

Offshore

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Yachting

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Cover Pic: The new *Shockwave* stretches out under her massive asymmetric. Pic - Ivor Wilkins.

Sea Hawk (below), the latest Farr 47, bursts off a wave on her way to Kanoeh Point and victory in the Kenwood Cup. Story page 14. Pic - Sharon Green.



Windless Whitsundays

A hot fleet including a sensational new maxi turned up for the Hahn Premium Race Week 2000, but the tradewinds stayed away.

Wayne Kirkpatrick's *Asylum*, one of the four Sydney 38s at the regatta, ahead of the veteran Lexcen 50 *Anticipation* (Don St Clair Brown, NZ) in one of the breezier races. (Pic - Richard Bennett)





Koomooloo is older than most of her crew but she rated low and went well in the breeze. Not quick in the fluky light air races, she was often in the right place to come home with new wind and the "floating grand piano" finished third on IRC. (Pic - Hamilton Island Kodak Express)

With a big high-pressure system sitting overhead, there was little of the island-hopping courses and stiff tradewinds for which Hamilton is renowned. The calm weather turned it into a regatta of fluky windward/leeward courses, with major shifts filtering in mid-race. *Sword of Orion's* experience in one of the windward/leewards was a good example. "We were third at the top mark, behind the maxis" recalled tactician Murray Walters "then we got 11th after going out to sea for the nor'easter- it came in, but it was just going straight over the top of the mast." That race also saw big boats like *Ausmaid* and *2GB Titan Ford* beaten over the line by 30 footers from the IRC fleet which had started ten minutes later. The 82 n.m. Coral Sea Race was abandoned due to adverse tide and non-existent winds that had fast, well sailed boats like *Another Duchess* behind the line and going backwards, half an hour after the start. It was that sort of series...

Entries were slightly down (to 151) apparently largely as a result of the Olympics, which hit the sportsboat class particularly heavily. Yet all classes had good competitive racing and strong fields.

BIG BOATS

This was a very diverse class, with boats from 80 to 50 feet and including superb cruising boats like the beautiful

Farr 72 *Starr Trail* from Bermuda. But the indisputable star of the show was Neville Crichton's new 24.4m Reichel-Pugh *Shockwave*. She simply destroyed the fleet, taking line honours easily in every race and winning six races on IRC. Despite the fact that so much of the racing was sailed in light and fluky winds, the silver boat lead around all but one mark. Even on the windiest day she appeared to go upwind much faster than *Wild Thing* or *Brindabella*.

Some of these margins can be attributed to the fact that *Shockwave's* crew was lead by Dean Barker and included many of his crewmates from Team New Zealand, while neither *Wild Thing* nor *Brindabella* were at their best as far as tactics, starts or crew work went. Still, the line "*Shockwave* is a different generation" was to be heard from the Australian maxi crews.

While *Wild Thing* is a maxi, she's a small maxi and owner Grant Wharington and designer Andy Dovell believe that most of *Shockwave's* advantage lies in her extra length. They plan to extend *Wild Thing's* bow and stern to lengthen the boat by four metres before the Telstra Sydney to Hobart.

A clear second in class was Warren John's "recycled" IOR 50 *Heaven Can Wait*, described in our design section this issue. Third was Bob Oatley's Davidson 59 "day boat" *Another Duchess*. She got better as the series went on, aided by a mid-series re-measurement

to dump the 180% overlap headsail she was originally rated with. Twice she finished third across the line, and she beat *Brindabella* and *Wild Thing* boat-for-boat on several occasions.

Fourth was the former Hamilton Island winner *Starlight Express*, now owned by Wellington's Stewart Thwaites. The Davidson 55 is almost in the vintage class, but with a new keel designed by Brett Bakewell-White, a carbon mast and an excellent amateur crew led by Roy Dickson (father of Chris Dickson) she was more than competitive.

FARR 40S

Eight Farr 40s had (as usual) great racing and the closest of results. It all got down to the last gybe of the last race, when Marcus Blackmore's *Emotional Hooligan* pulled out 4 seconds and a single place. That gave them the points to take the series to a countback, which they won from *Corinthian Doors* (Richard Perini). A single point behind was Stephen Ellis' *Buon Giorno*. Victoria's *Brighton Star* (David Gotze) was fourth. The high standard of the fleet was demonstrated by the performance of former world champion, James Richardson of the USA. Sailing the brand-new *Envy* (chartered and renamed *Barking Mad* for the series) with his own sails, he could only finish fifth. The other brand-new boat was South Australia's first Farr 40, *War Games*. Her owner/skipper David Urry was very happy with the boat and the racing, and told Offshore that a couple of other experienced South Australian owners may return to racing with the 40s.

IMS

The three placegetters in the IMS division each clearly beat their equivalent-sized opposition. Dominating the fleet and the four Beneteau First 40.7s was the new *Fireball*, owned by Brian Saunders. Launched in Airlie Beach just three days prior to the regatta, she had only been sailed three times before she entered the first race and scored her first win, yet she easily won the regatta with six wins from nine races.

Alastair Saunders, second in the last 18 footer "worlds", shared the tactical calls with his brother Ian and 12 foot skiff sailor Jonathan Temple. None of the crew was paid for racing or maintaining the boat and all paid for their own food, accommodation and airfares.

The boat was basically stock but she had the now-standard keel fairing to the standard templates, was trimmed high at the bow to optimise the rating, and carried rod rigging. Alastair Saunderson's skiff sailmaker, Tony Hannan, made the sails. Because the boat was so new, only the light number one and number two were "full race" sails; the remainder were cut from panelled taffeta and kevlar and were "just the harbour racing set". *Fireball* carried a longer overlap and smaller mainsail roach than most 40.7s.

Fireball was fast upwind and was simply sailed better than her sisters. Her crew even worked their spinnaker out of the main hatch and did windward drops, J/24 and skiff style, so they didn't have to re-pack the sail or move the sheets and braces.

Second-placed *Sword of Orion* (Patrick Bennett/Rob Kothe), also dominated the strong pack of racing 40s like *Sledgehammer*, *Zoe* and *Secret Mens Business*. Jamie McPhail drove her with Murray Walters calling tactics and Chris Mayjor on mainsheet. The conditions suited the Sydney 40. "It was just like doing an Etchell or J/24 or Laser race; chasing pressure and making sure you weren't ending up on the layline" said Walters.

Bob Steel's Nelson/Marek 46 *Quest* (with Cameron Miles driving, Ron Jacobs



Shockwave's transom and cockpit look similar to an IACC boat. Mainsheet and runner blocks are secured by long stops.

on tactics and Brad Stephens trimming) also put up a very good performance in third. Always a good light air boat, she easily outperformed the similar-sized boats like *Hawk*, *Ausmaid*, and *Ninety Seven*. Fourth place went to the CYCA Beneteau 40.7 *Capria* (Paul Hyland).

IRC

The 20 IRC entries ranged in size from the Murray 50 *The Dreamtime* to a trio of 30 footers, and in age from the 32 year old *Koomooloo* to the brand-new Austral Clubman 30 (the top small boat). In the end, though, it was almost the Sydney Yachts class; that yard and MBD have always produced top-class IRC yachts and they took seven of the top eight places.

Winner was Col Crawford's Sydney Sports 36 *Pamela C* from RPAYC, Pittwater. Despite having a carbon mast, because she has a swept-spreader rig she rates lower than a standard Sydney 36. Some of the Sydney 38 crews hoped they'd beat *Pamela C* in a breeze but Col Crawford believes that the boat is actually at her best in strong winds. She was sailed very well by a harmonious crew including one-design champs Martin "Tacker" Thompson and Phil Bate, along with Stan "The Man" Phillips, "Christo" Worcurst, Richard Dooley, Bruce McRae and Peter Davies.

Second was the chartered Sydney 38

The Business (P Taylor and B Neill). Some of the other 38s alleged that the boat was loaded with professionals but this claim was flatly denied by the Kiwi crew. The other Sydney 38s finished fourth (*Blowfly*), fifth (*Asylum*), and sixth (*38 South*). *Asylum's* effort was particularly good; it's Hamilton Island CEO Wayne Kirkpatrick's first yacht and apart from tactician Julian Plante his crew was largely local.

And in third was the 1968 Hobart winner and former Admiral's Cup rep *Koomooloo*. The 40 foot Ted Kaufman design was gleaming under nine new coats of varnish, but this was a low-budget campaign; her "new" spinnaker for the series was a well-used one costing \$800! Owned by Don and Margie Freebairn, she was skippered by their son Michael and sailed by his friends from RQYS, all in their mid 20s. *Koomooloo* was by far the lowest-rating boat in class and ended up with three wins and three seconds. Michael Freebairn is passionate about racing the beautiful old boat and he's searching for sponsorship to race in the 2000 Telstra Sydney to Hobart.

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ON BOARD

PERFORMANCE HANDICAP

The top four boats in Performance Handicap were all from across the Tasman.

Laurie Needham from Papua New Guinea won with *Midnight*, one of Laurie Davidson's series of swift and attractive 12 to 13m cruiser/racers. *Midnight's* crew only saw the second-hand boat for the first time when it arrived at Hamilton Island, from New Zealand.

Second overall was the Farr 11.6 *Godwit*, owned by Graeme Mackay from Auckland. The Ross 12m *Pretty Boy Floyd*, one of the most striking-looking boats of the regatta with her skiff-style permanent bowsprit, was third on handicap. And fourth was yet another Kiwi crew, sailing *Sabian* (Alan and Bev Glover); a custom Davidson 38 that looks like a slightly racier Cavalier 37.

SPORTSBOATS

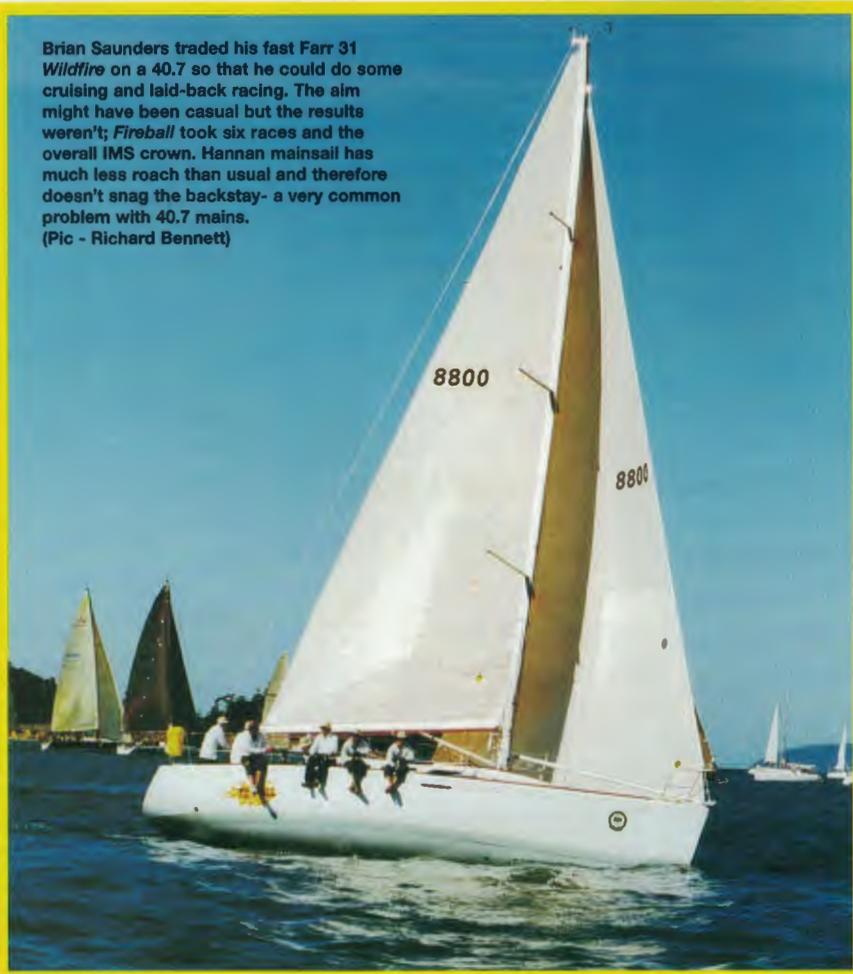
The Sportsboats class was down to just nine boats. Pierre Gal from Coffs Harbour (a former America's Cup crewman) won with his Thompson 7.5 *C'est La Vie*. Second was the Thompson 8 *Buckle Up Spanky* (Mark Matthews, Qld). She fought out line honours with the third placegetter, *Bohica* (Phil Houghton, NZ) a Bakewell-White 8.5 complete with vast rig and wings.

CRUISING CLASS

The cruising class was big and diverse. It ranged from the Sonata 8 *Nessie* (William McMillan) from the Clarence River, to the magnificent alloy Briand 75 *Lilla* from Brisbane. In between were boats like the motorsailor *Mia Mia* (better known as Sydney to Hobart radio relay vessel), and quite a few boats that may well have been better suited to Performance Handicap class than duking it out with the charter yachts.

A good overall win went to the Ross 780 *Doinit Ezy* (Rod Caldwell, Brisbane) from the Wylie 60 *Lightspeed* (Neville Seward, Auckland), a skinny former

Brian Saunders traded his fast Farr 31 *Wildfire* on a 40.7 so that he could do some cruising and laid-back racing. The aim might have been casual but the results weren't; *Fireball* took six races and the overall IMS crown. Hannan mainsail has much less roach than usual and therefore doesn't snag the backstay- a very common problem with 40.7 mains. (Pic - Richard Bennett)



Transpac racer with a favourable handicap. *Little Nessie* and her three-person crew, up for their fifth Race Week and living aboard, scored a well deserved sixth place.

Col Crawford's IRC winner *Pamela C* goes upwind on the one "windy" day. The combination of a runner-less rig and carbon spar is very hard to beat on IRC. (Pic - Hamilton Island Kodak Express)



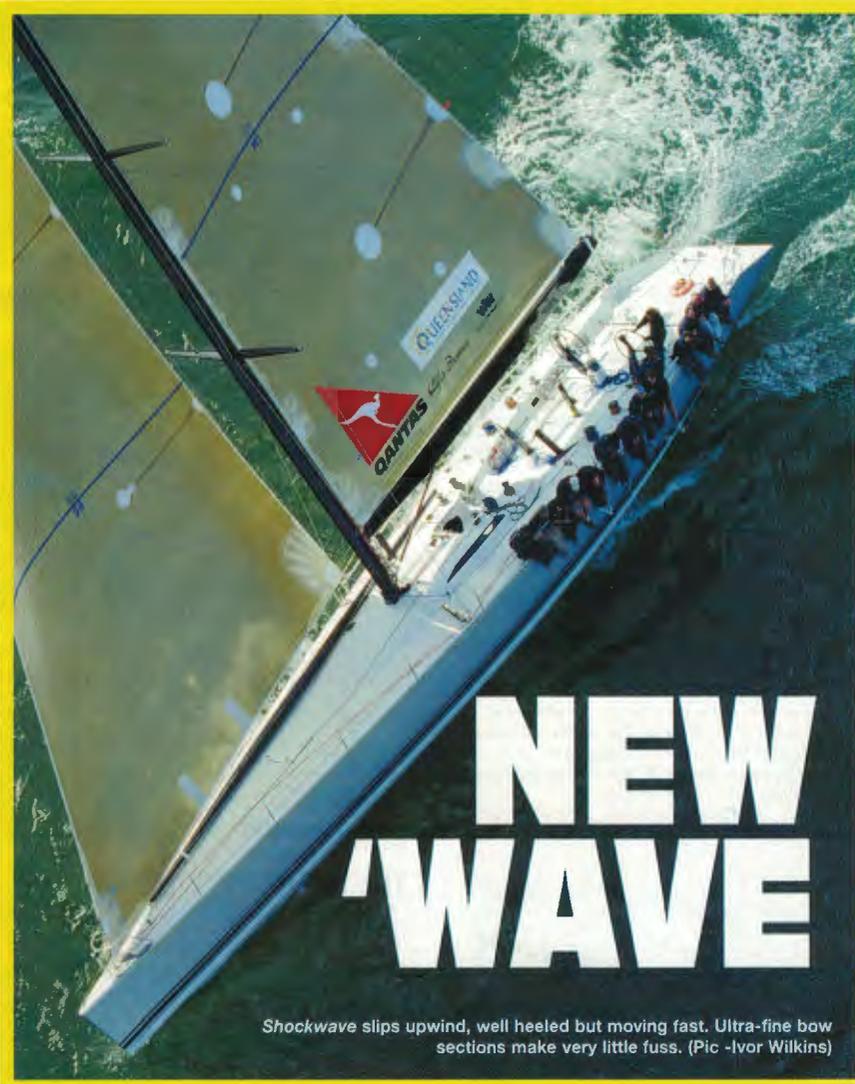
THE IMS HANDICAPPING

A couple of years ago, Hamilton Island invested in thousands of dollars worth of instruments and a powerboat to follow the IMS fleet around the course. The idea was to obtain exact data for the winds and current, to make the IMS scoring as accurate as possible.

This year, Hamilton moved right the other way, scoring the IMS division by using a single time-on-time figure. The figure that was selected was the ILC TCF (International Level Classes Time Correction Factor) that's now seen on the bottom of every IMS certificate.

The ILC time allowance is calculated from the boat's time allowances for three wind angles (upwind VMG, reaching at 110 degrees true, and running VMG) in breezes of 6 knots, 10 knots, and 20 knots. Each of these figures is weighted to produce an average, which is expressed both in seconds per mile (time-on-distance) or as a TCF. It's a similar system to that used to prepare the GPH allowance (which is often used to compare IMS ratings) but the ILC figure is better suited to inshore courses.

So how did it work out in Hamilton? Unfortunately, the wind and course measurements required for the other scoring methods were not taken, so we'll never have an accurate method of comparing the old methods and the new. Race director Mark Robinson felt that the results would have been closer with the full constructed course. But the margins of victory were close; often the first ten places were within two or three minutes. Most importantly, it appeared that most of the sailors were happy with the simpler system; "You went out there and you knew what you had to do on the day, whereas if we had the full course construction system it probably would have been a different story" said Alastair Saunders from the 40.7 *Fireball*, which won in both light and heavy winds. "I thought it was good in that there wasn't the bickering; everyone knew what number they were racing off" says rating expert Ron Jacobs, who placed third on *Quest*. "I don't think it would have made any difference to the overall placings."



Shockwave slips upwind, well heeled but moving fast. Ultra-fine bow sections make very little fuss. (Pic -Ivor Wilkins)

The sensation of the Hahn Premium Race Week was Neville Crichton's new *Shockwave*. She appeared to be much faster than the opposing maxis (*Wild Thing* and *Brindabella*) in all points of sail and all conditions experienced during the week. On average, she gained about 8 minutes in every 100 minutes of racing. In the moderately breezy winds of Race 5, she was over six minutes ahead of *Brindabella* and *Wild Thing* in a race that took the silver maxi just 55 minutes.

Dockside rumour was that those of *Shockwave's* crew who have also sailed on the world IMS maxi champion *Sayonara* felt that Neville Crichton's boat is faster around the course. Of course, *Sayonara* carries much smaller IMS spinnakers, and may still be a faster boat upwind. Still, as co-designer Jim Pugh told Offshore, "The cost of a *Shockwave* is substantially less than an

IMS maxi, and the bang for the buck in terms of performance is far more."

Jim Pugh told Offshore that *Shockwave* was developed from Reichel/Pugh's "turbo sleds" *Pyewacket* and *Zephyrus*, which are designed for downhill slides in the Transpac race. "This is a relatively light displacement super maxi sled at 17,769 kg displacement compared to a 25000 kg IMS/ILC maxi." said Pugh. "Performance wise, it is more of an all around version of the *Pyewacket/Zephyrus* style".

The consensus at Hamilton was that if the new boat had any failing, it was that she may lack power when beating in a rough sea and strong wind. Offshore asked Jim Pugh how *Shockwave* would fare in a tough beat. "It will perform well upwind in a breeze but does not have the inertia of a 25000 kg displacement IMS/ILC maxi which

handles VMG upwind in waves as well" was the reply. "As a designer trends towards a higher displacement yacht, the ballast ratio does have to come down so you are trading away some stability, but unless you want a lead mine....The problem is that a 25 ton upwind VMG boat is rarely going to break a record, win a race on corrected time, or enjoy some exciting sailing. In a breeze upwind, balanced correctly, this narrow design should perform fine in the ocean; crack off a few degrees and she's gone."

The sailplan is what really catches the eye. *Shockwave* sets huge asymmetrics from a pole that's just 20 cm shorter than half the boat's overall length. The jib is almost non-overlapping, and as a result *Shockwave's* upwind sail area is

Interior has as much attention to styling as any cruising superyacht. The white paintwork provides a background for contrasts of metallic silver, natural-finish carbon fibre and red fabric. (Pic - Michael Ng)



SPECIFICATIONS

LOA	24.4 m	80.1 ft.
LWL	21.0 m	68.7 ft.
Beam	4.9 m	16.0 ft.
Draft	4.0 m	13.2 ft.
Displ.	17,769 kg	39,173 lbs
Ballast	9,856 kg	21,746 lbs
I	27.4 m	90.0 ft.
J	10.0 m	32.8 ft.
SPL	12.0 m	39.4 ft.
P	27.8 m	91.2 ft.
E	9.7 m	31.8 ft.

only about 90% the size of the rig aboard IMS champion *Sayonara*. Offshore commented to Pugh that the rig looks short, but he corrected us; "No, it is quite large. In fact, it looks short because the lighter yacht does not require the huge sail plan of the heavy IMS/ILC maxi. *Shockwave* has high sail area to wetted surface numbers."

Construction is in pre-preg carbon fibre with Nomex honeycomb core. Contrary to some dockside rumours, every part of the hull, cockpit and interior was built by McConaghy Boats in Mona Vale, to their normal impeccable standards. Only the rig (by Southern Spars & North Sails Auckland) is of New Zealand origin.

Shockwave will start in the 2000 Telstra Sydney to Hobart, then compete in Mediterranean regattas, the Fastnet race, and the America's Cup 150th anniversary regatta at Cowes.

**SHOCKWAVE . . .
THE DESIGNERS' COMMENTS**

In mid-1999, Neville Crichton commissioned us to design a maxi-sled. Mr. Crichton's brief was that we develop an IMS design that would be an easy to sail Sydney Harbour racer, competitive in Europe and Mediterranean regattas, and last but not least, capable of taking line honours in the 2000 Sydney-Hobart Race.

As the client considered his yacht's first few seasons' racing schedule, it became apparent that few of the regattas were raced under IMS. IMS rule changes are made on an annual basis

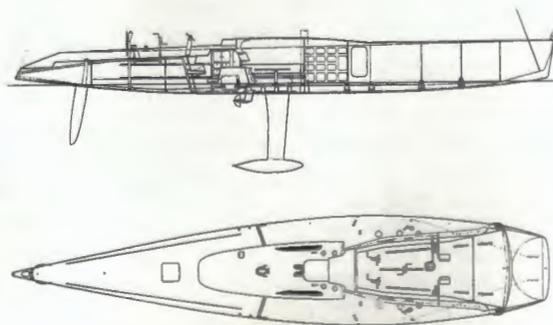
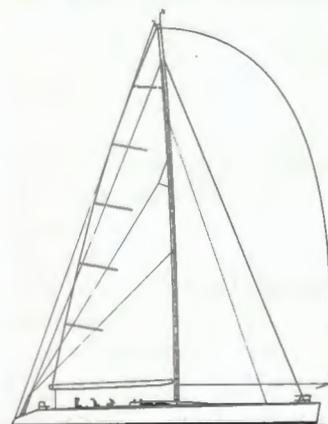
and often, due to the complexity of the IMS software, the impact of the changes is not understood for some time. This has made for considerable expense for owners to keep the yachts annually optimized while providing no improvement in the quality of racing.

It was decided during construction that while still retaining its IMS roots, the new *Shockwave* would principally race under the RORC IRC rule in Australia and Northern Europe and within IMS Club in the Mediterranean.

