

# Offshore



THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

*Yachting*

OCT/NOV 1998  
AUST. \$4.95\*  
(NZ \$6.50 inc GST)  
PP297537/00113

**Kenwood  
Cup to  
Kiwis**

**US Syndicate  
poaches  
America's  
Cup designer**

**CYCA'S Cash  
for classes in  
Telstra Sydney  
to Hobart**

**All the Races North**

■ SAFETY AT SEA FEATURE ■ OLYMPIC & LATEST NEWS



**Sailors wanted. Huge reward.**



**What's more rewarding than a choice of superb six and eight-cylinder engines? A revolutionary Steptronic dual-mode transmission which can read the driver's mind? An advanced electronic**

**BMW Sydney - Rushcutters Bay**

65 Craigend Street, Rushcutters Bay, Phone: 9334 4555 DL 14639



**stability control system which seems to challenge the laws of physics? What's more rewarding? The satisfaction of driving the 1998 BMW 5 Series. Come and see. Come and drive.**



**Sheer Driving Pleasure**



# Offshore

*Yachting*



## THE CRUISING YACHT CLUB OF AUSTRALIA

New Beach Road, Darling Point  
NSW 2027 Phone: (02) 9363 9731  
Fax: (02) 9363 9745  
e-mail: cyca@cyca.com.au

### FLAG OFFICERS & DIRECTORS

COMMODORE: HUGO VAN KRETSCHMAR  
VICE-COMMODORE: HANS SOMMER  
REAR COMMODORES: DENNIS McDONALD,  
JOHN MESSENGER  
TREASURER: ALAN GREEN  
DIRECTORS: TONI CLARKE, GEOFF CROPLEY,  
ROGER HICKMAN, MARTIN JAMES,  
GEOFFREY ROSS, ROD SKELLET.

### CHAIRMAN, CLUB COMMITTEES

CAPITAL WORKS COMMITTEE:  
COMMODORE HUGO VAN KRETSCHMAR  
SAILING COMMITTEE:  
VICE COMMODORE HANS SOMMER  
MARINA & SITE COMMITTEE:  
REAR COMMODORE JOHN MESSENGER  
MEMBER SERVICES & SOCIAL COMMITTEE:  
DIRECTOR ROGER HICKMAN  
TRAINING, DEVELOPMENT &  
YOUTH SAILING COMMITTEE:  
REAR COMMODORE DENNIS McDONALD  
AUDIT & PLANNING COMMITTEE:  
DIRECTOR MARTIN JAMES  
GENERAL MANAGER: BRUCE ROWLEY  
SAILING MANAGER: PHIL THOMPSON

EDITOR: Peter Campbell (02) 9869 8197

DESIGN/PRODUCTION: Hardy Graphics (02) 9719 1963

PHOTOGRAPHERS: Ian Mainsbridge, Sydney (02) 9629 8460,  
Fax (02) 9629 8461. Richard Bennett, Hobart (03) 6229 2559

PRODUCTION EDITOR: Helen Hayes (02) 9948 4861

ADVERTISING: Jan Cooke (02) 9452 2093.  
email: cookie@loom.net.au

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

EDITORIAL OFFICES: Peter Campbell & Associates  
64 Boronia Avenue, Cheltenham NSW 2119  
Phone/Fax: (02) 9869 8197 e-mail: 100036.2315@compuserve.com

### EDITORIAL CONTRIBUTORS:

MELBOURNE - Kevan Wolfe (03) 9560 8674.  
HOBART - Bruce Montgomery (03) 6224 2196.  
BRISBANE - Ian Grant (07) 3349 9147.  
UNITED KINGDOM - Bob Fisher + 44 (1590) 68 2267.

ADVERTISING: Jan Cooke, Phone/Fax (02) 9452 2093 or  
Jamieson Publishing, PO Box 197, Cronulla, NSW 2230.  
Phone (02) 9544 1501 Fax (02) 9544 1502.

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

The opinions expressed in this magazine are not necessarily those of the Cruising Yacht Club of Australia nor the Publisher. All rights reserved. No part of this publication may be reproduced in whole or in part without the written permission of the Publisher.

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

PRINTED BY ROTARY OFFSET PRESS

## News

- KENWOOD CUP TO KIWIS** 4  
How a tropical storm named "Estelle" and a strong New Zealand team cost Australia the Kenwood Cup
- AMERICA'S CUP 2000** 8  
Hawaii-based America's Cup syndicate poaches a top Australian designer & builders
- TELSTRA SYDNEY TO HOBART** 10  
The Cruising Yacht Club of Australia offers cash for class records in this year's race
- XXXX SYDNEY - GOLD COAST CLASSIC** 12  
Sydney 60, *Sydney*, takes the double, plus an onboard report from *Atara* and a youngster's view of the winter race north
- WONDERS OF WOODEN BOATS** 20  
Wooden Boat Festivals will be held in Sydney in October and on Hobart's waterfront in November
- SUCCESS IN THE SUN** 22  
TAG Heuer Big Boat Series once again provides a great week of sailing and socialising
- IMS RULE ALIVE & KICKING** 24  
XXXX Ansett Australia Hamilton Island Race Week attracted a record fleet and saw close competition under the IMS rule.
- SAILING TO THE SPICE ISLANDS** 42  
Perkins Shipping Darwin to Ambon Race saw a smaller fleet but keen competition and a race record

## Special Features

- SAFETY AT SEA** 33  
Expert advice on good seamanship, GMDSS, weatherfax, and latest safety products
- RACE MANAGEMENT** 40  
CYCA Sailing Office review of race management, in particular, the recent BMW Sydney Winter Series





# Contents

## Regulars

### FROM THE COMMODORE 18

Inaugural column from the CYCA's newly elected Commodore, Hugo van Kretschmar

### OLYMPIC COUNTDOWN 45

The IOR President offers a Nation's Trophy for the '99 World Championships

### WHAT'S NEW 50

The latest new products for the racing and cruising yacht

### OPTIMISING 58

A Malaysian bid to circumnavigate the world in Australian designed and built yacht

### SAILING THE WEB 60

Email through Telstra's Satcom-C opens up a new world of communications

### NEWS FROM ALL PORTS 62

Commodore's Cup, Ord Minnett Regatta and other news from around Australia and overseas

### DOWN THE RHUMLINE 68

An occasional column by the editor

### OFFSHORE CALENDAR 72

Offshore and inshore sailing events



## Destinations

### THE CARIBBEAN 29

The "best sailing in the world" can be found in the Caribbean and at Antigua Race Week

## Designs of the 90's

### SYDNEY AC 40 ONE-DESIGN 48

First of the Sydney 40 One-Designs makes its racing debut on the northern winter circuit

### FARR 40 ONE-DESIGN 53

The new Farr 40 One-Designs being built in Australia will contest the 1998 Telstra Sydney to Hobart

### BAVARIA 41 EXCLUSIVE 56

Fast cruising yacht from Germany makes its Australian debut

## Credits

**COVER:** Action at the Kenwood Cup in Hawaii as Australian yacht *Quest*, skippered by Bob Steel, powers to windward in one of the few fresh weather days of the series. *Quest*, a Nelson/Marek 46, was the second topscoring yacht of the regatta, leading the Australian team into second place overall. (Pic - Ian Mainsbridge)

**ABOVE:** The fleet racing off Hamilton Island during the successful XXXX - Ansett Australia Hamilton Island Race Week. (Pic - Richard Bennett). **LEFT:** A new way to promote your sponsor - place their web site on the topsides along with the name of the boat, or sponsor. (Pic - Ian Mainsbridge).





1998  
Kenwood  
Cup

# Kiwis and Estelle beat the Aussies

A tropical storm named Estelle which blocked out the tradewinds and a well-sailed New Zealand team combined to cost Australia a second successive victory in the Kenwood Cup Hawaiian International Offshore Series. Grant Simmer, tactician aboard *Ragamuffin*, added his comments to this report.\*

**N**ew Zealand scored a resounding Kenwood Cup victory over Australia and the favourites, United States Red, in the 20th anniversary series sailed amid the spectacular islands of Hawaii, with the team of smaller yachts dominating IMS results in the final five days of unusual Hawaiian weather.

In truth, the two Antipodean teams kept the 1998 Kenwood Cup contest virtually to themselves. In every race of the 10-race series, either Australia or New Zealand was the top-scoring team and until race eight there was nothing between them. Then the tropical disturbance blocked out the Pacific trade winds, the Winds of Paradise, and brought to Hawaii conditions more

like Long Island Sound, the Mediterranean or The Solent on a bad day.

From a three-point deficit after six races, New Zealand jumped to an 18 points lead going into the final Kahu-Wili race. With a first, second and fourth team effort in this triple-scoring race, New Zealand won the Cup with a total of 492 points from Australia on 414, United States Red 301, United States White 239 and Japan 231 points.

It was the third victory by a New Zealand team in the series, sailed every two years out of Honolulu since 1978, normally in fresh to strong tradewinds. This year the wind was quite different.

A tropical depression which had dissipated, moved south over the island and caused the tradewinds to become non-existent or very weak for the final weekend of short races as well as the long Kahu-Wili long race which started two days later. Race officials cancelled the Saturday afternoon race because of variable and light winds - the first time in the history of the Kenwood Cup.

The long race started the following Tuesday, setting the fleet on a course along the windward side of Molokai Island, around a turning mark off Maui.

*Above: Australian team yacht ABN AMRO Challenge, owned by Ray Roberts and steered by designer Iain Murray, powers to windward during an early race of the Kenwood Cup - before tropical storm Estelle blocked out the tradewinds. (Pic - Ian Mainsbridge). Left: Topscoring yacht at the 1998 Kenwood Cup was Big Apple III, a brand new Farr 45 which led the New Zealand team to its first victory since 1986. (Pic - Ian Mainsbridge)*



Normally we would be beating to windward for some 15 hours into strong trades. This year we started under spinners in a southerly breeze. The light winds continued for most of the race, with the leading boats taking almost 17 hours to complete the 76 miles.

First boat to finish, the US maxi *Cassiopeia*, took 54 hours 4 minutes 31 seconds to sail the 376 nautical mile course, an average speed of just under 7 knots. Syd Fischer's Farr 50, *Ragamuffin*, came home fast to finish only an hour and 25 minutes astern, just ahead of the USA Red team big boats, *Beau*





*Geste and Flash Gordon 3.*

The corrected time order was almost a reverse of the IMS rating order, with *Ragamuffin* the first of the big boats to get a look in at ninth. *Quest* placed fifth on corrected time which ensured her position as second top-scoring boat for the series.

The top-scoring yacht for the regatta and for the New Zealand team was the newly launched *Big Apple III*, owned by Japanese Hideo Matsuda and steered by top Kiwi sailor Dean Barker. *Big Apple III* is an updated IMS Farr 45, somewhat similar to the Corel 45. The

design has a fractional sweptback rig, no runners and 105% headsails sheeting in front of the spreaders.

*Big Apple III* was built by Cooksons and sailed by Dean Barker and a team of top sailors from the Team New Zealand America's Cup group. The boat seemed to have excellent speed, a great rating and a top level crew, winning Class C in all but two of the nine races sailed.

*Big Apple III* was supported by the Farr ILC 40 *G'Net* (the boat used by the 1997 Australian Admiral's Cup team) owned by Shizue Kanbe and skippered

by James Davern, and by *White Cloud*, the Farr-designed Cookson 12 that we had seen in Sydney last summer. Skippered by Brett Neill, *White Cloud*, raced as an IMS cruiser/racer with an allowance against the IMS racing yachts.

The P&O Nedlloyd Australian team which finished second, comprised three bigger boats which are typically favoured in the strong wind conditions. After the first five races, sailed in traditional tradewinds, the Australians held a narrow pointscore lead. When the wind turned light, favouring the



smaller boats, the New Zealand team moved quickly ahead, dominating the Kau-Wili race, with *White Cloud* winning overall from *G'Net*, with *Big Apple III* third.

The P&O Nedlloyd Australian team sailed well throughout the regatta relative to the other boats in their divisions. Syd Fischer's *Ragamuffin* won Division A, beating two newer Farr 50s, the US Red team yachts, *Beau Geste* and *Flash Gordon 3*. *Beau Geste*, owned by Hong Kong yachtsman Karl Kwok, beat *Ragamuffin* to win last year's Telstra Sydney to Hobart. Sailing for the US this time, she was skippered by Gavin Brady with her Hobart winning navigator, Australian Andrew Cape, back on board. *Flash Gordon 3* was the topscoring yacht in America's winning team at the 1997 Admiral's Cup.

*Quest*, the rejuvenated Nelson/Marek 46, *Young Australia*, which was bumped and had a new keel added since being bought earlier this year by Bob Steel, had a vastly improved rating - approximately 8 seconds per mile better. If anything, she also appeared faster than she was last

Christmas in the Telstra Cup and Telstra Sydney to Hobart.

*Quest* finished second overall on the pointscore and second in class to *Big Apple III*, winning one race against this brand new Farr 45. Ray Roberts' *ABN AMRO Challenge*, the Sydney 46, was well sailed but was not competitive on rating against *Big Apple III* and *Quest*.

Attendance at the 1998 Kenwood Cup was down considerably this year due to economic problems in Japan. Ten original entrants did not attend the regatta and the weakness of the IMS fleet in the US meant that there were very few boats from the American mainland.

The Kenwood Cup is an older format for an offshore regatta, the trend internationally being to shorten the race schedules instead of having a number of lay days throughout the series. Additionally, the Kenwood Cup still has a long race of some 376 miles. Overall long race results are dependent on weather conditions experienced by different sized yachts and hence the results are somewhat of a lot-

tery when there is a wide range of yacht sizes competing for the same trophy.

It is a tough decision for race organisers with the smaller fleet, but it seems that any team event should be decided on divisional placings. Hence a team should enter a boat in each of the specified divisions. This has been the format at the Admiral's Cup for many years and more recently at the Southern Cross Cup. The reason is that it is near impossible to get a fair test of sailing when there is a range of boat size in the one competition.

As examples, in a number of races in this year's Kenwood Cup, the smaller boats were helped considerably by the conditions:

1. Race eight of this regatta was sailed 6-8 knots of true wind speed and yet, after the Class A and B yachts had finished, the wind came in at 15 knots and the small boats ran home to win in reverse order of their ratings.

2. In Race nine, there was a consistent shift to the left side of the course and the small boats were able to complete the last leg on one tack whereas the big boats had to beat all the way on that last leg.

3. In the long race, in very light conditions the fleet was bunched near the windward mark, then ran for 180 miles in freshening conditions, with many of the smaller boats running faster than the big boats.

Obviously, these circumstances can often be reversed in favour of the big boats. However, it is difficult to have a contest where the result is not dependent on the weather conditions. Narrow divisional racing is the best answer, but you do require reasonable fleet sizes to have this style of competition.

The other area of great contention at this year's Kenwood Cup was that on July 18, some 12 days before the start for the regatta, the International Technical Committee issued a new rule which prohibited competitors from filling their water tanks in short IMS races. Prior to this ruling, yachts had been optimised for Hawaii with intention of racing with full water tanks to increase their displacement for upwind performance in the expected fresh conditions.

This led to the possibility of people

## Quest second topscoring boat

Australian team yacht *Quest*, the Nelson/Marek 46 which previously raced as the 1997-built *Young Australia*, finished second boat individual overall in the Kenwood Cup in an impressive example of optimising an older designed IMS boat.

Purchased by Bob Steel in May, the yacht was optimised by Ron Jacobs of PBS to maximise her to the 1998 IMS rule. This included hull padding, a new keel and a carbon boom. Her sails included a Fraser Sails D4 mainsail.

*Quest* won the 145 nautical mile Molokai race overall, and only twice placed worse than second in IMS Class C, won by the topscoring individual yacht, *Big Apple III*.

A new Cookson-built Farr 45, *Big Apple III* is a 1998 IMS design featuring swept spreader carbon runnerless rig.

According to Jacobs she represented a \$NZL 1.4 million campaign funded by Japan's Hideo Matsuda, sailing for the Kiwi team with most of the crew from the Kiwi America's Cup squad.

Jacobs was tactician aboard *Quest*, one of what he described as a "vintage" crew with an average of 40.5 years).

- by Larry Jamieson



*Quest*, Bob Steel's optimised Nelson/Marek 46, which was second topscoring individual yacht in the Kenwood Cup, winning the 145 nautical mile Molokai Race. (Pic - Ian Mainsbridge)





Left: Apart from the Kenwood Cup teams, there was a strong America's Cup influence at the 1998 Kenwood Cup, with several syndicates racing in the 1D48 class, with American John Kolius steering Abracadabra, shown here surfing down a wave off Waikiki. Right: Bob Steel (right) owner/skipper of Quest with tactician Ron Jacobs at the Waikiki Yacht Club. (Pics - Ian Mainsbridge)



carrying a lot of bottled water in the short races to increase their displacement. The Jury introduced a ruling that you could only carry three litres of water per crew member per day. Most boats store this water in bottles under the cabin sole, removing it as required for drinking. In the hot Hawaiian conditions we found that we consumed about two litres per man each day.

In the long races, there was no restriction on the amount of water carried, although the Jury did issue a ruling that boats should only carry sufficient water for their normal use. This rule has been a grey area for many years with some crews believing it is OK for them to shower at the top of a long beat or to perhaps wash the deck!

The ITC needs to provide stricter guidelines on the use of water tanks in racing yachts, so that it is clear to all competitors what the rule does or does not allow.

Most racing yachts do not normally use their water tanks, preferring to use bottled water which is more convenient,

both below or on deck for drinking or for making tea and coffee. It appears that the Kenwood Cup limit of three litres per crew member per day is adequate in all conditions, hence this could form the basis of a rule for IMS racing yachts. One problem with this is that crew could stack the bottled water on the weather rail. These are questions for the rule makers and, hopefully, they will be able to tidy up what is a very loose rule at present. ▲

\* Grant Simmer, tactician on Ragamuffin, is a director of North Sails in Sydney and former America's Cup sailor.

Syd Fischer's Farr 50 Ragamuffin at full pace during the Kenwood Cup in Hawaii. Ragamuffin won IMS Class 1, beating the top US Red team yachts Beau Geste and Flash Gordon 3. (Pic - Ian Mainsbridge).

## Honour Roll

**Class A:** 1 Ragamuffin, Farr 50 (Syd Fischer, AUS), 2 Beau Geste, Farr 49 (Karl Kwok/Gavin Brady, USA Red), 3 Flash Gordon 3, Farr 49 (Helmut Jahn, USA Red).

**Class B:** 1 G-Shock Nippon Challenge, 1D48 (Peter Gilmour, JPN), 2 illbruck-PINTA, 1D48 (John Kostecki, GER), 3 Abracadabra, 1D48 (John Kolius, USA).

**Class C:** 1 Big Apple III, Farr 45 (Hideo Matsuda/Dean Barker, NZL), 2 Quest, Nelson/Marek 46 (Bob Steel, AUS), 3 ABN AMRO Challenge (Ray Roberts/Iain Murray, AUS).

**Class D:** 1 White Cloud, Cookson 12 (Brett Neill, NZL), 2 G'Net, Farr ILC40 (Shizue Kanbe/Ken Davern, NZL), 3 Blue Chip, Farr 40 (Walton Logan, USA White).

**Class E:** 1 Santa Red, Mumm 36 (Yatuka Kasahara, JPN), 2 Liberte Express, Farr 40 Yasumasa Kawamura, JPN), 3 Jubilee, Jeppesen IMX 38 (William Burnett/Kevin Meechan, USA White).

**Cummulative individual IMS racer pointscore:** Big Apple III 185, Quest 167, G'Net 163, Ragamuffin 163, Blue Chip 136, Beau Geste 131, ABN AMRO Challenge 123.

**Kenwood Cup teams:** New Zealand 492 pts, Australia 414, USA Red 301, USA White 239, Japan 231.

**Yacht Clubs:** Royal New Zealand Yacht Squadron 278, Cruising Yacht Club of Australia 226, Nippon Ocean Racing Club 124.





# Hawaiians poach Aussie designer and builders

While Syd Fischer has announced his expanded Australian national challenge for America's Cup 2000, the Hawaii based Aloha Racing syndicate has poached one of our top designers and some of our best builders of high-tech yachts. Peter Campbell assesses the situation.

Syd Fischer's impressive America's Cup announcement at the Cruising Yacht Club of Australia, which included borrowing the "Auld Mug" from the Royal New Zealand Yacht Squadron for the day, certainly

gained the headlines. Whether it has gained the hoped-for national and international corporate sponsorship is another question.

The most significant news at the announcement was the confirmation

that Iain Murray would be the design consultant to the syndicate, as exclusively reported in the August/September issue of OFFSHORE. Since then there have been no further announcements on the vital sponsorship cash that Fischer needs to build a new International America's Cup Class yacht for the Auckland Challenge.

While Murray has agreed to the honorary status of design consultant, it seems that his associates, the talented Ian "Fresh" Burns and Andy Dovell, have accepted a hard to refuse offer from the Aloha Racing Challenge for the America's Cup. Burns had worked on America's Cup designs with the syndicate, then based at Houston, Texas.

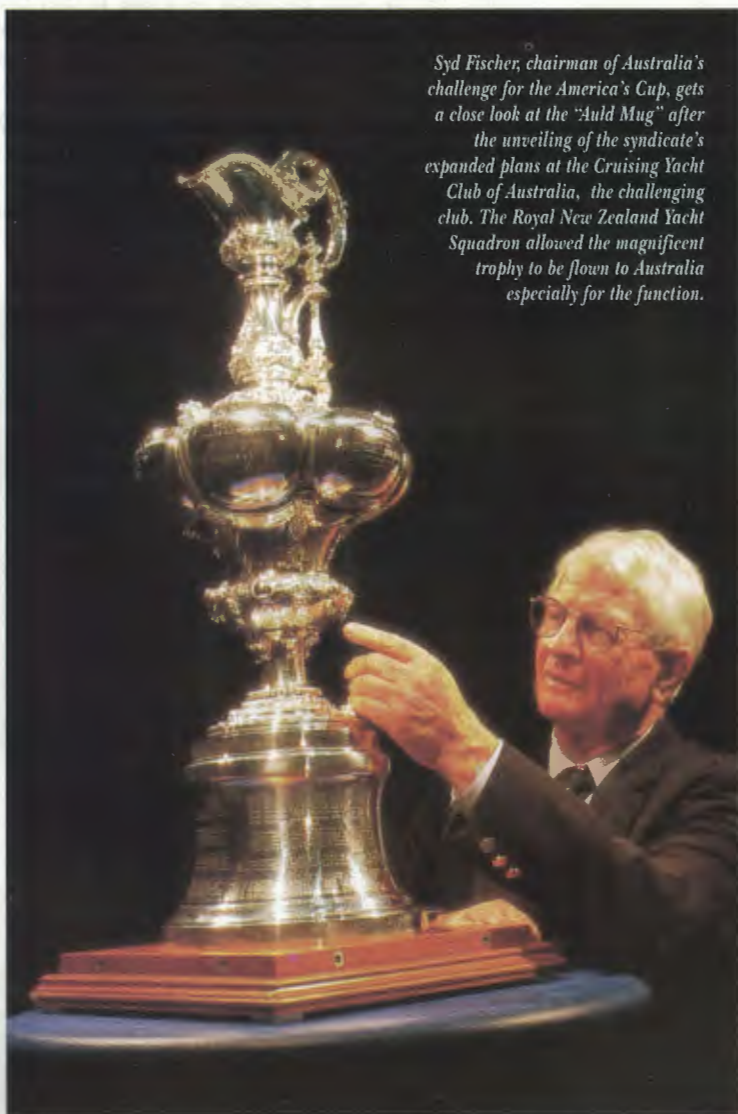
When it appeared that the syndicate had gone belly up, along came a massive injection of funding and the offer to Burns to be chief designer and project director, calling the shots for the design and building of two new yachts. He and Dovell, working under the banner of "Fresh Ink" have been tank testing several designs at NASA's Stennis Space Centre in Mississippi.

The syndicate will shortly move to Hawaii and establish a large operation, including a modern yacht building facility where it is planned to build two new IACC yachts. The syndicate is currently engaging some of Australia's most experienced boatbuilders to work on the project under the direction of Ian Burns.

Other US syndicates are on the move, with less than 12 months to the start of the America's Cup elimination trials at Auckland in October, 1999.

The New York Yacht Club Team

*Syd Fischer, chairman of Australia's challenge for the America's Cup, gets a close look at the "Auld Mug" after the unveiling of the syndicate's expanded plans at the Cruising Yacht Club of Australia, the challenging club. The Royal New Zealand Yacht Squadron allowed the magnificent trophy to be flown to Australia especially for the function.*





will be the first US Challenger to test with two boats at Auckland with *Young America* and *Spirit of Rhode Island*. The two IACC yachts already on their way to New Zealand for an extensive two-boat testing and training program.

John Marshall, NYYC/Young America Challenge president, commented:

"We have learned so much from our two summers of testing in Rhode Island that we are ready to take it to the next level by testing in New Zealand," said Marshall. The boats will be sailed by skipper Ed Baird and his core crew of sailors who will complete their second full season of two-boat testing in Rhode Island in September. The first New Zealand testing session will run through mid-December.

Two-boat testing is considered essential to developing a fast America's Cup boat. The best ideas from both the computer - where experts use advanced software programs to predict the speed potential of various boat designs - and the towing tank - where ideas are tested on one-third scale models - are then tested in the real-world environment. One boat remains unchanged while the other tests designers' innovations. The Young America design/technology team will then use this data in finalising concepts for the 2000-generation America's Cup boat.

## America One buys oneAustralia

In another coup for a US syndicate, Paul Cayard's America One challenge has purchased the equipment and assets of the 1996 Louis Vuitton Cup finalist, *oneAustralia*. The America One crew will actively train aboard *oneAustralia* on the America's Cup course off Auckland from January-February 1999.

Most significant is the data that the *oneAustralia* syndicate recorded in heavy weather-air training off the Queensland Gold Coast before moving to San Diego.

America's Cup 2000 has announced that the third in the series of Road to America's Cup regattas in New Zealand next April will be the final curtain raiser for New Zealand's defence of the Cup which it won in San Diego in 1995.

The regatta will be held on Auckland's Waitemata Harbour. Racing between four invited challengers will start on April 14, 1999, with the winner going against Team New Zealand, the defenders, over the weekend of April 23, 24 and 25.

The boats to be used will be the sistership America's Cup yachts NZL 10 and NZL 12, the Farr boats built for New Zealand's 1992 Cup challenge. The regatta courses and format will be a near duplicate of the America's Cup. In the past, teams from France, Italy, the UK and the USA have raced in the Road to America's Cup regattas. ▲

**"Two-boat testing is considered essential to developing a fast America's Cup boat. The best ideas from both the computer - where experts use advanced software programs to predict the speed potential of various boat designs - and the towing tank - where ideas are tested on one-third scale models - are then tested in the real-world environment."**

# X-Yachts

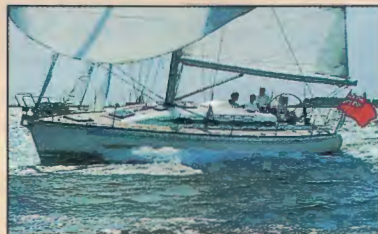
WORLD CLASS SAILING YACHTS



X-412 SALOON

## RACING SUCCESS, CRUISING COMFORT, WORLD RENOWNED!

Throughout the '80s and into the '90s, X-Yachts of Denmark have become synonymous with grand prix racing yachts and to date X-Yachts have captured no fewer than 10 World Championships in 1 Ton and 3/4 ton fleets.



The X-442 German IMS Winner 97

At the same time the X-Yachts range of high calibre performance cruising yachts are successful in regattas and club racing around the world yet are easy and forgiving to handle and a joy to sail. With exquisite interiors and superb construction these blue water yachts are difficult to match anywhere in the world.



