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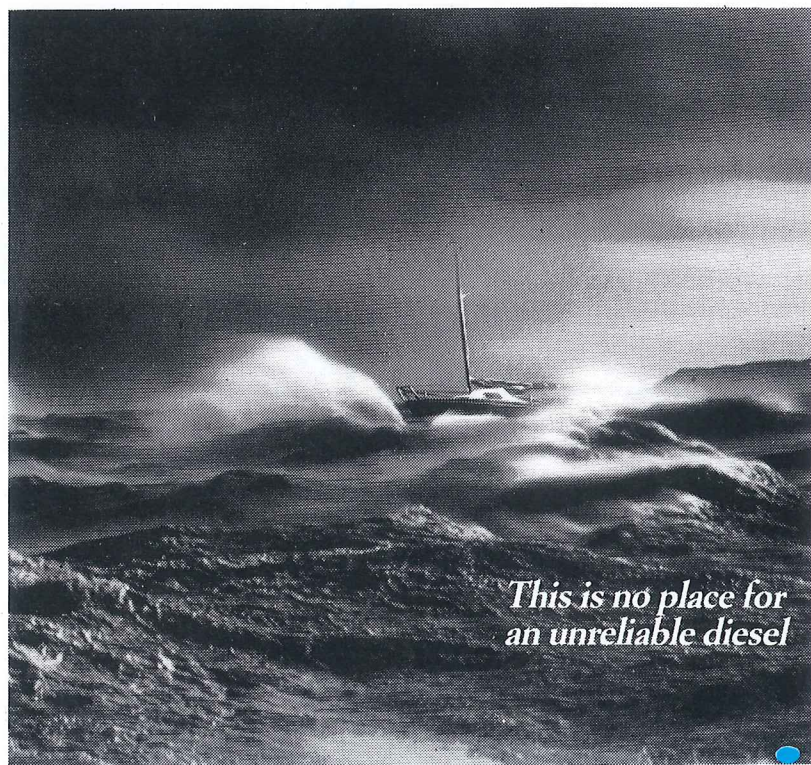
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CLM 029

THE CYCA and THE AMERICA'S CUP

by David Kellett

With the America's Cup looming larger than life on our television screens and in our general conversation, we thought it time to reflect on our Club Members' involvement with the Cup, both past and present.

Australia's first challenge for the Cup was with Gretel, in 1962. Gretel was designed by Alan Payne, who competed in the first Sydney-Hobart Race aboard Horizon and who has been a Club Member since 1946. Alan also designed many successful ocean racing yachts, among them Solo, which won the Hobart Race in 1956 and 1962, and Cherana, a member of the very popular Tasman Seabird Class which won the 1959 Race.

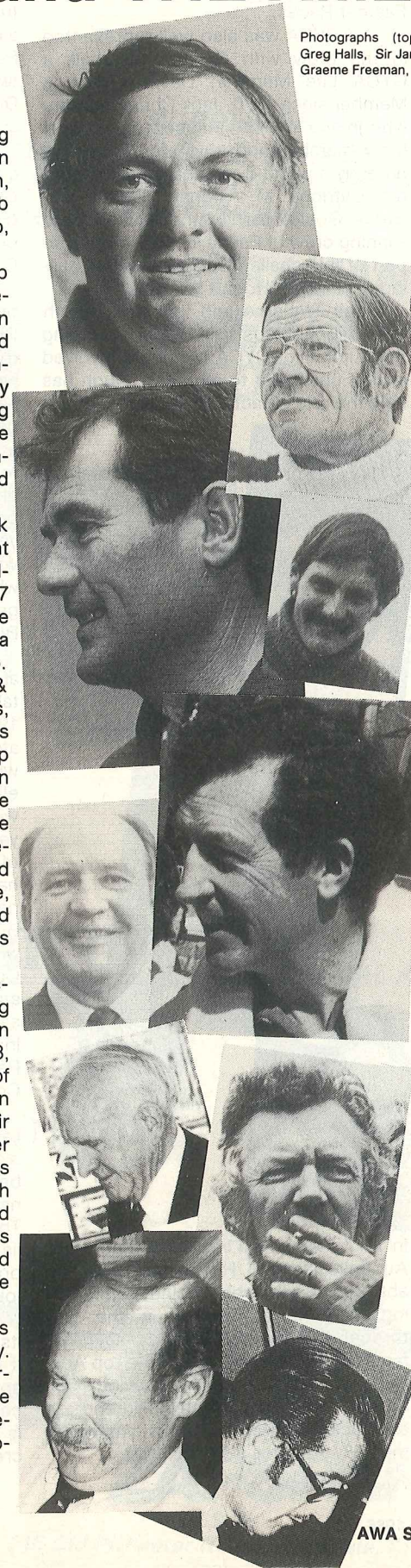
America's Cup and commercial work was Alan's main involvement. He went on to design Gretel II for the 1970 challenge and re-designed her for the 1977 challenge. In 1983 he designed Advance and is presently part of the Kookaburra design team for the defence of the Cup.

Gretel's builder was Lars Halvorsen & Sons. Two sons, Trygve and Magnus, have contributed greatly to Australia's ocean racing as well as America's Cup racing. As well as sailing aboard Gretel in 1962 Trygve was responsible for the maintenance and rebuilding to improve the yacht. Later he became a re-designer and skipper of the famous old yacht in her racing against Dame Pattie, in the 1967 challenge, and he continued by building Southern Cross, Alan Bond's first challenger in 1974.

Trygve and Magnus are the most successful Sydney-Hobart sailors, having won with Solveig in 1954, Anitra V in 1957 and in the famous Freya in 1963, 1964 and 1965. They were also part of the first Australian Admiral's cup team in 1965. Both have may Hobarts under their belt, adding their experience to other people's yachts, such as Alan Bond's Apollo, Peter Kurts' Love & War which Magnus navigated to a win in 1974 (and likewise in Kialoa in 1977). Magnus has raced in over 25 Sydney-Hobarts and has been a member of the Club since 1946.

