

Offshore

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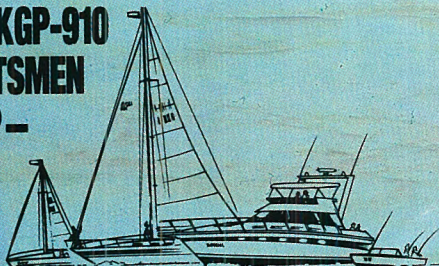
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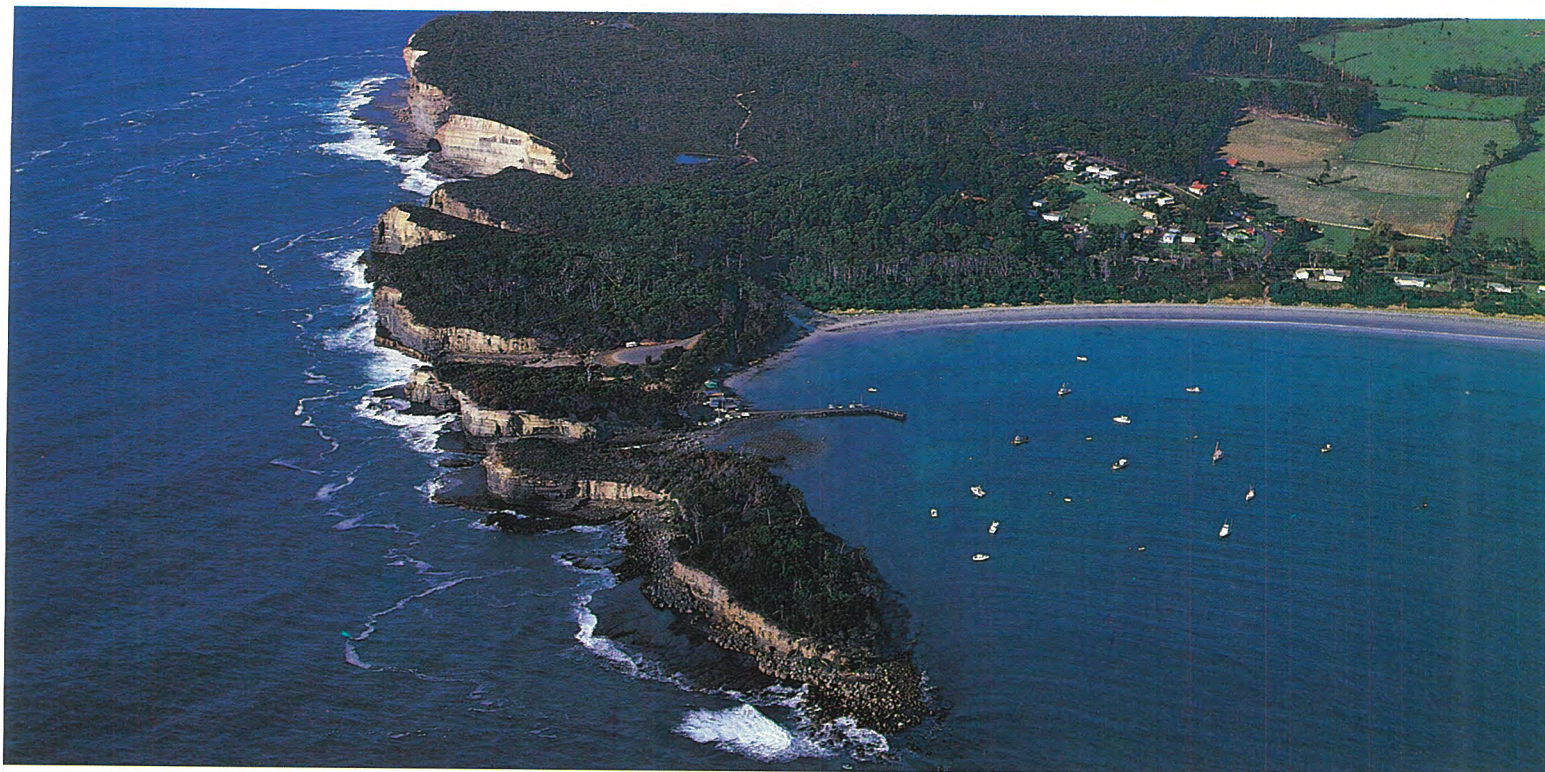
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The Magazine of the Cruising Yacht Club of Australia



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COVER: Hawaii's Kenwood Cup again provided spectacular action sailing in 15-20 knot tradewinds, captured here by Queensland photographer Mike Kenyon.

NEXT ISSUE: The complete guide to the 1992 Kodak Sydney-Hobart Yacht Race, plus a full colour report from the XXXX-Ansett Hamilton Island Race Week.



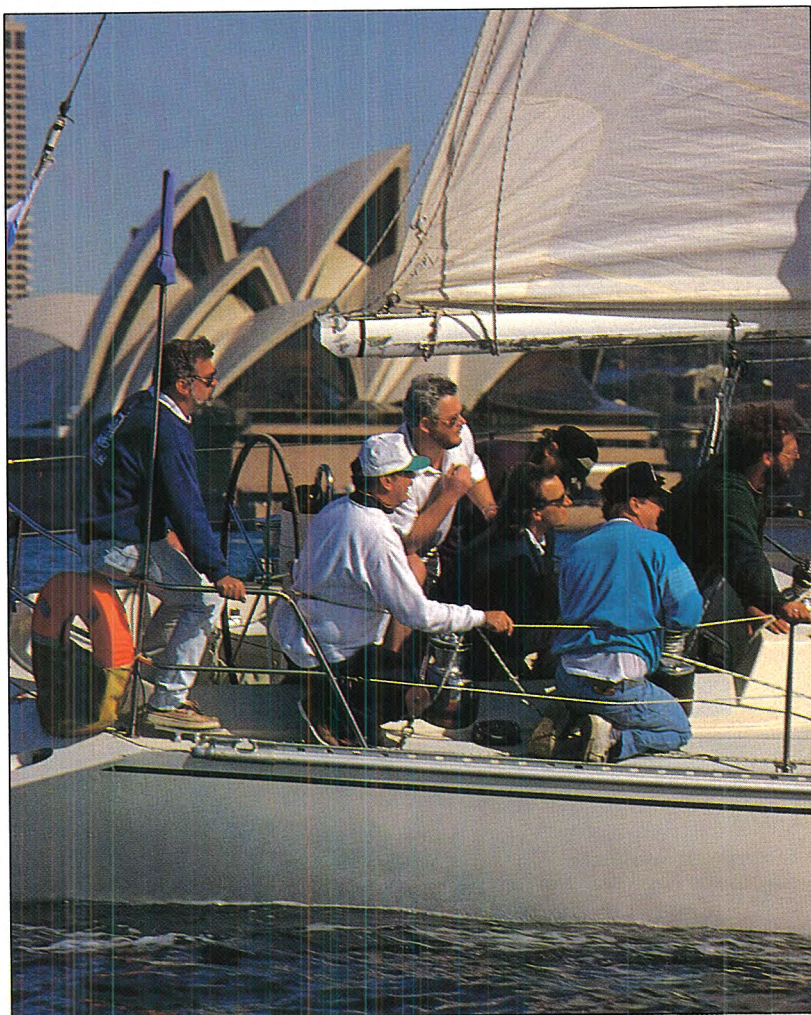
Record Winter Fleets

RECORD fleets contested the Cruising Yacht Club's Digital Winter Series on Sydney Harbour, with crews enjoying mostly sunny conditions and keen sailing. David Clare captured this day on the Harbour. Above, J24s sailing downwind in closely contested series and Right, *Savarin* leads *Fujitsu Dealers* (John Eyles) in Division A.

VETERAN yachtsman and Cruising Yacht Club of Australia former Commodore John Bleakley outsailed former world 18-footer champion Peter Sorensen to win the CYC's Digital winter series pointscore in a last race showdown on Sydney Harbour.

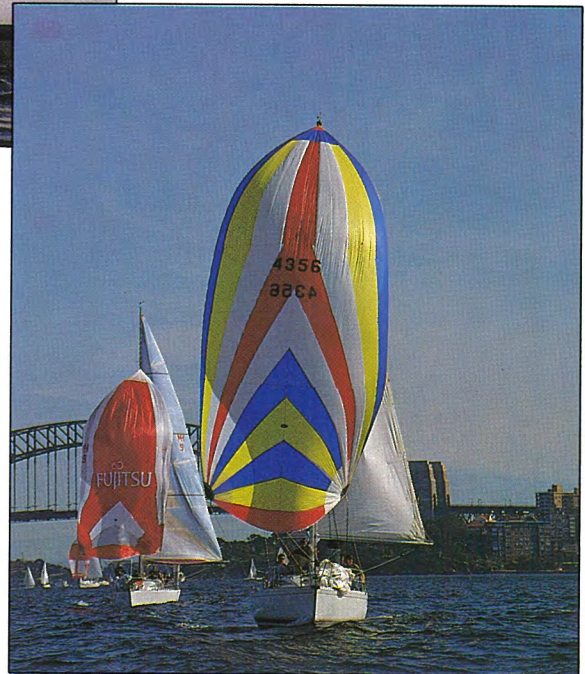
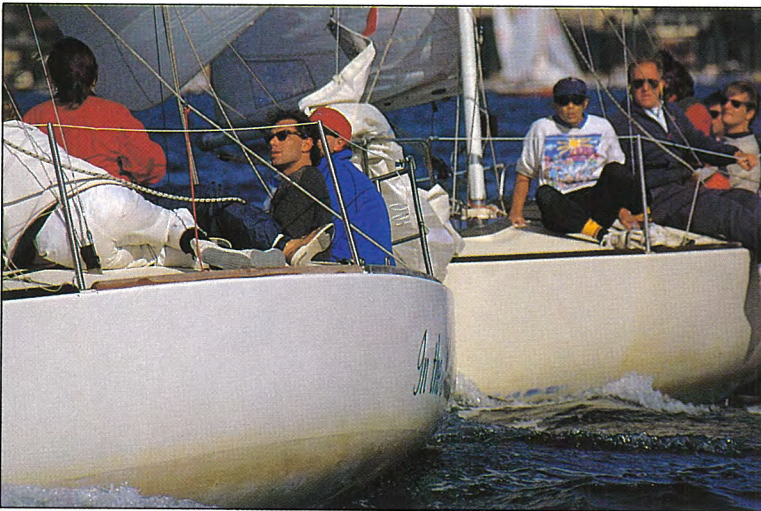
Skippering his Frers-designed 38-footer *Matangi*, Bleakley was two points behind Sorensen, helming *Jungle Juice*, an Adams 10, going into the final race but *Matangi* finished two points ahead.

"We had to beat Sorro around the course and put four other boats between us to take out the pointscore in Division A," Bleakley said after his win.





DIGITAL Winter Series on Sydney Harbour: Left, Madadam (John Short and Peter McLelland), winner of Division F, while below, left and right, photographer David Clare captured the close competition and the concentration of the crews.



"We did it by finishing sixth in today's light winds while *Jungle Juice* was back in 12th place."

The win was another in a long run of successes by Bleakley, a regular long ocean racing competitor, who in 1979 was a member of the winning NSW team in the Southern Cross Cup with his One Tonner *Deception*.

Third place overall in Division A, contested mainly by ocean racing yachts and the faster Harbour racers, went to *The Pink Boat*, skippered by Robin Crawford, from Cremorne.

The last of 12 winter races was the decider of the Digital series in most of the eight divisions which over the season attracted a total fleet of nearly 150 yachts from a dozen yacht clubs around Sydney.

CYCA based yachts did well with a fine victory in Division B for *Sail 30*, a newly launched 30 square metre class harbour racer owned by the Sail 30 Syndicate. *Vanessa III* (Kim Jaggard, Croydon) placed second overall with *Andromeda* (Peter Henricks, Darling Point) third.

The Rushcutters Bay-based EastSail sailing school took out Division C with *Ça Va*, a Beneteau 32 skippered by Peter Franki and sailed by a crew of sailing students. The Half Tonner *Beach Inspector*, skippered by David Fairfax of Darling Point, finished second overall with Edgecliff resident Howard de Torres third with *Smooth Operator*.

Terry McDowell, sailing under the burgee of the Sydney Amateur Sailing Club, won the Division D pointscore with his Beneteau 310 *Joss*. Runners-up were *Jingaro* (John Morrison, Double Bay) and *Spirit of Defiance* (Jens Rasmussen, Woollahra), both CYCA yachts.

A last race second for the CYCA-based Adams 8, *Madadam*, owned by Jon Short and Peter McClelland from McMahons Point, clinched the Division F pointscore from *Not Drowning, Waving*, skippered by Edgecliff yachtswomen Andrea Holt with 18-footer sailor Michael Spies on the helm. Third place went to Mosman sailor David Elliott, skippering *Redback* from Middle Harbour Yacht Club.

Woollahra Sailing Club entry *Circus Circus*, an Elliott 5.9 skippered by Adrian Harris, won Division G of the Digital winter pointscore from *Lucinda* (Elizabeth Drolz and David Wardrop, from Cremorne) and *Honeybee* (Peter Gray, Wahroonga).

The J24s, which sailed a scratch series while other divisions raced under a handicap start system, produced a highly competitive season, spiced by a number of protests that even went through to the final race. The final pointscore saw a win by Neil Begley with *Mrs Murphy's Cocoa* by just three points from *Jellicle* (Chris MacMahon) and *Flying Carpet* (John Santiford and L. Bouzaid).

— Peter Campbell

Jupiters Yacht Classic

Hancock's Half Hour - PLUS

By Peter Campbell

ROYAL Sydney Yacht Squadron John Hancock finally achieved a major victory in ocean racing when his aptly-named Half Tonner, *Half Hour*, won the IOR division of the Jupiters Yacht Classic ocean race from Sydney to the Queensland Gold Coast.

Half Hour swept up the Queensland Gold Coast under spinnaker before the best breeze of the 385 nautical mile race, a 15 knot sou'easter to what Hancock described as a most appropriate win.

In this race last year, the Rob Humphreys-designed 30-footer lost an IOR overall win when the breeze faded as she neared the finish, losing to the Farr 43, *Wild Oats*. In the final day of this year's race the opposite conditions enabled Hancock and his skillful crew to reverse the results-finish with almost two hours to spare to oust *Wild Oats* (Roger Hickman, Bruce Foye and Lance Peckman) from first place.

Winning skipper John Hancock practices as a solicitor at Marrickville and in the City. He sails from the Royal Sydney Yacht Squadron.

Third place in the IOR division went to *First Light*, skippered by Sydney yachtswoman Helen Mountford in the absence of her husband Bill, for whom she normally navigated in long ocean races.

The fleet's other woman skipper, 18-footer sailor Adrienne Cahalan and her all-woman crew aboard another Half Tonner and past race winner, *Pemberton III*, renamed for the race as *Lifesaver 15+*, started well but were outsailed on the first 24 hours at sea and never were in the hunt for a high placing. However, they were pleased with their combination and are

now looking to campaigning a much larger yacht to Hobart.

The 1992 Jupiters Classic, although again a slow race for the big boats (*Amazon* broke her own record for the slowest race in taking line honours for the second year) proved to be a relatively quick race overall, with Southport Yacht Club's bar doing a record trading on the Tuesday as most of the 65 yachts completed the course and brought thirsty sailors ashore.

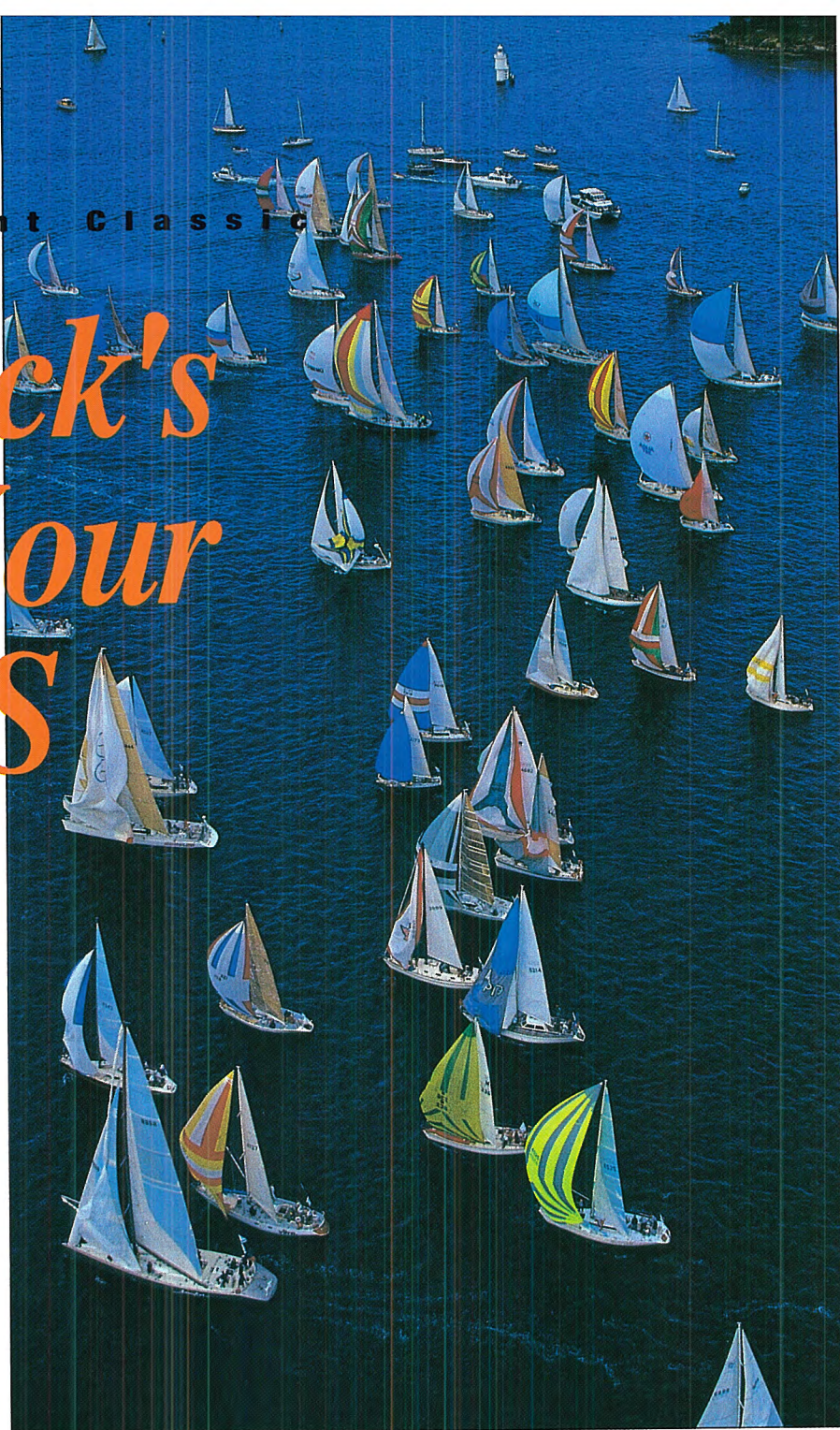
Sponsors, Conrad Hotels and Jupiters Casino, were delighted with the strong fleet of 66 starters and used the race as a major promotional vehicle, with widespread media coverage. The strong IMS fleet was divided into two divisions with the Brisbane sloop *Outsider*, skippered by Ross Perrins, making up for the seven second loss in the

Sydney-Mooloolaba race earlier this year with a fine overall IMS win and first in IMS Division B.

Outsider, an optimised Farr 11.6, won Division B from the newly-launched J35 class sloop, *Jenny*, owned by Singapore yachtswoman Jeffery Leow and skippered by boatbuilder and champion yachtswoman Ian Bashford.

Late finisher, the classic S&S34 *Solandra* from Hobart, skippered by Craig Escott, continued her remarkable run of successes over the years by ousting the high-tech French-designed Jeanneau 35, *Starstruck*, from third in IMS B.

IMS Division A went to the former IOR One Tonner, *I'm a Mess*, having its first race under IMS ratings following a major refit. *I'm a Mess* is owned by Perth yachtswoman Alan Brierty and was sailed by a



crack crew of Victorian sailors with America's Cup and Admiral's Cup yachtsman Ross Lloyd as sailing master.

The Davidson designed boat which previously raced as *Once a Jolly Swagman* was completely gutted and refitted below to comply with the IMS accommodation requirements. Scott Jutson also redesigned the keel and rudder.

Provisional second place went to Colin Wilson's purpose-built IMS cruiser/racer, the Jarkan 41, *Never a Dull Moment*, with *Infinity II*, a Farr-designed Beneteau owned by Martin James, taking third place.

Overall, the IMS results saw *Outsider* placed first from *Jenny, I'm a Mess* and *Never a Dull Moment*. However, there was a temporary hitch to the final IMS results when *Never a Dull Moment* lodged a protest against the Race Committee, questioning the choice of Ocean Racing 10 knots as the average windspeed for the race.

The protest had the potential to upset results, but the Protest Committee found that it had been lodged outside the time limit and that it was an invalid protest and could not be heard.

The Performance Handicap fleet continued to attract a good part of the fleet with the Pittwater sloop *High Anxiety* (Peter Hayes) adding another trophy to her collection with a hard-fought win from *The First Eleven* (Bruce Mead) and the former famous Admiral's Cup yacht and two-times Sydney-Hobart winner, *Love and War*, skippered by Simon Kurts. In PHS Division B, first place went to Eastsail's *Micron*, skippered by Peter Franki and crewed by a



COLOURFUL aerial pic by David Clare (opposite page) shows the size of the fleet which contested the 1992 Jupiters Yacht Classic. Above, John Bleakley's *Matangi* heading north. Below, John Hancock and his crew of *Half Hour* celebrate their IOR victory after their arrival at Southport Yacht Club. (Pic Ian Grant)

team of students.

The mighty *Amazon* took line honours in the Jupiters Yacht Classic for the second successive year, finishing at 1.34am on the Tuesday morning to beat the famous but now veteran maxi yacht *Condor* across the finish line by an hour and a quarter.

Skippered by Sydney yachtsman Peter Walker, *Amazon* is not only the yacht to win

successive line honours in the 385 nautical mile mid-winter classic – but she also broke her own record for the slowest race from Sydney to the Gold Coast, taking 60 hours 34 minutes 5 seconds to complete the course in the mostly light breezes.

Since being launched less than two years ago the Kell Steinmann-designed 69-footer has taken line honours all major ocean races on the Australian coast except the Sydney-Hobart.

Amazon sailed across the finish line in a moderate westerly night breeze to end a race which saw the lead change at least six times – and which saw fortunes alter dramatically for other yachts over the final 30 sea miles from Point Danger to the finish off the Gold Coast's Main Beach.

Condor, owned by Tony Paola and skippered by David Kellett, finished 1 hour 14 minutes astern of *Amazon*, with *Freight Train* (Damien Parkes) sailing through several yachts to grab third place by a mere five minutes from the Queensland yacht *Bobsled* (Terry Kilmartin and Kerry Spencer), with the Lake Macquarie sloop *Oz Fire* (Doug Coulter) just one minute further astern.

The New Zealand yacht, *Matua Future Shock* (Ian Margan) which had been up with the leaders for most of the race, slipped back to finish sixth after "parking" several times as she sailed up the Far North Coast of NSW. Last year's Sydney-Hobart line honours winner, George Snow's *Brindabella*, suffered an even worse fate and had one of her worst line honours results.

Jupiters Yacht Classic

By John Hancock

IF you want to show overseas guests the East Coast of New South Wales close up, the Jupiters Classic Sydney-Gold Coast race is the way to go.

As Hugh Treharne says: "You always approach a race to do the best for your yacht". That is the way our crew approached this year's Jupiters Sydney-Gold Coast yacht race, with everybody doing everything on the boat and the owner trimming the leeward runner!

Prior to the race the Royal Sydney Yacht Squadron staff prepared the yacht for the race in a detailed fashion with the help of John Harden, the electronics expert, Noakes Rigging and Contender Sail Cloth. Thank you all.

Sean Langman adjusted the rig and agreed to come along and keep the mast up. Sean was the most experienced starting helmsman, so he took the start, being called in by Jan Scholten, who is his equal. The breeze at the start was from the east and fairly light. One boat length from the line, in perfect position, our start was ruined by a maxi mistiming the start, having no regard for



Continued on page 22

KENWOOD CUP

World Cup Fizzer

by John Roberson*



THE agony of Australia's worst-ever showing at the Kenwood Cup was further compounded by having the Champagne Mumm World Cup taken away from us just four weeks after our two sole representatives at Hawaii were presented with the Cup.

Although there were only two Australian boats at Hawaii's biennial offshore regatta, Royal Ocean Racing Club officials implied that we could not fail to bring home the Champagne Mumm trophy. Sure enough, at the presentation dinner the two Aussie skippers, Syd Fischer and Grant Wharington, accepted the Cup on behalf of the Australian yachting community.

The story on the day was that, despite a

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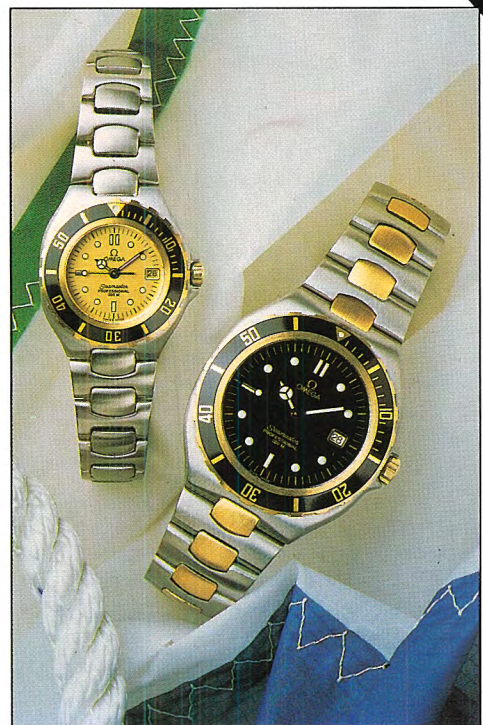


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Kiwi onslaught at the Hawaiian series, Australia's consistent performance at the four Pacific Rim regattas on the '92 Champagne Mumm World Cup circuit had earned us one of offshore yachting's most prestigious trophies. While New Zealand had picked up just about all the worthwhile Kenwood silverware, Australia had supposedly beaten them by one point on the World Cup circuit.

This was, after all, quite reasonable thinking. At the Southern Cross Cup/Asian Pacific Offshore championships Australia had obviously been well represented, but there had only been one Kiwi boat, *Rockie II*, and it had put in only an average performance. At the Corum China Sea Series we poached the Farr 36 *Tara* from the Kiwis to sail for Australia, and she finished second on World Cup points, while NZ was unrepresented.

This was followed by the Japan Cup, and it was our turn not to have a boat, while the Kiwis went up and sailed the One Tonner *Matenrow*, finishing third. So going into the fourth and final regatta, the Kenwood Cup, the figures as provided by the Champagne Mumm Office, on behalf of the RORC, showed that if Australia finished fourth or better we would take the World Cup by one point, no matter how well the Kiwis did.

The appearance of Melbourne Grant Wharington and his crew on *Ronstan Wild Thing* in the IMS division seemed to assure us of the trophy. There were only four countries represented, so we couldn't be worse than fourth. Indeed, it was a major effort for the Melbourne boys to get there at all.

Some four weeks after the Cup was presented to Fischer and Wharington, and after the Cruising Yacht Club of Australia had been asked to arrange a party in December, to be hosted by Champagne Mumm, for the official handing over of the trophy, a press release was issued which stated blandly: "New Zealand is winner of the Champagne Mumm World Cup 1992".