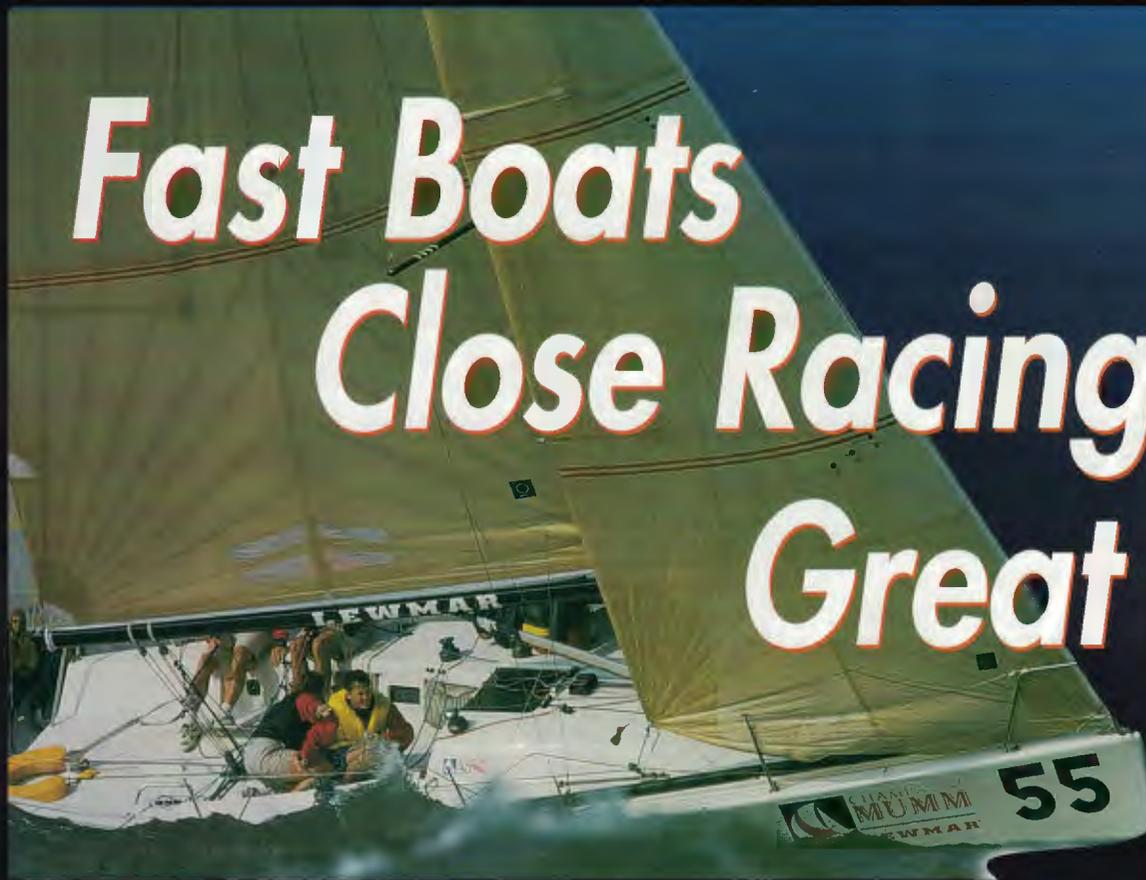
Shockwave's most obvious physical characteristic is the relatively narrow beam of 4.9 m on a length overall of 24.4 m. The lines are undistorted, the bow knuckle is well clear of the waterline and will immerse quickly in power conditions providing the fine bow with additional buoyancy in a seaway. Other dominant features are the high prismatic and powerful stern sections for serious high-speed performance.

The keel is high aspect, similar to an America's Cup yacht without the tab, and constructed of high-strength steel. The rudder is high aspect and larger than we might normally design, to assist in the handling of the boat and its considerable rig size.

On the composite structural front, Reichel-Pugh collaborated with veteran associates S.P. Technologies of Southampton, England, who investigated and developed the engineering details. While being a relatively light, narrow, and low volume boat, *Shockwave* is clearly exceptionally built by McConaghy. There are many beautiful details you won't find in a stripped out grand prix boat. As the owner Neville Crichton requested, "I need the style and elegance to complement the performance."



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KENWOOD CUP 2000

**Kiwis beat
"beach balls"**

bounce

Peter Campbell reports

Esmerelda displays the Farr IMS shape for 2000 - narrow, slab-sided- as she heads for the top mark. Designed to wring every advantage out of the IMS cruiser-racer allowances, she won Division A ahead of the top racing division boats. Read our Designs for 2000 section for more on *Esmerelda* and the new Farr shape. (Pic - Sharon Green / Ultimate Sailing)



New Zealand's national sporting pride, badly dented by its Bledisloe Cup rugby loss to Australia, received some compensation the same weekend when the Kiwis retained the Kenwood Cup. The New Zealanders turned a nine point deficit into a 14 point win in the last race.

Nevertheless, the Australian skippers, Neil Whiston with his Beneteau 40.7, *Fruit Machine*, his brother Simon with the 40.7 sistership, *Smile*, and Geoffrey Ross with his Farr 49, *Yendys*, can return home proud of their effort which saw them head the leaderboard in all but two of the nine races.

The strong New Zealand team comprised the topscoring boat from their 1998 winning team, the Farr 45 *Big Apple III*, owned by Japanese yachtsman Hideo Matsuda and skippered by the Kiwis' new America's Cup helmsman Dean Barker, and two new Farr 47s, Mick Cookson's *Air NZ High 5* and *Sea Hawk*, owned by another Japanese yachtsman, Naokiko Sera, with Ray Davies as skipper.

The USA Red team, comprising the Farr 50 cruiser/racer *Esmeralda* and the two Farr 40 One Designs, John Kilroy's 1999 world champion *Samba Pa Ti* and Philip Kahn's *Orion*, looked the best of the three American teams. The USA White team comprised two Sydney 41s, *Glama!* and *Cha-Ching* and the Farr 40 OD, *Zamboni*, but the USA Blue team ended up with only two boats, the Andrews ILC 40 *Growler* and the

Aerodyne 38, *Matador*. Japan's team comprised *Liberte Expres*, a Beneteau 47.7, *Karasu*, a Judel/Vrolik 43, and *Foundation*, a Farr 40 OD.

The regatta was also billed as the Farr 40 OD Pacific Region championship and included a one-design class for J/105s. With only four FARRs and six J/105s turning up, the fleet totalled just 29. Biggest boat was the Australian 62-footer *Bumblebee 5*, owned by John Kahlbetzer and skippered by her designer, Iain Murray. She took line honours in all nine races, but could not hold her time in the IMS racer division.

The Kenwood Cup began on a rather lacklustre note, with the remnants of Cyclone Daniel blocking off the tradewinds. Australia got away to a great start in race one, with *Fruit Machine* and *Smile* placing first and second on IMS corrected time. Despite a 10th place by *Yendys*, the P&O Nedlloyd Australian team collected 44 points, 11 in front of the USA White team which was one point ahead of the New Zealanders.

The traditional tradewinds returned the next day with a 15-22 knot breeze. The New Zealanders took the initiative in race three, with *Sea Hawk* winning from *Big Apple III* and *Air NZ High 5* placing fourth. *Yendys* came in best of the Australians, fifth, with *Fruit Machine* placing seventh, *Smile* eighth. This brought the Kiwis to within three points of Australia.

However, the "beach balls" bounced back in the afternoon race, with *Smile* winning from *Fruit Machine* and *Yendys* seventh. The Kiwis placed 4-5-6 and Australia took a lead of eight points.

Race five was the double-scoring 51 nautical mile Kanoeha Race, with *Smile* beating *Esmeralda* by just five seconds on corrected time and *Sea Hawk* just five seconds further back. *Fruit Machine*



Sea Hawk, Japanese owned but sailing for New Zealand, was top of the racing division. Like *Esmeralda*, she has the latest Farr hull style and runnerless short-overlap rig.

placed fourth, *Yendys* eighth, and the Australians ended up 10 points clear of the New Zealanders who had *Air NZ High 5* in fifth and *Big Apple III* sixth.

Esmeralda then began a remarkable run of five straight wins but lacked support from her fellow team yachts. Astern of her, the Australians and New Zealanders continued their battle, with the Kiwis coming out on top in races six and seven, to lead by just four points.

The Americans began self-destructing when *Glamal* T-boned fellow team yacht *Zamboni* out of the regatta. With the tradewinds easing slightly to between 14 and 16 knots, *Smile* and *Fruit Machine* finished second and third in both races to *Esmeralda*, with *Yendys* notching up two solid fifths.

With only the triple-scoring Molokai Race left to complete the regatta, the Australians had a comfortable but not winning lead of nine points, a cushion of three places. In the end, with the fresh tradewinds the New Zealanders looked in command from the time the fleet turned the rounding mark of the 150-miler.

Without detracting from the excellent team effort by the Kiwis, the race was marred by the International Jury

having to deliberate on claims for redress by *Big Apple III* and *Smile* after both yachts had gone to the assistance of *Cha-Ching*, which had sent out a may-day call after losing her topmast.

The International Jury awarded time credits lifting *Smile* first to equal fourth on corrected time, then equal second. However, the outcome of the Cup was already sealed by the time credit was given to *Big Apple III*. In handing out redress, the International Jury directed that the original placings of the other yachts remain unchanged. Thus *Big Apple III* and *Esmeralda* were declared equal first, *Smile* and *Sea Hawk* equal second, with *Air NZ High 5* third, *Fruit Machine* fourth, and *Yendys* eighth. The Kenwood Cup went to New Zealand, by 14 points.

Top individual scoring yacht of the 2000 Hawaiian International Offshore Series was Simon Whiston's *Smile*. She beat *Esmeralda* and *Sea Hawk* to the honour. The three New Zealand team yachts, *Sea Hawk*, *Big Apple III* and *Air NZ High 5* topped the individual IMS racer pointscore, with *Yendys* fourth and *Bumblebee 5*, ninth out of 12. *Smile* topped the individual IMS cruiser/racer pointscore, one point ahead of *Esmeralda*, with *Fruit Machine* third.



Big Apple III, top scorer in 1998, was still competitive. The Kiwi boats were lighter than the Australian yachts and they excelled on the reaches, where they could surf faster than their rating. (Pic - Ron Clemens)

Kenwood from the cockpit

Offshore Talks to the Kenwood Cup Teams I

SMILE

Smile's Simon Whiston says that the crew had spent only about ten weeks training, which was much less than her sistership. Normal skipper Gordon Maguire was unable to sail for family reasons, so helmsman Roger Perrett (who drove *Sledgehammer* in the Admiral's Cup) joined the boat three months before Hawaii. The crew included Chris Links (tactician), former NSW Laser champion Doug McGain (mainsheet), Andrew Verdon (mast), Adrienne Cahalan (navigator), Simon Patchett and Tim Somerville (trimmers), Matt Till (bow), and Simon Whiston and Simon Jones. In the steady Hawaiian conditions, the crew's comparative lack of practise wasn't an issue, says Perrett. "They (*Fruit Machine*) had done a lot more practise than we had, but in the conditions we had, speed and rating mattered more than boathandling."

Smile's success was built on a rating optimisation prior to the Cup. "The boat has always been very competitive against *Fruit Machine*, but we used to owe them about one minute, so they usually won the bigger events" Maguire told Offshore.

The optimisation centred around removing internal ballast and batteries. "It was completely trial and error; we were just playing with fore and aft trim, to get the bow up" says Maguire. "Because of the unusual shape of the 40.7, the knuckle comes up out of the water at measurement, and the rating drops because the waterline is shorter. We changed the boat to be the chaser, rather than the chased" says Maguire.

The lower rating meant that instead of having to break away from *Fruit Machine* (as in the past), *Smile* merely had to follow her sister around the track. "Chris (Links)

is a very calm tactician and he just let *Fruit Machine* get out in front, but not get away" said Maguire. It wasn't a situation that all the crew is used to; Perrett noted that it was strange to have to suppress his normal instincts, which were to attack *Fruit Machine* and slow her down. Instead, they merely worked the windshifts; "we had more a strategic mindset than tactical" he said. "We'd got the rating worked out before we went there and because it was such a one-sided track when the trades kicked in, there were not a lot of tactical decisions" says Simon Whiston.

"We also had *Fruit Machine* as a pace boat; we were only four boatlengths apart so we had a gauge; you get a boat alongside, there's rivalry, and you push harder. They were probably a little bit stronger upwind and changing gears they were more on the money; as soon as it went light they were powering up the boat while we were sagging off. Downwind we were definitely quicker; I think we were more aggressive. These boats don't surf, they surge down the waves, so you've got to be more aggressive downwind. Once we got the

surge we'd really be driving away".

"In the triangle races we didn't go that well" continued Perrett, "The rating versus boatspeed isn't very good on the reaches. *Sea Hawk* was apparently surfing a fair bit on the reaches, where we were just surging."

For Simon Whiston, a high point of the series was the win in the middle distance race. A low point was the fact that the adverse current in the long race was not factored into the time allowance; "A quick and dirty analysis is that it would probably have given us the points we needed" he said.

Like *Fruit Machine*, the *Smile* team stressed that they were a very compatible combination. "There were no egos that were going to clash" says Simon Whiston. "That's the key, I think." "Everyone got on really well and I think that was important" says Perrett. "We organised a crew who were technically good and also got on; we worked really hard on getting compatible people" agreed Maguire. "Simon treats the boat like a business, so he wants it to make a profit- but that profit is enjoyment."

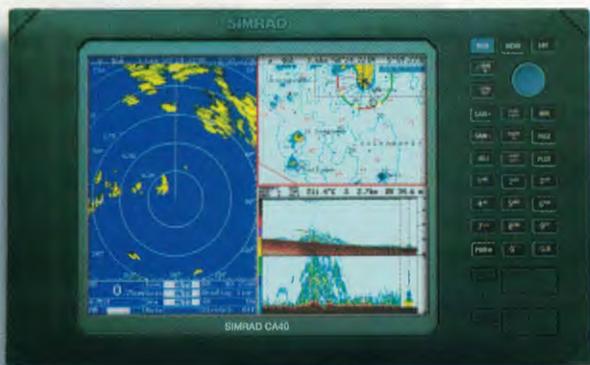
Fruit Machine

"We had a fantastic time over there" *Fruit Machine* skipper Michael Mottl told Offshore. "Great team, great sailing, a well prepared boat; couldn't have done a more enjoyable regatta. We were very close on points all the way through the regatta. We went there a little bit apprehensive about the performance of our slightly more full-figured Beneteaus but in the end we found that we weren't hampered too much by the steeper seas or the slightly shorter swells. The boats really did perform well, but they were driven hard by two really competitive crews. It was the same as we race in Sydney and every regatta we've done before; *Smile* and ourselves were alongside all the time."

"I think we learned a bit more about sailing these boats in heavy airs and a little steeper seaway; I would say that we were sailing the boats on average 1 or 2 tenths faster than previously, probably just pressing a little bit harder and twisting a little bit more; sailing a little lower and a little quicker."

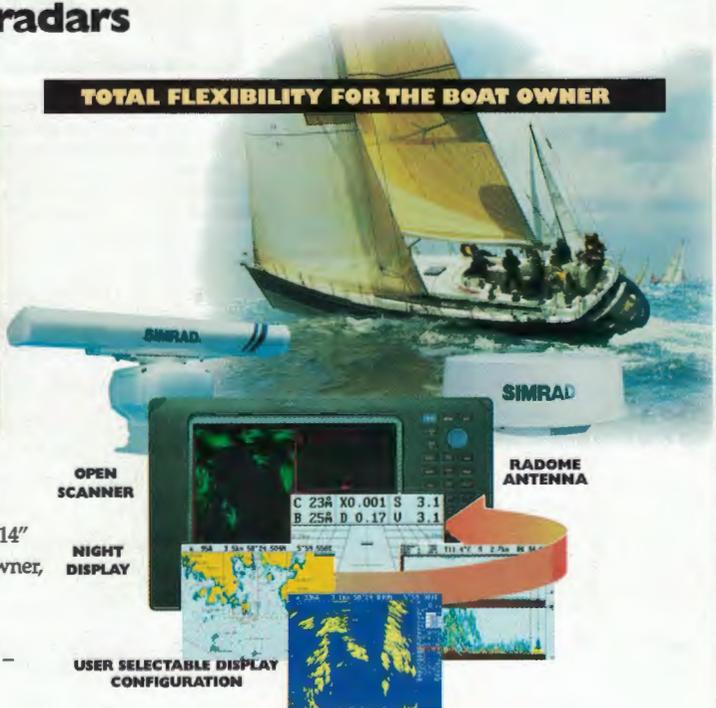
The rating games made it an odd regat-

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ta for *Fruit Machine's* tactical team. They couldn't cover *Smile* to try to build up a winning break; "Normally we're slamming on each other all the time, but having the two boats in the same team meant we couldn't do that" says owner Neil Whiston. The much bigger Kiwi boats were also too fast to race tactically, he explained. "In many senses we were racing against the Kiwis on the noticeboard rather than on the water. It was a battle of nerves and wits".

Like the *Smile* team, the *Fruit Machine* crew thought that the 40.7s struggled on the reaching legs against the New Zealand boats and *Esmerelda*. "On the reaching courses we couldn't hold our own, time-wise. It actually seemed ridiculous, we were losing by considerable margins" says Mottl. "On the windward/leeward we (the 40.7s) definitely seemed to be more consistently competitive."

Mottl also shared *Smile's* disappointment about the last race. "In the last race there were a few let-downs for us; we sailed hard but we felt that there was a few factors that made it difficult to say that it was a fairly-sailed deciding race. It's very difficult to say whether the time allowance was fair or not; we had 0.8 to 1.2 knots adverse current while we were short tacking for 50-odd miles up Molokai coast, that wasn't factored in. The current was taken into account only in short races, but we'd had a verbal assurance earlier that it would be taken into account in all the races. I don't know how much time it cost us, but figures such as 20 minutes were brought up."

The victorious New Zealand team didn't have as much time in their boats as the Australians, but Mottl feels that it did not hurt their performance. "The Kiwis are such a core group- they sail together all the time so there was no necessity to get out and practise team building as such."

So what is Mottl's outstanding memory of the regatta? "In the Molokai race the run back past all the cliffs with the waterfalls coming off the top was just sensational. They were so steep and so spectacular that it really felt they were coming down on top of the boat."

"We got the boat going faster than we've ever had her going before. There was quite a long swell coming in from the top of the main island, and we managed to pop her onto a wave and she stayed on there longer than she normally would and

the numbers just picked up and up. The little beachball was bouncing along at 17.4 knots in 25 knots- it felt like she was going quite quick!"

Yendys

Going into the Kenwood Cup, some people were worried about whether the 40.7s would keep up with the Farr 50 *Yendys*. Ironically, *Yendys* ended up the Australian team's lowest point scorer.

"It was disappointing for us" says tactician Grant Simmer. "We were the only competitive IMS boat without swept-back spreaders and short overlap headsails, and we struggled in the wind range. In the 17 to 21 knot winds we were between the Number 3 and the Number 2. The other



Smile, top individual boat, punches upwind. The 40.7 crews reckon their Hawaiian experience has taught them to sail even faster than when they dominated the last two seasons in Australia. Luckily for the IMS competition, *Smile* and *Fruit Machine* are being swapped for a pair of Farr 40s. (Pic - Ron Clemens)

boats 105% overlap jibs were a better option than trying to lump the Number 2, and the Number 3 was too small."

"In the second-last inshore race in 14 knots we beat *Big Apple* and *High 5*, even with a recall, although we still couldn't beat *Esmerelda*. It would have been a much different regatta had we had a range of conditions. We were there with a boat designed for all-round conditions. If there had been more in the 10 to 16 knots range we would have been much more competitive."

"All the New Zealand boats, particularly *Air New Zealand High 5* and *Sea Hawk*, were very good boats downwind. They were lighter and they were surfing faster than we were; on the run from Molokai on the long race they gained seven or eight minutes. *Sea Hawk* was particularly well sailed."

"*Esmerelda* was a stand-out boat, built only to exploit the cruiser/racer rule but apparently she would have done just as well even if she didn't get the allowances. She didn't seem to have many vices and she was quicker upwind and downwind than *Yendys* in those conditions, yet she rates the same."

Air New Zealand High 5

Mick Cookson, the builder of the entire New Zealand team and the owner of *Air New Zealand High 5*, put the Kiwi victory down to the weather in the last race. "I think the conditions in the Molokai race suited the bigger boats rather than the smaller boats. *Sea Hawk* and us had a very good Molokai race, but the bigger seas and stronger winds didn't suit the Beneteaus so well. If it had been a light or even light to moderate air race, the Beneteaus would have cleaned up, and if *Yendys* could have got down to an overlapping headsail...."

Sea Hawk and *High 5* are hull sisters, but *Sea Hawk* is optimised for the Kenwood and therefore has a smaller rig and larger keel. Both boats were new, and both followed the new slab-sided Farr shape set by *Esmerelda*. Cookson says that "it appears that the latest generation Farr boats have made a decent jump; they are quite different all over, with funny little things all the way through; it just seems like Farr's found another little notch."

High 5 was designed as a comfortable cruiser/racer, with cruising features like double berths. She sailed to and from Hawaii for the regatta, and Australians who saw her with dodger and furling gear fitted said she "transformed into a cruising boat after the regatta in a very impressive way". The irony is that *High 5* doesn't actually qualify as a cruiser/racer because Cookson preferred to build her in carbon fibre, which is banned from the IMS cruiser/racer division. As a result, she got none of the allowances given to the Beneteaus or *Esmerelda*. She finished lowest point scorer of the Kiwis, but Cookson felt that the problem was the boat's newness and its placing in the fleet, not its compromised design. "As the regatta went by we got more and more comfortable and the boat got quicker. Being one of the smaller boats in A division, you often got bounced around by the bigger boats- having to tack off their hip, or tacking a bad shift to get clean air."

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2000

Position	Race
2, 3, 4, 5	I.M.S HAHN PREMIUM RACE WEEK
1, 3	P.H.S. HAHN PREMIUM RACE WEEK
1	EUROPEAN MUMM 30 CHAMPIONSHIPS
1	AUSTRALIAN JOG CHAMPIONSHIPS
1	AUSTRALIAN SUPER 30 CHAMPS.
1	SYDNEY - COFFS HARBOUR
1	ADELAIDE TO PORT LINCOLN RACE
2	AUSTRALIAN IRC CHAMPIONSHIPS
1	PORT LINCOLN RACE WEEK
2	CLASS 1 GUTLAND RUUT (SWEDEN)
1	IMS CLASS A TOBA RACE (JAPAN)
1	C/R CLASS A TOBA RACE
1	C/R CLASS C TOBA RACE

1999

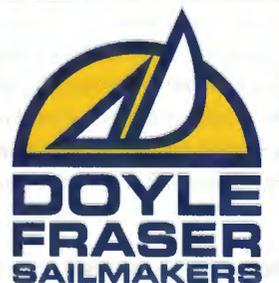
1	AUSTRALIAN SUPER 30 CHAMPS.
1	PORT LINCOLN RACE WEEK
1	CHANNEL RACE '99 CMAC
3	HAYMAN ISLAND BIG BOAT
1	SIR THOMAS LIPTON CUP
1	ORD MINNETT REGATTA
2	SYDNEY HOBART YACHT RACE

1998

2	KENWOOD CUP, HAWAII
1	HAYMAN ISLAND BIG BOAT
1	HAMILTON ISLAND RACE WEEK
3	HAMILTON ISLAND RACE WEEK
2	TELSTRA CUP
1	KINGS CUP
1	SINGAPORE STRAITS REGATTA
1	GERALDTON - FREMANTLE RACE
1	OVERALL SYDNEY - HOBART RACE

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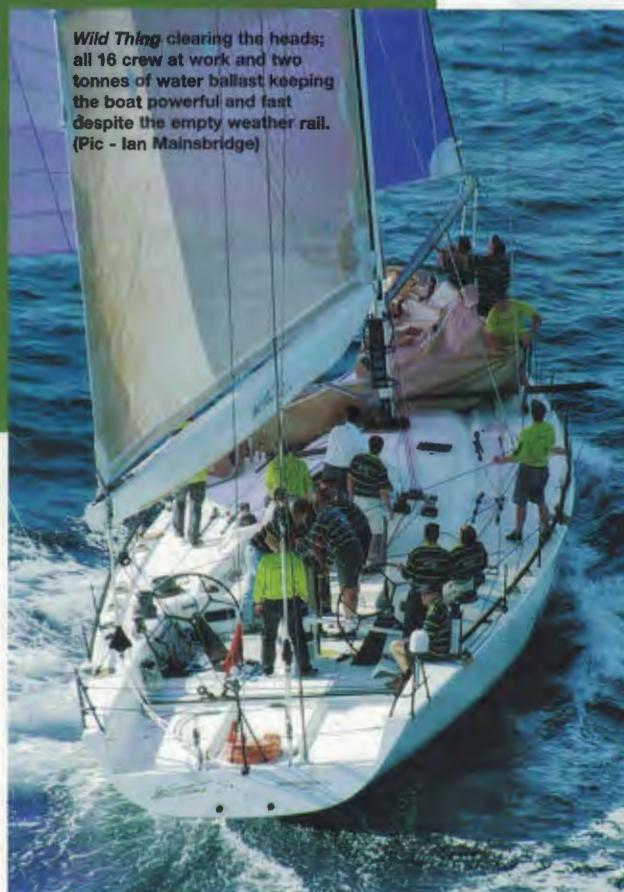
Big boats dominate

(Pic - Ian Mainsbridge)

The Cruising Yacht Club of Australia's 15th annual midwinter race from Sydney to Southport proved to be a slow, relatively uneventful passage up the New South Wales North Coast. Peter Campbell reports.