Halvorsen's foreman in 1962 was Trevor Gowland, a role he fills to this day. Trevor, a Member since 1953, was a permanent crew member aboard the Halvorsen's victorious yachts and remains one of the most respected shipwrights and ocean racing hands.

Photographs (top to bottom): Alan Bond, Mike Fletcher, Hugh Treharne, Greg Halls, Sir James Hardy, Magnus Halvorsen, Trygve Halvorsen, Peter Cole, Graeme Freeman, Gordon Marshall.



Other long standing Members involved in the 1962 America's Cup challenge were Tony Oxley, a Member since 1967, Colin Betts, who has competed in 26 Hobarts, Pod O'Donnell, who also sailed aboard Dame Pattie in 1967, Dick Sergeant, Archie Robertson, one of the two helmsmen, Mick York, a distinguished Member since 1945, and Doug (Hansel) Fairfax, who was the supply officer and we're sure still has a few new Gretel 1962 sweaters!

Peter Cole has had probably as long an involvement with the America's Cup as has Alan Payne. Pete joined the Club in 1967 and was sailmaker to Gretel in 1962, to Gretel II in 1970 and 1977, to Advance in 1983 and this time round he is the designer of Steak & Kidney. His earlier Cole 43 designs of the 1970s rewrote the record books of ocean racing out of the Club. Pete's own yachts Bacardi, Shenendoah and Nantucket met with great success.

Australia's second challenge for the Cup in 1967 saw Gordon Ingate begin his 20 year fascination with the 12 Metre Class as one of the skippers of Gretel in 1967 and as owner-skipper of Gretel II from 1977. Gordon joined the Club in 1949 and achieved ocean racing fame with the beautiful Caprice of Huon, both in the Hobart Race and Australia's Admiral's Cup challenges, along with his tactician, Graham Newland.

Graham Newland skippered Siandra to victory in two Hobart Races, of 1958 and 1960. A Club Member since 1956 he sailed aboard Gretel in 1967 Gretel II in 1977 and Advance in 1983, in between representing Australia in four Admiral's Cups and assisting with Stormy Petrel's 1971 World One Ton cup win, and was largely responsible for the success of the famous 1968 Ragamuffin.

1967 also saw a young winemaker from South Australia join the crew of Gretel as mainsheet hand. Sir James Hardy skippered Gretel II for Sir Frank Packer in 1970, and in 1974 joined Alan Bond as skipper of Southern Cross, a role he repeated aboard Australia in 1980. Sir James was also part of Australia II's victory as an advisor to John Bertrand in 1983 and is currently a senior member of the South Australia syndicate.

Sir James, a Member since 1971,

The CYCA and the America's Cup

owned the ocean racing yachts Nyamba, a team member of the 1977 Admiral's Cup, and Police Car, one of Australia's most successful ocean racers.

Another famous ocean racer, Peter Kurts, had a brief fling with the 12s as skipper of Dame Pattie's trial horse Nefertiti at Newport in 1967. Peter has won two Hobarts, with Love & War in 1974 and 1978.

Bill Fesq, a Club Member since 1949, was a competitor in the first Hobart Race aboard Mistral II and became one of Australia's most famous navigators. He sailed aboard many top yachts including Gretel II in the 1970 challenge. Bill was also a syndicate member of Gretel II in 1977 and was the Royal Sydney Yacht Squadron representative in Newport as the conducting authority for the challenge eliminations of 1983.

The 1970 challenge attracted several more famous ocean racers to the 12 metre leadmines. David Kellett commenced his involvement, which continued with the Gretel II challenge of 1977, and carried through to his skippering Gretel in three Hobart races culminating with a 2nd in the 1980 Race. Olympic Gold Medallist David Forbes sailed as mainsheet hand aboard Gretel II, a role he had aboard Australia in 1977. David will be sailing his Great Expectations in this year's classic. He also added his vast knowledge to Peter Kurts' Love & War in her Sydney-Hobart victory of 1978.

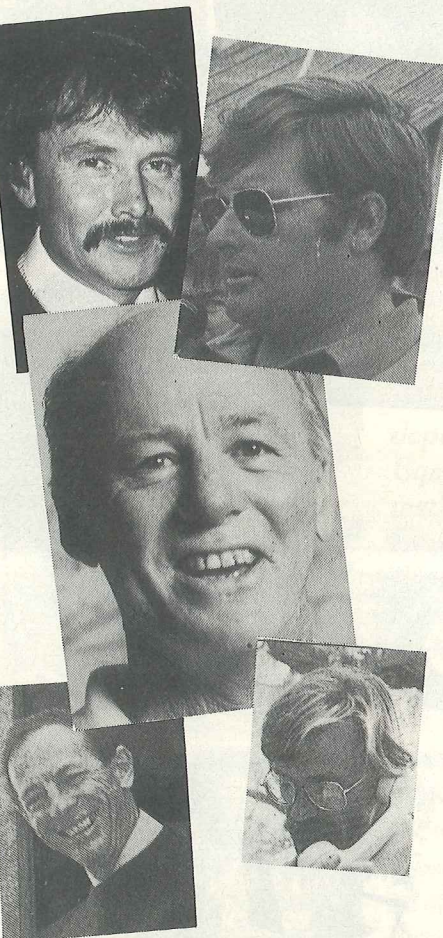
Probably the most famous CYCA Member involved in the America's Cup would be Alan Bond. As syndicate head of the Southern Cross challenge in 1974, Australia in 1977 and 1980 and with the victorious Australia II in 1983, he continues with the defence syndicate of Australia III and Australia IV. Alan's ocean racing involvement with the CYCA commenced in 1969 with Apollo's entry in the Sydney-Hobart Race and continued with Apollo II, a member of the 1975 Admiral's Cup team, as was his Apollo V in 1981. He also raced Apollo III and the imported Apollo IV with mixed success. The 1974 Southern Cross crew included Lee Killingworth and Mike (Zapper) Bell, the well known mast maker and ocean racing hand.

