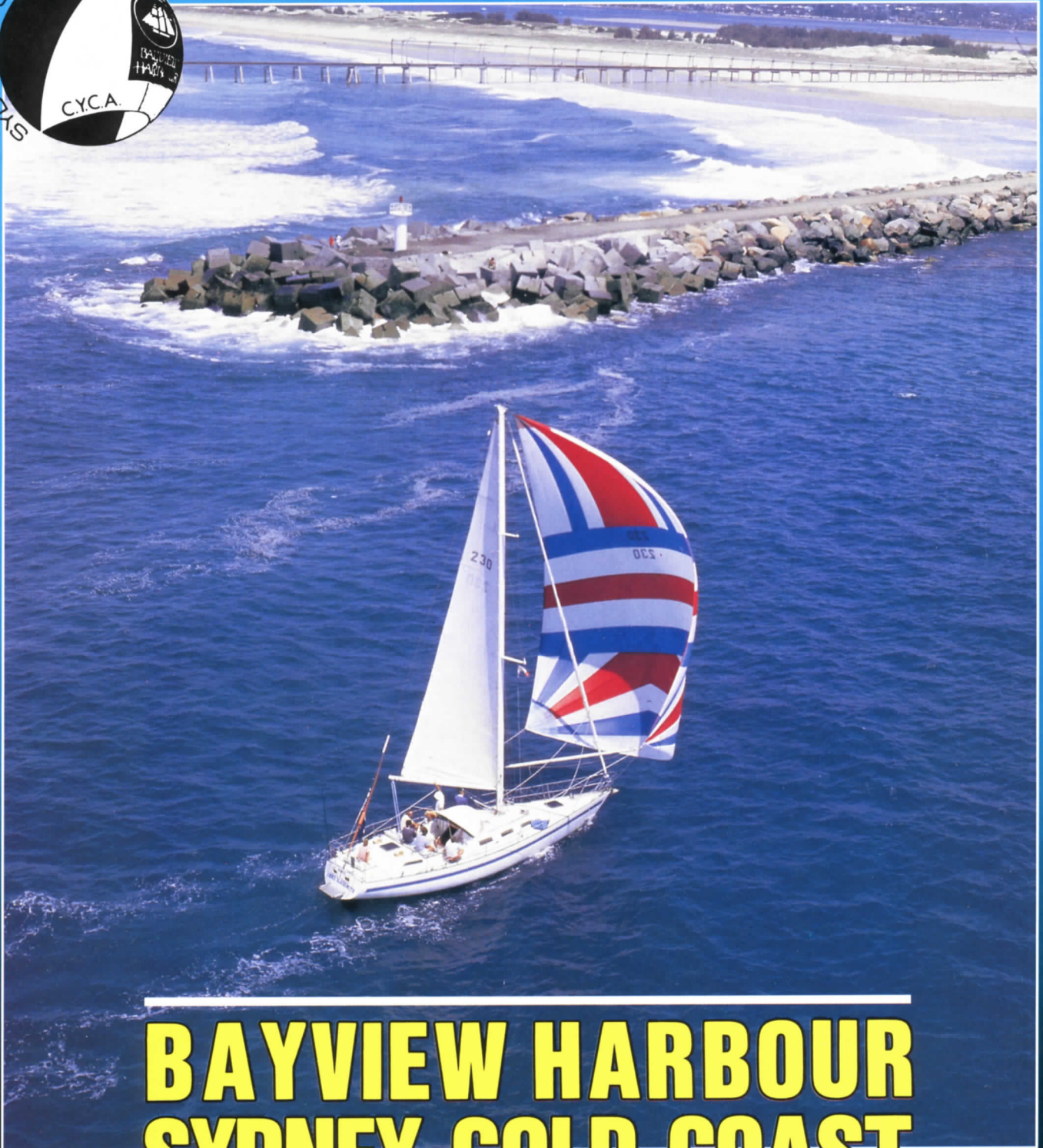


# INAUGURAL SOUVENIR PROGRAM • 1986

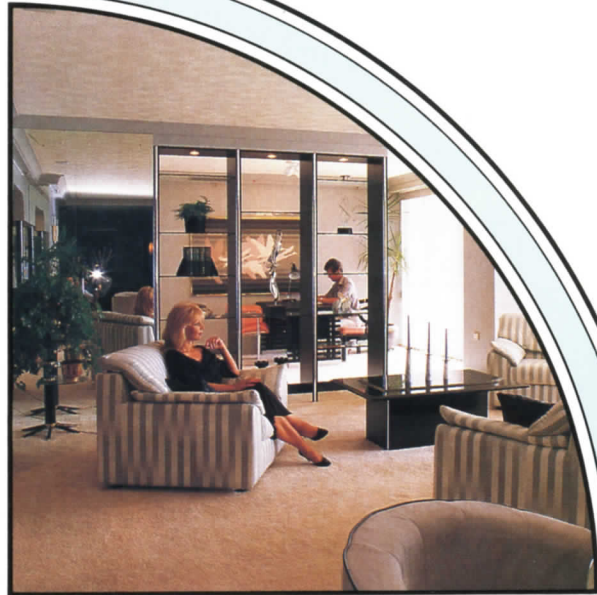
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# BAYVIEW HARBOUR SYDNEY-GOLD COAST YACHT RACE 1986







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## BAYVIEW HARBOUR SYDNEY-GOLD COAST YACHT RACE 1986

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Program editor: Peter Campbell.

Published by: Australian Sailing Magazine Pty Ltd,  
99 Commonwealth St, Surry Hills 2010. Telephone (02) 211 1022.

TYPESET and printed by Magazine Printers Pty Ltd, 59 Regent St, Sydney, NSW. Colour separations by Gibbney's Graphics, Perth, WA.



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# COMMODORES' MESSAGES

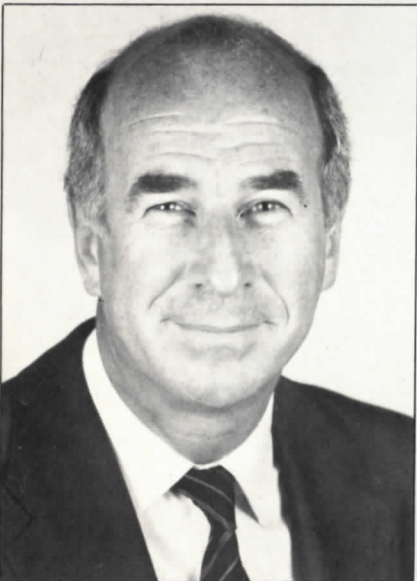
## Cruising Yacht Club of Australia

**T**HE inaugural Bayview Harbour Sydney to the Gold Coast Race has great significance to offshore yacht racing in Australia, to the Cruising Yacht Club of Australia and to me, personally, as this will be the first major long race conducted by the CYCA since I became Commodore in June. As such, I have an added interest in seeing that it is a success for the Clubs concerned and for the competitors from all Eastern Australian States who will be participating in this exciting new concept in offshore racing.

That it will be a success, and the forerunner of many great races to come, I have no doubt, due primarily to the fine organisation of Race Director Peter Rysdyk. Bayview Harbour, as well as directly sponsoring the inaugural race, have played a major role in its promotion throughout Australia and overseas and this is reflected in the quantity and quality of the fleet which will set sail on Saturday, August 16.

This race, the first conducted by the CYCA to Queensland waters, marks the beginning of a new association with the Southport Yacht Club which, after 40 years of restricted offshore yachting due to the limitations of the Southport Bar, is now rapidly emerging as an active and enthusiastic force in the sport.

To all race officials, my thanks for a job well done.  
To all competitors, good sailing northwards.



*Arthur Cooley  
Commodore*

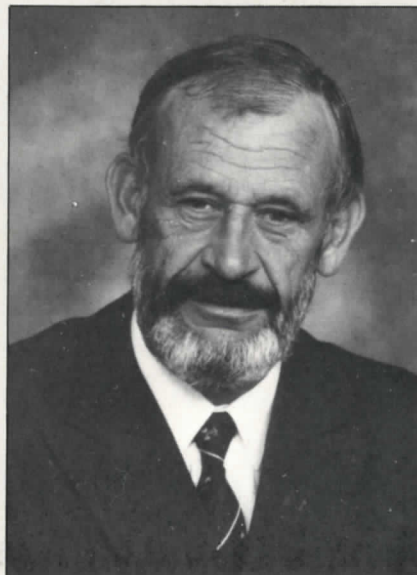
## Southport Yacht Club

**O**N behalf of members of the Southport Yacht Club and residents of the Gold Coast may I welcome the large fleet of competitors sailing from Sydney in this the inaugural Bayview Harbour Sydney Gold Coast Yacht Race.

This race has been made possible by the opening of the new Gold Coast Seaway and the forethought of the Cruising Yacht Club of Australia in creating a new event between their winter and summer club seasons. Following the Bayview Harbour Gold Coast Yacht Race the Southport Yacht Club will be conducting the three race Quality Inns Series off the Gold Coast.

The Gold Coast is well known as the premier tourist resort in Australia and there is no doubt competitors and their families will enjoy their stay here.

I wish you fair winds, kind weather and good sailing for an exciting and safe race. As host Club the Southport Yacht Club extends hospitality and friendship to all competitors, their families and friends. I am sure the facilities already built or underway will put the Gold Coast on the yachting map.



*Neil Walden  
Commodore*



# RACE INFORMATION

**Conducting Club:** Cruising Yacht Club of Australia, Rushcutters Bay, Sydney — Australia's leading ocean racing club and organiser of events such as the AWA Sydney-Hobart Race, Club Mediterranee Sydney-Noumea Race and the AWA Southern Cross Cup international series.

**Host Club:** Southport Yacht Club, Southport, Queensland — founded in 1946 but restricted in its offshore racing activities until the recent opening of the Gold Coast Seaway in place of the Southport Bar. Coming new events include the XXXX Yachting Classic in January, 1987.