Big boats dominated the overall results in each category of the 15th annual Sydney to Gold Coast Race. IMS overall went to Syd Fischer's Farr 50, *Ragamuffin*, IRC overall to Martin James' Farr 65, *Infinity III*, and PHS overall to Geoff Lavis' Inglis/Murray 50 *Wild Thing II*, originally owned by Grant Wharington.

Wharington's current *Wild Thing*, the Andy Dovell-designed water-ballasted 70 footer, again outsailed George Snow's conventional Scott Jutson-designed maxi *Brindabella* for line honours. The only drama of the 386 nautical mile race came at the start when a logjam of yachts at the windward end of the line saw several minor collisions. Both *Brindabella* and Sean Langman's Open 60 *Xena* suffered badly. In contrast, *Wild Thing* bounced out of the line under a shy spinnaker as a light sou'easter filled in just minutes before the start. She was never headed.



Wild Thing clearing the heads; all 16 crew at work and two tonnes of water ballast keeping the boat powerful and fast despite the empty weather rail. (Pic - Ian Mainsbridge)

Brindabella closed up when *Wild Thing* found a hole off Crowdy Head, before Wharington and crew found new breeze to move to a five mile lead. In a report to race control, Wharington said he was taking full advantage of *Wild Thing*'s improved water ballast capabilities and quick acceleration, the result of removing 2000 kilos from the yacht before this race. "While *Brindabella*'s new masthead spinnaker is helping

them downwind, our lighter weight, plus the water ballast, means we are smokin'," he said.

Brindabella again closed the gap the next morning to just 80 metres, with 35 miles to go to the finish of Southport's Main Beach. "It all started again when the sun came up," reported *Brindabella* crewman Geoff Cropley. "From here on, it will be a trimmer's race."

It proved to be just that, with the last few miles seeing a gybing duel under spinnaker, both owners steering, as they picked the wind angles along the Gold Coast beaches.

In the end *Wild Thing* crossed just 10 minutes in front, in the slow elapsed time of one day 23 hours 50 minutes 46 seconds.

Of the other two water-ballasted big boats *Xena* finished third across the line but the Open 60 *RSL.com* (John Biddlecombe) was in eighth place.

While *Wild Thing* and *Brindabella* finished early on the Monday afternoon, the next eight boats were spread out

over another 10 hours and the first of the 40-footers did not finish until around 2.30 am next day.

Syd Fischer, sailing in his first Sydney to Gold Coast with his Farr 50 *Ragamuffin*, finished late on Monday evening to win IMS Overall and Division 1 from Kevan Pearce's Farr 47 *Ausmaid*. IMS Division 2 went to the J35 *J Force* (Moty Bergman) from Andrew Cochrane's Stewart 34 *Pendragon*, which has been placed in every Gold Coast in which it has competed.

Much the same pattern applied in the IRC overall results, with first place on corrected time going to *Infinity III*. Second on IRC was the 40 footer to finish, Richard Perini's Farr 40 OD *Corinthian Doors*. Best of the new Sydney 38s was Barry Moore's *Blowfly* from the Royal Prince Alfred Yacht Club which

placed seventh overall in IRC.

IRC Division B was not decided until the last few boats crossed the line, with the experienced EastSail skipper Peter Franki steering the Sydney 36 *Salt Shaker* to an impressive win from the Farr 37 *Pippin* (David Taylor) and the Queensland based Mumm 30 *Addiction* (Stewart Lewis).

The big boat success continued in the PHS category with overall first place going to *Wild Thing II* and second to *Marchioness*. Third was Geoff Lucas' Northshore 38 *St Malo*, the only "small" boat to feature overall.

A fleet of 64 boats started. Five retired because of the slow race including Don Mickleborough's veteran timber boat *Southerly*, making a comeback with the 2000 Telstra Sydney to Hobart Race in mind.

THE VIEW FROM THE FLEET

Syd Fisher - owner/skipper of *Ragamuffin* (first overall, IMS)

Ragamuffin had a long duel with *Ausmaid* for IMS honours; "*Ausmaid* was right up with us in the first half of the race and we got the win in the fairer winds in the second half" said Fisher. Fisher said that *Ragamuffin* didn't gain her advantage at any particular point of sail; he describes the Farr 50 simply as "a pretty good allround boat with a pretty good allround rating."

Roger Hickman - skipper of *Ausmaid* (second overall, IMS)

"It was a great race; the organisation was excellent and it was very competitive" said "Hicko", the skipper of Kevan Pearce's Farr 47- "one of the most beautiful boats in the country to sail".

"Until we were 60 miles from the finish we hung onto *Ragamuffin*. Off Yamba at midday *Ragamuffin* went offshore and got the north-easter when it came in; they were about four miles ahead and got about two hours ahead. The whole race was about strategically placing yourself for the next puff of wind, working the thermals and gradients."

Martin James- owner/skipper *Infinity III* (first overall, IRC)

"We had a great time; tactically we found it an interesting race, because there didn't seem to be many gains by going out or hanging right into the coast" said Martin James of the Farr 65's win in the big and competitive IRC division. "There seemed to be a line across the fleet late Sunday afternoon; that seemed to be where we made our break." *Infinity* also gained by using a new, small asymmetric on the close reaches (a weak point for short-overlap rigs). "What the asymmetric did was enable us to keep the boat pressured up close reaching; it was a big help. We carried the asymmetric from Ballina or

Results

IMS:

Overall and Division A:

1. *Ragamuffin*, Farr 50 (Syd Fischer, NSW)
2. *Ausmaid*, Farr 47 (Kevan Pearce, SA)
3. *Brindabella*, Jutson 76 (George Snow, NSW)

Division B:

1. *J Force*, J35 (Moty Bergman, NSW)
2. *Pendragon*, Stewart 34 (Andrew Cochrane, NSW)
3. *Lady Penrhyn*, Swarbrick 111 (Greg Stewart, NSW)

IRC:

Overall and Division A:

1. *Infinity III*, Farr 65 (Martin James, NSW)
2. *Corinthian Doors*, Farr 40 OD (Richard Perini, NSW)
3. *2GB Titan Ford*, Farr 50 (Julie Hodder, Peter Sorenson, Stan Zemanek, NSW)

Division B:

1. *Salt Shaker*, Sydney 36 (Peter Franki, NSW)
2. *Pippin*, Farr 37 (David Taylor, NSW)
3. *Addiction*, Mumm 30 (Stewart Lewis, Qld)

PHS:

Overall:

1. *Wild Thing II*, Inglis/Murray 52 (Geoff Lavis, NSW)
2. *Marchioness*, Lavranos/Steinman 76 (Michael Cranitch/Des Kennedy/Peter Markos, NSW)
3. *St Malo*, Northshore 38 (Geoff Lucas, NSW)

Division 1:

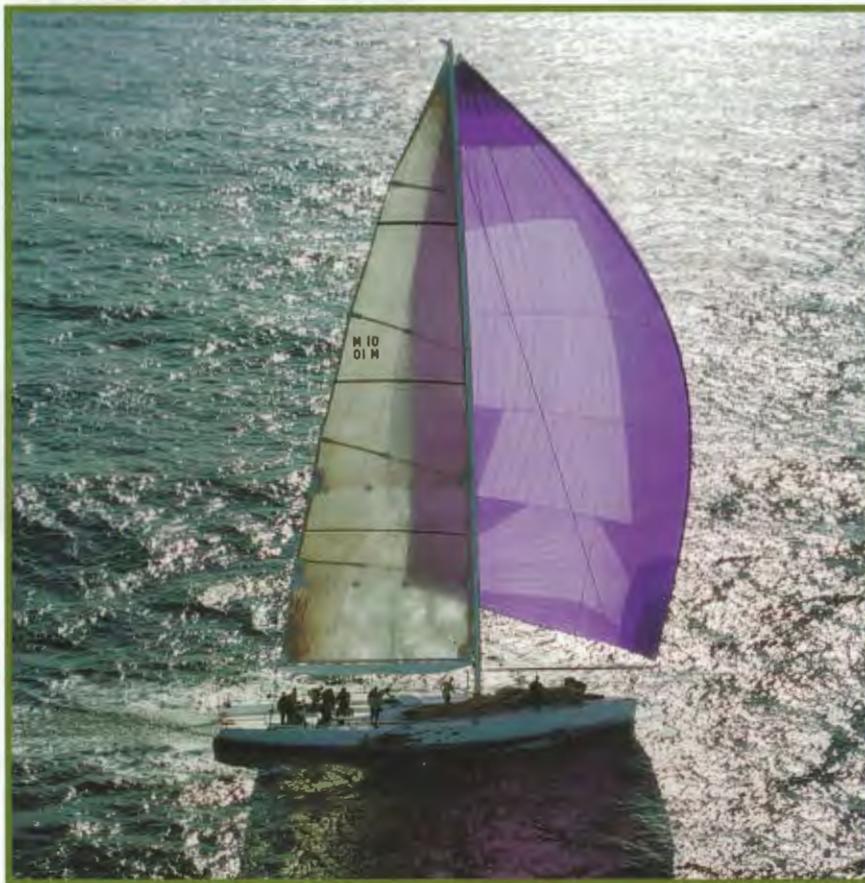
1. *Wild Thing II*
2. *Marchioness*
3. *Original Sin*, Young 40 (Chris Dare, Vic)

Division 2:

1. *St Malo*
2. *Ellene*, Northshore 38 (Anthony Levett, NSW)
3. *Farr Horizons*, Farr 40 (Ivan Resnekov, NSW)

Line Honours:

1. *Wild Thing*, Murray/Burns/Dovell 70 (Grant Wharington, Vic) 1 day 23 hours 50 minutes 48 seconds.
2. *Brindabella*, Jutson 76 (George Snow, NSW) 2 days 00 hours 00 minutes 39 seconds.
3. *Xena*, Open 60 (Sean Langman, NSW) 2 days 1 hour 41 minutes 44 seconds.



Wild Thing's new masthead asymmetric and water ballast enabled her to keep pace with the bigger *Brindabella* in the reaching conditions
(Pic - Ian Mainsbridge)

Point Danger all the way to the finish; that period is where we managed to get the miles on *Corinthian Doors*. It's not a big sail, so we don't get a penalty under IRC" said James.

**Geoff Lavis - Owner/skipper
Wild Thing (first overall, PHS)**

Geoff Lavis' Inglis/Murray 50 *Wild Thing* (racing as *Wild Thing II* just for this event) had "an enjoyable race, a nice easy race" says Lavis. "We got very little water over the deck, three or four splashes. I think we sailed reasonably well, and we had our luck at the right time. 'Twirler' (Darren Jones from Hood Sails) had a major input into the result."

"We had a very good start, second out the heads behind Grant Wharington's *Wild Thing*, which he must have enjoyed. In the Yamba area, we were relatively close to *Ragamuffin* when the wind died. We were only in a drifter for about half an hour before we both got the breeze, and the door shut behind us, with the gap to the

other boats getting bigger as the wind died down the coast."

**Brett Young - "combat tactician"
Wild Thing (line honours)**

Line honours winner *Wild Thing* normally runs on consensus, with dinghy champion Brett Young taking up the "combat tactician" role for close-quarters racing. She was recently modified with new sails and two tonnes off the bulb. It was, says Young, "a quantum leap, and we're still learning about it. We finally had equal sails to *Brindabella*; we had new Quantum sails and a new masthead asymmetric; the old America's Cup sails were too big and too old."

"I was worried about carrying water ballast but I'm converted now, it's definitely the way to the future. You're enjoying sailing a lot more now, and it saves a fortune for the boat owner because there's less safety gear. We had a crew of 16 people instead of 24 or 25. It was a settled and multi-talented crew; everyone could do everything



Xena, halfway through a pre-Hobart refit, put on an encouraging performance for owner/skipper Sean Langman. She threatened the leaders on two occasions despite the fact that the light airs and beats weren't her favoured conditions.
(Pic - Ian Mainsbridge)

Typical Southport morning aboard *Ninety Seven*; breeze slanting off the land, flat water, clear dawn, and the morning sun starting to melt the ice off the crew. (Pic - Dal Harper)



although a lot of us don't admit to being able to do the bow because it gets too wet and cold up there! There were no hangers-on just there for weight, so we were kept busy, and instead of sitting on the rail we could actually hop down below to keep warm."

"We were just holding *Brindabella* off in waterline conditions, power reaching in the south-easterly on the first day, which we were pretty happy about because we thought that was where they could most probably get us. During the second day we eaked out 6 or 7 miles on *Brindabella*. At 4 am on the last morning, we were in thick sea fog when *Brindabella* loomed up beside us; we have no idea how they got there. So we were seven boatlengths apart 60 or 70 miles from home."

"We could run the course to the finish, but then it got lighter and lighter and we ended up having to gybe downwind. With two tonnes out of the boat, we could run lower than *Brindabella*. They gybed 15 or 16 times coming into the finish, but we were lower and just as fast."

**Bob Fraser- sailing master
Brindabella (second to finish,
third overall IMS)**

Bob Fraser says that the race had perfect conditions for the big boats to build their own apparent wind and move away from the smaller yachts; "We had a range of directions; 11 knots maximum from a range of directions; south-east at the start, west at night, clocking to the NE late in the days. We were building our apparent windspeed, close reaching at 10 knots in 7 to 8 knots of wind."

"In this year's race, we were only faster than *Wild Thing* when we were waterline reaching. The first afternoon, when we weren't fully pressured-

up, we were hauling them in, but when the pressure came in they could pump up and go. *Wild Thing* was always faster in eight knots and under; *Brindabella* feels quicker upwind in mid-range but we didn't have much of that in this race."

"We caught *Wild Thing* off Cook Island, and were only 300 yards apart on the last morning. Coming into the finish we were gybing downwind at about the same speed, but *Wild Thing* was sailing lower because they were three tons lighter."

**Sean Langman - owner/skipper
Open 60 Xena (third to finish)**

"It was a great race; a great test for the






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Southport 2000 was a race of flat water, light winds, and dry decks. Left and below: View from the deck of *Ninety Seven*. (Pic - Dal Harper)

boat. We've done a fairly extensive refit and we're about halfway there. Considering there was about 40% upwind, we are very, very happy that we got up to *Brindabella* twice; on the first afternoon and the first night."

Xena sailed with ten crew and used up to two of her three tonnes of water ballast. "When the afternoon sea breeze came in, we were a 60 footer against a 75 and we struggled, but we hung in there. We're really concentrating on getting the boat to go upwind, knowing that as soon as we turn around we are really quick; you pull away on the boat and it just takes off."

Peter Franki - owner Salt Shaker (winner IRC Div 2)

Salt Shaker, which won her division by over 80 minutes, spends most of the year as a charter boat with Eastsail. She is a "detuned" Sydney 36, about 500 kg heavier than a standard boat, 30 cm shorter in the rig and carrying a full cruising interior, wire rigging and a furler.

"We had a good crew on a well prepared boat, we know the boat and it's easy to sail" said Franki. "We had a great crew with lots of experience. Everyone did everything, but Ian Short and Greg Kay were the primaries. We made a minimum of unforced errors



and sailed a conservative race, using Roger Badham's weather kit and staying between the finishing line and the opposition."

Geoff Lucas- owner/skipper St Malo (winner PHS Div 2, third overall PHS)

"It was terrific; a very satisfying race, albeit long" said Geoff Lucas after his ten-week old Northshore 380 won her class in her first long race; "It was great to get a result first up; we were sailing

in the company of 12 and 12.2m boats." says Lucas. "I guess we did particularly well staying inshore at night; Kim Stone's navigation was particularly good."

Chris Thompson



Jon Sayer driving *Sayemara* to victory in the conditions his boats like best- hard running. (Pic - Rob Drury)

PROFILE JON SAYER

He started to build his own concrete raceboat as a teenager, he's designed and built many successful cruisers and racers, and he's been a class competitor in everything from Etchells to shorthanded transoceanic races, yet his name stays out of the headlines. Chris Thompson profiles the skilled but under-rated Jon Sayer.

keel shapes and bits and pieces."

Floating Footpath was light for her day (only 5,500kg) but because of the extra weight of the hull structure her ballast ratio was only 30%. "The ferro hull

I met Jon Sayer in his own environment; with his hands on a fitting, head down in the bilge of a boat he designed and built himself, after a short-handed delivery trip. The cockpit of the new *Taurus VIII* seemed the perfect place to meet one of that native Kiwi breed, the boatbuilder/designer/sailor.

Like many top designers, Sayer is New Zealand born ("I'm still a Kiwi every time we play rugby", he grins) and he got his first design into the water with help from his family. Unlike most designers, Jon Sayer's first boat was a ferro-cement racer that he built by himself when he was just 20 years old. The name was *Floating Footpath*, but Jon's first yacht wasn't your average ferro boat. She looked like a typical Kiwi lightweight racer of the time (the mid '70s) and was, he says "a run of the mill boat in those days; just a conglomeration of what I'd been sailing with and on. It was just a design that I thought was going to perform well, and that I could afford- well I couldn't actually afford it, but I had a go at it!"

Floating Footpath established early on that Sayer was a true allrounder, capable of putting his hand to just about



Designed by a teenager, built by a 20 year old, made of ferro cement, *Floating Footpath* wasn't your average racing boat. But she not only raced, she won. The symbol at the bow is a cement mixer, "laying" the topside stripe! (Pic - Northern Advocate, Whangarei)

any trade to do with yachts. "I had enough money to build and finish the hull and the deck, I had a cousin who was a motor mechanic so he let me recondition a little Ford Anglia motor, I did my own wiring, electrical systems, engineering, put the engine in....But I could never afford the rig, so the old man (who earned his living building ferro yachts) funded the mast and sails for me."

gave her inertia, and she felt very similar in a seaway to any normal boat. We did a race to Noumea and there were five Farr 1104s; we had two days hard running and there was only one ahead of us, so we could run with them, but we didn't have the stability or power, or the gear, to get them uphill."

In his early 20s, Jon sold his share in *Floating Footpath* to his father and left Whangarei for Mooloolaba. He built a



(Both pics) Two races, two men, two Sayer boats, two wins. At left, Sayer is toasted by Peter Mounsey after they finished 1-2 in the single-handed Trans Tasman. At right, Sayer and Mounsey after they joined forces to win their class in the 1992 Melbourne to Osaka race. (Pics supplied by Peter Mounsey)

slightly enlarged version of *Floating Footpath*, also in ferro.

Because money was short *Slippery Sidewalk* had no interior, not even a floor or an engine, and she never competed in a major race. But she was successful enough on the local scene to make Mooloolaba sailors take notice, and Sayer's first commissions as an independent designer/builder followed.

It was about this time that Peter Mounsey, a highly-respected yacht delivery skipper and shorthanded racer from Mooloolaba, persuaded Jon to enter the Single Handed Trans Tasman race; his first step towards gaining some wider prominence. "He talked me into doing that race four weeks before it started. I rang my old man and asked if there was any chance of borrowing *Floating Footpath*, flew to New Zealand, took a wind vane with me, bolted it on and headed off to New Plymouth to do the race. Mounsey was spewing, because I beat him by an hour and a half!" he laughs.

Shorthanded racing has since given Sayer other notable wins as a designer/builder/sailor. He sailed the 40 footer *Flying Fish* in the 1992 Melbourne to Osaka doublehanded

race with his old mate Peter Mounsey. It was a superb performance, with the boat keeping pace with radical top-class 55 footers; "We were fourth boat home, won our division easily, beat all the next division and half the big boats" recalls Sayer. "*Flying Fish* was the best boat I've ever had" says Mounsey. "She was extremely fast for a 12m boat. She was extremely good in the light stuff; in the Osaka race we were lead boat for the first 300 miles."

Last year, Sayer took the overall win in the Osaka race with Rob Drury in *Sayemara*, basically a 40 stretched out to 43 feet. He also built David Adams' Jutson - designed round the world race winner, *True Blue*.

Although it's been the shorthanded wins that have made Sayer prominent, it's not an area he specialises in; "I've done a lot of miles, and I love it, but I get drawn more to performance racing, particularly Etchells."

EARLY INFLUENCES...

Jon Sayer grew up in a time and place when designing and building your own boat was an accepted routine. "So many people were doing it, it wasn't such a voodoo subject; people weren't scared to try things. If they designed

one that didn't go as well as they hoped it didn't matter much, because they weren't racing America's Cup style things; everyone was a boat builder and everything was built from string and baling twine and it wouldn't cost you a fortune to start changing. I remember one boat, *Heatwave*, that was very, very average so they just cut the boat down the middle completely, laid it open, added a bit more, widened it a bit here and a bit there, and it turned out to be the best heavy-weather boat in the whole fleet."

The New Zealand designers have got a natural feel, says Sayer "probably by just sailing on so many different boats; always looking and feeling what's happening. I'm always looking over the side and watching wash off a keel or bulb or rudder.... A lot of it was done from eye; one of the first keels I ever did for a boat came after I was doing a race to Fiji as a kid and we caught a great big tuna. I dissected all the fins on it with calipers and sketched out all the ratios and shapes. I thought a fish like that, and nature, knows a lot more about what shapes should be, and a lot of development was done off that".

"Whenever a boat turns up you have a look and try to understand why the

designer did things in a particular way. It's not until you get to the real high-class stuff like the America's Cup that you have to understand things that only fluid dynamics would ever show."

Despite the emphasis he places on natural feel Sayer doesn't knock the theoretical approach, unlike some other hands-on boatbuilder/designers. He sold one of his yachts to buy his first Macsurf yacht design programme and computer and has a good theoretical background to structures and design.

THE MOTIVATION...

What is the force that drives him to be both a boatbuilder and a designer? "I think it's a bit of everything; the satisfaction of getting the numbers right, proving that you do have the ability to produce something from design, to follow something through from whoa to go and make it work. I get the satisfaction out of putting what I have on paper and building it into something you can go sailing on." Boatbuilding, he says, has "got to be a passion; if it's not a passion forget it. The money's not particularly there, certainly the way your health's going to turn out isn't there, so if you're not driven by passion and love boats and yachting or designing or sailing, forget it."

Sayer doesn't get his satisfaction from the aesthetic pleasure of designing a flowing buttock line or sheer, or the tactile feel of spending hours sanding a piece of timber with fine wet and dry. "I've never been much for aesthetics. I haven't had a look at how the Italians designed their Ferraris and tried to copy from that, I've made it practical and useable. I've been a bit of a stickler for getting the boats to look good from the outside, but I'm more orientated towards performance. I see people spend hours sanding a piece of timber with 800 grade and I think what a waste of time, that's hours you could spend making the boat go faster".

Although Sayer doesn't spend time on elaborate timberwork or interiors, his boats are well finished. There's only one way to achieve a good hull finish, he says; put three or four guys on a 15 foot "torture board" and get them to sand away at the hull for 2 1/2 weeks. It's hard and unpleasant work; "I'd like to sit back and keep clean and get someone else to do the building. It's not good for anyone's health; you never know what it's doing for you. I get a bit of a reaction; I get colds and flu, out of the cedar actually, rather than the epoxy. It all affects you; you notice little bits of skin peeling now and then, so it's got to be getting into you and doing you no good. So I gave it a rest for a while after I built David Adams' round the world boat. Allyacht Spars always wanted me to go down and work for them, so I did, on the design and engineering side. I kept designing and people kept on asking me to build this or do that, and then I couldn't help myself... We've got plenty of room at work (at Allyacht Spars) and we've got the whole infrastructure set up."

It was the infrastructure that helped make Rob Drury decide to have Sayer design and build *Sayemara* at Allyacht; it made the owner's life much easier, he says, to hand the entire project to them, rather than have to co-ordinate designer, builder, and rigger.

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ON CONSTRUCTION...

Most of Sayer's boats are strip-planked in western red cedar over a male jig. "It's still one of the best mediums, even today," he says. "Compared to a boat produced from a female mould, there's a lot more work on the fairing and painting but I'd like to believe that we're using a better finish; it's got a bit more resilience, a bit more spring on the recovery". He uses Klegecell foam in the deck panels, to save weight and because it is easy to use on flat surfaces.