The 1977 Gretel II challenge was a real CYCA affair with Sir William Pettingell a Member since 1970, as syndicate head together with Arthur Byrne and Norman Rydge Jr., both of whom joined the Club in 1964. Arthur has met with great ocean racing success with his Salacia and Salacia II, a member of the 1971 Admiral's Cup team, and Norman for Lorita Maria and Koomooloo, both of which enjoyed success all over the

world. Indeed Lorita Maria is one of a handful of famous yachts to have competed in the Hobart, Bermuda and Fastnet Races.

The CYCA was also well represented in the crew with Gordon Marshall, a CYCA Life Member, David Kellett, a Member since 1970, Jack Christoffersen, who joined in 1966, a successful Hobart crew member and navigator and more recently a world circumnavigator aboard his Catriona M. Graham Ewing and Bruce Gould, part of the Hobart Race winning crew of Pacha in 1970, were also part of this challenge. Bruce will be sailing in his 22nd Hobart this year.

Hugh Treharne and Lee Killingworth sailed aboard Australia in 1977, bringing the number of CYCA Members involved in that challenge to eighteen. Hugh has held the role of tactician aboard Australia



Photographs (top to bottom): Peter Shipway, David Kellett, Peter Kurts, Mike Bell, Mick York.

in 1977, Australia II in 1983 and now with Australia III and IV. He has met considerable success in ocean racing, commencing with Norm Brooker in the '60s through the Ragamuffins and many more famous yachts. Truly one of the top Australian sailors he is currently having a 50ft cruiser/racer built which he intends to sail back from Perth with his family after the 1987 America's Cup.

Alan Bond asked successful ocean racing crewman Peter Shipway to join Australia in her 1980 challenge. Peter virtually grew up at the CYCA and has been a member since 1976. He has raced with Peter Kurts for many years, including the two Love & War wins and was aboard Drake's Prayer in last year's controversial result, as was David Forbes.

Our nations's greatest yachting achievement was winning the America's Cup in 1983 and the CYCA can be proud of the Members who contributed not only aboard Australia II but also aboard Challenge 12 and Advance.

Syd Fischer has had tremendous ocean racing success with his string of Ragamuffins representing Australia in the Admiral's Cup five times and has won all the major east coast races with the exception of the Hobart Race, having gained two seconds and two thirds. Syd, a Club Member since 1962, challenged for the America's Cup in 1983 as the syndicate head of Advance, a role he is repeating with Steak & Kidney in this year's tussel. Graham Newland was involved with Advance in the early stages, while Andrew York and Chris Messenger, sons of famous Members Mick and Boy, filled valuable roles.

The Victorian 12 Metre challenge had an Olympic coach, Mike Fletcher, and talented Graeme Freeman, aboard in 1983. The 'Coach', as Mike is affectionately known, assumed the coach's role with Australia II after Challenge 12 was eliminated and is again fulfilling that task with Kookaburra as is Graeme on the yacht preparation and maintenance side of that organisation. Mike and Graeme have worked together on many yachts, particularly on Bumblebee 2 and Bumblebee 3. Mike, when not involved with the America's Cup, is the National Coach of the Australian Yachting Federation. Graeme, one of the most talented sailors to come from Tasmania, was sailing master of Apollo in the last Hobart Race and will be aboard John Taylor's Contractor in this year's event.

Which brings us to 1986 and Australia's defence in 1987. There are a great many CYCA Members and sons of Members involved, among them Greg Halls, navigator on Steak & Kidney, and Phil Thompson, helmsman on South Australia, plus many sailmakers, mastmakers, boatbuilders, riggers, broadcasters and journalists.

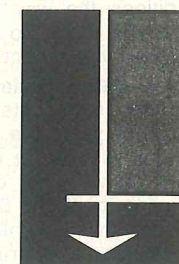
The CYCA can be justifiably proud of its involvement with the America's Cup. If we have left anybody out, we humbly apologise, as most of the above has come from personal memory since little is documented about the 12 Metre crews.

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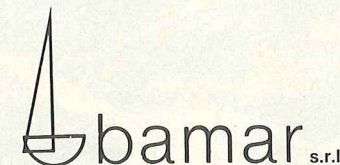
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RACING THROUGH THE '80s

Bob Fraser, apart from being one of Australia's most successful sailmakers, is a driving force in competitive ocean racing, having twice captained New South Wales teams in the Southern Cross Cup. He's gained a reputation for his ability to design sails for the modern light displacement fractional rigged boats and to tune and sail them to victory.

Fraser first became involved in ocean racing in 1973 after graduating from dinghies and did his first Hobart Race that year when the owner of Astelot became ill and left the yacht in Fraser's hands — a real 'Outward Bound' experience, Bob recalls. Bob's sailmaking in the early '70s was mostly for dinghies and harbour racers; in 1978 he landed the job of cutting wardrobes for the competitive Hot Bubbles and That's Life. The following year he became involved with Deception, which went on to be a member of the victorious NSW Southern Cross Cup team — the first of many Fraser involvements with the Southern Cross. He captained the victorious NSW team in 1981, skipping Smuggler, and was with Indian Pacific in 1983 (5th in the Hobart that year), and with Another Concubine in 1985 (13th). He has competed in three Clipper/Kenwood Cup series.

Bob Fraser has been a staunch supporter of ocean racing in general, a prime mover behind the search for a one-design ocean racer, and he is currently a member of the newly revitalised Board of Directors of the Ocean Racing Club of Australia (ORCA). Peter Campbell interviewed Fraser as the 1986-'87 ocean racing season got underway, an interview that covered a wide range of Fraser's views.

CAMPBELL: How many Hobart winners have you been aboard?

FRASER: I personally have not been on any, but we made sails for Indian Pacific in 1984 and Sagacious last year. I was aboard Audacity when we missed out on winning by one minute twenty-three seconds.

CAMPBELL: All of those boats have been fractional rigged, and you have often been described as the sailmaking and tuning specialist with this type of boat. Is that by choice or accident?

FRASER: Not particularly, and sometimes that really worried me, because people might tend to think that we specialise in fractional rigs instead of through the complete range to masthead boats. The truth of the matter is that fractional rigged boats have been winning all these races for many years. Masthead boats just haven't been winning.