**Major Sponsors:** Bayview Harbour, on the Gold Coast, one of Australia's and certainly the Gold Coast's most prestigious development.

**Supporting sponsors:** Australian Airlines (formerly TAA); Quality Inns, the Gold Coast's major hotel and accommodation management group; Hertz rent-a-car.

**The Race:** Start: From Sydney Harbour (off Shark Point) at 1400 hours on Saturday, August 16. Finish: Off Main Beach, Surfers Paradise, just south of the Gold Coast Seaway entrance.

**Distance:** 380 nautical miles. As this is the inaugural race there is no record time to beat. However, the leading yachts should reach the Gold Coast on the afternoon of Monday, August 18.

**Position reports:** Twice daily, 0630 (Group 1) and 0700 (Group 2) and 1500 (Group 1) and 1530 (Group 2) except on Saturday, August 16, when the reports will be at 1700 and 1730 hours. Race frequency is 4483 MHz.

**Race functions:** In Sydney:

Bon Voyage to Crews, CYCA barbecue and entertainment, 1930 hours, Wednesday, August 13.

Skippers' and navigators' briefing, CYCA — 1830 hours, Thursday, August 14.

In Southport:

Presentation of trophies, Bayview Harbour Sydney-Gold Coast Race, Southport Yacht Club, 1800 hours, Wed, August 20.

**Race information:**

Recorded information on (02) 11690.

**Quality Inns International Series** will follow the completion of the Bayview Harbour Sydney-Gold Coast Race with three races off the Gold Coast on:

Thursday, August 21—24 n m triangle, 1100 hours start.

Friday, August 22 — lay day.

Saturday, August 23—30-40 n m passage race, 1000 hours start.

Sunday, August 24—24 n m triangle, 1100 hours start.

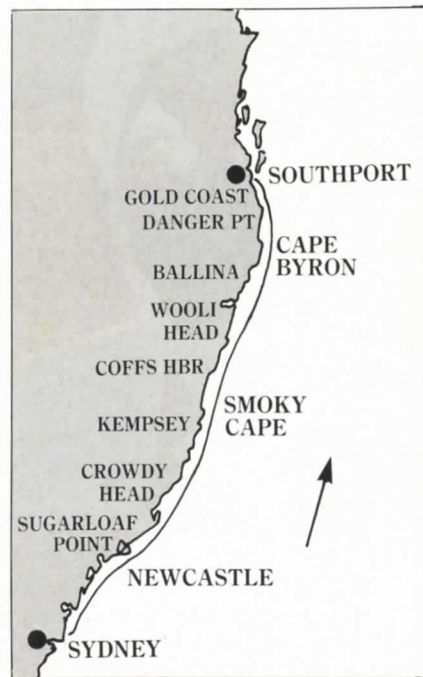
Trophy presentation: Sunday, August 24, time to be finalised.

**Berthing of visiting yachts:**

At CYCA from Monday, August 11.

At SYC from finish until August 28.

**Race T-shirts:** Good quality souvenir T-shirts for the inaugural Bayview Harbour Gold Coast Race available at CYCA and SYC.







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LOA 46' (14.02m)  
LWL 39' (11.89m)  
Beam 12'7" (3.84m)  
Draft 4'9" / 8'0"  
(1.45-2.44m)  
Headroom 7' (2.13m)  
Displacement 22,000lb  
Sail Area 875 sq ft  
Berths 10



LOA 38'0" (11.58m)  
LWL 32'0" (9.75m)  
Beam 11'0" (3.35m)  
Draft 5'10" (1.78m)  
Headroom 6'3" (1.91m)  
Displacement 11,500lb  
Sail Area 625 sq ft  
Berths 7



LOA 32'9" (9.98m)  
LWL 29'0" (8.84m)  
Beam 10'3" (3.124m)  
Draft 5'6" (1.67m)  
Headroom 6'4" (1.92m)  
Displacement 9500lb  
Sail Area 512 sq ft  
Berths 6

LOA 27'0" (8.23m)  
LWL 24'0" (7.32m)  
Beam 9'3" (2.82m)  
Draft 4'6" (1.37m)  
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Berths 5-6

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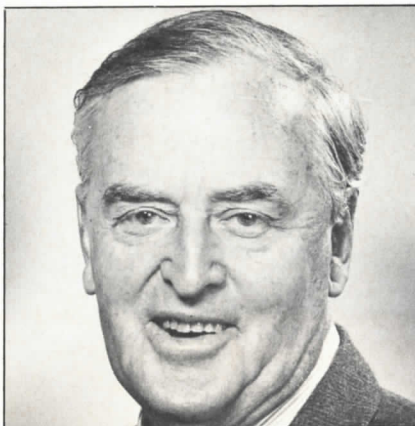
## Sir Joh The Official Starter

The Premier of Queensland, Sir Joh Bjelke-Petersen, will officially start the inaugural Bayview Harbour Sydney — Gold Coast Yacht Race at 1400 hours on Saturday, August 16, from aboard *HMAS Curlew*.

The role is an appropriate one as Sir Joh "launched" this new concept in offshore racing two years ago and also recently officially opened the Gold Coast Seaway at Southport, which has made the race possible.

In a message to the organising clubs, the Cruising Yacht Club of Australia and the Southport Yacht Club, and to competing yachtsmen, just before the inaugural race, Sir Joh says the event will open up a new era in yacht racing off the Australian East Coast attracting many of Australia's top ocean racing yachts to Queensland waters.

"The new Gold Coast Seaway will enable classic ocean racing yachts to race to and enter The Broadwater at Southport, with their crews enjoying the great facilities of the Gold Coast," the Queensland Premier says.



"The Race itself will highlight the advantage of the new Seaway and in turn will promote tourism to the Gold Coast, still Australia's leading holiday destination."

Sir Joh will be accompanied by the Commodores of the two yacht clubs, race officials and guests aboard the Royal Australian Navy's mine hunter, *HMAS Curlew*, for the start.

The line for the race start will be in a similar position on Sydney Harbour to that of the AWA Sydney-Hobart Race.

## Race Hot Line

The Cruising Yacht Club of Australia in Sydney will be the main source of phone-in information on the progress of the fleet sailing northwards in the Bayview Harbour Sydney-Gold Coast Race. The Club will have recorded information updated after each "sked" — the positions reported by the fleet — twice daily.

Apart from a first day "sked" at 1700 hours on Saturday, August 16, the two position reports from the fleet

will begin at 0630 and 1500 hours each day and last about an hour. Updated reports should be available after 0830 and 1700 hours by phoning:

**11690 (with prefix 02 for interstate calls)**

Charts of the race course will be on display at both the CYCA and at the Southport Yacht Club and positions of all yachts will be plotted after each "sked".

Information on the arrival of yachts at Southport can be obtained by phoning (075) 911 400.



# ANOTHER MILESTONE

The Cruising Yacht Club of Australia has helped to pioneer many of the major offshore events in this country

**T**HERE HAVE BEEN many milestones in the history of the Cruising Yacht Club of Australia since those early postwar years when a small group of bluewater yachtsmen formed a club with the object of promoting long ocean cruises in company. That original objective of those pioneer yachtsmen changed to a long ocean racing when the legendary English yachtsman, Captain John Illingworth, RN, suggested that their planned Christmas cruise to Hobart should become a race. The first Sydney-Hobart race conducted by the CYCA was sailed in 1945 with Illingworth in his tiny sloop *Rani* taking line honours and corrected time.

Since then 41 races to Hobart have been successfully conducted by the CYCA in association with the Royal Yacht Club of Tasmania and the Club has become one of the most active and respected ocean racing clubs in the world. Its influence on international ocean racing has been of major significance, particularly in the role of yacht stability.

The Club's stringent safety rules for long ocean races, specifically in safety equipment, stability and construction of yachts, crew experience and in communications, have led the world.

Each year in the history of the CYCA seems to produce another nautical milestone for the Club and for Australian ocean racing. The inaugural Bayview Harbour Sydney Gold Coast Race is the major one of 1986.

From a fleet of nine yachts in that inaugural race to Hobart in 1945, the event quickly grew in popularity, in 1950 attracting its first overseas entrant. Within a decade the Sydney-Hobart was attracting more than 25 starters each year, quite remarkable considering that ocean racing was still very much in its infancy in Australia.

Yet in 1953 the Club organised Australia's first ocean race to a foreign country — from Sydney to Noumea to mark the centenary of French administration in New Caledonia. Six races have been sailed subsequently to



A Sydney Hobart start: the most well known event backed by the CYCA.

Noumea and another is planned in 1987.

In 1965, the CYCA sponsored Australia's first challenge for the Admiral's Cup at Cowes, England. The Australian team of three famous ocean racers of early years, *Freya*, *Caprice of Huon* and *Camille*, finished second. Two years later the Club sent *Balandra*, *Mercedes III* and *Caprice of Huon* to the UK again and this time they returned with the gold Cup.

Later that year, the Club held the first Southern Cross Cup, an event modelled on the Admiral's Cup that has since attracted teams from Britain, New Zealand, the European Economic Community, the United States, Hong Kong, Japan and Singapore as well as all Australian States. In 1972 the CYCA conducted the One Ton Cup world championship offshore series.

By 1975 the Sydney-Hobart passed another major nautical milestone with more than 100 yachts starting on Boxing Day for the first time. That year the America maxi ketch, *Kialoa*, also broke three days for the first time on the 630 nautical dash southwards, her time of 2 days 14 hours 36 minutes 56 seconds still standing as the race

record.