The two and a half page release gave no explanation whatsoever for this sudden switch other than to say: "By just one point the Kiwis swept away a season-long Australian lead in the four race regatta series . . .". Later it said: "Had one more Aussie yacht been able to join either *Wild Thing* in Hawaii's IMS division or *Ragamuffin* in IOR – or had the Kiwis not been so strong – Australia could have held the Cup."

Fax and phone lines to England ran hot for some hours and eventually an explanation arrived: "It was a straightforward mathematical error. New Zealand gained 99 points at the Asia-Pacific Championships for being second in the IMS division – there was only one Kiwi boat there, *Rockie II*, but there were only two countries represented in IMS, Australia and New Zealand.

"However, because of what was either

a typo or a failure of memory in a press release of mine after Leg 2 (Hong Kong), NZ was credited with only 97 points in that release – and unbelievably no-one noticed."

The real question that this blunder raises is who runs and administers the Champagne Mumm World Cup?

When everything is going well the Royal Ocean Racing Club is happy to sit in its ivory tower in London's exclusive St James' Place, claim the World Cup as their series, and taking the kudos for having arranged the sponsorship with Champagne Mumm. However, one has to ask what they have done to justify the support of their sponsors, while the Champagne Mumm Press Office has apologised for the mistake. No such courtesy has been forthcoming from the RORC!

Members of the committee of this august body are rarely, if ever, seen in an official capacity at any other event besides their own Admiral's Cup. The Australian Yachting Federation executive director, Tony Mooney, commented: "We have asked them several times to come here and administer their part of our event, but they have always declined."

The sport of yachting needs good sponsors like Champagne Mumm, companies that back the sport on a long-term basis, but the job of the sponsor is to support the sport, not run it. For the Royal Ocean Racing Club to take the sponsor's money – and a fair amount of their product – and then fall down in their duty to that sponsor, by failing to administer the circuit for which the sponsor has paid to have naming rights, is to do both Champagne Mumm and the whole sport a disservice.

Further, to leave the administration – intentionally or not – in the hands of the sponsor's press officer is to impose undue responsibility on that person. The press officer's job is to act as liaison between the sponsor and the media; the information he provides should come from his employers and the administrators of the event or series.

One cannot dispute New Zealand's claim to the trophy, or indeed their impressive performance at the Kenwood Cup: on the published scoring system they have won, but for the "owners" of the event to be so negligent as to allow the trophy to be presented to the wrong people must make the sponsor question their involvement.

The Kiwis have certainly made a sudden and decisive comeback into the world of international offshore yachting, rolling up in Honolulu with five very competitive boats that virtually cleaned up the regatta. Of the total entry of 36 boats for the event, they were split evenly between IOR and IMS, with the two divisions split into three classes.

Of the six classes New Zealand had entries in five of them, winning three, and

finishing second in a fourth. Their real blitz was in the IMS division, where they won all three classes, and won every race overall.

The brand new Farr 40 IMS special *Cookson's High 5* was the talk of the town around the yacht clubs and bars of Waikiki. Being steered by her owner and builder Mick Cookson, and with Geoff Stagg of the Farr office as tactician, they were unbeaten in the six races of the series, taking races by big margins.

Second overall in IMS, and first in Class B, was another new boat from Cookson's, but this time designed by Greg Elliott, and steered by him in the series. *Sassy II* is an Elliott 39 owned by Tom McCall, and they were also part of the Royal New Zealand Yacht Squadron's IMS team which carried off the Hawaii Yacht Club Trophy for yacht club teams.

Medicine Man was the third new Kiwi IMS boat, and she was designed, built and skippered by Duthie Lidgard to win Class F, and finish eighth overall. She was also a member of the RNZYS team, and a very good-looking boat, beating such known performers as J35s.

Australia's two boats in the regatta put up credible performances in the face of some very strong opposition, but were never likely to collect any major trophies. Grant Wharington's *Ronstan Wild Thing* just being there was a tribute to the determination of her owner and crew.

Originally one of eight Australian boats due to be shipped to Hawaii together, when the deal fell through they weren't about to give up. Of the 14 crew 10 chipped in \$3,000 each towards the campaign costs, while those who couldn't afford it sailed the boat from Melbourne to Honolulu.

For a boat that was not specifically designed to the IMS rule they sailed well to finish seventh overall, and fourth in Class B, against boats that were mostly newer. All the boats that beat them were either designed to the rule or optimised for it. Their best result of the series was a fourth overall in the final race, which could so easily have been a disaster when their rudder broke away from the boat almost immediately after the finish.

Syd Fischer's latest *Ragamuffin* struggled against the newer Fifties, and but for the latest *Will* breaking her mast just short of the final race would have been third of the three-boat Fifty fleet. Also up against all the hottest Two Tonners which were part of the IOR fleet, Syd and his team, which included Hughie Treharne and Fraser Johnson, finished 11th overall, but did manage to salvage second in class A.

Overall winner of the IOR division was the Italian Two Tonner *La Rouge*, also a member of the European team which won the regatta's premier trophy, the Kenwood Cup for international teams.

*John Roberson flew to Long Beach with Qantas.



CRUISING YACHT CLUB OF AUSTRALIA

Early Entries Excite Interest

By Peter Campbell



WITH early entries received from two exciting new yachts, the New Zealand maxi ketch *New Zealand Endeavour* and the world's first Farr 50 IMS boat *Morning Mist III*, from Victoria, interest is already at a premium for the 1992 Kodak Sydney-Hobart Race and the Kodak Asia Pacific Ocean Racing Championships.

The 26-metre LOA *New Zealand Endeavour* is already rated as line honours favourite for the 630 nautical mile ocean classic and as a strong contender to win Kodak's \$100,000 prize for the first yacht to break *Kialoa's* 17-year-old race record of 2 days 14 hours 36 minutes 56 seconds.

Neither *New Zealand Endeavour*, a Kiwi entry for the 1993-94 Whitbread Round the World Race, nor *Morning Mist III* have yet been launched but both are being mentioned as favourites for success – the Kiwi ketch for line honours and the 50-footer for overall IMS victory.

Kiwi skipper Grant Dalton will use the Sydney-Hobart as the first major race for the Bruce Farr-designed 26-metre ketch in its preparation for the Whitbread. Farr has also designed *Morning Mist III* for veteran Melbourne yachtsman Alf Neate with the commission to produce a yacht capable of winning the IMS handicap overall of the Sydney-Hobart.

Two Overall Winners in 1992

For the first time in the 48 year history of the Sydney-Hobart Race there will be two overall handicap winners of the 1992 race – first overall for IOR rated yachts and first overall for boats racing under IMS handicaps. Winners and overall placegetters under both IOR and IMS will have equal status in this and future races, with a fine collection of trophies being provided for the IMS category fleet.

The spirit and intent of the Cruising Yacht Club of Australia's decision, made in consultation with the Royal Yacht Club of Tasmania, is that the IMS trophies for

New Victorian purpose-designed IMS racer *Morning Mist II*, being built for Alf Neate, is based on Bruce Farr-designed *Gaicho*, which has already made its mark on offshore racing.

corrected time winners and placegetters will match as closely as possible the stature, tradition and general quality of those trophies which have been available to IOR contestants in the past.

For example, the trophy for the first yacht on overall IOR corrected time since the inception of the race has been the Tattersall's Cup, an ornate silver cup with winners' shields affixed around the plinth. The City of Hobart Trophy is for the second yacht and the RYCT Trophy for the third yacht. The traditional replica for the winning owner is a model of the famous Iron Pot, which marks the entrance to the Derwent River.

The equivalent perpetual trophy for IMS overall winner will be the historic Bass

Strait Cup, a large silver cup won by *Solo*, the famous Sydney-Hobart racer of the 1950s and 1960s and presented to the CYCA on behalf of the estate of the late Vic Meyer. The replica will be a smaller cup individually engraved and presented each year by the CYCA.

Second and third trophies for IMS will also be re-dedicated trophies won by *Solo* during her remarkable ocean racing career, with the Solo Trophy (the large wooden steering wheel of *Solo*) for second overall and the Storm Bay Cup for third overall.

Kodak Gold Cup

A new prestigious trophy will be the Kodak Gold Cup for the first yacht in Division A on IMS corrected time – expected to be one of the most competitive divisions of the race.

The third handicapping category for 1992 will be the Tasman Performance Handicap System (TPHS), a special arbitrary handicap system devised specifically for the Sydney-Hobart Race. Yachts intending to race in the TPHS category must be currently certificated to IOR or IMS and must nominate under which rule they wish to race within the TPHS category. They will be eligible to compete, notwithstanding non-compliance with the exotic fibre restrictions, the IMS Accommodation requirements (if applicable), the IMS Light Displacement Limit (if applicable) or the Stability Index.

Apart from raising the status of overall results under IMS corrected times, an obvious move in view of the strength of IMS handicapped yachts in ocean racing fleets, there are no major changes for the 48th race to Hobart.

Yacht Sponsorship

Advertising rules have been further eased to assist yacht owners in obtaining sponsorship. The 1992 Kodak Sydney-Hobart Race will be Category C for IOR and TPHS divisions and Category B for IMS.

This allows multiple sponsors to be recognised on hulls and spinnakers. However, advertising on sails will continue to be restricted to spinnakers only.

A "final" closing date for late entries has been set by the CYCA to encourage overseas entries. The official closing date for entries for the 630 nautical mile race is Saturday, October 31; for "late" entries it is Saturday, November 14; for "late late" entries it is Saturday, November 28.

Asia Pacific Championships

For this year the lead-up races for the Kodak Asia Pacific Ocean Racing Championships have been condensed into the weekend before Christmas, with a 45-60 nautical mile day-night offshore race on Friday, December 18, a 20 nautical mile offshore triangle race on Saturday, December 19, and two 10-12 nautical mile offshore windward-leeward races on Sunday, December 20. The final races for

the IOR and IMS Championships will be the Kodak Sydney-Hobart, starting December 26.

Both *New Zealand Endeavour* and *Morning Mist III* have entered the Asia Pacific Championships and most competitive IOR and IMS rated yachts are expected to contest the entire regatta. In addition to these yachts, several other new boats are expected to race in the Asia Pacific series and the Hobart race, including the newly-launched and immediately successful Australian-built J35 sloop *Locomotion*, winner of the recent XXXX-Ansett Race Week at Hamilton Island. Two other new J35s may be launched in time for the series.

The CYCA Sailing Office already reports strong interest in the Asia Pacific Championships from yacht owners in Tasmania, South Australia, Western Australia and Victoria as a result of the condensed series.

Syd Fischer's latest *Ragamuffin* is on its way to Australia from Hawaii, where Fischer contested the Kenwood Cup in the Farr 50 which previously raced for Japan as *Will*. Fischer is planning a strong campaign to win his first Sydney-Hobart on IOR corrected time and also the CYCA's Blue Water Championship.

His line honours winner, the maxi sloop *Ragamuffin*, is expected to race to Hobart under charter as one of the contenders for line honours and the Kodak prize of \$100,000 for the first yacht to break



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Kialoa's race record.

Apart from *New Zealand Endeavour* and *Ragamuffin*, the big boat fleet will certainly include last year's line honours winner, *Brindabella* (George Snow), two-times previous line honours winner *Condor*, along with the Queensland-owned *Bobsled* and *Hammer Of Queensland*, *Amazon* and *Rager* from Sydney, *Oz Fire* from Lake Macquarie, and Adelaide's *Helsal II*. New Zealand flyer *Matua Future Shock* has also stayed in Australia following the Jupiters Race to do the Hobart.

A second early Kiwi entry is the fast *Icefire*, coming across the Tasman for another duel to Hobart with her Lake Macquarie rival, *Oz Fire*.

Among yachts whose crews are already into the serious competitive mode in the lead-up to Christmas are Tasmania's *Salamanca Inn*, which has just undergone a major refit, with owner John Fuglsang looking towards Australia's Admiral's Cup team in 1993, as is Syd Fischer with his Farr 50 *Ragamuffin*.

Of last year's top placed yachts in the Kodak Sydney-Hobart line honours winner *Brindabella* and IMS overall winner *She's Apples II* will certainly be racing this year, with IOR winner *Atara* also expected to be on the starting line again.

Other competitive boats already racing in club events and regattas include Tasmania's *Sheraton Hobart* and *Solandra*, the Perth-owned *I'm A Mess*, Brisbane's *Hammer Of Queensland* and *Phoenix*, *Ultimate Challenge* in Melbourne, and in Sydney *Freight Train*, *Condor*, *Star Ferry*, *Nuzulu*, *Oz Fire*, *Never A Dull Moment* and

others.

The total fleet for the 1992 Kodak Sydney-Hobart Yacht Race? CYCA secretary Bob Brenac's prediction is 110. I think there could be more.

KODAK PLAN BOXING DAY SPECTACLE

Kodak are finalising plans to make the start of the 1992 Kodak Sydney-Hobart Yacht Race from Sydney Harbour an event to be remembered – by competitors and by spectators on and off the water. At the same time they are working closely with Hobart city and Tasmanian tourism officials to make the finish of the fleet a focal point of Christmas-New Year activities around the Hobart waterfront.

An innovative change is that the finishing line off Battery Point is to be extended so that yachts finishing can be seen from the Constitution Dock area – not to mention the Sheraton Hobart Hotel, which will be headquarters for the contingent covering the race for television, radio and the print media throughout Australia and overseas.

Back on Sydney Harbour, the expected fleet of between 110 and 120 yachts will receive the most enthusiastic send-off they have ever experienced and in their turn they will provide a spectacle for huge crowds expected on the water and on headlands around the harbour.

With co-operation from local service groups, Kodak is encouraging the public to join in a picnic atmosphere at vantage points and will be providing musical entertainment and other activities for

families. But the focus will be on the Harbour and the yachts from 11.30 am onwards, leading up to the 1pm two-line start between Shark Island and Bradley's Head.

After farewells to families and friends at the CYCA marina at Rushcutters Bay, the fleet will move out onto the Harbour in a Parade of Yachts down a marked corridor of Kodak buoys to a rollicking "bon voyage" by Kodak and CYCA guests aboard two large cruisers.

The action will start with a Maxi Exhibition Race from Shark Island down the Harbour and back, giving the big boats a chance to set spinnakers in a colourful pipe opener to the start. Following this will be daylight fireworks, aircraft flyovers and other events providing not only a great spectacle for Sydney-siders but for television viewers around Australia in the countdown to the one o'clock start of the 48th race to Hobart.

Program of Events

Kodak Asia Pacific Ocean Racing Championships:

Race 1 – Friday, December 18, ocean race 45-60nm, starting 1500 hours.

Race 2 – Saturday, December 19, short offshore triangle, 20nm, starting 1300 hours.

Races 3 & 4 – Sunday, December 20, two short offshore windward/leeward courses, 10-12nm, starting 1100 hours.

Race 5 – Saturday, December 26, Kodak Sydney-Hobart Race, 630nm, starting 1300 hours.

IOR Age Allowance For Sydney-Hobart

THE Cruising Yacht Club of Australia has introduced the Ocean Racing Council's age allowance factor into the formula for yachts racing this summer under IOR MKIII, including the 1992 Kodak Sydney-Hobart Race.

The age allowance is that set by the ORC for all world championships for the level rating classes. It may also apply to yachts contesting the 1993 Admiral's Cup.

The objective is to fairly equate older IOR yachts, such as those designed and built in the 1980s, with those of the 1990s.

The new format for calculating a yacht's IOR TCF is contained in an amendment to CYCA Special Regulation 110.2 issued by the Club's Sailing Committee as follows:

Amendment to CYCA Special Regulation 110.2
Delete all text and replace with:

110.2 Each IOR TCF is calculated as follows:

- (i) $TCF = (\text{Sixth Root "X"} - .96) \times .988$ rounded to 4 decimals.
Where "X" is the IOR Rating in feet adjusted for Age

Allowance thus:

AF = Age Factor

The Age Factor Year (AFY) shall be the year of Hull Date or Age Date (as per IOR Certificate), whichever is the later.

For yachts with AFY 1990 or later AF = 0

For yachts with AFY 1983 to 1989 $AF = 0.004 \times (1990 - \text{Age Date})$

For yachts with AFY earlier than 1983:

$AF = 0.004 \times (1990 - AFY) + 0.004 \times (1983 - AFY)$

"X" = the lower of RA or R (in feet) $\times (1 - AF)$

- e.g. A yacht with AFY 1980 and MKIII Rating "RA" 30.00ft and MKIII Rating "R" 30.85ft
MKIII TCF, as printed on Aust. Certificates = .7931
(this figure is calculated using "X" = "RA")
 $AF = 0.004 \times (1990 - 1980) + 0.004 \times (1983 - 1980)$
 $= 0.040 + 0.012 = 0.052$
 $"X" = 30.85 \times (1 - 0.052) = 30.85 \times 0.948$
 $= 29.25$
New TCF = .7858 (a reduction of 0.0073)

Explanation

The Age Allowance Formula published previously INCORRECTLY shows "X" = RA (in feet) $\times (1 - AF)$ this SHOULD HAVE read "X" = R (in feet) $\times (1 - AF)$

Most yachts with Age or Hull Dates earlier than 1983 already have some Age Allowance built in to the MKIII Rating "RA". The revised Age Allowance formula above is to be applied in place of, not as well as, the MKIII Allowance. Thus the MKIII Rating "R" and not MKIII Rating "RA" is to be used in calculating the value of "X".

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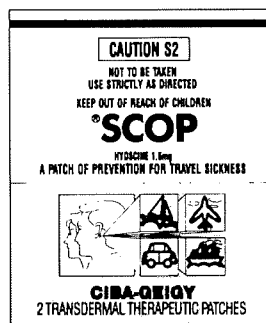
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from the commodore's desk

The Direction of Yachting at the CYCA

THERE has been much discussion over recent years as to the future of Australian Ocean Racing. Many people say IOR is dead and that IMS will be the saviour, while others believe IMS is fraught with its own longer-term problems.

To consider this issue I believe we need to refocus on what it is we are trying to achieve with yacht racing. The starting point is to determine who our market is and what

"products" they are looking for. That is, we must seek to understand the sailing needs of our customers, the owners, skippers and crews.

One of the problems is that we have seen a shift in the yachting needs of our skippers and crews, with more yachties falling into the racer/cruiser categories than the Grand Prix IOR racing which flourished in the mid-1980's. There are many and varied reasons for this shift, none the least of which is the economic

situation, not only in Australia but also overseas. We have seen far fewer new boats built in the last 2-3 years, with virtually no new IOR boats, and owners are generally trying to extend the competitive life of existing boats, with a number of IOR boats being converted to IMS. We have also seen changes in fleet sizes over recent years with a general drift away from the traditional Saturday ocean races and the overnights. However, not surprisingly, we have seen a maintenance of fleet sizes in "social" racing such as the twilight races and Digital winter series.

The immediate implications of these trends are twofold:

Firstly, the yacht clubs and sport administrators need to be sufficiently flexible to vary the style of racing offered to yachtsmen to cater for their current requirements; and

Secondly, we need to ensure that the move to IMS racing is not just an alternative

'LOG OF THE KATHLEEN GILLET'

A limited edition of the Log of the *Kathleen Gillett*, written and illustrated by Jack Earl during the ketch's circumnavigation in 1948, has been bought by the Associates Committee of the Cruising Yacht Club of Australia. The 'Log' was unveiled by Jack Earl and the President of the Associates, Ms Lee Ratcliff, at a recent function at the club attended by several other early members of the club, including Trygve Halvorsen, Merv Davey, Mick York, Boy Messenger, Bert Wilson and Stan Darling. Pictures below show, left, Lee Ratcliff watches as Jack Earl furls the CYCA burgee to reveal the Log in its cabinet; and right, Jack with his daughter Maris Tomaszewski and another veteran yachtsman, Bob Bull. (Pics - Peter Campbell)



alternative to IOR and does not over-expose IMS to a level of design innovation and competitiveness for which it was not intended.

While we at the CYCA do not have all the answers to these issues, we have endeavoured to vary our summer programme to accommodate much of the feedback received from yacht owners during the off-season. The programme now supports the regatta format suggested by the IOR Owners Association and the JOG grand prix series, and allows sufficient "drops" to cater for other weekend commitments. However, we have not abandoned all our traditional races as the CYCA still has a staunch group of owners who enjoy the rigours of overnight and long ocean races. Passage and fun races have also been incorporated into the programme with one of the highlights being the Illawarra Festival Tradewinds Trophy Race which will not only provide good sailing but festivities in Wollongong in which crews' families can participate.

We are not suggesting the optimum programme has been achieved and will seek the views of skippers and crews to provide input for further enhancement in the future. It is, however, a fact of life that compromise will have to exist due to the diverse and at times diametrically opposed yachting needs of the community.

The second issue relating to IMS is not as easily resolved: we have already seen examples where the IMS formula has failed

to compensate for differing pitching movements, extreme draft, etc. This has caused some disillusionment with owners whose performance has been lacking against new purpose-built boats. While IMS can be amended to accommodate such anomalies, we need to ensure confidence in the measurement system is not eroded so as to encourage owners to "give up" and not seek to continue racing our existing fleets of yachts. One solution which we are exploring at the CYCA is the segregation of the IMS fleet between say cruising yachts, racer/cruisers and out-and-out purpose-built racing yachts. By recognising the differing performance objectives we would hope to enable the existing fleet to remain competitive in the face of technical and design innovation and in keeping with "spirit and intent".

Obviously no-one possesses all the answers or yacht racing would be flourishing. What we have to do is listen to our constituent skippers and crews, maintain an objective and open mind to change and look to the future in a positive and innovative way.

Leigh P. Minehan
Commodore

Marine Diesel Course at CYCA in November

The Cruising Division of the CYCA has organised a marine diesel service and

maintenance course by noted marine diesel engineer Ronald W. Cross to be held at the Club during November and early December.

The course will comprise four seasons, each of three hours duration and starting at 1830 hours on the Tuesday evenings of November 10, November 17, November 24 and December 1. The course will be limited to 30 persons and applications must be made to the CYCA office in an envelope marked CYCA Diesel Course.

Cost of the course is \$50 for CYCA members and \$70 for non-members and a cheque must accompany the application.

The very active CYCA Cruising Division has a number of interesting activities planned for members:

October 3-5: Cruise to Port Hacking, with guidance into upper reaches of the Hacking River.

October 12: Peter Howell will show his film of the rounding of Cape Horn in the square rigger *Eye Of The Wind*. CYCA - 1830 hours.

November 9: Don McIntyre will show his film of his adventure in the BOC Challenge solo round the world race. CYCA - 1830 hours.

November 14: Dining on Board Night, with yachts rafting up in groups of three. Each yacht will prepare on board one course of a three-course meal for the crews.

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news

SYD FISCHER CONSIDERING AMERICA'S CUP BID

Syd Fischer, one of the greats of Australian and international ocean yacht racing and a three-times challenger for the America's Cup, is considering a fourth bid at San Diego in 1995 – but not as a sole challenger.

He has revealed that he had been approached by a group of prominent Australian businessmen, corporations and yachtsmen to head a new syndicate challenging for America's Cup XXIX.

"I'm not all that keen to go again as I have in the past, with a total personal involvement," Fischer told OFFSHORE. "But if the syndicate was to get fully behind the financing, planning and running of a challenge campaign I would be prepared to play a significant role and lodge a challenge for 1995."

San Diego Yacht Club will accept challenges for the 1995 America's Cup until December with syndicates in France, Italy, Japan, Spain and New Zealand already lodging challenges with a fee of \$A100,000.

Fischer revealed the proposal on the eve of his departure for Sardinia in the Mediterranean, where he will campaign his chartered 50-footer *Ragamuffin* in the Sardinia 50-Foot World Cup.

Ocean racing is his main focus of attention at present, with this chartered Farr 50 and another Farr 50 he has bought, also re-named *Ragamuffin*, on its way to Australia from Hawaii where Fischer contested the Kenwood Cup.

"My more immediate aims are to win the Kodak Sydney-Hobart Race on IOR and then win a place in Australia's team for the 1993 Admiral's Cup in England," said the veteran yachtsman, who has four times captained Australian teams to the Admiral's Cup.

Fischer said that his immediate reaction following the dismal showing of his America's Cup yacht *Challenge Australia* at San Diego earlier this year was "never again."

"However, I have since been approached to head a well-funded and well-organised syndicate using a re-designed *Challenge Australia* as a working trial horse and building possibly two new IACC yachts," he explained.

"We have already had discussions on the concept of a challenge and are considering submissions from designers to create a new hull and appendages for *Challenge Australia* – the boat was a dog but the deck, the rig, the sails are fine."

This would be done in association with the European group which purchased *Challenge Australia* following the 1992 America's Cup, and might involve buying the yacht back from that group.

Fischer firmly laid down his criteria for again challenging for the America's Cup after his previous efforts with the slow *Advance* in 1983, the fast but frustrated *Sydney-Steak 'N' Kidney* at Fremantle in 1987, and the disappointing *Challenge Australia* at San Diego this year.

In his words, the Fischer challenge would have to be:

- With a trial-horse yacht designed by consensus from a group of yacht designers, not just a one-man design, using the latest technology from around the world.
- A "no frills" campaign with no unnecessary extravagances.
- Run by a syndicate with no "rip-offs at the top" or by those heading the campaign.
- A team with "no ego trips for team members."
- A team with the sole purpose of backing the challenge in its objective of winning the America's Cup

Peter Campbell

Radical Cost-Cutting for America's Cup

AFTER the hundred million dollar budgets of the last America's Cup rattled even the billionaire Bill Koch, a committee to investigate methods of cutting the costs of competing in the event was set up. At a meeting in San Diego in August this group came up with some radical proposals to fulfil its brief.

The proposals include:

- Limiting the number of full-time employees on a syndicate's books to 75;
- Only allowing syndicates to build two new boats, and perform two major modifications to each boat;
- Reduce the number of crew on the boats from 16 to 14;
- Banning the use of certain high-tech materials in the rigging including nickel, cobalt and carbonfibre, and aerofoil rigging;
- Considering putting restrictions on the use of some high-grade laminates and resins in the construction of the hulls.

John Roberson

Race Eligibility Of New IMS Designs

Any yacht which meets the construction regulations and holds a valid IMS Rating Certificate and Accommodation Certificate will be welcome to race in the IMS division of all clubs conducting IMS racing in NSW.

The Chairman of the Offshore Committee of the Yachting Association of NSW, David Kellett, has made this clear following a meeting in Sydney of the NSW IMS Committee.

"Owners planning on building yachts to

the latest design trends should have no fear about being refused entry to race in the IMS division in NSW, provided they meet the regulations and hold the valid certificates," Kellett said.

In a statement issued after the meeting, Kellett said that concern had been raised over the past years that purpose-built racing yachts could cause a problem with the existing IMS fleet. It was hoped that clubs conducting the racing would monitor this fleet situation and group 'like' yachts together in IMS divisions when fleet size permitted, thus producing better racing for all, and encouraging more people to continue racing.

The IMS committee mentioned that the Velocity Prediction Program was being constantly monitored and upgraded to maintain close racing by the Ocean Racing Council and that all yachts should be eligible to race in the IMS division together.

In a further development, accepted guidelines have been adopted for the inspection process of the accommodation regulations within the clubs. Owners intending to have their yachts rated under IMS should contact their clubs' sailing offices.

Kellett said it was hoped to extend the accepted inspection guidelines to include all States in Australia to enhance national uniformity.

Kellett said the clubs involved had also expressed interest in introducing an "open" division for yachts which were measured to IMS and held a valid Rating Certificate but which could not comply with the regulations (ie, accommodation fit-out, limit of positive stability over 103 degrees, exotic construction, etc).

"The IMS Committee is confident that this initiative will attract more people on the water in a 'measured' racing format," the Offshore Committee Chairman added.