CAMPBELL: The fractional rig has, of course, been closely linked with the trend towards light construction. Obviously the fractional rig is ideally suited to the designs from Bruce Farr, Laurie Davidson, Ed Dubois and others. You must have seen an evolution in sails and hull construction. There is quite a deal of concern at the moment at the stability factor of the modern IOR racers. How do you feel about that stability in terms of actual righting moment of the boat and its safety in a seaway?

FRASER: There have been reports that the wider beam and lighter displacement boats are not recovering from a knockdown. In other words, it suggests that they can go upside down and stay there for quite a while simply because of their beam and light displacement. Without going through that experience, or without being involved in any tests, I just find that there's a bit too much emotion about these light boats capsizing.

I remember, back in the early days, boats like Rumrunner, a masthead 43-footer, the epitome of what people had come to think was right in an ocean racer. Rumrunner turned turtle in a Hobart race and lost her mast. So there's nothing new about this problem. And it could be suggested that those boats had vices that wouldn't handle heavy seas in running conditions the way fractional rig boats can handle them. So I am not unduly worried about that aspect of the argument.

CAMPBELL: Certainly the fractional rig and wider beam boats and boats we've seen in recent years are better to handle off the wind than some of the Peterson designs which were, of course, pretty wild. But going back to Deception, she and her sistership, Relentless, were two of Doug Peterson's few fractional rig designs?

FRASER: The point you make about the running capabilities — there were some masthead boats which were nasty beasts to sail downwind.

A recent issue of 'Offshore' magazine carried some photographs of Indulgence during the 1983 Hobart race. We were in front of her in Indian Pacific, having a very nice time, nice breeze and everyone sunning themselves, and we witnessed all those antics that Indulgence was going through. She wasn't fractional rig, she wasn't particularly light in displacement and she was a masthead boat — showing all of the vices of a masthead boat.

CAMPBELL: We saw a situation off the Gold Coast recently when Apollo did two

mighty broaches. Admittedly they'd lost the brace, but she was completely out of control. At least with a fractional rig you can get them back under control quite quickly.

FRASER: Talking about the final safety of the whole thing in terms of capsize, unless there are very big seas, broaches and involuntary gybes don't really hurt anyone. Back in the year when we nearly won with Audacity, I think we Chinese gybed that boat five or six times and we did not consider that stupid in a fresh nor'easter and a building sea. I never thought at the time there was any danger. When we gybed it just meant pulling the spinnaker up again, gybing the boat back, and re-setting the spinnaker. There was nothing untoward in that.

I think the test is when we're talking about really severe conditions building up over a period of time, in somewhere like Bass Strait.

CAMPBELL: Does that call for prudence?

FRASER: It calls for seamanship. Back in 1979, the year Australia won the Admiral's Cup with Police Car leading the fleet home, she certainly handled the Fastnet conditions better than Indulgence, the yacht we were talking about earlier.

CAMPBELL: On a much more serious note — the construction of the modern yacht. In the last Hobart Race, which was not a particularly severe one, we saw quite a number of retirements, including one of the British boats and another which only just held together to the finish.

FRASER: One of the crews became a human ring frame to stop the flexing until they could wedge floor boards into place.

CAMPBELL: What are your thoughts on that?

FRASER: In 1981 with Smuggler we were involved in an unfortunate incident in that the boat was singled out to check that it could meet the ABS scantling rule. Now as it turned out, there was probably some omission in the building of the hull and that check was probably good in hindsight. However, the ABS at the time had not been worked out properly and I think that Warwick Hood did some sums and found that it meant that if it did not have frames, the hull thickness had to be 28.5 inches. That shows how crazy the rule was at the time. I was trying to find a more practical solution. It became rather emotional after one of the New Zealand boats got into difficulties in the Hobart Race and later sank in the New Zealand to Suva race.

I got a bit disenchanted about things because I was trying to find a more practical solution. Someone on the Sailing Committee of the CYCA at the time told me "It isn't you, it's those bloody Kiwis we want to sort out when they get here". And that same year the Kiwis came and no-one ever bothered to look at their boats. Yet there was one boat, Southern Raider, which put into Eden with broken ringframes and later she met her doom in the New Zealand to Suva race, losing several crew.

That annoyed me because I could see what they were trying to do because I'm sailing there all the time and I don't want to lose my life. I'm pretty keen on these boats being seaworthy. It's just a matter of attitudes and now what they are doing with the ABS is getting pretty close to a rule that is practical. There are some impractical aspects — there are areas that Bruce Farr says he wouldn't design a boat that light. But at least there is a rule now and they are forcing designers to design to it and that is probably a good thing.

CAMPBELL: What about the exotic materials? This is where we have had delamination problems of a number of boats in the last couple of Hobarts, particularly two British boats in the last Hobart. Drake's Prayer also had problems in her first Hobart Race.

FRASER: We had a number of problems with our first race with Another Concubine. There is one particularly bad area with these boats — the slamming area just forward of the mast where the hull is very flat. If you're going over waves it's the area which hits the hardest. I won't go into the details of that particular boat except to say that the lamination was not correct according to the specifications, or that they were not done correctly. Or maybe a bit of both.

CAMPBELL: Do you think it's a question of having these high-tech materials but not the high-tech technicians?

FRASER: That's dead right. I know there was a bit of that in this case. Core samples did not appear to be up to scratch. Modern materials really mean you can build a boat so much lighter but so much stronger and that's not a bad thing. Particularly as we know with these sort of yachts that there's a certain design displacement you have to achieve. Now if we have got the materials to allow us to do that and still keep the integrity and the strength, then that's a much better thing than the way we tried to achieve it in the earlier days, such as with Gold Coast Express. She was a great boat, but a pretty light boat, and some of the frames she had were like those in a Flying Dutchman — just because the materials weren't available then.

CAMPBELL: What do you think is the answer to this? Do we have to insist that our up-and-coming boatbuilders be correctly trained in the use of these exotic materials?