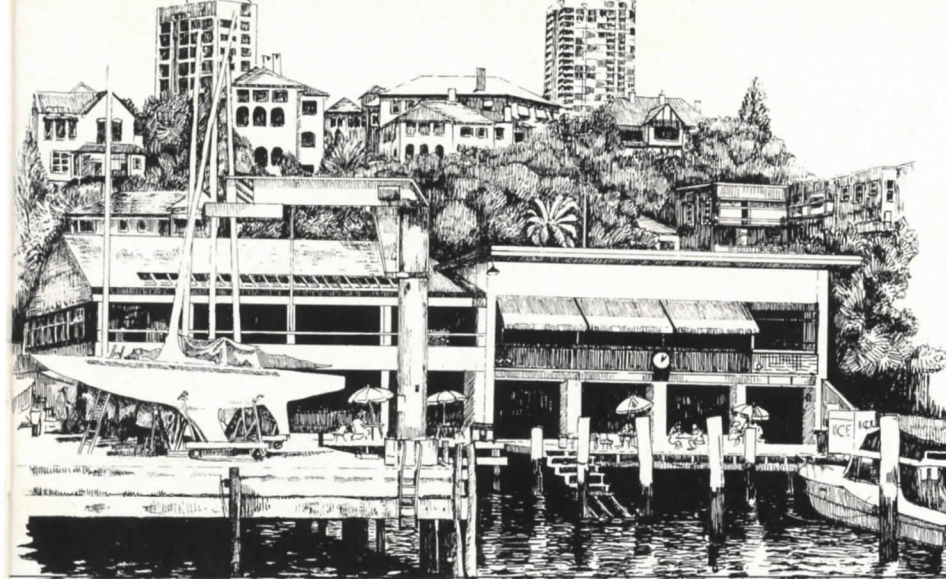
By 1977, the Southern Cross Cup had attracted up to 13 teams for the series of races out of Sydney ending with the Sydney-Hobart, a year when the New Zealanders won the trophy for the third time.

In August 1979, *Ragamuffin* and *Impetuous* from the CYCA, along with Perth yacht *Police Car*, won the Admiral's Cup and in 1980 an Australian team won the PanAm Clipper Cup in Hawaii, with *Sweet Caroline* again flying the CYCA burgee.

In 1982, the Club staged the inaugural Xerox Sydney-to-Rio Race around Cape Horn and the following year saw the most successful Southern Cross Cup series yet, along with the Burns Philp Pacific Maxi Championship. This was followed by a record 173 yachts in the Hitachi Sydney-Hobart, that race producing the first overall win by a Victorian yacht, *Challenge II*.

In May 1983 a record fleet of 68 yachts started in the Club Mediterranean Noumea Race and in 1984 the CYCA organised the inaugural race to Port Vila, capital of the new Pacific nation of Vanuatu, a race that was





repeated in May this year.

Conducting long ocean yacht races is not without its problems as sailors in small craft battle the elements. In the 1984 AWA Sydney-Hobart, the fleet was battered by a southerly gale and huge seas off the NSW South Coast, resulting in only 46 of the 152 starters completing the race. One crew member was lost overboard — the first man to drown at sea in 40 races to Hobart involving thousands of yachtsmen.

However, it is significant that of the 106 yachts to retire each reached port without direct assistance, although in two cases other craft stood by to give help if needed.

Last year, a record fleet of 179 yachts, including many from overseas here for the AWA Southern Cross Cup, took part in the Hobart Race. The ultimate result was clouded in controversy over the protest against *Drake's Prayer* which saw her dropped from provisional first place overall on corrected time to 37th, with second place *Sagacious* subsequently declared the winner. But that's all part of the spice of ocean yacht racing.

This year, the Cruising Yacht Club of Australia enters a new era of offshore racing, organising and conducting its first race to Queensland waters — the Bayview Harbour Sydney Gold Coast Race. To be sailed each August, the race northwards shows all the promise of becoming one of the major events on the Australian East Coast, linking with the added attraction of the Quality Inns International series being conducted off the Gold Coast by the Southport Yacht Club.

Next year the CYCA will resume its races to New Caledonia, the Club Mediterranee Noumea Race set to start on May 30, with an expected record fleet contesting this "French Connection" of Australian ocean racing.

Next year's Sydney Gold Coast Race will start earlier, on August 8, followed by the Quality Inns International series off the Gold Coast. This earlier date will enable the fleet to also link up with the long-established Sunshine Coast Ocean Racing (SCOR) series at Mooloolaba.

The CYCA is already looking to playing a major part in the celebration of Australia's BiCentennial Celebrations in 1988 by inviting yachtsmen from around the world to

bring their boats to Australia in the summer of 1987-88. Special colour brochures and videos have been sent to yacht clubs in all countries urging their members to join Australians in celebrating "200 Years Down Under".

The CYCA will be at the centre of a Yachting Festival from December 14 to 31, 1987, comprising:

- The International Southern Cross Cup, a five race teams series.
- The South Pacific Maxi Championship, a five race event for Class "A" ocean racing yachts.
- The "Cock of the World Trophy Race" a battle of giants of ocean racing.
- The AWA 43rd Sydney-Hobart Race, with an anticipated record fleet of more than 200 of the world's finest ocean racing yachts.

Many of the yachts racing to Hobart will make an historic return cruise to Sydney, accompanying the Tall Ships of the world in their race from Hobart to Sydney in early January.

From June to October, the CYCA and many of its members will participate in Australia's Bi-Centennial Round Australia Race, conducted by the Australian Yachting Federation.

Without question, every year sees a nautical milestone passed in the history of the Cruising Yacht Club of Australia and offshore yacht racing in Australia.

**Winner of the first Sydney to Hobart race, John Illingworths Rani.**







# APOLLO'S COME

**The first Sydney-Gold Coast race has gathered a fine fleet, including maxi yacht Apollo. Peter Cambell previews this exciting new offshore yacht racing contest**

**T**he Bayview Harbour Sydney-Gold Coast Race — Australia's newest major offshore race — starts from Sydney Harbour at 1400 hours on Saturday, August 16.

This "rock-hopping" race up the New South Wales North Coast to Queensland has attracted unprecedented interest not only as a challenge to optimum sailing, to navigation and seamanship, but also as a great way of escaping the southern winter chill.

With entries not closing until August 1, only two weeks before the start, the Cruising Yacht Club of Australia had, with two weeks to go, received more than 60 entries — a remarkable early response from yacht owners. By the time final entries close the Club confidently predicts a final fleet of more than 80.

No other new offshore race or series has attracted such support for the inaugural event, with entries coming from all States and New Zealand for the three Divisions — IOR, Arbitrary and Cruising.

Not only is this the first Gold Coast Race, made possible by the completion and opening of the \$40 million Gold Coast Seaway at Southport, it is also the CYCA's first race to Queensland. As such it opens up a new era for the club and for Australian ocean yacht racing.

This first race to the Gold Coast will be followed by a three-race series for the Quality Inns International, sailed off the beaches of Surfers Paradise during the week the fleet arrive from Sydney. In future years, the Sydney-Gold Coast Race will be the feeder for southern yachts to contest both the Quality Inns International and also the long-established Sunshine Coast Ocean racing series at Mooloolaba during August.

The Bayview Harbour Sydney-Gold Coast Race has been two years in the planning under the direction of the CYCA's Race Director Peter Rysdyk, one of the club's most dedicated members. Rysdyk gained the sponsorship and has promoted the event throughout Australia and overseas.

Just how widespread his message

spread can be seen in the 650 odd replies to a questionnaire about the race. Yachtsmen who are not competing this year will certainly be sailing in 1987 and future races.

This inaugural race is very much a joint effort by the major sponsors, Bayview Harbour, the Cruising yacht Club of Australia and the Southport Yacht Club of Australia and the Southport Yacht Club. All of it has been made possible as a result of the foresight of the Queensland Government in funding the huge project of stabilising the Southport Bar to make it a deep water entrance. Its new name is the Gold Coast Seaway.

The race is slotted between the CYCA's popular winter Harbour pointscore and the start of its summer offshore racing program. Not only are southern yachtsmen coming north, northern yachtsmen are sailing to Sydney to be part of the inaugural fleet.

Added status has been given the race by the close involvement of the Premier of Queensland, Sir Joh Bjelke-Petersen. He launched the race two years ago and has accepted the invitation of the Cruising Yacht Club of Australia and Bayview Harbour to be the official starter of the inaugural event. Sir Joh is flying down specially for the day and will fire the gun from aboard the Royal Australian Navy mine hunter, *HMAS Curlew*.





# BACK

**LEFT:** Veteran maxi *Apollo* will come out of retirement for the race. **ABOVE:** *Mandrake* will be helmed by Jock Sturrock. **RIGHT:** Qld yacht *The Office*.

Heading the line-up of early entries is the famous maxi yacht *Apollo*, veteran of many races in Queensland waters and winner of line honours in last year's AWA Sydney-Hobart.

The fact that owner Jack Rooklyn has brought the 80-footer out of retirement especially for the inaugural Gold Coast Race is a measure of the way yachtsmen feel about this new race. Jack's only regret is that there are no other maxis likely to give *Apollo* a run for her money in talking line honours *Windward Passage* is in Hawaii, *Ragamuffin* isn't racing with owner Syd Fischer's heavy involvement in the America's Cup.

"But at least she'll set them a time to beat in future races," said Jack as he handed in *Apollo's* entry form at the CYCA.

When this program went to press, the closing date for race entries was still two weeks off. *The Office*, Queensland's pocket maxi owned by Arthur Bloore, had just entered. The 66-footer will be the major pacemaker for *Apollo* on the 380 nautical mile dash northwards. Another late entry was the



70-footer *Rampant II*.

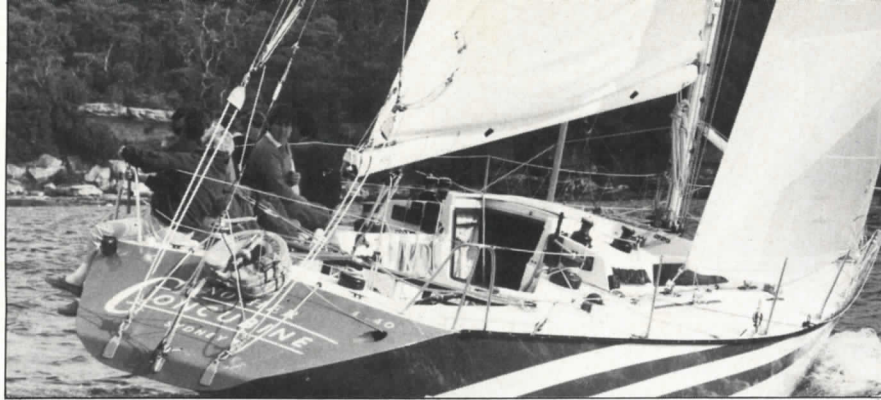
Apart from *Apollo*, *Rampant II* and *The Office*, the big boats of the fleet will be the 50-footers, *Mandrake*, and the sisterships *Madame de Farge* and *Kamber*, designed by Ben Lexcen. *Mandrake* owned by Terry O'Hare and to be skippered by former America's Cup helmsman Jock Sturrock, will represent Bayview Harbour Yacht Squadron. The two former Melbourne yachtsmen live at Bayview Harbour.