Sayer reckons the timber construction adds about 300kg to the hull weight. To keep overall displacement down (his average 40 footer displaces about 5,000kg) he reduces the ballast ratio slightly, compared to a carbon/kevlar boat. Sayer has done too many miles at sea to reduce weight by skimping on structure; he says that his boats are well in excess of ABS requirements, and his early experience with ferro taught him how to design without "cheating" (as he calls it) by simply designing an ultra-light boat. "You've got to be careful you don't go too far. The boats gets chucked around too much if they get too light." Although lots of Sayer boats have done lots of miles, we haven't uncovered any that have suffered major structural problems.

The allure of strip planking lies not merely in its structural characteristics. "It makes a very economical boat for its size" says Sayer. "To be reasonably competitive you'd be looking at about \$400,000, sailing, for an IMS 40 footer". One-off strip planking is also an effective medium for design development. "It's very easy, quick and cost effective to do a one-off boat, and that's where I've been able to develop my design work over the years. This is a medium in which you can change overnight."

ON DESIGN...

The typical Sayer boat is a 40 footer designed to be fast and seaworthy, without being too radical or spiting the rating rules. The ends are normally short, with a widely-flared transom. "I try to get as long a working waterline as I can, so I have pretty plumb ends. You have to be careful because having a long waterline you can make the boat stick in light



Left: *Flying Fish* shows off the classic Sayer hull; narrow waterline beam, long waterline length, and flared stern. (Pic - Peter Mounsey)
Right: *Sayernara* taking the lead at the start of the 1999 Melbourne to Osaka. Like most Sayer boats, she excelled in hard running and in light winds. (Pic - 2Marks Photos)

weather, so I've got quite slack bilges and a narrow waterline so the boat's easily driven. When they turn the corner they'll take off; look out if you're in front, because you'll get run over!"

"When we did the last Sydney-Mooloolaba race (aboard *Sayernara*) we ended up beating the Farr 40s home after we gave them a bit of a start, because we parked in the beach off Coffs. Once the wind freed, they were having arguments about who it was coming up, because nothing could come up that fast; we joked about whether we were going to pass them to windward or to leeward".

Sayer says that he has filled out his bows (which were quite hollow on his early boats) to make the boats handle better downwind, rather than burying the bow and "tripping". He believes that the very hollow bow on another designer's 1999 Osaka entry cost that boat the race; "It just tripped over itself, whereas *Sayernara* is very, very stable in heavy running conditions." Those who own Sayer boats agree. In the 1991 Osaka race, says Mounsey, *Flying Fish* was tracked by Argos satellite at an average of 14.8 knots over five hours, faster than any other boat in the fleet. "She was running like a skiff and it was just a delight; she was beautifully balanced" he says. Former CYCA commodore Peter Bush, who has single-handed his Sayer 40 *Kidnapped* to the Whitsundays and back, describes the boat as "sensational; very, very quick off the breeze. We've done a proper 22 1/2 knots, two-up. It's very, very light on the helm-it steers itself."

One of the things I liked about Jon Sayer was that (unlike some designers) he admitted that his boats weren't per-

fect. No boat is at its best in all conditions, and Sayer admitted that his trademark combination of slack bilges and narrow waterline "tends to make the boat a bit tender, because I haven't got any hard bilges for stability. In essence I've compromised the light wind performance by having big ends, but I've helped it by having a narrow boat. Upwind in a breeze it's going to be a little bit of a handful, but if you're prepared to find gorillas who can get quick smart to that rail, the boat will be fine." Mounsey agrees, saying that *Flying Fish* was "a delight to sail in any conditions" but conceding that "like all boats going to windward fast, she pounded." Peter Bush says that *Kidnapped's* "upwind performance leaves a bit to be desired; I can never go uphill with a Farr 40".

With the same honesty, Sayer says that he's not itching to get involved in the Grand-Prix scene. "I don't class myself as someone knocking on the door and saying 'Hey, I want to design an America's Cup boat'. What I come up with makes a good harbour cruiser/racer and most of my thoughts are pretty much up with the market trend there."

So what is Jon Sayer's own favourite boat? "It's always the next one" he smiles as we talk aboard the new *Taurus*. "You're always dreaming; I've redesigned this boat already three times in my head since I started building it!"

Destinations

The sailor's guide to Greece.

So little time, so many islands.



Hellenic Tourism Organisation



GREEK ISLANDS 2001...

Story & Pics by Trevor Joyce

The lure of the Greek Islands, and the waters of the Eastern Mediterranean that surround them, is a force to which millions of travellers succumb every year. Part of this magnetism is the physical beauty of Greece but part of it has to do with ancient history and the origins of our civilization.

Greek civilization, at its peak two thousand five hundred years ago has been ravaged over time, with the most recent bombardment masquerading as 20th century progress. Change, however, is muted in the 1500 or so fragments that make up maritime Greece so you have to go to the Islands to find the remnants of the real Greece. Eighty percent of all visitors to the Greek islands inexplicably go to five of them; Rhodes, Crete, Mikonos, Santorini and Corfu so how do you reach the least visited of the rest?

CHARTERING A YACHT IN THE GREEK ISLANDS

The answer of course is to charter a yacht that combines your transportation, sleeping accommodation, bathroom, kitchen, sundeck and swimming pool into one, and if you don't like the spot you're in simply move on! But when do you go, where do you go, what do you charter, and how much does it cost?

WHEN IS THE BEST TIME TO SAIL THE GREEK ISLANDS?

The season runs from April to November, with May, June, September and October offering the most benign sailing conditions.

WHERE DO I SAIL?

There are five main cruising areas; the Ionian Islands, the Saronic Gulf and Peloponnesian coast, the Cyclades Islands, the Sporades Islands and the Dodecanese island group.

THE BEST ITINERARIES

Following are my top four itineraries, designed to keep you going across or down wind.

1. Sail one way across the Aegean from Athens to Samos, Kos or Rhodes.
2. Sail one way from Samos to Rhodes
3. Sail one way from Corfu to Levkas
4. Sail one way from Sklathos to Athens

PROBABLY NOT TOO DIFFERENT FROM 1001



WHAT DO I CHARTER AND HOW MUCH DOES IT COST?

In the interests of privacy, comfort and general peace of mind it's smart to charter a bigger yacht than you think you will need. Remember that even the biggest yacht that's available for bareboat charter is much smaller than what you are used to living in!

In any event it's still really cheap with a two-week package out of Sydney realistically achievable for less than \$3,500 per person with 6 sharing a 42 ft. yacht in the shoulder season. That's about the same cost as it was 15 years ago.

WHAT ABOUT HARBOUR FEES AND TRANSIT LOGS ETC?

The extras that include fuel, water, port charges, security insurance, end cleaning and provisioning for two meals per day on board will cost around \$335 per person.



Offshore Racing

"AEGEAN RALLY"

It took years to come but it finally came. It was the call to do a race series that has been on my 'must-do-one day' list for a long time. It is called the Aegean Rally. "The Rally" is not unlike the old Southern Ocean Racing Circuit (S.O.R.C.) that ran around Florida in the USA - Greek style. A series of ocean races take the competitor on a circuit around the eastern Mediterranean. It is both spectacular and sometimes demanding sailing.

Just days before I got on the plane I met "Salty" Bill Psaltis at the CYCA. He went into overdrive, putting me in contact with a number of his Greek sailing colleagues. "Salty" Bill really is the Greek sailing connection.

The International Aegean Sailing Rally, as it is officially known, is a yearly event organised by the HORC (Hellenic Offshore Racing Club). It is

the oldest and most prestigious sailing regatta in Greece. Since 1964, it has attracted sailors from around the world as well as top Greek yachtsmen. The race is run under the IMS, ORC Club, and HOC (a local handicap system).

With a fleet of about 40 boats, it's not huge - which suits me fine. The problem with many of the well known international regattas these days is just that, they are too well known. During the "Aegean Rally", a local wind, the Meltemi, the equivalent of the mistral of the French Riviera, usually blows about 20 to 30 knots from a northern direction. Meanwhile, the sun is shining and



ng Greek Style

RALLY 2000"

temperatures are in the vicinity of 30°C, providing ideal sailing conditions.

Another important factor that contributes to the success of the Rally is the natural beauty of the numerous Greek islands the race visits, or simply sails by. The many islands, apart from the picturesque scenery, provide the opportunity for some thought provoking tactical decisions while racing. This year the Aegean Rally covered a total of 440 NM spread over 4 ocean races and 10 days. The starting line was just outside Piraeus, and the stopovers were Santorini, Patmos and Psara.

Race lengths were:

Piraeus - Santorini

125 N.M.

Santorini - Patmos

83 N.M.

Patmos - Psara

125 N.M.

Psara - Vouliagmeni

107 N.M.

Most of the top boats in Greece participated. Last years winners tried valiantly to defend their title on the Mumm 36 *Optimumm*. They ended up 3rd this year. The IMX 38 *Lancia Libra* took home the trophy. Two of the heavyweights of Greek Ocean racing are George Andreadis and Nick Lykiardopoulos. Nick, who put in a remarkable performance by winning his division in the gale swept '98 Sydney - Hobart, raced the rally in his Sydney 41 *Aera*. I ended up racing three of the four legs with



Nick George Andreadis, who has won two consecutive Corel 45 World Championships and was fresh from winning a race at the Farr 40 worlds and coming third overall, raced his Farr 39 *Atalanti* (ex-Rush).

Endaksi (En-duks-ee) means that's O.K, fine, she'll be right. It's one of those words we hear the world over, in various languages, where the people are relaxed. I repeatedly heard *Endaksi* from the crew of *Water Gypsy* on the first leg to Santorini. *Water Gypsy* raced in the cruising division and was skippered by the commodore of the Hellenic Ocean Racing Club, John Maragoudakis. John is a great fellow who is the driving force behind the Aegean Rally.

Santorini is one of the most famous Greek islands. Its volcanic crescent moon shape is unique. The rally is purposely timed to start with a full moon. The start was light and shifty for the first day but the breeze finally filled in from behind. We approached Santorini in 25 knots of wind under spinnaker about midnight. It was one of the most spectacular sights I had ever seen. The full moon rising as if from inside the long dormant volcano. Earlier in the night I had asked my skipper, "il Commodoro", what is the course? "Laaaary, just follow the moon" he told me. Is this some sort of Greek parable I had thought? 186 degrees South aimed us straight at the moon rising behind Santorini. I told them it was also the course to Hobart.

The next race took us to Patmos. Visiting Patmos is still a breathtaking experience, especially by sea. The race there was mostly a very pleasant reach. It has a beautiful harbour which is ringed by bars and restaurants - my favourite island!

The next leg up to Psara was always going to be tough. Psara offers the typical Aegean scenery: blue sea, bright sky and rocks! Very few people now live on the island that offers a sanctuary from the summer crowds. Getting there was a 125 nm beat into 25 knots. It was a hard race. *Aera* won both line and



"AEGEAN RALLY 2000"

Final Results

Overall IMS	
ERYTOS LANCIA LYBRA	IMX 38
ALPHACARD ELECTRON	Mumm 36
OPTIMUMM WASH & GO	Mumm 36
ALPHABANK	Mumm 36
ATALANTI VI	Farr 39
AERA	Sydney 41
MODUS VIVENDI III 3	
ASTRAPI MasterCard	
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handicap honours and we celebrated with a breakfast of bacon, eggs, Ouzo and beer in the dockside taverna.

The 38th INTERNATIONAL AEGEAN SAILING RALLY will start on the 13th of July 2001 and will officially end on the 25th of July 2001 at Piraeus. An Australian team will compete. Two Beneteau First 47.7 yachts and one First 40.7 have been chartered for the Australian team in the Aegean Rally 2001. It should be some hard racing mixed with great

fun. The Beneteau 47's will be the "maxi" boats of the fleet. The race legs will be as follows:

FARILO - IOS (110 N.M.)
 IOS - LEROS (82 N.M.)
 LEROS - MILOS (123 N.M.)
 MILOS - VOULIAGMENI (72 N.M.)

Call Mariner Boating for details. See you there!

Larry Jamieson



Greek Island Odyssey 2001

For those with the urge to stop and soak up the sea, sun and culture whilst indulging in a little low-key passage racing 2001 will see the inaugural Greek Island Odyssey planned for late September, probably the best time of the year.

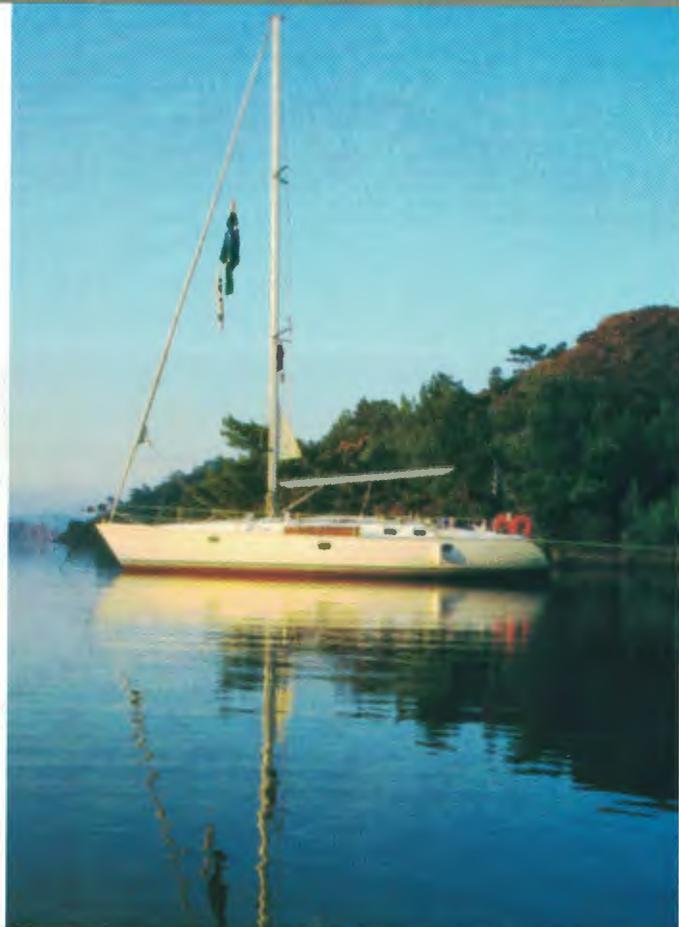
Based on the concept successfully developed in Tahiti this past June the event will combine 7 short passage races with an island hopping festival of traditional food and entertainment and 7 lay-days for rest and exploration along the way.

The Odyssey will begin in Lavrion, near Athens on the eastern side of the Attica Peninsular, with the roughly 25 mile passage races taking in Kythnos, Serifos, Paros, Mikonos, Syros and Kea. There will be

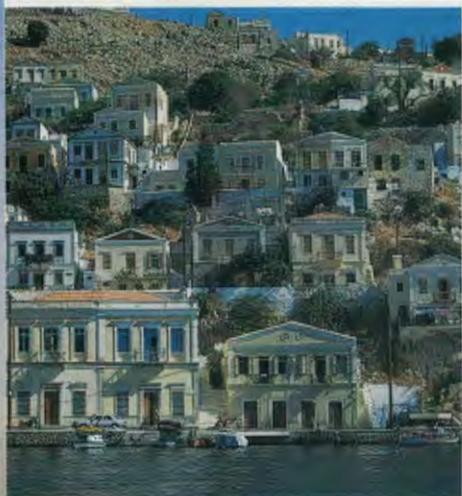
a full day between each of the races when a host of other possibilities will come within easy reach.

A fleet of the latest Beneteau yachts, including the Bruce Farr designed Beneteau 50, First 47.7, First 40.7 and Oceanis 461, have been chartered from Vernicos Yachting, one of the leaders in the Greek charter industry and importer of Beneteau yachts there.

Prices will start at \$4,500 per person including the flights, yacht charter, entry fee, accommodation in Athens and 7 post race dinners. More information is available from Mariner Boating, 6/33 Chandos St. St. Leonards, phone 99669014, fax 99665888, email Trevor@marinerboating.com.au.



All going well, your sailing adventure in Greece will end up in ruins.



There's probably no more idyllic place to go sailing than the Greek Islands. Yet if you choose the wrong charter company, the only ruins you'll be staring at could be those of your holiday plans.

One organisation has already given the various operators a good going over and can help you chart a course for the one that suits you best. It's called Mariner Boating, an operation with Trevor Joyce at the helm. Trevor has 15 years worldwide experience in sailing vacations and has lived and sailed in Greece for 6 years. So he knows what to look out for and how to maximise your Greek experience.

Even exchange rate fluctuations won't lead to any nasty surprises as Mariner Boating will guarantee your package cost in Australian

dollars. A 2-week Greek Island sailing vacation could cost as little as \$3,500 per person including airfares.

Mariner Boating now offers some special sailing opportunities for 2001. You can choose the Aegean Rally with a focus on competitive racing. Or the more relaxed Greek Island Odyssey with a 50/50 mix of racing and cruising.

You'll sail on modern, competitive yachts like the new Beneteau 50, First 47.7 and First 40.7.

So talk to Trevor Joyce and discover what keeps past travellers coming back for more. And spend your time in Greece admiring the ancient ruins, not sailing on one.

THE AEGEAN RALLY: A serious racing regatta.

From Aus \$4,795 per person ex Sydney including airfares.

A 3-boat Australian team of 2 Beneteau First 47.7's & 1 First 40.7 will compete against Greece for the inaugural Meltemi Cup. Individual entries are also invited. Timing: July 10 - 25, 2001.

THE GREEK ISLAND ODYSSEY.

From Aus \$4,496 per person ex Sydney, including airfares.

There will be 7 short passage races during 14 days of cruising the placid waters of the romantic Greek Islands at the perfect time of the year. Timing: September 13 - 29, 2001.

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BRAD STEPHENS ON TRIM



Brad Stephens from Doyle Fraser Sails is one of Australia's top sail trimmers. Offshore interviewed Brad about keeping up with changes in trimming techniques, and moving up from trimming smaller boats.

Even experienced, competitive sailors on smaller international one-design classes have to learn new areas such as sail selection, working with bigger crews and full instrumentation, when they move up into bigger offshore boats as trimmers. "Good one-design sailors understand sail trim well" Brad Stephens comments "but they're often not very experienced with the technical side."

Offshore's discussion with Stephens centred on the areas of moving up from smaller boats, and of keeping up with changing times. When we asked Brad what he thought were some of the most important parts of a trimmer's role, his answer showed the complexity of a big-boat trimmer's job.

"I think the whole job of trimming covers a much wider area than most trimmers give to it. Being a good trimmer starts before you get on the boat. Typically, there is quite a bit of preparation that I like to do before I race on a boat. Frequently just before the regat-

ta you have to check instrument calibration. That's important as a trimmer because if you're going to rely on what the instruments are telling you, you need to know that the calibration is right. I like to know that the boat speed calibration is correct and we might go out the day before the regatta to check the wind instrument calibration."

"There are also some physical limits I like to know about, like headstay load-cell calibration. There are rigs that have been brought down because the load cells haven't been properly calibrated. You need to know that if it's reading 3 on the loadcell, you can ask the guy at the back of the boat to wind it to a maximum of say 3.8 and that after that you can't ask for any more runner, so maybe you've got to look at a different sail. I like to check headsail sheet car adjusters, traveller systems etc to ensure that there is sufficient range in the systems."

"As a trimmer you belong to both the speed and mechanical teams on a boat. If you are the mainsheet trimmer you may only need to interact mechanically with the mastman if they are the one that helps you through a gybe. If you are a headsail or spinnaker trimmer you are going to interact mechanically with quite a few others in the crew. Frequently it is the trimmer's role to orchestrate the middle of the boat and I like to spend some time before a regatta thinking about the specific people we have in a crew and the tasks, spinnaker sets etc that we will need to perform."

"My job description on the morning of a race includes a complete sail check, to check that they're all there, put the sails I don't think we need on the dock, and to help organise the rest of the boat to ensure that items such as change sheets and reaching sheets are available. When the tactician and the helmsman come down to the boat, I

have completed my boat setup and I'm in a position to discuss with them what I feel the inventory requirements for the day are, and then we finalise the sail inventory."

"I also discuss groove options and things like that with the forward hand; whether we're using peeling sheets and that sort of thing. I want to try to keep some options open in terms of how the first change might happen, or what the peeling options might be. I'll then take the forward hand and go back to the tactician and the helmsman and say this is our view on sail handling considerations for the day and put them in the picture so that they know what options are available up forward."

Brad's comments on sail selection also show how complex a big boat trimmer's choice is, compared to the situation on smaller one-designs which have only one or two headsails.

"Typically, if I'm sailing an IMS boat I'll check the weather forecast, think about the nature of the course we're going to do, and from that I'll form some thoughts about what the sail inventory should be for the day. If it's just a windward /leeward you shouldn't need reaching headsails like jib tops and blast reachers and you shouldn't need reaching spinnakers, so you can put them out. I also consider the water conditions. If it's flat water, typically you don't need your bottom end sails because you're going to be on your mediums pretty quickly. If we're doing two races in a day and I know it'll be medium and above conditions all day, I might take two mediums and leave the light off the boat, because that way I know that if you do any damage you've always got another sail you can use. The way sails are designed these days, typically your three biggest jibs are all the same size physically, and the biggest change between them is the depth of the sail. If it's 8 knots and flat water I

know I'll be on the medium straight away, I don't need the sail below that; hopefully they don't start the race in less than eight knots."

"I wouldn't do that off Sydney, for instance; off Sydney if you're going to do two races in a day including a morning race, there's a good chance there'll be some lump out there so you'd need to consider taking the lightweight."

"If you're using three large headsails, and you have a certain range for each of them, quite often when you get out to the starting line you're on the cusp, just on the change-over area. If it's not a clear-cut choice about the headsail, I try to go with the most difficult choice initially because that gives you the best understanding of the situation. If the conditions are in the top half of the range of lightweight I might go for a sail with the medium, to see how we are down-range. That'll be the hard area, trimming for the bottom end of that sail, and it makes the choice for the best sail relatively easy to move to, because you've looked at the difficult situation."

What are the most important things a trimmer should concentrate on after the start?

"When I'm trimming a sail I'm thinking about lift and drag; not in quantitative terms but in qualitative terms; am I trying to increase the lift of the boat now, the amount of effort out of the sail, or am I trying to reduce the drag."

"When I the tactician tells us he wants to be in high mode I know that I need to increase lift ... I'll sheet the sails harder to reduce twist, sheet the headsail closer, maybe increase the sail depth. In fast mode I will work on reducing drag..flatten sails, sheet them wider."

"I think changing gears is an absolutely critical area. The key thing about gear changing is pushing the change in the right direction. Any trim is a compromise, none is 100% right. So if you're sailing in 10 knots and the boat starts to get sluggish, give it a little sheet ease, react in the right direction; if you react enough all the time in the

right direction, you'll keep the boat moving."

"As a headsail trimmer I'd be constantly monitoring two key things; one is the speed of the boat against what I know the targets are. If you're sailing a boat in isolation or in a mixed fleet you need to know what numbers you should be doing. You've got to think about what the data means; if you go out one day and the true windspeed might say 12 knots, but you discuss it; does it feel like 12 knots, is the air up and down the rig As well as the target boat speed calculated by the instruments, you have to have the targets written down on the boat in front of you, because you might assess the wind as being a couple of knots less than the instruments say. Of course, if you're sailing in a fleet of one designs you're not so much looking at targets as trimming off the guys around you."

"The other thing I'm monitoring is where the helmsman is in the groove. If I was a mainsail trimmer I would be basically looking at speed a lot of the time and relying on input from the helmsman in terms of how his helm feels. It's one thing to look at a sail in terms of making it look nice, but it gets back to how it feels to the helmsman. If you jump on the mainsheet and pull it on until the tufts start flowing nicely the helmsman will say "I can't steer the boat, I've got too much helm." All the time when you're racing, you've got to talk to the helmsman; do you have any load on the helm, do you have too much...."

I find that in light conditions on these boats the trimmer really has to really be conscious of whether the helmsman has enough helm on the boat. If you feel he's yawing a bit, he just hasn't got enough helm on the boat".

Many of the rules of thumb that trimmers have traditionally used (and which still apply in smaller one-design classes) are now obsolete for big boats, says Brad. There has been a big shift in the way that big boat sails are designed and trimmed, he explains, and part of it comes from the change in boat design over the last decade or so.

"Modern sailcloth technology and modern sails are dramatically different now to the way they were in the mid '80s. In the IOR days in short-course racing, quite often you were looking for curvature in the back of the mainsail because everyone was looking to sail around in high mode, so the drag was acceptable. Today, the boats are lighter, more easily driven and need less to push them along, so you can work with straighter exits and less drag."