The X-412 has won more regattas than any other production cruiser racer (IMS Europeans 1994)

Unwilling to compromise in design or quality, the X-Yachts team strive to meet the market with efficiency and ingenuity in production methods. The results speak for themselves.

A beautiful offshore cruising yacht, the X-412 has won more regattas than any other production yacht including IMS Europeans cruising division 2nd and 3rd racing division in '94.

While being a great family cruising yacht, the X-332 won Italian IMS championships in '96 and came 2nd in '97 in both cruising and racing divisions.



A great family boat, the X-332 won Italian IMS championships in '96 and came 2nd in '97 in both cruising and racing divisions

The X-Yachts cruising range: X-302, X-332, X-362, X-382, X-412, X-442, X-482, X-612. One design Yachts: X-99, IMX-38.

For more information contact:

### NORTH SOUTH YACHTING

• NEW YACHT SALES • AFTER SALES SUPPORT •

BAYVIEW ANCHORAGE, 1714 PITTWATER RD, BAYVIEW NSW 2104  
TELEPHONE: +61 2 9979 3266 FAX: +61 2 9979 3244





# CASH for class records

The Cruising Yacht Club of Australia is looking towards another big fleet for the Telstra 54th Sydney to Hobart, with a new incentive for class records. Peter Campbell reports.

Over the years, the chase to break the overall race record for the Telstra Sydney to Hobart has captured the headlines, with the German maxi *Morning Glory* finally breaking *Kialoa's* long-standing record in the 1996 race with a time of 2 days 14 hours 7 minutes 10 seconds. For this effort owner Hasso Plattner collected a \$300,000 cheque.

The Cruising Yacht Club will again offer prizemoney in this year's race, but not just for an overall open record. To recognise the performances of yachts right across the fleet it will offer a \$10,000 prize for five classes of yachts for the following records:

four of them.

*Rampage*, owned by Perth yachtsman Peter Packer, won the 1975 Sydney to Hobart overall while *Pied Piper*, sailed by US America's Cup skipper Ted Turner placed fourth overall. *Rampage* was topscoring yacht in the Western Australian team in the Southern Cross Cup series which ended with the Sydney to Hobart. *Pied Piper* top-scored for the US team and both yachts won their IOR divisions, but the Southern Cross Cup still went to New Zealand.

The *Apollo* still holding a record is the original timber boat and the skip-



Above: The American One Tonner *Pied Piper* which famous America's Cup skipper Ted Turner (wearing his distinctive railwayman's cap) sailed in the 1975 Sydney to Hobart, setting a record elapsed time for yachts less than 11m LOA. *Pied Piper* placed fourth overall but second among the strong Southern Cross Cup team line-up to Peter Packer's *Rampage* which still holds the record for yachts less than 12.5m LOA. (Pic - Peter Campbell)

per that year had already received some 20 entries.

Applications to enter the Telstra Sydney to Hobart close with the CYCA on Monday, November 2, with the Race Director Phil Thompson expecting a fleet similar to that of last year's 115 yachts of which 99 completed the course, *Brindabella* taking line honours and *Beau Geste* first place overall.

Thompson says the 1998-99 offshore racing season is already shaping up as a highly competitive event. "We will have the Kenwood Cup team yachts back as well as up to six of the new Sydney AC 40 One-Designs and a couple of new Farr 40 One Designs competing in the Telstra Cup and Telstra Sydney to Hobart," he said.

In addition to the new Sydney 40 One-Designs and the Farr 40 One-designs, new boats in the Telstra Cup and Telstra Sydney to Hobart will include Grant Wharington's new pocket maxi, *Wild Thing*, and a one-off IMS 36-footer designed by Murray, Burns & Dowell for prominent Melbourne yachtsman Bruce Taylor. ▲

Yacht	Owner/skipper	Design	Class Record	Year
<b>Open Record:</b>				
Morning Glory	Hasso Plattner, GER	Reichel/Pugh 80'	2d 14h 7m 10s	1996
<b>Record for yachts less than 18.5m:</b>				
Apollo	Scott Barrett, AUS	Miller 57'	2d 22h 12m 19s	1975
<b>Record for yachts less than 15.5m:</b>				
BZW Challenge	Ray Roberts, AUS	Corel 45'	3d 01h 25m 25s	1996
<b>Record for yachts less than 12.5m:</b>				
Rampage	Peter Packer, AUS	Miller 40'	3d 04h 43m 03s	1975
<b>Record for yachts less than 11.0m:</b>				
Pied Piper	Ted Turner, USA	Peterson 36'	3d 07h 38m 58s	1975
<b>Record for yachts less than 9.5m:</b>				
Plum Crazy	Tig Thomas, AUS	Miller 30'	4d 01h 18m 16s	1975

It is interesting to note that all but two of the records were set in 1975, the year that *Kialoa* established the record of 2 days 14 hours 36 minutes 56 seconds which was to stand for 20 years. Of the five yachts whose records set that year still stand, the famous Bob Miller (later to change his name to Ben Lexcen) designed

per that year was the late Scotty Barrett, who chartered the yacht from the late Jack Rooklyn for the Queensland team in the Southern Cross Cup.

Notice of Race for the Telstra Sydney to Hobart and the Telstra Cup has been available on the CYCA web site ([www.cyca.com.au](http://www.cyca.com.au)) and in printed form since mid-August and by the



# FIRST 40.7

*The best of both worlds.*



**BENETEAU®**   
*The Spirit of the Sea*

The new First 40.7 combines a sleek and sophisticated racer with all the comforts of a luxurious cruiser. Her Bruce Farr designed hull and powerful rig provide excellent performance whether racing or cruising. The extra-roomy cockpit features optional removable lockers that provide more space and less weight for racing or they can be filled with your gear when going for a cruise. The elegant saloon is efficiently designed for maximum comfort to seat eight. The Beneteau quality and craftsmanship is evident throughout from custom cabinetry to the fine interior joinery. The First 40.7 - for racing and cruising enthusiasts. Designed to accommodate all your sailing needs from being the leader on the race course to taking a romantic sunset cruise on the harbour.

#### **Sydney**

Beneteau - Vicsail  
d'Albora Marinas  
New Beach Road  
Rushcutters Bay 2027  
Tel: 02 9327 2088

#### **Melbourne**

Sundance Yacht Sales  
Sandringham Yacht Club  
Jetty Road  
Sandringham 3191  
Tel: 03 9598 8999

#### **Pittwater**

Beneteau - Vicsail  
Heron Cove Marina  
Queens Parade West  
Newport 2106  
Tel: 02 9999 0944

#### **Auckland**

McDell Marine  
11a Akatea Road  
Glendene  
Auckland  
Tel: 09 818 7005



**XXXX**Sydney -  
Gold  
Coast  
Race

# Liked the boat, bought the company

The Sydney 60, Sydney, took out the rare double of line and IMS corrected time honours in the XXXX Sydney - Gold Coast Race, but it was the slowest on record.

**R**emember the television advertisement about the American businessman who liked the Remington electric shaver so much that he bought the company? Yachting has the equivalent in prominent Sydney businessman and investor Charles Curran.

When Curran, a successful offshore sailor in the 1970s, decided to return to active ocean racing, he placed the first order for a Sydney 60, a fast but comfortable pilothouse IMS/CHS racer/cruiser designed by America's Cup skipper and designer Iain Murray and his associates, Ian Burns and Andy Dovell, and built by Bashford International at Nowra, south of Sydney.

Curran was delighted with the product and impressed with the production and marketing expertise of Bashfords. Sadly, the founder of the building company, successful yachtsman Ian Bashford, died suddenly a couple of years



back leaving the future of the company in some doubt, despite their successful export market for Etchells, J24s, Hobie catamarans and the popular Bashford/Howison 41 cruiser/racers.

Curran, along with Iain Murray and the marketing and promotion company, Kookaburra, joined Ian Bashford's young widow, Louise, in continuing and expanding Bashford International.

Curran became chairman of the board.

Under his leadership, Bashford has continued and expanded its international market, the most notable success being the selection by the Royal Ocean Racing Club of the Sydney 40 One Design as the "middle yacht" for teams for the 1999 Admiral's Cup at Cowes.

The first of up to 15 yachts to be built and in the UK by the end of June, 1999, made its debut in the 386 nautical mile race north to Southport. Unfortunately, rudder damage forced the retirement of this yacht, Sledgeham-

*Left: Queensland-owned Mumm 36, Theiss Processing Engineering (Bill Wild) got one of the best starts in the Sydney - Gold Coast Race and led early from Fudge (P1 Lease Future Shock from Melbourne, Zoe and Secret Men's Business. (Pic Peter Campbell)*





## Honour Roll

**IMS Division 1:** 1. Sydney, Sydney 60 (Charles Curran, CYCA); 2. Kingtide, Sydney 36 (Kevin Pearce, RSAYS, SA); 3. Zoe, Sydney 41 (Ivan When, RSYS)

**IMS Division 2:** 1. Adria, J44 (Chris Gorman, CYCA); 2. Indian Pacific (Richard Hudson, RPAVC); 3. King Billy, Jarkan 38 (Phillip Bennett, RPAVC)

**IMS Division 3:** 1. Time Out, Farr 1020 (Colin Boyle, MHYC) Only finisher

**PHS Division A:** 1. Marchioness, Lavranos maxi (Marchioness Syndicate, CYCA); 2. Fudge, Elliott 55 (Peter Hansen, Sandringham YC, Vic); 3. Icefire, Mummery 55 (Richard & Pat Goldstiver, CYCA)

**PHS Division B:** 1. Razors Edge, Mount Gay 30 (Ray Stone, MHYC); 2. Cuckoos Nest, Mount Gay 30 (Nigel Holman, MYC); 3. Wild Bull, Bull 9000 (Rod Skellet, CYCA); Line Honours: Sydney (Charles Curran, CYCA) 2 days 12 hours 37 minutes 15 seconds.

### But first the good news...

Curran got his first major dividend on the water when he sailed his Sydney 60, aptly named *Sydney*, to its first major ocean racing victory in the Sydney - Gold Coast Race, taking line honours after a slow and demanding duel northwards with the Lavranos-designed/Steinmann optimised maxi yacht, *Marchioness*.

*Sydney's* elapsed time, 2 days 12 hours 37 minutes 15 seconds proved to be the slowest yet for the race, first held in 1986 with the opening of the Gold Coast Seaway. As the rest of the fleet - cut from 76 starters to just 40 finishers - slowly followed her to the Southport Yacht Club, the Cruising Yacht Club of Australia confirmed that *Sydney* had won a rare double - line honours and first overall on IMS corrected time as well as first in IMS Division 1 against a strong IMS line-up.

To cap off a good result for Bashford International and chairman Curran, the Sydney 36 *Kingtide*, skippered by Kevan Pearce from Adelaide, placed second behind the Sydney 60 in IMS Division 1, with the Sydney 41, *Zoe*, owned by Sydney yachtsman Ivan When, third.

"The boat performed exceedingly well in a testing race," Curran said later. "The Sydney 60, even with an extensive cruising layout, including three double cabins and 10 additional crew berths, two heads with showers, microwave, deep freeze, watermaker and mahogany veneer interior finish is a potent racing force. She offers the ideal combination of fast cruising comfort and the capability to win major

races," he added.

While *Sydney's* win was the first in the Gold Coast Race for Curran, it was the third line honours victory for sailing master David Kellett, having won previously with *Sovereign* and *Condor of Currabubula*.

The one downside of the Sydney-Gold Coast Race for Bashfords was the forced retirement of the brand new Sydney AC 40, *Sledgehammer*, on the second day of the race north. Owner/skipper Ron Jones put into Port Macquarie after reporting steering problems, with the yacht taking water through the bearings.

However, it seems to have been only a minor glitch and after hours on the slips the yacht continued north for the major regattas in Queensland.

Another Sydney yachtsman and well known businessman, Chris Gorman, also achieved one of his best results with his American-built J44, *Adria*, winning IMS Division 2 and placing third overall under the Performance Curve Scoring.

Gorman, CEO of stockbrokers Ord Minnett, who sponsor Middle Harbour Yacht Club's popular short ocean racing regatta in late November, sails this boat well and was the second cruiser/racer to finish behind Geoffrey's Ross' Farr-designed Beneteau 50, *Yendys*. *Adria* won Division 2 comfortably from the Farr 40, *Indian Pacific*, which won the galeswept 1984 Sydney to Hobart. *Indian Pacific* is now owned by Royal Prince Alfred Yacht Club past commodore Richard Hudson who is steadily bringing the 15-year-old sloop back to winning form.



Pittwater yachtsman Ron Jones aboard his newly launched Sydney AC 40 one-design, *Sledgehammer*, before the yacht's first race - the Sydney - Gold Coast. Unfortunately, *Sledgehammer* had to withdraw with steering problems. (Peter Campbell)

Middle Harbour yachtsman Colin Boyle proved that last is not least with *Time Out*, the John King-designed Jarkan 38. *Time Out* was last to finish and the only IMS Division 3 boat to complete the course within the time limit. On corrected time, she placed fifth overall as well as winning the division.

The strong-partying *Marchioness*, after losing line honours, had something to celebrate when it became clear that the maxi had won PHS Division A on corrected time, beating *Fudge*, Peter Hansen's Elliott 55 which is better known as *Future Shock*.

PHS Division B was a battle all the way north between the Sports 30 boats, with just over half an hour between the Bull 9000, *Wild Bull*, the Mount Gay 30s, *Razor's Edge* and *Cuckoos Nest*, and the Victorian Bull 9000, *Full as a Bull*. On corrected time *Razor's Edge* (Ray Stone) won from *Cuckoos Nest* (Nigel Holman) and *Wild Bull* (Rod Skellet).



# ... and from a young perspective

Cruising Yacht Club of Australia Youth Sailing Academy students sailed on several yachts in the-1998 Sydney - Gold Coast Race. For Renee Deerness, it was her first offshore race.

As part of a 12-week sailing program organised by the Cruising Yacht Club, five Youth Sailing Academy students were fortunate enough to gain crew positions aboard *Morning Mist III* for this year's race to Southport.

Of the five, Ben Croucher, Renee Deerness, Brooke Hardy, Bradley Owen and Lucy Scanlan, four of us were embarking on our first offshore race. Two weeks before the race, we were introduced to the mechanics and the surrounds of *Morning Mist III*. As safety procedures were explained, and gear displayed, we were very excited, yet nervous.

Saturday, August 1 arrived and we met the rest of the crew for the long race and, after good-byes to families and friends, we headed out to the start on Sydney Harbour.

*Morning Mist III* got a good start and had the honour of being the first boat out through the Heads. With the south-westerly breeze blowing at 5 to 8 knots, we thought we would be lucky enough to reach along the coast.

However, our luck - and the breeze - soon changed, resulting in continuous tacks to make the most of the north-easterly breeze and at the same time, avoid the south-running East Australian Current. This made our off-watch relatively uncomfortable at first, having to swap bunks from one side to the other mid-sleep to keep weight to windward. However, we soon got used to the routine.

As the first night passed we were able to get to know the fantastic crew on board. Who could forget John Oliver's desperate attempts to recreate Gold Coast nightlife through the establishment of "Club Bow", open to those members of the bow with coordinated off-watch times.

Then there were Fraser's geography lessons, and subsequent tests of the New South Wales and Queensland coasts; Julie's progress reports each morning and afternoon which gave us some comfort that the Southport Yacht Club and bar were getting closer; and, eventually, Craig Nichols' and Ian Polkinghorne's continuous jokes.

Another adjustment we needed to make was that of not showering for four days. We soon learnt that everyone smells more or less the same. Also, to maintain body temperature between four and five in the morning, you must wear every bit of clothing you brought with you - so no-one changed clothes!

Our result, fifth across the finish line, was an indication of the testing conditions, yet we all enjoyed ourselves immensely. Thanks must go to our sponsors, the CYCA and Thakral Property Management, to Dayne Sharp, Euan McNicol, and all the memorable crew on board *Morning Mist III*. - Renee Deerness, YSA Student.



*Morning Mist III and her young crew sail past the maxi yacht Marchioness to lead the fleet out through the Heads in the XXXX Sydney - Gold Coast Race. (Pic - Peter Campbell)*

## Slow boat to Southport

Denise Richards, navigator on the Lyons 43, *Atara*, not only kept the CYCA informed on what was happening at sea, filing daily e-mail reports through Satcom-C, but also wrote this report for OFFSHORE.

### DAY ONE:

The race starts as predicted with light winds, and although we get a good start, the very light fluky breeze is difficult to predict in the Harbour. Some breeze filters in behind the fleet which caused a fair number of boats to compress at the Heads. The light breeze continues offshore, we tack close to the coast for a time, then find a little of 060 just offshore. However, 5 1/2 hours later *Atara* (and many other boats) have not passed Broken Bay.

We remain offshore overnight and the breeze swings between 330 to 360 and at times 040-060. At 0130 hours we see some small WNW generated waves, giving us some cause for concern as it may have meant that inshore the land breeze is stronger. Out here, the breeze overnight remains between 4 to 8 knots.

### DAY TWO:

Just before sunrise on Sunday we see many navigation lights, and eagerly await sun-up to see who they were. When the sun does rise we are quite dismayed, we had lost a lot of ground overnight. Just before the sked at 0835 hours we are 10 miles south of Sugarloaf. As I sit listening to the sked our worst fears are confirmed. The leading yachts in the 40 to 48 footer group are 15 to 18 miles ahead.

With the forecast for a light sea breeze we have a major job on our hands to play the game of catch-up.



About midday we are about one mile off the coast and some 13 miles south of Crowdy Head, with a drifter up. Finally, the sea breeze begins to kick in and we changed to a No 1 light. Very quickly the breeze increases to 18 knots. With the No 1 medium hoisted, the crew on the rail, we are off for some sailing!

The sea breeze continues until early evening then backs to 330 and drops to 5 knots. We are not going offshore again and work hard to keep the boat moving, waiting for the land breeze. The land breeze keeps us moving along overnight.

### DAY THREE:

At 0300 *Atara* tacks close to shore, about one mile off Smoky Cape. Then the breeze clocks back again to 240 and wind speed increases to 8 knots. The sea state is bumpy due to the 18 knots sea breeze the preceding day. Hey, we are moving!!

Later on in the morning, heading for Coffs Harbour, we are enjoying a glorious, sunny day with a little sea breeze. Then comes the decision - step out offshore or stay close to the coast? We elect to remain inshore and out of the set.

During the afternoon we enjoy some decent wind direction and speed. By mid afternoon *Atara* is north of Woolgoolga, working the shoreline in a NW to NNW breeze blowing between 8 to 15 knots with calm seas. *Maglieri Wines* and *Rapscallion* are behind us, and we believe that *Secret Mens Business* and *Sword of Orion* went offshore where a ridge of clouds have been all day. Maybe there is a stronger NE sea breeze out there?

*Atara* has made up some ground but there is still a long way to go. *Zoe*

and *Industrial Quest* still have a strong lead, as did *Sledgehammer*, but she retires with rudder problems and headed to Port Macquarie.

### DAY FOUR:

As expected, the breeze lightens overnight, and once again we are

“Funny out here tonight, the seas are calm with a clear sky, lots of stars, and a few shooting stars out to sea. Perfect if we were cruising!”

waiting for the land breeze. At 0010 hours the wind is light from the NW and easing. We still have about 75 miles to the finish. At this speed, 5 knots, we have an ETA at Southport of 1400 hrs today. But I'm not giving much credence to the ETA, the fore-

## It's official, sail battens are not mentioned in the bible

That's right, and neither is pizza, basketball, the Fremantle Doctor or Rupert Murdoch (we don't think so anyway).

Despite the fact that sailors the world over believe that the yacht is divine and therefore favoured greatly by the Creator, it doesn't get a guernsey in the good book.

But when you're far from hearth, home and a warm bed and the weather turns ugly, while you may pray to God to deliver you from the storm, what you really count on is the quality and reliability of your gear to get you through.

Bluestreak battens are made tough for tough conditions. It's good to know that when things blow up, the years we spent worrying about getting the design and the materials right mean that you don't have to worry at all.

After all, the best gear you can think of is the gear you don't have to think of at all. Bluestreak tough, durable vinylester resin battens. Think about them soon.

NSW & VIC	BLUESTREAK	(02) 9820 1266
	CONTENDER SAILCLOTH	(02) 9997 4099
QLD	D.M.W.	(07) 3893 1055
S.A.	GLASSCRAFT MARINE	(08) 8223 3055
WA.	MARINDUST	(08) 9386 3792
TAS.	PETER JOHNSON	(03) 6234 5422
NZ	AUCKLAND-QCD	(649) 366 7118







Denise Richards, navigator aboard *Atara*, before setting sail on her slowest race to Southport. (Pic - Peter Campbell)

cast is still for light and variable NE to NW winds later on today.

The crew has turned their minds to their booked air flights out of the Gold Coast today, as it is quite clear none of us will make it over the finish line in time. In preparing for the race I had thought that by this time we would have been at Southport. Our food supplies are running low, but I pack away a reserve of hot dogs and the boys are all suddenly eager to cook. I wonder why?

Funny out here tonight, the seas are calm with a clear sky, lots of stars, and a few shooting stars out to sea. Perfect if we were cruising!

At 0630 hours after a slow overnight passage we spot many yachts up ahead. Through binoculars we identify *Ninety Seven*, *Industrial Quest*, *Terra Firma* and presume they sailed into a calm patch, one of many on this voyage.

We sail up inside of them with a magnificent speed of 2.1 knots. The drifter is certainly getting a lot of work this trip. We gain ground sailing inshore and catch up with them about five miles south of Ballina, then the wind eases again.

With so many yachts all com-

pressed again it's like starting the race over again from here. We are a happy bunch on *Atara* this morning, the breeze is from 230 at 3.6 knots with a drifter up, just 57 miles to sail as the crow flies.

Later that Tuesday morning the breeze kicks in from the NE 036 at 12 knots but eases back as we approach Cape Byron. Sailing around the Cape is hard work, we are very close inshore with little breeze. Roger comments that the spectators lining the foreshore and waving to us are out-pacing us.

Passing Cape Byron we again hug the shoreline with the NW breeze at 8 knots. Just ahead of us are *Ninety Seven*, *Zoe* and *Secret Mens Business* and about one mile further ahead is *Terra Firma*. *Industrial Quest*, *Sword of Orion* and *Maglieri Wines* are now about 15 minutes behind.

As we give *Zoe* time we need desperately to get ahead of her. However, it is still a way to go, and with these fickle breezes you never know your luck. It's never over till the Fat Lady Sings!!

As we continue northward toward Cudgen Headland in a 2 to 3 knot northerly I go below for a sleep. The crew call as we approach Cudgen and I find *Terra Firma*, *Zoe* and *Ninety Seven* still ahead. We sail around Cudgen with *Zoe* and *Ninety Seven* in close company. *Terra Firma* appears to be taking the inside route through Danger Reef. We decide to sail through on the outside of Cook Island.

The breeze picks up from the SW

and we get some good speed on approaching the island under kite. Suddenly, the breeze backs and we are forced to bear away sharply, what a time to have a major wind change. Once through Danger Reef we keep slightly offshore. *Terra Firma* remains inshore, with *Zoe* and *Ninety Seven* astern of us.

It is about 1940 hours when we pass Point Danger and I radio in with an ETA of 2100 hours. We have good wind strength and with a spinnaker hoisted on a shy reach we believe we can make it.

Half way across the bay to the finish line, the breeze stops, then backs to the NW. Spinnaker comes down, headsail goes up and then a rain storm sweeps through. It has been a dry race until this point. We all stand on deck drenched. We approach the finish line near to the inner distance mark and finally cross the line at 2135 hours. It has certainly been a long and arduous race, frustrating and very difficult to predict.

Once ashore I head for the shower (man's greatest invention) as I stand there reflecting this, being the longest Sydney - Gold Coast I had ever sailed.

But hey, *Atara* is blessed with a great skipper and crew. What more can a person ask for? ▲

For the record: *Atara*, skippered by Roger Hickman, was seventh yacht across the line, with an elapsed time of 3 days, 08 hours, 35 minutes 59 seconds. She also placed seventh overall under IMS handicap and fifth in IMS Division 1.







The world's leading sailmaking technology is now even better.

**I**t's proven... 3DL™ sails stretch less for their weight, hold their shape over a wider wind range, set faster out of a tack and retain their designed shape longer than any paneled sail made. It's proven in the America's Cup. Proven in the Whitbread. Proven in the Admiral's Cup. Proven in the Kenwood Cup. Proven in One-Design. *Proven everywhere.* Here's more good news: The 3DL sail you buy in 1998 will be even faster and more durable than the ones that have dominated sailboat racing worldwide since the day they were introduced. You'll find new features and new styles that deliver more speed and longer sail life to more sailors than ever before. There simply is no match for 3DL. And for 1998... *it's even better!*

**Whitbread winner EF LANGUAGE carried a complete 3DL inventory.**

**3DL North Sails Victory Update**

- Australia**  
 '98 Hayman Is. IMS 1\*, 2, 3, 4  
 '98 Hayman Is. PHS 1, 2, 3, 5  
 '98 Hamilton Is. IMS 2, 3\*, 4, 5, 6, 8  
 '98 Southport Race IMS 1, 2, 3, 4

- International**  
 '98 Whitbread Race 1, 2, 3\*, 5, 6, 7  
 '98 Kings Cup Spain 1, 2, 3, 4, 5, 6, 7, 8, 9, 10  
 '98 Commodore's Cup UK 1, 2, 3, 4, 5

\*Denotes partial inventory



**3DL TOPS KENWOOD CUP.**  
**Big Apple wins top IMS yacht at Kenwood Cup with 3DL inventory.**  
**Yachts with North Sails won every division for Kenwood Cup.**



North Sails Sydney • (02) 9997 5966 North Sails Melbourne • (02) 9534 0363  
[www.northsails.com](http://www.northsails.com)



# From the Commodore

With **Hugo van Kretschmar**

One day into the Hayman Island Big Boat Series (and just before my mobile phone was switched off for the remainder of the week) our OFFSHORE editor rang to remind me that he needed my first instalment of "From the Commodore" articles.

When questioned about topics and content, the only help our editor could provide me was "write about important and relevant issues; make it about 600 words and get it to me no later than Friday!" Our immediate past Commodore, whom I rang in a panic, was no more help. All he had to offer was "I'm glad I do not have to do it any more."

With this sound briefing, I resolved to set aside five minutes between each Mai Tai beside the pool at Hayman Island after each day's racing to pen some notes about "important and relevant yachting issues." I can assure you, given the number of Mai Tai's consumed over the course of a week, that an enormous number of "five minutes" have gone into preparing this article.

The first relevant and important yachting issue to occur to me was that the Whitsunday Islands is really a wonderful place to race yachts. The

**"It is my view, that if we continue to increase participation levels in all forms of big boat sailing, then this inevitably will lead to increased participation in our core activity - ocean racing and cruising."**

resort venues, weather conditions and regatta formats of both Hayman and Hamilton Island regattas clearly appeal to a large number of ocean racing owners and crews from throughout Australia and, increasingly so, from overseas. The growing popularity of these (and similar regattas in Australia and overseas) is a clear



*OFFSHORE did not get a picture of the Commodore gracing the poolside at the Hayman Island Big Boat Series, but we did get one of his yacht Assassin in action. (Pic - Ian Mainsbridge)*

indication of the type of "product" our sailing constituents want.

There is no doubt in my mind that increasing time pressures on life and the huge range of leisure options available today have impacted heavily on the way sailors choose to participate in our sport. The brief for an attractive sailing event must include:

- An interesting/attractive venue;
- A maximum number of short races with reasonably predictable duration;
- For regattas - an overall duration of not more than six days;
- And, most importantly, excellent race management and fair racing.