FRASER: If people are going to build those sort of IOR boats, where the weight is so critical, then owners have to be prepared to pay the money. That's the starting point.

CAMPBELL: What would you be looking at in the price of, say, a one tonner for the 1987 Admiral's Cup?

FRASER: I think to design, build and campaign a one-off boat would be somewhere between \$A250,000 and \$300,000.

CAMPBELL: Just coming back to sails for a moment, the bulletproof sails, such as Kevlar, do they tend to put a greater strain on the sails? Hulls?

FRASER: No, not particularly. The only

weakness that has shown up, that I'm familiar with, is some tracks on No. 3 genoas have pulled up. This was probably more due to aspect ratio than anything, because prior to having the Kevlar fabrics, you could not successfully make a blade headsail of that aspect. So with the full blades now available you are sheeting more directly.

CAMPBELL: Getting back to the Admiral's Cup and your involvement in this as a member of the executive of ORCA [Ocean Racing Club of Australia], what are your feelings on how the team should be made up? Can we win the Cup at Cowes?

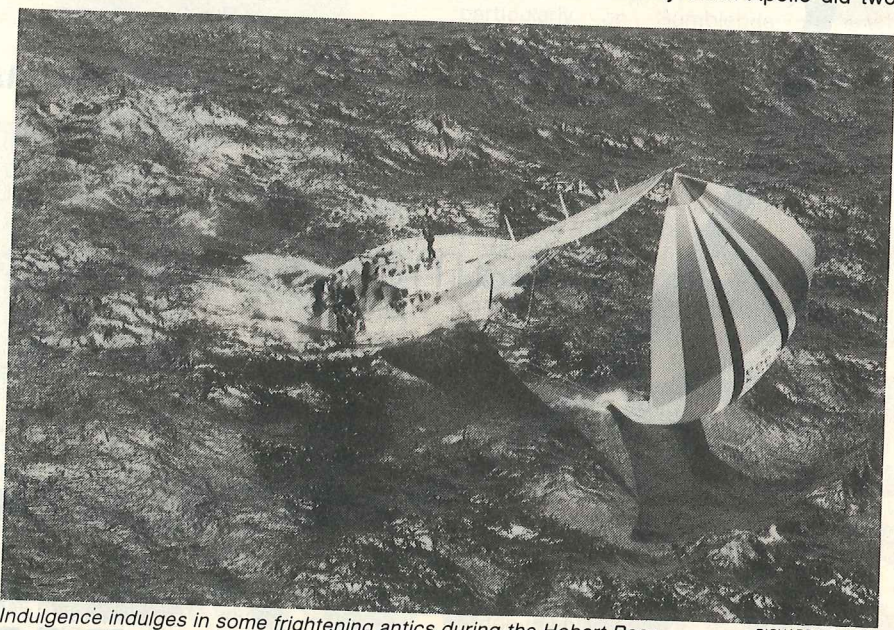
As far as I'm concerned, that is the regatta [the Southern Cross Cup] above all else that we have to win. When we do that we'll get our confidence back and go on to win the Admiral's Cup.

FRASER: ORCA has made a decision on selecting the team and I am just one member of ORCA, so I will abide by their decision. It certainly wasn't an easy decision and the difficulty you have on a committee like that is that you have to think about the interests of a lot of people. Personally I would have been more brutal, in other words, lay down the groundwork, do a lot more background studies and saying 'This is the size of boat we want in our team'. The decision made by ORCA was in fact in line with the survey we did. I was in favour of three equal sized boats because we are so far from the action that we need three boats to tune up against each other. ORCA had about 50 replies to a questionnaire they sent to owners, and among the replies there were only eleven owners who said that they were anticipating building a boat for the Admiral's Cup. Out of that eleven only two had the same view as me, and ORCA has to, in some regards, represent what they owners are thinking. That's how they based their decision.

CAMPBELL: How will the Australian team be made up?

FRASER: Any boat between 30.4 feet and 40.0 feet IOR can trial, and the first two boats in the trials on Port Phillip in March-April will be selected. The third boat will be the next boat on performance which will make up the aggregate 95.0 feet minimum IOR team rating. So if you have one tonners first, second and third, the third one unfortunately is not going to make it. It will be the next boat that will bring the team to the minimum 95.0 feet set up by the Royal Ocean Racing Club for Admiral's Cup teams.

Now I don't think that's too bad. The organisers of such events must only lay down some ground rules and it then becomes a matter for people involved in the industry and in sailing to group together a little more outside these controlling bodies. That's the way the Kiwis do it — and successfully.



Indulgence indulges in some frightening antics during the Hobart Race.

RICHARD BENNETT

It was pretty disappointing in Hawaii watching our last effort. We had Sagacious, which has been a beaut boat in Australia, but she's no Exador. She was built as a semi-production boat against the Kiwi boats such as Mad Max or Exador which were built as one-off racing boats. If a guy is prepared to spend the money and do the thing properly, then he is going to have a better boat. Then we had David Forbes' new boat, Great Expectations. And I think Dave would admit that she is a racing boat with a fair bit of cruising comfort about her, plus a 20-year-old timber boat in Windward Passage — they said it on the back of their T-shirts — against the New Zealanders who had the right sort of team. What the New Zealanders seem to do is to say 'Well, the Admiral's Cup is coming up. I'll build a 34-foot rater, how about you build a one tonner and you do the same thing', and three owners say 'What a great idea!'. So three owners build a team and it's not a governing body making the decision. It's just the owners.

CAMPBELL: What's happening in Australia for the 1987 Admiral's Cup?

FRASER: That's what I would like to see happen in Australia. I know Gary Appleby is keen to build a new one tonner. We obviously are going to have a good boat in Peter Kurts new boat, rating 34.5. I think we need a nucleus of three or four boat owners to form their own small club. The owners can cry on each other's shoulders and the sailmakers benefit from opposition lofts. I like to work with those guys, all working towards one common goal, swapping ideas and putting together a nucleus of boats which can do well in all these regattas.