"On the modern offshore yachts, especially if you're in a slightly tippy mode, it's incredible how much twist you need on a mainsail to make the boat go. It's far more evident now that little bits of mainsheet on or off make a huge difference."

"The old idea of getting maximum power by having the top telltale stalled doesn't work on a lot of these modern boats; it's got to be flowing all the time. The classic rule of trimming the top batten or draft stripes parallel to the boom now clearly represents an absolute limit (in most circumstances) of getting the sheet on. Really, you have the leach more open all the time. It's only in very light conditions where the helmsman has very little helm or nothing at all that you have to keep the leach closed, to put some feel on the boat. It would have to be very light conditions before you would trim these boats to have the top telltale stall."

What happens to the headsail leech when you've got these very twisted mains, we asked Brad. Do they have to twist off more as well, or do the flatter headsail leeches compensate?

"It can vary dramatically from boat to boat. I found an interesting comparison when sailing the Nelson//Marek 46 Quest in very low stability mode in England, versus the more stable modes it had been in before and since. What the boat really lacked in England, like all Grand Prix IMS boats at the time, was dynamic stability. When a puff hit, it wanted to heel straight away. If you trimmed your leeches tight in that con-

dition, the boat would not want to accelerate, so you were forced to have some twist in the sails just to make the boat go forward, rather than roll over. The same applies to little boats as well; smaller, lighter boats invariably have to look for more dynamic response out of the rig."

Brad also has reservations about the old rule of thumb that you can use the headsail's distance from the spreaders as a reliable guide for measuring genoa twist.

"Spreader lengths vary dramatically from boat to boat, so it's hard to go from boat to boat and say you should be trimming on the spreaders all the time, or you should trim off the spreaders. You've got to look at the sail itself to see what the sail's doing, rather than putting big emphasis on putting the sail on or off the spreaders."

"When you are twisting, it's nice to try to get the headsail and mainsail luffing together. If the boat's sailing along and the helmsman puts the helm down, both sails should start to luff pretty evenly. When a gust hits the boat it's got to react nicely; the helmsman might let the boat wind up a little bit, but in full control. You shouldn't be losing the whole top half of the headsail with the mainsail still setting."

"I think that if a gust hits a boat, and the boat takes over from the helmsman, that's bad trim. You often see that offshore in Sydney, with guys trimming a sail too tight, so that when the gust hits the boat wants to wind up and the helmsman's fighting the boat, with people dropping travellers and all sorts of things."

What are some of the other common mistakes that you see trimmers making, we asked Brad.

"At the bottom end of the range I find that most people don't ease their controls enough. They don't ease their backstay and runners enough, they don't move their cars enough. You can make a sail quite dramatically different if you really work hard at trimming at the bottom end."

"Conversely, you'll find that at the top

end they don't apply enough headsail halyard tension, or they don't drop their cars aft enough or pull enough runner or backstay on. If you had a boat like a Northshore 33 or a 38, if I was moving the car through 300 mm it wouldn't be unusual, but most of the trimming might occur in the back 150 mm."

"It obviously takes a lot of hard work from there to get the perfect trim, but when you're a good trimmer, you reach a good average trim situation very quickly and you might hit the rail to assess the situation. Whereas an inexperienced person will be down to leeward, stuffing around for ever and a day, trying to decide whether to twist off an inch or two more."

"I also find most people aren't aggressive enough in the trim of their old sails, because they haven't recognised the changing shape of the sail. You can take some pretty ordinary-looking old sails and if you're aggressive enough with the trim, you can make them look pretty reasonable. The classic situation is that you might get a new sail and the sailmaker will tell you 'just take the wrinkles out of the luff'. As the sail gets older, you'll have to give it more luff tension. Sails are designed so that you sail with them a little bit differently when they are new than when

they are old- the moment you put a sail up it's going to change shape a little bit."

So how do you pick up the skills to become an expert trimmer?

"You have to get out there and do it, but you've got to be careful about over-theorising what you're doing. There are a lot of books and articles about trimming, but you have to take a very practical approach. However, do learn about characteristic sail shapes and their effects."

"By characteristic shapes I mean sail sections that are drive forward with straight backs, circular or round back, drive aft shapes. They all have different effects on acceleration, heeling etc."

"I have to say that a lot of club level trimmers don't really understand what the sail controls actually do and how to achieve these characteristic shapes. You've got to go out and play with the sail controls to learn about them- pull the backstay on and watch what it does to the draft of the sails; ease it right off and see how it affects the depth. Pull the cunningham on really hard, then ease it right off, and see what happens, and then play with all the controls in combination."



Trimming *Quest* at Hamilton Island, 2000. Note that the tack is slightly lower than the clew; "I'm glad that people are getting away from the idea that the clews have to be level" says Stephens. "The rules make you cut a spinnaker as a symmetric shape, but that doesn't mean you want it to set symmetrically".

The New Fifties

With the economy booming and medium to small offshore boats going one design, the 50 footers are an interesting place for development at the moment. The strange thing is that not one of the new 50s for this season is aimed at the same rule, and not one is similar to *Yendys*, the last 50 to hit the scene. *Yendys* was a IMS racing machine with 150% overlap headsails and in-line rig with runners. Of the new boats, we have the recycled *Heaven Can Wait* designed for IRC and IRM rules; the new *Loco* is intended to be a one design and "just plain quick for its size"; the new *Georgia* is similar but not a one-design; and David Lyons' three new 50s are an IMS cruiser/racer, a water ballasted IRC racer, and a straight-out PHS speed machine.

On the surface, it looks like a recipe for chaos, with boats so diverse that they'll never race together effectively. On the water, in fact, designers and sailors agree that the IMS and IRC have now reached a level of development where boats of widely differing types can race closely and fairly against each other. It seems that we may have reached a time when we can design something different, yet remain competitive.

HEAVEN CAN WAIT

Heaven Can Wait is a reworking of Warren John's IOR Farr 50 into an IRC/IRM racer. The new hull, which goes under the old boat's deck and rig, is designed by England's Hugh Welbourne. Welbourne has designed successful IOR boats and IOR to IMS conversions but he's probably best known as a rating analyst.

Welbourne was also one of the architects of the new IRM rule. "IRM is simple" Welbourne wrote for *Offshore*. "For a boat of a given length, you have a controlled range of all other parameters such as stability, sail areas, displacements and rig heights. Inside the

box, the 'value' of these parameters receives fair treatment- but stray outside and the discouragements become quite severe."

"The most significant departure from almost all previous rating rules is that under IRM we make no attempt to judge how quick (or otherwise) a hull and rig detail configuration might be. Slow features will receive no benefits! Thus there is no incentive to design in 'slow' features as seen by the rating rule."

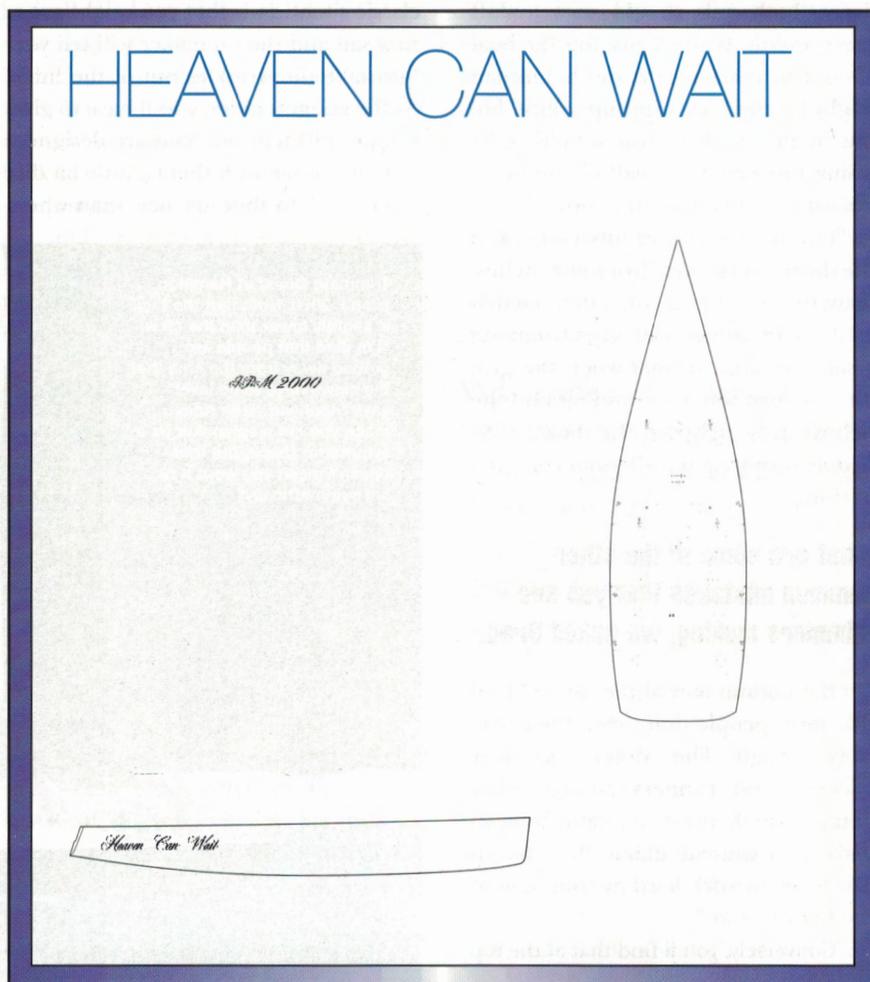
"This conversion of *Heaven can Wait* to an IRM 50 matches the hull size to the upwind sail proportions as seen by the IRM rule. We knew we had to use the rig and deck and as much interior as possible. We then worked backwards off the sail plan and we knew roughly what size the hull would be in terms of

length, beam, and displacement. Actual waterline beam and wetted surface area is low, but the powerful after sections come into play when the boat lights up with some breeze. And these boats will really fly - totally clean hulls, light displacement, high stability and big relative sail areas all add up to Performance."

"The existing rig doesn't allow us to go to the full sized IRM spinnakers just yet, but even with the slightly bigger than IOR sizes the potential is clearly visible. Hang up the masthead sized spinnakers with nearly 50sq.m more and it'll really be fun!"

Welbourne's design looks even more radical on the water than it does on paper. Boatspeed Yachts created the slick new hull using much of the old boat's gear. They also cut the old deck down the centre and inserted a wedge, so that it could fit one of the widest and flattest sterns ever seen in the offshore fleet.

That stern was the only view the



fleet got in her first regatta, the Hayman Island Big Boat series. *Heaven* scored an easy win on IRC. She then went on to score a convincing second place in the Big Boat class at Hamilton Island.

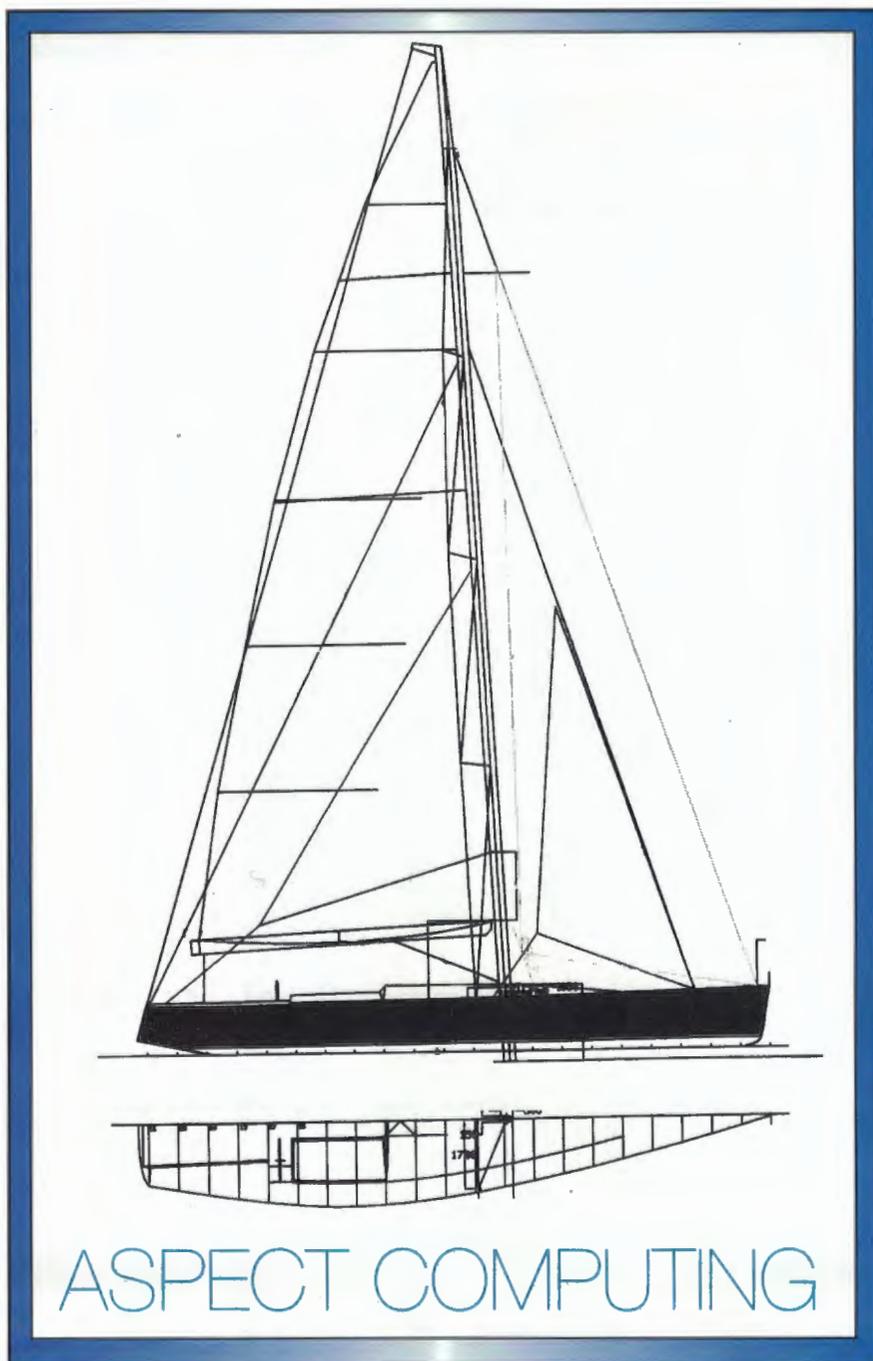
The crew to whom Offshore spoke were enthusiastic about the boat, especially in heavy air. "She was really good in pressure; in 18 knots she was flying upwind" was a typical comment. Rivals like the crew of *Starlight Express* were also impressed by the boat's pace. Her light air performance was apparently competitive, once allowances were made for the fact that she retains the old alloy IOR rig and therefore was the only boat in her class carrying IOR-sized spinnakers. Whatever happens to the rules, *Heaven* is going to be one of the most-watched boats in the offshore fleet.

ASPECT COMPUTING

The new *Aspect Computing* for David Pescud and Sailors with DisAbilities performed very well at her first event, the Hahn Race Week at Hamilton Island. The boat is so new and on such a low budget that she only had one new jib and an old Number 4, two spinnakers, a single mylar offshore main and no coffee grinders, yet she finished 7th in the Big Boat class, between consistent performers like *Infinity III* and *2GB Titan Ford*.

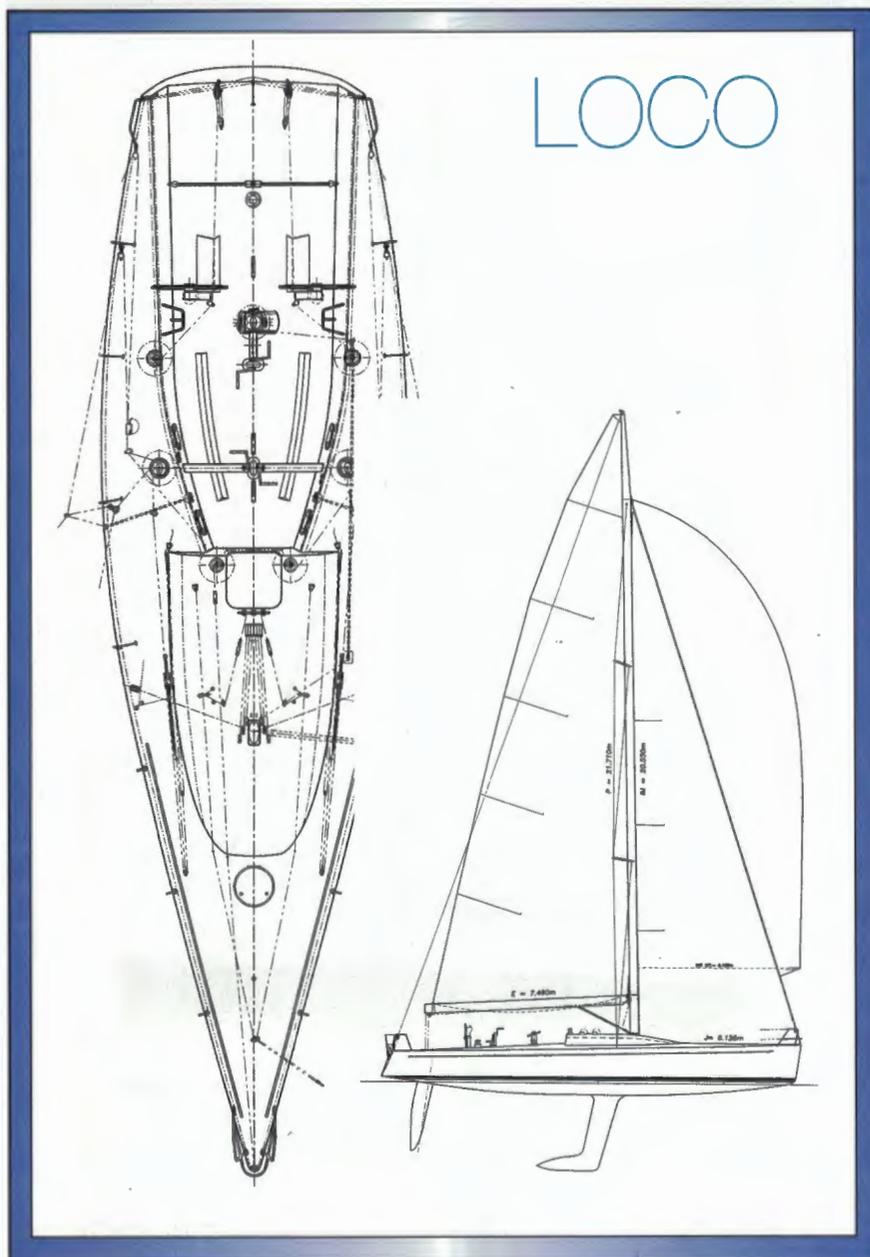
The deck layout of the David Lyons design is partly dictated by the needs of the disabled members of her crew. The twin wheels have been moved well forward to allow for wheelchairs further aft. The cabin top has been carried well aft into the working cockpit area, to create a narrow trench that makes a safe working area. The extended cabin top also creates more than enough volume to make up for the accommodation space consumed by the water ballast tanks.

"This design utilises the advantages of water ballast and modern hull design technology to produce a fast long-distance offshore racing yacht"



writes Lyons. "Displacement is a moderate 9500kg with a deep bulbed keel providing high stability for excellent upwind performance. The rig is three-spreader carbon, featuring a 7/8 fractional layout and the now-popular non-overlapping runnerless set-up. Sail area is generous, and a range of asymmetrical and symmetrical spinnakers will ensure good light airs and offwind speed to provide a balanced, exciting all-round performance. The rudder is a deep carbon spade which contributes significantly to sidefore upwind. The

accommodation is simple and racing-oriented, set below a deck geometry that affords IMS levels of interior volume. The helm features twin wheels, with the mainsheet trimmer stationed aft of the helm. In many ways the hull shape is a development of our earlier Design D303 *Vanguard*, which has encouraged us to try these ideas on this larger and more powerful design. Construction has been kept simple and rugged but has an inherent sophistication in the choice of vinylester resin, TR grade high-temperature klegcell



foam core and E-glass multi-axial face laminates."

FARR 52 OD LOCO

The first Farr 52 One Design is the new *Loco*, bought by David Lowe and David Coe as the replacement for their Sydney 40 of the same name. *Loco* was originally *Scream*, owned by Geoff Stagg of Farr International. The clear unpainted epoxy of the hull shows off the bare carbon fibre of the hull, so she's a bit of a magnet for photographers.

The 52 OD is similar to a blown-up

version of the Mumm 30, rather than the more conservative IMS-friendly Farr 40 and Corel 45. "It's the fastest 52 we could design without going to multihulls or water ballasting" says Russel Bowler of Farr Yacht Design. Unlike the Mumm, though, at this size this style of boat can be competitive under IMS. "It's competitive, not optimised, under IMS," says Bowler. "You would start off at a bit of a disadvantage in a top-class IMS fleet, but you would be noticed. Like the Farr 40, you can have good racing before your one design fleet grows."

The 52 is constructed by Carroll

Marine in the USA in pre-preg carbon. With a carbon mast, two carbon grinders, and minimal accommodation this is a no-compromise speed machine. The rig features a short overlap headsail and a big, roachy main. The roach is so big, in fact, that the conventional standing backstay has been replaced by twin masthead backstays. Like runners, only the windward stay is used; unlike runners, they aren't vital in keeping the mast upright.

Offshore sailed on *Loco* in heat 2 of the New York Yacht Club Anniversary Regatta off Newport, Rhode Island. The 52 was much faster upwind and considerably faster downwind than the IMS 50s, even under the fractional spinnaker. We appeared to be leading on IMS until the smaller boats brought pressure down the square run. In the two-race series *Loco* finished third in class, behind *Esmerelda* and the former Admiral's Cup 50 *Idler* but ahead of a couple of ILC 46s, the new world IMS champion *Vim 3* (a modified Nelson/Marek 43) and *Blue Yankee* (formerly *Exile*). It was an impressive performance, especially considering that this isn't really an IMS boat and the moderate conditions and flat seas probably weren't ideal. Under the masthead spinnaker, says the Farr office, the 52 OD should be faster downwind than champion maxi *Sayonara* under 5 knots and over 25 knots.

As of September there were only three Farr 52 ODs on the water and one near-sister ship (a new *Georgia* for New Zealand's Jim Farmer, under construction at Cooksons) on the way. The chances of a one design class emerging are looking pretty slim, but in sheer speed terms the boats look hard to beat.

FARR 50 ESMERELDA

The closest that *Esmerelda* came to the Australian coast was when she won class A in the Kenwood Cup in Hawaii, but she's still worth a close look because

she seems to be the latest step forward in IMS design. *Esmerelda*, her near-sister *Bribon*, and the 43 footer *Mascalzone Latino* all take the IMS rule's cruiser/racer provisions to the limit.

Russel Bowler of Farr Yacht Design told Offshore that the chance to do simultaneous work on these three well-funded projects gave the Farr office the chance to do "a considerable amount of experimenting using the SPLASH computational fluid dynamics code until some quite tidy hull shapes came out". The Farr office won't say what these "tidy" shapes are, but they do say that they are intended to be faster through the water, rather than lower-rating, than their earlier boats. Visually, the boats are distinctive for their high freeboard (to achieve the required headroom for the cruiser/racer rules) and their narrow slab-sided hulls, which seem to have much less flare around the maximum beam.

The boats are designed to get the rating credits given to cruiser/racers, without losing significant amounts of performance. So they do have coamings and smaller cockpits (as required by the cruiser/racer rules) but the coamings have big cut-outs around the winches, and the cockpits well forward so the cabin is apparently no larger than that of a race boat. The Australian Kenwood Cup team didn't notice any indication that the cruiser/racer layout hurt *Esmerelda's* handling qualities.

However, the Farr office say that the boats would win even without the cruiser/racer credits because of their developments in rig, foil and hull design. The two Mediterranean boats, for example, have the unusual combination of rating-efficient short-overlap headsails and in-line spreaders and runners, so they can power up the rig in light airs.