The CYCA has been mindful of the above observations over recent years and has endeavoured to structure our sailing program and improve race management skills to give the strongest possible appeal to both our seasoned, dyed-in-the-wool ocean racing campaigners as well as newcomers and more casual participants.

At times, this endeavour to "stay in touch with the times" has raised the ire of some of our hard core ocean racing members who perceive the Club to be shifting its focus from offshore sailing to "estuary" sailing. Having many thousands of offshore racing miles under

the belt myself, I have a great deal of empathy with their concerns.

I too reminisce fondly the offshore racing scene of the '70s and early '80s - remember when we had 18 boats, 12 of them new, competing for the right to represent Australia in the Admiral's Cup? I just don't think those times are ever going to return - simply because times have changed.

While the focus of our racing activities has become deliberately more diverse, there is no doubt that the response has been extremely positive. The CYCA now has hundreds more boats crossing the starting and finishing lines each year, over a broad range of events, then ever before in our history. (If I'm starting to sound like a politician, it's because I'm learning quickly that as Commodore you have to be one!)

It is my view, that if we continue to increase participation levels in all forms of big boat sailing, then this inevitably will lead to increased participation in our core activity - ocean racing and cruising. That is, provided there is an ongoing demand for the "product" and it is packaged in a form that our sailors want.

Having only just gotten started on this "important and relevant issue" I now find that I have reached the only other specific part of my brief - 600 words - and must close. Subject to any feedback (always welcome) we might canvass this issue in future issues of OFFSHORE.

Finally, congratulations to our CYCA team at the Kenwood Cup, comprising Bob Steel (*Quest*), Syd Fischer (*Ragamuffin*) and Ray Roberts (*ABN AMRO Challenge*) who performed so strongly (robbed by the weather) in Hawaii. Their effort is clear evidence that our racing culture is alive and well.

Good sailing to all of you who will be competing in the CYCA's varied range of racing, inshore and offshore, over the summer season of 1998-1999. Another great sailing season is ahead. ▲

**Hugo van Kretschmar**  
Commodore  
Cruising Yacht Club of Australia



**You have the sheer driving pleasure.  
At Canterbury BMW, we have  
the financial responsibility.**



**With SUM, there are no residual or resale risks. 7 Series Ultimate Motoring Finance System, or SUM gives you the benefits of a fully maintained operating lease with no residual or resale risks.**

**SUM includes:**

- One monthly fixed payment.
- Scheduled service and maintenance.
- Five replacement tyres.
- Re-registration.
- You choose the length of term and kilometres.
- At the end of the contract, simply return your vehicle to the dealership.

**To find out more about this innovative new finance system, call us now.**

## **Canterbury BMW**

**BMW Trophy Winner 1997**

382 Canterbury Rd, Canterbury

Phone: (02) 9787 355 DL 8726

101-107 Princes Highway, Sylvania

Phone: (02) 9522 5000 DL 14727



**Sheer Driving Pleasure**



*"From the tiniest of dinghies  
to the stately brigantine  
enthusiasts are sure to find  
wooden boats to keep 'em keen"*

That's a verse from The Festival Shanty, written and sung by that old salt Danny Spooner to launch the Australian Wooden Boat Festival in Hobart aboard the brigantine *Windward Bound*.



*The magnificent restored cutter Waitangi is sailing across Bass Strait for the Australian Wooden Boat Festival in Hobart in late November.*

## The wonders of wooden boats

The Wooden Boat Festival, at the Hobart docks on Saturday and Sunday, November 21 and 22, is one of two major attractions for wooden boat enthusiasts in Australia this year. The first will be the 1998 Classic and Wooden Boat Festival at the National Maritime Museum at Sydney's Darling Harbour over the weekend of October 10 and 11.

All of which reflects the wide interest among the boating fraternity in wooden boats, old and new, power and sail. Both festivals will centre the family, with a variety of entertainment, specialty food stalls, maritime craft demonstrations, model makers, music and dance but, above all, the classic array of wooden boats.

### In Sydney, October 10-11

Highlights of the Classic and Wooden Boat Festival at the National Maritime Museum will include:

- \* Start of an epic re-enactment of the historic four month voyage of discovery by Bass and Flinders in 1798 when they sailed and circumnavigated Tasmania, then van Diemen's Land. Bern Cuthbertson will set sail in a magnificent replica of the *Norfolk*.

- \* Classic Ferryboat Race on the Saturday.

- \* Unveiling of the first section of the Welcome Wall, the National Maritime Museum's permanent tribute to all people who have crossed the world by

sea to live in Australia, on Sunday.

- \* Working boats display, deckhand line-throwing contests, tug-of-oar and slippery spar contests.

Speakers at the Festival will include Matthew Murphy, editor of the world renowned American magazine, *Wooden Boat*, Bern Cuthbertson, skipper of the Norfolk replica, and naval architect David Payne, who advised the Museum on the conservation of its historic cutter *Akarana*.

### In Hobart, November 21-22

There will be many magnificent boats at the Australian Wooden Boat Festival in Hobart's historic Sullivan's Cove over the weekend of November 21-22, but none more spectacular under sail than *Waitangi*.

This Fife designed 70-foot classic racing yacht will sail across Bass Strait to be a major attraction at this year's third biennial Festival in a state famous for its past and, indeed, present wooden boat building industry.

Built in Auckland, New Zealand, in 1894, *Waitangi* won her first race by more than 27 minutes and dominated the New Zealand yacht racing season for the next ten years. She came to Australia in the early 1950s and after passing through a number of owners and some appalling restorations, she was found languishing on her Sydney mooring by former Royal Yacht Club of Victoria vice

commodore Hank Schilte.

He formed a syndicate to buy and restore her. This included totally stripping the kauri triple planked, diagonal hull and removing the decks, bulwarks and rudder to leave a bare shell with just the stringers and lead on the keel. There was absolutely no rot in the kauri hull, a tribute to that great timber and the skill of the original New Zealand builder, Robert Logan. The deck was completely reconstructed from one hundred year old kauri beams.

The fitting out below followed the original layout as closely as possible while the rebuilt spars are a masterpiece of joinery, with eight angled pieces joined together using a method similar to that of a barrel maker.

With bronze fittings and cream sails cut by well known Melbourne sailmaker Col Anderson to give them a traditional look, *Waitangi*, with black hull and gold scroll work is a delight to the eye. Under her full cloud of sail, she will be a heart stopper on the Derwent.

Organised by Andy Gamlin and the Rotary Club of Salamanca, the Australian Festival of Sail in Hobart is expected to attract more than 200 entries, ranging from rowing dinghies to old steam yachts, to Hobart's colourful and historic waterfront. And then there is "The Night of Sea Salts and Wenches" on the Saturday night of the festival. ▲





# **ORD MINNETT**

## **SHORT OCEAN RACING CHAMPIONSHIP**

**Races 1 & 2: Saturday 28th November '98**  
**Races 3 & 4: Sunday 29th November '98**  
**Championship Classes: IMS, CHS, PHS, JOG**

**For further information  
or to arrange a copy of the  
Notice of Race and Entry Form,  
contact Middle Harbour Yacht Club**  
**Telephone: (02) 9969 1244**  
**Facsimile: (02) 9969 3326**

**ORD MINNETT**

**GROUP LIMITED**



Tag  
Heuer -  
Joico  
Hayman  
Island  
Big Boat  
Series

Forty-footers in line astern during the TAG Heuer - Joico Big Boat Series at Hayman Island - B-52 leading Terra Firma, Sledgehammer, Atara and Assassin on a close spinnaker reach. (Pic - Ian Mainsbridge)



# Stunning success

## in the sun

*Fudge* (wisely chartered by the sponsor) and Queensland-owned *Industrial Quest* were the big winners of the exclusive 1998 TAG Heuer - Joico Big Boat Series at Hayman Island.

The stunning success of the 1998 TAG Heuer - Joico Big Boat Series at Hayman Island has put this exclusive series on the launching pad for a major international promotion.

Big Boat Series director Rob Mundle says that growing worldwide interest in the regatta has left no doubt that in ensuing years it will become very much an international affair, with much sought-after invitations.

This year saw the first ever American entry - Ted Chodar's beautifully prepared Swan 57, *Lady Godiva*. New Zealand's biggest and fastest offshore racer, Charles St Clair Brown's *Antaeus*, was also there.

While the maxi *Brindabella* was a late withdrawal (her broken carbon fibre mast could not be repaired in time) there was an upside to that loss. It meant that there would be great racing for the Ermenegildo Zegna line honours trophy between *Antaeus*, *Fudge* - the former *Future Shock* under charter to Anton Starling - and Charles Curran's 60-footer *Sydney*, fresh from her victory in the Southport race.

That competition proved to be intense with *Fudge* being the eventual victor. Even more enthralling, though, was the battle between some of the smaller yachts, those in the 40ft to 45ft range, for the title of Big Boat Series champion. Most interest centred on Ron Jones' new Sydney 40, *Sledgehammer*, the first of the 1999 Champagne Mumm Admiral's Cup 40ft class to be launched.

*Lady Godiva*, a Swan 47, was the first American yacht to contest the Big Boat Series at Hayman Island. She may contest this year's Telstra Sydney to Hobart. (Pic - Ian Mainsbridge)







Left: Soaking up the sun besides the pool at exclusive Hayman Island Resort which again hosted the Big Boat Series. Right: An agile bowman was needed to attach the spinnaker to the bowsprit of Fudge, better known as Future Shock from Melbourne. (Pics - Ian Mainsbridge)

Conditions were generally light for the five days of racing on the warm tropical waters of Queensland's Whitsunday Passage. *Sledgehammer*, which had not been IMS optimised, won one of the seven races over the week.

Halfway through the regatta it appeared there would be a massive upset in the overall result. The IMS grand prix offshore racers were finding it very difficult to beat Stephen Ainsworth's very well sailed Swan 44

*Loki* on corrected time.

In the end, the most consistent performer over the week turned out to be the Nelson/Marek 43, *Industrial Quest*, recently optimised by new owner, Kevin Miller. He and his crew of relative amateurs out of Royal Queensland Yacht Squadron took the crystal championship trophy. Former Sydney to Hobart race winner *Terra Firma* (Stewart Niemann) placed second, *Atara* (Roger Hickman) third and *Sledgehammer* fourth.

In the Performance Handicap division, the convincing winner was *Morning Mist III*, sailed by former 18ft skiff champion Peter Sorensen along with co-owners Stan Zemanek and Julie Hodder.

Hayman Island Yacht Club's Commodore, Sir James Hardy: summed up this year's series: "The best ever...it won't be long before we see yachts coming from all over the world just to be part of this very special event." ▲



Left: Assassin depowers her mainsail as she and B-52 close on the weather mark during the TAG Heuer - Joico Big Boat Series at Hayman Island. (Pic - Ian Mainsbridge)





# IMS rule alive and kicking

The 1998 XXXX - Ansett Australian Hamilton Island Race Week is not only the biggest but the most competitive big boat regatta in Australia, probably in the Southern Hemisphere. Ian Grant reports on an exciting Race Week.

**T**he IMS rule is alive and kicking, with CHS proving an attractive alternative competition for owners of cruiser/racers.

That was the clear message to yacht owners from the 1998 XXXX - Ansett Australia Hamilton Island Race Week, the biggest, most competitive and best run regatta in the 15-year history of Race Week. Facilities ashore for the crews, families and friends of the record 133 boats were second to none, with the island resort management going out of their way to make this a memorable event.

Race Week attracted former Sydney to Hobart winners, past America's Cup and Admiral's Cup sailors, world champions and former Olympians, as well as high-profile businessmen from throughout Australia and New Zealand. On the starting line, jostling for positions were Iain Murray, New Zealand's Chris Dickson, Neil Pryde

from Hong Kong and Dave Ullman from the USA, not to mention Australia's other crack helmsmen such as Bob Fraser, Jamie McPhail, Michael Coxon and Jamie Wilmot.

The star of the show, however, was clearly *Sword of Orion*. The Reichel/Pugh 46 outshone the fleet in winning the IMS class in a remarkable example of how an also-ran IMS racer can be transformed into a champion.

In August 1997, as *Brighton Star*, the yacht could do no better than second last at Hamilton Island Race Week. A disappointed owner, Victorian David Gotze brought the yacht back to Sydney and placed her in the hands of Ron Jacobs of PBS to optimise. The first results were evident in the Telstra Southern Cross Cup series and in the final Telstra Sydney to Hobart.

Sailing with *Brindabella* and *Ragamuffin* in the Australian team, *Brighton Star* placed fifth overall in the Hobart

race, with the team losing by a mere 10 points to Hong Kong. Owner Gotze then sold the yacht to Cruising Yacht Club of Australia member Bob Kothe who re-named the yacht *Sword of Orion*, its original name. Further optimisation of the yacht's IMS rating and an investment by the owner in a suit of D4 upwind sails and two new Fraser Sails spinnakers brought the boat up to speed.

The real transformation came at Race Week 1998, with owner Kothe being joined by Jamie McPhail as helmsman, Ron Jacobs as tactician, Andrew Parkes from Fraser Sails as trimmer, and an equally talented crew. *Sword of Orion* sailed a consistently good series in mixed weather to record placings of 4-1-2-2-1-5-7-2-NS to finish nine points clear of nearest rival, the brand new, state of the art Sydney 40 One Design, *Sledgehammer*, steered by designer Iain Murray for owner Ron

*Strong wind start of the final race at the XXXX - Ansett Australia Hamilton Island Race Week saw Industrial Quest broaching and No Fearr already without her spinnaker as a rainsquall sweeps down the passage between Hamilton Island and Dent Island. (Pic - Richard Bennett)*





*Sword of Orion, the revitalised Nelson/Marek 46 IMS racer, powers away from the weather mark after a fast spinnaker set during the XXXX Ansett Australia Hamilton Island Race Week. Excellent crew work, fine steering and good tactics capitalised on an IMS optimisation to make the boat a winner for new owner Bob Kothe. (Pic - Ian Mainsbridge).*



Jones. *Industrial Quest*, the Nelson Marek 45 now owned by Queenslander Kev Miller, finished third after placing 3-6-3-8-12-4-4-4, an excellent effort following her win at the Hayman Island Big Boat Series.

McPhail has been the most successful helmsman in the history of Race Week, with a string of successes that began when he helmed the J35, *Locomotion*, to victory. Another memorable win was with the Mumm 36, *Mad Men Across the Water*.

He and Ron Jacobs joined forces when they were the principal decision-makers aboard the Nelson/Marek 45, *Quest*, in 1995 Race Week.

Jacobs continued his successes when he joined the Townsville team in scoring Queensland's first Race Week victory with the high performance Farr 39, *No Fearr*.

With the knowledge that McPhail and Jacobs would be aboard, *Sword of Orion* was one of the pre-regatta favourites, along with former champions *Industrial Quest* and *No Fearr*, also both under new ownership. The

odds for *No Fearr* shortened when Kiwi America's Cup and Whitbread skipper Chris Dickson threw his knowledge and seabag aboard. Much the same applied to new Admiral's Cup one-design 40-footer *Sledgehammer* when Iain Murray and Grant Simmer flew in from Hawaii and the Kenwood Cup to join owner Ron Jones and his crew.

The list of internationals grew when Olympic medallist and American Yachtsman of the Year Dave Ullmann arrived to steer Bob Robertson's Mooloolaba Yacht Club sloop, *The Last Picasso*, and Hong Kong's international yachtsman and sailmaker Neil Pryde took over the steering aboard Bill Wild's Mumm 36, *Thiess Process Engineering*. This boat had previously raced in Hong Kong as *Corum*.

Add George Snow's Telstra Sydney to Hobart line winner *Brindabella*, mak-

ing a comeback with her new swept-back spreader carbon fibre rig and a wealth of sailing talent aboard, and you had the best ever standard of competition for Australia's most prestigious Race Week trophy.

Several changes to the previous Race Week format were introduced this year, including opening the regatta pointscore with the Lindeman Island race and finishing with the Daydream-Molle Island race. The weather was changeable, too. The opening Lindeman Island race featured dramatic changes in wind direction and frustrat-



*Maxi yacht Brindabella (George Snow) powers away from the fleet.*





Far left: The new Sydney 40 One-Design Sledgehammer leads Assassin and Secret Men's Business on a spinnaker run during the XXXX - Ansett Australia Hamilton Island Race Week. (Pic - Richard Bennett). Left: Sailors and friends enjoy the spa pool at the Hamilton Island resort as they relax after a day's racing in the Whitsundays. (Pic - Richard Bennett)

ing windless holes. When in the final race around the islands of Daydream and Molle, 37-42 knot rain squalls inflicted extensive sail damage before a postrace, out of season electrical storm dumped four inches of rain and lightning strikes on Hamilton Island.

Apart from the nightmare Linde-

man Island race where *Brindabella* parked and was soundly beaten around the course by the New Zealand's Performance Handicap entry, *Bartercard*, Wayne Millar's BH41, *B-52*, from the Channel Handicap class, and *Sword of Orion*, George Snow enjoyed a successful return to offshore racing. The Jut-

son 75, with its new rig designed by Scott Jutson, took line honours in every other race, set new records in the Coral Sea and Daydream-Molle Islands races, and won the last two races on IMS corrected time.

Former IMS champion *No Fear*, now owned back in New Zealand by David Nathan and steered by Chris Dickson, took first money with a near faultless tactical race in the shifting breeze of the Lindeman Island race, but was only once more in the top three placings. The Mumm 36, *Theiss Process Engineering*, 1995 Sydney to Hobart winner *Terra Firma*, the brand new Sydney 40 One-design *Sledgehammer* and *Brindabella* each won a race, the maxi taking two, but none could match the consistency of *Sword of Orion* which finished the regatta with 680



DON'T KID YOURSELF, YOU DON'T DO THIS FOR THE FUN, YOU DO THIS TO WIN. IF YOU TAKE SAILING AS SERIOUSLY AS WE DO, THEN YOU WILL UNDERSTAND WHAT A CRUCIAL DIFFERENCE THE RIGHT EQUIPMENT MAKES.

AT DUBARRY EVERY PAIR OF SHOES WE MAKE ARE HAND-CRAFTED TO THE HIGHEST INTERNATIONAL STANDARDS, INCORPORATING SUPPLE, BREATHABLE LEATHERS, RUSTPROOF EYELETS AND LEATHER LACES WITH AN AMAZING 50KG BREAKING STRAIN. THE UNIQUE DUO COMPOUND SOLE IS SCULPTED TO GIVE MAXIMUM TRACTION AND STILL REMAIN REMARKABLY LIGHTWEIGHT. ALL OUR SHOES AND BOOTS ARE FITTED WITH A REVOLUTIONARY GORE-TEX® LINING WHICH MAKES THEM MORE BREATHABLE, WATERPROOF AND WARMER THAN ALL OTHER SAILING FOOTWEAR.

INSIST ON THE BEST EQUIPMENT.

Dubarry is an ISO 9000 Quality Approved Company.



FOR DEALER LISTINGS AND TRADE ENQUIRIES PHONE: (02) 9638 4333 FAX: (02) 9638 7951



points, wrapping up the series with a race to spare.

Ron Jones experienced some joy when the *Sledgehammer* survived the rig-stressing blow in the final race to claim second place with 671 points, just ahead of *Industrial Quest* on 668 points. However, this boat still needs optimising for IMS racing as against its basic concept as a one-design boat for Admiral's Cup competition.

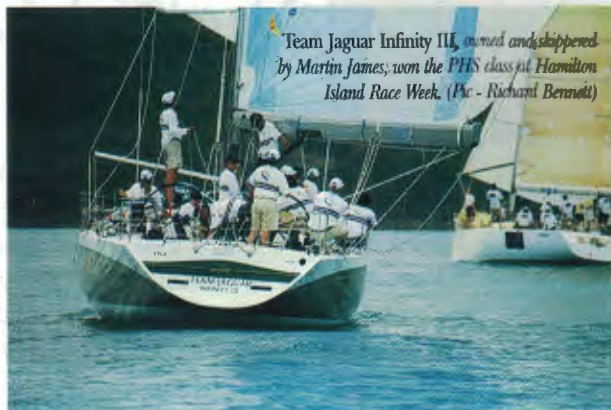
Racing for Channel Handicap class honours turned into a thrilling eight heat match race between the near identical BH 41s, *Challenge Again* from Melbourne and *B-52* from Townsville. Both yachts finished with 671 points, the winner being decided on a countback in favour of *Challenge Again* skippered by veteran two-times Sydney to Hobart race winner Lou Abrahams.

*Challenge Again's* scoreboard read 3-1-6-10-1-2-2-1 while *B-52* placed 1-2-5-6-3-1-1-3. Third overall went to the Swan 44 *Loki*, skippered by Stephen Ainsworth from Sydney.

Competition was also close in the Performance Handicap class, with only seven points separating the top five places. CYCA director Martin James and his crew of *Team Jaguar Infinity III* revelled in the brute breeze to win the final race and secure a two point win over the Royal Papua Yacht Club entry, *Karn Evil*, a Ross 40 API skippered by Laurie Needham. Two points further back was the Sydney maxi *Marchioness*, skippered by Michael Cranitch, followed closely by the big New Zealand sloop *Antaeus* (Charles St Clare Brown) and *Fudge* (Peter Hansen) from Melbourne.

Twenty nine yachts contested the PHS class, but the biggest class was the Cruising Yachts, with 47 boats competing. Sydney yachtsman Ian Box sailed the classic sloop *Celestial 2* to a comfortable win from two other Sydney boats, *Iceberg* (Payne and Christianson) and *Chimera* (Campbell and Woodman). Racing in this fleet was boosted by the opportunity to fly and charter and then enjoy a more relaxed week of racing through the picturesque waters of the Whitsundays.

The exciting New Zealand, Thompson-designed Sports boats dominated their class, taking out the overall line honours and first three championship places. *Mustard Cutter*, built by young Mooloolaba Yacht Club sailor Andrew Turton and helmed by his elder brother David, won five of the seven races to defeat Mornington Yacht Club's David Eickmeyer's *Ronstan 2 Hot 2 Trot*. ▲



**Autohelm®**  
Autopilots

# From the first name in autopilots, the last word in choice.



When it comes to selecting an autopilot, skippers agree that Autohelm is the only serious choice.

That's because we make the world's most comprehensive range of autopilots, from the economical yet powerful AH800Plus to the top-of-the-range ST7000.

Whether you have a power or sail craft, wheel or tiller steering, and whatever the size and displacement, there is an Autohelm autopilot to match.

Little wonder, then, that Autohelm is the world's most widely chosen autopilot, with thousands of satisfied users around the globe. And glowing magazine reviews and customer testimonials that confirm the reliability and excellence of our products.

Yet we never rest on our laurels. Last year we introduced the Autohelm Plus range, with superb new displays, elegant styling, new back lit buttons and excellent night lighting. Whatever craft you have, there's an Autohelm autopilot for you.

Add to that our unrivalled warranty backup and comprehensive worldwide after-sales service, and one thing becomes clear.

The choice name in autopilots is Autohelm.



ST600R



ST6000Plus



ST7000



ST6000

Please send me a free full colour Autohelm range brochure:

Name: \_\_\_\_\_ 

Address: \_\_\_\_\_

Postcode \_\_\_\_\_

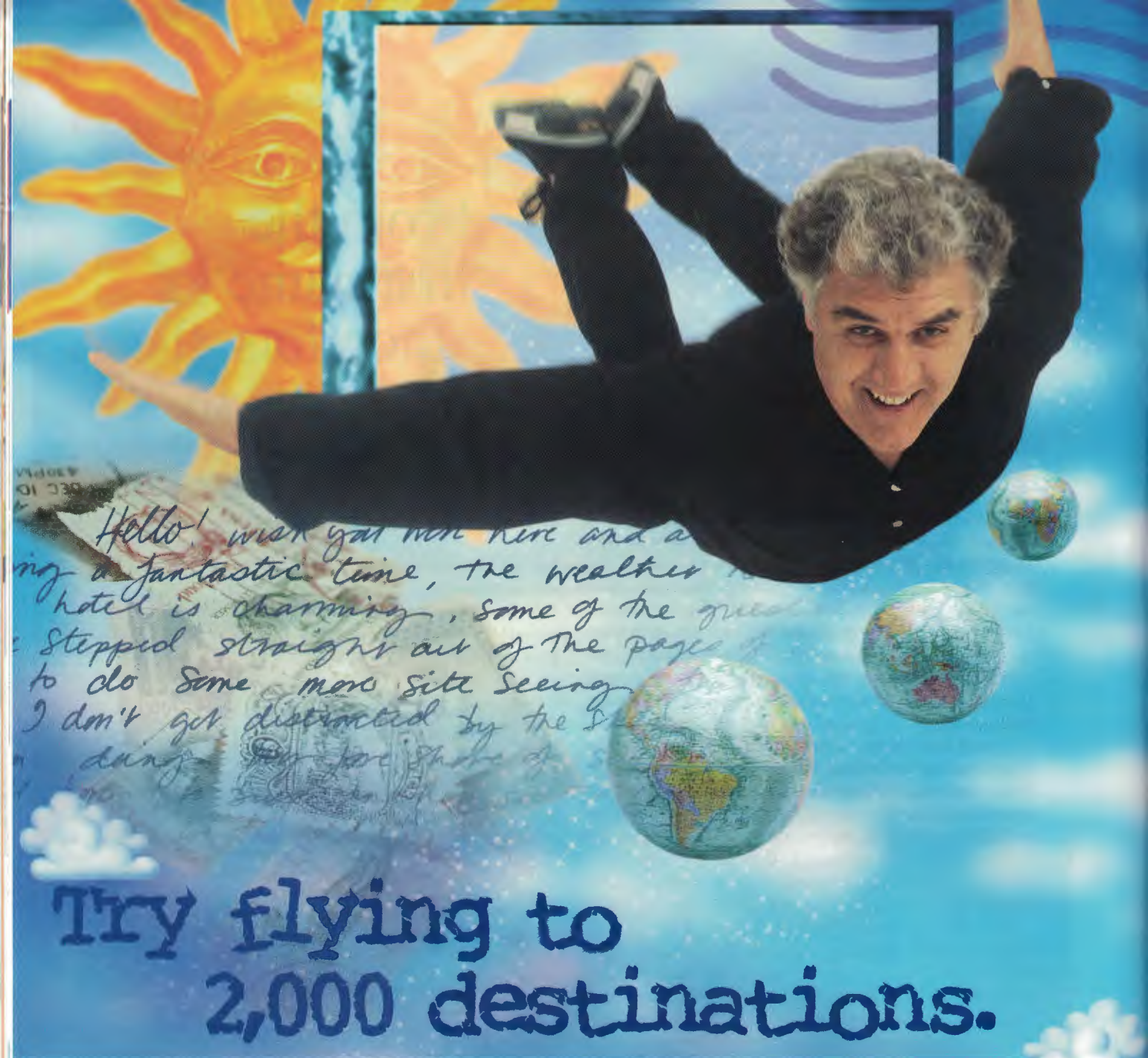
Boat Size: \_\_\_\_\_ Type: \_\_\_\_\_

Telephone: \_\_\_\_\_ OT 4/98 A

Oceantalk Australia Pty. Ltd. Unit 35, 9 Powells Road, Brookvale NSW 2100  
Phone +61 2 9905 7199 Fax +61 2 9905 3456 Toll Free +61 2 1800 029 948  
Email sales@oceantalk.com.au

MAP 11151





*Hello! wish you were here and a  
ing a fantastic time, the weather  
hotel is charming, some of the guests  
stepped straight out of the pages of  
to do some more site seeing  
I don't get distracted by the  
dang*

Try flying to  
2,000 destinations.

It's extremely liberating.