STEPHENS RE-ELECTED AS YANSW PRESIDENT

Garry Stephens has been re-elected unopposed for his second term as President of the Yachting Association of NSW, continuing a longtime contribution to the administration of yachting in this State. Also re-elected at the Annual General Meeting of the Yachting Association of NSW Inc., held on August 25, were Senior Vice-President Max Press (Royal Sydney Yacht Squadron), Junior Vice-President John Allanson (Royal Prince Alfred Yacht Club) and Treasurer Tony Rickards (Middle Harbour Yacht Club).

The other four members of the Executive Committee are David Kellett (Cruising Yacht Club of Australia), Don McKenzie (Northbridge Sailing Club),

Bruce Dickson (RSYS) and John Stuart-Duff, representing the Royal Prince Edward Yacht Club, who joins the Executive after long service on the Council and as Chairman of the Racing Rules Committee.

Councillors of YANSW include these members of the Executive Committee along with Graham Bach (Cronulla Sailing Club), John Ferguson (Botany Bay Sailing Club), Rosemary Hay (Woollahra Sailing Club), Ray Manning (Lake Macquarie Yacht Club) and John Porter (Parramatta River Sailing Club).

Nations Cup Selections Being Sailed in J24s

STATE yachting associations are conducting selections trials to choose their top skipper and crew to contest the Australian finals for the Nations Cup international match-racing. Sailing J24s, the State eliminations will be followed by the National finals on Pittwater in mid-November.

Seven skippers representing major NSW clubs contesting the close-fought



Warren Johns

selection series sailed on Pittwater in difficult and strong westerly winds.

Neville Wittey and his crew from the Royal Prince Edward Yacht Club was declared the NSW representative although the Royal Sydney Yacht Squadron's Mark Bethwaite topped the round-robin and won two out of the final matches against Wittey. However, the on-the-water judges "black-flagged" Bethwaite for failing to take a 270 degree penalty turn during one of the races.

Royal Prince Alfred Yacht Club will conduct the Australian selection trials with the winner going to the Group finals to be sailed in Singapore in July next year against skippers and crews from Hong Kong, China, Indonesia, Fiji, Malaysia, Korea, New Zealand, the Philippines, Papua New Guinea, Tahiti, Thailand, Singapore

and Japan. All events are being sailed in J24s.

Heaven Can Wait Third in 50-Foot World Cup

Warren Johns added another significant result to a long career of offshore racing when his *Heaven Can Wait* finished third overall in the 1992 International 50-Foot World Cup which ended with the Sardinia World Cup regatta sailed out of Porto Cervo in September.

Helmsman Jamie Wilmot steered *Heaven Can Wait* into fifth place in the final race of the Sardinia World Cup regatta to clinch third place in the World series, which comprised five regattas in the United States and in the Mediterranean.

Heaven Can Wait finished the World Cup with 24 points, behind the US 50-footer *Champosa VII*, steered by America's Cup yachtsman John Kolius, on 9.5 points and Italy's *Mandrake* on 14.75 points.

Wilmot steered the Farr 50 all through the season with an all-Australian crew, which included Grant Simmer and Fraser Johnston as tacticians, showing outstanding skill against such famous international helmsmen as Paul Cayard, John Kolius and American John Bertrand.

The Sardinia 50-Foot World Cup regatta ended on a high note for Australia, with Syd Fischer's *Ragamuffin*, steered by John Bertrand, leading all the way for her second win of the regatta.

Ragamuffin started the regatta with broken steering and a DNF and continued with a consistent series of 1-3-5-3-7-1 to end up third in the Sardinia Cup and fourth in the Mediterranean Cup, which comprised regattas at St Tropez, Palma and Porto Cervo.

Heaven Can Wait finished sixth in the Key West Regatta, fourth at Miami, sixth at St Tropez, second at Palma and sixth at Porto Cervo in the overall World Cup, while her race placings at Porto Cervo were 7-7-9-4-5-3.

Final results:

International 50-Foot Sardinia World Cup Regatta - Race 7: 1. *Ragamuffin* (Syd Fischer/John Bertrand, Aust); 2. *Champosa VII* (Mark Morita/John Kolius, USA); 3. *Mandrake* (Francesco De Angelis, Italy); 4. *Corum Saphir* (Marc Bouet, Fr).

Sardinia Cup final pts: 1. *Mandrake* 8 pts; 2. *Champosa VII* 17.75; 3. *Ragamuffin* 19.5. 6. *Heaven Can Wait* (Warren Johns/Jamie Wilmot, Aust).

Mediterranean Cup (regattas at St Tropez, Palma and Porto Cervo):

1. *Mandrake* 7.75; 2. *Champosa VII* 8; 3. *Abracadabra* 8.75; 4. *Ragamuffin* 10.75; 5. *Heaven Can Wait* 14 pts.

1992 World Cup (regattas at Key West, Miami, St Tropez, Palma, Porto Cervo):

1. *Champosa VII* 9.5; 2. *Mandrake* 14.75; 3. *Heaven Can Wait* 24. 8. *Ragamuffin* 36.75 (only contested last three regattas).

YACHTING CONCERN AT LIGHTHOUSE CLOSURE

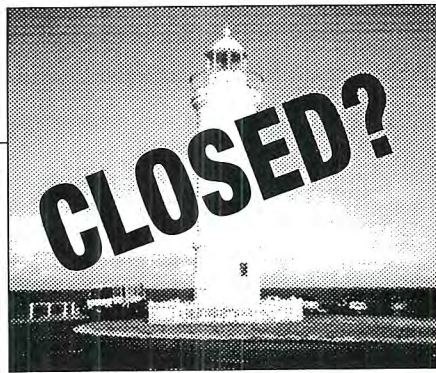
THE Yachting Association of New South Wales has claimed that the Federal Minister for Industrial Relations, Senator Cook, is totally out of touch with the practicalities of recreational boating in his comments concerning the possible closure of lighthouses along the NSW coast.

"One cannot compare commercial shipping with small recreational craft and fishing fleets to which lighthouses always will be an essential aid to safe navigation," said the Yachting Association's executive director, Bernard Peelgrane.

The Australian Maritime Safety Authority (AMSA) is considering the rationalisation of coastal navigation aids, which it says are no longer required by commercial shipping as a result of the advent of sophisticated satellite navigation systems.

Lighthouses claimed to be redundant along the NSW coastline are:

Brush Island (Bawley Point), Point Danger (Tweed Heads), Warden Head (Ulladulla), Kiama, Evans Head, Barrenjoey Head, Ballina Head, Port Stephens (Fingal Beach), and Burrewarra Point (Bateman's Bay/Moruya).



Senator Cook is reported to have supported the proposed closing of these lighthouses with the comment: "Recreational boaties should gear up with satellite tracking systems or they should get out of the water."

Describing Senator Cook as "out of touch with reality", Mr Peelgrane said that while some of these lights might no longer be required for commercial shipping, they were essential to the safety of the large number of recreational vessels which make coastal passages throughout the year.

"The majority of recreational vessels using our coastline do not have the sophisticated equipment available to commercial vessels and must rely largely on the traditional navigation methods, and lighthouses play an important role," Mr Peelgrane said.

"Many small recreational craft, both yachts and powered craft, are not suitable for the installation of sophisticated satellite navigation equipment, nor could many of their owners afford the cost of a sat-nav unit, which

could fail or which could be rendered useless if swamped by a wave."

Mr Peelgrane said that if the lighthouses were closed, a safe landfall at night would be hazardous, if not impossible, at the ports where they have stood as beacons for seafarers for many years.

"Clearly, this has ramifications for visiting vessels as well as our own local craft," he added.

"Comments by members of the Yachting Association of NSW suggest that many experienced navigators would hesitate at the thought of a night passage on the NSW coast without these lights.

"We strongly support the efforts being taken to ensure that all of the lights listed are retained and maintained in operational condition as an essential component of navigation aids on the NSW Coast," Mr Peelgrane said.

He also pointed to the significance of the lighthouses at Brush Island, Burrewarra Point and Warden Head on the NSW Coast which were considered vital to the safety of local commercial fishing fleets using these ports.

Mr Peelgrane said the cost of retaining the lighthouses in an operational condition might not be insignificant but added: "If one vessel makes it safely to port, or one life is saved, or a search and rescue operation is avoided, then that cost will be more than justified."



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For the information of members & guests

Conner, Dickson For Whitbread Race

High profile America's Cup skippers Dennis Conner and Chris Dickson are to enter Whitbread 60 yachts in the 1993-94 Whitbread Round the World Race – the marathon event of ocean racing. For both it will be a first-time venture into the 32,000 nautical mile circumnavigation, which includes a stopover at Fremantle in December-January 1993.

The race starts from Southampton, England, on September 25 next year, with fleets racing the new Whitbread 60 one-designer ocean racers and in IOR maxi yachts.

Tobacco giant R.J.Reynolds will sponsor Conner with a Bruce Farr-designed W60. The yacht will carry the name of the company's major cigarette brand, Winston.

Conner will be overseeing the whole project and will skipper the yacht in some of the legs with New Zealander Brad Butterworth as his co-skipper, in charge of crew selection. Butterworth was a watch leader on *Steinlager 2*, the NZ maxi ketch which won the last Whitbread Race.

Dickson, who skippered the Japanese yacht *Nippon* in the last America's Cup challenge, is being sponsored through a package organised by one of Japan's largest advertising and sports marketing companies, Chuo Advertising and Communications.

Dickson's participation will see a high level of interest in Japan for the Whitbread Race, but details of the yacht's major sponsor, designer and builder have not yet been announced.

In a busy schedule since San Diego, Dickson has been competing in international match-racing regattas in France and the United States, as well as sailing aboard the NZ yacht *Shockwave* in its recent Two Ton Cup victory in Hawaii.

Farr Design Wins 1992 One Ton Cup

The Farr design *Brava Q8*, owned by Pasquale Landolfi of Italy, won the 1992 One Ton Cup sailed at Skovshoved, Denmark, with a competitive fleet of 18 yachts from 10 nations competing.

Designs by Bruce Farr & Associates have dominated the One Ton Worlds, winning five of the last six regattas. *The Red Lion* was the first Farr design to win the One Ton Cup in 1977.

Brava Q8 completed the 1992 regatta with scores of 1-11-1-2-8-1-5 for 118.57 points, well clear of the second yacht,

Kateie, on 107 points. Third went to *Saudade* on 105.75 points.

Winds were generally light with breezes rarely over 12 knots throughout the regatta.

Sail For Cancer Research: What's Been Achieved by Patrick Bollen

SINCE its inception in 1985 born from an idea and tossed around by a couple of sailors over a morning coffee, the annual Sail For Cancer Research has grown into one of the greatest one-day fund-raisers in the country.

In that first year 85 boats rallied to the call, raising \$23,000. The last 'Sail' attracted more than 600 boats on Sydney Pittwater, Jervis Bay and many small river and dam sailing clubs throughout NSW. Despite the current economic climate these boats raised \$120,000.

In the last eight years more than \$650,000 has been raised.

That's a mighty effort by NSW sailors and their friends!

But as you are aware more is needed and so the call for support goes out again for the 1993 Sail.

"The Sail For Cancer Research needs your boat".

In addition we need to encourage participation in the 'Sail' on Port Stephens, Lake Macquarie and Coffs Harbour, also Melbourne and Brisbane.

So now where do all these funds go? I have often asked the same question.

Foundation spokesperson Jane Stranger says that last year Professor David Morris treated 48 patients with liver cancer using the cryotherapy technique he developed with the foundation's support at Sydney's St George Hospital. This was a world's first.

At St Vincent's Hospital Professor Kerry Atkinson is fighting leukaemia by developing a new drug and a tumor-targeting system, "the Magic Bullet Principle," for delivering the drug to cancerous cells. Again this has been made possible by funds from the annual Sail For Cancer Research. Professor Atkinson's research is frontline, using state-of-the-art techniques developed in Australia.

At Sydney University at team of doctors, including Vivienne Reeve, Gavin Greenoaks and Chris Moran, along with Dr Kaye Gougouras from Lidcombe Hospital, has developed a prototype sun screen fabric using a solar simulator built from monies raised from the Sail For Cancer Research.

This sun screen fabric "Cinnimate" is an essential ingredient in sun block. This team has rewritten the facts on sun block agents worldwide.

Yachtspersons, more than any other sports people, know the dangers of skin cancer.

In another area of research Doctors Moore and Allen are working successfully using boron to target cancer cells in the brain. This form of treatment could also help patients whose cancers have spread to areas of the body where surgery is impossible.

Around the world leukaemia and cancer research by Australian scientists is held in high regard because of the good management of available funds, such as those raised by Sail For Cancer Research and others, also because of the careful selection process of valid research areas.

These clearly show that every dollar donated is used to its maximum potential.

Each year the Sail For Cancer Research is organised by teams of volunteers from Royal Prince Alfred Yacht Club, Cruising Yacht Club of Australia and Middle Harbour Yacht Club, as well as other smaller groups eager to help.

The committee Chairman is Leigh Minehan, recently elected Commodore of the Cruising Yacht Club of Australia.

Since 1985 the 'Sail's' success has grown steadily and the word is spreading. There are now Sails For Cancer Research held annually in Auckland, Newport Beach (California) and San Diego.

At last report Honolulu yacht clubs were joining the fight against leukaemia and cancer and the word has finally reached Great Britain's shores.

The 1993 'Sail' is only months away. In fact, it will be held on February 28 (Sunday). If you would like to support the "Sail For Cancer Research" and/or help the present committee then get a new Sail going on Lake Macquarie, Port Stephens, Brisbane or Melbourne. Please give Jane Stranger a call on Sydney 371 0400.

Finally, boat owners – remember the Sail is only successful because of your generosity in entering your boat.

WE NEED BOATS

Look forward to seeing you all on the water on February 28!

The Leo-Jenny Cancer and Leukaemia Foundation "Sail For Cancer Research" is sponsored by McDonald's, NRMA Boat Insurance, Honda, Barclays, Coca-Cola/Amatil and Caltex.

In the past the Sail has attracted many famous yachts: *Amazon*, *Ragamuffin*, *Salacia II*, *Condor*, *Extension* and *Margaret Rintoul*, to mention a few.

CREW of Queensland yacht *Outsider*, including skipper Ross Perrins (left), were in good form after being announced as IMS overall winners of the Jupiters Yacht Classic race from Sydney to the Gold Coast.

(Pic - Ian Grant).



smaller yachts in the fleet, barging in regardless of rights. *Half Hour* was last to North Head, but undamaged.

We positioned ourselves between the yachts on the shore and the yachts further offshore. By the time we reached Newport it was clear we were making a bearing on the larger yachts to sea, but *Public Nuisance* closer to the coast was getting ahead. The GPS unit indicated about one knot of southerly current as we closed to *Public Nuisance's* line. By Terrigal we were two miles ahead of *Public Nuisance* in light north-east winds.

The first big choice of the race was the first night, negotiating Stockton Bight from Norah Head to Port Stephens lighthouse. The choice, depending on the current running and the anticipated evening breeze, is straight-lining across or following the beach around and travelling an extra 10 miles.

After some debate the decision was made to follow the beach. The one-design sailors on the boat were unhappy because this meant not covering the opposition which took a middle line or the straight-line from Norah Head to Port Stephens. As expected, the breeze flicked to the north-west at 1945 hours and then to the west, giving a spinnaker reach along the Newcastle beaches to Morna Point. As dawn broke on Sunday a well-sailed *Matangi* was alongside at Seal Rocks. We had done well and we exchanged gifts.

The temperature gauge indicated warm water, 19.2 degrees one-and-a-half miles to sea, and by lunchtime we had Cape Hawke/Forster abeam. The navigator's expectation was a six-knot average up the coast - *Half Hour* achieved exactly that.

The first error came at Crowdy Head in 12-knot north-easterly wind. Sailing with full

main and regular No. 1 headsail we failed to hold a line to clear the point, instead dropping in to the beach four miles short. At least one hour was lost to *Matangi*. The navigator observed several knots of southerly current running on Crowdy Head and requested a transit close under the cliff with a beach approach. One metre under the keel was a little too close. Crowdy Head was abeam at 1900 hours as night fell for the second night.

The plan for the second night was much the same as the first: stay within a mile of the beach and follow the beach by going into every bay. By 0050 hours on Monday we were six miles from Tacking Point/Port Macquarie. By 0730 Monday *Half Hour* had reached Smoky Cape close in, sailing in a good south-westerly breeze with .75oz spinnaker and full main.

Some larger boats, including *Apollo Batteries*, were four miles astern running up to us in a good breeze which faded, thankfully, before reaching our position. Some boats in the following group began to run offshore to cloud from the south-easter. The wind for them went soft and they were caught three miles out in strong southerly current with little breeze, desperately trying to get back to shore.

The passage inshore past Coffs Harbour and the Solitaries was during daylight. By 2000 hours Monday night in a light seven-knot breeze from the south-east with 1/2oz spinnaker we were half a mile off the beach abeam Pimpernel Rock in 10 fathoms of water. One hundred miles to go. At 0140 hours *Half Hour* passed outside North Evans Reef with seven knots of VMG to Ballina. 0600 hours Cape Byron. To the navigator's delight the passage through Cudgeon Reef, Cook Islet and the finish would all occur in daylight.

Danger Point abeam 1215 hours, 10

knots of breeze from south-east and an assisting swell. Race Control asked the navigator for an ETA to the finish. The GPS display said 1415 hours. We closed Burleigh Heads for the run along the coast and finished at 1414 hours.

Between Cape Byron and the finish the navigator was madly working through TCF's of finished yachts with calculations kindly provided by Peter Hemery and Mrs Leanne Dooley from last year's race.

Victory by over two hours corrected from *Wild Oats*, *First Light*, *GIO Australia*, *Raw Talent*, *Public Nuisance* and *Kings Cross*.

Several aspects were most pleasing, my brother Tom, Sean Langman, Jan Scholten, John Hickey and Andrew Cutler were a great team. We had a fun time, not a harsh word was passed, and it was pleasing to win.

Half Hour always pleases every sailor aboard a beautifully balanced regatta yacht and when well sailed it is good in all aspects and sailing angles.

The hand-held Garmen GPS 100 was an invaluable tool and certainly made an average navigator look accomplished.

The first to congratulate us on arrival were the skippers of *Wild Oats* and *First Light*. Such was the spirit of the race.

The prize-giving boasted flag officers representing all major yacht clubs along the east coast. Unfortunately, there was no prize for the closest ETA and the free drinking between 7 and 9pm was a recipe for a disastrous prize-giving.

The win was a great credit to a skilled crew and a well-prepared yacht. *Half Hour's* next outing will be the Squadron Spring Offshore Regatta, hoping for a second Captain Rowntree Cup victory.

XXXX Winter Regatta

From Ian Grant

SUMMER wind sailing, in the winter, became an enjoyable reality when the Southport Yacht Club, with excellent support from regatta sponsor Castlemaine Perkins Pty Ltd, staged another successful XXXX Winter Regatta off the Gold Coast in early August.

Fleet numbers, due to the "recession we were meant to have", were, as expected, a little down on previous years, but the standard of competitive racing on the water spotlighted a very high tactical racing standard.

The regatta, comprising a good mixture of short course passage racing, Olympic triangles and windward leeward courses, attracted nominations for the first time from as far away as New Zealand, Tasmania and Fremantle.

Ian Margan's Elliott 17m *Matua Future Shock* was the only big boat and naturally she revelled in the mixture of good sailing winds, which varied from light to moderate, and also showed signs that spring was on the horizon with pleasant warm temperatures.

Sailing in T-shirts is unheard of south of the Tweed Heads border at the same time of the year, and this was a pleasant change for the southern sailors, who had elected to sail out of the cold in the Jupiters Yacht Classic.

Winds were near-perfect with an element of uncertainty which kept the tacticians playing a leading role in the close racing for the major class honours for IMS, IOR, PHRF (2 Classes) and Etchells 22's.

A distinct party atmosphere prevailed in the SYC Yachties Bar, but this was left ashore when the 35-boat fleet raced on the course, reputations were at stake and they produced some exciting racing, particularly at the starts in the attempt to salvage their racing pride.

One-on-one racing was clearly evident in most classes with old Sydney-Hobart



QUEENSLAND yacht *Norwich Boundary Rider* leads Sydney sloop *Wild Oats* in the run downwind during racing for Southport Yacht Club's XXXX Winter Regatta which followed the Jupiters Classic. (Pic - Ian Grant)

race rivals, the Farr 40 *Sagacious IV* and *Drake's Prayer*, now sailing under different names, and equally determined crews were aiming to settle the old score, which featured the history-making protest that eliminated the Peter Kurts-skippered *Drake's Prayer* from her Hobart Race win.

They met on neutral ground off Southport for the honour of winning the prestigious XXXX Winter Classic crown in racing under IOR Ratings.

Drake's Prayer, now completely modified after her Kodak Hobart Race press boat prang, raced as *GIO Australia Raw Talent* under owner/skipper John Simpson, while *Sagacious IV* contested the series with the sponsorship of *Sheraton Hobart* and raced these days by popular sea-going Huon Valley apple farmer Ian Smith.

While they were set for their own private battle, the former *Once A Jolly Swagman*, the Davidson One Tonner converted to a dual IOR/IMS racing mode under the guidance of Melbourne's Ross Lloyd for Fremantle owner Alan Brierty, made her new

appearance as *I'm A Mess*.

The *I'm A Mess* team compiled a very consistent 2-2-2-2 race performance to win the major Regatta trophy over *Sheraton Hobart* 1-3-4-6 and the previous XXXX Winter Regatta champion, Doug Brown's Davidson Quarter Tonner *Quarterflash* DNF-7-1-1.

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Brown was in contention for a major place in the moderate wind passage race when the rudder parted company from the stock when the little sloop was under load running downwind. They were the only competitors in the eight IOR boat fleet to win two races, but the DNF in the all races-to-count series failed to help her cause.

Brierty and the *I'm A Mess* crew finished with a comfortable win which resulted from the tactical influence of Ross Lloyd and Sam Snodgrass combined with the support of crew co-ordination on deck. This was part of a very successful regatta for the Fremantle Sailing Club skipper Brierty, who also won the competitors' draw of the Zeppelin's Travel, Swingaway Tours, Radisson Hotels, Air Vanuatu holiday to Vanuatu.

Big boats dominated the IMS class racing which featured some spirited battles for the vital clear wind out of the starts and some near protestable collisions on the course.

The excellent mixture of designs and revamped old IOR boats made this class battle a keenly contested title on the water.

Flojo, Roger Manthel's fast Elliott custom cruiser/racer, which experienced a strong wind Tasman crossing, found the Australian IMS fleet racing to be very competitive.

The 15-boat XXXX Winter Regatta fleet represented major ocean race winners in John Donovan's *Coconut Express* from Mooloolaba, Bob Robertson's 1992 Brisbane-Gladstone IMS class champion *Corroboree* and the Bruce Staples-skippered 1992 Caltex Sydney-Mooloolaba winner *Witchcraft II*.

New IMS racers *X Rated* and *Starstruck* were also in the fleet, which offered a very interesting test bench and



QUARTERFLASH, skippered by Queenslander Doug Brown, finished third in the IOR division of the XXXX Winter Regatta sailed off Southport. (Pic - Ian Grant)

learning curve for the class as they were also racing for the major points in the second stage of the South Pacific Offshore championship.

Robert Mulkearns' ageing Dubois Two Tonner *Sweet Caroline* capitalised on the combination of fast and high upwind speed to win the final two short Olympic course triangles and the championship with an improving 10-4-1-1 score.

Colin Wilson's Jarkan sloop *Never A Dull Moment* was consistent in the close-racing but she failed to register a win in her 2-5-8-3 score to just edge the equally impressive Lake Macquarie sloop *Oz Fire* (Doug Coulter) out of second overall by

.75pts.

This result compacted the South Pacific Offshore championship score between *Sweet Caroline* seventh in the Jupiters Yacht Classic joining Wilson's *Never A Dull Moment* (fourth) with *I'm A Mess* (third) in the long race and fifth at Southport with a 6-6-3-6, besides winning the IOR Title.

Royal Prince Alfred Yacht Club Etchells skipper Cameron Miles was clearly the best on the course, winning the class championship with a perfect score in his new boat *Big Time Too*. Miles and crew were simply too smart and fast in the mixture of wind conditions in the series, which they used to evaluate speed for future important championships.

Local Southport skipper David Rose, racing with his father George as tactician and sheet hand in *Hogs Breath Cafe*, held on to take second place over Marcus Blackmore's *Manly Ferry* and the young Kiwi skipper Greg Salthouse in *Blackout*.

Designer Jon Sayer played a major role in *Coconut Express* winning the Performance Handicap despite racing with hounds IMS-

Rated spinnakers which noticeably restricted her downwind speed.

Coconut Express compiled 3-6-6-5 to take the title by .75pts over the Alan Warwick-designed *Apollo Batteries* (Rod Nyman) and the Masrm 30 *Billycart* (Corrie Marcus).

CYCA's *Micron*, George Waldhausen's Davidson Cavalier 30, winner of the PHRF Div B in the Jupiters, continued to sail with consistent all-wind form to win the Southport class series, finishing with a consistent 2-1-5-2 for a deserved result over the previous class winner *Woe Be Tide* (Dave Stewart, SYC) and Peter Houston's RQYS lightweight sloop *Full Tilt*.

XXXX SCOR

By Ian Grant

WHEN a cold sou'wester with gusts recorded to 35 knots whistled in the rigging the XXXX Sunshine Coast Ocean Racing championship fleet were expecting to set a record pace for the Southport-Mooloolaba 80-mile passage race.

Unfortunately, like most so-called winter sou'westers, it blew out a few hours prior to start time, leaving the fleet to face a searching light wind test with the breeze mostly on the nose. So slow was the progress that even the normally confident Ian Margan had lost contact with the pace

rate after being "parked" along the northern beaches of Moreton Island.

However, even with trying to satisfy his 16-member crew with jam sandwiches for dinner in the loom of Cape Moreton light, Margan's *Matua Future Shock* sailed though more soft patches before claiming the line honours in one of the slowest times on record.

Small boats with small crews took the major places on corrected time. *Umzimkulu II*, Seddon Cripps' Holland Half Tonner, sailing her first passage race since being dismasted in the Northern Ocean Championship race in February, claimed

the fastest corrected time after experiencing a mixture of winds in her 21-hour elapsed course time.

Cripps sailed close inshore up the beach of Moreton Island when his crewmates of talented Mooloolaba yachtswomen Janne Rennix and Ann Dear along with race handicapper Ron King played their role to seal the win. *Umzimkulu II* claimed the fastest corrected time ahead of the Southport sloop *Looking Good* (Ian Weldon) and the lightweight Masrm 30 *Billycart* (Corrie Marcus/Kevin Holt).

Ian Smith's *Sheraton Hobart*, defeated by *I'm A Mess* for the IOR title off Southport,

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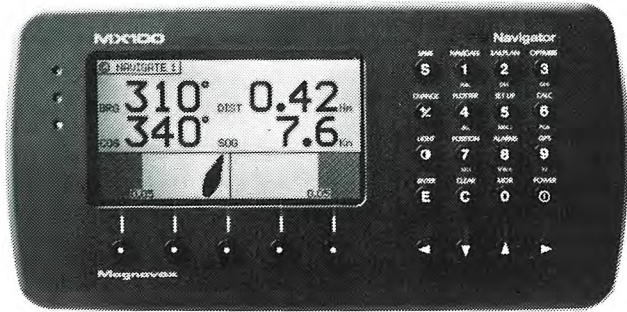
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DAVID WEBSTER
Managing Director

turned the tables to score an important class win from *I'm A Mess* and *GIO Australia Raw Talent*.