Each of the boats has performed very well; *Mascalzone Latino* easily won the 2000 IMS cruiser/racer worlds. *Esmerelda* took five straight wins at the Kenwood Cup. *Bribon* proved herself competitive against a big fleet of "conventional" racing 50s in the IMS Europeans, having sailed for the first time on the way to the start of the first race. "She was ballistic when it went over 8 knots" said Gordon Maguire, who raced against her at the time. "In the lighter weather she really struggled against *Innovision* and *Brava* (the top conventional 50s) but the guys from *Innovision* and *Brava* were saying that they wouldn't be able to hold *Bribon* once she got sorted out." *Bribon* later went on to win the Copa Del Ray against most of the world's best 50s

Offshore asked Jim Schmicker from the Farr design team about the differences between *Esmerelda* and her "conventional" rivals like *Yendys*. "*Yendys* is of the previous generation of hulls and has some of the characteristics of the *Esmerelda* hull since we were headed that way, but is not as advanced as *Esmerelda*" he wrote. "The hull shape of *Esmerelda* was one of our most important design developments for the 2000 season and was developed after an in-depth CFD study was conducted. Hull dimensions and shape are driven more by the expected wind strength, sea conditions and race type (off-shore or inshore). *Yendys* is oriented more toward reaching and sailing in waves so she is relatively lighter and narrower.

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*1st & 2nd IRC Div 1 Sydney - Goldcoast race
*2nd & 3rd IRC Div 2 Sydney - Goldcoast race
*1st & 2nd PHS Div 1 Sydney - Goldcoast race
*3rd Sydney 38 Australian Championships
*2nd Hamilton Island Race Week Farr 40 Class
*1st Queensland IRC State Titles

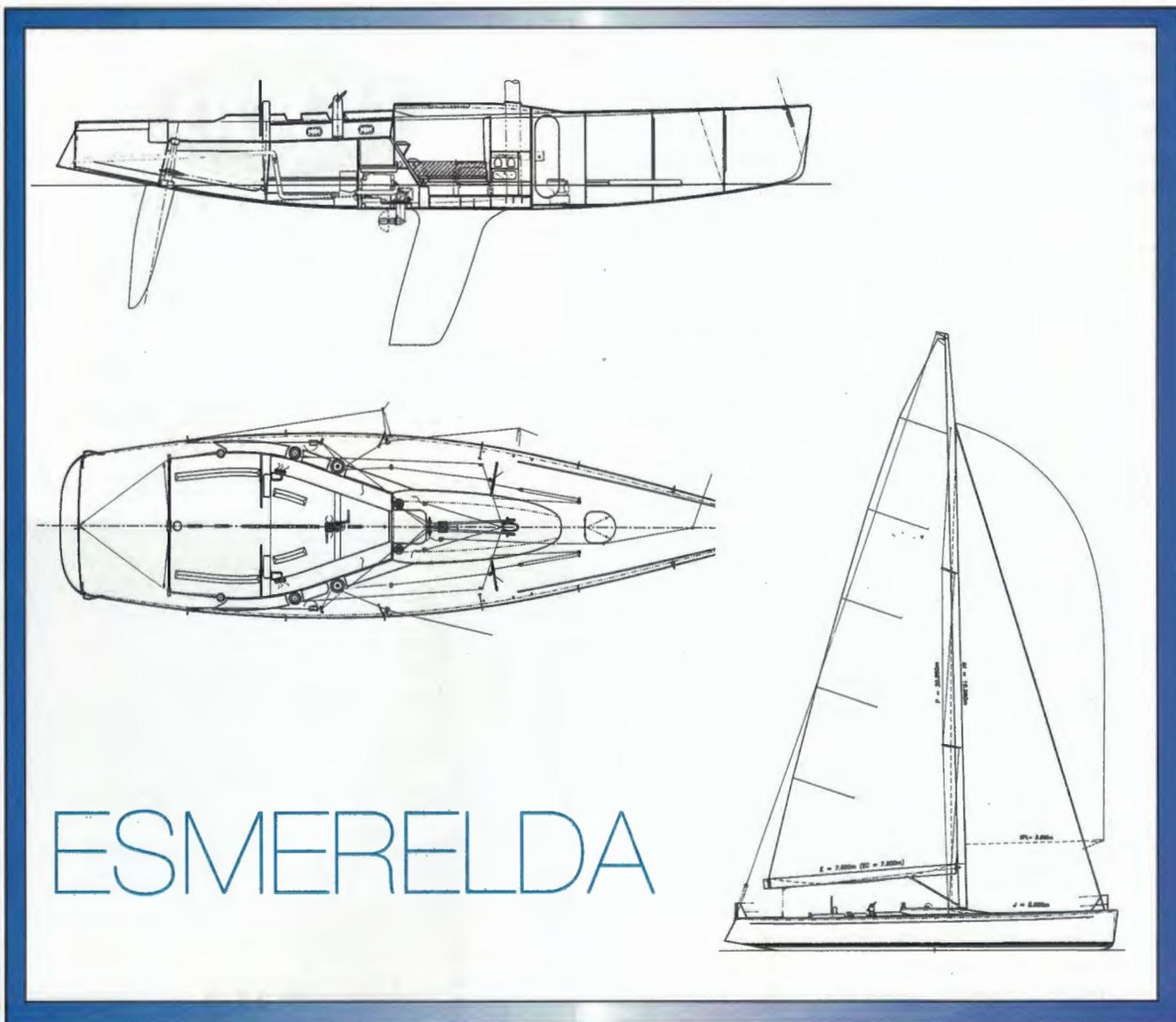
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ESMERELDA

The overlapping rig was chosen because she sails in variable conditions with the potential for a good bit of two sail reaching."

How competitive would short-overlap headsails be in the racing division,

Offshore asked?

"The short-footed headsail rigs are somewhat weaker in light, lumpy conditions compared to "conventional" rigs but some of that weakness has been overcome by using in-line spread-

er rigs with runners (on *Bribon* and *Mascalzone Latino*)" he replied. "As with *Esmerelda* we feel the short-footed headsail rig with swept spreaders and no runners is 100% competitive for fairly steady moderate to strong winds."

DESIGN	LOA	LWL	BEAM	DRAFT	DISPL	BALL.	P	E	I	J	IMS GPH	IRC
Heaven Can Wait	15.2		4.60		8,600		20.20	7.02	18.60	5.52	510.0	1.278
Loco	15.85	13.87	4.44	3.25	9,196	5,082	21.71	7.49	20.55	6.12	497.8	
Aspect Computing	16.3m		4.35		9500		21.75	7.5	21.46	6.22	N/A	1.283
Esmerelda	15.87	13.44	3.91	3.32	9871	6395	20.85	7.65	19.59	5.60	522.0	

From the Commodore



It didn't take long after the Annual General Meeting of the Cruising Yacht Club of Australia for the editor to ask me to write my first report - so here I go.

Firstly I want to take this opportunity to publicly thank my predecessors for the help and support they have given me over the past six years; David Fuller, who talked me into joining the Board in the first place, followed by Peter Bush and Hugo van Kretschmar. The achievements of these men are now enjoyed by all of us.

At the time of writing this column the Coronial Inquest into the 1998 Sydney to Hobart Yacht Race has just been completed, thus ending a stressful period in the lives of many people. We now await the findings and recommendations of the Coroner. I have no doubt that the recommendations will make ocean racing, as well as cruising, safer for all of us. By the time this article is printed these findings may have been published already. It will be up to us to implement those recommendations in a speedy and sensible manner.

We expect to have a good-sized fleet in this year's Telstra Sydney to Hobart Yacht Race. The organisers of next year's Volvo Ocean Race round the world have indicated that up to five Volvo Ocean 60s want to take part in this year's race. These yachts will be part of the Sydney to Hobart fleet, but after finishing in Hobart they will only have a pit stop of about four hours and then restart and go on to Auckland. That is the same format that the Volvo 60s will be using in next year's round the world race when again they will be part of the Sydney to Hobart fleet.

There is also the possibility of a number of super yachts sailing to Hobart in



this year's race. I believe that this will add to the spectacle of the race without detracting from its great tradition.

By the time this issue of Offshore is published the Olympics will be over; I hope you all enjoyed the biggest party Sydney is ever likely to have. We can all get back to a normal life once again, taking ownership of our city, harbour and club and all the enjoyment they have to offer.

I believe the time has come to put some of the difficulties of the past behind us. We received a lot of negative publicity in some sections of the media which tried to paint a picture of disharmony between the members of our club. The reality is quite different, as was proven by the fact that the entire Board was re-elected unopposed at the recent Annual General Meeting. I can't recall in my time as a member that the harmony in our club has ever been greater than right now. There will always be differences of opinion about many issues in the club and in the sport. This does not constitute disharmony and is healthy for any organisation.

On a personal note, after surviving as a refugee in war torn Europe and migrating to Australia in 1956 with my mother and two brothers, we set about building a new life in this country. I always admired the way Aussies gave us a "fair go" and

helped us so willingly and generously to establish ourselves in our new homeland. The same has occurred in sailing. Once again I was a newcomer when I joined this wonderful sport and once again I received enormous assistance from a lot of people who helped me to get established in sailing.

And now the crowning glory is being elected Commodore of one of the finest yacht clubs in the world. This really is a dream come true and I thank you all for your support. I've always seen my time on the Board and particularly now as Commodore, as my way of putting something back into the sport that has given me so much enjoyment.

I am pleased to have such a hard working and dedicated group of people on the Board. You can be assured that at all times we will be working to provide the best for the members, the club and the sport of sailing.

I look forward to seeing you at the Commodore's barbecue in November. You'll be pleased to know that I'm already working on the weather to make sure it is perfect on that day.

Good sailing and may the winds favour you.

Hans Sommer
Commodore
Cruising Yacht Club of Australia

with Scott Jutson

New single haul tackle the cap

The sport of solo sailing has always been a great breeding ground for innovation and technology. The use of water ballast is a direct offshoot from that sport into the mainstream and other "exotica" such as canting keels are slowly moving in as well. However, the price for fast sailing is always to be paid due to the immutable laws of physics and the solo fleet saw that price revealed in the spate of capsizings that occurred off the Australian coast in the mid '90s. Since then a lot of work has been done and now, thanks to the formation of the ISAF recognized IMOCA (International Monohull Open Class), these rules are firmly in place and will be used in the upcoming Vendee Globe Race.

The issue of capsizes is handled two ways under the IMOCA rules and both these approaches have a profound effect on the design of new boats. Older boats are naturally grandfathered but they still have to meet certain provisions which are still far in excess of what was the practice when they were designed. The main items are :

1. That the limit of positive stability is equal to or greater than 127.5 degrees. This is 17.5 degrees greater than the Cat 1 limit in place for the Hobart and 2.5 degrees more than the Volvo 60 rule. Since the talk was that many of the fast boats were below 100 degrees this change in itself should be enough. However....
2. Each design must prove that it can right itself from the inverted position. In practice this means that the boat is stripped, the rig is removed and a crane then capsizes the boat in still water. The skipper, now onboard and below deck is then free to utilise whatever devices he has available to get the boat back on its feet. This could be a canting keel, water bal-

last, air bags or something as yet undreamed of. Most choose a combination of canting keel and some water ballast . The other aspect of this is that the deck and coachroof must be designed to be "unstable" so gone are the days of simple flat decks and micro coachroofs. Now decks are highly cambered, gunwales are rolled and coachroofs are bulbous, relatively speaking. All this aids in the creation of a small, low inertia water plane at 180 degrees of heel.

Just to round out the more obvious safety rules for this fleet you must have 4 to 6 watertight bulkheads (depending on length), prove that you have enough unsinkable volume (i.e., foam) to equal 1.3 x displaced volume, and also carry two liferafts, both SOLAS approved with one permanently mounted on deck ready for deployment. Is it fair to say that these boats are reasonably safe - in the extreme?

To give these rules a run through we are now designing a new Class II entry for the 2002 running of the Around Alone Race (the old BOC Race that use to come to Sydney but now goes to Auckland). The boat will be built here but the client is Atlantic Ocean based.

Just to make it interesting the boat will be 40 foot long which is the bottom end of allowable length in Class II. We hope to see the 40s recognized as a separate class but that remains to be seen.

So what makes up a new IMOCA rule design? Well, as mentioned stability is really the thing that occupies our minds because the tradition of these designs has been less than concerned with this area and everyone's thinking must change to accommodate it.. At the same time we want to flex our wings a bit knowing that the world will be watching Australia even if this is only a 40 foot

design. After all (drum roll) we do hold the Class II record for this event set six years ago by *True Blue*. Mustn't let people think we're napping!

FORM - HULL and DECK

The hull form is a function of the designer's understanding of the course being sailed. While displacement is ideally as low as possible, it is more important to be realistic as to the fully loaded departure weight than to be trying to design "the lightest blah blah ever". It always feels good to walk down the dock prior to the start and see some of the really light boats - with their transoms under water.

As to the course, these boats go around the world in four legs. The Southern Ocean (legs 2 & 3) is where the PR is generated while the Atlantic (legs 1 & 4) is where the race is won. This implies some all around capability is required incorporating the usual diverse requirements that one might see in , say, a good Sydney to Hobart boat. In both cases you are playing the odds but on the firm basis of substantial research and solid grounds. It is for these reasons that our hulls for these events are, well, a bit boring as they hardly catch the media's imagination the way the super wide French numbers do. That they work over the course (so to speak) is an uncontested fact.

The deck is the new issue this time around and all the stability issues become part of its design. The large deck camber and rolled gunwales are good for that still-water test but evidence does seem to be developing that it may be the wrong direction for the real world capsize situation where you want the next big wave, with its overwhelming energy, to right the wrong it did to you in the first place. Still, the

nded designs size issue

mechanical self righting approach can never be seen as a bad thing and, if nothing else, the real world practice of it will be of enormous interest to those who go to sea in small boats.

RIG

The rig - what can I say? The task is to make it as big as possible without making the helm balance unwieldy. For this design we have utilised an unusual keel configuration that will allow us more area than we have been able to use in the past. The configuration is fractional cutter with swept spreaders. However, due to the enormous roach the topmast back stay must be running (i.e., there are two) so we have taken the opportunity to add a set of check-stays. What we are adding to our normal swept carbon mast design is an additional factor having to do with a full roll. It's hard to know the answer to that one but since it will occur to some boats in the fleet, the idea that your mast may survive helps keep one's mind in a positive frame.

APPENDAGES

This is an area where I still beg to dif-

fer with the common thinking regarding twin rudders. I had the opportunity to tank test a design with and without twin rudders and the evidence was not only incontestable but also well within the bounds of common sense with one big proviso - that your hull form allows it. I will be the first to admit that the aircraft carrier style hulls would not work without twin rudders so even if they know they cause more drag, they would have no choice. Personally, I hate appendage drag as it is with you every second the boat is moving so I have rationalized our hull form (again, based on the course model) and "voila", a single rudder is still effective so that is where we stay. You will note that the less extreme hull forms of the Volvo 60s cause them to stay single even though the rule allows twin rudders.

One last point on the rudder is the argument about reliability - what happens when a rudder breaks? Fair question but the problem is that a rudder out in the quarter wave of the vessel (where the flotsam wends its way down your boot top) is far, far more vulnerable to a knock than a well submersed blade behind the keel.

On the keel side the issue is two fold - firstly, to hold a bulb at a great draft and second, to do so with as little drag as possible. The answer for us lies in increasing the efficiency of the foil to such an extent that large amount of area and thickness can be removed. This we have done but I cannot talk about it in any great detail till after the New Year when the boat begins construction. One thing I can say is that it won't be a canting keel again because of the associated drag of the extra balancing foils that are required.

CONCLUSION

Passing the roll test will keep designers and skippers of new boats on their toes till they get through it. As a result the new designs should be a bit heavier and a bit narrower and probably a bit easier to sail due to larger inherent natural stability. My suspicion is that the rules will bring the boats closer together and stabilise the class somewhat, which is not such a bad thing. Watch the Vendee starting this September for a taste of things to come. Hopefully it won't make the news in Australia this time - good news never does.



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BMW Sydney Winter Series

Sunny Sundays in Sydney provided a record entry of more than 200 yachts with the best ever BMW Winter Series on a sparkling Sydney Harbour. Peter Campbell reports.

Sydney Harbour turned on a magic sailing day to end the 2000 BMW Sydney Winter Series out of the Cruising Yacht Club of Australia - a surprisingly warm, sunny Sunday with a moderate to fresh south-west to southerly breeze that freshened to 15 knots and more in the early afternoon.

That final Sunday was no exception to an incredible run of excellent weekend weather over 11 weeks through May, June and July as this huge fleet of yachts, and their enthusiastic crews, lined up every Sunday morning for an exhilarating, sometimes spectacular, race around the buoys.

In fact, many of the crews lined up even earlier for the traditional CYCA Breakfast Club nosh of eggs, sausages, hash browns, beans and onions - and lots of strong black coffee. Back ashore after the racing, it was an even bigger social scene on The Deck with the club handing out splendid trophies for each division. After the final BMW Sydney Winter Series race, it was an afternoon and evening of champagne celebrations back on The Deck, also billed as an unofficial opening of the CYCA's impressive new clubhouse.

With World Etchells champion Cameron Miles at the helm, Bob Steel's Admiral's Cup team yacht Quest came in fourth to take the overall pointscore in Division A from Sheads Titan Ford, owned by Julie Hodder,

Overdrive through Winter

Peter Sorensen and Stan Zemanek. Third in the series was Icefire (Terrence Mullens) which finished back in 12th place, losing the lead it had held going into the final race.

In Division B, Beneteaus dominated final race results and it was a Beneteau 47.7, Storyteller, skippered by former Australian Yachtsman of the Year John Gilder, that took out the series from a Beneteau 53f5, Big Kahuna (Dean Harrigan) and the X-412, Sexton, skippered by Tony Lawton.

Cougar, the Farr 11.6 skippered by John McCarthy, won the final race to finish equal on points in Division C with Jerry Nelson's Hick 35 Prima Donna in Division C. On a countback the series went to Prima Donna, skippered by sailmakers Iain Macdiarmid and Shane Guanaria. Mercedes IV (Peter Stronach) finished second in the last race to take third place overall.

None of the top three boats overall in Division D figured highly in the final race, with the Farr 1020, Forzado (Geoffrey Phillips) taking overall hon-

ours by just two points from the Swarbrick 111 Alibi (John Strutt and Scott Russell) third going to the NSX 38 Tonic, skippered by Geoff Mulray.

A third in the last race gave the Division E pointscore to the Eastsail Sydney 36, Alpha Carinae (Trevor Jarrett) by just two points from the Lexcen 31 Heavy Duty (Ian Uther) after the two boats had gone into the final race equal on points. Third overall went to the X-362, X-Appeal (Ralph Hogg).

Division G saw the UFO 34 Spider, skippered by Mick Austin, gain a vital three place margin in the final race to overtake series leader Allo Allo (Claire Meod) and win the series by two points.

A last race win by Vixen (S & W Coombes) lifted the Beneteau 33.7 to first place overall in the Division H pointscore, winning the series from Tommy (Chris McMahon) and the J/24 Jayded (Chris Rodowicz).

The final BMW Sydney Winter Series race in Division J saw a close duel between the two Bonbridge 27s, Gold



Above: The Farr 37 Pippin (David Taylor) weathered this fresh breeze during the BMW Sydney Winter Series as part of its preparation for the Sydney - Gold Coast Race in which it placed second in IRC Division B. (Pic - Ace Marine Photography)

Dust (Peter Fallon) and Hornblower (Peter Campbell & John Ivimey) with Gold Dust winning her third race of the series to take the first place from Tickalara (Norman Livermore) and Sea Hug Iloo Ila (Peter Howes).



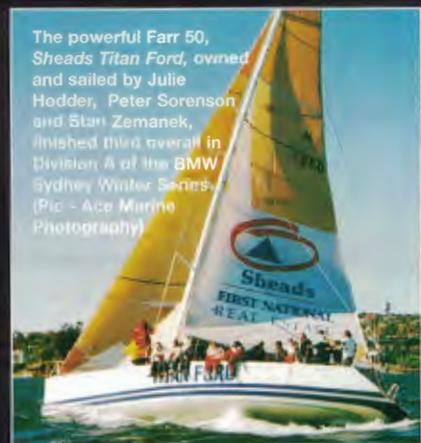
Alibi, owned by John Strutt and Scott Russell, finished second overall in Division D of the BMW Sydney Winter Series. (Pic - Ace Marine Photography).



Above: Boats contesting the CYCA's BMW Sydney Winter Series ranged from harbour day sailors to ocean racing maxis. Among the contestants was *Scarlett O'Hara*, a classic 30 square metre sloop skippered by Bob Skol with his obviously happy crew. (Pic - Ace Marine Photography)



Below: Ferries and the occasional ship added to the action on Sydney Harbour during the Cruising Yacht Club of Australia's BMW Sydney Winter Series. *Jayded* (Chris Rodowicz) was topscoring J24 in Division H, finishing third overall. (Pic - Ace Marine Photograph)



The powerful *Farr 50*, *Sheads Titan Ford*, owned and sailed by Julie Hodder, Peter Sorenson and Stan Zemanek, finished third overall in Division A of the BMW Sydney Winter Series. (Pic - Ace Marine Photography)



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X 362

Sports Test



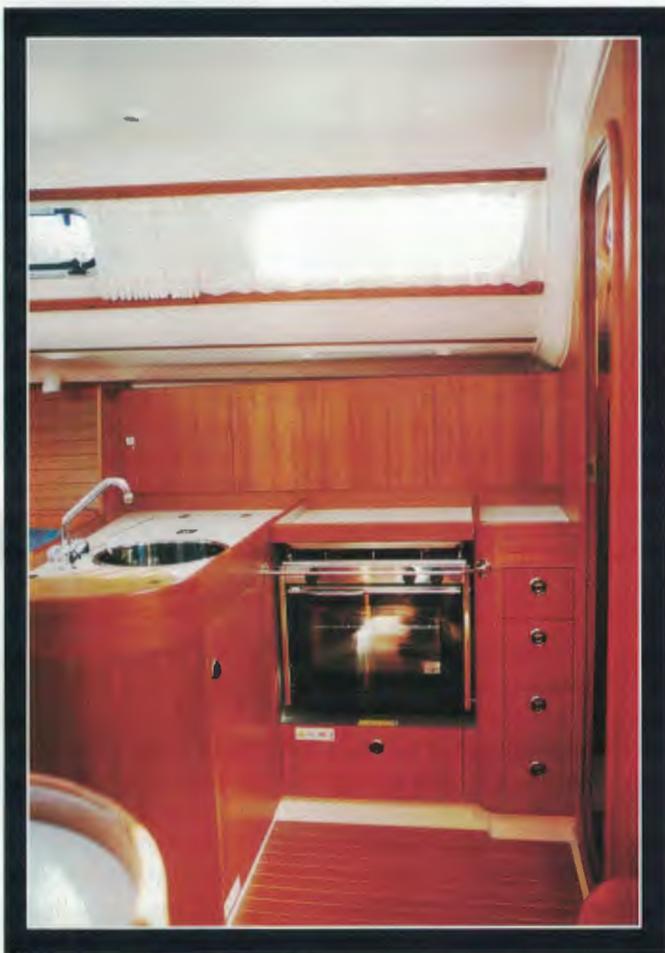
X Yachts has a strong brand image. It's not just in the styling, although the waterline stripes and cabin-side colour bands have been prominent throughout the company's history. There's also the strong influence of Niels Jeppesen, the in-house designer and a partner in the company, and a tradition of designing cruiser-racers.

X Yachts is a successful builder of one-designs, but it was also one of the first companies to make production boats into world-class racers. Traditionally production boats were seen as overweight and quickly outdated, but the Danish company managed to turn these problems into strengths. They left their basic hull shapes, with all their expensive tooling and production lines, alone. While the other designers and custom builders were developing new hulls, the X Yachts "works team" were working with their production-line hulls, using them as test-beds to trial and develop new keels, rudders, rigs and construction. It was a process that allowed X Yachts to be incredibly durable in competitive terms; their 3/4 ton design won a total of seven world

championships.

Niels Jeppesen also managed to design boats that were powerful enough to win while carrying more weight than most of their stripped-out rivals. Even some of their IOR world championship victories were taken with boats with racer-cruiser features like aft cabins, ovens and teak trim.

The company has continued this development process into IMS boats, albeit in a different manner. They modified their 38' cruiser/racer into the very successful IMX 38. Two years ago their X 362 cruiser-racer was given new foils and rig, a lighter vacuum bagged hull layup and some minor deck and interior changes. The result was the X 362 Sports.



DESIGN AND CONSTRUCTION

In broad terms the design of the X 362 Sports is typical IMS cruiser-racer. She appears finer in the bow than many of her contemporaries, and the foils are race-oriented; the bulb appears larger, the rudder deeper and higher in aspect. Displacement is 4,900 kg, with 2,150 kg ballast.

The Australian X 362 Sports have been given an extra 20 cm draft to increase their righting moment. The development will stop there, according to Andrew Parkes of importer North South Yachting; the boats are being sold in a standardised "club racing" specification, with the intention of maintaining secondhand prices and encouraging class racing.