When you work in the travel industry, you soon realise that getting from A to B isn't just a matter of jumping on a plane. Schedules, fares and special offers are constantly changing.

One travel agent asked Telstra to help her use the latest communications technology to keep her clients updated.

Instead of hand feeding each page through the fax machine, she now sends information straight from her computer. She can send the same fax to thousands of customers instantaneously.

The travel agent is also advertising on the Internet through Telstra BigPond®, which gives her greater access to potential customers and she can update the details as often as she likes.

It's saving an incredible amount of time, improving customer service and helping her stay one step ahead of her competition.

If we can help this travel agent find an easier way, imagine what we could do for your business. Phone Telstra on **FREECALL™ 1800 804 284\*** and we'll point you in the right direction.

**Telstra**

Making life easier™



# The Caribbean



Magnificent waters of the Tobago Cays in the Caribbean offer arguably the world's best in cruising waters.

## Best sailing in the world - without question

Since the days of the pirates, the Caribbean has attracted sailors from around the world, writes Trevor Joyce, who also took the pictures.

The Caribbean Sea lies on the western side of 2,500 miles of uninterrupted Atlantic Ocean, right in the path of the tradewinds. Every day the breeze blows at 15-25 knots from a little to the north of east. A big wind shift is 10 degrees to the south!

Then, as if by design, there is a barrier reef on the eastern border of this dazzling azure sea to break up the big Atlantic swells produced by all the wind.

Add a chain of islands in an arc from north to south, some palm trees, blinding white sandy beaches, the lilting sound of reggae music, a tot of Jamaican rum, fun-loving

people, and you have the cocktail of all sailing cocktails.

Antigua sits near the middle of the chain and every year, as the end of the sailing season approaches, a regatta is held as a

celebration to end all the season's celebrations. Over 31 years Antigua Week has grown to mammoth proportions. In 1998 more than 300 yachts competed in 11 classes.

*Antigua Race week strategy discussions in the Caribbean.*



The racing is one thing, and 20 yacht mark roundings with 10 knot speed differentials between 35 foot cruisers and the max-is have got to be seen to be believed, but the party is another. I say party, singular, because it's pretty much non-stop during the last week in April when the regatta is always held. If you're serious about the racing bring an entire crew in reserve because absenteeism can be a



'Antigua has an English heritage and the regatta is based in the dockyard of Admiral Nelson, whose quarters, copper and lumber store, spar yard, slipway and careening dock still exist.'

major factor after a big night out.

Each of the six races finish in a different bay where a collection of stalls pop up on the beach like a shanty town. Some sell spicy BBQ chicken legs, (who knows what happens to the rest), some sell T-shirts, while others pump cocktails and the unmistakable reggae music. The crews swim ashore from the racing yachts and wander backwards and forwards along the beach, expanding their hard luck stories as the rum and the sun mix together. When it all gets to be too much it's a few steps back into the luxuriant turquoise waters of the Caribbean Sea. Round two begins.

Antigua has an English heritage and the regatta is based in the dockyard of Admiral Nelson, whose quarters, copper and lumber store, spar yard, slipway and careening dock still exist. As near perfect hurricane holes, English Harbour and nearby Falmouth Harbor could hold all of the



English Harbour, Antigua, with visiting charter yachts at anchor.

British Caribbean fleet of the time. The whole scene can be overlooked at sunset from high above on Shirley Heights, where the officer's mess has been converted into a restaurant and bar, and where a

20-piece steel band plays every Sunday afternoon after church.

But you couldn't go all the way to The Caribbean and ignore the myriad of cruising opportunities that exist. To the south of Antigua and its French neighbor Guadeloupe, lay the Windward Islands. St. Lucia, Martinique, St. Thomas, Bequia, Mustique, Cannouan, Carriacou, Tobago Quays, Mayreau and Union Island all inspire images of French and British square-riggers chasing each other across the trades, with both being chased by pirates sporting parrots and patches.

These islands used to change hands after treaty negotiations in far away Europe like perpetual yachting trophies. "I'll give you St. Lucia if you give me winter access to the Baltic ports old boy", you can imagine some pompous old English admiral spluttering at his pouting French counterpart.

Some of these islands are high

Left: Antigua Race Week wet tee shirt competition...famous for getting out of hand! Right: Fortifications at Nelson's Dockyard- home of Antigua Race Week.







Left: Hot spicy barbecued chicken legs. What happens to the rest of the bird? Right: Admiral Nelson's headquarters. These days the Admiral's Inn.

and green, while others are flat barren coral cays surrounded by the most amazing barrier reefs you will see anywhere, (excluding Queensland of course). All have protected anchorages on their leeward sides, and tucked away somewhere a port where the locals will jump at an excuse for a party. Just mention cricket, make it clear you come from Australia and you will surely finish up in a rum primed debate over who was (or is) the greatest batsman of all time. "Well, of course it is not an argument mon; it is Vivian Richards!", they will unanimously proclaim in their clipped English diction.

In fact, 1999 is once again time for the Australians to tour the West Indies and even if cricket is not your scene, watching cricket in the

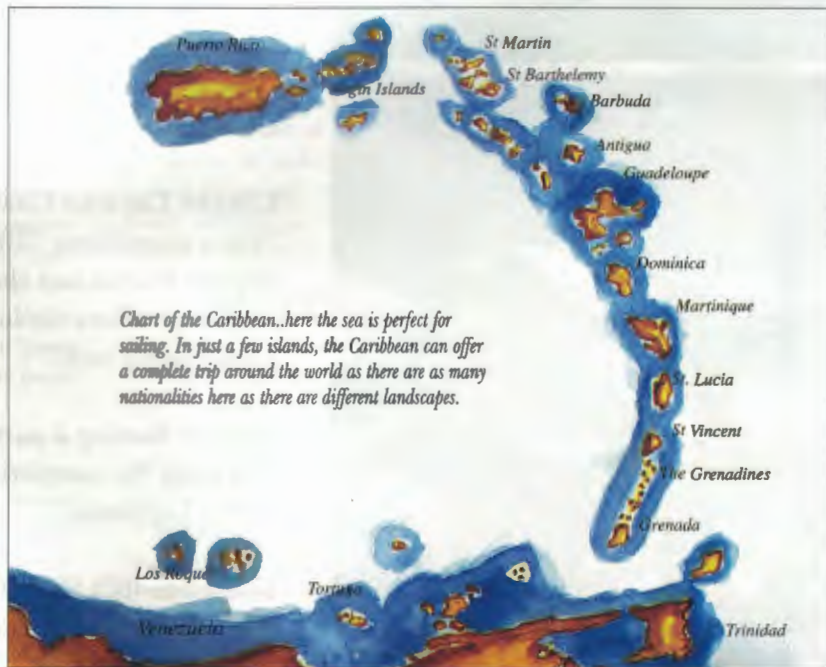
Where else could you hear cacophonous live music between overs and see "Gravy" the prankster, stroll onto the pitch at the dismissal of a West Indian batsman, dressed in platform shoes but otherwise wearing all the right gear?

West Indies is an experience not to be missed.

The grounds are tiny so you feel like you're fielding in the slips even as you perch in a rickety steel grandstand with its rust stained roof. Where else could you hear cacophonous live music between overs and see "Gravy" the prankster, stroll onto the pitch at the dismissal of a West Indian batsman, dressed in platform shoes but otherwise wearing all the right gear? And in spite of all the rum and the sun not an angry word is spoken. Cricket is religion in the Caribbean.

Then, between islands, your Beneteau lopes along on a broad reach across swells flattened by a current that travels in the same direction as the wind. If steering becomes too bothersome switch on the autopilot and lean back into the push-pit, maybe with a cool rum and ting in hand and Bob Marley on the airwaves. I wonder if going to heaven is any better!

For more information about sailing in The Caribbean call Trevor Joyce at Mariner Boating; Telephone 02 99669014, Fax 99665888, Email [getset@one.net](mailto:getset@one.net).







# Mariner Boating offers a wide range of options in The Caribbean.

**BAREBOAT YACHT CHARTER FROM 6 LOCATIONS.**  
Tortola, St. Martin, Antigua, Guadeloupe, Martinique and Union Island. Beneteau & Jeanneau mono-hulls....Jeantot catamarans. Cruise one way up or down the island chain.

**ANTIGUA SAILING WEEK APRIL 1999 APRIL 24 - MAY 1.**  
Sail the 5 races in the series and then party every night if you can!

**THE AUSTRALIANS V THE WEST INDIES APRIL 1999**  
One Day Cricket Internationals in Barbados April 24 & 25 and 12 days sailing through The Grenadines from Martinique to Grenada.

**ANGOSTURA SAILING WEEK IN TOBAGO MAY 1999**  
The regatta that's like Antigua Race Week used to be. Board your yacht in Grenada, sail to Tobago, enjoy the relaxed atmosphere of the regatta, and then visit the southern end of The Grenadines before returning to Grenada.

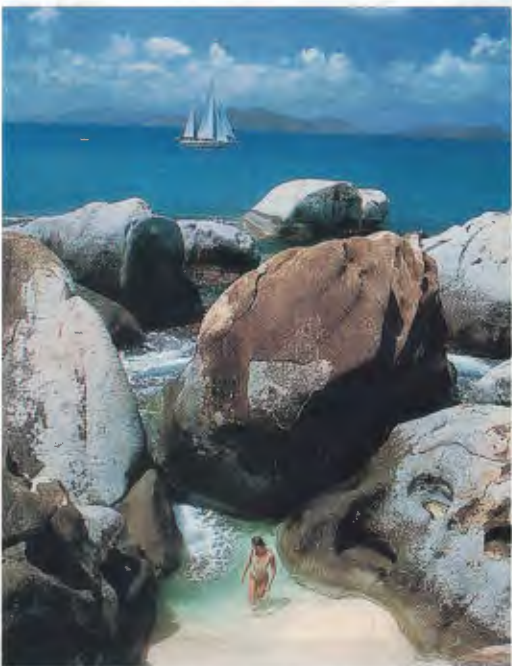
**LUXURY CREWED CHARTER**  
Take a magnificent 72ft. yacht, your own professional skipper, hostess and chef and sail off into the sunset to an anchorage where the loudest sound will be the popping of a champagne cork!

Mariner Boating is part of the Get Set Travel Group. Call today for complete details on the best way to get to The Caribbean.

**Telephone (02) 99669014 • Facsimile (02) 99665888**

**Email [getset@one.net.au](mailto:getset@one.net.au)**

**Address 6/33 Chandos Street. St. Leonards. NSW 2065**  
TA License Number 2TA003552 ACN Number 003947448





Seamanship is an ongoing, evolutionary process to ensure safety at sea, writes Aubrey Gowen.



*Safety gear shouldn't just be on board because the rules say it must. It should be viewed for what it potentially is - a life saved. That was always paramount in the minds of skippers in the Whitbread race, such as Team EF.*

**W**hen put to an urgent test, the instinct for self preservation is strong in us all, but adrenaline cannot boost us to walk on water, to shout loud enough to be heard on shore, or to navigate ourselves in a featureless wave covered world.

Over the last fifty years technology has revolutionised the prospects for survival and rescue of sailors in peril on (or in) the sea, with such innovations as inflatable liferafts, radios, epirbs, personal strobes, even individual survival suits.

Not all these safety devices are, or should be, mandatory in all situations, but to rely only on the legal minimum just might be something you come to bitterly regret. Who, honestly now, has not thought "There but for the grace of God go I" when hearing of some yacht stranded, run down through a presumed lapse in watchkeeping, or with crew injured or missing?

Courage, determination, self-reliance, knowledge, and skill, are admirable attributes, but experienced sailors know in their bones that the difference between disaster and another safe passage could so easily hinge on one decision, one bit of broken gear, one second off balance, or on just sheer bad luck.

Embarking on any sea passage involves

putting one's faith in a combination of technology and knowledge. The technology begins with the very hull that keeps us afloat, and the knowledge with basic seamanship. Seamanship didn't reach its zenith in square rigged windjammers - it's an on-going evolutionary process, developing in step with technology, and should always have safety of the vessel and her crew as the prime objective - winning just has to be secondary.

As the death of Eric Tabarly demonstrated yet again, an individual's skill and experience comes to naught if one gets knocked on the head without a harness, or falls overboard without a lifejacket.

Skippers are not just morally responsible for their crews' safety, for as recent prosecutions here and overseas have again demonstrated, leisure skippers may also face manslaughter charges where their negligent seamanship or failure to insist on the use of safety gear such as harnesses could have contributed to death.

Safety gear should not just be on board because the rules say it must. It should be viewed for what it potentially is - a life saved. It should be maintained, and in the case of personal gear, should be worn.



## When the party's over, tune into GMDSS

Australia's ocean racing sailors will face some significant changes in radio communications in early 1999, writes Brian Hill from the Australian Maritime Safety Authority (AMSA).

With all eyes focussed on the Telstra Sydney to Hobart race, it can be a bit hard to look any further ahead than the dash to the starting line (or, a few days later, the all-night partying at Constitution Dock).

But once the Hobart hangovers sub-

side, there'll be some important changes to maritime communications that many blue-water yachties will have to come to grips with.

Just as morse code revolutionised maritime communications almost a century ago, advancing technology is rapidly changing the way in which Australia and the rest of the world provides safety services for international ships at sea — services on which, until now, yachties have been able to "piggy back".

In the past, providing long-range communications facilities for ships at sea involved a substantial capital investment and was, by its very nature, labour intensive (morse code, for example, required professional radio officers to be employed on board ships and ashore at coast radio stations).

Sydney to Hobart competitors will already be thoroughly familiar with satellite-compatible EPIRBs. But come February 1, 1999 further technological advances will be introduced in Australia when the new Global Maritime Distress and Safety System (GMDSS) is

fully in place.

New GMDSS services have been implemented progressively in Australia since 1992, but the new safety system — together with its associated satellite technology and higher radio frequencies — means that from next February, a number of services will start to change.

Some services, such as the continuous manual monitoring of HF radiotelephony channels from coast radio stations, may be discontinued as automated monitoring takes over.

It is envisaged that only two coast radio stations will be needed for Australia to fulfil its international obligations in regard to safety communications: one on the east coast and one on the west coast. These two stations will replace the current network which has stations located at Sydney, Melbourne, Perth, Darwin, Townsville and Brisbane.

In actual fact, most of Australia's international merchant vessels have already converted to the automated GMDSS system.



# Marine Radio

*All marine radios must be licensed. This ensures that marine and distress frequencies are kept interference free and your vessel can be identified in an emergency.*

**If your radio operates in MF/HF or VHF you must also hold a Certificate of Proficiency. Operators of marine radios operating exclusively in the 27 Mhz band are exempt from this requirement. However, to ensure that operators know how to handle emergencies, the Australian Communications Authority recommends that they obtain a Certificate of Proficiency.**

*For further information contact the ACA's South Australian Area Office on: (08) 8402 5800. ACA website: <http://www.aca.gov.au>*



**Australian Communications Authority**



For yachts and other smaller vessels — for example, fishing trawlers — skipper will need to upgrade their communications equipment, including radio, if they wish to take advantage of the new system.

For these vessels, the installation of appropriate High Frequency radio channels — up to 16 MHz, with the radio fitted with Digital Selective Calling — will provide ready communications with the new safety network.

(A Digital Selective Calling message is a brief burst of digitised information transmitted from one vessel to another or to a shore station. It indicates to the receiving station who is calling and the purpose of the call. You've probably seen a variant of the DSC system in taxis. Once DSC has been used to establish initial contact between stations, communications must be continued by voice via HF radio).

The installation of an Inmarsat-C satellite terminal would provide an alternative and extremely reliable means of communicating within the network.



*The old and the new...a two-band 12 volt US Navy HF transmitter/receiver in common use during World War II, and communications in the satellite age. The United States has already introduced legislation to require all marine radio equipment sold in the US after 1997 to be fitted with GMDSS-automated facilities.*

It is not widely known by yachtsmen that the Australian Maritime Safety Authority (AMSA) has never been responsible for providing them with maritime safety communications services (although AMSA does provide the well-known "Small Craft AUSREP" reporting service).

Responsibility for providing maritime safety communications services for yachts and other recreational



craft has always rested with the States and Territories, and this was formally confirmed at a meeting of Commonwealth, State and Territory

## There's a change in the wind

**Morse code and lighthouses revolutionised sea safety in decades past.**

But today, satellite technology is changing the way Australia and the rest of the world provide safety services for international ships at sea ... and ocean-going yachts.

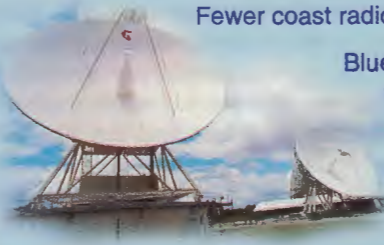
From February 1999 the new Global Maritime Distress and Safety System (GMDSS) will be fully implemented.

Some services, such as the continuous monitoring of Morse code and 2182 KHz, will be discontinued. Continuous monitoring of HF radio telephony channels by coast radio stations may be discontinued from mid-2000.

Fewer coast radio stations are likely to be needed in the future.

Blue water sailors may need to upgrade their HF radios - up to 16MHz, with the radio fitted with Digital Selective Calling - if they wish to take advantage of the new system.

For more information, contact the Australian Maritime Safety Authority on (02) 6279 5741.





# It's a tankless task.

...so boat cleaning and maintenance has never been easier.



Slip on your weight-belt and mask, flick the switch and you're ready to work or play under water.

Sea-Breathe's 12 volt Hookah System supplies air quietly and efficiently without the need for bulky tanks. Specifically designed for easy diving without the fumes and noise of petrol compressors.

Regular hull cleaning ensures:

- Huge fuel savings (up to 40%)
- Dramatic increase in boat speed
- Faults are found before they become expensive problems
- Light weight and very compact.
- Set up for diving in minutes

... and it's fantastic for recreational diving.



## Sea-Breathe

Sea-Breathe Australia  
P.O. Box 576 Indooroopilly Q'ld 4068  
Tel: 07 3843 5733 Fax: 07 3843 5753  
e-mail: sjg@bigpond.com Home page: www.sea-breathe.com

Transport Ministers in 1992.

At that meeting six years ago, the States and Territories agreed that:

\* the Australian coastal radio network was established primarily for international shipping ("Safety of Life at Sea" or "SOLAS" vessels)

\* if non-SOLAS vessels (such as yachts) wished to use the network, they would need to fit appropriate equipment (or upgrade their equipment)

\* if State or Territory governments were not satisfied with the services provided to yachts and other small craft by the new network, they would be free to establish their own maritime communications infrastructure.

To avoid incompatibility between SOLAS and non-SOLAS vessels after 1999, the International Maritime Organisation strongly recommended that authorities such as AMSA encourage non-SOLAS vessels to re-equip with GMDSS-compatible equipment.

The United States has already introduced legislation to require all new marine radio equipment sold in the US after 1997 to be fitted with GMDSS-automated facilities.

AMSA, through the Standards Australia committee that develops marine radio equipment standards, has proposed similar action here.

Under this new draft Australian standard, all new MF/HF marine radio equipment sold after 1999 would be required to be GMDSS-compatible. It is also planned to incorporate a similar requirement into the VHF marine standard. Technology keeps advancing like the tide — and is just as unstoppable. Used intelligently, however it has many benefits for yachts and other non-SOLAS vessels, just as morse code did in its day.

Further information on GMDSS may be obtained from AMSA on (02) 6279 5000

## Wake-up re Weatherfax

A generation of yachtsmen have been trained through AYF courses in the use of weather charts. But the current service to yachtsmen may be lost, reports Aubrey Gowen.

In recent years the advent of decoding programs for notebook computers, and modern marine radios with numerous channels has allowed even more yachts to receive HF weatherfax charts routinely at sea. This is because additional dedicated reception equipment costing many thousands of dollars is no longer needed.

With just a little training the advantages of weatherfax over simple forecasts are enormous. Apart from allowing the sailor to better understand and judge the forecast by seeing the weather systems responsible, maps provide insight into future developments over wide areas.

Their information is often invaluable when making departure decisions for longer passages, judging weather windows for shorter ones, and of course can be tactically vital in longer races. The system of free-to-air broadcasts is universal, so the same equip-

ment is useable world-wide. A marvel of the modern world, appreciated by amateur sailors, but of course largely established because professional mariners and aviators needed it.

Unbelievably, however, Australian bureaucrats are planning to end the broadcast of weatherfax charts in this country.

At present Australian weatherfax charts are broadcast by two radio stations operated by the Royal Australian Navy - AXM and AXI, with the charts provided by the Weather Bureau. The Navy, of course, uses the charts too, so this has been a satisfactory way for Australia to meet its international obligations to provide weather information to mariners, and for the Weather Bureau to fulfil its obligations to Australian sailors generally.

However, the Navy is about to modernise its HF fleet communications and expects to switch over to encrypt-





*Free-to-air HF Weatherfax broadcasts contribute to yachting safety. Ceasing the broadcasts would be penny wise but pound foolish.*

ed digital methods in 2001. The new system will distribute weather charts to the Navy, but will be inaccessible to the public, and when it becomes operational the Navy plan to end weatherfax transmissions by AXI and AXM.

Something similar (involving a switch to encrypted satellites) occurred in the USA several years ago, but in that case the American Coastguard already provided a duplicate HF weatherfax service. New Zealand toyed with ending its weatherfax broadcasts at around the same time, but apparently found its international obligations to shipping overrode the desire to institute a wholly "user-pays" weather service.

The current evidence is that the Australian Weather Bureau has no plans to ensure that weatherfax transmissions continue once the Navy shuts down its broadcasts. Indeed, the Bureau has already been canvassing existing users of weatherfax, asking what other method they will use to obtain weather charts in future!

The only reliable option for vessels at sea will be satellite communications, which apart from an equipment cost starting at well over \$5,000, would price the charts at between \$10 and \$30 each in service costs, plus of course the fee that the Bureau already charges for poll-faxed weather maps.

The net result will be that most smallcraft sailors will lose access to weather maps at sea. Since avoiding bad weather is the single most important factor in smallcraft safety, an increase in Search and Rescue involving smallcraft, particularly yachts, will be an inevitable consequence, and loss of life a very likely one.

If weatherfax broadcasts do end, and the information priced beyond the practical reach of ordinary sailors, a case could probably be made that the Weather Bureau is in breach of its ACT, which requires it to disseminate and price weather information having regard to the public good, especially as far as navigation is concerned.

This development also has to be seen against a backdrop of other matters effecting smallcraft safety. The International Maritime Organisation has, at the last minute so to speak, decided to require ships to continue to monitor channel 16 VHF until, but other aspects of the GMDSS system will come into force as planned on February 1, 1999, and existing arrangements with Telstra for operating Coast Stations are

due to expire in June, 2000.

Under an agreement between the States and Commonwealth, the States are to become responsible for smallcraft safety communications, including weather, and the firm of KPMG were recently engaged to look into how this could be implemented. Their report was completed in July, and although at the time of writing (late August) details have not been released, the impracticality of a State by State approach to SAR seems to have been recognised.

AMSA and the Bureau of Meteorology have now jointly called for tenders to at least establish what it might cost to continue the communications system currently provided by Telstra.

However, while I believe the matter of continuing weatherfax transmissions was raised with the inquiry on behalf of the AYF, there are no signs as yet that the importance of continuing free to air HF weatherfax has been recognised.

Indeed in June the New Zealand HF fax station severely cut back on the broadcasting of aviation and upper atmosphere weather charts. These charts are used by some cruising yachtsmen, and while the more widely used MSL charts have not been affected, this is a further sign that cost cutting or revenue raising is being placed ahead of marine safety, on both sides of the Tasman.

There are also no signs that either country is planning to introduce NAVTEX broadcasts, which in Europe and America are used to automatically print weather, safety and navigation information on board coastal vessels.





**MARINE & SAFETY EQUIPMENT**

The fully approved Salcom MRB4 EPIRB is now available ex-stock. Featuring a new audio visual test system, new robust slim-line case design with protective aerial guard, user changeable batteries, and a renewable 2 year warranty.

For your nearest supplier, contact:  
**RFD (Australia) Pty Ltd**  
**1800 646 086**

Specialists in

SAFETY & SURVIVAL EQUIPMENT



If you value weatherfax charts, bypass the bean counters and bring your concerns directly to the attention of the Federal Ministers responsible. The Minister responsible for the Weather Bureau is Senator Robert Hill, Minister for the Environment. The current Minister for Defence (but I gather he will be resigning from parliament at the next election) is Ian McLachlan, AO, MP. Their postal addresses are Parliament House, Canberra, ACT 2600.

## What's new in safety at sea

Latest in 27 MHz marine radio

**G**ME Electrophone, the privately owned and successful Australian based two-way radio and marine and electronics company, has released its new state-of-the-art GX294 27 Mhz marine radio, setting the standard in affordable and reliable two-way radio communications.

With more than 20 years experi-



ence in marine electronics, the design team at GME set themselves the challenge of improving Australia's most popular selling marine radio, the GX290.

The result is a new marine radio which boasts the latest phase locked synthesiser for better frequency control, an improved super-quiet, high sensitivity receiver for even the weakest of signals, superior automatic gain control and more natural audio reproduction. A new optimised interference suppression circuit allows a clear signal to be heard at all times.

Other features of the new GX294 include front mounted speaker with

water resistant mylar cone, dual watch, Channel 88 recall providing instant selection of the calling/distress channel at any time, a miniature microphone plug and ultra bright LED display.

Further information on the GME Electrophone GX294 is available from authorised dealers or local GME/Electrophone/Standard Communications office on: Sydney (02) 9844 6666, Brisbane (07) 3278 6444, Melbourne (03) 9590 9333, Adelaide (08) 8234 2633, Perth (08) 9330 5322 or Auckland (09) 274 0955.

## ICOM radios have GMDSS capability

**W**ith GMDSS (the Global Marine Distress and Safety System) compulsory from February 1, 1999 for vessels over 300 tonnes, leading marine radio company Icom is raising awareness of this vital survival system. Icom's marine range demonstrates the company's commitment to survival at sea with models such as the IC-M710, IC-M127



# AUSSIE LIFESAVERS

### MT250C

*Totally waterproof self-righting COSPAS/SARSAT satellite compatible EPIRB. Fully approved for registered vessels under Marine Orders Part 25. Simultaneous 121.5/243 MHz operation with 48 hour minimum transmission time. Features long life lithium batteries, mounting bracket and test facility with visual LED display.*

**3 YEAR GME WARRANTY**



### MT310

*COSPAS/SARSAT satellite compatible personal EPIRB. Complies with AS/NZ standards 4330:1995. Simultaneous 121.5/243 MHz operation with 48 hour minimum transmission time. Combined beeper/flasher alarm for both test and operate modes. Features long life Lithium Iron Disulphide batteries and carry case.*

**5 YEAR GME WARRANTY**



Manufacturers and Distributors throughout Australasia



SYDNEY (02) 9844 6666 FAX (02) 9844 8600 MELBOURNE (03) 9590 9333 FAX (03) 9590 9344  
 BRISBANE (07) 3278 6444 FAX (07) 3278 6555 ADELAIDE (08) 8234 2633 FAX (08) 8234 6188  
 PERTH (08) 9330 5322 FAX (08) 9317 1787 AUCKLAND (09) 274 0955 FAX (09) 274 0959





and the IC-GM1500, all offering GMDSS capabilities.

By using DSC (Digital Selective Calling) on marine distress and safety channels, these Icom radios send an automatically repeated distress signal to GMDSS ships or coast stations who can then render assistance.

The radios deliver this survival insurance of GMDSS from DSC capabilities either built-in or via the simple addition of a DSC unit.

Further information: Icom Australia, tel: 03 9387 066 or fax: 03 9387 0022.