Never A Dull Moment had consistent speed numbers when the breeze bent back to the land after dark and this enabled Colin Wilson and his sailing master Peter Messenger to grab the important first place points in the IMS Class after a very close race. Tasmanian Craig Escott proved the value of his long race experience to take second place in the S&S 34 *Solandra* with Martin James in the Farr-designed Beneteau *Infinity II* third.

Mooloolaba's Sunshine Coast Offshore championship, originally introduced 16 years ago as Australia's only major winter event, has continued to gain good support and this year's regatta was no exception, despite the effects of the recession. It was another happy event, particularly with the high standard of racing offshore and the usual hospitality onshore.

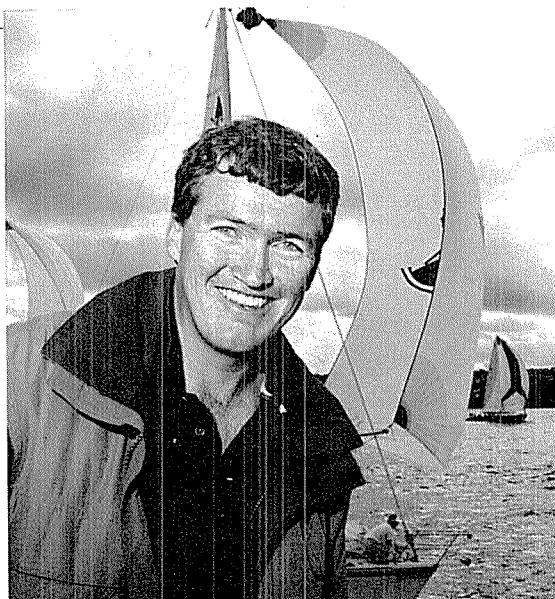
Commodore Graham Harvey and yachting administrator Bruce Richardson, combined with the help from Club Members and flag officers, contributed to promoting another good series over one of Australia's best offshore racing waters.

A mixture of winds, which were in between the influence of a slow-moving high, totally tested the experience of the fleet over the entire racing series. Only one race was marred with a drifter element, which ultimately fell away after moving to all western points of the compass and then into a moderate strength summer direction sea breeze.

So dramatic were the changes that Ian Margan's *Matua Future Shock* was dumped from a clear first to seventh and fighting to hold pace with Barry Shaw's State JOG Champion *Instigator*. Both *Instigator* and the local offshore champion *Coconut Express* carried a stronger inshore breeze, which bent from south-west to north-east as they turned the corners.

Good sailors invariably produce the best series results and while there was an element of luck with the wind in one race the best operators emerged with the class championships. However, in defence of the local battler Seddon Cripps and his *Umzimkulu II* crew, luck turned against their winning chances in the Performance Handicap class. They were in the position to win the title after finishing the final race with a provisional second place only to be judged to have broken the start.

Solandra, which migrated out of the cold from the Tasmanian winter, was a strong performer on the course, winning two races in the five-race championship to become the deserved winner of the 1992 PHRF class championship. Skipper Escott, who has been associated with a Japanese



AMERICA'S CUP skipper Peter Gilmour was official starter for the Jupiters Yacht Classic. Below, the crew of *Slipstream* celebrate with skipper Klaus Korgitta from Wollongong after their fine effort in the PHS division. (Pics - Regina King)



big boat project in New Zealand, enjoyed the break to go ocean racing in the S&S 34, which is owned by his parents.

Solandra finished with a 7-1-12-1-6 to take the series over Ian Weldon's *Looking Good* and Don Brooks in the Steinmann JLaw *Vulcan Chef Waterline*.

The title win over the high standard fleet also enabled *Solandra*, skipper Escott and crew to win the Frank Hurd Memorial for the best-performed boat of the regatta. They overshadowed fellow Tasmanian Ian Smith and his *Sheraton Hobart* combination, who cleaned up the IOR Class series over *I'm A Mess* (Alan Brierty) and *GIO Australia Raw Talent* (John Simpson) with a perfect five straight wins.

Sweet Caroline produced a marginal speed sailing power upwind which gave her the advantage to take the IMS class title

in a very close-racing duel with *Never A Dull Moment*. Two of the five races were only split by seconds with *Sweet Caroline* winning the final to take the title by three points and the overall lead in the South Pacific Offshore title.

Title defender Bob Robertson's *Corroboree* found her best form late in the series, winning the last race in the best sailing breeze of the series to take third overall.

Cameron Miles and his talented Etchells crew in *Big Time Too*, after winning the Southport series with a perfect score, had little chance of winning the SCOR title with a PMS in the first race of a no-drop series.

Brisbane skipper Ray Wilson, who has raced in all 16 titles in various types of boats, was finally rewarded with a deserved championship trophy when he and crew piloted *Imp* to a consistent race score 3-7-4-2-4. *Imp* was sailed with a conservative attitude after being elevated to third when heat winner *Big Time Too* was recorded as a premature starter.

Miles and his *Big Time Too* crew showed a liking for the venue, which will host the Australian championship next January, by taking second place overall with a 3-1-4-1 in the final four races.

Noel Paterson's *Waterloo Bay*, which was dismantled twice in previous SCOR titles, survived this series to take third overall just ahead of the vastly improved Sunshine Coast skipper Dave Turton and his *Etchellence* crew.

Less than three points split the final result in the PHRF Class 2 series with *Chance* (Glen Allen) winning the championship with the convincing 1-2-DNC-1-1 over the State Trailer yacht champion Gary White in the *Castle 750 White Magic*, 2-3-1-4-3, and Jim Craddock's *Soraya*, 3-1-2-6-4.

Overall the championship racing produced another great series with the Etchells using the title as an important evaluation for the National series.

Unfortunately the controversial issues of measurements and wind speeds continued to plague the IMS Class with heated discussions in the bar and angry flags on the course. Race management was not at fault; however, the individuals were far from being happy with the results as a continued line of queries emerged about suspect measurements and other unfounded complaints.

The problem has not only been associated with the Sunshine Coast Championship, but all other major IMS class events. This uncertain result situation certainly does not encourage the media promotion.

At least the IOR and the Etchells classes knew on the course who was the best performer on the day; hopefully IMS yachting administrators will resolve the problems before another handicapping failure emerges.

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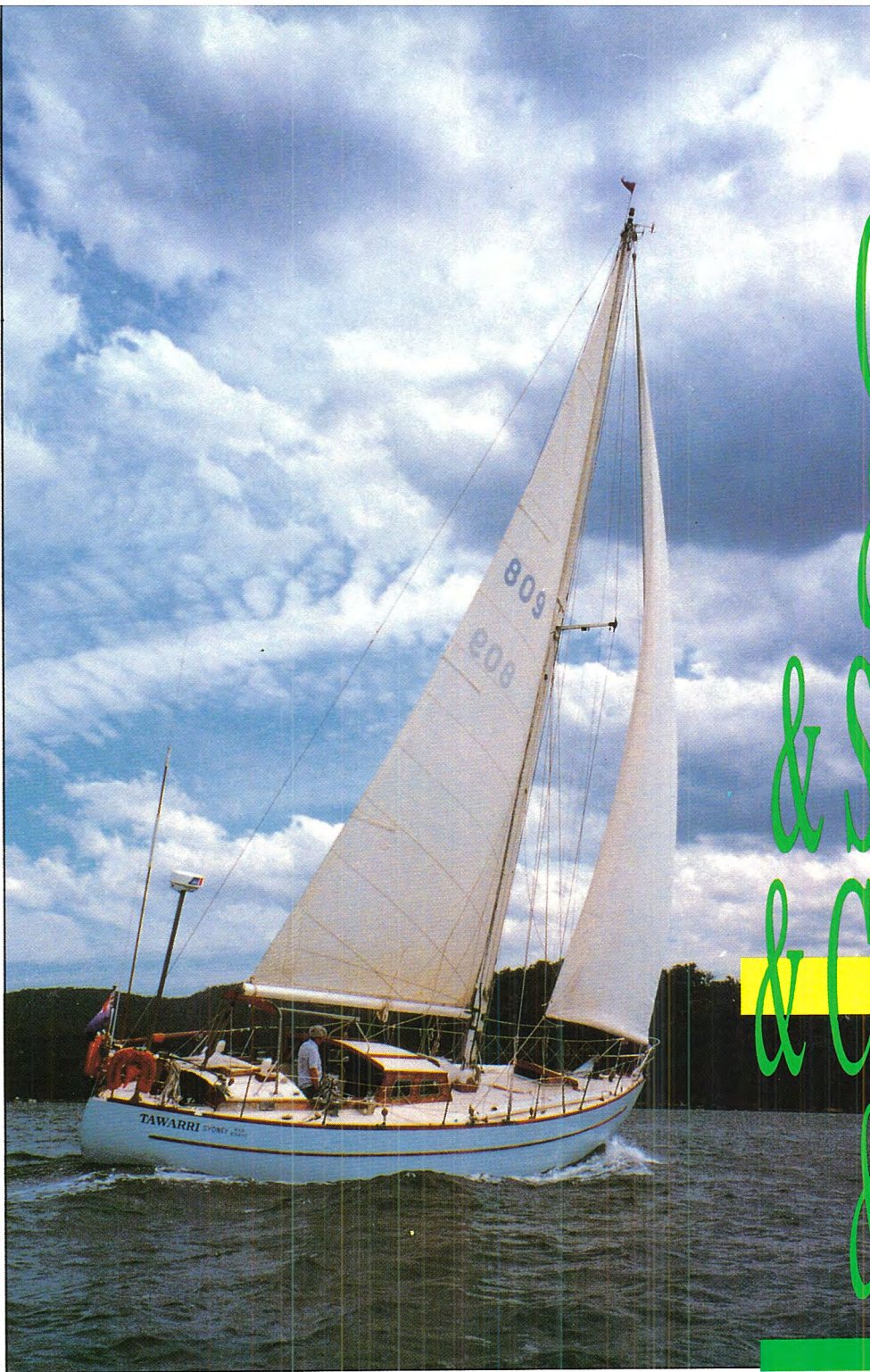
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VDO M1/92



OF TIDES & ROCKS & SEA SNAKES & CROCODILES & THINGS

by Pam Vasey

Chart table or fridge! The dual role caused some controversy as our preparations neared completion for the leg from Darwin down the Kimberley coast of Western Australia. Russ and Ted were using the top as a chart table to bring the charts up to date: I surveyed the pile of provisions waiting to be stowed within.

Uppermost in my mind had been the maxim that a cruise is only as good as the galley. This meant well-organised and varied menus easy to prepare at sea. Pork in plum sauce, curries, casseroles, stir-fried beef, roast lamb and roast chicken had proved popular on past sorties and these meals would be interspersed with the catch of the day. The fridge temperature had been brought down to keep frozen stores solid if stowed at the bottom. It would be a good 14 days before we again enjoyed the amenities of civilisation.

At last, on Monday, 12th September, 1988, another hot, humid Darwin day, we were, in all respects, ready to set sail. The

lockmistress directed us out of Darwin Fishing Boat Harbour Mooring Basin. We continued on to the fuelling wharf, where the low tide made berthing difficult. I had to haul myself up a 10m ladder and lower the hose on a rope. With the last of the provisions aboard I made the precarious descent.

As we motored up the harbour I was unpacking the fresh stores. I had just started on the second layer when to my dismay tins of Pal appeared! The parcel pick-up had given us the wrong bags. Back to the wharf we went. I clambered up the ladder again to exchange the dog food for milk and bread and at last we were away.

The rugged Kimberley coastline, said to be one of the most outstandingly beautiful in the world, extends almost 644 kms from the western edge of the Joseph Bonaparte Gulf south to King Sound. It's wild and empty, and deeply indented with numerous bays, harbours and large, sometimes cliff-lined, river estuaries. Today even the tribal aborigines who roamed there for thousands of years have left the area.

All in all we found it an exhilarating – if sometimes dangerous sail. Weather conditions can be ferocious. Tides, at times on a 15 metre range, produce whirlpools and foaming water masses in the narrow channels and bays of the many islands which can faze the most experienced yachtsmen.

The first sailors to explore these waters were Macassan beche-de-mer fishermen about 400 years ago. On their annual forays they established fishing camps on the shore and employed the aborigines. The first European on the scene was Dutch navigator Abel Tasman in 1644. Tasman drew up the first charts of the coast. Then, in 1688, the first Englishman set foot on Australian soil when William Dampier cruised in the vicinity of the Buccaneer Archipelago (see map).

For the next 100 years or so there were no more Europeans along the coast. Flinders missed it on his 1801-1803 circumnavigation, partly through bad luck and partly because of a rotten ship. In 1801-1803 Frenchmen Baudin and Freycinet named the islands, capes and inlets they passed with good French names: eg, Cape Rulhieres, Cape Voltaire, Joseph Bonaparte Gulf; they didn't go ashore and saw hardly anything of the mainland.



to ensure the right conditions for a safe passage and to choose sheltered overnight anchorages. Navigation had to allow for the strong currents and dramatic tides which can make log and compass readings unreliable. The charts were not very accurate. There were no coastal weather forecasts. However, we made reasonable predictions by listening to Darwin and Broome.

Our first day's run to Bynoe Harbour, 50 miles away, was a motor sail in perfect conditions, light winds and smooth seas. After rounding Point Charles we anchored under Indian Island. John Lort Stokes named the island after talking to a group of aborigines during his voyage in the Beagle. He named the harbour after the surgeon on board.

Early next morning we hoisted sail for an overnight passage to the mouth of the

King George River. Watch keepers were on the alert as we cautiously left the safety of the harbour.

There were lots of reefs to negotiate, among them Moira Reef, Middle Reef and Fish Reef. The latter had a new beacon not marked on the chart. Our navigator, Ted, was not impressed as he worked overtime to check our position.

Later in the day we set a course for Cape Rulhieres and Leseur

CRUISING THE KIMBERLEY COAST

An overall picture of the coast had now emerged, but almost 4,000km still remained uncharted and unexplored. To remedy this Phillip Parker King was despatched by the Royal Navy's Hydrographer, Sir Francis Beaufort. His voyages in the Mermaid and Bathurst took place between 1818-1822.

In 1837 Beaufort sent out John Wickham and John Lort Stokes in the Beagle. They spent six years charting the area and some of their charts were still being used a century later. Stokes circumnavigated Australia twice and the pair also included inland exploration in search of fresh water.

These early voyagers were remarkable seamen. It took great courage and a large dash of luck to bring them safely through the daily hazards of coasting within sight of the breakers. Their ships were slow to manoeuvre and weren't able to sail close to the wind.

All soundings were taken by hand often under hazardous conditions. There was no radar to warn of hidden dangers, no echo sounder, and no engines to help them claw off a lee shore. We were grateful many times that we were doing it in the days of "mod cons."

It had taken considerable planning before we left Darwin

Island, 190 miles away, across the head of the Joseph Bonaparte Gulf and the Timor Sea. Black-banded sea snakes basked on top of the waves while six dolphins played around the bow, turning on their sides to look up and give us the once-over. The day's run was 101 miles in hot humid conditions. Tomorrow we would wake up again in new surroundings. This novelty is one of the great joys of coastal cruising.

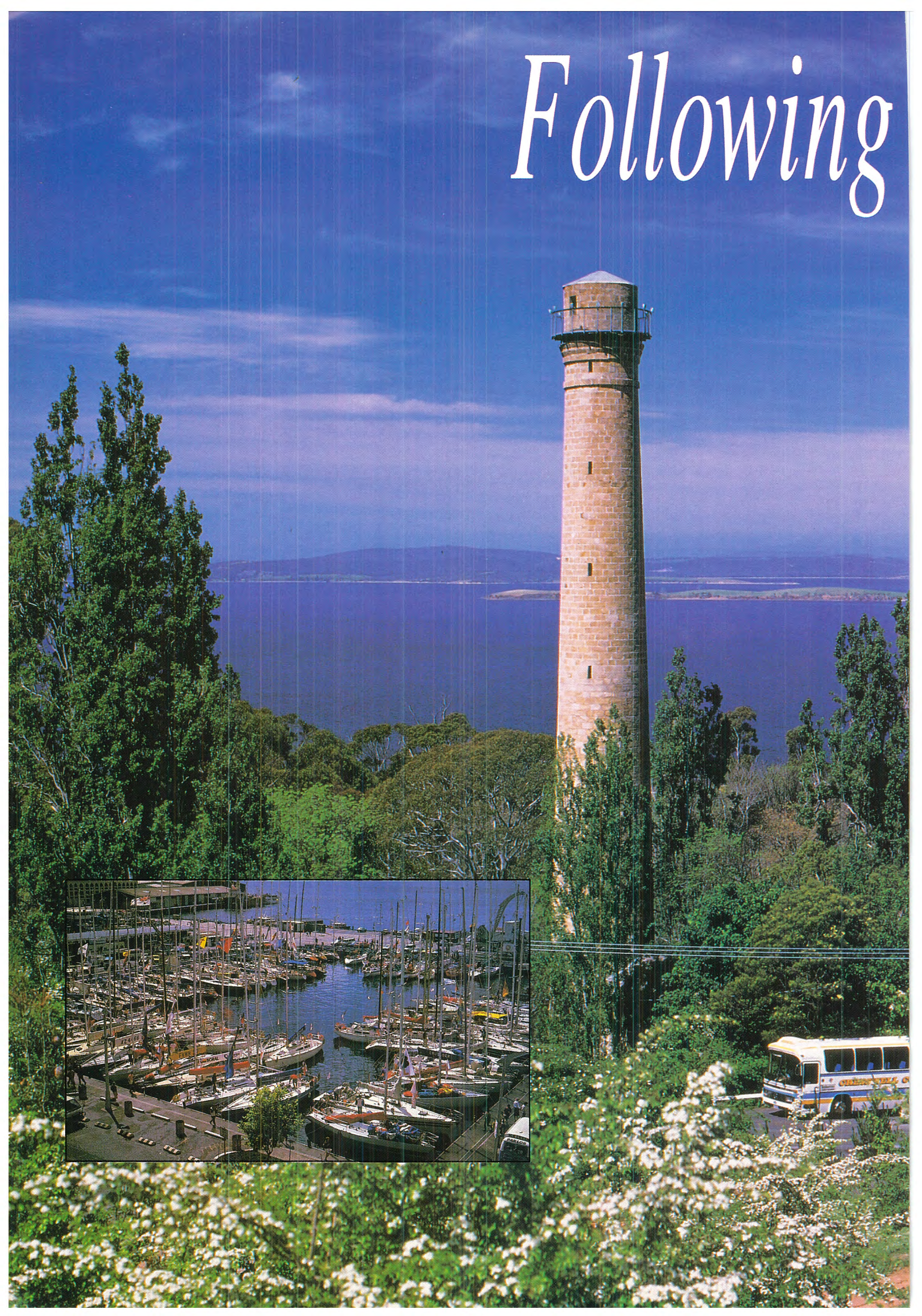


In the morning the wind freshened to 20 knots followed by a rising sea and a swell. With reefed main and the headsail partly furled we sped along at a steady 6 knots. Andy caught his first fish, a big blue fin tuna. He ran below, grabbed his bottle of vodka and poured some into the gills of the flapping fish which went out like a light. The usual scatter of scales and blood splashed into the cockpit was reduced to a minimum and a mystery was solved. Andy had come aboard in Darwin with the bottle of Vodka. Happy Hours had come and gone and the bottle had not appeared. We had wondered if he was a cupboard drinker. Now his secret was out.

The wind eased gradually as we approached landfall at Cape Rulhieres. Leseur Island was offshore. According to the chart

continued on page 51

Following



the Derwent

The 'Iron Pot', a rocky outcrop at the entrance to the Derwent River, is an important physical and psychological landmark for crews in the Sydney-Hobart.

A beacon to maritime traffic for almost 150 years, the 'Pot' in most years represents an end to the battle at sea and the start of the duels in the Derwent with tides and, for early morning arrivals, fluky conditions.

The Iron Pot lighthouse also marks the point, south of Hobart, where the waters of the Derwent meet the Southern Ocean after a 182 kilometre journey from their source at Lake St Clair, high up in Tasmania's World Heritage wilderness region.

On the way they have turned turbines to generate electricity, provided drinking, irrigation and industrial water for farms, towns and cities, opened up sea lanes to the world and given Tasmanian residents and visitors a major recreational asset.

Straddling the deep, wide and beautiful estuary is Hobart, a city of diverse activity, much of which is based around the Derwent.

As the site of Australia's second oldest settlement, history, particularly maritime history, is high among Hobart's attractions.

The historical associations date from 1803, when a small party of 49 soldiers and convicts under the command of Lt John Bowen was despatched from Sydney to form a settlement on the Derwent.

Southern Tasmania, centred on Hobart, developed as a penal and agricultural settlement. Hobart, with its magnificent harbour, attracted whalers and traders from around the world – the sea remaining the only link until well into the 20th Century.

Today Hobart retains its early links with the sea, albeit the windjammers and whalers of the past have given way to modern bulk carriers, specialist container ships, cruise liners and cruising yachtsmen.

A good starting point for a first-hand look at the Hobart waterfront is Hunter Street, close to the original settlement.

Hunter Street adjoins Fishermen's Dock, built in the 1840s and overlooking Victoria Dock, and Constitution Dock, home to pleasure craft, fish punts and visiting yachtsmen.

Following the waterfront, Fishermen's Dock is home to the graceful, century-old *May Queen*, which carried timber from the

southern forests to Hobart. Adjacent Brook Street Pier is the departure point for harbour cruises.

Between 1835 and 1850 the Georgian warehouses lining Salamanca Place were built. This was a principal area of waterfront activity when transport by sea was still supreme and Salamanca Place drew sailors, traders and whalers from around the world. Their thirsts were slaked in a host of pubs, some of which still serve today's visitors.

The waterfront is much more than history – it is a place for work and play.

Where once it rang with the cries of ferrymen, hawkers, carters, convicts and soldiers, where once it bustled with seamen, factory workers, wharfies and merchants, today it is home to office workers, patrons at some of Australia's finest restaurants, arts students and a steady stream of visitors.

Throughout the year the waterfront, particularly Salamanca Place, is the venue for regular cultural and entertainment activities. In summertime it becomes a hive of activity and entertainment, centred around the finishes of the bluewater Sydney to Hobart and Melbourne to Hobart (Westcoaster) yacht races.

Sited on a superb harbour, it is natural

that Hobart should offer a range of cruises.

These are based at the Brook Street Pier with a choice of upriver or downriver cruises, or special charters.

Today suburban Hobart lines the banks of the Derwent Estuary from the beaches of South Arm – overlooking the Iron Pot, Blackmans Bay and Kingston to Bridgewater, 25 km upstream.

Beyond Hobart and its suburbs the Lyell Highway follows the Derwent.

North of Hobart the Derwent sweeps broadly through banks lined with colourful European trees, amid hopfields dotted with oast houses and quaint villages, against a backdrop of the distant Central Highlands and the mountain ranges of the south-west wilderness.

New Norfolk, the main town in the Derwent Valley, and some 45 minutes from Hobart, dates from the very earliest days of settlement in 1803, the broad reaches of the lower Derwent providing easy transportation.

New Norfolk's attraction is a combination of its history and the picturesque Derwent, hills and hopfields. A space-age jet boat, based at New Norfolk, gives its passengers a thrilling, first-hand look at the Derwent.

The Derwent Valley has long been associated with the cultivation of hops and following the Derwent upstream to the hop centres of Bushy Park and Macquarie Plains, the countryside assumes a very definite English or European look, with old-world villages, brilliant autumn tonings and hectare upon hectare of hopfields.

Above Macquarie Plains, the Derwent passes through farmlands as it winds its way from its source in the Central Highlands. In their tumble down the mountains its waters turn the turbines in a series of hydro-electric stations, attractions in themselves and open for inspection. Meadowbank above Hamilton is a fine example, providing a recreation outlet for

TASMANIAN heritage – the famous Shot Tower is a landmark for yachtsmen sailing up the Derwent as they head for the finish and Constitution Dock (inset). Further inlet, and always an attraction for yachtsmen and their families after the race, is the heritage town of Richmond and its famous bridge.



swimmers, boat owners, anglers and picnickers.

The Central Highlands, where the Derwent has its source at Lake St Clair, is a region of craggy mountains, forests, fast flowing rivers, a myriad of lakes – often referred to as 'the land of 3000 lakes' – and national parks of international standing.

It is very much a region for the hardy bushwalker, the rugged individualist and the determined angler.

But the Highlands also cater to the less hardy. Good roads stretch across the Central Plateau bringing its attractions within easy reach of most travellers, with hotels and chalets offering good

accommodation and visitor facilities.

It is from here that the Derwent begins its 182 kilometre journey through

mountains, farmlands and hopfields, Hobart and its suburbs to its mouth and the Iron Pot.

In the Paths of the Explorers

THIS year, 1992, is the anniversary of two remarkable explorations – and it's a great time to delve into Tasmanian history! Abel Tasman made his voyage of discovery 350 years ago, adding Van Diemen's Land to the map of the world, and a French expedition under Admiral Bruni D'Entrecasteaux found and charted the Huon and Channel area south of Hobart 200 years ago. Why not go exploring for yourself? The landing sites of both these expeditions are in scenic parts of the island and well worth a visit. The Dutch expedition first sighted the rugged west coast of Tasmania on 24 November 1642. In heavy weather they



FISHING vessels provide a picturesque foreground to the Sheraton Hobart Hotel which this year will be the media headquarters for the Kodak Sydney-Hobart Yacht Race. The hotel also sponsors a Tasmanian yacht in the race, Ian Smith's *Sheraton Hobart*.

skirted the southern coast and finally came to anchor off the Forestier Peninsula, in sight of Maria Island.

On 2 December a party went ashore, looking for wood and water. Historians believe this site to be at Boomer Creek, which is along Bay Road from Dunalley on Blackman Bay. More important for posterity, though, is the site where the expedition took possession of Van Diemen's Land "as our lawful property". This spot is marked by a modern monument at Tasman Bay.

Until recently Tasman Bay has been fairly isolated. It is part of the farming property of "Bangor", south of Dunalley. Now Bangor's managers, Tom and Cynthia Dunbabin, have thought to allow access to the unspoilt beaches and bays that are so historically important.

A guided coach tour with a fine lunch at the monument is available: contact Bangor Discovery Tours on (002) 535 233 for information and arrangements.

Alternatively, if you wish to explore more on your own and enjoy a 10 km hike, walkers are welcome on the first weekend of each month. Details of both Bangor and the historic sites are available on your arrival.

The area of D'Entrecasteaux's discoveries provides an equally interesting and attractive excursion.

The French explorations and research were very much more thorough than Tasman's. Two

frigates, the *Recherche* and the *Esperances* anchored 22 days at Recherche Bay. D'Entrecasteaux despatched the ship's boats in a series of expeditions to chart the Channel, Port Esperance (Dover) and the Huon Estuary in May 1792.

The Maritime Museum in Secheron Road, Battery Point (open 1pm to 4.30pm), is an excellent place to plan a trip with a French theme. The Museum has a display on the D'Entrecasteaux voyage including Hydrographer Beautemps-Beaupre's charts showing the anchoring and watering sites. The exhibition runs till 19 May.

A 250km return drive beside the sparkling waterways and autumn apple orchards of the Huon, past Dover, to Recherche Bay will take you through scenery the French found "magnificent". No-one has contradicted their opinion yet! The frigates first anchored in North Bay, the arm of Recherche Bay you see as the road brings you down to the water.

For sheer beauty, the grandeur of the Bay surpassed anything the expeditioners had ever seen. They admired the tall trees lining the foreshore, the virgin forest in the background, and the gentle sloping contours of the ground as it swept down to their tranquil anchorage. It looks very much the same today.