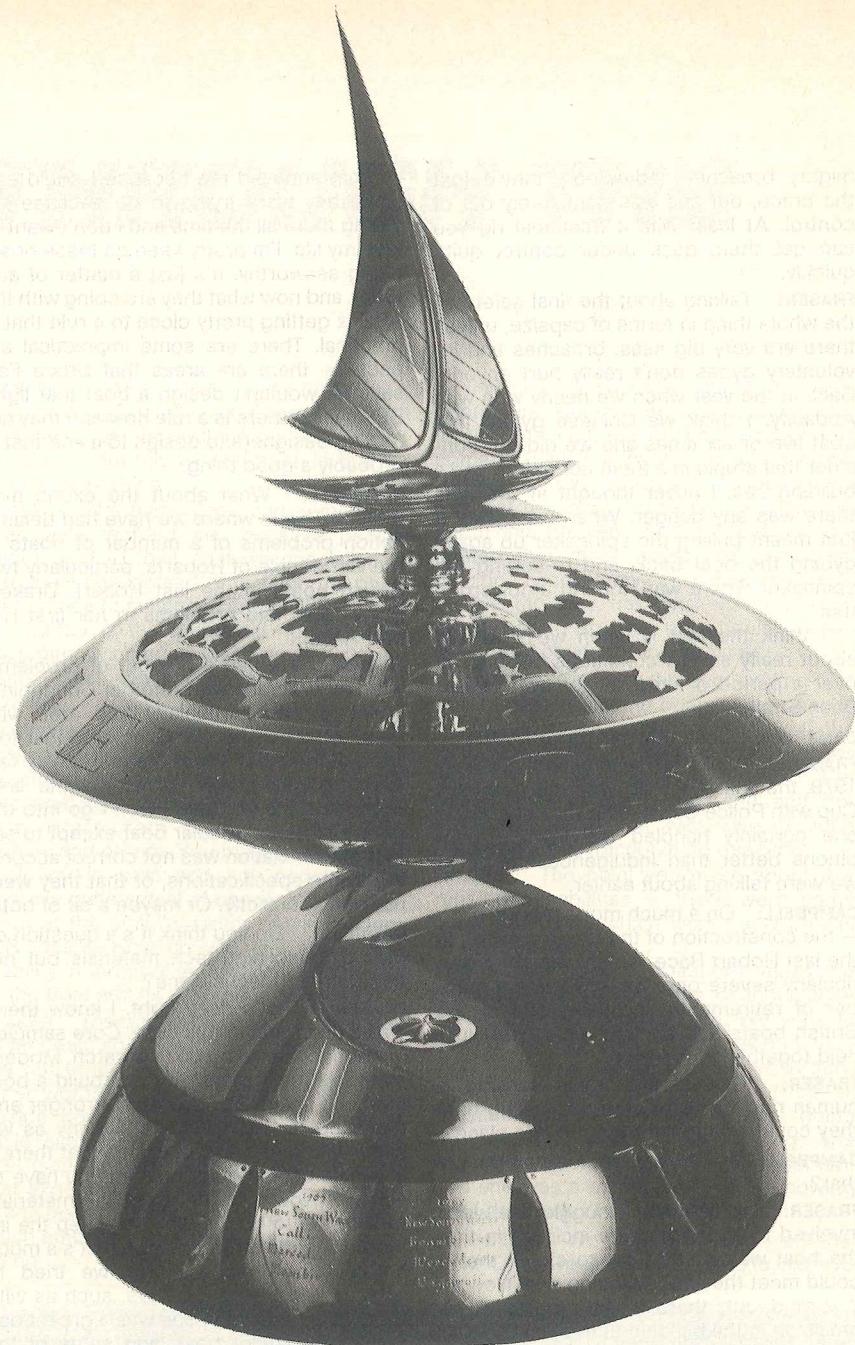
CAMPBELL: This is why the Germans have done so well at the Admiral's Cup in recent years. There's a small IOR fleet but they work together so well.

FRASER: They obviously work together very well in putting together a strong team. To me the last Hobart created some very unfortunate circumstances and attitudes and these still prevail. Peter Kurts is an old campaigner and is obviously putting a good boat together and Gary Appleby has shown himself to be a good campaigner. Who else is left? These guys have got to be friends and get on with it.

CAMPBELL: It's a sad situation. The other think is that any new boat must be built to ABS, if they want to come back and do the Hobart.

FRASER: Kurts' new boat, I understand, is being built to ABS standards. The thing we were looking at for Gary Appleby was to design to ABS but maybe compromise in a couple of areas for England. The Fastnet is Category 2, so ABS does not apply. Then when the boat returns here any omissions could be made good and she would qualify for the Hobart. When you analyse it, it would appear there is not much difference in weight if you use the right building materials.

CAMPBELL: I presume both those boats are Kevlar/carbon fibre construction?



Those owners go into ocean racing, spend that sort of money and they want to read their names in the paper and they want their friends to know what they're doing. It's as simple as that. Publicity is important.

FRASER: Peter Kurts' is pre-preg construction and builder John McConaghy has set up a system where he has moulds wired to give a consistent heat through the whole hull. Pre-preg foam was flown in, at great expense, and had to be kept cool in a jumbo jet on the way over. The hull has the normal carbon fibre and Kevlar sheathing.

CAMPBELL: What about Gary? Has he come up with a designer?

FRASER: He is very close to Bruce Farr.

We were talking about building a one tonner for the Admiral's Cup that would not be a compromise — it wouldn't be ABS — to take over there and to try to win these international events, and then leave it there for sale. But then in Hawaii the performance of Exador reminded me that good boats keep on going. She was here in 1983 and has done a lot of regattas. The basic thing there is that the hull weight is a lot lighter than Sagacious, so that means that the boat can be stiffened by more internal ballast for a heavy weather mode, for conditions like Hawaii, increasing her righting moment without changing her overall displacement. Being of light construction it can be put into a light weather mode for the Admiral's Cup.

We spoke to Bruce Farr about maybe having some 'Leggo' keels, and a few little tricks for good Southern Cross Cup conditions, good for Hawaiian conditions, good for English Conditions. Go for a good

all-round boat that can be optimised for different weather. We must try to win back some of these international events in which we previously excelled.