*Madame de Farge* is now owned

by Brisbane yachtsman Andrew Campbell, while *Kamber* has just been bought by Sydney yachtsman Barclay Wade of Middle Harbour Yacht Club and re-named *Apocalypse*. Skippered by her previous owner, Ken Berkely, *Kamber* took line honours in the recent Sydney to Vanuatu race.

Two other front runners are likely to be *Dr Who* and *Evelyn*. *Dr Who*, from Sydney's Pittwater, is owned by John Bailye. The 15.8 metre sloop is the former *Dr Dan*, previously raced by





Well performed Sydney One Tonner *Another Concubine* was an early entry.

radio entrepreneur Rod Muir who now owns *Windward Passage*. *Windward Passage* is missing this race as the veteran maxi is in Hawaii representing Australia in the Kenwood Cup.

*Evelyn* is a 17-metre sloop, long and narrow, owned by Pittwater yachtsman John Fraser. She was designed by West Australian Jack Cassidy, a former champion skiff sailor.

Just how long the leaders will take to sail the 380 nautical mile course depends on the weather, but with the likelihood of fresh south to south-west winds they could set a very fast pace. The nearest comparison is the Sydney-Mooloolaba race in which the record is just over 45 hours for that 450 nautical mile race, set by the original *Helsal* in a southerly gale.

Given moderate to fresh winds for most of the race to the Gold Coast, either headwinds or tailwinds, *Apollo* is capable of averaging at least 8.5 knots which means she should sail the

distance in less than 45 hours, finishing sometime on Monday, August 18.

As in all long ocean races, first place on corrected time is a wide open choice, again with much hinging on the weather pattern. *Apollo* would need a major break on the fleet to have any chance of taking the double and none of the other big boats rate well enough for their size to have a strong chance.

The odds favour the One Tonners, the light displacement, exceptionally fast 40-footers which have dominated the international offshore scene over the past two years.

One Tonners have won the Sydney-Hobart the last two years, *Indian Pacific* in 1984 and *Sagacious* in 1985. *Sagacious* also won this year's Hamilton Island Race Week in the Whitsundays and she and *Indian Pacific* are now in Hawaii contesting the Kenwood Cup.

Two well-performed One Tonners are among the early entries for the



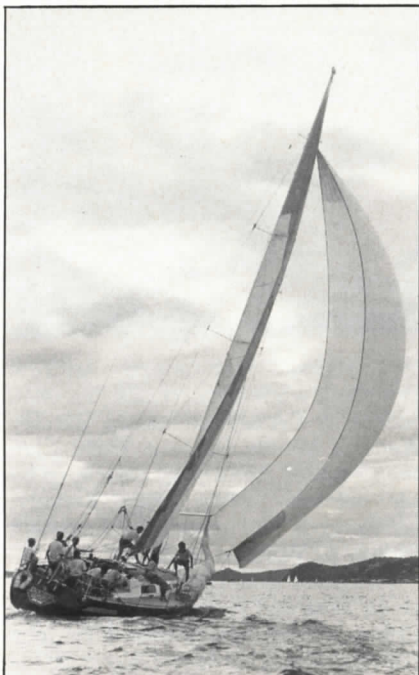
Competitive One Tonner, *Nadia IV*.

Bayview Harbour Gold Coast Race — *Another Concubine* and *Nadia IV* — and they certainly rank favourites to do well on corrected time.

Both are fractional rigged 40-footers designed by New Zealander Bruce Farr and both have an impressive racing record out of Sydney. *Another Concubine* is owned by John Parker and was a member of the New South Wales team which finished third behind Britain and New Zealand in the last AWA Southern Cross Cup.

*Nadia IV* is owned by the Canberra Ocean Racing Club whose members drive to Sydney each weekend to compete in offshore races run by the Cruising Yacht Club of Australia as

#### **Dr Who, formerly Dr Dan.**





well as in long ocean races. Unfortunately, *Nadia IV* broke her mast soon after the start of the recent Sydney-Vanuatu race in which she had been favourite.

Among the other well-sailed boats with a strong chance in the IOR Division are *Shogun* (John Low), *Shenendoah III* (Julius Charody), *Norske* (Brian Dickson), *Impeccable* (John Walker), *Mercedes V* (Ian Lewis) and *Robara* (Rob Stuart). However, late entries could also produce some "hot shots" for the IOR Division.

Victorian yachtsman Bill Dodds says he plans to have the last Sydney-Mooloolaba race winner *Nuzulu* campaigned in the Gold Coast Race. If she does compete with a hard-sailing crew the Half Tonner will be a tough opponent for the larger yachts.

Apart from its races to Pacific destinations, the Gold Coast Race is the first major event in which the CYCA has included an Arbitrary Division and a Cruising Division. The response for the

Arbitrary Division has been outstanding, confirming claims that many yachtsmen with well-found yachts are excluded from major offshore races unless their boats are rated under the IOR system.

Many owners feel that the IOR has become too expensive, others own boats which are fast but have not been designed to rate well under the IOR. Some keen owners' have older yachts which are outdated by the hi-tech design and construction of modern IOR racers. That trend is clearly demonstrated in the range of yachts entered for the Arbitrary Division of the Gold Coast Race.

Entries range from boats like Jim Ingles' *Boundary Rider* from Southport which is capable of planing speeds of 17 knots to the 51-year-old gaff yawl *Soliloquy* owned by Cmdr D. A. ("Spike") Ross of Sydney.

Heading the entries in the Arbitrary Division is the beautiful ketch *Southwinds*, owned by New Zealander

Peter Walker from the Royal Akarana Yacht Club. The timber 60-footer was built in Sydney in 1953 and has been racing in the CYCA's winter series.

An interesting entrant from Victoria is *Eneseay*, the former *Taurus II*, now owned by the National Safety Council of Australia and used for sea safety exercises.

Three fine timber yachts, all designed by Tasmanian Max Creese back in the 1970s have been entered by Hobart yachtsmen — David Boyes with *Liberty*, David Gough with *Tradition* and Malcom Hunt with *Stardust*. Each is built from Huon pine and is about 12-metres in overall length.

Among the entries in the Cruising Division is the ketch *Rakiah*, a fast motor-sailer owned by Gosford yachtsman Roger Walton which will also act as the radio rely vessel during the race, linking the fleet with Penta Comstat. *Rakiah* has fulfilled this role in the last three Gosford to Lord Howe Island races.

## JUST CRUISING

**T**HE CRUISING Division is, as it implies, for the more comfortable craft whose owners wish to cruise in company on a long passage race. To achieve competition between these yachts while still "cruising", and also to ensure that they maintain station in the fleet (a safety factor) the Cruising Yacht Club of Australia will use a unique point-scoring system.

Importantly, it allows slower yachts to use their engines in times of light winds to maintain their position in the fleet without facing the severe penalty that a racing yacht would attract. However, the system encourages them to sail — and in fact they must start and finish under sail.

The Cruising Division pointscore being used by the CYCA for the Gold Coast Race is based on that originally developed by the Queensland Cruising Yacht Club for its Brisbane to Gladstone Race. The CYCA has successfully used the system on its races into the South West Pacific.

Assistant Race Director of the Gold Coast Race, Alan Brown, says the pointscore system was introduced in races to Noumea and Vanuatu to encourage owners of essentially cruising yachts to participate on a competitive basis without taking away from their more leisurely approach to an ocean yacht race.

The mechanics of the Cruising Division pointscore are straight



*Cruisers will be able to compete.*

forward. Each yacht starts the race with 500 points, and during the race has the opportunity to increase its point score or incur penalties. The rules will allow engine use to encourage the Cruising Division to stay-up with the faster IOR and Arbitrary Division yachts in lighter airs. However, for every 10 nautical miles a yacht travels under motor, two points will be deducted from its total point score.

Yachts must be under sail for the first hour and the last five hours of race. Failure to meet this requirement

will result in harsh point deductions.

There are many varied areas throughout the course of the race where cruising yachts can pick up or lose points.

At the race start, Cruising Division entrants are expected to give clearance to racing yachts. Any infringements will be met by point loss, while good seamanship will be rewarded with bonus points.

Each yacht will be penalised 10 points for every radio schedule it misses, while skippers can gain one to 20 points for the quality of their log keeping and one to 10 points for their chart work.

Points will be deducted for inaccuracy of predicted average speed. Each yacht will predict an average speed before the race, and the CYCA will check their average speed at three undisclosed points along the way.

For every 0.1 of a knot the skipper's prediction is out the yacht will lose two points. A bonus of 25 points will be given to all yachts which exceed their hull speed, while any entrant which crosses the finish line ahead of any IOR yacht will be robbed of 250 points.

Alan Brown says the harsh 250 point penalty is to prevent a cruising yacht from motoring the majority of the race and claiming "line honours".

At the completion of the race, all yachts will be inspected by the race committee and awarded one to 20 points for being "ship shape". Δ



# Open For Business

**The new Gold Coast Seaway links the beautiful sheltered waters of the region with the open sea by making safer the notorious passage over the Southport Bar. Care and commonsense are, however, still demanded**

**Q**UENSLAND'S NERANG RIVER, the Southport Broadwater and the adjoining waters of Moreton Bay form one of the world's most attractive boating and fishing environments.