*Icom's IC-GM1500 offers hand-held convenience and portability with built-in GMDSS.*

## NSW forecasts for phonecall

The NSW Minister for Ports, Kim Yeardon, has announced a new statewide low-cost weather telephone information service to expand the safety net for boat owners. Speaking at the opening of the Sydney International Boat Show, he said the service had been introduced with the co-operation of the Bureau of Meteorology and in recognition of the importance of weather forecasts to the NSW boating community.

By calling the Waterways Authority's toll-free number 13 12 36, any person can access the latest Bureau boating weather forecasts for the cost of a local call from anywhere in NSW.

Waterways also has boating weather and tidal information links from its home page on the Internet. By going to [www.waterways.nsw.gov.au](http://www.waterways.nsw.gov.au) and selecting the appropriate icon on the home page, it is possible to access tidal predictions for the next seven days and the latest Bureau of Meteorology weather information.

## Surface air diving creates interest

New technology in surface air diving is creating considerable interest among boat owners and diving enthusiasts, according to Queensland-based company Sea-Breathe Australia.

Sea-Breathe markets four models designed to facilitate underwater maintenance and hull cleaning - and the inevitable emergency untangling or retrieval.

The surface air supply unit's built-in compressor is powered by a rechargeable 12-volt gel battery. The deck model operates directly from the boat battery, is as com-

**'Sea-Breathe markets four models designed to facilitate underwater maintenance and hull cleaning - and the inevitable emergency untangling or retrieval.'**

pact as a 4-litre paint tin, and can be used to a depth of 6 metres.

The free-floating models incorporate their own battery, will fit into a dive bag and operate to a depth of 8-12 metres, depending on the model. All Sea-Breathe units can be set up and ready for diving in minutes and there are no tanks to refill.

On board a boat, Sea-Breathe is easy, fun and safe for recreational diving but always available for emergencies. If you are not already a qualified diver, Sea-Breathe users are required to undertake some preliminary underwater training and certification, taking just half a day.

Further information from Sea-Breathe Australia, Tel/fax: 07 3843 5733, e-mail [sjg@bigpond.com](mailto:sjg@bigpond.com) or look at the home page: [www.sea-breathe.com](http://www.sea-breathe.com)





**RFD**  
MARINE & SAFETY EQUIPMENT

**If you're going to be the last to leave, make sure there's an RFD, first.**



**RFD (Australia) Pty Ltd**

**MELBOURNE:**  
129 Herald Street  
Cheltenham VIC 3192  
**Phone (03) 9532 1822**  
Fax (03) 9532 1949

**BRISBANE:**  
6 Aranda Street  
Slacks Creek QLD 4127  
**Phone (07) 3808 8918**  
Fax (07) 3808 8957

**SYDNEY:**  
4/23 Aylesbury Street  
Botany NSW 2019  
**Phone (02) 9666 1222**  
Fax: (02) 9666 1389

**Specialists In Safety & Survival Equipment**





## BMW Sydney Winter Series

# BMW Sydney Winter Series

A CYCA look at race management. Cruising Yacht Club of Australia Sailing Administrator Mark Robinson looks at some of the problems the Club faced in handling the huge fleet during the BMW Sydney Winter Series.

The recent BMW Sydney Winter Series saw up to 160 yachts racing around the confined waters of Sydney Harbour. While this created an exciting spectacle for both competitors and spectators it also highlighted some of the problems of managing such a large group of yachts.

In reviewing the series there are a few areas which stand out - divisions, courses, starts, handicapping and the Racing Rules of Sailing.

## DIVISIONS

For the past three years the CYCA has produced divisions based on similar style of boat and similar speed. While this tends to give the fairest racing within the divisions, there will always be the odd boat out which may not seem to fit in anywhere. While it may seem unfair to have some of these boats in a particular division it is a case of them having as much right to be out there racing as anybody else. That division is the closest match for that type of yacht.

The other factor to be considered when creating divisions is an even number of yachts across the divisions. In the case of the Winter Series we had eight divisions in which to spread 160 yachts. Ideally, this would give us 20 yachts per division. However, in placing "similar" yachts together, we ended up with a maximum of 31 yachts in Division A and were hard pressed to raise 12 or 13 Beneteau yachts each week in Division B.

## COURSES

When racing in Sydney Harbour, there are a few regulations to be considered. The Waterways Authority, the Ports Authority and other yacht clubs have to be consulted with regard to the placing of the course. Aquatic licenses must be obtained from Waterways for all events in and around Sydney Harbour hence restrictions are placed with regard to interfering with shipping lanes and ferry routes.

The Winter Series courses were re-



*A crowded Sunday on the harbour during the CYCA's BMW Sydney Winter Series which attracted up to 180 yachts on sunny winter's day. (Pic - Ian Mainsbridge)*

designed this year to spread the fleet on the predominant mark rounding, that of the first mark of the course. Eight divisions were divided into three sets of paired marks and one single mark to ease the congestion of yachts. Regulations regarding the passing between each pair of marks were laid down to stop yachts from other divisions passing between the marks of a division trying to round.

Unfortunately, not all competitors observed this sailing instruction and thus chaos occurred.

## STARTS

By far the most misunderstood of concepts is the handicap start. Often referred to as the 'Chase Race', the handicap start works on the principle of first boat to finish wins. There are pros and cons for this type of start, but we will deal with them later.

From a race management perspective, there are a number of issues with this type of start. With a maximum of 160 yachts starting on the day it is imperative that all yachts report to the committee vessel prior to starting.

There is nothing worse than racing all day only to find you are not on the results sheet because you didn't report in. This also applies to yachts that retire from the race and fail to contact the committee vessel, leaving organisers to search for the missing yachts.

After reporting in, you have an obligation to keep clear from yachts that are in the process of starting. Looking at Racing Rule 22 "A boat not racing shall not interfere with a boat that is racing", the AYF also prescribe that in a handicap start a yacht is deemed 'racing' from 5 minutes before its start. Some commonsense applies here, if you want to really annoy the starter, keep sailing around the start line 10 or 15 minutes before your start while other yachts are actually starting.

## HANDICAPPING

Like them or hate them, handicaps are an essential part of mixed yacht racing. The most common form of club based handicapping is the TCF as a multiplier of elapsed time to give corrected time. The Winter Series has for many years been a handicap start so the traditional



TCF handicap is not visible. Instead, the TCF, calculated using the Combined Clubs Database as used in summer racing, is converted into a start time for the first race.

In previous years the Database process of recalculating the TCF based on the best six of the last seven harbour races and then recalculating the start time for the next race was used throughout the series. This caused some confusion as through the averaging process, a yacht could place well in a race and receive a better handicap depending on the value dropped out from seven races before, and the new value introduced.

To overcome this perception problem, a simplified system was introduced over two seasons ago. Basically the initial start time is based on the TCF from the database and all races are fed through the database in order to set the following years' initial handicap. From the first race of the season start times are then adjusted on a 3,2,1 minutes added or subtracted basis from either end of the results. The end result of this is a system that is easy to see and understand, but which leaves the boats in the middle of the fleet unchanged from week to week.

The other major issue is that of the handicap start. With a start time system, handicaps are Time on Distance which means that regardless of the time taken to finish the course, the handicap remains the same (opposite of Time on Time - TCF). Whilst most competitors like the chase race it must be observed that there is the inherent problem of light or heavy wind starts affecting the time differential between yachts. There is no easy solution to this problem, basically it's either Scratch Starts and Time on Time handicaps or Handicap Starts and Time on Distance handicaps.

## RACING RULES & SAILING INSTRUCTIONS

The Racing Rules of Sailing form part of, and certain parts may be amended by, the Sailing Instructions. Sailing Instructions are designed to explain the conditions of racing. A Sailing Instruction guide is included in the rulebook for both organisers and competitors. While some like to think that they are rules experts there are a few that need to be emphasized.

Racing Rule 18 applies to mark roundings. In the Winter Series this rule becomes a problem with the twin or double marks. The definition of these marks is that for the purpose of Rule 18 they were to be treated as one. What this means is that "buoy room" applies from the two boat length circle on the first mark of the pair until you have rounded the second mark of the pair.

Racing Rule 34 refers to a mark missing and states that the Race Committee should, if possible, replace a missing mark or substitute it with a mark displaying code flag 'M'. In the absence of a replacement mark the procedure for all yachts is to round at the position of the mark as described in the Sailing Instructions and continue racing.

Racing Rule 77 refers to Appendix H 'Identification on Sails'. As one can imagine with 160 yachts running around the harbour it becomes quite difficult to identify one yacht from another. Appendix H requires that each yacht carry a sail number on the main, spinnakers and all headsails which extend aft of the mast by more than 30% of the main foot length. ▲

# a.m.i. marine sales

## Grand Prix Products

Exclusively imported by AMI Marine Sales  
Performance by Design



Tylaska Marine Hardware



Fairfit Flush Fitting Closing Seacocks

- Marine stainless steel fabrication
- Custom made boat fittings • Tanks
- Deck Fittings • Rails • Mast Fittings
- Architectural Fittings



inflatable lifejackets for adults & children (exceed AYF requirements)



Talking Countdown Timer!

- Accurate to 1/1000th second
- Crew not distracted from sailing
- Time down from 3-10 min
- Adjustable volume control
- Tough ABS case
- Waterproof • Floats
- Solid state electronics
- LCD displays actual time to go
- Auto power off if left on
- Resets for the next signal if you miss the first one

For enquiries/mail order contact:

45 Merton Street, Rozelle NSW 2039

Tel: (02) 9818 1014 Fax: (02) 9555 1426 Mobile: 0418 22 4138

Email: amimar@msn.com

a.m.i. marine sales





# Spice Islands success to Zuma, Zanzibar

The fleet was cut by half because of the Indonesian crisis, but the crews of the 54 yachts which did sail from Darwin to Ambon enjoyed a great race and another warm reception in the capital of the Spice Islands.

One assumes that it was classified as an educational and goodwill excursion, but certainly the 1998 Perkins Shipping Darwin to Ambon ocean race will be well remembered by the students of Darwin's Kormilda College. After all, how many teenagers get to be the winning crew in Australia's only annual international ocean race and be feted as they were by the hospitable people of the Spice Islands.

Six of the youngsters from Kormilda Collage, a prominent private secondary school, joined co-skippers John and Jenny Simondson, in sailing the Farr 11.6, *Zanzibar*, to a fine corrected time victory in the monohull division of the 600 nautical mile race across the Arafura Sea and the Banda Sea to Indonesian waters.

*Zanzibar* won this 22nd annual race conducted by Darwin Sailing Club by nearly four hours from *Shey*, a Cavalier 37, from Gove in the Northern Territory, skippered by John Bedwell, third place going to the Fremantle sloop *Cowrie Dancer*, a classic Sparkman & Stephens-designed ketch from skippered by Dale Peterson.

*Cowrie Dancer*, a 57-footer, took line honours in the monohull division, but overall line honours in record time went to the Darwin catamaran *Zuma*, which also won the multihull division on corrected time. *Zuma*, a Gary Mappas F37 skippered by John Punch, sailed the course in just over 53.49 hours, slicing 2 hours 50 minutes off the course record she had set in 1997.

An elated crew of skipper Punch, navigator Chris Davenport, helms-



man Garry Mappas and sail trimmer Tony Gable, who designed, built and campaigned the fast catamaran, collected the \$5000 bounty awarded by the Northern Territory Department of Asian Relations and Trade.

*Zanzibar's* student crew, aged between 15 and 17 - Alex Forbes-Harper, Amy Hudson, Libby Ewans, Aisha Mahmood, Stuart Templeton and Robert Stoddard - are all gradu-

ates of the Winter School of Sailing and spent a dedicated six months of training at least twice a week before being chosen in the crew.

Co-skipper John Edmundson said the crew of students had shown great determination to win the race, right from day one. "Their concentration on sailing the yacht the 600 sea miles to Ambon was without equal," he said.





Left: As the yachts in the Darwin to Ambon race round the seaward mark this boat narrowly missed two brave spectators in a small dinghy. (Pic - Dennis Schultz). Above: Zuma, the race record-breaking catamaran, on the left, lines up agap before crossing the starting line in the 22nd annual Darwin to Ambon race. As the gun goes, the Sydney yacht Time is still attached to HMAS Wollongong, her rudder caught in the Navy ship's anchor. (Pic - Dennis Schultz).



This was *Zanzibar's* second win in the Perkins Shipping Darwin to Ambon race, the previous victory also with a crew of students from the Kormilda College. The well-rated Farr 11.6 has also recorded a second and two thirds on corrected time.

However, it was a long wait - 48 hours, in fact - before the owners and their crew could celebrate their victory at Ambon. Darwin Sailing

Club race officials were unwilling to declare the winner until the last yacht, *Buccaneer IV*, had finished. Communications had been lost with the tailender and there was a remote chance of a protest arising from the light wind start back in Darwin Harbour which saw one yacht entangle itself with the Navy's official starting boat.

No protests were lodged but the race committee imposed a time penalty on *Infinity II*, owned and skippered by Sydney yachtsman George Snow, better known as the owner of the 1997 Telstra Sydney to Hobart line honours winner, *Brindabella*. In the light winds and ebb tide, *Infinity II* ran aground on a sandbar after the start and had to be towed off by a spectator vessel, thus breaching the outside assistance rule.

The race began and finished in

light breezes, but generally the fleet had an enjoyable spinnaker reach and run across the Arafura Sea.

Aside from *Infinity II* running on a mud bank, the one incident of significance was a yacht becoming entangled with the bow and anchor cable of the RAN patrol boat which was the official starting vessel. Both parted company without significant damage.

A fleet of only 51 yachts set sail this year, compared with 96 boats in 1997. This appeared to be a direct result of a warning issued by Australia, the United States and other countries at the height of the Indonesian crisis in early June urging their citizens not to visit Indonesia. While the advice was withdrawn later in June, it was then too late for many prospective competitors to sail their yachts to Darwin in time for the late July start. ▲



# IOC President's Trophy for '99 Worlds in Melbourne

Olympic sailing competition is building up, with the Sydney Harbour Regatta just completed and Melbourne gearing up for a huge '99 World Championships regatta on Port Phillip in January. Peter Campbell reports.



The 1998 Sydney Harbour Regatta, the first of two test events in September for the Olympic classes leading up to Sydney 2000, attracted some 340 athletes from 38 nations with ten of the eleven Olympic classes participating. The regatta was based at the Olympic sailing venue at Rushcutters Bay, just down New Beach Road from the CYCA.

A full report will be published in the December issue of OFFSHORE as many overseas teams go

*Left: Australian Laser sailor Michael Blackburn is expected to be one of the strong contenders for the World Championship in this Olympic class at the '99 Worlds in Melbourne in January.*

## Channel 7 to broadcast 49er series this summer

The AYF has announced that Channel 7 have agreed to an Olympic sailing series featuring the 49er class, to be broadcast in 12 one-hour programs in Australia throughout the 1998-99 summer.

The series will cover all the 49er action from the new Perth 49er Regatta (November 16-20), the Nortel Sail DownUnder series including Sail Brisbane (December 2-6) and the Sydney International Regatta (December 18-21), plus the '99 World championship in Melbourne from January 8-17.

Channel 7 will screen the 49ers



*The new Australian designed Olympic class 49er was demonstrated at the launch of the Nortel sponsorship of the Australian Yachting Federation on May 6, 1997.*

on December 18 (12.30pm), December 20 (12.00), December 26 (12.30), January 2 (12.30), January 3 (12.00), January 9 (11.00), January 17 (12.00), January 20 (12.30), January 21 (12.00), Janu-

ary 27 (12.30) and January 28 (12.00).

Edited reports will be marketed to overseas television networks in 57 nations, reaching an estimated 1.2 billion people.



into residence in Australia for the summer.

The Nortel Sail DownUnder series will follow with Sail Brisbane (December 2-6) and the Sydney International Regatta (December 18-21) as a lead-up to Melbourne's '99 World Championship Regatta on Port Phillip from January 1-22. The 49er class, the new Olympic skiff class, will be contesting the new Perth 49er Regatta from November 16-20, the Australian championships in Hobart from December 26-January 3 as their lead-up to the '99 Worlds.

The Victorian State Government has committed \$1.9 million towards the '99 World Championships on Port Phillip, positioning it as a Melbourne Major Event. A \$30 million economic benefit is expected for the state, with teams coming from up to 70 countries.

Nine Melbourne yacht clubs around the bay will host 15 individual world championships at the '99 Worlds, eight of them for Olympic classes - the Soling keelboat fleet and match racing, 49er skiffs, Finn, Laser and Europe single-handed dinghies and the 470 double-handed dinghies for men and women.

Big fleets are expected, as each world championship will be a final country qualifier for the Sydney 2000 Olympics. The '99 Worlds will be the largest combined world championship regatta ever staged, bigger than similar events in Europe and North America and many times larger than the Sydney 2000 regatta where entries are limited to one from each country in each class.

The additional championship will be the prestigious Infanta Cristina Trophy series for the Soling world match-racing championship and will follow the Soling fleet racing world championship.

In addition to the Olympic classes, world championships will be: Europe dinghy (men), Laser Masters, International 14 skiffs, A-Division catamarans, International Cadet dinghies, Hobie 17 and Hobie 18 catamarans.

Marking the significance of the '99 Worlds as a lead-up to Sydney 2000 is the fact that the President of the International Olympic Committee, Juan Antonio Samaranch, has donated a new trophy - the IOC President's Cup - for competition between nations in the Olympic classes.

Aside from the Olympic and International class racing around the bay, visitors will have the opportunity to be part of Melbourne's sailing history when they compete in a 'Couta Boat Celebrity Race at Sorrento on January 4. These boats are restored or replicas of the fishing boats which were used to catch sardines and later 'couta in Bass Strait back in the early part of this century.

They were competitively raced by the fishermen as they sailed back to Queenscliffe, with the first home getting the best price from the Melbourne fish mongers. A fleet of between 35 and 40 'Couta boats is expected for the Celebrity Race.

A feature of the '99 World Championship regatta will be the '99 Worlds International Sailing Summit in Geelong on January 19-20 with up to 250 delegates from around the world expected. ▲

## Breathing Systems - tested around the world.

Breathable sailing gear has revolutionised sailing in recent years. But how does it perform in the ultimate test - round the world sailing?

This year's Whitbread saw Henri-Lloyd as official suppliers to Swedish Match and Silk Cut, and five out of nine crews choosing state-of-the-art Henri-Lloyd Breathing Systems™, constructed from Gore-Tex fabric Ocean Technology™.

Foul weather clothing plays a crucial role in their success story. No lab tests can simulate the extreme ocean and weather conditions, nor the level of use and abuse the crew subject the gear to. Exceptional performance is taken for granted. Normally the only time they think about their gear is when it isn't working, but Erle Williams, Swedish Match, praised his Henri-Lloyd clothing after their success in the Southern Ocean leg saying "I've never been so dry in my life".

Round the World race-testing has enabled us to develop a range of Breathing Systems constructed for all types of sailing. Now you can experience the comfort and performance of Breathing Systems however you sail.

For more details phone 0161 799 1212, visit your chandler, or visit our web site.

<http://www.HenriLloyd.com>



Henri-Lloyd is a registered trademark of Henri-Lloyd Limited. Advanced Marine Technology, **breathing** and **BREATHING SYSTEMS** are registered trademarks of Henri-Lloyd Limited. GORE-TEX is a registered trademark and Ocean Technology a trademark of W.L. Gore & Associates.

**Advanced Marine Technology**

**HENRI LLOYD**



## Designs of the 90's

# Aussie design for 1999 Admiral's Cup

### Sydney AC 40 One Design

Australia's yacht designing and building industry received a significant boost when the Sydney 40 One Design was chosen out of 11 designs from around the world to be the new boat for the 1999 Champagne Mumm Admiral's Cup at Cowes, England. Peter Campbell follows the progress of this new class.

The first Sydney AC 40 One Design grand prix racer, selected by the Royal Ocean Racing Club as the "middle boat" for the 1999 Champagne Mumm Admiral's Cup, made its offshore racing debut in Australia in August.

The second and third boats are due to be sailing in Italy and Britain in late September/early October, with the eyes of the world on the performance of this exciting new one-design and IMS grand prix racing yacht.

*Sledgehammer*, launched in late July for Pittwater yachtsman Ron Jones, did not get away to an auspicious IMS racing debut, but this was not altogether the fault of the design. Perhaps we have come to expect too much too soon from the combination of Iain Murray and his design team of Ian Burns and Andy Dovell and boatbuilders Bashford International in producing "instant" offshore winners.

*Sledgehammer* was forced to retire from her maiden race, the Sydney - Gold Coast Classic, with a minor steering problem. After all, the yacht had been in the water less than a week before setting sail for Southport.

After cruising north to the Whitsundays, she had her first real test at the invitation-only Hayman Island Big Boat Series. Light and fluky winds and an obviously high IMS rating saw her out of the money until the final race in which she scored a fine win, placing fourth overall in the series. As tactician Michael Coxon commented midway through the regatta: "There is a lot of tuning to be done."

Then it was on to the Hamilton Island Race Week where, under the direction of designer Iain Murray as helmsman and sail designer Grant Simmer as tactician, *Sledgehammer*



Above: *Sledgehammer*, the first Sydney AC 40 One Design to be launched, racing at Hamilton Island Race Week. Left: The spacious cockpit of the Sydney 40 One Design with its huge recessed wheel. (Pic - Peter Campbell)



finally began to hit her straps, finishing second overall in the IMS division.

*Sledgehammer's* Hamilton Island effort was an impressive performance. She was not only up against many of the best IMS racers in Australia but also some outstanding international helmsmen and crews sailing well-tuned and successful boats.

In assessing all this, one must remember that the prime objective in designing the Sydney AC 40 One Design was to produce a one-design yacht for Admiral's Cup competition. The yacht's performance under an IMS or CHS rating was a secondary, albeit still important, factor in making the yacht attractive to potential buyers.

In fulfilling their obligation to the RORC to produce an



# SPECIALISING IN PERFORMANCE ORIENTED YACHTS, RACE OPTIMISING, CHARTERS & MAINTENANCE

**P**ERFORMANCE  
**B**OATING  
**S**ERVICES



**INTERNATIONAL YACHTS**  
MARINE DEALERS & BROKERAGE

**RON JACOBS**

Mobile 0414 407 051

**CHRIS CALDECOAT**

Mobile 0411 751 573

**MIKE DAVIDSON**

BRISBANE 0418 741 581

email: [pbsint@ozemail.com.au](mailto:pbsint@ozemail.com.au)

FAX (07) 3893 2042

Gibson Marina 1710 Pittwater Road, Bayview NSW 2104

Ph/Fax (61 2) 9979 9780 Ph 9979 9755

## Congratulations to PBS Clients

Kenwood Cup Hawaii

Hayman Big Boat Series

Hamilton Island Race Week

Bob Steel

Kevin Miller

P.Sorenson, J.Hodder, S.Zemanek

Rob Kothe

Ron Jones

Kevin Miller

"Quest"

"Industrial Quest"

"Morning Mist III"

"Sword of Orion"

"Sledgehammer"

"Industrial Quest"

2nd Overall IMS

1st Overall IMS

1st PHS

1st Overall IMS

2nd Overall IMS

3rd Overall IMS

## MURRAY 42 - Helter Skelter



1996 built Murray designed 42' masthead cruiser/racer in excellent condition. She has CAT 2 safety, full electrics, complete sail wardrobe and ideal CHS contender. Priced to sell at \$235,000.

## FARR 38



This late model yacht is a glamour, she is in first class condition and has all the gear to go club racing, with extensive electronics including plotter, auto helm and wheel steering. Fit the roller furler and anchor winch and she is ready for extended cruising. Must sell, offers around \$178,900

## Selected brokerage available

### NEW PERFORMANCE YACHTS

34'	11 Metre One Design	\$59,000
36'	Pacific 36 short handed performance cruising - sail away	\$99,000
50'	Pacific 50 performance cruiser/racer	\$650,000

### USED PERFORMANCE YACHTS


24'	J.O.G. Champion boat	\$39,900
30'	Mount Gay 30 National Champion	2 from \$119,000
31'	Robertson 1991 built cruiser/racer	\$82,000
34'	11 Metre One Design	3 from \$42,000
35'	Cape 35 IMS Racer	\$130,000
37'	FARR 37/Robertson 11.4 Cruiser/racer	\$142,000
38'	NSX 38 ideal club racers	3 from \$159,500
39'	Adams 11.9 with all the gear	bargain \$63,500
39'	Inglis 39 Centreboard cruiser/racer	\$170,000
40'	Skiff PHF Racer	offers around \$82,500
40'	Davidson 1 tonner as new	asking \$95,000
40'	Dubios 1 tonners	2 from \$75,000
40'	FARR IMS winner	\$280,000
41'	Sydney 41 Cruiser/Racer	2 from \$275,000
42'	Lyons Competitive IMS boat	\$275,000
43'	FARR 43 Excellent value race boat	\$115,000
43'	Natucket 43 by Cole. Fast passage maker	\$145,000
44'	J44, Immaculate Cruiser/Racer	POA
47'	Elliot 47 PHS C/R	\$320,000
47'	Inglis PHS 47, centreboard	\$240,000
47'	FARR 47 IMS Grand Prix winner	POA
50'	Adams short handed	2 from \$220,000
50'	FARR IMS racer	\$180,000

### CRUISING YACHTS

38'	Northshore	\$112,000
38'	Mutiny Frers suit handyman	\$69,500
38'	Cavalier 395 suit new boat buyer	\$220,000
40'	FARR 1220 performance cruising yacht	\$220,000
46'	NZ Design "Beautiful" C/R	\$250,000
47'	Frers extended passage	\$250,000
52'	Gibsea luxury cruising yacht	\$525,000

## AUSTRALIAN AGENTS FOR...

INTRODUCING

THE NEW! SYDNEY AC  40 ONE DESIGN

Sydney  
Yachts  
BISHOP  
INTERNATIONAL





Left: Sydney 40's under construction at Bashford International's factory at South Nowra. Right: Neat rigging on the running backstays of Sledgehammer. (Pic - Peter Campbell)

exciting one-design class as part of a campaign to bring more nations back into the Champagne Mumm Admiral's Cup, the Murray, Burns and Dovell design group, together with the closely-linked Bashford International, appear right on track to achieve this objective.

From the outset, the intention was to develop a state-of-the-art grand prix offshore racing yacht that is both a competitive IMS boat and a supercharged one-design. The Sydney 40 One Design is just that.

Bashfords have undertaken to build up to 15 Sydney AC 40s in time for next year's CMAC at Cowes in July where the RORC will charter them to national teams for a fee of one pound sterling.

Aside from *Sledgehammer's* mixed results in her IMS debut at Hayman Island and Hamilton Island, there is no doubt that the Sydney AC 40 is an innovative package that can be switched between one-design and open IMS mode. The versatile nature of the boat makes it a viable option for owners in areas where one-design racing is not possible due to smaller fleet sizes. That will be the case in Australia.

The boat is a credit to the designers and the builders. The quality of finish of the hull is the best we have yet seen from Bashfords. The fit-out, including the deck hardware from Fredrickson/Ronstan, the Lewmar winch package, and the Navtec rigging, is outstanding.

The Sydney 40 One Design is a well thought-out grand prix racer, with a large volume hull providing stacks of space below and a big working cockpit. A feature is the huge wheel, recessed into the cockpit.

The hull design and construction includes several unique

features to address the one-design integrity of the Sydney 40. One example is the extensive structural grid moulding which incorporates, all in one moulding, the mast step, keel bolting grid, the engine mount and the rudder bearing housing - thus pinpointing all the major weight and position sensitive items in the boat. Similarly, all major deck gear items are positioned by registration marks and recess incorporated in the deck mould.