Sail power comes from a 150% overlap rig with double swept-back spreaders, a high ("9/11") foretriangle, and no

runners. Engine power is a 14.6kW (18hp) Yanmar 2GM with saildrive.

The hull is hand-laid and vacuum-bagged E glass over a Divinycell core. A hefty tie-rod takes the shroud loads from the chainplates to a very solid galvanised steel ladder frame in the keel area. The mast step and keel bolts are also secured to the frame. The idea, says Parkes, is to ensure that the hull can easily withstand the high rig tensions that swept-back spreaders create.

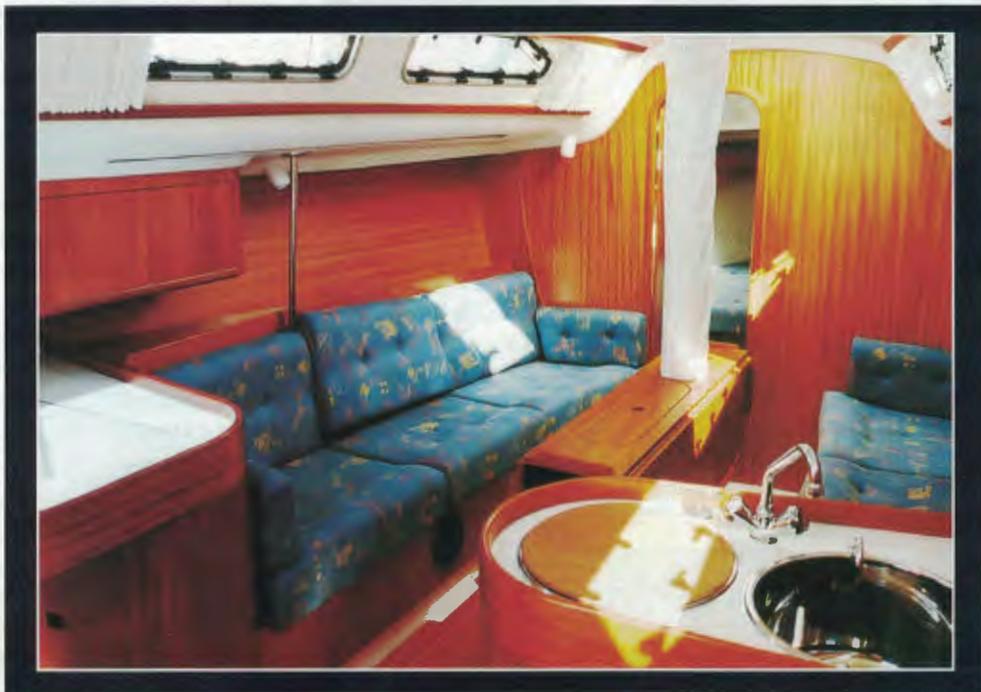
but thoroughly well executed layout for a cruiser-racer, fully fitted down to the hot and cold running water. There's a very large and well fitted head compartment and the galley and nav station are both roomy and well equipped with stowage. The two private cabins include a vee berth in the bow and a twin cabin in the port quarter. There are many small, practical lockers and bins in each cabin and a variety of cockpit lockers, ranging from useful flat "trays" to cavernous lockers.

The joinery (including the planked hull sides) is mahogany-veneered plywood with solid laminated frames and cappings. The outer veneer appears to be about 1 mm deep, which is about three times as thick as the veneer on some competitive brands and should allow the interior to withstand the inevitable scuffs and scratches. With two hatches overhead and eight opening ports, it's light and well ventilated.

Like most cruiser/racers there's something of a shortage of sea berths as standard. There is, however, the option of altering the head layout to allow access to a pipe cot, which can be located in what is normally the big port cockpit locker. Other useful additions for offshore use would be some more handholds below, and vents that could remain open when spray is falling on the deck.

DOWN BELOW

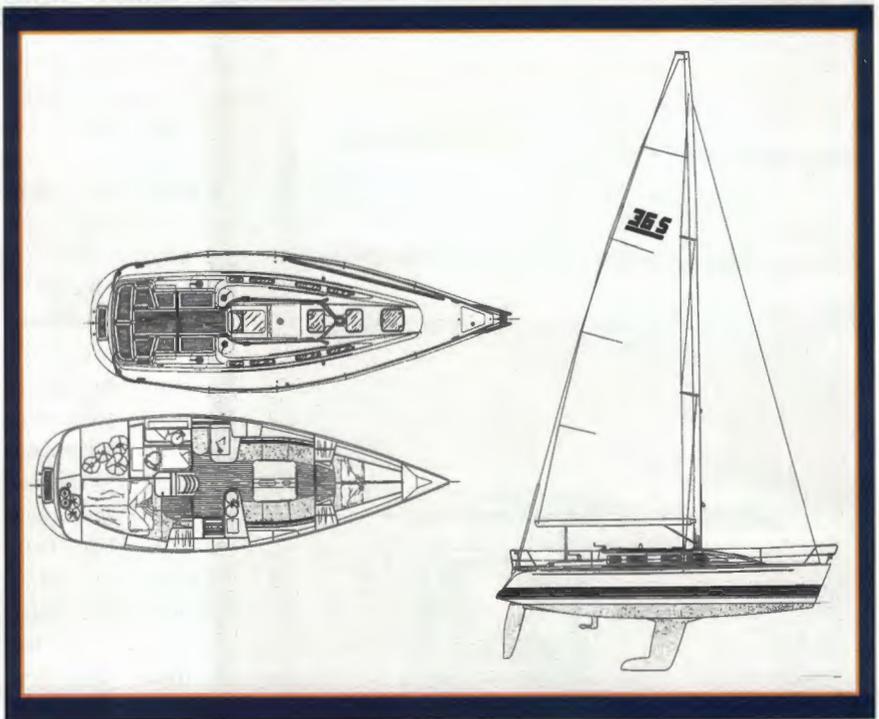
The 362 Sports has what X Yachts term the "classic" interior layout, with a centre saloon table and an L shaped galley and nav station aft. It's a conventional



PERFORMANCE

There's not really much that a couple of pleasant hours sailing inshore in a fading westerly will tell you about a boat's performance but the X 362 Sports was very pleasant both to steer and to crew. The optional wheel was superb; it's large for a production yacht, allowing the helmsman to see the headsail and oncoming wind and waves easily, instead of sailing by braille. The Whitlock rack and pinion steering was delightfully responsive, with none of the free-play or vagueness associated with many steering systems. The X 362 was nimble on the helm and (although we had little real chance to test her balance) a single gust when we were shy reaching was easily handled. Even when I intentionally wound her up shy with the kite overtrimmed, the rudder gave no hint of stall.

The fact that X Yachts is run by racing yachtsmen is shown by the excellent deck layout and sail controls. The backstay, a vital control in a boat without runners, is a cascading tackle, pow-



erful but fast to adjust. It's lead forward to the mainsheet trimmer, who also has fine and course tune mainsheet, backstay, and traveller controls to hand.

The cockpit crew sit on well-shaped coamings with every control nearby. The test boat had a standard narrow-topped toerail but a flatter version is available for those who value their crew's legs. The cunningham, vang, kicker and out-haul are lead to the cabin sides and the genoa travellers are lead to the coamings. All the controls seemed very powerful-unusual for a production boat- and the hardware is quality stuff.

The X 362 Sports already in

the country have only done inshore club racing. In Europe the boats have proven quite competitive under both IMS and IRC. Another was third in the international Baltic Offshore Nations Cup regatta as we went to press, between a pair of X 332s.

The X 362 Sports rates about 635 on IMS GPH and around 1.033 on IRC. The standard "club racing" specification for the X 362 Sports includes tiller steering, mylar mainsail, one and three and a 3/4 ounce spinnaker, Raytheon ST 60 log, sounder and wind instruments, and Cat 7 safety gear for \$289,850 (including GST). North South Yachting sees the boat as a club-level inshore one design, not as a competitor to the offshore one-designs that are currently becoming established. It's a solid, elegant and attractive boat with an excellent blend of accommodation and performance, so the conception may well come true.



Lagoon 380

The Lagoon range of cruising catamarans is imported by Beneteau Vicsail, best known here as agents for Beneteau monohulls. The boat is constructed by Beneteau in their own factory for Lagoon, which is fully owned by Beneteau but an independent company.

The Lagoon 380 is designed by Marc Van Peteghem and Vincent Lauriot-Provost. The names aren't well recognised here, but in France they're known as one of the leading design teams for the 60' tris in the professional multihull circuit. They were largely responsible for creating the modern racing trimaran concept of a boat that flies two hulls and sails on one, but when Offshore spoke to Vincent Lauriot-Provost recently it was interesting to see how much stress he placed on seaworthiness and seakindliness, and the knowledge he and his partner gleaned from spending many miles at sea. In multis, even more than monos, it seems that the designers who can be trusted are those who do the miles offshore.

DESIGN AND CONSTRUCTION

The first thing you see when looking at a Lagoon is the vertical windows in the bridgedeck, and the "eyebrow" that overhangs them. The design may not be as sleek as some, but it's very practical; the big sloped windows of many bridgedeck cats catch so much sun that they turn the saloon into a greenhouse on water unless you fit window covers or air conditioning.

The bridgedeck has good clearance above the water, so the problem of waves slamming against the underside between the hulls is reduced. The hulls

are beamy but quite flat in the stern, which reduces pitching and provides the volume to carry the twin Volvo 18hp diesels in the counters. The hull freeboard is high and the shape seems to have more than enough reserve buoyancy to take a full load of cruising gear without reducing bridgedeck clearance too much or sinking the transoms; two very common problems with such boats.

Lateral resistance is provided by a pair of skegs. We haven't had a chance to check out the underwater profile, but the rudders appeared pretty big for such a boat and Beneteau tell us that the skegs are comparatively short. It's a good combination, because hydrodynamic effects can actually make cats with long skegs wander as they accelerate to waves and puffs, and the big rudders make for good manoeuvrability.

The Lagoon carries a simple rig; a fixed (i.e. not rotating) mast with diamonds and a single shroud each side. The mainsail is fully battened but the roach is not extreme; some cruising cats carry big roaches but they cause many practical problems on these boats.

The hulls are constructed from polyester and vinylester resin over a PVC foam sandwich core. The deck and nacelle are laminated over a balsa core.

ACCOMMODATION

Although it's got a huge amount of vol-

ume below decks, this feels like a simple boat, as bridgedeck cats go. The test boat was an owner's version, with two head and three double cabins. There are excellent lockers in the front of the bridgedeck and cavernous stowage compartments in each bow. Many people will find the latter too deep; many cats feature a horizontal bulkhead at half height in this area, to allow easier access to stowed gear and to act as a collision bulkhead. Christophe Vanek from Beneteau indicated that bunks or similar stowage could be fitted in these areas.

The feeling of uncluttered space continues down below; there's a very open saloon and galley area in the bridgedeck, and the three double cabins are very roomy and feature good ventilation and loads of stowage. The two aft cabins include a hatch that opens in the inside face of the hulls, opening onto the area under the bridgedeck, which gives you a very different view of the passing waves. They feel more like shore-side rooms than conventional cabins.

The owner's layout features a large head compartment midships in the port hull, and another head compartment with a huge and well-designed shower in the starboard bow.

The interior finish is very simple. With large plain wood panels and some expanses of light-shaded fibreglass interior liner, it's almost stark by compari-



son to many current production boats.

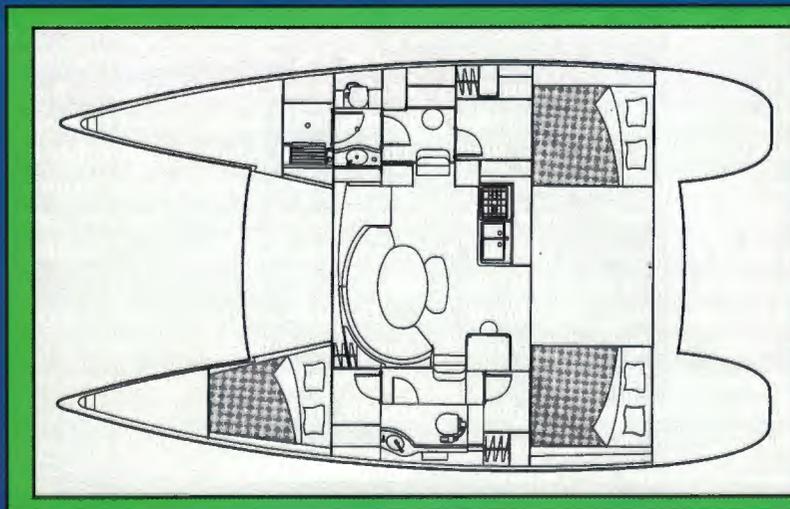
The cockpit is huge and multi-level, well laid out. The helmsman has a good view over the cabin roof (some bridgedeck cats optimistically expect the helmsman to look forward through a couple of windows, which is all but impossible at night) and a grab-rail should help them stay on the seat, rather than falling down into the cockpit well below. With a permanent bimini top and timber cockpit table as standard, a large companionway and a big window opening into the bridgedeck saloon, the cockpit would be a superb area for living aboard.

PERFORMANCE

So how does she perform? We spent most of our test sail beating into light air, the worst conditions for a centre-boardless bridgedeck cruising cat. The Lagoon's sheeting angle (about

17 degrees) is a tacit admission that she's not designed to be at her best upwind in the light, but her handling was very good for a boat of this type. She never hesitated through a tack, and bore away easily from head-to-wind even under main alone.

The Lagoon was very simple to handle, apart from the fact that tacking singlehanded meant taking a hike across the wide cockpit to the opposite winch. With only two winches, sail handling in a breeze is not going to be fast, and I have some doubts about the traveller



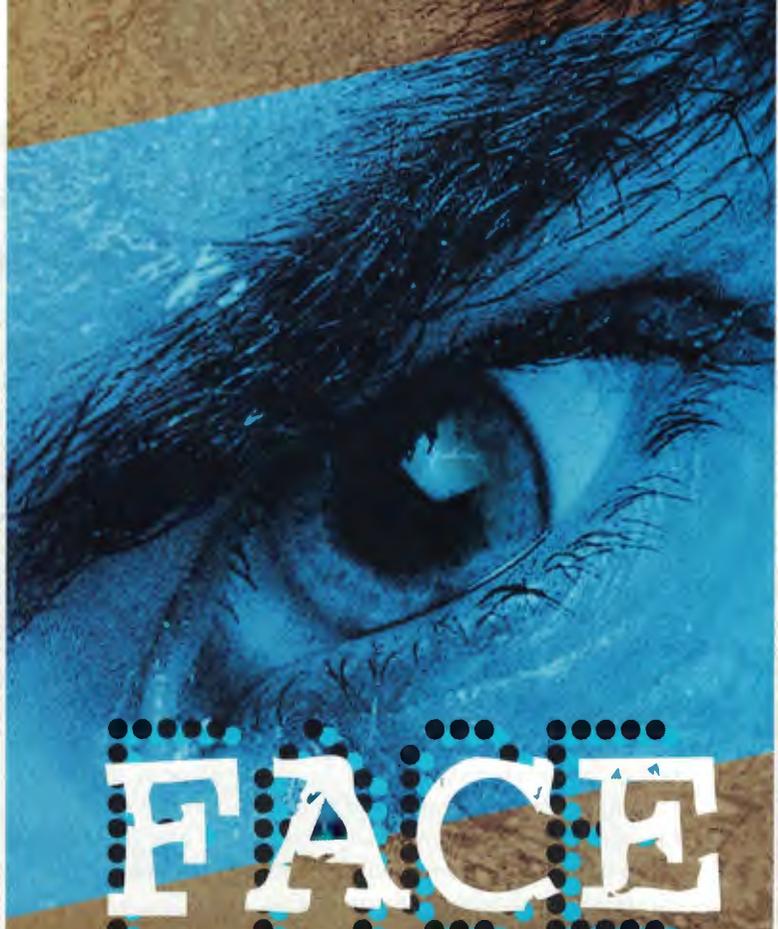
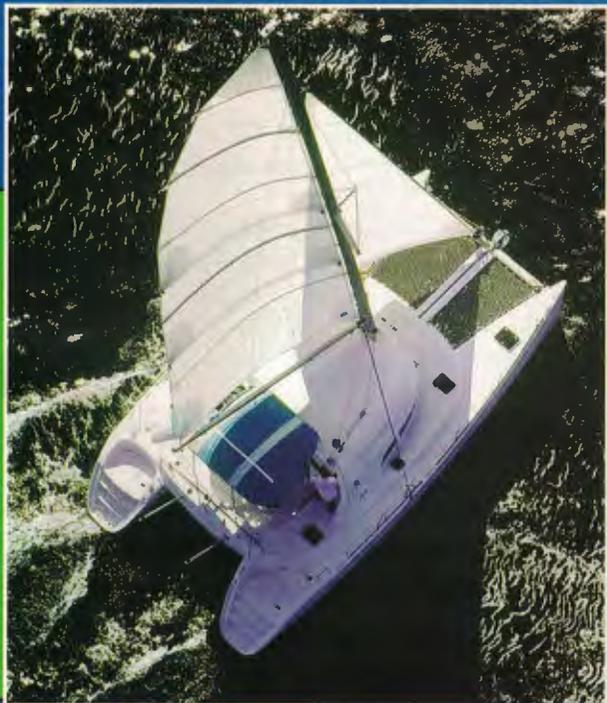
Owners layout features three double cabins and two large head compartments. Full sterns provide bouyancy to support twin diesels.

controls; where many comparable boats have a winch, the Lagoon has only a tackle which may be inadequate for a boat that will be so powerful in a breeze.

We had no chance to sail the boat in a breeze or a chop, but with designers of the quality of Van Peteghem/Lauriot Provost, it would be surprising if she didn't perform well, especially when reaching. Under power, the twin Volvos were quiet and being placed about 6m apart they make an amazingly maneuverable package, at high speeds or low and ahead or astern.

I've spent quite a bit of time cruising in bridgedeck catamarans. I remember reaching past Cape Byron at 13 knots plus in a moderate breeze, with my son and his cousins literally building card houses down below; sitting in Cairns harbour looking through a scrapbook of two long-term cruisers' favourite anchorages, and noting that none of them was suitable for a keelboat; and drying out up a tidal creek on Fraser Island and finding dingo tracks on the sand underneath the bridgedeck the next morning. For coastal cruising, especially in Queensland waters, they really seem a logical choice.

The Lagoon 380 retails for a base price of \$452,000, including two sails and GST. It's got a designer and a manufacturer one can feel confident in, and the designers and manufacturer haven't abused the virtues of the bridgedeck cat by loading it up with excess complication and weight. Most of all, it seems to have an excellent blend of style, comfort and practicality.



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2000 Telstra Sydney to Hobart

Head to head super maxi clash forecast

A head-to-head clash between two of the world's newest and fastest maxi yachts, one water-ballasted, the other the world's latest "turbo-charged" maxi, is shaping up for the 2000 Telstra Sydney to Hobart Yacht Race. Peter Campbell reports.

The world's two newest and potentially fastest maxis, *Shockwave* and *Skandia* (originally *Tokolosh*), will contest the 2000 Telstra Sydney to Hobart Race in what promises to be a head to head duel between the IR2000/IRC 79-footers for line honours in the 630 nautical mile bluewater classic.

Both maxis will be optimised to the Cruising Yacht Club of Australia's IRC upper speed limit of 1.600 announced earlier this year, making them potentially the fastest IR2000/IRC rated boats in the world.

As *Shockwave*, Neville Crichton's "turbo-charged" Reichel/Pugh 79, made a sensational winning debut at the Hahn Premium Race Week at Hamilton Island, world champion maxi owner/skipper Ludde Ingvall was in Sydney advising the CYCA that he was bringing his water-ballasted *Skandia* from Europe to Australia for the Hobart Race.

With at least two Volvo Ocean 60s competing, plus Australia's most successful maxis, *Brindabella*, *Wild Thing* and *Marchioness*, and the fast Open 60 *Xena*, this 56th Sydney to Hobart is attracting the biggest "big boat" fleet since the 50th Race in 1994.

As announced in the previous issue of *Offshore*, the German owned illbruck is coming from Europe while New Zealander Ross Field plans to enter the still unnamed V.O. 60 he is using as a training yacht for the 2001-2002 Volvo Ocean Race.

Skandia, which will race as *Nicorette* in Australia, was due to be shipped to Sydney following the Rolex Maxi World Championships in Sardinia in late August and some further optimising

work on the rig and keel.

Designed by Simonis/Voogd and launched in Cape Town last December as *Tokolosh*, *Skandia* is a light displacement, all carbon-fibre boat, as is the Reichel/Pugh designed *Shockwave* which was built in Sydney by McConaghy Boats, then rigged in New Zealand.

Built by Concept Yachts in Cape Town, the 24 metre LOA *Skandia*'s hull is carbon fibre on foam. The beam is a relatively narrow 5.6m and displacement 16.8 tonnes. The keel structure is made of aluminium and anodized in a silver colour.

The T-shaped keel draws 4.6 metres, the blade being made of high tensile steel and weighting 1.6 tonnes. The IRM bulb is made in lead and weighs 5.6 tonnes, while the IMS bulb weight 7.0 tonnes.

When racing under IR2000, or other rules where use of water ballast is permitted, the yacht uses 2700 litres of

water ballast in three tanks aside. The highly efficient hydraulic water pump is driven by the Volvo 79hp diesel main engine and can shift the water ballast from side to side in less than 30 seconds.

Andy Steiner at Ciotec Composites built the five spreader 34 metre fractional carbon mast. Under IRM it features a large roach, fully battened mainsail and 100% jibs; spinnakers can be flown masthead or fractional.

Skandia's racing sails are from Doyle/Fraser Sailmakers, made in the USA, New Zealand and Australia. The D4 mainsail is 220 m², the jib 105 m², the spinnaker 640 m².

"With our water ballast system, we have the equivalent of 40 guys on the weather rail," said Ingvall, whose yachting successes with other maxis have included two Maxi One Design World Championships, a line and overall win in the Fastnet Race, and setting a TransAtlantic sailing record.

"*Skandia* can carry a huge sail area, with masthead spinnakers of 640 square metres," the Finnish/Swedish, now Portugal-based yachtsman told *Offshore* in an exclusive interview. "Our top speed with the yacht has been

New safety rules for Hobart Race

The Notice of Race for the 2000 Telstra Sydney to Hobart Race spells out additional safety rules and crew experience requirements for the tough ocean race.

Every yacht competing, whether it is entered in the IMS, IRC or PHS handicap category, must hold a valid IMS rating certificate to establish stability requirements.

In addition to the many changes introduced for the 1999 Race, each yacht will have to replace old-style batteries with gel or closed cell batteries.

However, the Notice of Race contains a clause allowing changes to safety regulations to be made in the light of the NSW Coroner's findings from his Inquest into the 1998 Sydney to Hobart Race tragedy, expected to be announced in October.

The CYCA has reminded yacht owners who did not compete last year that their boats must carry a 406 MHz EPIRB which provides far greater accuracy and the ability to quickly identify yachts, a hand-held, waterproof VHF radio and white parachute flares. HF radios must be fitted with the new race frequency of 6227.0.

The compulsory requirement that crew members attend CYCA approved safety training seminars also has been increased from 30% to 50% of the crew. Each crew must also include two persons with senior first aid certificates and two qualified radio operators.

29.8 knots, and we have achieved consistent broad reaching speeds of 20 knots for an hour in 30 knots of breeze."

With the Notice of Race for the 2000 Telstra Sydney to Hobart now published, applications to enter the Category 1 race will close with the CYCA on November 1. No further applications will be accepted after that date.

Young CYCA sailors win in Japan

The CYCA's Youth Sailing Academy has achieved its first international match racing victory, winning the Royal Pines Cup Youth Match Racing regatta in Japan.

Sailing against an outstanding lineup of young sailors from seven nations, the CYCA Academy team of Trent Ross (helm), Gareth Collins (main) and James ("Firecracker") Deerness (bow) won a hard-fought final, overcoming difficulties to beat the British Royal Yachting Association 2-0.

It was an outstanding effort by the crew as they had been sailing together only for only a month. However, they were well coached by John Harris and as graduates of the CYCA Youth Sailing Academy they have been sailing Elliot 5.9 sports yachts for at least two years.

The series attracted 12 teams from seven nations, including five from Australia. The others represented Great Britain, New Zealand, Canada, the USA and the host nation and included three teams of young women.

The regatta began with the teams split into two pools of six, each of which sailed a double round robin with the top four from each pool progressing to the quarter finals.