Ever since settlement of the Gold Coast, people in boats have sought the haven of the Nerang River and the Broadwater. But the infamous Southport Bar has always proven a dangerous and fickle obstacle to their safe passage.

For decades people interested in the marine environment of the Gold Coast region have sought ways of controlling the moods of the Southport Bar and have pressured the State Government to take action to remedy the situation.

Following these requests the State Government commissioned the Delft Hydraulics Laboratory in The Netherlands to undertake the study of coastal erosion and problems along the coast line. Subsequently, the new Nerang River trained entrance was constructed in accordance with Delft's recommendations.

The project was designed by the Department of Harbours and Marine after model testing at the Queensland Government's Hydraulics Laboratory at Deagon in Brisbane.

The old Nerang River mouth was continually moving north. Back in 1840 it was located as far south as Broadbeach and as recently as 1927 the river entered the ocean where the Seaworld carpark is now located.

This movement was accompanied by the erosion of the southern end of South Stradbroke Island, threatening the unspoiled environment by massive siltation of fish habitats.



*The new entrance under construction with Wave Break Island in foreground.*

The inescapable requirements of rapid urban development also gave the Gold Coast City and Albert Shire Council a vital interest in the stabilisation of the river mouth. And at the same time burgeoning boat ownership figures indicated an urgent need to update facilities to cater for that growth.

These factors, and the need to ensure the orderly development of the Gold Coast's unique waterways, led to the Queensland Government, in June 1979, forming the Gold Coast Waterways Authority under a special Act of Parliament.

The training of the Nerang River Entrance was given top priority.

The Authority's work culminated on May 31 when Queensland Premier Sir Joh Bjelke-Petersen officially opened the \$40 million project — the Gold Coast Seaway.

It has provided a safer boating passage and significantly increased the potential for marinas, growth of maritime service industries, aquatic sports, yacht club developments, tourist boat terminals and the enjoyment of this unique area by everyone.

The bar stabilisation project has involved the construction of two massive training walls shielding a new passage located some 700 metres south of the previous channel.

A sand by-passing system has been installed to collect the northward moving sand before it reaches the southern training wall, and then pump

it under the new passage to the southern beach of South Stradbroke Island. This effectively prevents sand forming a bar and entering the Broadwater and prevents the further erosion of the island.

Wavebreak Island has been reclaimed immediately inside the new mouth, protecting the beaches of Labrador from the effects of waves penetrating the new entrance.

The project has involved the quarrying, hauling and placing of one million tonnes of rock and the dredging and placing of 4.5 million cubic metres of sand. More than 3000 twenty tonne concrete cubes and 1400 25 tonne cubes were cast on site.

It has provided a 170 metre navigational channel with a low-water depth of 4.5 metres offering a more stable, deeper and safer passage between the Pacific Ocean and the Southport Broadwater for recreational and fishing craft.

Queensland's Maritime Services Minister, Martin Tenni, has issued a strong warning to boat owners to apply commonsense, at all times, when using the new Gold Coast Seaway.

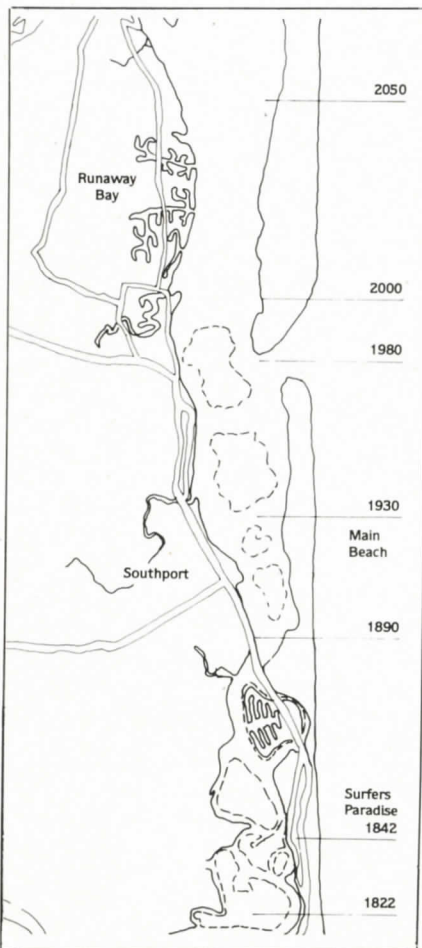
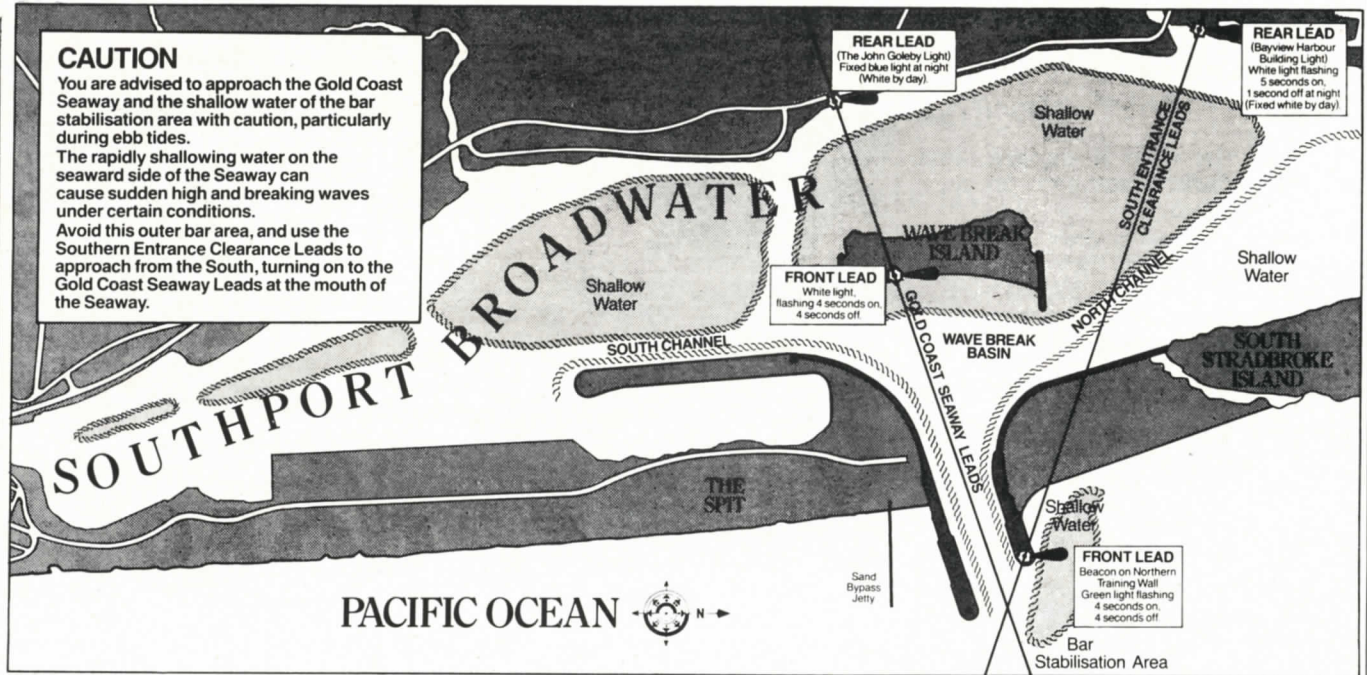
Mr Tenni says that he was particularly appealing to boat owners not to venture offshore from the new Seaway in vessels which were clearly unsuitable for the open sea.

"To do this in a small open dinghy, for example, is only tempting disaster," he said.

The Minister says that he would strongly recommend to boat owners,



# And Pleasure



Migration of Nerang River mouth.

*Safest approach is from the southern side of the Seaway.*

who were going to sea for the first time from the Gold Coast, to make sure that they took the added safety precaution of travelling with a skipper or crew member experienced in deep sea conditions.

"An experienced deep sea skipper knows, for example, that bar crossings should not be negotiated, unless absolutely necessary, on a strong ebb tide," he says.

"This applies equally for the Gold Coast Seaway and every other bar crossing in Australia."

The Minister's warning has been reflected in the official "Notice to Mariners" issued by the Department of Harbours and Marine advising that the new Seaway is now navigable to small craft.

The Notice warns boat owners to exercise caution, at all times, when navigating the new Seaway, particularly in ebb tide conditions.

A warning is also given of possible changes in depth in the bar area until the seabed has stabilised following the operation of the sand bypass system.△

*Thousands of massive concrete cubes were used to build the training walls.*





# Sheltered Waters

**T**HE GLAMOROUS Gold Coast holiday capital of Australia has long been the sailing Cinderella of Queensland, with a treacherous bar passage and shallow broadwater estuary.

But now the resort is emerging as one of the finest leisure ports on the eastern seaboard.

The transformation from nautical nightmare to boating bliss has been accomplished by a \$40 million project to eliminate the shifting sands of the Southport Bar and replace them with a walled, deep-water entrance.

The new entrance, the Gold Coast Seaway, was opened by Queensland Premier Sir Joh Bjelke-Petersen on May 31 and it has already attracted a number of deep-keeled ocean going boats.

For the past year, as work proceeded on the mammoth task of carving out a new river mouth and filling in the old, experts have been predicting a boating bonanza for the Gold Coast. Now they say: "The dream is a reality!"

John Swan, chairman of the Southport Yacht Club's Ocean Racing Committee: "Already we are staging ocean races off Surfers Paradise that were never possible before. We are about to become the mecca of yachting in Australia."

Brian Calvert, harbourmaster at Australia's biggest residential-marina complex, Bayview Harbour: "It's a totally new era for the Gold Coast — crossing the new entrance is now an easy as taking a stroll down Queen Street in Brisbane."

Dennis O'Connell, professional fisherman, former State president of the Queensland Fishermen's Organisation, former Gold Coast Mayor, and a member of the Gold Coast Waterways Authority when it first began planning the new river entrance: "It's the best thing that's ever happened to the Coast for professional and amateur fishermen."