For the Admiral's Cup, the boats will be raced in one-design format. In this configuration the boat will carry one-design sails, including a masthead kite. When raced in an IMS fleet, the owner has his choice of sailmaker and spinnaker size restricted only by the IMS rule itself.

OFFSHORE recently visited Bashford International's modern boat-building factory at South Nowra for the official opening by the NSW Treasurer Michael Egan. In less than 10 years in Nowra, the company has grown from a workforce of 10 to more than 120 employed in boat building and at the company's associated enterprise, Carbontech Spars.

Bashfords, now the largest production yacht builder in the Southern Hemisphere, exports to the UK and Europe, Japan, Asia and South America. In the factory, apart from four Sydney 40 One-Designs in various stages of construction, were the other popular IMS/CHS designs, the Sydney 36, Sydney 41 and Sydney 46, along with a cruising version of a Sydney 60 for a Mexican buyer. At present a new Sydney 40 One Design is being completed every six weeks.

Apart from Bashford's commitment to the RORC, seven yachts have been sold to private buyers - two to Australians, two to Italians, two to the UK and one to a Belgian yachtsman. Boat number two is due to be officially launched on the River Thames in London on October 3. It will be the third Bashford-built boat owned by the company's UK-based director Nigel Bramwell and like his previous boats will be named *Hawk*.

Designer Iain Murray is expected to skipper the second Italian-owned Sydney 40 One Design in this year's Telstra Sydney to Hobart, with *Sledgehammer* also a likely competitor. By then the Sydney 40 One Design in its IMS configuration will be a hard boat to beat.

Further information: Sydney Yachts, Bashford International, Lot 1, Cumberland Ave, South Nowra NSW 2540. Tel: 02 4423 3153, fax: 02 4423 3017. ▲

## Statistics

Length overall .....	12.5m (41')
Length on water .....	10.5m (34'5")
Beam: on deck .....	3.75m (12'4")
Draft .....	2.65m (8'8")
Displacement .....	5750 kg (12,680lbs)
Sail area .....	92 sq m (990 sq ft)

Designers: Murray, Burns & Dovell, Newport, NSW  
 Builders: Bashford International, South Nowra, NSW





Sydney 40

..... THE ESSENCE OF GRAND PRIX RACING

Sydney Office:  
Ph: 61 2 9979 8044  
Fax: 61 2 9979 6901

Europe:  
Ancasta  
(44) 1703 454 744

Hong Kong/Philippines:  
22 Degrees North  
(652) 2358 2113

East Coast USA:  
Thoroughbred Yacht Sales  
(1) 410 267 9419

Italy:  
Sailing Division  
(39) 584 388 718

Brunei/Malaysia/Singapore:  
Continental Yachting  
(673) 277 295

Great Lakes USA:  
Active Yachting Brokerage  
(1) 810 463 7441

Australia:  
PBS International  
(61) 2 9979 9780

Japan:  
T Sailing System  
(81) 798 66 6311

South America:  
Sobstad Sails  
(54) 1742 5032



This superbly designed and crafted 40-footer was chosen unanimously above ten other powerful contenders to become a new one-design class racer for the Champagne Mumm Admiral's Cup - the world's premier ocean racing championship.

Having raced the Sydney 40 in everything from zero to 35 knots, co-designer and world champion yachtsman Iain Murray of Murray, Burns and Dovell, said: *"It is a state-of-the-art, supercharged, one-design Grand Prix racer that can be very competitive under a variety of international measurement rules.*

*It is also a great club racer. It offers high-performance, is versatile, powerful and exciting"*



[www.bashford.com.au](http://www.bashford.com.au)



## What's New

### Henri Lloyd Gear Bag for sailors

Henri Lloyd has released a great looking gear bag that's made from heavy duty waterproof nylon and features two separate zippered compartments, webbing handles and an over shoulder strap, a chunky non corroding number 10 plastic zipper and slider.

The HL Marine Technical logo is embroidered on the side and a woven name and address label sewn on the end of the bag. The bags are available in 24" with a recommended price of \$40 while the 28" size is \$45.

The HL Gear Bags are available from leading ship chandlers.

### Volvo Penta finance introduced in Aust

Volvo Penta and its partners have introduced Volvo Penta Finance for the Australian market, designed to provide Volvo Penta power clients with direct access to a range of in-house innovative, flexible and competitor vendor finance plans.

Graeme Avers, CEO of Volvo Penta importer Eastern Engine Pty Ltd, says the product will significantly assist a wide range of marine and industrial clients to select the engine and finance package that best suits their requirements by one easy step.

This finance product offers options not previously available to diesel engine buyers - it is available for re-



Henri Lloyd's smart looking sailor's gear bag.

power and overall purposes as well as new vessel engine combinations.

Further information: Eastern Engines in Sydney, phone 07 3899 1622 or in Western Australia, Seapower Australia, phone 08 9335 9777.

### Simrad acquires Navico of UK

The rapidly expanding marine electronics company Simrad, a part of The Kongsberg Group of Norway, has made a major acquisition of the UK company, Navico Ltd, reports Stan Quinn, managing director of Quinn Marine, the Australian distributor for Simrad.

The move will enable Simrad to expand its product range and further increase market share in the leisure marine industry.

Commenting on the acquisition of Navico, Stan Quinn said this would enable Simrad to penetrate new market areas such as wheel and tiller autopilots for yachts and the highly competitive hand-held VHF radio market in which Navico holds a significant share.

Since its creation 14 years ago, Navico has been highly acclaimed for innovation in design and technology. Their market is primarily leisure marine with a particular emphasis on yachts, where Simrad has been less involved. This acquisition should therefore fill a significant area of interest for Simrad which already has a strong foothold in the worldwide powerboat market.

### Navico's rugged Yacht pilot YP500

Navico has introduced a rugged inboard pilot for a wide range of yachts (up to 14-metre LOA) with mechanical wheel steering. This addition to Navico's autopilot range offers all the steering sophistication of a fully featured below decks autopilot in an off-the-shelf package.

To operate, set the desired course, press Auto and the YP500 Yacht pilot locks onto that heading and takes over the helm. With port and starboard keys to adjust the heading, the standard mode of operation could not be easier.

The YP500 Yacht pilot is easy to fit with a simple wiring loom and an ingenious feedback mechanism that

*The Navico YP500 Yacht pilot is a rugged inboard autopilot for yachts up to 14-metre LOA and is available from Coursemaster Autopilots and their Australia-wide network of dealers.*





clamps to the drive unit.

The PH500 is also available with a rugged, waterproof remote control unit (PYR500), giving full pilot control from almost anywhere on board. It has a built-in visual indication of course and heading and can also display GPS information.

Further information from Course-master Autopilot - ph 02 9417 7097 or fax 02 9417 7557.



Left: Raytheon's new larger 14" and 15" colour GPS LCD chart plotter, features TFT (flicker free) display.

## Raytheon launch GPS chart plotter

Oceantalk, the distributors of Raytheon marine electronics, have combined the superb plotting and navigation functions of the Raychart 611T with brand new TFT (flicker free) display technology from Samsung to create what they claim is the largest, clearest colour GPS LCD chart plotter available today, the Raychart 611TF4/500.

The Raychart 611T, the latest C94 (C Map) compatible chart plotter is usually sold with a 14" colour CRT monitor and features expandable memory with the addition of C Map eeprom cards. Packed with practical features when interfaced with a Raytheon or Autohelm Seataalk system it can also display and repeat many systems like depth, boat speed, etc.

The new colour LCD monitors are available in 14" and 15" and add a new dimension to the viewability of C Map C95 charts. The 611T4.500 system, including a 12 channel GPS, will sell from just under \$8000.

## Single line reefing for mainsails

Harken has redesigned its single line mainsail reefing kit for boats up to 8.2 (27') LOA. This simplified sys-

tem is lighter and easier to install than the original system. Sails with reef point grommets do not need further modification.

Reefing is a three-step process: ease the halyard to a predetermined mark, tension the reefing line, and re-trim the sail. It is the perfect way to tame your main when singlehanding or sailing shorthanded.

## Antifouling for slow speed boats

Since International Epiglass introduced Micron CSC to the boating market, it has arguably become the most popular self-polishing antifouling available.

Like all eroding-types of antifouling, Micron CC is partially water-soluble. This means that as the water moves across the hull, the top layer of antifouling is gradually washed away, leaving a fresh layer to repel unwanted fouling.

It also means that by the end of the season, its thickness is dramatically reduced; requiring far less maintenance and preparation work on the substrate before new coatings are applied. However, according to Epiglass, Micron CSC has the advantage that it has been specially formulated to ensure a more controlled antifouling, even in difficult fouling areas.

Because Micron CSC is self-polishing, it is only recommended for low speed pleasure craft. For more information, International Epiglass has a helpline on 1800 251 431.

## Smartbuoy offers many options

One of the more interesting exhibits at the recent Sydney Boat Show was Smartbuoy, a remote controlled submersible marine marker buoy.

Smartbuoy 1 is an automatic surface buoy with light sensors that immediately activate at night and switch off during the daytime.

Smartbuoy 2 is a remotely activated flashing buoy switched on and off by your own personal digitally coded ultrasonic signal from your boat.

Smartbuoy 3 is a fully submersible electronic marker buoy. By transmit-



Harken's single line mainsail reefing kit.

ting a personal digitally coded signal, the Smartbuoy is released from the seabed and on surfacing a beacon starts flashing for easy location. Then it's just a matter of winding in the spider wire attached to the mooring chain.

An additional model is in development as a basic submersible model specifically for the fishing and cray industry.

Further information: Ken Redwood, 08 9322 1941

The rather remarkable Smartbuoy.





## KVH's mini-M satellite phone

It's now more affordable than ever to keep in touch at sea. KVH's new Tracphone 25 provides reliable satellite-delivered voice, fax and data communications in a compact package. The Tracphone 25 is now available in Australia from Coursemaster and their Australia-wide network of dealers.

Measuring only 25cm in diameter, the unit is one of the smallest and lowest cost fully-stabilised mini-M marine systems available. Tracphone's three-axis, fully gyro-stabilised antenna compensates for vessel movements, providing excellent satellite tracking and fringe-area coverage.

Quality performance of a satellite phone depends on satellite-to-vessel signal strength (gain). Among Inmarsat-phone (mini-M) marine systems of comparable size, the Tracphone 25's antenna element is said to provide the highest gain.



KVH's new Tracphone 25 for Inmarsat mini-M marine communications.

This, combined with faster and more precise satellite tracking makes the Tracphone achieve excellent voice quality and reliable data connections.

Further information from Coursemaster Autopilots, phone 02 9417 7097 or fax 02 9417 7557.

## Kit boats from John Duncanson

John Duncanson, awarded an Australian Design award and a Prince Philip Design Award for his yacht designs, has now brought computer

aided technology to boat building. Readers will no doubt remember his Duncanson 34, the Duncanson 40 and, of course, his own JOG boat, *Gingerbread Man* with which he won national and international events.

Duncanson has now patented a unique process called Kitsys. You get the Duncanson yacht of your choice delivered in kit form. The complete interior, deck, cockpit and building jig is computer cut with complete accuracy. Where the panels join each other, the joints have been pre-cut. Each of the pre-cut parts are nested and numbered on the sheets of ply.

The current range is a 28' racing boat, a 31' cruiser/racer, a 40' Cruiser and a 43' clipper bow ketch. On the drawing board is a 26' trailer sailer and then a 45' world cruising yacht.

Further information: Duncanson Kit Boats, Tel: 08 8373 7577, fax: 08 82726398, or e-mail: ac-sail@box.au. The web site is: [www.academysail.com.au](http://www.academysail.com.au)

Introducing....

## WinChart by Chartwork

PC Based, Electronic Charting and Navigation Systems

**WinChart Pro Plus** is a full featured, computer based, charting and navigation system using the new C-Map PC-Charts on CD-ROM. Apart from live-time position plotting and route planning WinChart Pro Plus provides an interface with existing NMEA-0183 on-board systems including ships log, compass, wind instruments, depth sounder and autopilot.

"The on-board PC provides superior power and graphics with a level of versatility that is not available on dedicated chart plotters"

**C-MAP** The new PC Charts from C-Map on CD-ROM offer the most extensive, yet most compact worldwide coverage available. In fact, charts for the entire world will fit on just 2CDs. There are over 300 detailed charts just for Australian waters.



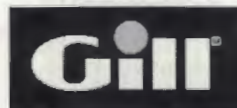
Visit our website or phone for a free demonstration copy and new catalogue

Designed for the Serious Coastal & Offshore Navigator



**Integrated Marine Systems**

1007 Stanley Street East, East Brisbane, Qld. 4169, AUSTRALIA.  
Ph: (07) 3217 3137 Fax: (07) 3217 3138 Email: [imarine@powerup.com.au](mailto:imarine@powerup.com.au)  
<http://www.imarine.powerup.com.au>



## Ultimate sail comfort Key West Jacket and Trousers

Gill-TEX™ fabric signifies breathability and versatility. The Gill Key West features our hydrophilic Gill-TEX™ medium weight breathable fabric with fluorocarbon finish. The jacket has fully adjustable peaked hoods, cuffs and hem, reinforced elbow patches, cargo pockets and fleece-lined handwarmer pockets. The trousers are practical and comfortable, with high cut back, ankle adjustment and reinforced seat and knees. The Key West is ideal for coastal, cruising or sportsboat sailing.



Please Email or write to Gill Australia to receive our current catalogue.

## Marine Distributors Pty Ltd

340 Darling Street, Balmain, NSW 2041  
Tel: 0416 279 500 Fax: (02) 9818 8386  
Internet: <http://www.douglasgill.com.au>



## Designs of the 90's

# First Farr 40 ODs for Sydney to Hobart

### Farr 40 OD

The announcement that internationally-renowned McConaghy Boats of Sydney will build the Farr 40 One Design in Australia has created considerable interest not only in Australia but also from the USA and Europe.

The Farr 40 One Design has proven to be one of the popular designs in recent years from Bruce Farr and Associates, with strong fleets competing at major US regattas this year. With Carroll Marine struggling to keep up with demand and long delays for delivery, Farr has appointed John McConaghy as the Australian builder and Melbourne based yachtsman Shane Tyrell to handle marketing.

By mid-August, with construction under way at McConaghy's state-of-the-art boat-building complex at Mona Vale in Sydney's northern beaches, Tyrell had taken four firm orders in Australia with several more potential owners, two in Melbourne and two in Sydney. The first couple of Farr 40 ODs are expected to contest the Telstra Sydney to Hobart and the lead-up regattas.

One Melbourne yachtsman, John Calvert-Jones, already owns a Farr 40 OD, *Southern Star*, in the US and has been competing with success on the American owner/driver circuit. His tactician has been well known America's Cup and Admiral's Cup yachts-

**"...even though the rig is simple there is plenty for the crew to think about in terms of optimising the performance for particular wind speeds. The lack of runners and the small jibs make tacking and manoeuvring a cinch."**

man Grant Simmer, a director of North Sails Australia. Grant has written this review of the Farr 40 OD for OFFSHORE:

*Southern Star* has finished third in the three US regattas that we have



*Spacious and simple cockpit layout of the Farr 40 One Design, uncluttered by having no backstay runners. (Pic- Peter McGowan).*

competed in this year. This is an encouraging performance for relative newcomers to this class. Fleet sizes have varied from 11 to 15 boats with the regattas based on the US East Coast.

The Farr 40 OD was designed for one-design racing and as such is an excellent boat because of its simplicity and ease of handling, both for the helmsman and crew. This makes for great close tactical racing.

The class rules provide for amateur drivers and the class association hopes that this concept will continue, with owner/drivers fulfilling the

amateur requirements of US Sailing which has a system of classifying sailors in category 1, 2 or 3. Each of *Southern Star's* crew, including the owner, submits details of his recent sailing experience, including any employment related to sailing.

US Sailing then return the classification of each sailor, with the class rules allowing only four crewmembers in category 1 or 2 (professional sailors) to be on board the Farr 40 in any regatta. While there can be discrepancies between the amateur helmsmen due to their range of experience, the rule does work well and the boats enjoy close racing. The series leader is John Thompson, owner/helmsman of *Solution* who has owned a series of IOR and IMS yachts called *Infinity*. He has always



helmed his own boats against the professionals.

The Farr 40 has a sweptback spreader carbon fibre rig with an hydraulic backstay and non-overlap headsails. The yachts are sensitive to trim adjustments, primarily backstay tension which controls the forestay sag and the depth of the mainsail. In addition, the top yachts adjust their rake to control the shroud tension wind speed, together with their butt position and diagonal tensions.

Even though the rig is simple there is plenty for the crew to think about in terms of optimising the performance for particular wind speeds. The lack of runners and the small jibs make tacking and manoeuvring a cinch.

To date, all Farr 40s have been built by Carroll Marine on the east coast of the USA. With the popularity of the class, they have been struggling to keep up with demand, with long delays for delivery. In Australia, we are fortunate that McConaghy Boats will be building the Farr 40.

### Design concept:

Bruce Farr and Associates say the Farr 40 One Design has similar beam and displacement for its length, compared to its successful Farr 39 (Design 336) but has higher stability and sail carrying ability. The lightly raked stem and limited aft overhang give the hull a long waterline length which, combined with a clean run aft and fine forward sections, give the boat a good balance of upwind downwind performance.

### Statistics

LOA .....	12.41m
LWL .....	10.75m
Beam .....	4.03m
Draft .....	2.60m
Displacement .....	4945 kg
Ballast .....	2250 kg
RMC .....	175kg/m
Sail area .....	102.8 sq/m

Designer: Bruce Farr & Associates,  
Annapolis, Maryland, USA.  
Builder: McConaghy Boats,  
Newport, NSW.



*A Farr 40 One Design powers downwind during a recent regatta in the USA. (Pic - Peter McGowan)*

### Construction:

The hull is constructed with glass fibres, epoxy with foam composites and wet prepreg fabrics. The entire hull and deck are post-cured, meaning that they are literally baked in an oven. The result is an incredibly strong, light hull. A low centre of gravity keel with lead bulb and cast iron fin bolted to an aluminium frame provide a stiff and robust structure for "those who insist on going aground." The rudder stock is carbon fibre, with the rudder blade a combination of epoxy, carbon fibre and E-glass.

### IMS results:

Aside from the popularity of the Farr 40 OD for one-design racing, several

owners have sailed with success under IMS ratings in major regattas. *Orient Express* (Peter Tong) took first place in Class E at the New York Yacht Club's IMS national championships at Newport, Rhode Island. In the Volvo long distance race which followed the IMS nationals, *Orient Express* won the IMS class with *Southern Star*, skippered by John Calvert-Jones, second.

In the Kenwood Cup in Hawaii, *Blue Chip* placed third overall in Class D to the Farr 39, *White Cloud*, a member of the winning New Zealand team.

Further information: Shane Tyrell, Farr International Australia, Tel: 03 9823 6243. Fax: 03 9826 3642. Email: shane@ozonline.com.au



# FAIRR<sup>®</sup> 40

ONE DESIGN



**"This is one of my all time favourite designs. With its combination of strict one design, proven IMS and CHS results, it is unrivaled."**

Bruce Farr, President, Bruce Farr & Associates Inc.

- No runners, no overlapping jibs
- Owner/ amateur driver eligibility rules & committee
- Proven one design plus handicap race results
- Built by McConaghy Boats, Sydney, Australia

*Need we say more.*

**Farr**  
INTERNATIONAL

Farr International  
(Australia)

Tel: +61-3-9823-6243.

Fax: +61-3-9816-8103.

E Mail:  
shane@ozonline.com.au



NSW: SYDNEY YACHTING CENTRE - Jason Rowed • Ph: (02) 9969 2144 • Fax: (02) 9969 4191



## Designs of the 90's

# Fast cruising yacht from Germany

### Bavaria 41 Exclusive

The first Bavaria yacht imported into Australia by North South Yachting was an eye-catcher at the Sydney International Boat Show.

OFFSHORE reviews the Bavaria 41 Exclusive

**B**avaria Yachts are Germany's leading production yacht builder, turning out a remarkable 500 cruising-orientated yachts each year. While other builders have floundered towards bankruptcy, Bavaria has gone from strength to strength.

Industry watchers have put this down to modern, yet non-gimmicky cruising designs built with excellent production techniques, allowing high quality boats to be marketed at extremely attractive prices.

Obviously, Australian yacht owners see the value for money in the Bavaria range and at the Sydney International Boat Show there were many potential buyers on board the Bavaria 41 Exclusive. Ralph Hogg told OFFSHORE that he had already sold two 41s, two 38s and a 35, plus a Bavaria 50 to a charter boat operator. These boats are due in Australia over the next couple of months.

Until recently Bavaria marketed three ranges of yachts, the Holiday, the Exclusive and the Ocean. The Exclusive range of 35, 38, 41 and 46-footers originally was intended for owners seeking a strongly-built, mod-



Bavaria 41 under sail. The first boat in Australia created considerable interest at the Sydney Boat Show.

ern fast cruising yacht. The Holiday range, based on the same hulls, was introduced in response for requests for yachts with more cabins for owners and charter companies. However, some items were not interchangeable, such as the Holiday range having steel keels and the Exclusive lead keels.

However, Bavaria announced in late August that, due to market demand, instead of a Holiday and an Exclusive range, there will be only one range with all options available on all yachts. Every yacht will have the classic Bavaria blue striping on white hulls. Prices will be the same for three or four cabin layouts with options such as a lead keel priced as an extra.

All Bavaria yachts have been designed by the award-winning J and J Design. The lines are pleasing to the eye, being modern yet graceful. The hulls are fast, powerful and well bal-

anced, with good volume for'ard and not too much beam or flat aft. The boats are of medium displacement and have relatively high ballast ratios by today's standards. The centre of gravity is kept low and these standards, combined with good form stability, allow a generous sail area.

The result is a range of fast, stiff and powerful cruising yachts with a

### Statistics

LOA .....	12.75m
Beam .....	3.98m
Draft .....	1.95m
Weight .....	7,900kg
Ballast .....	(steel) 2,800kg
Engine .....	Volvo MD 2040, .....29kw/40hp
Sail areas:	
Fully battened mainsail with lazy jacks .....	39.00 sq/m
Furling genoa on Furlex reefing system .....	50.80 sq/m
Price:: .....	\$330,000

*Looking for'ard from the chart table into the saloon, with its comfortable settee and warm mahogany timber.*







Layout of the Bavaria 41 Exclusive, which has sleeping accommodation for six people in three cabins and a spacious saloon.

seakindly motion and excellent directional stability. These are factors that make the Bavaria range most attractive for Australian conditions, a powerful yet easily controlled boat with performance to match her good looks.

The most striking feature about the Bavaria 41 exhibited at the Boat Show is its strength of construction and excellence of finish. Foam sandwich is used above the waterline in the hull and on the deck. This increases impact resistance, reduces condensation and provides insulation. Below the waterline the laminate is solid. From stem to stern the laminate is doubled along the centre of the boat and in the keel area the laminate is double that required by Germanischer Lloyd Certification. Kevlar is used in the forebody to reduce the chance of the hull being holed.

Strength of construction does not stop with the hull. Joinery, as well as being superbly finished, is strongly constructed with an abundance of solid mahogany.

The Bavaria 41 is well suited to Australian demands and conditions over a wide climate area. It is a well proven ocean-going yacht with many European owners sailing across the Atlantic to the Caribbean. Accommodation below decks is attractive, spacious and very functional. The saloon features a u-shaped dining area with comfortable seating for up to six people, a well equipped galley and a functional chart table. There is a large double for'ard cabin with private head and two double-berth cabins aft with a share head, both with hot and cold pressure water showers.

Australian sailors fortunately are able to spend a lot of their time on deck, thanks to our generally good weather. The Bavaria 41 immediately impresses with its wide and uncluttered teak-laid decks which provide excellent space for relaxing, as well as the reasonably large cockpit. The steering console, with a large wheel and comfortable curved seating for the helmsman, is set well aft giving ample room for guests in the cockpit. There is an always useful fold-out table.

The Bavaria 41 has a large sail area which gives for fast sailing, a fully battened mainsail with lazy jacks and furling genoa on an efficient Furler reefing system. With self-tailing genoa and halyard winches, she is easily handled by a minimal crew. Under power, a Volvo 40hp MD 2040 diesel gives the Bavaria plenty of push. The Saildrive is placed roughly halfway between rudder and keel, making the boat simple to steer both ahead and astern in tight berthing situations.

North South Yachting have the Bavaria 41 priced at \$330,000 ready to sail with a wide range of extras included, such as an electric anchor windlass, log and echosounder.

Australian agents: North South Yachting, 1714 Pittwater Road, Bayview, NSW 2104. Phone: 02 9979 3266, fax: 9979 3244. Email: nsyacht@ozemail.com.au

## BAVARIA YACHTS



### COMFORT, GRACE, STRENGTH AND PERFORMANCE AT AN EXCEPTIONAL PRICE!

This latest generation of Bavaria Yachts designed by J and J has produced timeless sleek and powerful yachts which represent a state-of-the-art combination of fast cruising performance and handling.



With typical German attention to quality, Bavaria Yachts offer superb construction, excellent quality of finish and genuine off-shore capability. At the same time, clever and efficient production methods mean that these quality yachts can be offered at an exceptional price.



Already renowned throughout Europe in 1995, a Bavaria 39 (now the 38 exclusive) won its division in the ARC (Atlantic race for cruisers) and in the German die Yacht magazine boat of the year awards, the Bavaria 41 placed 2nd in the over 40' class against Swan Baltic, Hallberg Rassey and Jenneau. In 1996 the 32 won its class and this year the Bavaria 35 exclusive and centre cockpit 38 Ocean won their classes respectively.



All Yachts are built in excess of Germanischer Lloyd and carry a five-year hull warranty. Foam sandwich technology used in the construction of ice breakers is used throughout the range including S glass and kevlar reinforcing to the forebody and keel areas to protect against collision and grounding damage.

The first of the new generation of Bavaria Yachts has arrived in Australia and is available for inspection and demonstration sailing at our Pittwater base.

### NORTH SOUTH YACHTING

• NEW YACHT SALES • AFTER SALES SUPPORT •

Bayview Anchorage, 1714 Pittwater Road, Bayview, Sydney NSW 2104 Australia  
 Telephone: +61 2 9979 3266 Facsimile: +61 2 9979 3244  
 Internet: www.x-yachts.dk



With **SCOTT JUTSON**

## Malaysian record attempt in Australian yacht

"Fast is fun" to quote the late Bill Lee and that will always be. For those that consider speed more fun than rules we have had a few interesting projects go out the door recently. Most notable is a new 50 foot single-handed boat for Malaysian yachtsman Azhar Mansor. The boat was launched in August in Pittwater after a quick build by McConaghy Boats and expert project management by Lee Condell. Her name is *Jalur Gemilang* meaning "Stripes of Glory", a reference to the Malaysian flag.

*Jalur Gemilang* was built to do two things: to carry the first Malaysian ever to complete a solo circumnavigation and second to be the first to attempt a new record course around the world, beginning and finishing in Langkawi, Malaysia. This 21,600 nautical mile course is fully ratified by the World Speed Sailing Record Council.

For Azhar the obvious design direction was to build on *True Blue*, the yacht that dominated the last BOC Race and still holds the World record for the fastest Class II circumnavigation. However, this is not the same event as the BOC and the design needed to be reconsidered for greater endurance. In this regard, while we were able to build

# Jalur Gemilang & Other Fast Boats

on lessons learned to make a faster boat, we also had to consider other factors.

Not the least of these was a budget that was suitable to buy a stripped out 40 footer! This was not a major problem as it seems budgets are never that great for these projects and many of the optimal design solutions aren't that costly anyway.

Basic changes for this design were to increase overall displacement to accommodate more stores and spares. To help alleviate this burden we increased the form stability by a 300 mm beam increase which, combined with the extra displacement, allowed for a 200 kg decrease in bulb weight. The net gains in displacement were kept under control this way. The water ballast volume was increased slightly and the overall tank system was moved forward as a result of the greater beam.