CAMPBELL: We have slipped pretty badly. The only major offshore event we've won in the past three or four years is the Quarter Ton Cup, which is slightly removed from the sort of ocean racing we're talking about. What do you think has been our major problem for this lack of success?

FRASER: Let's start with our home regatta the Southern Cross Cup. Last year when the British team won they made headlines around the world, as did the Kiwis the time before. But before that, when the NSW team won, the Commodore of the CYCA got up at the annual prize giving and said that Australia was slipping in

There wouldn't be a regatta in the world that has conditions so constant as Hawaii and that really spells out how good the IOR handicapping system is. . . But IOR is only for people with plenty of money to spend on doing it properly.

ocean racing. But he didn't even mention our win in the Southern Cross Cup — and the CYCA is the Club that organised the event. As far as I'm concerned, that is the regatta above all else that we have to win. When we do that we'll get our confidence back and go on to win the Admiral's Cup.

I don't think the Admiral's Cup is the be-all and end-all of ocean racing. I think we should try to win our home regatta first. We need an awareness of the sport, more publicity for ocean racing. Those owners go into ocean racing, spend that sort of money and they want to read their names in the paper and they want their friends to know what they're doing. It's as simple as that. Publicity is important. In New Zealand, when I've been over there, the guy in the local milk bar can tell you who won on Saturday.

CAMPBELL: Here it is a lot more difficult to get publicity, particularly in Sydney.

FRASER: Hobart is a lot more like Auckland, and they give a lot more coverage of yachting. I don't know how it can be done, but I've suggested to ORCA that we should form a subcommittee to tell journalists what is happening.

CAMPBELL: Turning to the recent Gold Coast Race: this inaugural event attracted a huge fleet — more than 80 boats — half of which were IOR and half of which were handicapped under arbitrary ratings. Do you see a trend towards non-IOR racing offshore?

FRASER: For some time there have been quite a number of people critical of IOR. I think IOR is beaut and it takes a regatta like Hawaii to keep reminding us how good it is, how close it is and how accurate it is. There wouldn't be a regatta in the world that has

conditions so constant as Hawaii and that really spells out how good the IOR handicapping system is. It was good to see some of the American boats there, obviously with plenty of money to spend on their yachts. But IOR is only for people with plenty of money to spend on doing it properly.

So we have got to have one section of racing for the Applebys and the Kurts, and so on, who take that sort of racing full on. But it certainly doesn't cater for the majority of people.

I did the Mooloolaba race on a Young 11 and we sailed hard on the way up in the arbitrary Division. There are two blokes who have never done any IOR racing who own the boat, and we thought this was the sort of boat that would suit them. So we pushed them in that direction and they love it. They like going fast downwind. But in the end they want to know 'Did they do well?'

With arbitrary handicapping, you are just handicapping people, and it is a waste of time. The solution is to have the IMS system or some other system which as fairly as possible evaluates the boat, not the people who sail it. The IMS system is obviously the way to go as it will allow people to build boats of all shapes and forms and these will be measured and rated on performance using polar diagrams. It gets down to point where you can change their ratings for different regattas, as they do in the States.

You could run, for instance, a Mooloolaba Race which might be a downhill run all the way and give the handicap at the end. The polar diagrams in the computer which would vary the handicap of boats which are remarkably fast downwind but not so good upwind.

The IMS system will bring in machine measurement of IOR boats and all others. What we are talking about is the proper evaluation of all boats, not particularly IOR boats, using machine measuring. A classic example of the IOR not working properly is

to take an old-style half tonner and put it alongside a new light-displacement half tonner, and they both rate the same. But one would beat the other by half a day. With IMS, machine measurement will take the lines of both and will quite clearly show that one will be much faster than the other and rate them accordingly.

CAMPBELL: These machines will be imported?

FRASER: Yes, but I believe they are having some problems and it's not clear how long it will be before we see them in Australia. In the meantime, clubs like Middle Harbour Yacht Club, where they have a lot of so-called arbitrary boats, should take a look at some other method they can introduce to fairly evaluate one boat against the other. That's what New Zealand did back in 1977 when their home designers got a caning from the IOR. Guys like Bruce Farr and Paul Whiting went out of IOR for awhile and yachting in New Zealand took a bit of a dive until someone said 'Let's forget about the IOR; I know that's a half tonner, but I know it's going to be 'X' amount slower than such and such a boat, so here's your rating, mate'. It was done arbitrarily but boat against boat, not people against people. It worked very well.

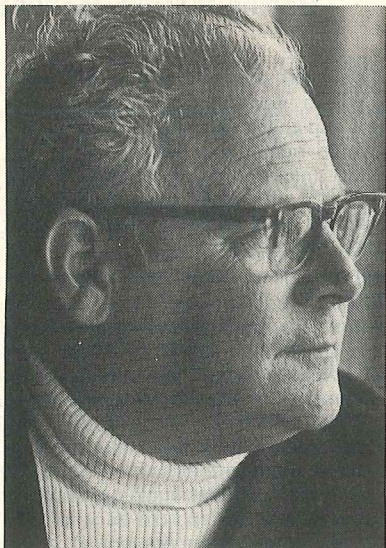
CAMPBELL: The handicapper for the CYCA Sydney-Gold Coast Race did much the same thing, assessing boat against boat, and he really did a good job except that he didn't know all the boats and how fast they were. I dislike the word 'arbitrary'; we've got to come up with something like 'performance factor' to raise the status of non-IOR racing.

FRASER: Arbitrary is OK for the winter racing. There are so many areas in which we can improve winter racing; it can be a vital time for tuning up a new boat, but because arbitrary handicaps people, not boats, we find ourselves sailing off 40 minutes afterwards; there should be scratch starts, at least for IOR boats. □



Indulgence

RICHARD BENNETT



Peter Harrigan, a long time friend of the CYCA and the Publications Committee, recently passed away. Harrigan had done cartoon pages for the Sydney-Hobart Program for many years as well as cartoons for the CYCA's *Offshore* magazine. The Committee always looked forward to its annual lunch with Harrigan during which time 'gags' were conceived for Harrigan to execute.