Jock Sturrock, dual America's Cup challenger and one of the greats of Australian sailing: "It's opened up a whole new world of yachting for the Gold Coast — and a new, exciting tourist atmosphere."

John Bertrand, all-time Australian sports hero as the victorious skipper of the America's Cup winner, *Australia II*: "It will give a tremendous boost to marine-related development in this area."

The beachfront skyscrapers of



**RL24** Australian championship on the smooth Broadwater, now linked to sea.

Surfers Paradise are quickly proving a popular grandstand for the Gold Coast's newest sport of off-shore racing.

The first race attracted a humble twenty yachts, but with spinnakers flying they proved a spectacular sight for locals and tourists.

And the sailing boom has just begun. As well as the Bayview Harbour/Sydney to Gold Coast race, yachts with their colourful sails are becoming a common site off the popular Gold Coast beaches. Brisbane boats joined with the local fleet and a visitor from New Zealand to stage a successful two-day regatta over Queen's Birthday weekend.

After the Bayview classic, an Admiral's Cup style series will be held. Called the Quality Inns Gold Cup series, races will be run over 20, 30 and 60 nautical mile courses off Surfers Paradise.

And planning is in the embryo stage for a New Zealand to Australia yacht race — ending on the Gold Coast.

John Swan explains: "There is a lot of interest in New Zealand in the possibility of such a race and we have had preliminary talks with the Royal New Zealand Yacht Squadron in Auckland.

Big races require sponsors — and Mr Swan admits it has not been easy to gain sponsorship for the club's limited racing activities in the past. "But when bigger events with high-class fields are held we feel sure the support will be there," he says.

"Bayview Harbour, for example, is playing a major role in yachting here and that kind of support will do a lot to put the Gold Coast on the map in sailing."

In the meantime the boating boom

triggered by the creation of the new entrance has highlighted the need for more boat berths in Queensland's newest port.

Mr Swan says: "There is a general appreciation of the need and an extra 54 berths have been added to the Southport YC 200-berth marina.

"Another company is also building a 200-berth marina, just north of the Southport YC."

Further north, across the water from the new entrance with its wavebreak island, is the Bayview Harbour marina — home to some of the most glamorous yachts in Australia.

Harbourmaster for the complex, Brian Calvert, says its fleet includes at least six big boats with draughts of 1.8 metres to more than 2m.

"They were unable to go out across the bar before," he says. "But now they are going out regularly — even the 25m barquentine *Sir Henry Morgan*."

Mr Calvert says until the creation of the new entrance there was no safe port of call between Coffs Harbour in the south and Mooloolaba in the north. Now, big boats on their way to and from the Whitsundays would soon be lining up to stop over on the Gold Coast. "It's already happening," he said.

"The cruising yachts are beginning to come in. And the new entrance has meant a new lease of life for local boat owners who can get more enjoyment out of their investments.

"After all, when you have paid \$250,000 or more for a boat you want to be able to do more than just sail up and down the Southport Broadwater.

"Now they can sail out to sea, cruise past Surfers and continue on down to Cook Island off Tweed Heads, if they like."

△



# SOUTHPORT YACHT CLUB

# NEW FORCE

Access to the open sea will allow Southport Yacht Club to promote the Gold Coast as a major centre of offshore racing activity

**T**HE OPENING of the Gold Coast Seaway has, after 40 years of restricted offshore yachting, opened the gate for Southport Yacht Club to become a major force in ocean racing off the East Coast of Australia.

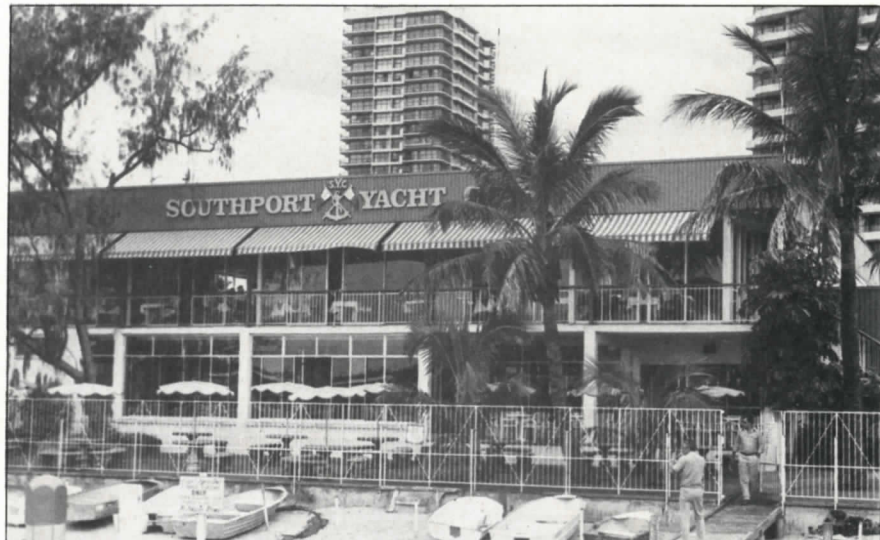
Not only is the Club now able to play host to fleets coming from other Queensland ports and interstate, but it has also started an ambitious program of new offshore races that will eventually bring international competition to the Gold Coast.

Apart from hosting the inaugural Bayview Harbour Sydney Gold Coast Race and races from Mooloolaba, the Club will launch an exciting new event next January when it runs the inaugural XXXX Yachting Classic.

The Classic will start on January 4, 1987, with a race from Coffs Harbour to Southport, bringing further north the fleet which traditionally races northwards from Pittwater to Coffs Harbour on December 27 each year. This race will be followed by a series of races off the Gold Coast on January 7, 8 and 10 with an expected fleet of between 60 and 100 yachts.

Since it was formed in 1946, the Southport Club has always had strong local support. Although the previously unreliable nature of the Southport Bar has prevented it from staging ocean racing championships — and thus discouraged many of the large yachts from using the marina — it has an impressive record of growth.

Locals offered their labour to build the clubhouse in the late 1950s, and during the 1960s members enjoyed increased competition in the smaller classes like Sabot, Flying Ant and Gwen. In June 1969, larger Junior Offshore Group yachts competed at the Club for the first time. The Club continued to grow through the 1970s and by 1979 a 204-berth marina was completed. In 1980 the Club looked slightly further afield and after two years of voluntary labour was able to look proudly at the completed building and surrounds of the "Dux" on the



*Southport YC: Keen to attract international offshore competition.*

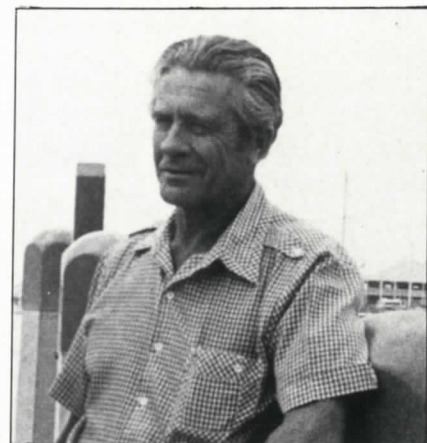
southern extremes of Stradbroke Island.

While their dreams of local ocean racing competitions were dashed by the inconsistencies of the Bar, the members were determined to prove their skill against the world's best. In 1980, a dedicated group embarked on a campaign to put the Gold Coast on the international yachting map. The One Ton class Gold Coast Express was built and shipped to Hawaii where she totally dominated the Pan Am Clipper Cup Series, winning every race in her class.

The Southport Yacht Club now boasts total membership of 2800 and an additional marina complex housing 60 vessels has just been completed. A new hardstand facility with a travel lift for slipping yachts is now being built.

The Club's Sailing Squadron, with its own headquarters at Hollywell, has for years turned out top young yachtsmen including Queensland National and world Hobie Cat champions, Gary and Cliff Metcalfe. The Squadron will be the proving ground for the Gold Coast's offshore racing stars.

The present committee, led by Commodore Neil Walden, consists of Vice-Commodore John Cressey, Rear



*Chairman of the SYC Offshore Committee John Swan.*

Commodore Mal Wood, Honorary Treasurer Alan Saunders and is assisted by Secretary/Manager Phil McBryde and a number of sub-committees. Geoff Gale is yachting administrator.

The Club believes with the strong growth of the Gold Coast as a centre of tourism, industry and commerce and the surge of interest in sailing, the Gold Coast could within a few years become one of the main focal points for yachting in Queensland. Δ











# FAMILIAR VOICES

**H**IGH ON a lush green hill near Gosford on the NSW Central Coast, Derek and Jeanine Barnard get a glimpse of the blue Tasman Sea from the lounge room of their home at Holgate. A few steps away and they have the entire Tasman Sea and much of the Pacific within their range.

The Barnards operate 2PC Penta Comstat, a dedicated private coastal marine radio station providing a communications service covering the waterways of Greater Sydney, the East Coast of Australia and across the Tasman and the Pacific.

Their service, seven days a week from 0700 to 2200 hours local time, has been an outstanding safety link with weekend fishermen and cruisers using the waterways of the Hawkesbury Valley, and with yachtsmen cruising the Pacific, with yachts competing in major offshore races and returning from these events.

## **A dedicated couple operating a private marine radio station will help provide a safety net for competitors in the inaugural Sydney to Gold Coast yacht race**

The voices of Derek and Jeanine have become familiar to thousands of Australian yachtsmen and women and to visiting overseas cruising people as they sail across the Pacific, calling to give their positions and receive the latest on weather as they near the Australian coast. Many grateful yachtsmen have made the road trip to Gosford and the nearby hillside district of Holgate to meet the Barnards personally and see at first hand their excellent radio room.

Over the past 12 months the

Barnards, supported by contributions from more than 2000 members of Penta Comstat, have built a new radio room and extended the facilities to provide the most professional marine radio room outside of the OTC radio operations centres in Sydney, Brisbane and Melbourne.