The CYCA team went through the first round robin with comfortable wins over the Canadians, Americans and Japanese girl's team in Pool B. They also won a tight race against Katie Spithill's crew from the Royal Prince Alfred Yacht Club, which left CYCA and RYA undefeated going into the last flight. In a close race highlighted by a number of penalties, some stemming from very interesting umpiring deci-



sions, the RYA gained a close win.

In Pool A, the New Zealanders had it all their own way with five wins from five.

The CYCA crew identified a number of areas to improve upon for round robin two and set out to build upon their first day's performance, finally emerging as the leading crew in Pool B. In Pool A the Kiwis again won all five races to go through undefeated.

In the quarter-finals the CYCA crew, as winners of Pool B, was up against the fourth placed team from Pool A, Japan's Wakayama Marina Yacht Club. The Japanese showed frightening upwind speed in the first race, but the CYCA pegged them back with excellent downwind sailing, which was emerging as their strong suit. They sailed away to a hard fought victory. Race two followed much the same script with CYCA passing Japan downwind for the win that took them through to the semis.

In the other quarter-finals the winners were the Royal New Zealand Yacht Squadron, the Royal Yachting Association and the Royal Sydney Yacht Squadron, winning in three by the barest of margins over the girls from

Royal Prince Alfred Yacht Club.

The semi-finals, sailed in fresh conditions on the morning of the final day, saw the CYCA step up the level of their sailing again to defeat RSYS 2-0 with some excellent downwind sailing and a clever penalty at the top mark in the second race. This resulted in the rare sight of a flag that was not coloured green being waved by the umpires.

The other semi-final saw an upset with the previously undefeated Kiwis going down to RYA 2-0, a number of spectacular broaches not helping their cause.

The best of three final, with the wind freshening, made for exciting match racing. In the first match the CYCA overcame a broken spinnaker pole to record a solid victory with excellent downwind sailing.

The second race was fittingly the best of the regatta. RYA lead narrowly up the first beat in very fresh conditions. The CYCA went hard on attack down the first run, knowing that their gybing was superior to the English.

Coming in to the bottom mark CYCA gybed only for their traveler car to explode, leaving them astern and

without an effective mainsail for the final beat. However, they remained composed and even with a flogging mainsail managed to stay close enough to the RYA to go into the final run with a chance.

The CYCA team gained some separation on the run allowing them to sail a slightly better angle in better pressure to the finish line. The RYA still looked to have the race as the boats approached the finish line until a large puff sent them into a nosedive, slowing them momentarily.

They showed great control not to broach, but the CYCA team slipped through to a one-second victory and take the Royal Pines Cup.

According to coach John Harris, the CYCA crew of Trent, Gareth and James showed a great ability to maintain their calm under pressure.

"They were able to regain their focus after a setback and to improve on their mistakes each day as the regatta went on," he said. "This is the first overseas match racing regatta that the CYCA Youth Sailing Academy has won and hopefully more will follow in the near future."

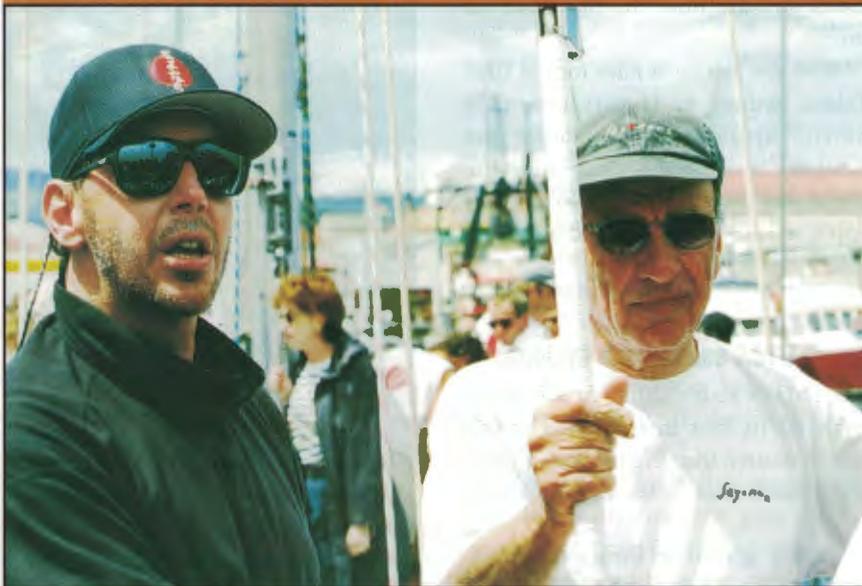
Club Med's East-West Atlantic record

The giant supercat Club Med has beaten the East to West Atlantic crossing record between Cardiz in Spain and San Slavado in the Bahamas. Co-skippered by Frenchman Bruno Peryron and New Zealander Grant Dalton, her crew included Roger "Clouds" Badham and Atlanta silver medalist in the Tornado catamaran class, Mitch Booth.

In 10 days 14 hours 54 minutes and 43 seconds, Club Med smashed the record held by Jet Services since 1988 by almost 48 hours. She also smashed the 24-hour record of 625 nautical miles.

Racing back to France, Club Med lost the crash-box (the protective false bow for absorbing impacts) from her port bow. Skipper Grant Dalton headed back to Newport, Rhode Island, and the catamaran was shipped back across the Atlantic.

Ellison buys into America's Cup



Larry Ellison, US maxi owner now challenging for the America's Cup. (Pic - Peter Campbell)

Larry Ellison, CEO of the American computer software corporation Oracle and two times line honours winner of the Sydney to Hobart ocean race with his maxi yacht Sayonara, has bought into America's Cup XXXI to be sailed in Auckland in 2003.

AmericaOne which, with Paul Cayard as skipper was the top-placed United States team at America's Cup XXX in Auckland earlier this year, has accepted an offer from Ellison to purchase substantial physical assets from the syndicate.

Ellison is expected to lodge an official challenge for the America's Cup through the St Francis Yacht Club before March 1, 2001. Chris Dickson will be his skipper, Paul Cayard the campaign manager, and Farr Yacht Design the boat designers.

Ellison's America's Cup XXXI team, Oracle Racing, has indicated strong interest in working with the majority of the AmericaOne Team and the technology of its existing sponsors, and intends to defend the Cup on San Francisco Bay if successful. The move to acquire the AmericaOne assets will certainly

place Ellison's syndicate well ahead of other US challengers.

Oracle Racing chief operating officer Bill Erkelens, well known for his role as sailing master of Sayonara, commented: "By acquiring AmericaOne, we have entered the Cup area with three years worth of hard work built into our program. Out of the starting blocks we have the two fastest US-built yachts and we have Paul Cayard working alongside Chris Dickson, John Cutler and Bruce Farr."

Dickson was principal helmsman when Sayonara took line honours in the galeswept 1998 Sydney to Hobart Race. He was not involved in the last America's Cup. Farr Yacht Designs worked with the New York Yacht Club for the last America's Cup. Mickey Ickart, formerly with Team New Zealand, will be in charge of sail design while the sailing manager will be John Cutler, formerly with America True.

Meanwhile, it appears that Peter Gilmour will not be sailing for Australia at the America's Cup in 2003. With the decision of the Japanese not to go again, Gilmour is reported to have signed up with the Seattle-based US syndicate.

Psaltis' bid for Lord Howe double

Ed Psaltis, CYCA Ocean Racer of the Year and NSW Yachtsman of the Year for 1998-99, is looking for another rare ocean racing double, two consecutive IMS wins in the Leasecorp Australia Gosford to Lord Howe Island Race.

Sailing the Hick 35, *AFR Midnight Rambler*, Psaltis and co-owner Bob Thomas won the galeswept 1998 Telstra Sydney to Hobart Race and later in the year became only the second yacht ever to take top handicap honours in the Hobart Race and the Lord Howe Island Race.

AFR Midnight Rambler is among the limited fleet of 25 yachts entered for this year's 408 nautical mile race across the Tasman Sea to Lord Howe Island, starting on Saturday, October 29.

Other entries include the veteran former Sydney to Hobart line honours winner *Fidelis* (Nigel Stoke), Hugh Treharne's new Sydney 60 *Eureka*, Middle Harbour Yacht Club Commodore Rob Reynolds' *J44 Phoenix*, and past division winners *Polaris* (John Quinn) and *Mark Twain* (Hugh O'Neill).

Veteran Peter Kurts, now in his mid-70s, will skipper his two-times Sydney to Hobart handicap winner *Love and War* in a comeback to ocean racing while another veteran competing is John Walker with his 33 footer *Impeccable*.

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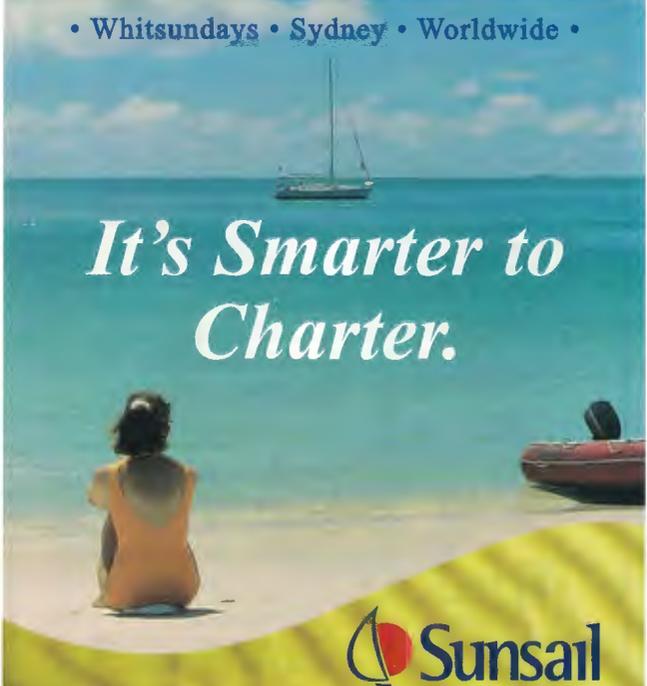
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Heavy weather start of the 1999 Leasecorp Australia Gosford to Lord Howe Island Race as *AFR Midnight Rambler* heads into the Tasman Sea. (Pic - Peter Campbell)

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Australian Yachting Awards for 2000

Lars Kleppich and Jessica Crisp from Sydney, the two Mistral sailboard competitors in the Australian sailing team at the Sydney 2000 Olympic Games, were named the BEA Male and Female Sailors of the Year at the Australian Yachting Federation Awards Dinner in Sydney in July. Kleppich won the 1999 World Championship in the Mistral class while Crisp has made a notable return to fleet racing after a successful career on the professional windsurfing circuit.

They were chosen ahead of a star-studded line-up that included other Olympic team members, world champions and notable achievers in the sport.

The P&O Nedlloyd Youth Sailor of the Year went to Jesse Martin, from Melbourne, the youngest person ever to sail solo around the globe, non-stop and unassisted, while Canberra sailor Peter Thompson was named



John "Hornblower" Hornby with the AYF Services to Yachting Award presented at the Australian Yacht Awards dinner by John Harrison, manager of the Australian Olympic Sailing team.

the Disabled Sailor of the Year. Peter will represent Australia in sailing at the Paralympics.

The AYF's Services to Yachting Award went to John "Hornblower" Hornby, from Sydney's Royal Prince Alfred Yacht Club, for his great con-

tribution over many years for yachting safety and race management at a club, state and national level. Winner of the Volvo Media Award for 2000 was Amanda Lulham, yachting writer for the Daily Telegraph and other News Limited publications.

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Australia Male Sailor of the Year, Lars Kleppich, with this trophy at the Australian Awards Dinner hosted by the Australian Yachting Federation.

Welcome aboard to Chris Thompson as the new Editor of Offshore Yachting. Chris is an enthusiastic and active sailor with a wide knowledge of the sport from dinghies through to offshore racing.

As you will see from this first issue with Chris at the helm, readers can look forward to an expansion of Offshore's in-depth coverage of the sport, from technical features through to boat tests and sailing techniques, as well as maintaining our coverage of all the great Australian ocean races and regattas - and overseas ones as well.

I have been prevailed upon by Publisher Larry Jamieson to continue my association with Offshore in the role of Associate Editor, writing features and this column, editing the news section, etc. Hopefully, I will have more leisure time to go sailing...perhaps I might even become a "Wednesday Wonder" with my Bonbridge 27, Hornblower, which this year will be 21 years old!

I became Editor of Offshore when the Cruising Yacht Club of Australia decided to upgrade their mono quarterly magazine to a bi-monthly publication featuring full colour sections and including the Sydney to Hobart program. The first professionally produced issue came out in the Spring of 1987, coinciding with the second Sydney - Gold Coast Classic and the Admiral's Cup at Cowes.

That first full colour cover for Offshore was a brilliant aerial picture of the famous maxi yacht, Condor of Bermuda, plowing through a wave as the crew changed headsails in Bass Strait.

Aside from the previews to the Admiral's Cup and the Jupiters Gold Coast Race, there was a report of George Snow's line and IOR handicap win with the Canberra Ocean Racing Club's 40-footer, Nadia IV, in the revived Club Mediterranee Sydney-Noumea Race.

One small, but highly significant news item announced the decision of the CYCA to apply to the Australian Yachting Federation for an exemption under the infamous Rule 26 (Advertising). The exemption, for the 1987 Jupiters Gold Coast Race and the AWA Sydney to Hobart, gave yacht owners "naming rights" for their yachts, enabling them to name their boat after a sponsor or a sponsor's products, using that name on the yacht's hull within strict size and shape guidelines. No advertising or commercial logos were allowed on sails.

Things have changed a lot since then, not the least being the format of Offshore. We became the first Australian yachting magazine to become full colour; we were the first yachting magazine in the world to have our own web site. There is a lot more to come.

Many new boats afloat

The coming summer season of racing out of Sydney will see many new offshore racing boats including Neville Crichton's maxi *Shockwave* and an influx of Sydney 38 and Farr 40 One Designs.

The Telstra Cup will include a division for Sydney 38s, with Melbourne yachtsman Lou Abrahams and John Savage joining the swiftly growing ranks of these one-designs.

Another Victorian, David Gotze, and South Australian David Urry are the latest to join the owner-driver ranks of the Farr 40 ODs, while the word has it that brothers Neill and Simon Whiston are selling their Beneteau 40.7s, *Fruit Machine* and *Smile*, following the Kenwood Cup and have ordered Farr 40s.

Outside of *Shockwave*, one of the most interesting new boats to hit the water is Geoff Lee's *Taurus VIII*, potentially the fastest and

most exciting racing yacht to be built in many seasons specifically for racing on Sydney Harbour.

Designed by Mooloolaba-based Jon Sayer, *Taurus VIII* will race in Division One with the Royal Sydney Yacht Squadron, stimulating competition and a resurgence of interest among larger inshore yachts. While *Taurus VIII* reflects Sayer's hull shape thinking for his offshore boats, she is a real harbour racer, with a small coachhouse and a wide, open cockpit that extends for nearly half the length of the boat. Creature comforts below are minimal.

The Sayer 45 has a towering sweptback spreader mast - rising 20 metres from the keel - with the chainplates for the shrouds set right on the gunwale. She will carry a huge mainsail but non-overlapping headsails which allow for fast tacking.

Below the waterline is a narrow keel with a bulb giving *Taurus VIII* a draught of 3.025 metres. Bearing this in mind, there is a jumbo depth sounder dial on the mast for all the crew to see.

After the naming ceremony beside the marina, owner Lee hosted a small dinner for yachting friends at the Squadron to celebrate the launching of what is his 17th yacht in 30 years of active sailing. He still has the same sail number - 67.

Designer Sayer told us that *Taurus VIII* would be fast, easy to handle, adding "at the extreme speeds you will be doing you'll have to hang on like hell!"

Peter Campbell



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The reason the Bluestreak range is so wide is that all our sail battens are made just this way. Purpose-shaped for a purpose fit; the result of custom-written software and machinery that we had to invent as we went. That taper you see ground into the luff end is no accident. Each Bluestreak has a profile, a taper and a place in your sails to perform a specific task and is designed to hold your sails to a specific curvature yet still be flexible enough to bend with the conditions.

So don't be fooled into thinking that just because it goes in the hole, it's meant to be there.

Talk to your nearest stockist soon - big things may happen.

NSW & VIC	BLUESTREAK	(02) 9820 1266
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BLUE STREAK
Superior fibreglass battens



GEOFF TYERS P/L

CYCA Offshore Racing Calendar

MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

AUSTRALIA

OCTOBER

- 2 Monica Geddes Memorial Trophy Sydney Harbour Islands Race, CYCA.
7 33rd Rubber Kellaway Plate, Short Ocean Pointscore, CYCA.
13 44th Janzoon Trophy & 25th George Barton Trophy Bird Island Race, CYCA.
14 Ocean Pointscore Lion Island Race, CYCA.
21 Short Ocean Race & 45th Paul Royle Memorial Trophy, short haul to Pittwater, CYCA.
27 Blue Water Pointscore Race, Flinders Island Race, CYCA.
28 Ocean Pointscore Race, Botany Bay, CYCA.
28 Leasecorp Australia Gosford-Lord Howe Island Race, Gosford SC.
29-27 Sydney 2000 Paralympic Games sailing regatta, Sydney Harbour, ISAF/SOCOG.

NOVEMBER

- 3 Gasgoine Cup offshore race, RSYS.
4 Melbourne to Stanley Race, ORCV.
10 38th Halvorsen Bros Trophy & 28th Woollahra Cup, Cabbage Tree Island ocean race, CYCA.
18 Short Ocean Race, RSYS.
24 40TH Ron Robertson Memorial & 52nd Kings Birthday Day, Flinders Islet Race, CYCA.
25 Ocean Pointscore, Port Hacking Race, CYCA.
30 Sir James Hardy Sunshine Homes Regatta, CYCA.

DECEMBER

- 2-3 Ord Minnett Regatta, MHYC.
9 David Bourke Memorial Short Ocean Race/Telstra Cup invitation race, CYCA.
13 Telstra Cup, Races 1 & 2, 2 x 10nm windward/leeward courses, CYCA.
14 Telstra Cup, Races 3 & 4, 2 x 10nm windward/leeward courses, CYCA.
15 Canon Big Boat Challenge, Maxi yacht Harbour race, CYCA.
16 Telstra Cup, Races 5 & 6, 2 x 10nm windward/leeward courses, CYCA.

- 17 Telstra Cup, Race 7, 20nm offshore triangle, CYCA.
26 Telstra 56th Sydney to Hobart Race, CYCA.
26 Cock of the Bay (Sovereign Series & Rudder Cup), ORCV
27 Melbourne to Hobart Race, ORCV.
29 Melbourne to Devonport Race, ORCV

2001 JANUARY

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

FEBRUARY

- 10 Melbourne to Apollo Bay Race, ORCV.
Bass Strait Circumnavigation Cruise, ORCV.

MARCH

- 10 Melbourne to Grassy, King Island, ORCV.
23 Sydney - Coffs Harbour Race, MHYC.

APRIL

- 7 Sydney - Mooloolaba Race.
11 53rd Brisbane - Gladstone Race, QCYC.
13 Melbourne to Port Fairy Race, ORCV.

JULY

- 27 16th Sydney - Gold Coast Race, CYCA.

INTERNATIONAL & OLYMPIC CLASSES

OCTOBER

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

NOVEMBER

- 5 Vendee Globe solo around the world.

DECEMBER

- 15-21 Telstra Cup, CYCA.
26 Telstra 56th Sydney to Hobart Yacht Race, CYCA.
31 The Race, unrestricted supercat race around the world, starts from Barcelona.

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Still No Comparison

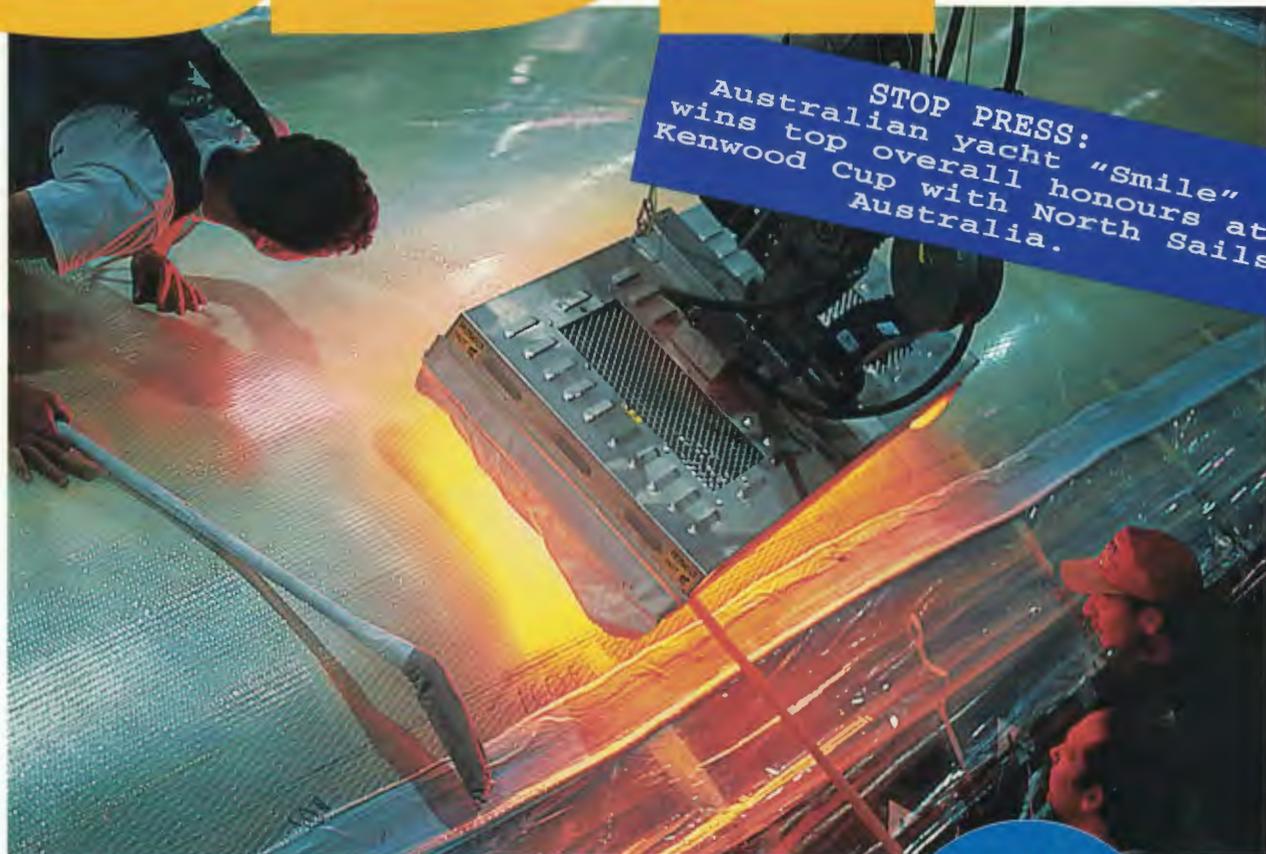


A 3DL™ sail has no seams to distort or fail, no stress bumps, no seam ridges. The design shape is locked in during moulding and stays there over a remarkably wide wind range. With 3DL™, the world's fastest designs are mated to the world's most advanced sailmaking technology. **The results speak for themselves.**

Americas Cup 2000

1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th

3DL™



STOP PRESS:
Australian yacht "Smile"
wins top overall honours at
Kenwood Cup with North Sails
Australia.

2000 Sydney to Goldcoast Race

IMS: 1st, 2nd

2000 Kenwood Cup

1st, 2nd, 3rd, 4th, 5th. Overall

**2000 Joico Hayman Island Race
Week**

IMS: 1st, 2nd, 3rd

IRC: 1st, 2nd, 3rd

**2000 Hahn Premium Hamilton Island
Race Week**

Big Boats: 1st, 2nd, 3rd

Farr 40: 1st, 3rd, 4th, 5th

IRC: 1st

2000 Farr 40 worlds

1st, 2nd, 3rd, 4th, 5th

2000 Sydney to Mooloolaba Race

IMS: 1st, IRC: 1st, PHS: 1st

**2000 Workforce Australian Offshore
Championship**

IMS: 1st, 2nd, 3rd

**2000 Rosemount Farr 40 Pittwater
Championship**

1st, 2nd, 3rd

2000 China Sea Race

IRC: 1st, 3rd

1999 Telstra Cup

IMS: 1st, 2nd, 3rd, 5th, 6th, 8th, 9th, 10th

IRC: 1st, 2nd

ABOVE: 3DL sails are heat formed and cured over a computer shaped three-dimensional mould.

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