Drive south past Catamaran to find the watering place the expedition used in January 1793, after the two frigates returned from the Pacific. The site is marked and there is a little picnic spot nearby. Further on is Cockle Creek with sheltered beaches and more picnic facilities.

You will have driven as far south as it is possible to drive easily in Australia, and discovered why the pretty area south of Hobart has such a grand proliferation of French names.

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THE Northern Hemisphere offshore racing season was in full cry in July/August with the RORC's Commodore's Cup and the RHORC's Kenwood Cup being decided in a frenzy of IMS/IOR racing. In stark comparison to previous years Australian teams were conspicuous by their absence, the exceptions being two lonely boats at Hawaii and the odd charter entry in Europe. However, as usual, many individual young crewmen made the trek out of sheer determination and the desire for international competition. We should have a national program in place to encourage them to go every year, a sort of subsidised AUSCREW.

John Storey and part of his Hobart-winning *Atara* crew had a fine time at Royal Cork's Ford Race Week, chartering the Lightwave *Parthia*. Many individual "Bruces" (Tony Cable's name for Australians racing independently overseas) enjoyed this, the least formal of the European regattas. Among them was Derek Hayden who, racing a Sigma 38 from Falmouth to Cork prior to Ford Race Week, idly played with the latest electronic gadget, a chart plotter. Out of curiosity he called up the chart covering Sydney approaches and found that it kept magnifying right up to a schematic of the CYC marina, including Phil Thompson's telephone number.

Biggles

with john brooks

Two Ton Worlds was a parallel event in Hawaii, much interest centred on competition in the IMS division and also whether Australia could hold on to its slim lead in the Champagne Mumm World Cup. The New Zealand, American and Japanese IMS teams went at each other in a hard-fought division and in the end the Kiwis prevailed, winning the Hawaii YC IMS Trophy, with Japan second and USA third. Incredibly, they had apparently failed to

capture the World Cup as well.

To everyone's surprise, including the Australians present, World Cup officials announced that the only two Australian boats in Hawaii, Grant Wharington's *Wild Thing* and Syd Fischer's *Ragamuffin* (the 1989 *Will*) had somehow held on to win the Cup by the slimmest of margins, one point. The Champagne Mumm World Cup was duly presented to Australia and, as recently as September 3, the CYCA was planning a

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formal presentation night to celebrate the win.

Then, one month after the event, came the sheepish announcement by the Chairman of the Champagne Mumm World Cup Management Committee, the Royal Ocean Racing Club's Alan Green, that the World Cup had in fact been won by New Zealand. As to how such a debacle had occurred no explanation was forthcoming. A press release dated 4th September gave the reworked scores and a PR blurb that pretended that nothing strange, like the World Cup being presented to the wrong team, had taken place!

The European IOR team won the Kenwood Cup, with 1990 winner Japan second ahead of the USA, while Neville Crichton's *Shockwave* won the Two Ton World's, also by the slimmest of margins despite winning three of the five races. Gear failure forced *Shockwave* out of one race, which almost opened the door for the second-placed Italian Farr 44 *La Rouge*. If the Kiwis can get a CMAC team together for 1993 *Shockwave* will be a powerful contender in Cowes.

The Kenwood Cup had everything: great Honolulu hospitality and weather, including a lively 20-25 knots in the final triangle, first class competition augmented by the sort of seemingly effortless race organisation for which the Kenwood Cup has become known, and no-one would blame Ken Morrison for being furious with the World Cup committee for marrying his otherwise faultless regatta.

Although the regatta numbers were down, the quality was up and the big names were there in sufficient numbers along with a raft of the latest IMS designs. In that respect the series was also a triumph for the Farr design office, which posted wins in every division except the IMS, where the victorious NZ team

OFFSHORE'S roving writer Biggles looks to be in typical pose of contemplation but he was, in fact, recovering (with suitable fluids) from a rather nasty gash on the toe (see band-aid). (Pic – Brian Hayden).

included *Medicine Man*, a Lidgard 36; *Sassy II*, an Elliot 39; and *Starlight Express*, a Davidson 55.

* * * * *

Throughout the northern summer, along the waterways and watering holes of yachtingdom, there has been much talk and journalistic speculation about the IMS and the 'pressure' it has come under due to the arrival on the scene of custom-built boats. It is becoming trite to compare these IMS developments with the effect on the IOR of very light displacement GT boats in the late 70s, not to mention that by doing so you are immediately identified as being over the hill. Since everyone knows that

Biggles was over the hill years ago, I fear no shame in using the comparison!

There is now no doubt that the IMS rule produces a fast and seaworthy hull, faster and better handling than an equivalent IOR boat. Debate in Europe at the moment tends to revolve around professional sailors' incursions into the IMS and the fact that the custom-designed and built boat will always beat the production IMS boat, an argument which seems to me to be irrelevant. This has always been the case under any handicap rule and no measurement system or special regulations will ever solve that problem, not even the long heralded application of the pitching motion factor, when it arrives. As I mentioned in the last column, the custom-built boats will also have the best of

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everything in sails and crew and the only way to avoid dominance by the custom jobs is to race them in a separate grand prix class.

But IMS is not meant for GP racing: that is what the new Grand Prix Rule is all about, groans the ORC in frustration. Yes, but the failure of the IOR and the gap while it is being replaced means that those who can't wait are building grand prix IMS boats – and why not? They are legal, after all. What is more relevant and adds some aggro to the debate is the disagreement between national bodies over interpretation of the line "spirit and intent of the rule", which generally boils down to the way in which the interior accommodation regulations are being applied, or not, as the case may be.

In England the RORC tends to take the Special Regulations as gospel and inspections are the norm. The USA apparently takes the opposite view because at Key West Race Week the accommodation regulations were not enforced, no inspections took place and there were no protests, despite some minor grumbling about stripped-out boats. Similarly, Hawaii followed the US policy of not taking it all too seriously and got on with the racing.

Holland has never accepted the accommodation regulations with any enthusiasm, while the Germans have maintained the strictest interpretation of all by resisting even the concept of custom-built IMS boats and, as a result, Germany refused to send a team to the RORC's Commodore's Cup. Andrew Preece, in an article on the IMS for *Yachting World*, reports that the German authorities have proposed additional arbitrary handicaps for custom-built IMS boats and a seemingly unenforceable rule which would require an owner to prove that a minimum of 50% of a boat's use is for cruising. Now that is really getting serious about cruiser/racer handicapping!

This IMS asymmetry is also obvious and just as disappointing in the South Pacific, where the two countries have moved in opposite directions, to the detriment of both. Australia enforces the IMS special regulations while New Zealand does not, or should I say, did not initially. They now seem to be modifying their viewpoints, but it is still a grey area.

In Australia there are even differences of opinion between the states and there have been some quite acrimonious arguments on the subject. One can only observe that, since Australia's international IMS competition is most likely to be against the Kiwis, Americans and Japanese, either at home or at the Kenwood Cup, we might have been better served by moving towards their interpretation, rather than taking a different line altogether.

However, that would still leave a problem with the hundreds of club racers who are expected to, and want to, go with the IMS the way it was intended. Nevertheless, the best international competition we can get on a regular basis is against the Kiwis, but unless we sort out the differences we can forget any significant New Zealand presence at the Southern Cross Cup and the Sydney-Hobart Race.

The debate will probably continue worldwide until the ORC makes the accommodation regulations part of the measurement rule itself, instead of pussy-footing around the problem and leaving it for local authorities to interpret. In the meantime, this lack of positive direction is reminiscent of the way the IOR got out of control and out of this world for the yachtsmen it was suppose to serve and is tending to turn European club level racers away from the IMS and back to the CHS.

Following Cowes Week, the Royal Ocean Racing Club met to consider drastic modifications to the 1993 Champagne Mumm Admiral's Cup format. Concerned that a lack of international entries might alienate the major sponsors, the RORC has proposed that the teams be reduced from three boats to two, specifically that the two-ton boats be dropped from the regatta. This, so the logic went, would enable a few more teams to compete.

Naturally enough, this proposal made the two-ton owners particularly snaky and brought protests from Australia, amongst others, the counter-argument being that six teams of three boats equals 18 boats and nine teams of two is still 18 boats, so why degrade the traditional Admiral's Cup format on such flimsy reasoning? Could it be that the British foresee difficulties in fielding a competitive boat team in 1993 in the face of anecdotal evidence that France will defend the Cup strongly?

Another retrograde step is a proposal that would allow individual non-CMAC yachts to race in the same division as the CMAC teams, again apparently with the objective of building up the numbers and visual appeal of the fleet for the sponsors. This subject had a previous airing in the 70s when the Admiral's Cup boats were separated from the fleet at large due to the potential for non-related protests adversely affecting Admiral's Cup results.

Imagine a French CMAC team yachting blanketed or fouled by half a dozen non-CMAC British yachts at a mark! Whew! – the Battle of Trafalgar all over again, courtroom battles to rival the America's Cup, government intervention. General de Gaulle turning in his grave, the EEC at risk! Where would it all end?

Against all the odds, a full Australian CMAC Team for 1993 is a strong possibility now that Syd Fischer is back in full IOR racing mode with his Farr 50 *Ragamuffin* (the 1991 one, formerly *Will* the '91 CMAC Japan Team representative). The recent purchase of the 1991 British CMAC boat *Wings Of Oracle* by Melbourne-based John Calvert-Jones would add the Two Ton member of the team, leaving only a one tonner to be found. Both *Ragamuffin* and *Oracle* are recent Farr IOR designs of proven potential despite *Oracle's* lacklustre performance at the 1991 CMAC in the hands of a Royal Air Force syndicate.

With two boats and skippers of high calibre leading the way keen competition for the One Ton berth could develop amongst other top level Australian owner/skippers, Warren Johns being one of the first to indicate interest. It would be ironic indeed if Australia, one of the sailing nations hardest hit at the international level by the demise of the IOR, was able to field a powerhouse CMAC team for 1993!

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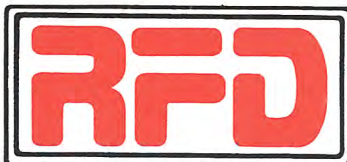
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Setting the Standards in Safety and Survival

Jeanneau One Design

by James Hill

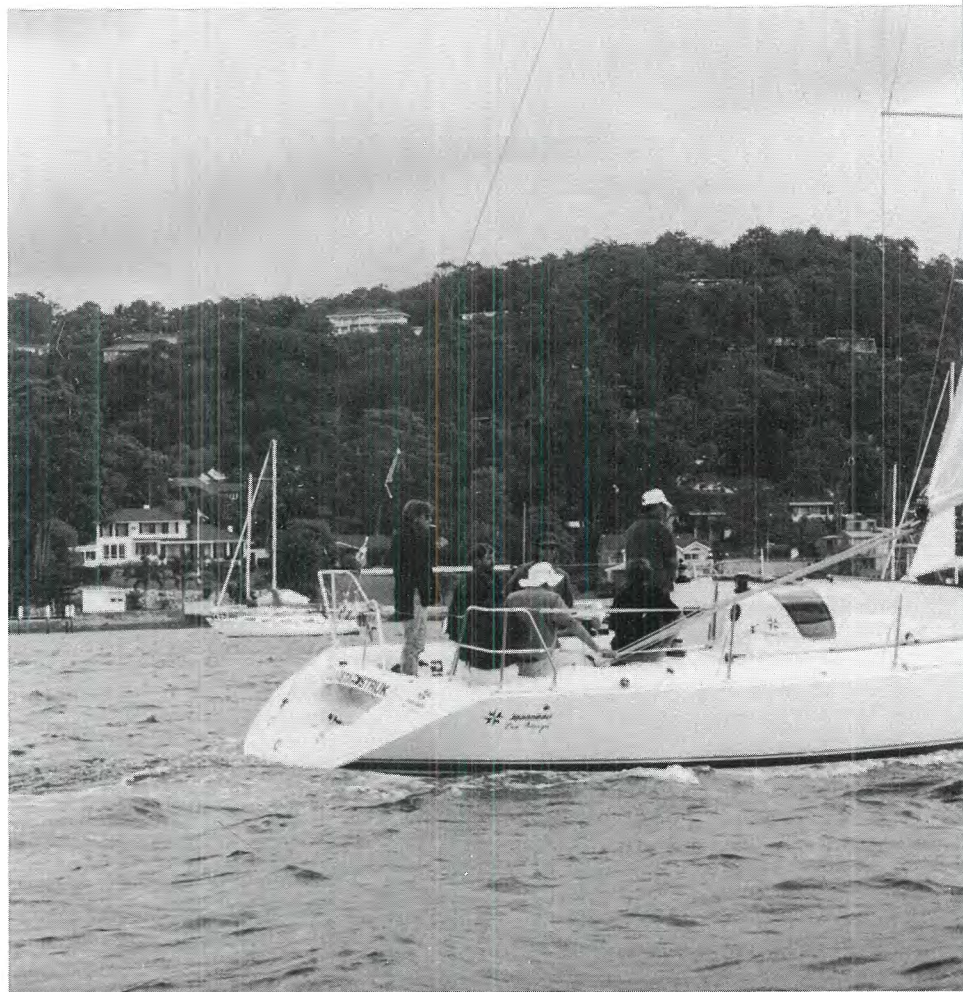
THERE has been much interest of late in the one-design concept for offshore and the French-built Jeanneau One Design (JOD) has been purposely created to capitalise on this trend both in its home country and abroad.

At the same time the Jeanneau has been marketed as a dual-purpose offshore racer/cruiser which can be eligible for IMS offshore racing as well. The first boat in Australia, in fact, was recently rated for IMS offshore, though this now means the Australian boats will all carry a slight increase in the bulb ballast pack to meet the Category One race requirements.

So far two boats have been bought to Australia to race in Sydney club racing and offshore events under IMS. Meanwhile, back in France the class has kicked off quite strongly with over 100 boats sold in the first year. There is also a strong one-design racing fleet established with a complete class racing structure and calendar of events.

While the small size of the Aussie market makes it a lot harder to establish a one-design class the benefits of such a boat are that it is often much better value for money than the custom one-off. With the JOD much time and effort were put into the refinement of the rig and the handling of the boat to the point where it is a particularly well-balanced and forgiving boat to sail.

The JOD is in fact a very fast design, which so far in Sydney racing has won over 60 per cent of the club races it contested. The JOD is also a very modern style of boat, designed by top French level rating designer Daniel Andrieu, with many of the latest Grand Prix race touches such as a short blister cabin and broad, shallow cockpit. The deep and narrow keel and



rudder feature the latest high-lift foil shape and come fully faired for racing. The rig is a user-friendly fractional type with moderate-aspect mainsail and no runners.

The design numbers also confirm a powerful sail-to-weight ratio of 23, which is better than most current fractional rig boats.

In practice the JOD is fast and seems to be able to compete boat-for-boat with bigger IOR racers. Its real forte appears to be in fresh to strong winds where its fractional rig is at a big advantage. The wide hull has a lot of power, but in light airs under eight knots needs crew weight trimmed to leeward to reduce wetted area.

The JOD has certainly one of the most efficient deck layouts for harbour and offshore racing with a large delta-shaped cockpit providing plenty of room for a six to eight person racing crew. The boat is light and responsive on the tiller and features such nice touches as moulded ridges in the side decks to make sitting on the rail more comfortable.

The shallow, wide hull and fractional rig also make for a great combination for fast off-wind sailing. The yacht in fact is quite capable of breaking out and going into super-charge mode down a reach or running leg.

The design has all the earmarks of speed including a deep forefoot, long waterline and relatively shallow and wide sections underwater which are totally free of any rating distortion.

The Australian boats will have a special moulded addition to the bulb ballast to bring them up to IMS racing level and at the same time allow them to race "boat for boat" in the future. This change has been approved by the class authorities in France.



The extra keel weight has appeared to make little difference to the bottom end performance, though the boat seems to be sailing even better in strong winds. The wide beam also allows crew weight to be used quite effectively to dynamically power up the boat when sailing upwind, or on a

reach in strong winds.

Also a big selling point with the design is the fact that the small foretriangle and lack of runners make it an excellent boat for light, or female, crews as well as match-racing events.

Other features of the design include moulded footrests for the crew, recessed footbars for the helmsman, Harken two-speed winches and rope tail bags. The mainsheet system is really easy to work and has a floor-mounted traveller with a 6:1 course and 6:1 fine mainsheet trim.

Halyard tails come back to Spinlock clutches ahead of the main hatch and can be led to either halyard winch as required. These halyard winches are also in a good position to double up as spinnaker sheet winches.

Deck gear includes spectra halyards and a kevlar 8:1 backstay tackle and backstay as well as a Francespar tube vang with 8:1 tackle.

The Sparcraft mast has twin, aft-swept spreaders set at a moderate 15 degrees and is supported by discontinuous rod side rigging. The mast is keel stepped; however, for easy haul-outs on a crane the JOD has a through cabin, hook pick-up point.

The cabin accommodation offers an attractively styled cabin with rounded galley units and settees. The comfortable interior also now meets IMS regulations. There is full standing headroom under the trunk cabin right to the mast and very thickly padded settees with backrests and a removable saloon table.

For'ard there are an open sail stowage area, WC and pump while back aft of the companionway are four single quarter berths for the off-watch with the lower berths forming an optional transverse double berth.

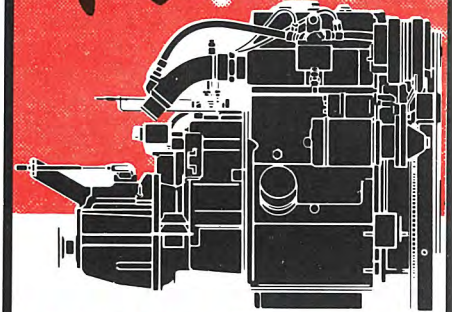
Other features include an 18hp two-cylinder diesel, folding propeller, gear lockers for crew and PVC foam-cored triaxial GRP hull. Price ex-Sydney with commissioning is \$138,000 less sails. To category 2 racing level the price would be around \$155,000 with all sails/safety gear.

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Gearing up for THE GOOD DAYS!

By Don Buckley*

ALL boat owners have at some time agonised over the cost of some vital or not-so-vital piece of equipment or broken bits needing to be repaired. Add to this the frustration that may have occurred on the water and the general hassle involved. Many people ask themselves: why go through the agony?

Sailing is supposed to be fun, or at least recreation. With some maintenance before, during and after the season you will save a lot of time and money and have more fun on the water.

This applies particularly to people who enjoy racing at all levels. The well-prepared boats rarely lose valuable time while crews struggle to repair damaged bits and pieces or even retire from the race.

Time and money are very precious commodities, but with some careful planning and attention losses can be minimised. You should always be trying to look after the set-up you have, then, if racing is your bag, look at ways to improve your boat and its systems in the most effective and efficient way.

Apart from engines and electronics, deck hardware and spars are the most common problem areas. Most problems arise from two major sources. The first is wear and tear aggravated by the harsh environment. Nothing does more damage than sun and salt! The second area is the inappropriate selection of equipment.

To make more time for sailing, every time you go for a serious sail jot down on a waterproof note pad anything that is broken, missing or a bit suss. Make it one person's responsibility to check with each crew member at the end of the day. On this list, put down any equipment or systems that don't seem to work well, either mechanically or ergonomically.

If you have those on board keen to do it, send them up the mast at the dock to check for obvious signs of wear. This might vary from worn sheaves and halyards to cracks around sheave boxes. This should be followed up by regular checks by

experienced yacht riggers. They know how spars are put together and can see things you could miss. You should seriously consider taking the mast out of the boat for a thorough check every couple of years at least.

At this time other things such as mast electrics and mast corrosion can be handled, apart from the standing and running rigging. This work can be assessed while the mast is in the boat but is much easier to do when the mast is horizontal, if the job is major.

Halyards become dangerous quite quickly just due to the effects of sun and salt. They may look fine, but do have them inspected by a rigger once or twice a year. You can be lucky but bear in mind: when they do break, sails can be damaged, people might be hurt and it definitely spoils your day!

One thing to remember is that most

but have your rigger quote on this worthwhile alternative. Another good example is the advanced plastics we now have which make it possible to replace noisy, fast-wearing metal sheaves with smooth-running, light, corrosion-free sheaves.

Deck hardware, such as pulleys, cleats and rope jammers, works well and usually responds best to weekly flushing with fresh water. Be sure to check for loose bolts, missing handles, worn sheaves and bent shackles.

Many people complain that their boats leak from all sorts of places such as windows, fittings and mast collars. Let's face it: boats are usually wet enough down below without adding to the problem. Find the leaks, put them on your list and work toward preventing them. Windows can be resealed, fittings reset with sealant and mast collars replaced.

If all this sounds a bit daunting don't worry too much. The end result is very satisfying. A good day's sailing without all the pain and drama of breakdowns more than makes up for a tough week at work.

Don Buckley operates through his company Lamotrek Pty Ltd, 39 Water Reserve Road, North Balgowlah NSW 2093. Phone: (02) 907 0644; mobile 018 446 245.

Don has been involved in setting up and rigging all classes of boats for over

20 years and also works as an independent consultant.

He specialises in optimisation, preparation and project management, layout design and fitting out, comprehensive rigging and mast work, hydraulic repairs and installation.

**Don ("The Admiral") Buckley is an expert in setting up, maintaining and sailing all types of boats and is currently involved in the preparation of a Whitbread 60 entry with Phil Thompson. His job is to make sure the boat gets around the world without breaking down! This article looks at preventative maintenance and preparation.*



WITH some maintenance before, during and after the season you will save a lot of time and money and have more fun on the water. (Pic - Annette Brennan)


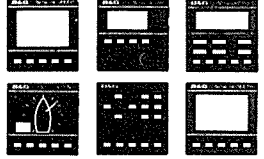
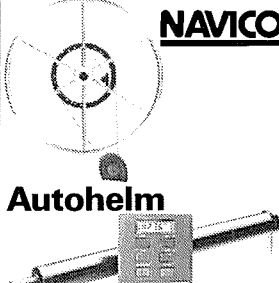
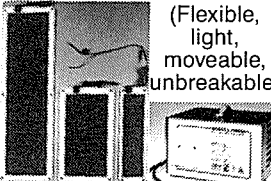
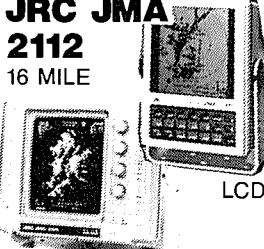
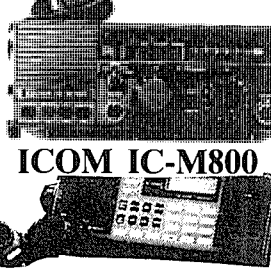
boats are virtually hand-built, using either custom or limited production components. This can sometimes mean lead times are a problem for particular bits and pieces. This is not helped by Australia's reluctance to convert fully to metric to standardise engineering.

It is worth noting that trends and technology have also made available new options for many parts of the boat. A good example is Spectra rope, which is now replacing wire and conventional ropes in many applications. A Spectra halyard, as opposed to wire/rope halyards, saves weight, is easier to handle, stronger and much more reliable. It is more expensive,

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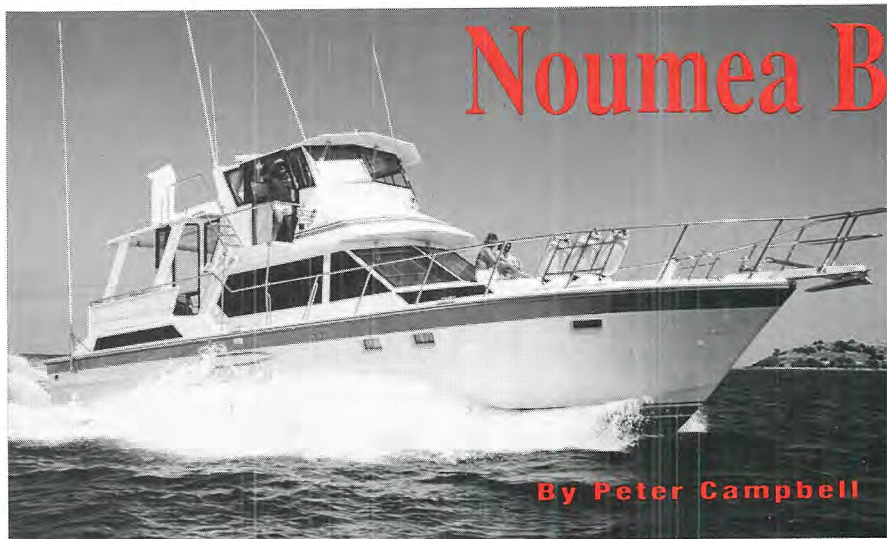
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Noumea Bound in '92

By Peter Campbell

Westpac, with its significant banking role in the South Pacific, will again sponsor the Cruising Yacht Club of Australia's biennial Australia to New Caledonia Yacht Race in 1993.

Following the outstanding success of the 1991 race with the timing changed to August-September, the CYCA has again chosen that time of the year for the 1993 race. The proposed start from Sydney will be Saturday, August 28, with the Brisbane fleet starting the following day.

An expected fleet of 40 or more yachts is predicted by Race Director Peter Rysdyk and with the early release of a notice of race enthusiasm is already high among interested yacht owners.

Rysdyk has already started an active promotion of this South Seas classic with visits to yacht clubs in various States.

In addition to Westpac as the naming sponsors, the CYCA has again received support from Air Caledonian international airline and from long-time supporters Club Med.

A significant aspect of the race is the appointment by the CYCA of Noumea businessman and boating authority John Nixon as Race Co-ordinator in Noumea, a role he has filled so capably in previous races.

John owns a magnificent motor yacht, *M.Y. Tina*, and has offered to make this vessel available to assist in finishing the racing fleet as they reach the landmark of Amedee Lighthouse and also in supporting the expected large fleet taking part in the now famous Route du Paradis cruise up the east coast of New Caledonia and to the Loyalty Islands.

M.Y. Tina, one of the finest and best equipped small cruisers I've had the

pleasure to be aboard, is also available for exclusive charter in the South Pacific. In John Nixon there is no better skipper (and raconteur) to take small groups fishing, diving and cruising through the tropical waters of New Caledonia.

Australian-born Nixon has had more than 30 years experience in navigating the waters surrounding New Caledonia, both by air in his own aircraft and by sea in a succession of different boats he has owned.

M.Y. Tina is a custom-modified Hi-Star 55-footer diesel motor yacht built in 1991 to John's specifications and incorporating his personal interest in marine radio (he is a licensed ham operator) – something that will be an asset to the organisation of the 1993 Westpac Australia to New Caledonia Yacht Race.

An elegant but most seaworthy craft, *M.Y. Tina* reflects the ultimate combination of comfort, safety and convenience for the small number of cruise passengers who will enjoy the unique vacation experience John has set up in the waters of New Caledonia.

M.Y. Tina is powered by two Caterpillar 425 hp V8 diesel engines and has a cruise speed of 20 knots, with a range of 1500 nautical miles. Other equipment includes 230 volt 50 Hz power via a 12 kva Onan, a 1500 gallon/day Sea Recovery desalinator, and a fully electric galley capable of presenting the finest French and Island cuisine – served, of course, with excellent French wines.

Electronics reflect John Nixon's expertise in marine electronics and radio and include Magnavox GPS and KVH aux. fluxgate compasses, Coursemaster coupled autopilot, VHF and HF radiotelephones, radio amateur SSB transceiver, Kodan radar and depthsounders. All the navigation/radio equipment is on the

fully enclosed flybridge, where the helmsman has all-round vision and immediate access to this equipment at all times.

M.Y. Tina is equipped with the latest in digital audio and video systems and has a fine library of tapes and CDs. An underwater colour video camera system can provide spectacular reef scenes on board.