Operating on 27 MHZ, VHF and SSB marine radio frequencies, the radio room has telex communications with search and rescue operations, Sydney Weather Bureau, with the Commonwealth health advisory service and with various yacht clubs during major offshore races.

Earlier this year, Penta Comstat was again responsible for maintaining radio skeds with yachts returning from the Sydney-Hobart race, involving nearly 100 yachts from NSW and Queensland. In addition, the base has been the vital shore link each year for the fleets competing in races from Sydney to Mooloolaba, Coffs Harbour, Lord Howe Island, Vanuatu and in the TransTasman two-handed race to New Zealand.

For the inaugural Bayview Harbour Sydney-Gold Coast Race, Penta Comstat has been asked by the Cruising Yacht Club of Australia to be the official shore radio station, passing on yacht positions after each sked to the CYCA in Sydney and Southport Yacht Club on the Gold Coast. Penta Comstat will also relay weather and other navigation warnings to the fleet.

Penta Comstat has also been requested to provide the communications for a large section of the BOC Challenge solo round-the-world race, from the time the yachts get out of the range of Cape Town, to Sydney and then from Sydney to Cape Horn. The Barnards have also been asked to assist with next year's Melbourne to Oska (Japan) two-handed race, and the Round Australia Bicentennial race in 1988.

To improve the safety com-

*Jeanine Barnard: an important link in eastern coast communications.*







*Derek Barnard in the best marine radio room outside of OTC centres.*

munications for these events, and for the ever increasing number of individual vessels making ocean voyages, Penta Comstat has been continually pressing the various Government departments to recognise the need, and to help the base provide the service.

During the past few months, these efforts have finally resulted in the introduction of a revised system by the Federal Sea Safety and Surveillance Centre for reporting procedures for small craft, and their agreement to include Penta Comstat in the distribution of navigation warnings, both coastal and long range.

Penta Comstat have for some time been providing a High Seas weather forecast and warnings service. The

Bureau of Meteorology have now readily agreed to extend this service to cover the North East and South East areas twice daily.

A weather and navigation warning service is now being provided for the High Seas areas from the Equator to 50° South to 170° East. This service had previously only been available to shipping on radiotelegraph (morse cord) frequency.

Penta Comstat had hoped that negotiations with the Department of Communications would have resulted in a new range of higher working frequencies being available for service this year. However, this has not been possible, but DOC have agreed to the use of 6, 8 and 12 MHz channels that have been used previously for some

approved races and return skeds. The channels will be used to supplement the already very successful service provided on 4483 kHz.

The schedule that Penta Comstat has implemented on these frequencies should ensure that vessels will be able to receive the High Seas forecasts, warnings and navigation warnings, and be able to make Sea Safety reports over a much greater area.

They will also be able to receive warnings and call for assistance or information during the daytime over distances that have not previously been possible.

Further information is available from 2PC Penta Comstat, PO Box 530, Gosford, NSW 2250.

# We go Boating and Fishing every Friday!



The Bulletin's Boating and Fishing pages provide you with all the latest news on boats, engines, accessories and safety gear. You can get the full story on where the fish are biting as found out and told by people who know what they are talking about. Tide times, bar reports, club news, and details on coming events. And you can find a bargain among the boats and gear advertised by the leading dealers on the Coast. It's all there, every Friday in your Gold Coast Bulletin.

Gold Coast

## Bulletin

THE GOLD COAST'S OWN NEWSPAPER SINCE 1885

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**WISHING ALL COMPETITORS IN THE SYDNEY TO BAYVIEW HARBOUR YACHT RACE A SAFE ENJOYABLE VOYAGE AND A BIG WELCOME TO THE GOLD COAST!**



# 'STURKO' ON THE CUP

Australia's first America's Cup challenging skipper assesses the field for the approaching battles off Freemantle — with Peter Campbell

**A**N ARTIST asked to paint a picture of a yachtsman would probably create an image looking remarkably like Jock Sturrock.

Sturrock, one of the all-time greats of Australian yacht racing, has all the typical attributes of an old salt. There's the well-tanned face, the rugged brow and the keen eyes — you can almost see the reflection of a fully-filled spinnaker in them.

There's the traditional cap and strong hands from years behind the helm and handling sheets aboard an ocean-going yacht. And there's something very down to earth about this man of the sea who is best known as the skipper of that great boat, *Gretel*, the first Aussie challenger for the America's Cup.

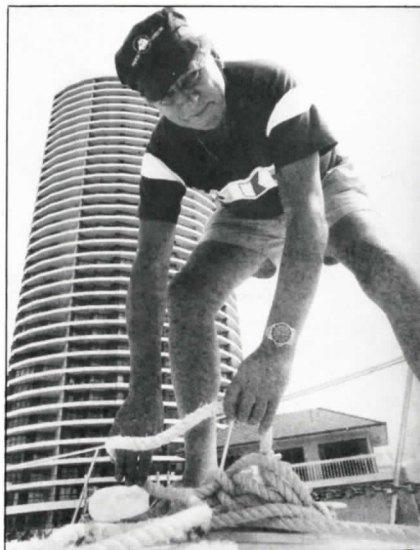
You can sense the pride, swelling like a king tide, as Jock recalls when he first took on the Yanks in 1962, launching Australia as a force in Twelve Metre racing for the America's Cup.

Jock is now 71, living in retirement (well almost) in his spacious apartment on the second floor of the luxurious Bayview Harbour tower building, overlooking the Southport Broadwater and out to sea beyond the new Gold Coast Seaway passage offshore.

He may have sold the family business in Melbourne, he may have sold the last of a long line of yachts he's owned over the past 55 years, but life is still as active as ever for the man who has weathered the passing of time so well.

He now owns a Randell 32 power cruiser ("more suitable for the shallows of the Broadwater") but considers himself fit enough (and he looks it) to skipper Terry O'Hare's 50-footer *Mandrake* in the inaugural Sydney to Gold Coast Race, sponsored by Bayview Harbour.

The former Australian of the Year and Yachtsman of the Year, four-times Olympic yachtsman and bronze medal winner, and many times Victorian and Australian champion, not only still enjoys yacht racing but is very much involved in the sport.



Jock outside his new home.

Apart from skippering *Mandrake* in the Gold Coast Race, he has steered the boat in recent offshore races conducted by Southport Yacht Club. Last January he steered *Challenge II* in one of the races of the Petersville Regatta back on Melbourne's Port Phillip.

"I can't see myself ever voluntarily giving up yacht racing — it's been in my blood since I was a boy," Jock says.

One thing he has given up voluntarily is living in Melbourne. "I've got no plans to go back there — who would want to be freezing when you can live in this climate," he says, sitting in slacks and a light shirt.

But he does plan to leave his Bayview Harbour home into which he and his wife Betty moved a year ago, to watch the 1987 America's Cup off Fremantle. "It's going to be the greatest series in the history of the Auld Mug," he says. "I wouldn't miss it for quids. I haven't missed a Cup since 1962."

Jock spent most of the northern hemisphere summer of '83 at Newport, Rhode Island, as an adviser to Richard Pratt, head of the Challenge 12 syndicate from Melbourne. He's been closely following the progress of the challengers and the defenders since

that historic day in September 1983 when Australia won the Cup.

Jock is a member, along with *Australia II* skipper John Bertrand and yachting journalists Peter Campbell and Rob Mundle, of the Data General America's Cup Race Predictions Panel which has been assessing the prospects of the 17 contenders for the America's Cup — 13 challengers and four defence syndicates.

Recently, at Jock's apartment at Bayview Harbour, Sturrock and Campbell, both veterans of the America's Cup, sat down with a bottle of Scotch to talk about the way the Cup contenders are shaping up — with three months to go to the start of Challenge and Defence elimination trials off Fremantle.

This is the way they see things going when the action starts in October . . . Said Campbell: Let's first look back to 1962 when you won that race with *Gretel*, the first time the Yanks had been beaten in a race sailed in Twelve Metre. How did it feel?

Sturrock: We were babes in the wood, rank amateurs compared with the Americans and it was just great seat of the pants sailing that got us there that day. It didn't happen again, although we did get close.

Campbell: Times have changed since the days of wooden Twelve Metres, of Dacron sails and a contest between genuine amateur yachtsmen, sailing for the love of the sport.

Sturrock: Love of the sport be damned. We were there to win, nothing else, except to satisfy the ego of Frank Packer.

Campbell: The Aussies were fast learners, however. How much did you learn in that first challenge back in 1962?

Sturrock: We learned that the Americans were not prepared to lose the America's Cup at any price. That first time we caught them off-guard, but they closed the door on any assistance or access to American technology the next time round, in 1967. In fact, they slammed it shut and *Dame Pattie* had to





**John Bertrand, 1983 winner, with Sturrock first challenger for Australia.**

use Australian-made sails, sail-cloth, deck equipment, ropes and wires, marine paint, winches, virtually everything except compasses which no-one makes in Australia.

*Campbell:* Skipping the history lesson, you've seen every America's Cup challenge since you were at the helm of *Gretel* in '62 — what have been the most significant changes?

*Sturrock:* Virtually everything has changed: sails and sail cloth, winch designs, masts, hull shapes, crew attitudes, syndicate sponsorship. But most significant of all has been the development of the Kevlar and Mylar sail fabrics with their tremendous weight to strength ratios, enabling the big Twelve Metres to carry such huge rigs without ripping their sails to pieces in fresh winds. Sails won the America's Cup in 1983!

*Campbell:* What about Ben Lexcen's winged keel for *Australia II*? Did not that play a vital role in the victory?

*Sturrock:* Certainly it did, in giving the boat remarkable ability to manoeuvre and tack fast. But the great advantage was in the psychological one-upmanship we gained over the Yanks. We had them bluffed by that keel.

*Campbell:* Then who won the America's Cup for Australia?

*Sturrock:* Without doubt it was a remarkable team effort. Bond had the money, Lexcen the innovative design, Bertrand the charisma to lead and the skill to steer, with a brilliant crew who put it all together afloat. Ashore, they had a superb team of shipwrights and riggers to keep the boat going, sailmakers who worked throughout the night. And then there was Warren Jones in the syndicate office at Newport, fielding the curly ones from the New York Yacht Club and stirring

the pot when necessary. That's who won the America's Cup for Australia!