Finally, we went away from the high performance carbon fractional rig to a more sedate masthead cutter rig with larger headsails and permanent furlers. Still an enormous sail plan.

Construction was our tried and true cedar/Kevlar/epoxy hull with foam/GRP deck and a mix of internal structure. Interestingly enough this is probably the best way in the rating / performance equation to

build an IMS cruiser/racer. Stiff, light, strong and quick to build, I am struggling to come up with any negatives except that you could spend more money doing it other ways.

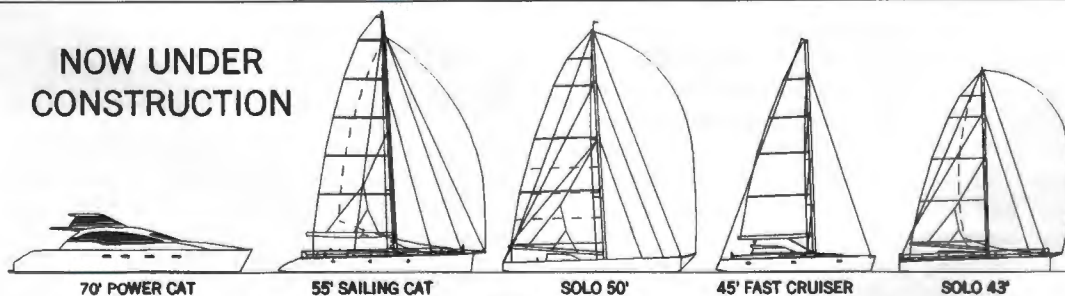
David Adams conducted sea trials in late August and naturally we waited with baited breath for his conclusions. Fortunately they were all favorable - easier to sail and maybe a touch higher upwind. This is a good solid all Australian project and we all wish Azhar the best for a fast and safe journey.

## Whither the Mt Gay 30s

A slightly less upbeat story revolves around the Mt Gay 30 class. Here is an example of a great idea and a very good rule that tripped up for some reason despite a number of boats being built.

The Mt Gay 30 class was formed around a scaled down version of the Whitbread 60 rule. While it had some problems as a rule they were not anything too major and the boats that were built were very fast and very ocean capable. Ray Stone and his boat *Razor's Edge* probably did the most campaign miles, including two Sydney - Hobarts and was constantly singing the praise of his rugged little ocean racer that could

NOW UNDER  
CONSTRUCTION



**JUTSON**<sup>TM</sup> yacht design

WWW.JUTSON.COM TEL: 61-2-9948 1512 FAX: 61-2-9948 2392 E-MAIL:jutsonyd@real.net.au





*Brindabella made her return to racing at Hamilton Island Race Week, winning two races on corrected time, taking line honours in every race and setting two course records. (Pic - Richard Bennett)*

sail all day with the 40-45 foot boats upwind and down.

At last count there were six examples of the class in New South Wales. Unfortunately, that seems to be where it is going to stop. Perhaps it was the cost, perhaps it was the fear of getting beaten, but whatever it was the various owners have not managed to get together much as a fleet except under the aegis of the JOG association and their Super 30 Class. Which leads me to my main point.

The Mt Gay 30 class seems unable to deal with the fact that, within the rule space, both fast and slow boats can be produced. Secondly, within that space, you can optimise to either end of the wind scale. That can be expensive and it is not the sort of thing most 31 foot yacht owners like to do. The Super 30 Class seems to provide an answer in the form of a handicap (JOG of course) which allows things to settle down a bit by taking the pressure off everyone to be first home, a concept best left to the one design classes.

Super 30 has found itself to not only suit the Mt Gay 30s but also the other fast and/or IMS 30s that have

been a bit disenfranchised by that noble rule's treatment of smaller boats. A final benefit is to the JOG Association itself which hasn't seen much in the way of growth in the last few years. The cream on the cake is that there will be a Super 30 Class in this year's Telstra Cup and, by all accounts, the turn-out should be excellent. Take the MG 30 logos off the sails and start having fun.

### IMS better than ever? Hello out there!

Following on from Kenwood Cup and Hamilton Island, it is worthwhile to re-establish one's perspective on the ever controversial IMS rule. I think these quality regattas give us the best view of what is really happening as we see the best preparation and talent on board which tends to allow the value of the rule to be fairly judged. By all accounts the score card is running high numbers.

In Kenwood Cup team results Australia got pipped at the post by New Zealand for the overall trophy. However, we still got excellent results with a team of boats of which at least two would have been well and truly out to

pasture in the late, great IOR era.

The newer designs didn't seem to have any real advantage and perhaps the only notable trend was the ever onward march of the runnerless fractional carbon rig. That this rig is potent, even on the highest level, has already been displayed here with *Brindabella*, so it is no surprise that the top overall boat at Kenwood was sporting just such a rig.

And dare I give away the real secret that extra rig weight is actually somewhat encouraged in IMS (your optimising tip for the day)? Let us fall to our knees and pray that some wally doesn't go to the ITC meeting and decide to stop this admirable trend just because someone put lead in their spreaders.

Hamilton Island was much of the same. The winning boat had already had a long and not so illustrious career but in the hands of Team PBS they were unbeatable.

Interesting that the same boat has been used in the past to suggest that IMS doesn't work. I guess that in the end, it is still about sailing. In fact, it would seem that everyone that sailed really well got up, whether they were on old or new boats. ▲



## Sailing the Web

Telstra has introduced an Internet email enhancement for its Satcom-C mobile satellite messaging service which will provide head office, business associates, friends and families with easier and economical access to personnel on board ships, commercial fishing fleets and cruising and racing yachts throughout the world.

The Internet email services provides Satcom-C customers with a global messaging option to almost any electronic mailbox in the world, and access to ships at sea from any shore based electronic mailbox user.

While initially directed at commercial shipping, Telstra's Global Satellite service sees a major market for Satcom-C for Australia's fishing fleet and for yacht owners.

Twenty Satcom-C units will be installed on 20 yachts competing in this year's Telstra Sydney to Hobart, adding to the safety network for the race and also providing ongoing information through email to the Telstra Sydney to Hobart web site, the media and the public. The yachts *Marchioness* and *Atara* successfully used Satcom-C to transmit email reports during the recent XXXX Sydney - Gold Coast Race.

Telstra will use the Sydney to Hobart to showcase not only Satcom-C but also Minisat and other advanced communication products.

Experts predict that the number of Satcom-C terminals in Australia

# Internet Email available on Satcom-C

will double over the next 18 months, with a large proportion going to the fishing fleet under new license regulations.

Sending email from Satcom-C mobiles is easy and economical. Customers can send a message to multiple addresses for a single satellite link charge. As delivery is via the Internet, there are no landline charges. Further, there is no registration or subscription fee, and Telstra offers a very competitive price for email.

Ships approaching Australian ports have found the great advantage of being able to send just one email message to all port authorities of their arrival details and berthing requirements. Fishing boats already equipped have found email a most effective method of maintaining contact with their clients and bases but also for the crew to communicate with family.

Satcom-C opens up a new era of communication with yachts, both cruising and racing. A yacht cruising to New Caledonia, for example, can send a multi-address message and description of the cruise to up to 50 friends on the Internet in just one email transmission. Similarly, a business executive can maintain reliable contact with his office whilst on an extended cruise. Delivery time is about seven minutes from initial transmission.



Satcom unit antenna fitted to the spreaders of this yacht.

Yachts competing in long ocean races, such as the Telstra Sydney to Hobart, will be able to report by email about weather conditions and life on board. Race headquarters can plot positions of yachts with Satcom-C through a link-up with the boat's GPS navigating system. Thus, it can enhance safety at sea.

The Telstra Satcom-C email service also removes the cost barriers of distance, as regardless of the location of the email sender and receiver, cost is the same.

In ship to shore direction, the message "header" will indicate it is a message intended for an Internet email address. This will be transferred into the Internet for delivery to the requested Internet email recipient.

Complete.  
Comprehensive.  
CompuServe.

Join thousands of others in the worldwide  
online sailing community on CompuServe.  
Or try one of the hundreds of business and  
recreational forums.

For more information or to order a free starter kit  
(including free\* time online), call **1300 55 55 20**

\*This applies in the first month of membership only. Free hours do not include Premium Services and online purchases.

CompuServe  
Pacific

For Those Serious About Internet Online

FIRST  
**5** hrs  
FREE\*

OY809



For shore to ship, the Internet email sender must first register with Telstra as a "registered" email sender for billing purposes. On receiving the message, the Internet gateway will confirm customer registration and transmit the message to the ship via Telstra Satcom-C facilities.

For further information call the Telstra Customer Service Centre on freecall 1800 810 023.

### Sailing web sites

Following are some of the most popular and informative Web sites for OFFSHORE readers. If you have suggestions to add to the list please e-mail the editor on 100036.2315@compuserve.com

America's Cup 2000:	<a href="http://www.americascup2000.org.nz">www.americascup2000.org.nz</a>
Australian Maritime Safety Authority:	<a href="http://www.amsa.gov.au">www.amsa.gov.au</a>
BT Global Challenge:	<a href="http://www.btchallenge.com">www.btchallenge.com</a>
Compuserve Sail Racing Forum:	GO SAIL
Offshore Yachting magazine:	<a href="http://www.merlin.com.au/offshore/">www.merlin.com.au/offshore/</a>
International Sailing Federation:	<a href="http://www.sailing.org">www.sailing.org</a>
Cruising Yacht Club of Australia:	<a href="http://www.cyca.com.au">www.cyca.com.au</a>
Telstra Sydney to Hobart:	<a href="http://www.syd-hob97.telstra.com.au">www.syd-hob97.telstra.com.au</a>
Sail Melbourne '99 Worlds:	<a href="http://www.99worlds.org">www.99worlds.org</a>
Penta Comstat Marine Radio:	<a href="http://www.ozemail.com.au/~penta">http://www.ozemail.com.au/~penta</a>
Australian Yachting Federation:	<a href="http://www.aussailing.org">www.aussailing.org</a>
Yachting Association of NSW:	<a href="http://www.yachtingnsw.org.au">www.yachtingnsw.org.au</a>
Queensland Yachting Association:	<a href="http://www.qldyachting.org.au">www.qldyachting.org.au</a>
Victorian Yachting Council:	<a href="http://www.aussailing.org/victoria">www.aussailing.org/victoria</a>
Yachting South Australia:	<a href="http://www.aussailing.org/southaust">www.aussailing.org/southaust</a>
Yachting Association of WA:	<a href="http://www.aussailing.org/wa">www.aussailing.org/wa</a>
1999 Melbourne-Osaka Race:	<a href="http://www.pacwow.com/osaka/index.html">www.pacwow.com/osaka/index.html</a>
Bureau of Meteorology:	<a href="http://www.bom.gov.au">www.bom.gov.au</a>
CSIRO Marine Laboratories:	<a href="http://www.dmr.csiro.au">www.dmr.csiro.au</a>
Sydney-Mooloolaba race 1998:	<a href="http://www.mhyc.com.au">www.mhyc.com.au</a>
Brisbane-Gladstone race 1998:	<a href="http://www.qldyachting.org.au">www.qldyachting.org.au</a>
Royal Yacht Club of Tasmania:	<a href="http://www.tased.edu.au/tasonline/ryct">www.tased.edu.au/tasonline/ryct</a>
Sailing New Zealand magazine:	<a href="http://www.sailing.co.nz">www.sailing.co.nz</a>
Olympic 49er class:	<a href="http://www.49er-sailing.com">www.49er-sailing.com</a>
SOCOG - Sydney Olympics:	<a href="http://www.sydney.olympic.org">www.sydney.olympic.org</a>
Richard Bennett Photography:	<a href="http://www.richardbennett.com.au">www.richardbennett.com.au</a>
Sail-online:	<a href="http://www.sail-online.com">www.sail-online.com</a>
Sailing-online:	<a href="http://www.sailing-online.com.au">www.sailing-online.com.au</a>
Waterways Authority of NSW:	<a href="http://www.waterways.nsw.gov.au">www.waterways.nsw.gov.au</a>

### Marine industry information sites:

Aquanet marine industry site:	<a href="http://www.aquanet.com">www.aquanet.com</a>
BMW Australia:	<a href="http://www.bmw.com.au">www.bmw.com.au</a>
Coursemaster Autopilots:	<a href="http://www.coursemaster.com.au">www.coursemaster.com.au</a>
Fraser Sails:	<a href="http://www.frasersails.com.au">www.frasersails.com.au</a>
M.A.W. Marine Software:	<a href="http://www.ozemail.com.au/~mawsoft/main.html">www.ozemail.com.au/~mawsoft/main.html</a>
Marine Products Catalogue Aust:	<a href="http://www.marineproducts.com.au">www.marineproducts.com.au</a>
North Sails:	<a href="http://www.au.northsails.com">www.au.northsails.com</a>
Oceantalk:	<a href="http://www.oceantalk.com.au">www.oceantalk.com.au</a>
Scott Jutson Yacht Design:	<a href="http://www.jutson.com">www.jutson.com</a>
Trade-A-Boat:	<a href="http://www.boatpoint.com.au">www.boatpoint.com.au</a>

# Genesis



Sobstad  
Sails  
Australia



**Capture the Ultimate. Ultimate Velocity™.**  
**Ultimate Technology. Ultimate Value.**

*You asked us for lighter, faster sails with greater strength to weight ratio. Sobstad's patented structured sail technology and Sobstad's patented method of stress distribution have accomplished this. Genesis Velocity™ sails are the ultimate high tech racing sails!*

*Call us now at 1800 772 457. Discover why Genesis Velocity™ is a proven winner. Find out how you can capture the ultimate wind, speed and wave of the future with Genesis Velocity™ racing sails.*

**Sobstad Sails Australia**, Sydney, Melbourne, Perth, Southport, Singapore, Kuala Lumpur, Brunei, Tokyo, Osaka, Jakarta.  
Call today. Phone 1800 772 457, (612) 9905 6305  
Fax (612) 9905 7322. E-mail: [sobstad@ozemail.com.au](mailto:sobstad@ozemail.com.au)  
Internet: [www.sobstad.com](http://www.sobstad.com)



## News from all Ports

### Commodores' Cup to Germany

The fourth biennial Rolex Commodores' Cup at Cowes on the Isle of Wight in England in July saw a runaway victory for the German Red team. Throughout the nine race series they sailed consistently well to win by a huge 25 points from The Netherlands Red team who edged their compatriots, The Netherlands Green, into third by just half a point.

The winning team skippers comprised team captain and Admiral's Cup veteran Thomas Jungblut with *Sequana*, a Beneteau First 40.7, Norbet Plambeck steering *Hexe*, a J/V 45 and Harald Bruning with *Topas*, an ILC30.

Based on the Admiral's Cup, but with the emphasis on "Corinthian" crews, this year's event attracted nine teams: Belgium, England Green and Red, Germany Green and Red, Netherlands Green and Red, Scandinavia and Spain. Each team comprised three IMS rated boats, divided by handicap into big, medium and small boats.

Essentially an amateur regatta, only fully-fledged professional sailors were allowed on each of the bigger boats and one on the medium-sized boats, plus one semi-professional on both the medium and small boats.

The series was raced under the simplified version of the IMS which encourages dual purpose boats by favouring cruiser/racers and penalising stripped out race boats (although this will change with the introduction by the Royal Ocean Racing Club of the new IRM 2000 system for the next event).

Australians will remember one yacht in particular - *Prospect of Whitby*, the stylish Sparkman and Stephens design which was the highest placed English yacht in the winning Admiral's Cup in 1971. Owner Arthur Slater subsequently raced in the Southern Cross Cup the same year.

### Full as a Bull at Mooloolaba

Victorian offshore yachtsman Philip Coombs has steered his Bull 9000, *Full as a Bull*, to a resounding victory in the Per-



Close racing in the 1998 Rolex Commodores' Cup sailed out of Cowes on the Isle of Wight, with victory going to the German Red team. (Pic - Kos)

formance Handicap championship at the XXXX Sunshine Coast Offshore Racing Series (SSCOR) sailed off Mooloolaba in August.

Yachts representing Japan, Tasmania, Victoria, New South Wales and Queensland contested this year's SCOR, part of the Queensland offshore racing circuit with the Sandringham Yacht Club flyer notching up a 5-1-2-4-3-1 score.

*Full as a Bull* finished 10 points clear of the local Sunshine Coast sloop *Rising Farrst* (Pete Gourlay) with another Mooloolaba Yacht Club entry, Tony Woodcock's *Original Crew* another two points away in third place.

### Witney upsets world No 2 in match race

Australia's Neville Witney has scored a stunning victory in the 1998 Lake Constance Match Race Regatta in Germany, upsetting the ISAF world match race number two ranked Chris Law from England.

Witney and his crew of Joshua Grace and David Edwards received a standing ovation from 3000 spectators when they crossed the finish line in the deciding race

to beat Law 3-1. The Aussies collected \$21,847 in prize money by winning this ISAF grade one ranked regatta.

### Increase in NSW Etchells fleets

Both the Sydney and Pittwater Etchells fleets are expecting bigger fleets this season, with a number of new boats and new owners as competitive one-design sailors look towards the 1999 world championships to be sailed on Broken Bay in January 2000.

Sydney fleet will host the NSW championship on the Harbour from February 12-14 with between 50 and 60 boats expected to provide a great spectacle of one-design racing.

The racing program on the Harbour began on September 5 and consists of seven club championship heats, eight mini regattas, a monthly pointscore, the Milson Silver Goblets in November and a summer twilight regatta in February - as well as the RSYS' traditional pointscore races on Saturdays.

### illbruk-Pinta first for Volvo Ocean Race

Significantly, one day after the Round the World Race lost its Whitbread title and became the Volvo Ocean Race, the first campaign to challenge for the 2001 event commissioned its training yacht in New York.

This is a campaign with a difference, being a corporate entity which approached a known skipper to form a team for the race which was due to



The Victorian yacht *Full as a Bull* won this year's Sunshine Coast Offshore Regatta (SCOR) at Mooloolaba. (Pic - Richard Bennett)



take place in just over three years time. It is a move which is likely to become the norm, rather than skippers trying to find sponsorship, one which puts the money more in the driving seat.

The illbruck-Pinta challenge officially commissioned its One-Design 48 class yacht in North Cove Yacht Harbour towards the end of a highly successful regatta for the team. Early in the morning, they had led the seven boat fleet of 1D48s across the finish of the 154 nautical mile race from Newport, Rhode Island, after winning the six-race Nantucket Gold Regatta in Newport.

John Kostecki, the illbruck-Pinta skipper, raced the last Whitbread aboard *Chessie Racing* for many of the legs and is to be tactician for the winner of that race, Paul Cayard, in his America's Cup campaign in 2000.

## Volvo management team for Volvo Ocean Classic

Helge Alten, currently President and CEO of Volvo Cars North America, has been appointed as managing director of Volvo Event Management UK, a new company set up to manage the Volvo Ocean Race, the round-the-world event which replaces the Whitbread.

Norwegian by berth, Alten is a keen and experienced sailor, having raced dinghies and keelboats over the past 15 years, including owning a 35ft yacht.

## IMS division for King of Derwent

The Wrest Point Hotel Casino King of the Derwent Race has for many years provided a great spectacle for Tasmanians following the Christmas races from the mainland and this summer's event, on Saturday, January 2, 1999 promises to be even more exciting.

The Derwent Sailing Squadron has responded to requests from yachtsmen, particularly the Sydney entrants, for an IMS division. This will complement the existing fleet competing for the Bass and Flinders Cup, highlighted last year by the return of the maxis *Brindabella* and *Nicorette*. The King of the Derwent is also the final in the Sovereign Series which comprises yachts which have sailed in the Ocean Racing Club of Victoria's Cock of the Bay on Melbourne's Port Phillip and the Melbourne to Hobart race.

Notice of race is available from the Derwent Sailing Squadron, Marieville Esplanade, Sandy Bay, Tas 7005, phone 03 6234 1977, or visit their web site - [www.tased.edu.au/tasonline/dss/welcome.html](http://www.tased.edu.au/tasonline/dss/welcome.html)

## Eight Aussies for Melbourne-Osaka

Eight Australians and three Japanese yachts have so far been confirmed as entrants for the 1999 Osaka Cup double-handed race from Melbourne to Osaka in Japan. The 5,500 nautical mile south-north race starts on April 17.

While the organisers have received only 11 firm entries to date, they have received enquiries from some 70 yacht owners in France, Germany, The Netherlands, Spain, England, Norway and South Africa, with applications for entries closing on October 30.

Melbourne yacht broker Simon Kellett, who has sailed in all three previous Melbourne-Osaka races, winning the Racing Division, Class B in 1995, will be joined by Peter Bland in a yet-to-be-nominated yacht. Bland, a yacht master marine/adventurer, sailed as watch captain aboard a yacht guiding a British team to the



*Brindabella* (George Snow) winning the 1998 Wrest Point Hotel Casino King of the Derwent Race, which also saw her win the Bass and Flinders Cup. (Pic - Jack Hutcheon, DSS sailing secretary)

South Magnetic Pole and later became the first Australian to walk to the North Magnetic Pole.

Another Melbourne entry is the 11.8m Adams sloop *Brindabella II*, which will be sailed by owner Roger Sayers (55) and Murray Jacob (52), both experienced ocean racing and cruising yachtsmen.

## Another world title to Australia

Mark Thorpe, a boatbuilder from Pittwater who sails from the Bayview Yacht Racing Association (BYRA) is Australia's latest world champion, winning the Moth world title at Torquay in England. Thorpe had seven straight wins, one second and two third places to dominate the series.

Australia has a strong tradition of producing champions in this



## AUSTRALIAN RADIO-FAX WEATHER CHART BROADCAST

- The provision of weather charts to the marine community from stations AXM/AXI is under review.
- We seek information from our users on the importance of, and need for, this service being maintained.
- A questionnaire to help us determine the future of the AXM/AXI radio-fax service may be obtained from:

Attn: SRRT  
Bureau of Meteorology  
GPO Box 1289K  
Melbourne, VIC, 3001 Australia

The questionnaire is also available from the following sources:

- On the Bureau's Web site at [http://www.bom.gov.au/other/rad\\_sch](http://www.bom.gov.au/other/rad_sch)
- Facsimile (in poll-mode) (03) 9662 1223 (within Australia) or +613 9662 1223 (outside Australia)
- Broadcast by AXM/AXI radio-fax service at 0515-0600 UTC daily



single-handed development class, with Emmett Lazich winning in 1995 and 1991, Steve Shimmeld in 1987 and 1986, and Olympic Tornado catamaran class silver medalist Andrew Landerberger successful in 1989.

## Death of Tasmanian woman administrator

Tasmanian and Victorian offshore sailors were shocked by the untimely death of high profile Tasmanian sailing personality, Mrs Suzanne Pearl, who died in Melbourne after a short illness.

Formerly from Hobart, she was regarded as one of Tasmania's top yachting and historic boating administrators. In the mid 1980s she became one of the few women in Australia to be elected as a flag officer of a major yacht club when she became Rear Commodore of Hobart's Derwent Sailing Squadron.

Over the next four years she transformed the struggling club, which hosts the finish of the annual Melbourne to Hobart race, into one of Tasmania's most successful sporting organisations. She was the powerhouse behind the club securing a 10-year sponsorship from Wrest Point Casino of the King of the Derwent Race.

In addition to her yachting interests, Mrs Pearl was managing director of the historic barque, *Lay Nelson*, from the time of its launch in 1987 for the following eight years. She and her family moved to Melbourne in 1996. - Mike Sabey.

## Starboard unveil new 29er skiff

Starboard Products have unveiled their innovative new 29er skiff - the introductory boat to the highly successful 49er which has been selected as the new class for the Sydney 2000 Olympics.

Julian Bethwaite, the designer of both boats, says the 29er was a natural development from the 49er, allowing younger and lighter sailors the chance of sailing something comparable to the Olympic skiff. "It was designed for girls and boys alike and for the lighter crews," Julian says. "It will give good grounding for those with future 49er Olympic aspirations."

## Harken Youth Match Racing makes grade

The Royal Prince Alfred Yacht Club's annual Harken International Youth Match Racing Championship on Pittwater in November has been officially granted a Grade 3 event ranking by the International Sailing Federation (ISAF).

Grade 3 is the highest possible grading that is available to the youth competitors and will allow each competing skipper to begin a campaign towards an International Open Ranking on the World Match Racing List.

Scheduled to start on November 20, the Harken championship will see competitors from Japan, New Zealand, the USA, England and Australia battling it out over four days, sailing Elliott 5.9s.

## Club Challenge in Ord Minnett Regatta

An interclub teams challenge has been added to this year's popular Ord Minnett Regatta conducted by Middle Harbour Yacht Club over the weekend of November 28-29.

Although details have not been finalised, clubs will be asked to nominate yachts in IMS, CHS, PHS and JOG categories.

MHYC expects a fleet of between 80 and 100 boats to contest the Ord Minnett Regatta. The first day's races are also part of the 1998-99 Combined Clubs Offshore Series, a joint effort by the Royal Prince Alfred Yacht Club, the Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron and Middle Harbour Yacht Club.

This season's series comprises nine short offshore races over a mixture of windward/leeward and triangle courses with the RPAYC conducting the opening day:

- September 26:** Races 1 & 2, off Broken Bay, RPAYC.
- October 31:** Races 3 & 4, off Long Reef, CYCA & RPAYC.
- November 28:** Races 6 & 7, Ord Minnett Regatta, MHYC.
- February 6:** Race 7, Milson Cup, RSYS.
- March 6:** Races 8 & 9, off Sydney Heads, CYCA.

The Commodore's Trophy will be awarded to the topscoring Club, based on the best scoring yacht of each Club in each of the PHS divisions.

## Australia, Denmark Olympic cooperation

The AYF has signed a cooperative agreement with the Danish Sailing Association that will benefit Australian sailors under the Olympic Athlete Program between now and 2000.

Under the reciprocal agreement, Australian athletes and coaches will have access to training facilities such as coach boats and container storage space whilst they are competing in Europe. Additionally, they will have access to the Denis Sports House training centre near Copenhagen to assist in their training and preparation whilst abroad.

Similarly, the Danes will have access to our training and storage facilities at HMAS Penguin at Balmoral, Sydney, whilst they are "down under" for the Australian regattas.

# Wonders of winter ...



*The powerful Wild Thing powers to windward during the BMW Sydney Winter Series on Sydney Harbour, but life on the foredeck can be a problem on light days. (Pics - Ian Mainsbridge)*





## Vintage timber boats in 25th Lord Howe race

Several of the finest wooden yachts still racing regularly offshore will line up for the Fujitsu 25th Gosford to Lord Howe Island race which starts from Broken Bay on Saturday, October 24. They represent classic designs and are outstanding examples of Australian and New Zealand boatbuilding from the 1950s through to the early 1970s.

Ranging in age from 18 to 42 years, most of these yachts have been successful ocean racers with wins in Australia's major races and overseas.

Veteran of the fleet is *Anitra V*, designed and built by the Halvorsen brothers back in 1956. They sailed her into first place in the 1957 Sydney to Hobart and into second place in the following two Hobarts. She is now owned by Phillip Brown from the Sydney Amateur Sailing Club.

New Zealand-built *Fidelis* (in 1962 by Lidgards), now owned by Royal Sydney Yacht Squadron member Nigel Stoke, took line honours in the 1966 Sydney to Hobart.

*Margaret Rintoul II* (Richard Purcell,



## On the Horizon...

News from the Australian Yachting Federation

"The Winds of Change," the title at the AYF Annual Conference, signifies the change and progress that is currently taking place in Australian yachting. The AYF is planning a future for the sport, where sailors can continue to sail in some of the best conditions in the world whilst receiving numerous benefits, both on and off the water.