Accommodation comprises two double and one twin stateroom (six passengers) with two bathrooms and toilets, plus crew accommodation.

M.Y. Tina is headquartered at the luxurious Sunset Marina in the heart of Noumea's beach and tourist area with the planned cruise generally to the south-east of Noumea, enabling charter guests to visit any of the popular landmarks – Amedee Island and its famous lighthouse, the coral barrier reef, Ile Ouen and Woodin Channel.

Long known to cruising yachtsmen of the South Pacific, the waters of southern New Caledonia – Prony, Casy, Isle of Pines – offer some of the most beautiful and unique scenic and fishing areas in all the Pacific islands. Sheltered deep-water bays for safe overnight mooring, thousands of coral cays and pollution-free fishing waters make this area unique for a special marina-oriented holiday organised and run by someone with the experience of John Nixon.

Further afield, *M.Y. Tina's* planned cruises include the Isle of Pines, Port Baise, Mato, Havannah and Sarcelle Passages while the magnificent New Caledonian East Coast is all within easy reach of the overnight base at the sheltered Prony.

Whales, turtles, dolphins and huge schools of surface fish are common this year while for the fishing enthusiast there is trolling for tuna, Spanish mackerel, wahoo and marlin and bottom fishing for groper, sweetlip and coral trout.

John will be accompanying the yachts from Australia which will be taking part in the Route du Paradis cruising that follows each race from Australia to Noumea. However, that's not until September 1993 and yachtsmen should consider a guided tour in advance with John aboard *M.Y. Tina*. His address is Tina Charters, Sunset Marina – PO Box 2319, Noumea, New Caledonia. Phone 0011 (687) 27 8399 or fax 0015 (687) 28 2255.

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hile other manufacturers have been content to build boats French yacht builder Beneteau has elevated yacht building and marketing into an art form.

In much the same way Yves Saint Laurent created a world-wide fashion label, Beneteau has managed to create for itself virtual instant brand awareness based on attractive and smartly designed yachts.

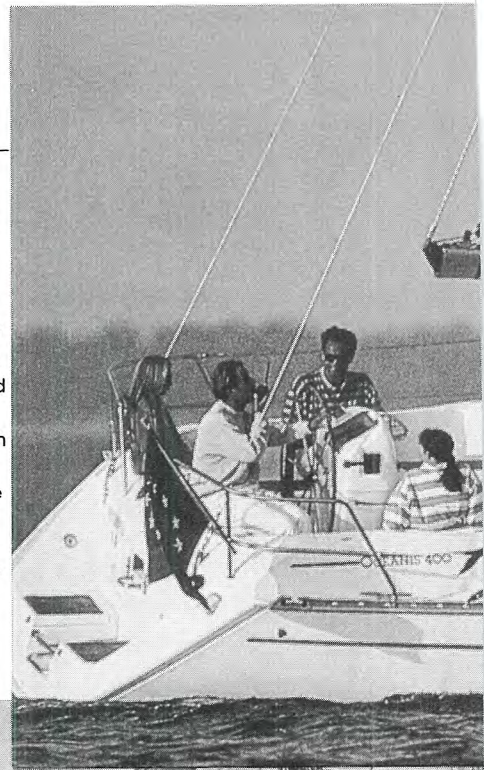
Certainly the company gets its fair share of critics for its mass-market approach, yet Beneteau's success speaks for itself. The company is a world leader in production keel yachts with a world-wide market penetration and a turnover in the \$100 m (Aust) category.

The Beneteau competitors say its the money the company spends on glossy brochures and aggressive marketing which achieves this success, yet in reality its the company's willingness to invest heavily and constantly in design which gives it a head start.

cabintop made lower and longer in the style of the First series.

Interestingly enough Bruce Farr designed the bigger of these two newcomers, but the 400 is designed by Group Finot a French company which has design quite a lot of the Beneteaus in the past.

While Beneteau is keen to stress the new Oceanis are not superseding existing models, they would



by James Hill

Beneteau undoubtedly is also very good at selling the "sizzle" of yachting, yet the real bottom line reason for its success has to be its automotive industry like approach to manufacturer. Unlike your typical yacht builder, this regional French builder constantly works on developing new models and new tooling.

Apart from its own in-house design team, Beneteau brings in top international designers like Bruce Farr and Phillippe Briand and Group Finot to keep it on the pace. The designs in turn are polished up by specialised stylist like Pininfarina and Starck so they achieve the right look in the eyes of the public.

This highly processed approach to yacht manufacturer may upset the traditionalist, yet it unquestionably gets results. Beneteaus are particularly good on the practical features of seating, angles and ventilation and the consistency of quality assures good resale value.

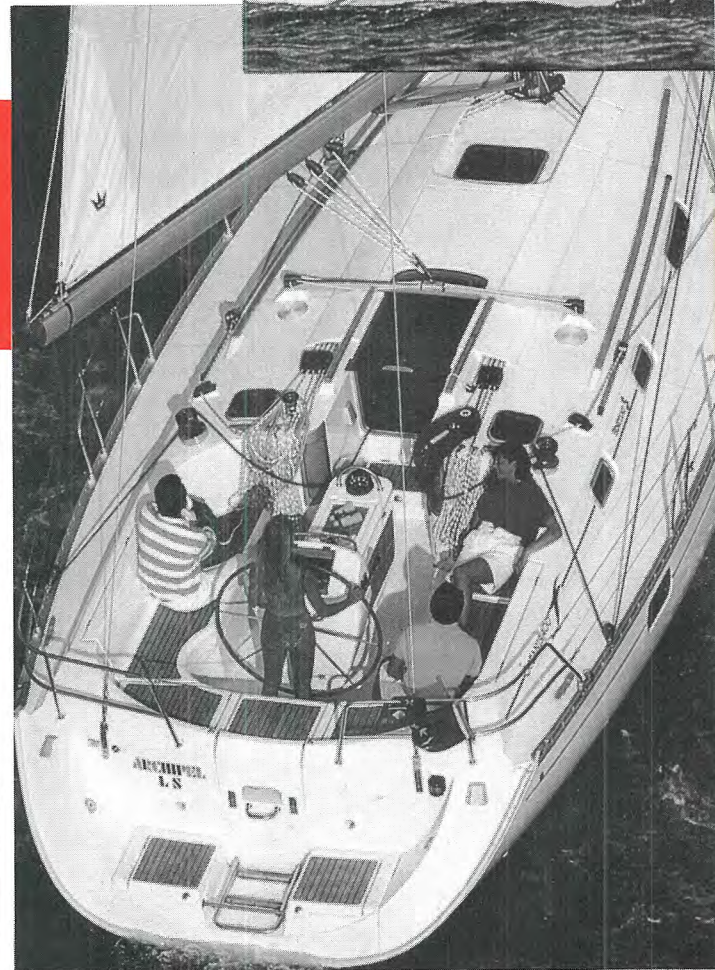
Recently I was given a chance to reacquaint myself with the Beneteau philosophy as I took a "test drive" in the new Oceanis 400 series for a fast blast around Sydney Harbour.

Test

The Oceanis 400 is one of the latest models in a long line of purpose built cruiser/charter yachts. Its a boat designed primary around charter, yet has done surprisingly well in tapping into the private yacht owner market.

Certainly this boat will appeal to the owner who will be looking to fulfil both roles in his boat as it incorporates all the key elements of charter success: loads of room, attractive fit-out and three private double berth cabins.

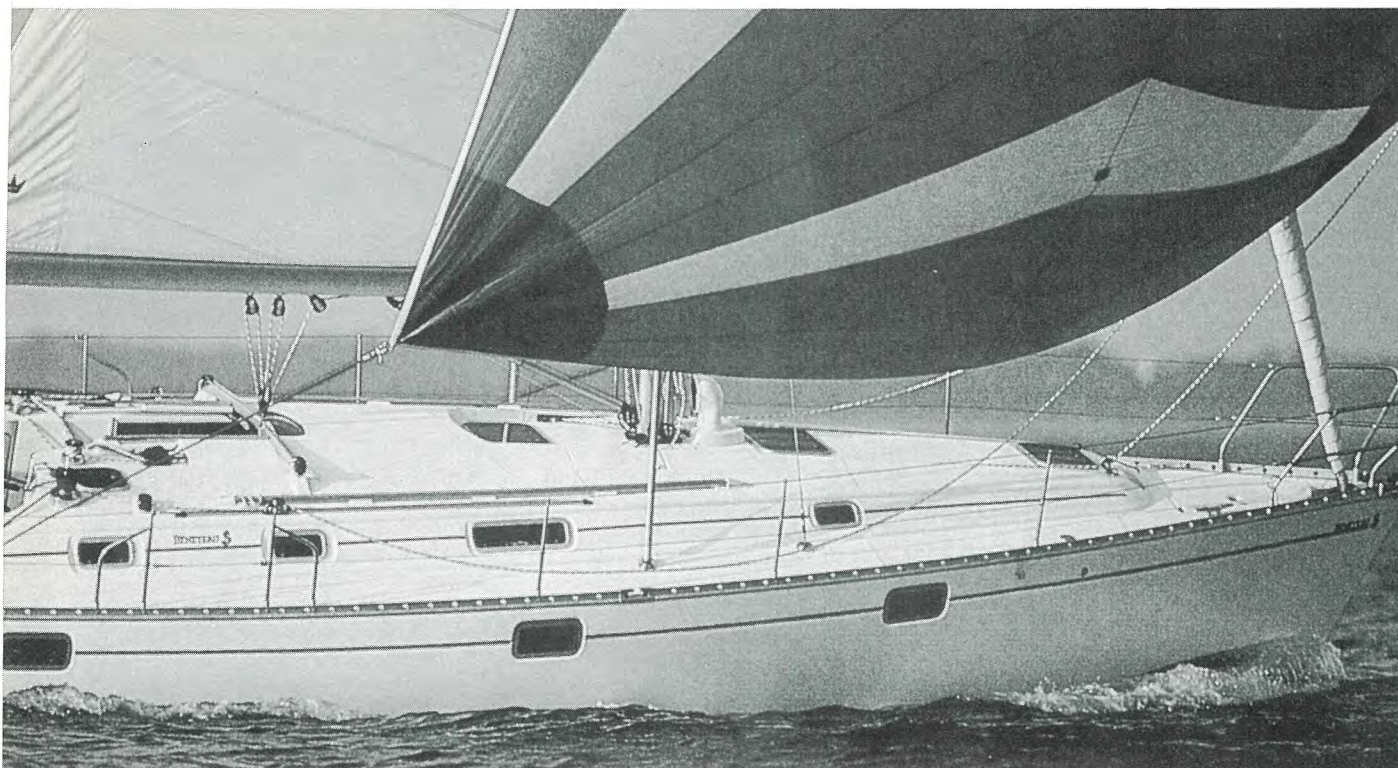
The Oceanis 400 in fact represents the first of a new-look line of Oceanis yacht which appear to be blending some of the design features of their already very successful First cruiser / racer series. With this boat and the bigger Oceanis 440 the waterline has been extended at the bow, the entry made finer and deeper and the



appear to be an improvement in several areas not the least being sailing performance in fresh winds.

Certainly having sailed several of the earlier Oceanis models, I was impressed by this newest version of the breed. The test boat had just sailed across the Tasman two week before my test run and after surviving a session at the Sydney Boat Show, appeared to be in remarkably good shape.

Our test sail in a fresh southerly of up to 25 knots also showed the Oceanis 400 to be an easy boat for two people to sail and



BENETEAU — OCEANIS 400

certainly suitable for short-handed cruising.

Overall the 400 is a subtle improvement of what was already a good concept. The longer, finer bow sections makes it a better sailing boat and in my opinion also a more attractive looking boat because of the low profile cabin.

A reason for the performance improvement could also be due to the modern style, bulb-tipped fin keel which I believe would work better than the wing style keels previously used on the Oceanis. This keel is a bit deeper, but still shallow enough at 1.7 m to not keep you out of some nice cruising anchorages up north.

Actual upwind stability and windward punch isn't too bad for a cruising yacht and one which has cast iron ballast.

Performance upwind however could have that added touch of sparkle if you added the optional lead ballast keel which is offered by the Beneteau factory.

The new Oceanis also has a few other good ideas which seem to have come across from the successful First series. There are colour coded ropes for all the halyard and sheet controls and the cockpit has been redesigned to make sail handling a lot easier.

Primary sheet winches are mounted up on the cabin along with the halyard winches and the front of the cockpit has a recessed entrance so you have a central

"sail control pit" just like a racing boat.

However the big selling point of the Oceanis 400 undoubtedly is the standard inclusion of a in-mast furling mainsail as well as the headsail furler. While the big draw back with in-mast furlers is they cut out leech battens and mainsail area, they sure do make life easy when the wind is blowing and there is a lack of willing hands aboard.

With both the standard working number two and mainsail on furlers it was really easy for us to set just enough sail to suit the conditions. We first motored out from Rushcutters to get a feel of the wind, the big Perkins 50hp Prima giving us in excess of eight knots flat out.

With the equivalent of a number three jib and two-thirds mainsail set we were soon roaring along doing a good seven knots on a close reach across the choppy harbour.

Deck Gear

Hardening up for a true beat the boat sailed quite comfortably and with not bad pointing height for a cruising boat. I noted that the genoa tracks are mounted up on the top edge of the trunk cabin, and this provides a reasonably good angle of attack upwind.

I was also pleased to find tacking very easy thanks to the Lewmar two-speed, self-

tailer sheet winches being mounted up on the cabintop where they can be worked from a stand up position. The mainsail was also easy to control through a central mid-boom sheeting system which leads back to one of the rope clutches and can be tailed off on one of the halyard winches.

The mainsail can also be fine-tuned by the cabin-top mounted traveller which has 4:1 traveller lines and built-in cam cleats. There is also a sophisticated, ZSpar adjustable, rod-type power vang which also is a big help with mainsail trim.

The 400 features a surprisingly roomy cockpit with a central island style console which provides a big ice box in the middle as well as a drop-leaf table and handy body support. The steering compass is actually mounted at the head of the console for easy viewing from the helm.

The cockpit also has comfortable rounded corners, sloped backrests, teak planked seats and two big self-draining seat lockers, either of which could be used to stow the life-raft and spare sails.

Other good features include the "gear free" side decks so you can move for'ard without stubbing toes. Also the long cabintop makes a good foot rest and there is a super, close-patten non-skid that's one of the best I've come across.

The 400 also features a new stern design with a lower to the water

boat test

swim/boarding platform and fold-away boarding ladder. There are lift-out panels to give a walk-through gate and a rubber fender strip around the transom edge to save the boat from docks and nasty dinghies.

There is also a cockpit locker for the gas bottle and one which gives access to the steering gear. A nice feature too is a stowage rack in the starboard locker for the hatch washboard.

Up front the 400 features a step-through style bow pushpit and a below-deck mounted furler to provide a nicer set to the headsail. There is also a large self-draining anchor locker with manual windlass for the anchor warp. The anchor, by the way, has a rocker-arm style fairlead which enables you to haul the pike up and keep it stowed "at the ready" on the bow.

Accommodation

Down below the 400 provides a spacious living space which would do me any day as a permanent live-aboard home. Not only do you enjoy two quite roomy walk-in style aft cabins, each with their own clothes hanging locker and dressing bureau, but also a master-style fore cabin for the skipper.

Basically the skipper/owner has what amounts to his/her own private quarter ahead of the mast with a big double berth cabin with its own saloon style settee. This cabin also has its own en-suite WC/shower compartment in the bow which is also very roomy and provides the most comfortable WC I've yet come across.

The WC is on the centreline and has a moulded seat so it can be used for a shower. This compartment is fully moulded

in fibreglass as is the smaller WC located back aft.

The 400 also features a number of laminated rounded, timber bulkheads to soften the angles of the interior and make the cabin area visually more attractive. There are also grab rails around the sinks and non-skid rubber strips in the cabin floor boards.

The main saloon area is not unlike the earlier Oceanis with a big galley extending down the port side and saloon dinette over on starboard. However some improvements include a really big Utectic icebox and more bench space. There is also a separate draining sink for the washing up as well as two sinks so no one has to worry about drying the dishes.

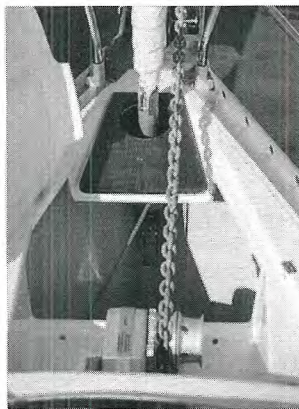
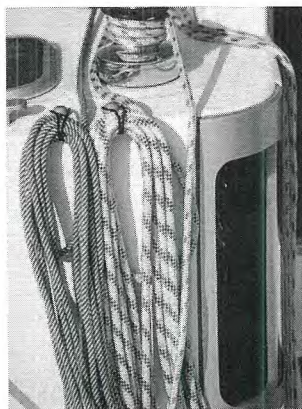
The 400 also features a Eno two-burner gas oven stove as well as a pressure hot and cold water system. The latter system can be easily accessed for servicing since it is located under the centre line island settee.

With seating either side of the fixed saloon table there is room for six adults, or about the number of people this boat could comfortably take away for a pleasant cruise.

Certainly with its three double berth cabins this would be a great boat for either chartering, or as a private luxury yacht in which the owner takes away some friends or the family.

The 400 also features a number of other practical interior features including very good headroom over all berths, spot reading lights, halogen night lights, plenty of locker stowage in all cabins and a good sized nav station complete with moulded timber seat, chart stowage and bookcase.

REFINED deck fittings are a feature of the Beneteau 400 – left to right, the efficient self-furling system; neat clips for halyard tails; anchor well with power winch.



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The latter area features a master switch panel with trip-switches and security system. There is also a fascia panel specially designed and wired up ready to take any of the electric instrumentation you would care to fit such as radio, GPS, radar or wind instrument modules.

Small details that also explain the Beneteau success include dust catcher pan in the floor, lots of opening ports and skylights as well as privacy blinds or snap-on curtains for all ports.

Interior finish now features a practical moulded fibreglass headliner with teak strip inlays and lots of side opening Lewmar ports to give good cross-flow ventilation. Interestingly enough the teak lined interior seemed to me less radical in styling than some of the new Beneteaus of recent years and I wonder if this is a conscious move to win over more conservative non-French buyers, or simply a result of market demands.

Summary

Overall this boat should appeal to the average yachting looking to do a bit of coastal cruising, family sailing and maybe

short-handling. Its strong suite is inshore cruising and it will certainly have enough speed to allow you to do the odd low key twilight or passage race.

If the 400 has a drawback it's the fact that the interior is designed around charter and therefore not necessarily the best layout for offshore use. The long galley unit isn't necessarily the best setup for offshore use, though in practice you can live with it for short coastal hops.

Certainly the 400 appears to be a well finished yacht with construction based upon a complete interior moulded chassis which in turn takes the timber teak interior fit-out. The hull to deck joint is both glassed and bonded mechanically with a alloy extruded toe rail. The cast iron keel is fully zinc treated before fitting.

To ensure a really dry interior there is also a full headliner inside the cabin and deck-stepped mast as well as a ceramic stern gland for the shaft-drive Perkins auxiliary.

Overall the standard of finish on this boat is pretty impressive for the price of \$280,000 including two sails and auxiliary. This price also includes the Beneteau

water-shield system and a 10 year warranty against hull osmosis. All of which is nice to have when you are spending this much money!

Specifications

Length	11.9 m
LWL	10.8 m
Beam	3.95 m
Draft	1.7 m
Displacement	6500 kg
Ballast	2400 kg
Ballast ratio	37 percent
Auxiliary	50 hp Perkins
Berths	6/7
Fuel tankage	150 L
Water tankage	560 L
Working sail area	80.5 sq m
Type	Cruiser/charter
Designer	Groupe Finot
Builder	Beneteau France
Test Boat	Beneteau Australia Ph (02) 327 1185.

From Crayboat to Keelboat Victory

Port Lincoln's Peter Barwick, with local skipper Howard Trotter at the helm of his new boat *Scavenger*, won the annual race in the tight confines of the Port River in a thrilling finish to beat some of SA's best keelboat skippers.

Barwick finished nine seconds ahead of well-known sailmaker Ray Brown, who led two of his main rivals home, David Urry and Lloyd Sugars.

The 42-year-old fisherman's victory was significant because he has now won his first race in his first boat (*Scavenger*), an Inglis 47.

Barwick, who has been sailing only for three months, bought *Scavenger* in July from Joe Westerlo in Melbourne, where it had been sailing at Sandringham for the past four years.

She comes with a good pedigree after setting the record for the Mooloolaba to Yeppoon race on the Queensland coast and three Melbourne to Hobarts, as well as several other noteworthy events.

Barwick is impressed with the Inglis design and went to Melbourne with another Lincoln yachtsman, David Buckland, to buy a boat.

They looked at five boats, four of them



by Inglis, on the first morning and quickly decided on *Scavenger*.

The crew took three days to sail her home to Boston Bay in Port Lincoln and decided to bring her to Adelaide for the Portline Cup.

And what a way to do it!

It's a great race to start in, but probably more hair-raising than most for a first-timer, where for the only time of the year the State's leading keelboat skippers test themselves in the tight corners and narrow openings of the river.

The starts are normally hectic with several boats over the line in the jostle for all-important clear air.

This year was no exception and after a

general recall the 78 boat fleet was away in an oscillating 12 knot northerly blowing predominantly straight down the river.

Brown timed a near-perfect start to jump out early and lead the fleet around the corner for the reach to the container wharf.

He maintained a slight cushion on Barwick and the other leading division one boats, including Mario Minuzzo's *Wild First*, for the early stages of the race.

But a container ship's untimely departure through the middle of the fleet proved to be an unplanned and inconvenient delay for Brown's Davidson 40 *Sundance*.

Scavenger scooted across the line just half a length in front of *Sundance*, with Urry in *More War Games* - Alistair McMichael on the helm, two minutes further back in front of Sugars.

Brown won the Portline Cup on corrected time from Urry with John Muirhead's *Fleurieu Warrior* third in Division One.

Quintessence, a Beneteau 41.5, sailed by William Pringle, won Division Two on handicap from Tony Baldwin's *Toffee Apple* with Peter Muirhead third in *Pumpkin Eater*.

Division Three was won by Uver Janssen in Endeavour 24 *Cool Change* from Greg Yeomans, Minoche and John Whitburn in *It's A Worry*.

— Jon Parrington

Bronzed Aussies

The Australian Olympic yachting team returned from Barcelona with two Bronze medals, to some a disappointment, to others a success and an initial building block pointing towards a possible Sydney Olympics in the Year 2000.

Steve Adams reported on the yachting regatta during ABC Radio's excellent Olympic coverage. Here he looks at the overall performance of the Australians and talks to some of the team members.

THE Australian Olympic Yachting team left our shores, or rather gathered in Barcelona, with many arriving from long stints in Europe, with high expectations. This was the best prepared, highest funded, most stringently qualified team to wear the Green and Gold in the Olympic arena.

Australians were contesting eight of the ten Olympic classes. Strict qualifying standards set by the Australian Olympic Committee of "top eight" international performances for two and three-handed crews and "top 16" for single-handers had eliminated possible entries in the Flying Dutchman and 470-Men.

But the strict selection criteria also ensured that realistic expectations could be placed on the team.

On the support side, the Australian team also enjoyed levels never before experienced in the Olympics. John Harrison, Past-Commodore of the Royal Queensland Yacht Squadron, brought a wealth of experience as section manager. Head coach Mike Fletcher has been employed full time as our Olympic coach in the build-up to Barcelona and was supported in this area by '76 Bronze medallist Ian Brown, Greg Johns, Buster Hooper and Johan Hedberg.

The Australian Olympic team was also one of only a handful of teams that had their own meteorologists in world-renowned Dr Roger "Clouds" Badham.

Cost-Effective?

Financially, the team had been supported to the tune of \$797,000 from the AOC and Sports Commission over the past three years. While funding is always regarded in the "never enough" category, officials admitted that



OLYMPIC bronze medallists John Forbes and Mitch Booth. They lost a gold medal chance by a mere 10 seconds in the final race of the 1992 Olympics at Barcelona. (Pic - Peter Campbell).

Australian Olympic yachting was very well served and for the first time in recent Olympic history came within sight of some of the high-budget European and USA teams.

Added to the official grants, private, corporate and yacht club support put the funds close to the million-dollar mark.

On cold hard analysis - is this a cost-effective business? Two bronze medals at a cost of \$500,000 each?

A comparison with other Australian Olympic results certainly suggests a "yes" answer. Yachting was not selected by the ASC as one of "Super Seven" Olympic sports to be targeted with extra funding.

For example, more than \$6 million was allocated to basketball with a nil-medal return. More than \$8 million was poured into hockey for one silver and in athletics, \$6.5 million netted two bronze.

Overall, it has been calculated that Australia's 27 medals came in at a cost of \$2,747,000 each. If this is the case, then yachting at a grants cost of just under \$400,000 per medal appears very cost-effective.

Performances

But is it medals alone that is the gauge? Australia's overall performance saw two bronze medals, five out of the eight crews in the top ten and the Soling of Melbourne's Bill Hodder, Tim Dorning and Mike Mottl in 11th.

The regatta itself was plagued by light airs. The first day's racing was abandoned due to the light conditions and two later races in the Tornados suffered a similar fate. The conditions were very different from the pre-Olympics in '91 and most of the major European regattas this season which saw fresh breezes and flat water.

Barcelona '92 produced an average 6.5 knots and mostly sloppy seas. In general the lighter crews triumphed.

Lars Kleppich – Lechner Men's – Bronze – Mr Consistent

The 25-year-old Drummoyne accountant can lay claim to being the most consistent sailor in his class. In a big Olympic fleet of 44, Lars was never out of the top ten in all ten races.

He was the only competitor to manage this, achieving placings of 6, 5, 7, 4, 7, 9, 8, 2, 7 and 7.

At one point though, he felt that his consistency could go against him: "In the middle stages of the regatta, when I was lying sixth, I was thinking maybe I had been too conservative. I would have gladly swapped some of those consistent 7ths for a top 2 and a 20th or 30th that could have been discarded".

Fiona Taylor: (Lechner Women's) 10th

Twenty-one-year-old Fiona Taylor from Mount Eliza in Victoria was one who probably did suffer from the light conditions, although 10th overall at her first Olympics against a very hot field is no disgrace.

Mitch Booth/John Forbes – Tornado – Bronze – 10 seconds from gold

Booth and Forbes went into Barcelona as defending World Champions and before the regatta Booth said the Worlds would be worthless if not backed by an Olympic medal.

The regatta for the two Sydney northern beaches representatives can be described as both consistent and mostly on an upward curve. Again the light airs were both devil and saviour.

The heavier conditions brought the Aussies their success. Races five and six were sailed on the one day, where the sea-breeze came in at 15-20 knots and Booth and Forbes recorded 1-2 finishes!

But going into the re-sailed final race, the Australians got a good start and were second at the first mark. With the Americans back in 20th and the French fourth, Aussie Gold was on the cards. Booth: "We had a bit of a disaster on the first run when we fell out of some breeze lines and into a bit of a hole, dropping back to fifth.

"But we were within striking distance the whole race and in the end we calculated there were only 10 seconds between Gold, Silver and Bronze."

Frenchmen Yves Loday and Nicholas Henard grabbed second in that last race, giving them the Gold by just 1.6 points ahead of the USA with

the Australians 2.4 points behind.

Forbes on that last race: "On the final leg we went for the opposite corner and went for broke as we figured there was no point sitting back in 5th place. When we came back at the line we'd made good ground, but the French managed to hold 2nd and we crossed no more than 10 seconds behind."