Peter Harrigan combined an immense talent for drawing with a devilish sense of humour and an understanding of what it was like to be a sailor. He was irreverent, a keen observer of man's foibles, a shrewd judge of character and a man with a very gentle heart.

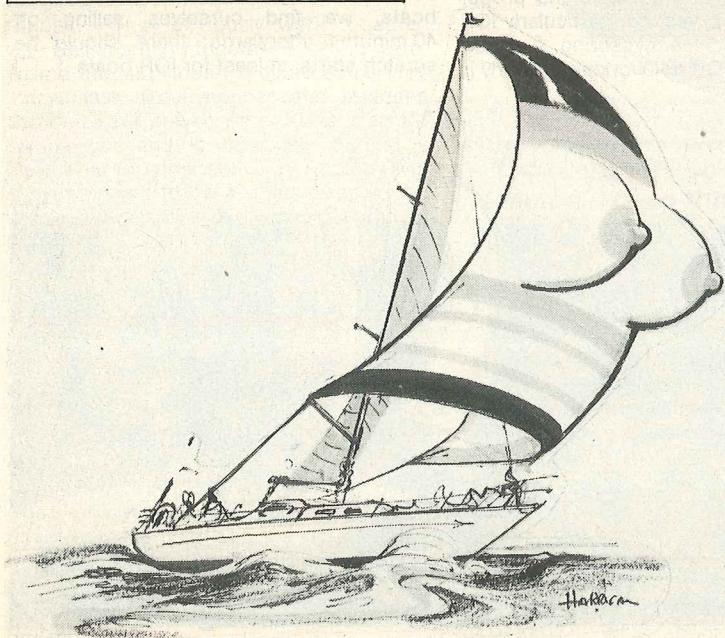
The Publications Committee salutes Harrigan with a few of his cartoons published in past Hobart Programs.



Hang on, mate; if this puff keeps up we could get line honours.

The Last Laugh

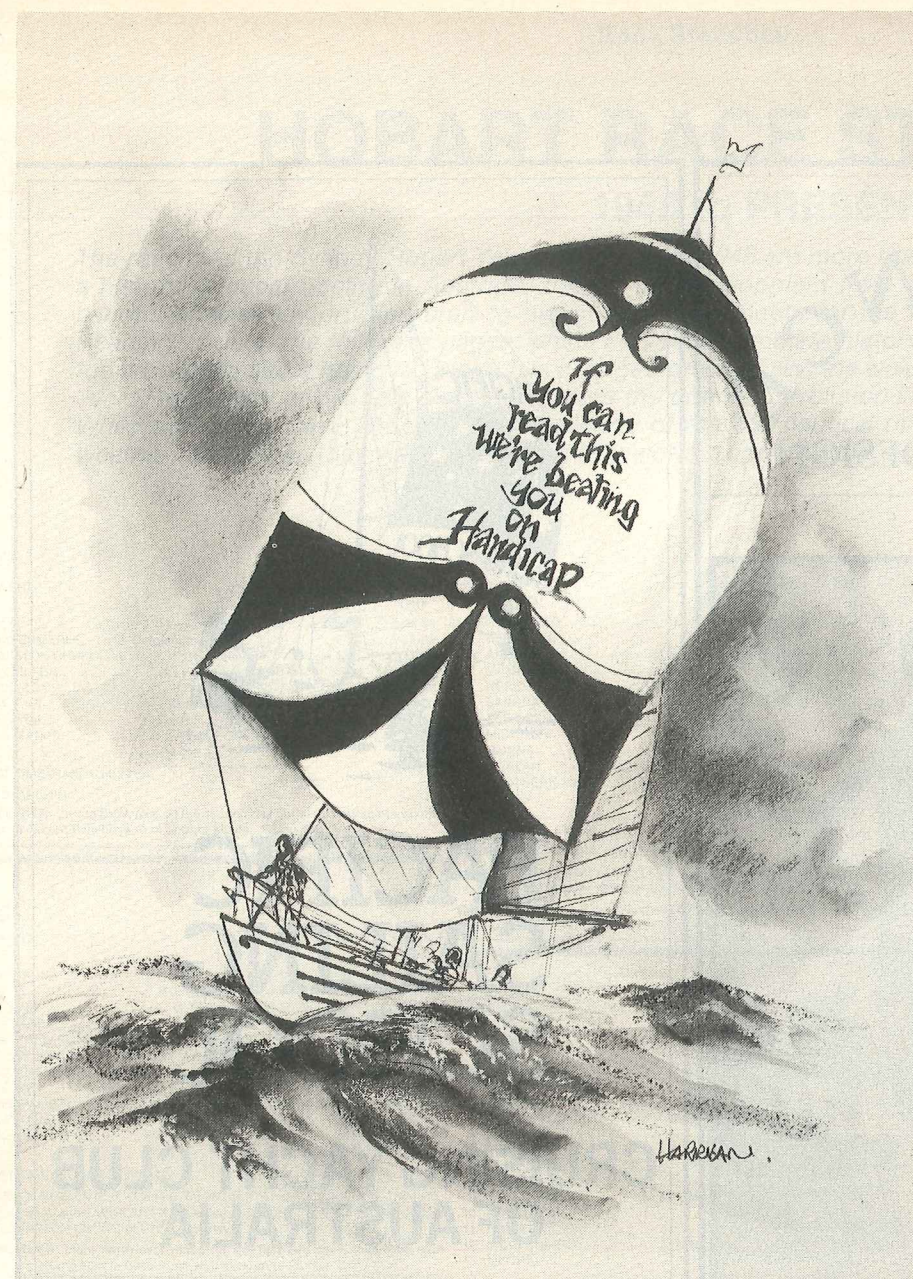
Cartoons by the late Peter Harrigan



The sailmaker said this set's much better.



I think we should've turned right a couple of days ago.



It's a rude star finder all right. I keep getting Linda Lovelace.