In looking to the future, an infrastructure must be created that will continually support and fund our sport in the coming years. An integral part of this progress is to have a clear path forward and the AYF has developed a Strategic Plan to map the way ahead.

"What will happen to sports funding after the 2000 Games?" and "How will our sport cope with the possible decrease in sponsorship interest post 2000?" are questions we're all asking. This plan identifies the future opportunities available to yachting, and discusses the best way to capitalise on these opportunities. Copies of this plan are available by contacting the AYF on (02) 9922 4333 or by visiting the AYF website at [www.aussailing.org](http://www.aussailing.org). Comments and feedback are welcome.

In conjunction with the Strategic Plan, many other exciting projects are underway at the AYF. New sponsorship deals, plans for TV coverage of regattas and a national personal membership system are all in progress. Watch this space in the coming months for further news from the AYF. The way forward has begun...

*Phil Jones, Chief Executive Officer, Australian Yachting Federation*

## Versatile, reliable autopilots for all boats



The Coursemaster CM700 and CM750 autopilots are ideal for yachts and powerboats. Both provide the same toughness and reliability as our whole range of Coursemaster autopilots. They have one difference. If you prefer a touch-control panel then the CM700 is the pilot for you. If you would rather turn a knob to change course, then the CM750 is the one to choose.

- Large graphic display showing compass heading and rudder angle
- Interfaces with GPS, plotters and wind instruments
- Four sea state settings to cope with various weather conditions
- Autotack feature - great when you're short of crew
- Gyro sensor option for more accurate steering and reduced power consumption



Like all Coursemaster Autopilots, the CM700 and CM750 are designed and built in Australia. And all are backed by Coursemaster's 20 year reputation for superior service.

For a brochure please contact us by phone: (02) 9417 7097, fax: (02) 9417 7557, email: [sales@coursemaster.com](mailto:sales@coursemaster.com) or see our website at [www.coursemaster.com](http://www.coursemaster.com)

## COURSEMASTER AUTOPILOTS

Australia's world leader in autopilot technology.



## Understanding Antifoulings

Dear Editor,

In reading your June/July issue I note there is an article on "Understanding Antifouling." This is a complex subject but explained well by Geoff Tyers, a man of many year's experience in his field. As the major supplier of antifouling coatings to the marine industry I feel the need to point out a minor misunderstanding regarding recoating of "Teflon antifouling" within the article.

On page 32 the article makes reference to overcoating Teflon, graphite and silicon coatings, to quote: "If you find yourself having to switch back to copper based antifoul, you will need to strip these paint films back to the bare hull"

The writer who interviewed Geoff may have misinterpreted his comments as to change from International Epiglass VC Offshore antifouling (Teflon base) to an alternative antifouling within our range does not require total paint film removal. Our product requires the normal recoating procedures as detailed in our free "The Complete Guide to Boat Painting" book, ie - wet sand, wash with fresh water and allow to dry. Recoat with any of our copper antifouling, namely Longlife (hard scrabbable) or Micron CSC (soft ablative).

VC Offshore is well respected within the high performance yacht racing fraternity, used extensively on maxi yachts, plus all entrants in the recently completed Whitbread Round the World Race. Teflon is the lowest co-efficient known to man producing a low friction speed coating, hence ideally suited to performance racing craft.

The actual antifouling properties, as Geoff points out, are average and will require regular cleaning, but when speed is the issue there is no looking past VC Offshore antifouling.

*Murray Dixon, Marketing Manager Australasia Yacht, Courtaulds(Australia) Pty Ltd*



*Margaret Rintoul II anchored in the lagoon at beautiful Lord Howe Island. Mt Gower towers above. (Pic - Peter Campbell)*

CYCA) and *Mark Twain* (Hugh O'Neill, SASC) are both past handicap division winners of the Gosford to Lord Howe Island Race. They share the honour of having sailed in 20 Sydney to Hobarts. Both designed by Sparkman & Stephens, the famous New York naval architects, *Margaret Rintoul II* was built by Quilkey Bros in 1968 while *Mark Twain* was built by Brookers and Quilkey Bros in 1971.

*Margaret Rintoul II* is Syd Fischer's original *Ragamuffin* and although she has

## Brand new Northshore and Beneteau yachts available for charter from Sydney's newest and most innovative yacht charter company - Sydney by Sail.

- *Skippered or bare boat charters*
- *Corporate regattas and sailing days*
- *Sailing courses*
- *Coastal sailing adventures on Team Jaguar*



Put the wind in your sails this summer - phone Sydney by Sail on (02) 9280 1110 or drop in to our base at the National Maritime Museum, Darling Harbour





never won a Hobart race, she won the famous Fastnet Race in England when competing in the Admiral's Cup.

The vintage yacht in this year's fleet for Lord Howe Island is *Patsy*, designed by Ron Swanson and built by Andy Moncrefe in 1968. She also is a past winner on handicap.

The fleet, as always, is limited to 25 yachts and on the reserve list is another famous vintage yacht, Peter Kurts' *Love and War*, another S&S design built by Quilkey Bros in 1973. *Love and War* won two Sydney to Hobarts and, like *Margaret Rintoul II* (ex Ragamuffin) represented Australia at the Admiral's Cup in the 1970s.

Gosford Sailing Club has dedicated this year's 25th Gosford to Lord Howe Island Race to the late Peter Rysdyk, one of the founders and handicap winner of the first race to the island in 1974.

## Beneteau Regatta on Sydney Harbour

The "French Connection" of sailing on Sydney Harbour - the annual Beneteau Regatta - will be held this year on Thursday and Friday, October 22-23. Judging by the number of new Beneteau yachts delivered to owners this year, the regatta looks like attracting a record number of entries. Organised by the French-Australian Chamber of Commerce (FACCI) in conjunction with Beneteau - Vicsail, the regatta again has Peugeot as the major sponsors.

The Beneteau Regatta is a time when yacht owners and their crews share the excitement of racing on Sydney Harbour with members and friends of the French business community. There is spirited competition and each year some great prizes to be won.

Last year more than 600 people attended the Peugeot Regatta - Beneteau Cup over two sunny days in November. If you are interested in taking part this year, contact Beneteau - Vicsail on 02 9327 2088.

## \$10,000 cash for Super 30 success

The NSW JOG Association has offered a prize of \$10,000 cash for the Super 30 yacht that can win on handicap all three prestigious regattas over Christmas - New Year this summer.

The three regattas are the Telstra Cup (Cruising Yacht Club of Australia), Strathfield Car Radio Coffs Harbour Series (Royal Prince Alfred Yacht Club) and the Australian Super 30 championships at Port Stephens (NSW JOG). Each regatta will have a special Super 30 division and is expected to attract the fastest 30-footers racing on the Australian east coast competing in near one-design conditions. Further information from Rod Skellett of NSW JOG on 02 9220 3124.

## Sunsail Corporate Twilight Regatta

Sunsail in Sydney is running a series of five Corporate Twilight Regattas this summer, starting in November and running through to March 1999. It is offering charter of a Sunsail Harbour 36 for each regatta, branded with the company's name for three evenings of racing, each yacht coming with a professional skipper and crewed by invited guests. ▲

## BMW Sydney Winner

The winner of OFFSHORE's subscription promotion, for a weekend drive of a Z3 from BMW Sydney is: **Chris Cahill, Cowdroy Ave, Cammeray, NSW.**

## DOES YOUR BOAT WEAR THE BADGE OF SUCCESS?

# B&G

EXCELLENCE IN MARINE ELECTRONICS

THE CHOICE OF EVERY MAJOR YACHT RACE WINNER.



**HERCULES** - The world leader in 2000 racing.  
**HYDRA** - The ultimate in 2000 performance cruising.  
**NETWORK** - Fully integrated, easy to use, affordable.



## WINNER FOR FOUR DECADES!

Since 1956 Brookes & Gatehouse have written the history of Yacht & Power Boat Instrumentation.

## B&G WINNERS ROLL

<b>SYDNEY TO HOBART '97</b> <b>IMS Div. A</b> 1st Exile 2nd Brindabella	<b>SYDNEY TO MOOLOOLABA '98</b> 1st Marchioness 3rd Sydney 4th Morning Mist III
<b>PITWATER TO COFFS '97</b> <b>IMS Overall</b> 1st Emotional Hooligan 2nd Last Picasso 3rd Sound Track	<b>SYDNEY TO GOLD COAST '98</b> <b>Overall</b> 1st Sydney 2nd Marchioness 4th Team Jaguar - Infinity III

Brookes & Gatehouse has the answer at every level from Hobart & Whitbread winners to Weekend & Club Racers.

Sailors around the world have always derived a unique satisfaction & confidence from seeing the initials **B&G** on their Marine Instrumentation.

**B&G** has an unmatched reputation for:

- Design Innovation
- Reliability
- Accuracy
- After Sales Service

# B&G

EXCELLENCE IN MARINE ELECTRONICS

## MAINSTAY MARINE ELECTRONICS

1/4 Taronga Place, Mona Vale, 2103  
 Phone: (02) 9979 6702 Fax: (02) 9999 3181



# Down the Rhumbline

An occasional column by the  
**EDITOR - PETER CAMPBELL**

As one of some 300 members of yacht clubs in Sydney and interstate who volunteered to assist SOCOG with the running of the recent Sydney Harbour Regatta for the Olympic classes, I could not help but be impressed with efforts being put in to make sailing the showpiece of the Sydney 2000 Games.

The enthusiasm of the staff of SOCOG was extraordinary as they put in long hours to ensure that everything ran smoothly for the some 340 athletes who came in from 38 nations to "test the waters" of Sydney Harbour. The volunteers, who did everything from supervise the parking in Rushcutters Bay park to managing the races out on the harbour, had the same positive approach. They will be great ambassadors for Australia on their home ground and waters.

In my opinion, having been involved as a journalist at four of the past five Olympic Games, the shore base at Rushcutters Bay is the best and most pleasant site for Olympic sailing since the regatta of the Montreal Games was held at Kingston on the shores of Lake Ontario. It has all the facilities needed; a floating marina; hard stand, dinghy park and launching pontoons; and the former Navy site has been restored in a sensitive way. The site will return to the people as a much better and more



Twelve-year-old Travis Foley aboard *Aspect Computing* before the start of the recent Sydney - Gold Coast ocean race.

attractive area, as will Yarranabbee Park.

For the sailors it is compact and flat, well sheltered from strong winds, just a couple of kilometres from the CBD, and most importantly, within a relatively easy sail to all the sailing areas, even those offshore.

## Join Sir James on the Harbour

A regatta worth supporting is the Sir James Hardy's Sunshine Home Fundraising Regatta on Sydney Harbour on Friday, November 6. Racing does not get underway until 3pm, so you only need the afternoon off work - what better way to spend a sunny Friday afternoon.

Supported by the Cruising Yacht Club of Australia, the event will raise necessary funds to help the 150 people between the ages of 14 and 92, who are in residence at Sunshine Home.

Sir James, who brings his beautiful timber yacht *Nerida* out for the event each year, is a director of Sunshine, having a special interest since his son Richard moved in as a resident in 1974. "My boy and those like him who live at Sunshine, are for the most part capable of so much more than previously thought. If given the support, education and direction, which only money can buy, miracles happen", he said.

Left: Sir James Hardy at the helm during the recent Hayman Island Regatta. (Pic - Ian Mainsbridge)

Further information, please contact Di Pearson on phone/fax (02) 9388 7182.

## Youngsters get chance offshore

The recent Sydney - Gold Coast again provided the opportunity for young sailors to gain that wonderful experience of sailing offshore under the guidance of some great old salts.

Many of the youngsters, past and present members of the CYCA's Youth Sailing Academy, sailed on several different boats, including five who formed part of the crew of *Morning Mist III*.

The Farr 50 is owned by former 18-footer world champion Peter Sorensen, ocean navigator Julie Hodder and radio personality (and former skiff sailor) Stan Zemanek and the youngsters had the thrill of being aboard the first yacht out through the Heads.

The youngest was 14-year-old Lucy Scanlon, for whom the race was the first time she had ventured outside the Heads. Even younger was 12-year-old Travis Foley from Mudgee in rural New South Wales who sailed his first ocean race aboard *Aspect Computing* as part of an ongoing program designed to create access to sailing for people with disabilities.

Owner/skipper David Pescud invited Travis, who is dyslexic, to join the crew after they met through an intensive schooling program in Sydney which included a sail on the harbour aboard *Aspect Computing*. ▲



## Sponsor Profile

# Epiglass supports youth sailing

Epiglass has been involved with the development of youth sailing both in Australia and New Zealand for many years. When the company was offered the chance to become one of the original sponsors of the CYCA Youth Academy back in 1993 we felt it was a great opportunity to expand our activities.

**E**piglass started life in New Zealand in the 1950's and right from the outset the pleasure boat market, and in particular sailing, became the main focus.

It became obvious that youth were the future of our industry and sport and so Epiglass sponsored boats and sailing events and eventually the Secondary Schools competition was born.

In 1967 Epiglass came to Australia and with it came the focus on youth development. The tradition continued right through and beyond 1989 when Epiglass was purchased by Courtaulds, the giant International coatings and chemical company, and became the stablemate of International Paints.

The sponsorship continued under the Epiglass banner, later encompassing the CYCA race committee boat *Offshore*. In 1997 Epiglass and International merged to become one brand and, if you look at the Elliot fleet today, you will see the International Epiglass logo adorning each of the bows.

Our view to the future is long term, as will be our association with the CYCA.

International Epiglass is proud to be one of the original sponsors of the CYCA Youth Sailing Academy and we have been delighted to see the many successes come from its ranks.

Congratulations to Dayne Sharp and the Cruising Yacht Club's administration on a job well done. ▲

*The CYCA's committee boat Offshore is one side of the club supported by Epiglass.*



## How to Achieve Your Yacht's Potential



**H**ugh Treharne has spent 30 years helping his clients win yacht races – from Club events to the America's Cup.

His new consulting service offers that experience to help you achieve the full potential of your yacht and her crew.

Whether your yacht is still on the drawing board or currently racing, cruising or for recreational use, he can help you.

Hugh's professional advice can save you time and money.



Hugh Treharne  
Sailing

**CALL HUGH TREHARNE**  
(Yachtmaster)  
on PH (02) 9997 3036  
FAX (02) 9997 7584  
Mobile: 0419 273 204

# Onan

- **Marine Generators**
- **Sales**
- **Service**
- **Spare Parts**

Available from:  
Viking Diesel & Electric  
6 Taronga Place  
Mona Vale NSW 2103  
(02) 9997 4433

V&B 2237





SAILMAKERS

GET THE BEST OUT OF YOUR BOAT  
Call (02) 9905 0800 or your local boat loft



Performance  
Sailcraft

- Custom Built One Off Yachts from 18 to 80 feet
- All Types of Composite Construction
- In House Pre-Preg
- Full IOR-IMS Optimisation

11 Nell Road, West Gosford NSW 2250  
Ph: (043) 23 2989 Fax: (043) 23 4023

Boatspeed-23



**AUSTRALIA'S  
LEADING  
SAILMAKERS**  
SYDNEY

(02) 9997 5966  
FAX: (02) 9997 4805  
www.northsails.com  
MELBOURNE  
(03) 9534 0363  
FAX: (03) 9525 3095

**FRASERSAILS**

**The Ultimate in Racing  
and Cruising Sails**

For information on our Sails, Services & Products, please write to:

6 NIELD AVE., RUSHCUTTERS BAY, 2011

PH: (02) 9361 4836. FAX: (02) 9332 3271

BRISBANE (07) 3252 5161 MELBOURNE (03) 9328 3260

HOBART (03) 6234 5422 WHITSUNDAYS (079) 461 125 PERTH (09) 430 5366

**MURRAY  
BURNS  
DOVELL PTY LTD**



Suite 8 RPYAC  
Mitala Street  
Newport NSW 2106  
PO Box 729  
Newport Beach NSW 2106  
AUSTRALIA

Tel. 61-2-9979 6202  
Fax. 61-2-9979 6215

e-mail: IABURNS@COMPUSERVE.COM  
ACN 060 651 747

NAVAL ARCHITECTURE  
COMPOSITE ENGINEERING



SAILCLOTH

**Most Medals – Barcelona '92**

**Most Medals – Savannah '96**

**Most Medals – Sydney 2000?**

**Be a Contender ... Buy Contender!**

Call or write to: Contender Sailcloth Pty Ltd 4A Willmette Place Mona Vale 2103 NSW (02) 9997 4099 or 1800 252 350  
Stockist of: Contender Sailcloth, Challenge Sailcloth/Hardware, Rutgerson Hardware, P.N.P. Products, Blue Streak  
Battens, Webbing, Tapes, Adhesive Sailcloths, Furler Furlers, Selden Rodkickers, Ferrari PVC Fabrics.

This space could be yours for  
as low as \$125 a month.

Get more out of your  
advertising - call Jan Cooke  
on (02) 9452 2093.

**LEWMAR**  
WINCHES, HATCHES & HARDWARE

**GIBB**

RIGGING & DYFORM WIRE

**NAVTEC**

RIGGING & HYDRAULICS

BARLOW DISTRIBUTORS (AUSTRALIA) PTY LTD

177 PHILLIP ST, REDFERN NSW 2016

TEL: 02 9318 2128 FAX: 02 9319 1858



- Boat Covers
- Car Trimming
- Carpets
- Upholstery

Phone for a free quote **(02) 9363 5998**

d'Albora Marinas  
New Beach Rd  
Rushcutters Bay

6 Neild Ave  
Rushcutters Bay  
NSW 2027

**ANDY COYLE'S  
BOATING SERVICE**

complete boat maintenance  
& management



PO Box 448  
Vaucluse  
NSW 2030

Tel & Fax: (02) 9388 8085

Mobile: 0411 886089





## NOAKES RIGGING

- Waterfront Premises
- Mobile workstations
- Standing and running rigging
- Riggarna rod rigging
- Windborne spars

6 John Street, North Sydney NSW 2060  
Phone: (02) 9925 0306 Fax: (02) 9929 6028

## PERFORMANCE BOATING SERVICE

SPECIALISING IN PERFORMANCE ORIENTED YACHTS  
RON JACOBS      CHRIS CALDECOAT      TIM WISEMAN

**P**ERFORMANCE  
**B**OATING  
**S**ERVICES



New & Used Yachts  
Performance Optimising  
Project Supervision  
Boat Maintenance  
Charter

**PBS International (Yachts) Pty. Ltd**  
Gibson Marina 1710 Pittwater Road  
BAYVIEW NSW 2104 AUSTRALIA  
Ph/Fax (61 2) 9979 9780 Ph 9979 9755

Steinmann & Associates Pty Ltd ACN 004 736 483

NAVAL ARCHITECTS YACHT DESIGNERS

# steinmann

PO BOX 453 Avalon Beach NSW 2107  
Email: steinmann@s054.aone.net.au  
Mobile: 0414 44 44 99

**Telephone: (02) 9363 2130**

**Facsimile: (02) 9327 1465**

**Mobile: 041 2032 130**

**D. & R. SHIPWRIGHTS  
(C.Y.C.A.)**

New Beach Road  
Rushcutters Bay NSW 2027

- REPAIRS
- PAINTING
- FITTING

**NAUTOR'S  
SWAN**  
**AUSTRALIA**

*"The World's Premier  
Yacht Production"*

**Telephone**  
(02) 9997 1225

**Facsimile**  
(02) 9999 2292

**Mobile**  
0414 259 688

**Email**  
allboats@mpx.com.au



*Maurice Drent  
Boating Services*

Your resident CYCA Yacht Broker

**Maurice Rod Rob John  
Drent Mackay Landis Pearce**

We have a full range of new & used racing & cruising yachts.

Call us now to discuss your requirements:

**Central Office, New Beach Rd, Darling Point NSW 2077**  
Ph (02) 9363 9945 Fax (02) 9327 8534

# SUBSCRIBE NOW!

## to Offshore

**YES! Please send my  
Offshore subscription!**

31.70 FOR 6 ISSUES (including the Sydney-Hobart Yacht Race Programme)

60.00 FOR 12 ISSUES (including TWO Sydney-Hobart Yacht Race Programmes)

Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Month of commencement \_\_\_\_\_

Cheque/money order enclosed OR charge my  Bankcard  Visa  Mastercard

No: \_\_\_\_\_ Exp. Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Signature \_\_\_\_\_

Send to:

Offshore Yachting

Jamieson Publishing

4/34 The Esplanade,

Cronulla NSW 2230

OR Fax on (02) 9544 1502





# GEOFF TYERS P/L

## CYCA Offshore Racing Calendar

### MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

#### AUSTRALIA

##### OCTOBER

- 2-5 RSYS Spring Regatta, RSYS
- 5 Monica Geddes Memorial Trophy - Sydney Harbour Islands Race, CYCA.
- 10 32nd Rubber Kellaway Place - short ocean race, CYCA.
- 16 43rd Janzoon Trophy, 24th George Barton Trophy - Bird Island Race, CYCA.
- 17 CYCA Parade of Sail, Sydney Harbour.
- 17 Port Phillip Combined divisions, RYCV Range Regatta.
- 24 Gascoigne Cup Short Ocean Race, RSYS.
- 24 44th Paul Royle Memorial Trophy - Short Haul race to Pittwater, CYCA.
- 24 Fujitsu 25th Gosford to Lord Howe Island Race, Gosford Sailing Club.
- 25 RYCV Port Arlington-Williamstown distance race, Race 1, VYC Distance Series.
- 31 Melbourne-Stanley ocean race, Bass Strait, ORCV.
- 31 Combined Clubs Offshore Series, Race 3 & 4 - 2 x 10 nm short ocean races off Long Reef, CYCA/RPAYC.

##### NOVEMBER

- 6 Sir James Hardy Sunshine Home Regatta - Sydney Harbour, CYCA.
- 7 Port Phillip Combined divisions, HBYC Range Regatta/ Short ocean race, CYCA.
- 13-15 Foxtel Youth Interclub Regatta - Sydney Harbour, CYCA.
- 13 37TH Halvorsen Bros Trophy, 27th Woollahra Cup - ocean race to Cabbage Tree Island & return, 180 nm, CYCA.
- 14 Ocean Pointscore - Botany Bay/return; Short Haul Harbour Race, CYCA.
- 15 Port Phillip mini regatta.
- 20 Corporate Regatta - fundraiser organised by Sydney Cove Rotary.
- 20 RMYS Squadron Cup distance race, Race 2, VYC Distance Series.
- 21 Short Ocean Race, RSYS.
- 22 CYCA Commodore's Barbeque, Quarantine Beach.
- 28 Apollo Bay Race, Bass Strait, ORCV.
- 28-29 Ord Minnett Regatta IMS/TPHS/JOG short ocean racing championship regatta, 2 x 10nm races each day, MHYC. (Races 5 & 6, Combined Club Offshore Series)

##### DECEMBER

- 5 39th Ron Robertson Memorial. 51st Kings Birthday Cup, Sydney-Lion Island-Botany Bay-Sydney offshore race, CYCA.
- 5 Short Haul Harbour Race, 2 x 10nm CYCA.
- 11 David Burke Memorial, Telstra Cup invitation race - short ocean race, CYCA.
- 16 Telstra Cup, IMS/TPHS/JOG regatta, Races 1 & 2, CYCA.(2 x 10nm offshore windward/leeward races).
- 17 Telstra Cup, Races 3 & 4, CYCA (2 x 10nm Harbour races)
- 18 Canon Big Boat Challenge, Sydney Harbour, CYCA.
- 19 Telstra Cup, Races 5 & 6, CYCA (2 x 10nm offshore windward/leeward races.)
- 20 Telstra Cup, Race 7, CYCA (20nm offshore windward/leeward race).
- 26 Telstra 54th Sydney to Hobart, 630 nm, CYCA.
- 26 Cock of the Bay Race, Port Phillip, ORCV.
- 27 Melbourne to Hobart "West Coaster", ORCV.
- 27 Melbourne to Devonport Bass Strait Race, ORCV.
- 27 Strathfield Car Radios Pittwater to Coffs Harbour Race, RPAYC.

##### JANUARY

- 2 West Point King of the Derwent Race, Hobart, RYCT.
- 2-22 '99 World Championships, Melbourne (Olympic and other classes).
- 26 163rd Australia Day Regatta, Sydney Harbour. City of Sydney Cup offshore race, CYCA.
- 24-26 Australia Day Regatta weekend, Royal Geelong Yacht Club, Vic.
- 30 Short ocean race, MHYC

#### INTERNATIONAL

##### DECEMBER

- 16-20 Telstra Cup, Sydney Harbour and offshore, CYCA.
- 18 Canon Big Boat Challenge, Sydney Harbour, CYCA.
- 26 Telstra 54th Sydney to Hobart, 630 nm, CYCA/RYCT.

##### JANUARY 1999

- 2-22 1999 World Sailing Championships, Port Phillip, Melbourne. Olympic & International classes, Victorian Yachting Council.

##### MARCH 1999

- 6 Races 8 & 9 Combined Clubs Offshore Series, CYCA.

Photo: Racing at the Kenwood Cup - pic by Ian Mainsbridge.

## COMPLETE YACHT PAINTING SERVICES

ENAMELLING • VARNISHING • DECORATIVE LINES • SIGNWRITING  
• SPRAYING OF 2 PACK ENAMELS • EPOXY COATINGS • ANTIFOULING

THE BOATYARD  
1 BRADLY AVE., MILSONS POINT NSW  
PHONE: (02) 9922 4612



# Come face to face at BMW Sydney.



**The new generation BMW 3 Series sedan has arrived. So be one of the first to drive the car that has been perfected without losing sight of its much imitated heritage. Look under the bonnet, sit behind the wheel, drive! Why not call in today? Come and see. Come and drive.**

## **BMW Sydney**

65 Craighend St, Rushcutters Bay  
Telephone: 02-9334 4555 DL: 14639



**Sheer Driving Pleasure**





# Quality + Durability = Performance



At Hood we believe it's our job to provide you with the best sails to accomplish your performance goals. Our computer generated moulded sails give you lasting performance through our proven designs and durability. Results are easy to come by when you use Hood Sails.

### Hood Sails congratulates:

#### XXXX ANSETT HAMILTON ISLAND RACE WEEK

CHS

*1st Challenge Again* - Lou Abrahams

PHS

*1st Team Jaguar Infinity III* - Martin James

*3rd Marchioness* - Marchioness syndicate

\*Partial Inventory

MULTIHULLS

*2nd Millennium Bug* - Ian Davis

#### XXXX SYDNEY-GOLD COAST RACE

PHS

Division A

*1st Marchioness* - Marchioness syndicate

Division B

*1st Razors Edge* - Ray Stone

*2nd Cuckoos Nest* - Nigel Holman

#### 1998 BMW SYDNEY WINTER SERIES

Division A

*1st Addiction* - Richard Perini

Division B

*1st The Red Hand* - Graham O'Neill

*2nd Styx* - Geoff Lee

Division C

*2nd Sommerbreeze* - Hans Sommer

Division D

*2nd Siena*

Division F

*3rd Aquasun 15+*

Photos: Richard Bennet

## Make sure your sails are made to go the distance

Call your local loft now and benefit from the Hood experience.

Sydney (02) 9905 0800: Melbourne (03) 9646 5273: Brisbane (07) 3893 1022:

Hobart (03) 6223 5660: Lake Macquarie (02) 4950 4485:

Townsville (077) 715 429: Gippsland Lakes (03) 5156 7099:

Sail Power WA (08) 9386 3094: The Yacht Shop (08) 8981 2948.

Email : [sails@hoodaustralia.com.au](mailto:sails@hoodaustralia.com.au)

## The Trusted Name in Sailmaking



SAILMAKERS