Booth on the overall regatta: "We might have attacked it a bit more aggressively in the early stages, that is maybe instead of just straight fleet racing we should have pinpointed the early medal chances and attacked them, forcing them back or into errors. Then as the regatta progressed we could have pinpointed those who remained and had a shot at them.

But where to now for Booth and Forbes? "I'm certainly going to have another crack at the Olympics and we'll know by November if the Tornado will be included. We'll defend our World Championship in August next year in the US and there are few things along the way that could interest me like making a living and even the America's Cup."

Colin Beashel/David Giles – Star – 7th

At his third Olympics, with all the experience of the America's Cup, Admiral's Cup, world titles, etc, etc, Beashel had put two years and a long European campaign into this Olympics. A medal was his and for others definite expectation.

"The first day gave us a 10th and 12th that were average but not enough to give us a kick start into the regatta. The 12th we thought would have to be our discard and the 10th would have to be carried and we'd have to get enough top three places to carry it. But then in race four we had a 9th and that cruelled us.

"The 5th and 3rd in races five and six put us in striking distance of a Bronze and in fact had we managed a first instead of a seventh we would have taken Silver . . . but it wasn't to be. On many of the races we were in striking distance but couldn't hang in there till the finish.

"It was a very tough regatta and apart from the Americans Reynolds and Haenel (two firsts, one second and two thirds and not needing to sail the last race to claim Gold) everyone else had a few very bad ones and we were probably the most consistent of the next group."

Beashel of all people is probably best qualified to comment on the changing standards at the Olympics: "The Olympics are always darn hard: they always have been and always will be. I think the level of professionalism that is coming into every Olympic sport, not just yachting, is creating the situation where the Europeans and Americans could get away from the

rest."

The professionalism was well illustrated by the Spanish: million-dollar superannuation schemes, instantly drawable, were on offer for Gold medals. Consequently Spain recorded its highest ever Gold tally – four in yachting!

Despite the massive European program undertaken by the Australians, Beashel suggests there's still a gap: "We've been out of step at home for the past couple of Olympics; that's maybe something left over from 1980. The amount of top competitive sailing by the Europeans and the Americans is still a hell of a lot more than the Australians have been doing and basically that comes down to geography and finances.

"What we've done in Barcelona can be a building block if something is started now and people don't sit around and then start thinking of 1996 in two years. In most classes we now have comparable boat speed: we just need to hone the competitive edge. I'm not sure which direction we should go, whether it be a big push to develop the classes back home and enable more young people to come into them, but that's probably looking to 2000.

"We should also try to keep what we have in each class and also fund the second and third best to go overseas."

Glenn Bourke – Steps Out of Dinghies – 20th

Glenn Bourke went to Barcelona as probably our highest profiled sailor. Three times World Laser champion, crewman on *Kookaburra* in Fremantle and returning to Olympic competition after being selected in the aborted 1980 team.

On the eve of the Olympics, after two years campaigning Finns in Europe, he'd worked his way up to a World ranking of Number 2. He, Booth and Forbes were our best medal chances.

What went wrong? Was it just the very light airs? "The conditions were surprisingly light, shifty and predominantly different from what we had all season in Europe and that came as a shock to me.

"I have a rig that works incredibly well over 12 knots. That's the rig I used to get success in Europe and I just didn't get a chance to use it in Barcelona.

"I just didn't realise how far off the pace my light air rigs were; also being a one-way track, which is a right-handed layline, sort of non-tactical course, boatspeed is everything.

"At the Olympics, as opposed to other regattas, everyone is at the top level and they all lift their game that little bit extra. On that course and without an edge in boatspeed you just don't get to make the decisions you want to make . . . then you lose

confidence and your starting falls away."

It's interesting in hindsight to note the people Bourke nominated as his major competition going into the Olympics: Eris Mergenthaler of Mexico finished 19th, Hank Lammens of Canada was 13th, Stig Westergaard of Denmark was 12th . . . but the other nominated danger, José-Maria van der Ploeg, fulfilled the promise by taking Gold for Spain.

Christine Bridge – Europe Dinghy – 20th

The Brisbane bank manager probably had the most difficult task of all the Australians in Barcelona, virtually pioneering the class in Australia and then campaigning in Europe. Christine agreed that the conditions certainly exposed the Australian inexperience in the class: "I expected to do better, but I wasn't expecting the consistent light airs, with the chop. This was a light person's regatta: as an example one of the girls who won one race was only 52Ks, but when we did get more breeze the next day she came last. But unfortunately that day was an exception."

Bill Hodder/Tim Dorning/Mike Mottl – 11th

The Solings' regatta was one area where the Olympics introduced change: fleet racing for the first six races, then match-racing to decide the medals from the top six.

Bill Hodder's crew got an encouraging start to the regatta with a 7th and 3rd in the first two races.

But two 20th placings in the middle stages saw them fall from contention in a very experienced fleet that boasted such names as Laurie Smith (ex Rothmans) representing Great Britain, Kevin Mahaney from the USA and European heavyweights Jesper Bank (Denmark), Jochen Schumann from Germany and Swede Magnus Holmberg.

Spain's crew was under Royal patronage in the form of Prince Filipe De Borbon.

The match-racing series certainly provided some spectacular action for the large crowd that lined the Port Olympic sea wall. In the end Jesper Bank put it all over Mahaney and Laurie Smith gained Britain's only medal, taking the Bronze.

Jenni Lidgett/Addy Bucek: 470 Women's – 9th

The Melbourne pair was regarded pre-Olympics as an outside medal hope, having campaigned well in Europe, consistently placed in the top 10 with a number of sixth placings overall and a healthy bag of top three race finishes.

Summing up after the Olympics, Jenni described the overall result as disappointing: "I suppose it could have been worse; it also could have been a lot better. We'd finished in the top six in every major European regatta this

year; we were aiming for top five and naturally a medal. But I think at the Olympic games there are so few people very happy when the competition is over. Unless you are one, two, or three . . . really fourth, fifth or sixth onwards is very disappointing".

Spain emerged as the most successful nation at the Olympic regatta.

They took four of the 10 Gold medals on offer and also one Silver. There was obviously some "home-water" advantage but their solid four-year campaign, consistent results in Europe over the last two years and the "million-dollar incentives" cannot be dismissed.

The USA must be regarded as the most consistent with one Gold, six Silver and a Bronze, missing medals in only one class.

Their budget was high and the team mostly came from experienced lake and San Diego sailors, where conditions mirrored Barcelona.

New Zealand also enjoyed success with four medals in one Gold, two Silver and one Bronze, but there again their budget was large and heavily sponsored from the corporate sector.

Australia could well claim to be the next most successful nation when the top 10 finished are taken into account. Certainly it was a step up from '88 and '84, representing the first time since '76 that two medals were won. Planning for '96 and 2000 has to start now!

victorian news

New Bass Strait Race Planned

A new Bass Strait race is being added to the Victorian ocean racing calendar.

The Reflex Melbourne-Burnie Challenge will cover 172 miles across Bass Strait to the north-western paper mill city of Burnie. The start will be at Queenscliff at 0030 hours on Saturday, October 31, with an inaugural fleet of more than 30 Victorian and Tasmanian ocean racers expected in within 24 hours.

The Ocean Racing Club of Victoria is working to put up a \$20,000 prize for the first yacht to break the 75-year-old sailing record for the crossing. The mark of 17 hours 22 minutes was set by the brigantine *Defender* in 1917. Early entries for the race include the former Sydney maxi-chaser *Walk On The Wild Side*, now owned by Sandringham skipper Peter Hansen.

Sam Quigley, general manager of race sponsor Australian Pulp and Paper Manufacturers Ltd, is believed to be a shareholder in the Inglis 58, and APPM public relations manager Chris Oldfield – another driving force behind the new race

– is a Sydney-Hobart and Melbourne-Hobart veteran crewman who raced regularly with Victorian skipper John Taylor when he had the Frers 44 *Contractor*.

Walk On The Wild Side has an impressive record. In 1989 it was second in the 380-mile Jupiters Sydney-Gold Coast Classic and dominated line honours in Queensland's XXXX Gold Coast Regatta and the Sunshine Coast Ocean Racing championship series off Mooloolaba. It also won the first four races of Hamilton Island Race Week.

Other early entries for the race include ORCV Commodore Robin Hewitt's *Lexcen 50 Yoko*, Graeme Ainley and John Williams' Peterson 44 *Bacardi* and Alan Collins and Rex Billing's Cavalier 37 *By Order Of The Secretary*.

IMS will be the premier handicap division, with Victorian Yachting Council performance handicap and Channel handicap divisions, plus a two-handed division.

There will also be special prizes for the first Tasmanian yacht home. Entries must be in by Friday, October 16.

To fit the new event into its season's program, the ORCV has shifted its Bass Strait Triangle race to the later date of Saturday, November 21, with a start from Queenscliff.

Death of Alwyn Tamo

ALWYN Tamo, known as "the guardian angel of boatpersons on Western Port Bay", has died.

She was 77, and gave 25 years of voluntary service to the Victorian and Bass Strait boating community, for which she was honoured with the Order of Australia Medal in 1985.

Her base station at Warneet formed a safety triangle covering the Strait with Russell and Joy Croft, of Loch Sport on the Gippsland Lakes, and Arthur and Gay Reoman, of Devonport in northern Tasmania.

Alwyn, who took over running the station when her retired policeman husband Bill died, operated her base at her home between 7am and 8pm daily, and it was the busiest station in the Bass Strait area.

It issued more than 5,000 weather reports a year and handled thousands of calls from boat users and their families, especially over the Christmas-Easter summer sailing season.

She figured in hundreds of rescue calls and was the last person to speak to the crew of Graham Baldwin's yacht *Great Expectations*, which disappeared in Bass Strait with the loss of six lives on a return trip from Devonport to Melbourne in January 1990.

– Ed Featherston

CRUISING THE KIMBERLEY

continued from page 29.

the lighthouse was "believed to lie 1.5 miles to the N.W." Our plotting confirmed this. The accuracy of the charts was once again in question.

We entered Leseur Bay, with some caution, and still managed to go aground several times on sandbanks; eventually we anchored about a mile offshore.

That night we had pork in plum sauce for dinner with a bottle or two of chilled white wine. We ate in the cockpit against a brilliant top end sunset, reds and oranges fading to purple as the stars came out.

14th September

The entrance to the King George River has a steep rocky cliff to the west and a low sandy beach backed by mangroves to the east. The bar at the mouth changes depth with the seasons and as our draft was 2m we decided to explore in the dinghy. The strong wind made it a wet trip. The rifle that was kept at the ready against crocodiles, which are plentiful in this region, we wrapped in plastic to protect it from the salt water.

The scenery was spectacular, sandstone cliffs in reds, pinks and greys lined the sides of the river, but after two uncomfortable kilometres we decided to turn back, not realising that we had missed the mighty King George Falls and some even grander cliffs which were just around the corner.

We beached the dinghy to walk around Leseur Bay, which is awesome in its isolation. There is a sense of timelessness. It is the same now as it was 200 years ago when the early explorers first saw it. In the intense heat the clear blue water was inviting but small sharks swimming in the shallows and the chance of an encounter with the odd crocodile soon sent us back to the haven of Tawarri.

16th September.

All cruising days should be like this with boat and universe in perfect harmony. The six knot breeze increased gradually to 15 knots; the sea and the sky blended in an infinite blue. With the vessel on autopilot we settled down to several hours of relaxation, except for Ted, who remained ever watchful in these sparsely charted waters. We stayed about five miles offshore, using the radar to give distances off and the Satnav to check the accuracy of our plotted position.

A strange object floated into my reverie. On closer inspection it

TAWARRA'S crew ashore, left to right, Ted Bryden-Brown, Pam and Russ Vasey, and Andy Burgess. Ted and Andy joined Tawarri for the passage from Darwin to the Prince Regent River.



proved to be a seabird which had stopped to rest on the back of a large turtle. Two more turtles raised their heads, and suddenly there were dolphins racing in from all directions. Their clever circus act included somersaults and a mother and baby in close formation dashing in and out of the group. Gradually they split off into ones and twos until only a large one remained swimming like a figurehead under the bow until he too tired of the game and disappeared.

After anchoring in West Bay at the head of Napier Broome Bay, Russ and Andy launched the dinghy and set off on a very profitable fishing expedition. The "catch of the day", a (king size!) queen fish was on the menu for dinner, cooked expertly by Andy.

17th September

Our preparations for a shore excursion included lavish slathers of sunburn cream, sun hats, long-sleeved shirts and a container of cold water. We were off to find a wartime airstrip marked on the chart, Truscott Field, built in 1942 to protect Darwin and Broome. Avoiding large manta rays and keeping an eye out for ubiquitous crocodiles we pulled the dinghy well up on to the beach.

The debris of wartime was everywhere, rusting fuel drums, blitz buggies, a grader and an Aveling steamroller, much to Russ' delight. He has a passion for anything steam-driven.

We passed more wartime memorabilia as we followed the old bitumen road. The tall slender trees were not much use for shade. The few baobab trees' spindly branches twisted grotesquely from a pot-bellied trunk. Hollow inside, the trunks hold rain water long after the wet season is over and are said to have saved the lives of some of the early explorers.

We walked in searing heat for an hour and a half without sighting the airstrip; several willy willies crossed our path. Finally, footsore and weary, and with water rationed, we gave the airstrip away and returned to the beach.

It was wonderful to bathe our burning feet in the cool water, but it was too risky to contemplate a swim. However, after several cold beers we revived and in a freshening breeze weighed anchor to sail up to the mouth of the bay. The sun had set before we reached Geranium Harbour, so we crept in by radar and anchored at 1900 in quite a strong tidal flow. The harbour was named for HMAS Geranium, the sloop which surveyed the area in the 1920s.

18th September

The day's run was more than 60 miles so we weighed anchor early. After several hours' pleasant sailing the wind increased to 20 knots, the jib was furled and four reefs rolled in the main. We sped along at a comfortable five knots.

Careful navigation was vital. We passed some quite extensive reefs and Ted was relieved to sight Troughton Island. This is a small flat island where the oil rig crews pick up helicopters to take them to the rigs. A radio call to the island made it quite clear visitors were not welcome.

A large black ketch beating to windward called us on the radio to identify herself as Swan. She was on her way from Fremantle to Cairns, and they had anchored the night before in Black Finger Bay, behind Point Gibson. Her skipper advised us to anchor there rather than at Parry Harbour, our intended anchorage.

The bay has a white sandy beach with several fingers of black rock projecting from the cliff face to the north. A drying reef extended along the coast to the south to a kilometre offshore in places. We anchored cautiously in nine metres of water on a rough and rocky bottom.

Tired of beating to windward Swan

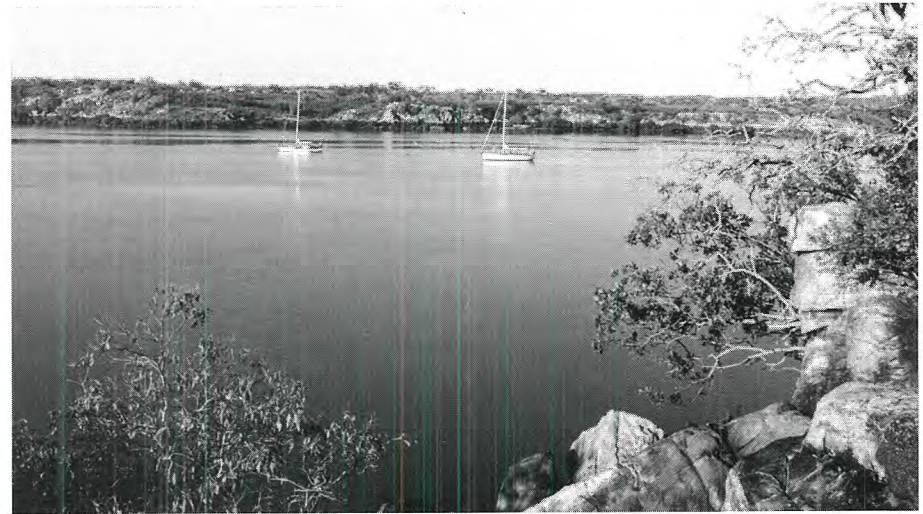


we passed close to a large solid, rock shown on the chart as deep water. This would be a very unfriendly place to sail around at night!

As we threaded our way through the multitude of islands we sighted a sail off to starboard. Our radio call was answered by *Rusalka*, also circumnavigating Australia and heading for Boomerang Bay, Bigge Island.

Caution was needed as we entered the bay. Few features corresponded to the chart, offshore reefs and rocks were a worry. Finally we found a good anchorage off a sandy beach.

The Happy Hour was appreciated by the crew of *Rusalka*, who had also run out of supplies: this was decidedly an area for yachts with no beer. The skipper's attractive daughter was a welcome addition to the



RUSS Vasey about to enjoy a freshwater shower under the King Cascade on the Prince Regent River. Left, Andy Burgess with a large, vodka subdued, Spanish mackerel. Above, the cruising yachts *Rusalka* and *Tawarri* in Boomerang Bay, Bigge Island, on the Kimberley Coast. (Pics - Pam Vasey)

soon anchored beside us. Its owners, Peter and Teresa Duck (their real name!) and their crew of three came over for the Happy Hour. They were out of beer and appreciated the drink. Andy was hoping for a cigarette but they were out of these too!

We exchanged valuable information for their trip north and ours south. They lent us copies of maps of the Prince Regent River taken from aerial photographs and compiled by Sydney University Physics Department's Professor Harry Messel when he was researching the area

19th September

Swan loaded essential beer supplies and the cigarette-starved Andy was presented with one "roll your own". With some difficulty we weighed our fouled anchor, farewelled Swan and set sail for Cape Voltaire.

It was a day of rest and relaxation as we passed many green islands with inviting white beaches but with the ever-present dangers we could only admire them from a distance.

The catch of the day was more than enough for all of us. Andy just kept bringing in the big ones, jeopardising the vodka supplies, until the fridge was full. Fish sweet and sour, curried, marinated, baked, grilled and fried was on the menu for some days to come.

Our anchorage was in Kraut Bay on the northern side of Cape Voltaire. The uninviting shore of rugged hills, broken rock and coarse scrub did not justify putting the dinghy in the water.

20th September

In spite of my pleas of no more fish, on our way to Bigge Island we stopped at Water Island to drift and fish off the bottom, luckily without success. The navigator was again on the alert, at one point

predominantly male company. It was a unanimous decision to continue in company.

21st September

We were breakfasting in the cockpit (on fish naturally) when a sinister presence loomed. The long snout and evil eyes of the resident four metre crocodile emerged just above the water: we were being very closely observed!

With the rifle at the ready Russ and Andy went ashore to take some photographs. The crocodile followed them in and the rubber dinghy looked very vulnerable. I was greatly relieved to see them return in the shortest possible time.

For those willing to risk the dangers the island is an explorer's delight, rich in aboriginal relics. There are cave paintings on a variety of themes, including Dutch sailors coming ashore, a theme we had not expected. Retouched occasionally by tribal elders they are still fresh, colourful and well worth seeing.

21st September

To the rhythm of the diesel we set off in very light winds for Bat Island. Several hours later all sails were set as the wind freshened and *Rusalka* was soon left far behind. Another day in paradise - clear skies, smooth seas and a speed of 6 knots.

In the early afternoon, after a run of 47 miles, we anchored in 3m of water behind Bat Island. The clear blue water and a sandy beach backed by colourful ochre red rugged cliffs tempted us to take the dinghy ashore.

We swam in the shallows and bathed using a salt water shampoo and liquid soap. One crew member stood guard with the

rifle and kept a lookout for sharks and crocodiles. We did enjoy it, but it certainly was not an activity for the faint-hearted.

During lunch we were visited by the coast watch plane. Each day these small aircraft scan the coastline from Broome to Cairns, photographing and keeping a log of all cruising yachts, passing information on VHF. The friendly crew gave us a feeling of security in this dangerous and isolated area.

22nd September

The day's run was only about 30 miles so we had a leisurely breakfast later than usual. With Rusalka as distant company we sailed for the Prince Regent River which is one of the most spectacular spots on the north-west coast, and one of the most treacherous. In 1987 a young American girl was taken here by a crocodile. Dangers do not end with the crocs. Spring tides can cause 10m tidal ranges with tidal flows up to 10 knots in the narrower sections, whirlpools and frightening rips.

No official charts exist. We had a cruising guide to the Kimberleys which bore little resemblance to the features of the river. However, after converting kilometres to nautical miles, Professor Messel's maps certainly took some of the trauma out of the long, hazardous journey.

The entrance was tricky. There were many small islands to negotiate in the strong tidal stream, but once past Euwina Island St George Basin opened up and Ted had time for a much-needed stiff drink.

A fishing boat at anchor in an unnamed bay on our port hand radioed in some amazement. Due to prevailing easterlies and strong tides this was one of the very few days we could have made it through the entrance under sail. He asked us to keep a lookout for another boat, Barra I, anchored at Kings Cascade with engine trouble.

We carried the wind and tide up to the mouth of the river, where we anchored. A spectacular sunset, the red sandstone cliffs reflected in the still water. The magnificent flat-topped mountains of Waterloo and Trafalgar dominated the scene.

The remoteness and incredible beauty affected us all.

Our thoughts went back to Phillip Parker King, who discovered the river in 1818 when exploring in his cutter HMS Mermaid. The Australian Pilot entry for this part of the coast is an extract from King's Journal, published in 1821, and reads as follows;

"When past the islands which encumber the entrance, the river has an almost direct course into the interior for over 50 miles (it appears to have formed a rift valley).

"The course of the river being generally bound by steep rocky hills, very little of the interior country is visible. The rugged lofty hills rising from the banks of the river consist of masses of red sandstone with just sufficient soil to produce stunted trees and thick scrub."

23rd September

As a precaution we launched the dinghy and put on board a spare anchor and cable and a leadline to pull ourselves off if we

grounded. On the flood tide we began our journey upstream to Kings Cascade, followed by and in continuous radio contact with Rusalka.

The scenery was exactly as described by King: perhaps the only change was in the growth of the trees since his day.

The atmosphere in the cockpit was tense as we followed Professor Messel's map, skirting rocks, islands and shallow patches. To make the return trip less fraught, we inserted the readings from the echo sounder on the map when we marked our position.

The skill (and extraordinary luck) of the skipper and navigator took us, without mishap, 19 miles to the narrow, 20m wide, entrance to the cascade. Inside the small basin, which is approximately 100m across with a magnificent cascade on one side, we saw Barra I at anchor. On the high tide we managed to secure alongside the rock face and put a plank ashore. After days of rationing we all enjoyed a refreshing and most welcome shower

in the unending supply of cold, crystal clear water. We washed Tawarri, filled the water tanks, did the laundry and filled all buckets to the brim.

While all this was going on the tide was retreating rapidly. We hastened out into the tidal arm at the base of the falls and let Rusalka take our place. Although she had a shallower draft, her crew also had to hurry to beat the tide.

In an incredibly short time the basin was transformed into an expanse of evil smelling mud. Fortunately we remembered to turn off the seacocks, the sink and toilets as we sank into the soft black mud almost to the waterline.

Mudskippers were jumping on the edge of the mangroves but although we were very suspicious of anything that even looked like a log we did not see any crocodiles.

Tawarri floated free on the high tide. The crew of Barra I came over for a yarn. They were waiting for an engine part to be air-dropped the next day, when they would return to their home port Broome about 483 kilometres distant. They presented us with several fresh barramundi fillets "with the compliments of the

Kimberleys", and they were delicious.

We were lulled to sleep by the sound of the cascade a mere 20m from our bunks. Although we had been afloat during the night, at first light we were back in the mud again. The tide rose dramatically and we weighed anchor at 10.

Smoke from huge bushfires restricted visibility and black ash covered the freshly washed Tawarri as we retraced our track. The tide began to ebb as we entered the St George Basin, with eddies and whirlpools so strong they even deflected the mighty Tawarri. We made our way out with the motor at high revs; sailing was impossible!

Tides, rocks and black sea snakes and crocodiles and things notwithstanding it was an unforgettable adventure, one which I can recommend wholeheartedly. A word of caution: the area should never be sailed at night. Careful preparation, provisioning and a skilled navigator are essential. ●

The Vaseys + Tawarri

RUSS Vasey (aged 64) and his wife Pam (aged 60) sailed from Sydney in the yacht *Tawarri* on a 14 month circumnavigation of the Australian mainland, north about. The total distance covered was 8,500 nautical miles, day sailing most of the way and calling at 156 ports and anchorages. This is the story of their adventures coasting the north-west of Australia called the Kimberleys.

The rugged Kimberley coastline, said to be one of the most outstandingly beautiful in the world, extends almost 400 miles from the western edge of the Joseph Bonaparte Gulf south to King Sound. It's wild and empty, and deeply indented with numerous bays, harbours and large, sometimes cliff-lined, river estuaries. Today even the tribal aborigines who roamed there for thousands of years have left the area.

All in all they found it an exhilarating, if sometimes dangerous, sail. Weather conditions can be ferocious. Tides, at times on a 40-foot range, produce whirlpools and foaming water masses in the narrow channels and bays of the many islands which can faze the most experienced yachtsmen.

Andy Burgess and Ted Bryden-Brown joined in Darwin for the passage from Darwin to the Prince Regent River – an unforgettable adventure.

Tawarri, designed by Australian Ron Swanson, is a 42ft double-ended masthead sloop, built of timber in 1966.

FIRST J35 FOR AUSTRALIA

BY JAMES HILL

IF ever a new yacht has lived up to its pre-launch publicity it is the new American J35 which recently took out first overall in the XXXX Ansett Hamilton Island race as well as a second overall in IMS in the Jupiters Southport Classic.

In both cases the events were contested by brand new boats, virtually fresh out of the box from the Nowra South Coast factory and with little or no pre-sail tuning.

The second yacht, *Locomotion*, in fact was road-shipped and barged direct to the Hamilton Island hardstand for Race Week. Her crew arrived only just in time to assemble the boat and set the sails before the first race.



Skipped by new CYCA member David Lowe, with top young RPAYC sailor Jamie McPhael as main helmsman, the latter yacht notched up a strong and consistent series of four second, and one first place to stitch up the IMS-based series from *Oz Fire* and *Never A Dull Moment*.

Coupled with the second overall IMS placing of *Jenny* in the Southport race the Hamilton result certainly helped to justify the market interest which has been shown in this new production yacht.

Amazingly enough the J35 is not the latest design to come out of the competitive US IMS racing scene, but a boat which "Mr J Boats" Rod Johnstone drew up about eight years ago.

However, despite its age, the J35 has three factors going for it to justify serious consideration by Aussie buyers. Firstly the boat continues to be fast and competitive under IMS, even against much newer designs. Secondly it comes with the added value of being the largest offshore-design class in the USA and by default that means internationally as well.

The third reason why at least five boats have been sold to local Australian buyers is that, like the smaller J24, this boat has been competitively priced through local building. The boat is being built under licence by Ian Bashford's J Boats Australia, which already has a top international reputation for the race quality of its J24 and Etchells 22 yachts.

Bashford in fact hopes to establish the J35 as a serious offshore one-design racing class in Australia with Sydney being the most likely focal point for an inaugural fleet. He believes ultimately that the boat's real potential will be as a one-design class in the same way it has in America.

While the J35 has terrific potential under IMS class racing, one-design racing has broader appeal because it involves inexpensive day regattas around the buoys offshore.

J Boats Australia has already taken the first steps towards establishing the J35 as an official class in Australia and hopes to

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get class racing going as soon as there are enough boats in one spot.

The market for the boat, however, is unlikely to be present J24 sailors so much as existing offshore yacht owners wanting a change from cheque-book sailing. The J35 is, in fact, attractively packaged for such sailors at \$135,000 including a fully fitted interior, all liferails, deck fittings, imported Hall US spars, sail controls and even a spinnaker pole with sheets/braces.

The J35 is literally sold complete in every respect and all the new owner has to do is add a set of racing sails from his choice of loft as well as wind and electronic navigation instruments.

There are certainly no short cuts in the quality of the Aussie-built boat and in fact the boat features top quality US Harken blocks. Barent two-speed sheet/halyard winches, Harken Quik-vang, Spinlock rope clutches and Navtec rod rigging. All the lines are finished either in Spectra or Kevlar and spliced ready to use.

The design features a moderately light displacement, modern-style hull with a clean race deck, large cockpit and no coamings to impede a racing crew. Tiller steering is standard and the boat has a modern masthead rig which gives it particularly good running and upwind speed in light airs.

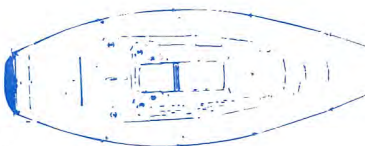
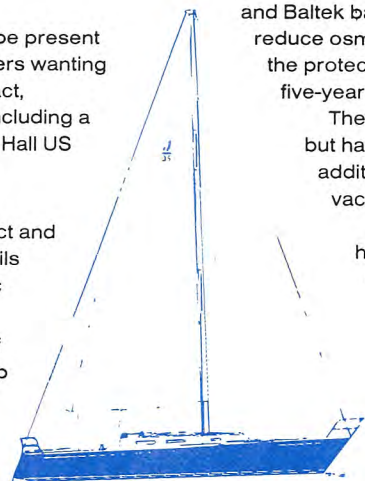
The J35 has a practical and straight-forward interior layout, which includes two stern quarter-berths, a small but handy galley, navigator's chart table, saloon with table and two settees and a forward double berth cabin ahead of a central WC/washing room compartment.

This yacht also features an in-board 30 Yanmar diesel

auxiliary with folding racing propeller, a high quality lead fin keel and Baltek balsa-cored hull and vinyl ester resin skin to reduce osmosis. The builders are confident enough about the protective quality of the vinyl ester to offer a standard five-year hull warranty against osmosis.

The yacht is essentially the same as the US model, but has been improved in a few areas such as the addition of a fibreglass furniture mould and using vacuum-moulding techniques in the hull lay-ups.

The use of vinyl ester resins, say the builders, has enabled them to achieve highly accurate control of the hull weight to within the class minimum of 4,762kg.



SPECIFICATIONS

LOA:	10.8m
LWL:	9.15m
Beam:	3.6m
Draft:	2.1m
Displ:	4763kg
Ballast:	1996kg
Water:	1.59L
Berths:	6
Fuel:	91 L
Working Sail area:	58.7sqm
Rig Dimensions:	I - 46.4ft, J14.7ft, P 41.5ft, E 14ft.

Designer: Rodney Johnstone USA

Manufacturer: J Boats Australia contact ph (044) 233 153.

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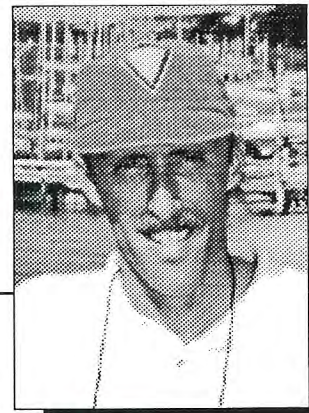
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For years now the doomsayers have been forecasting the demise of IMS saying it is fraught with all the problems of IOR and none of the solutions. To some extent this has proven true as motivated designers and owners have focussed their attention on the rule and have produced boats progressively more racer than cruiser. Attention to the unrated details of foil performance, weight concentration, acceleration, and "best practice" crew performance (i.e., the best money can buy) has produced a new generation of quite remarkable yachts. These are boats that are far superior to their IOR cousins on all points of sail and, as a result, are more fun and easier to sail. What's the problem? The problem is that these new generation IMS boats are doing what wasn't supposed to happen: they are winning all too easily and by far too much. The production boat benchmarks have fallen off the back of the truck and they are screaming. The obvious solution (produce more efficient boats) is a bit too hard in the short term. The actual solution is more market tolerant: change the VPP and change it fast.

Historically rules have been changed by the addition of penalties of sufficient magnitude to reel in the wayward trends. In the IOR this was seen with centreboards, light displacement, and the crew stability

factor. These penalties were simple red lights for designers. The IMS has the ability to operate on a more sophisticated level. This is achieved by adjusting factors in the velocity prediction program so that the rules blindness in a certain area becomes a cold unblinking sight. However, the option for penalties as a short term solution remains an option.

Two major changes have occurred. The first, as discussed in this column in the last issue, is the draft penalty. This reflects a belief that extreme draft is both a performance benefit that the rule does not effectively handicap and that it contravenes the spirit of a true dual purpose boat. The decision is to implement an immediate penalty to stop the so called trend until such time as the VPP can be correctly adjusted to handle it. This matter has been approved for international implementation and will be reflected on your current 1992-93 certificate. In the US fleet about 10% of

the boats are effected with 5% receiving a GPH decrease of 2 or more seconds. Most IOR conversions and fleet leading IMS boats in this country will be effected. The actual amount is not revealed on the certificate but solving the following equation will let you know if you are in the penalty range. All values are in imperial dimensions and variables are on page two of your IMS certificate:

$$(DHKO/LSMO)/(0.211-0.00113*(LSMO-32.8))$$

If the answer is greater than 1.125 you will likely be in penalty. The option is to do nothing and hope for a proper adjustment in November or get out the chain saw. Remember, this is a good old fashioned penalty. When the proper adjustment is made there should be less grounds for complaint as the performance adjustment should be an equitable one.

The next area under scrutiny is pitching. Most people are aware that this is an area that has been under study for some years now at great expense and little conclusion. There are so many variables including hull geometry, weight concentration in all planes, and the total inertia of the yacht that the task has proven almost overwhelming in its search for a pure wave state related solution. The United States Sailing Association has decided to plunge on and implement a portion of the technology as a means to improve IMS handicapping as quickly as possible. As this is the group that wrote the rule in the first place I can say with all certainty that this change will be here quick smart. All US certificates have been upgraded to reflect these changes.

As to how it works: you will be pleased that there will be no inspection of your boat by a club rep to decide whether you should fit out the forepeak. Nor will there be a need to drop your yacht off a high building to see how it bounces. Rather, all the needed variables are already accounted for by the current measurements. There are seven factors used to define a yacht's

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capabilities in a seaway. These are known as pitching surrogate scores and will only alter handicaps at true wind angles less than 90 degrees as only upwind VMGs are re-calculated. The seven factors are as follows:

1. Sail area/displacement
2. Sail area/wetted surface
3. Sail area/ keel area
4. Actual displacement/IMS minimum displacement
5. Mast diameter/Base mast diameter
6. Waterplane fineness ratio
7. Entry angle

In the case of items 1-5 a higher number means less pitching and better acceleration. Items 6 and 7 see a finer entry and narrower waterplane as less buoyant and a function of better weight concentration.

Though it seems like a step in the right direction you should be aware that a fixed increment related to performance in a seaway is a penalty in flat water where it has less relevance. Perhaps this will encourage more boats to go offshore which I assume is an unintended consequence. Perhaps a flag in the Performance Curve Scoring System for Inshore/Offshore would handle this.

OTHER AREAS OF CONCERN

Stability or the lack of it still seems a hot political issue in the IMS fleet. Though this

will be old news when you read this there is the inevitable pressure on race organisers to relent on the optional prescription of LPS/Stability Index and this has in fact occurred for the just past Kenwood Cup. In fact they threw out IOR upper limits and ABS certification as well all in the name of entry levels and sponsor happiness. Locally the catchcry is "boat type X has been to Hobart five times! How can you say it's unsafe?". The answer is you can't but it is not the point. The point is that stability is as much a part of the rule as accommodation. The idea is to encourage stable well fitted yachts and LPS is one of the best ways to do this. It is not, I repeat, solely a safety issue: it is about better sailing yachts. Having modified or designed over 40 IMS yachts in the last three years I can provide a 100% unanimous front of owners who know their boat is both safer and faster as a result of getting the LPS up to where it is required. In nearly all cases the boats overall displacement was reduced. We are not talking a clunker option.

Due for ratification at the September ITC meeting is a call to ban any element of standing rigging including running backstays not made of steel wire rope or rod. Having sailed on a wide range of boats with Kevlar of Spectra runners in the last few years I find this ludicrous. The safety and ease of handling on a larger yacht is a

godsend for the crew and the leeward side of the mainsail. On smaller yachts the same applies with the cost equation being quite comparable to rod when one looks at the total cost of the system. In a swept spreader fractional rig where runners are not strictly required off the shelf rope can often be used as a tuning device only at a nominal cost. Hopefully we can be of an independent mind on this subject.

Finally is the issue of an IMS upper limit. The CYCA led the world in using the 460 sec/mile GPH limit in the last Hobart. This was based on the IMS rating of one IOR maxi in the US. Now that same boat rates below the limit due to the newly imposed draft penalty despite the fact that she still rates 70ft IOR. Should the limit float as required by rule changes or should it be fixed now once and for all?. The push is on for fixing the target by November but it does require some thought. For example a 70ft IOR rating ultra light has a GPH in the 485 sec/mile range since IMS does not penalise these boats with a displacement/length penalty. This is a reasonable assessment of real world performance as a big maxi almost always beats a small maxi boat for boat. 25 secs/mile might equalise that. On the other hand, what do you get when you design a true 460 sec/mile boat with the IMS rule in mind? I don't think an IOR maxi will get near it.

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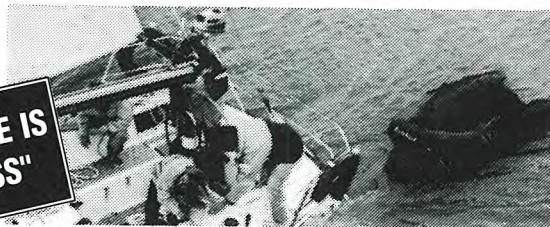
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international news

The Commodore's Cup at Cowes — IMS — or International Mystery System!

by Bob Fisher

COWES is the Mecca of yachting and the major regattas held there are redolent with yachting's establishment. They are a showcase to the world and they are always organised properly by yacht clubs which have a heritage of racing experience. In this light, the Rolex Commodore's Cup was a mixed success. The racing was first class, as was the organisation afloat; it was just that the calculation of results was a total disaster. IMS became, from its initial letters, the International Mystery System and was the laughing stock of the competitors.

It was as though the Royal Ocean Racing Club, the event organiser, had deliberately set out to shoot itself in the foot; and at the same time, it destroyed all credibility in the System in what was the first major test of it in Britain. The early part of the regatta was characterised by results that were so bizarre and were changed so many times that they might as well have been picked out of a hat.

By the end of the regatta there had been improvements and after a while the results began to make some sense, but by then considerable damage had been done to the reputations of the RORC and the IMS. T-shirts bearing the legend 'Comedy Cup' had begun to appear and were worn even by senior establishment figures. The rot was well set in.

There was a good side to the regatta. The racing was excellent and there was a wide variety of boats. Those designed specifically for IMS were a great deal less quirky and bumpy than the recent clutch of IOR boats and that alone has to be a healthy move for the sport. In addition, a number of boats, previously considered relatively worthless after a short life of IOR racing from which they had been retired through obsolescence, had been converted to IMS configuration, the bumps smoothed and the creases filled, and had a new lease of racing life. The latter was one of the reasonings behind the IMS.

IMS itself needs some understanding and the way it actually handicaps yachts. The yacht's measurements, of hull and rig, are analysed using a Velocity Prediction Programme (VPP) with a computer using software that, it is claimed, can predict how fast the yacht can sail on any point of the wind in any given wind strength. Because the 'shape' of the hull is fed into the computer, there are no 'measurement points' like those of the IOR, and thus the rule is not type-forming. As a result, the

new yachts built to the rule are fast and attractive with fair lines that are not distorted by bumps or hollows.

The next stage of the rating certificate contains columns of figures of time allowances in seconds per mile for different types of course and different wind speeds. The race committee has to measure the wind speed and direction, total speed and direction and the length and bearing of each leg and this is fed into the computer to calculate the results. It is a great deal of work and somewhat off-putting to the newcomer, but it can be made to work properly and had been seen to have done so at the Berthon Regatta in the West Solent a week earlier, but the RORC came up with results that made no sense at all.

The early ones were particularly peculiar. They were, therefore, recalculated by another method which produced even stranger results — no matter what, the 26 years old *Sunstone*, owned by Tom and Vikki Jackson, and a member of the British team, won every race by a huge margin. The peculiarity was underlined by Geoff Stagg from Bruce Farr's organisation, that if a wind speed of 12 knots had been used to calculate *Sunstone's* corrected time rather than 14 knots, the corrected time changed by seven minutes!

Happily, the International Jury was composed of people who understood the IMS and it ordered the results of the first three races to be reworked using Performance Curve Scoring. This works backwards from a yacht's actual elapsed time to produce a 'scratch sheet'; this in turn produces a curve from which elapsed time can be compared to predicted time. It is the complexity of this which is confusing to the sailors, who are rapidly determining that IMS is not 'user friendly'.

Racing, it has to be repeated, in the Rolex Commodore's Cup was good. The opener was in the Solent in a moderate breeze and one of the favourites, Peter Gordon's Farr 44 *Gaucha*, was over at the start and spent the entire first beat working her way back to her proper place in the fleet. It was an awesome performance by Stagg for the USA A team and he was ably assisted by triple Olympic medallist Rodney Pattison as tactician. *Gaucha* went on to win and right behind her was her near sistership *Califa 3* of the Argentine, but after all the reworking of the results *Collaboration*, the Bruce Nelson masthead design with sailmaker Bill Shore and tactician Dee Smith sitting alongside owner/helmsman Oliver Grin, took second place. Bert Dolk's *Promotion VIII*, a 'stretched' J44, was third.

The second race was around a modified Olympic course in Christchurch Bay and was held in 20 knots of breeze. It

was a cracker of a race, one enjoyed by all who took part but who were mystified when *Sunstone*, a Sparkman & Stephens 38 footer, from 1966, having spent her time near the back of the fleet, appeared for the second day running as the winner. The reworked results saw to it that the correct winners came through eventually and *Califa 3* took the race with the Farr 40 *Bwana*, from the Argentine, second and *Gaucha* third.

The third race as the RORC's regular Channel Race, the short offshore race of the Admiral's Cup in other years. Boats started from Cowes, beating to windward westwards out of the Solent in 10 knots of breeze on a fine summer's evening. The course took the 36-boat fleet along the South Coast and then to a buoy in the middle of the English Channel. From there it was north to the coast and a short leg to the west before a long run home to a finish at The Needles. It was a shorter than normal course for the Channel Race because of the predicted persistence of light winds.

The Judel Vrolijk-designed 50 footer *Bully*, of the USA B team was, as usual, first to finish, taking less than a day, but the fast run home after the fleet had been compressed by earlier tidal gates pointed to the inevitability of the small boats having a field day. *Jane Air*, a J35 owned by Charles Beer, of Holland, won on corrected time with the converted One-Tonner *Interloper*, for Argentina, second. Chris Law, helmsman of *White Crusader* in the 1987 America's Cup, steered the Tripp 40 *Outstripper* into third place with her hull sister *Falcon*, owned by Don Smith and steered by Olympic silver medallist Peter Holmberg for the USA A team, in fourth place.

The fourth race was another over an Olympic-type course in Christchurch Bay and with a stiffish breeze of around 18 knots it was the more powerful boats that were able to dominate. *Califa 3* was the corrected time winner with *Gaucha* second and *Collaboration* third. Chris Law in *Outstripper* was fourth ahead of Erec Dragten's Dubois 40 *Impulse*, for the Jersey team.

It seemed that the team outcome might depend on the fifth race, scheduled to be the long offshore race, but once again, because there was a forecast of light airs which failed to be true, the race was short and the leaders were home in less than a day. *Gaucha* showed her detractors that she could still produce the results when the wind was light and won the corrected time prize from *Bully*, which was steered by John Marshall.

The sixth race, for the Rolex Trophy, scheduled for the Solent, was cancelled when the wind failed to oblige. It left the



USA A team in first place, slightly more than 100 points ahead of Argentina after the South Americans had a poor result in the long race. Jersey, the team with the British rejects, was third. USA B was fourth, Holland fifth and England, doubtless suffering from a mis-scored set of trials and having *Sunstone* in the team, was sixth.

There is little doubt that the Commodore's Cup has made an impact. It is not yet ready to take over from the Admiral's Cup – the IMS is not a grand prix rule. Perhaps it should be, since it measures boats to three places of decimals. But, almost contrarily, the IMS relies on personal judgements of wind strengths and also those of tidal currents. This would, necessarily, disqualify the IMS as a serious racing system.

Too bad, as it has spawned the best-looking and sweetest-to-sail offshore boats for many years. Perhaps the true protagonists of the rule may find another way to handicap these boats so that those who organise the race, those who take part and those who simply watch may understand who is winning at any time.

Results: Commodore's Cup Teams:

1. USA A 905.99; 2. Argentina 804.24;
3. Jersey 785.00; 4. USA B 671.00;
5. Holland A 641.25; 6. England 633.00; 7. Hong Kong 511.50;
8. Scotland 414.00; 9. France 391.00;
10. Wales 373.00; 11. Finland 259.00;
12. Holland B 258.50.

The British Steel Challenge –The Toughest Yacht Race Ever

HOBART will be the second port of call for the next great round-the-world yacht race – the British Steel Challenge – which started from Ocean Village, Southampton, England, on September 26. This unique event, created by Chay Blyth and British Steel, will mark the 21st anniversary of his record-breaking solo circumnavigation of the world via the east-to-west 'wrong way' route in the yacht *British Steel*.

En route, the British Steel Challenge will call at the exotic ports of Rio de Janeiro, Hobart and Cape Town, returning to Southampton after an eight month voyage of over 28,000 miles against the prevailing winds and ocean currents. The fleet is due in Hobart in early January.

Each of the 10 identical 20.4m steel-hulled yachts taking part is made of British steel and will be manned by 12 trained

crew volunteers who will each have raised £14,850 to take part in this intrepid voyage. The crew volunteers have been hand-picked by Chay and come from all walks of life. They include doctors, shop assistants, a crane driver, solicitors and a trout fishery owner.

"Many of the 120 crew volunteers had never set foot on a yacht before signing up for this adventure of a lifetime", commented Chay Blyth. "The prospect of

The 10 yachts have been designed by David Thomas, one of the country's leading authorities in match-racing craft. Identical in hull shape, weight, sails, layout and handling arrangements, they will compete on equal terms without handicapping. The yacht which wins will be sailed by the crew that works best as a team and has the skill, determination and stamina to drive her day after day, week after week.

All 10 yachts are individually sponsored by: British Steel, The Heath Group, Hofbräu Lager, Rhône-Poulenc, Group 4 Securitas, Commercial Union, Nuclear Electric, International Paint, Coopers & Lybrand and Teeside Development Corporation.

While Australia has no entry, one of the yachts is sponsored by Coopers & Lybrand, the leading Australian and international accountants.

The *Coopers & Lybrand* yacht is unique in that it is captained by the only woman skipper in the race, Vivien Cherry. The yacht's crew also includes the oldest and youngest participants in the event and Paul Tichtner, a member of the UK firm of Coopers & Lybrand.

Coopers & Lybrand Tasmanian partner Bruce McLennan said the firm was thrilled to be involved in this great

international event, which had been described as the toughest yacht race ever. "It is a tremendous achievement to have Hobart as a port of call and the British Steel Challenge will focus world-wide attention on Tasmania," he said.

Coopers & Lybrand's skipper Vivien Cherry has 27,000 sea miles of yachting experience

behind her, including a single-handed Trans-Atlantic Race in 1988 and the Fastnet Race the following year. Vivien also participated in the 1990 Australian Three Peaks Race, sailed down Tasmania's East Coast.

Despite her experience, Vivien expects the British Steel Challenge to be her most difficult race yet and to provide a 'vicious learning curve' for her crew of 12.



BRITISH Steel Challenge entrant Coopers & Lybrand, now on its way in the round-the-world race, with a stopover in Hobart, is the only yacht in the fleet skippered by a woman, Vivien Cherry (pictured at right).

getting a berth on one of the yachts attracted applications from men and women who would not normally have had a chance to take part in an event like this. The response far exceeded the number of places available."

The race will be run under the auspices of The Royal Ocean Racing Club and each yacht will be skippered by an experienced, professional yachtsman or woman.

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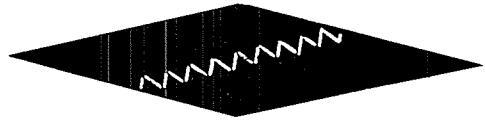
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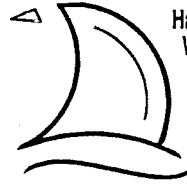
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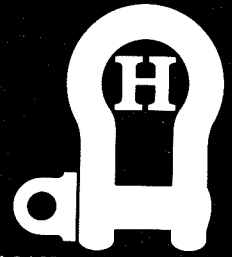
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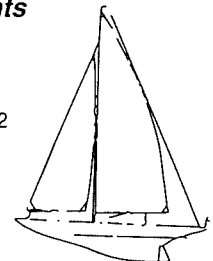
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1992 NEW SOUTH WALES

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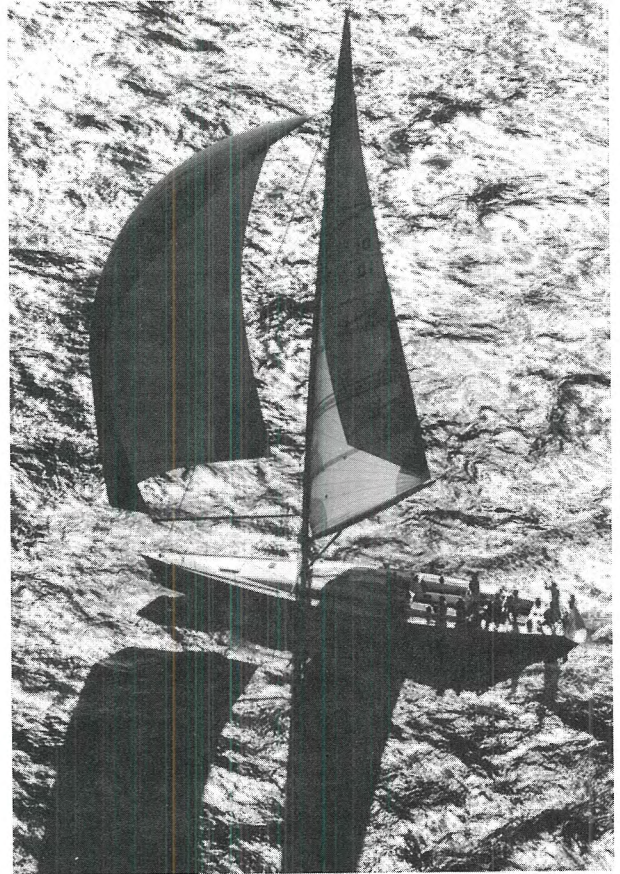
- 2-4 RSYS Spring Offshore Regatta (IOR, IMS, PHRS, JOG), RSYS
- 7 Twilight Race, CYCA, start 1700
- 10 Short Ocean Race, CYCA, start 1200
- 14 Twilight Race, CYCA, start 1700
- 16 Ron Robertson Memorial Trophy/Kings Birthday Cup Race, Sydney-Lion Island-Botany Bay, 65nm, CYCA, start 2000
- 21 Twilight Race, CYCA, start 1700
- 24 Paul Royal Memorial Trophy, Sydney-Pittwater, Shorthaul and JOG, start 1000
- 24-25 MMI 3 Ports Race, MHYC
- 28 Twilight Race, CYCA, start 1800
- 30 Halvorsen Bros Trophy/Woollahra Cup Race, Sydney-Cabbage Tree Island-Sydney, 180nm, CYCA, start 2000 (First of 3 races for Commodore's Trophy)
- 31 Jupiters Gosford-Lord Howe Island Race, 410 nm, GSC, start Broken Bay, 1300.

NOVEMBER

- 4 Twilight Race, CYCA, starting 1800
- 7 Short Ocean Race, CYCA, start 1200
- 11 Twilight Race, CYCA, start 1800
- 14-15 Bruce & Walsh Regatta, MHYC
- 18 Twilight Race, CYCA, start 1800
- 21 Short Ocean Race, CYCA, start 1200
- 25 Twilight Race, CYCA, start 1800
- 27 Founder's Cup/Flinders Cup, Sydney-Flinders Islet-Sydney, 90-105nm, CYCA, start 2000 (Second of 3 races for Commodore's Trophy)
Short Haul Night Harbour Race, start 1900

DECEMBER

- 2 Twilight Race, CYCA, start 1800
- 5-6 Six Pack Regatta, IOR, JOG, RPAYC
- 9 Twilight Race, CYCA, start 1800
- 12 Short Ocean Race, CYCA Invitation Race, start 1200
- 16 Twilight Race, CYCA, start 1800
- 18 Race 1 Kodak Asia Pacific Ocean Racing Championships, 40-45 nm ocean triangle, CYCA, start 1600



- 19 Race 2 Kodak Asia Pacific Championships, 20nm short offshore triangle
- 20 Races 3 & 4 Kodak Asia Pacific Championships, 2 x 10nm windward/leeward offshore courses
- 26 1992 Kodak 48th Sydney-Hobart Yacht Race, CYCA, 630nm
Race 5 Kodak Asia Pacific Championships (Third and final race for Commodore's Trophy)
- 27 Pittwater-Coffs Harbour Race, 320nm, RPAYC
- 27 Melbourne-Devonport Race, 180nm, ORCV
Melbourne-Hobart, 480nm, ORCV

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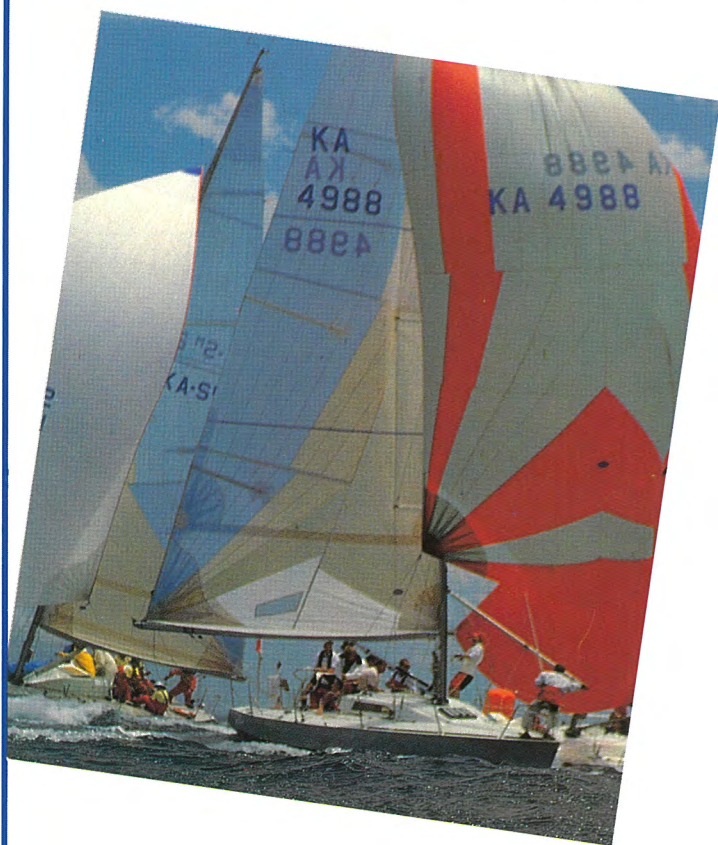
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