*Campbell:* The old team has got together again at Bond's camp in Fremantle — Jones, Longley, Treharne, Beashel, Lexcen and Bondy himself — how do you think they'll go?

*Sturrock:* *Australia II* won in 1983 because we had a great crew, outstanding sails, a fast boat and because we had the surprise element of that secret keel. We won't be able to pull that stunt again. The Cup will be won in 1987 by the syndicate with the best back-up ashore for a five months campaign of racing almost every day, a yacht design that is fast and seaworthy, not necessarily radical, but sailed by a thoroughly competent crew who will make a minimum of mistakes in the fresh weather sailing off Fremantle.

*Campbell:* We're both members of the Data General Race Predictions Panel, so let's look at the contenders, boat by boat. Who's your number one contender, out of all the challenge and defence syndicate boats?

*Sturrock:* Has to be Bondy! He's put together yet another great organisation, Ben Lexcen has come up with two new fast boats — after all *Australia III* is the world champion. The crews for his two top Twelves are all experienced Twelve Metre sailors, led by young Colin Beashel on *Australia IV*, Gordon Lucas on *Australia III*.

In terms of administration, the design of hull and keel, the sails (again under the direction of Tom Schnackenberg), the crew, in their computer base data and tuning facilities, in motivation to win, and in their entrepreneurial skills and business acumen in gaining sponsorship the Alan Bond's America's Cup Defence syndicate must rank second to none.

My only reservation would be in the skill and experience of young Beashel as a tough match-racing helmsman against the likes of Dennis Conner, Tom Blackaller and John Kolius.

I firmly expect one of Alan Bond's boats to win the right to defend the America's Cup for the Royal Perth Yacht Club — and retain it for the Club. But the going will be tough, in the Defence Trials against the *Kookaburras*, in particular, because they will be formidable opponents.

*Campbell:* Well then, how good do you rate the Taskforce syndicate? And what about the other Australian syndicates?

*Sturrock:* The Taskforce syndicate with their *Kookaburras*, two already in the water and a third to be launched early August, must be ranked as the big improvers of the America's Cup scene. We didn't see them in the Twelve Metre worlds, so there has been no official racing with the other syndicates on which to assess their performance. But *Kookaburra II* certainly sailed impressively over the short-course encounters subsequently organised by Royal Perth Yacht Club, according to reports I've heard.

*Campbell:* I've been most impressed with the totally professional approach of the Taskforce syndicate and with the way their two yachts have been training off Fremantle. They say they chose not to contest the fleet racing world championship so they could continue their match-racing program with Iain Murray steering one boat, Englishman Lawrie Smith at the helm of the other. The way their boats performed in those match-racing starts against *Australia II* and *Australia III* in the subsequent series certainly vindicated that decision to concentrate on match racing.

*Sturrock:* I'm most impressed with Murray, but I hope he has not taken on too much as co-designer, project director and skipper. There's no doubting his skill as a helmsman — you don't get to winning seven world championships without being red hot.

*Campbell:* I think the real improvement in the Taskforce group has been in the crew. After months of boat for boat trialling they are a great combination — on both boats.

*Sturrock:* I see them as a big danger to Bond as the Defender of the America's Cup. These two syndicates are streets ahead of the others, the South Australians and Syd Fischer's Sydney-based effort.

*Campbell:* I do think — and I hope for Australia's sake — that there will be a marked improvement from *South Australia* and the Sydney boat, *Steak 'N Kidney*, "Syd's Boat." Both have



new skippers, helmsmen and changes in other vital crew positions and think this will make a difference.

There have been some important changes to the keel and rig of *South Australia* which is a sistership to *Australia III* designed by Ben Lexcen. The Peter Cole designed Sydney boat is also looking exceptionally fast against the old *Australia I*, and she's still no slouch.

*Sturrock*: I believe John Savage has joined *South Australia*.

*Campbell*: Yes, John will be skipper/tactician and co-helmsman with Phil Thompson as the other helmsman. Both are top E22 helmsmen with great international experience, and they sailed together on *Challenge 12* at Newport in 1983, Savvo as the skipper, Tommo as his mainsheet trimmer and they sail well together.

*Sturrock*: Who's going to sail Syd's boat?

*Campbell*: Gary Sheard. He is a former Finn sailor who was in the crew of John Bertrand's Soling when they won Olympic selection 1980 but the team didn't go to Moscow. He won a berth to Los Angeles in 1984 as the skipper of the Soling and had a fair series. But he is a dedicated yachtsman with lots of talent and he will lift the game of the Eastern Australia syndicate once they get to Fremantle.

*Sturrock*: Well I guess the battle is just beginning, but I can't see anyone other than a Bond or Taskforce boat becoming the defender. They just have too much experience and money behind them.

*Campbell*: According to the assessments of the Data General Race Predictions Panel, we rank Dennis Conner with *Stars and Stripes* as the number two contender of all the America's Cup aspirants.

*Sturrock*: In fact, our panel rates *Stars and Stripes* only .45 per cent behind the Bond defender, which will be either *Australia III* or *IV*. We rate *Kookaburra III* third in the ratings but then there's quite a gap to the others — Australians and foreigners alike.

In my book Conner is not only the first American to lose the America's Cup, but he is also a winner of the Cup. He's had a win and a loss and this gives him a double motivation to regain the Cup. And there is no doubting that he is still the best match-racing skipper in Twelve Metre yachts in the world.

Whether or not match-racing off Hawaii has been the ideal preparation to challenge for the Cup in 1987 is a moot point. But, as you and I know, it can be really rough off Honolulu, depending on how far to sea you go.

But from all reports, he is having difficulty in deciding if he has a boat

fast enough for Fremantle conditions. He has built three new ones and may even rush through a fourth. He's got some substantial funding of late and that will help his budget — and take a weight off his shoulders, allowing him to concentrate on sailing, not on the cash flow problem.

*Campbell*: What about *America II*, they've really put in a big effort, with two summers of sailing off Fremantle and a new boat recently launched?

*Sturrock*: Because of their experience, their strong financial backing, their dedication to the task and their skipper, John Kolius, I would rate them just about equal with Conner, perhaps even an edge in front.

*Campbell*: I agree. The Americans had little luck during the Twelve Metre worlds but they still looked fast and Kolius sailed impressively. I also have a feeling that they didn't enter their fastest boat.

Apart from the ageing *Courageous*, *America II* is the only syndicate we've seen sailing in Australia although they've all had their keen observers out here. After the Conner and *America II* groups, how to rate them, Jock?

*Sturrock*: I think there's quite a gap to the next American syndicate. They've all been pretty late with their boats and from reports I've heard, there are no breakthroughs amongst them. Rather the opposite. Tom Blackaller's first *USA* was apparently a real dog and the second one wasn't launched until late June, so it doesn't give them much time.

However, the *Eagle* syndicate in Southern California seems to be going quite well, with Olympic gold medalist Rod Davis the skipper. The syndicate has also been strengthened by the arrival of Peter Isler, who has left the *Courageous* syndicate — which seems to indicate that we won't see *Courageous IV* back in Fremantle.

The one to watch, simply because of his tremendous sailing skill is Buddy Melges, skipper of *Heart of America* from the Chicago Yacht Club. They have been training hard and might surprise.

*Campbell*: That leaves the New Zealanders, the Canadians, the British, Italians and French. The Kiwis must have a strong chance after their second with *KZ 5* in the Twelve-Metre worlds.

*Sturrock*: I would rank New Zealand among the top half dozen contenders for the America's Cup in 1987, with a strong chance of making the challenge final. For a small country they have produced many outstanding yachtsmen and yachting campaigns. Look at their efforts in the Sydney-Hobart, the Southern Cross Cup, the last Admiral's Cup, the One Ton Cup and the last

Olympics in LA, where they won two gold medals.

Young Chris Dickson is obviously an outstanding helmsman as is their second man, Graeme Woodroffe. Dickson sailed brilliantly to get second in the Twelve Metre worlds and has an excellent record in international match-racing events. I saw him sail in the Citizen Watches match-racing in Auckland and he is a fine helmsman, aggressive and with a great grasp of tactics.

*Campbell*: The third New Zealand "plastic fantastic" was to be launched at the end of July and she'll join the other two boats training off Fremantle. They obviously have two fast boats already and two outstanding crews capable of handling the tough going during the challenge trials. I think we will see the Kiwis in the challenge final against one of the American boats. Only their lack of experience in the hard grind of the America's Cup will stop them.

*Sturrock*: When you boil it all down, I believe the top four challengers will be *Stars and Stripes* with Dennis Conner, *America II* with John Kolius, *New Zealand* with Chris Dickson, with the fourth being either *Eagle* with Rod Davis, *French Kiss* with Marc Pajot or *Crusader* with Harry Cudmore.

*French Kiss* was certainly the most radical Twelve in the world championships, but while she won two races she sailed rather erratically in the others. I understand they have not built a new boat, but have modified the keel of the original one. They may be fast but I doubt if they will last the summer out and I'm not certain about Marc Pajot's ability in match racing.

Harry Cudmore is a brilliant skipper for the British, but their first *Crusader* is a rather conventional boat and their second one is so radical that if that model yacht designer who created this yacht is right, then every other designer in the world is wrong!

And as far as the defenders go, I feel certain the final in early January will be between *Australia IV*, with Colin Beashel at the helm and *Kookaburra III*, skippered by Iain Murray, unless either syndicate elects to campaign one of their earlier boats.

*Campbell*: Would you go as far as tipping the ultimate challenger and defender?

*Sturrock*: No, it's still too early to go predicting more than it will be an Australia versus United States match once again — with the New Zealanders an outside chance. But what a great five months of match racing in Twelve Metres lies ahead on the America's Cup course off Fremantle. I just can't wait to get across there. Δ



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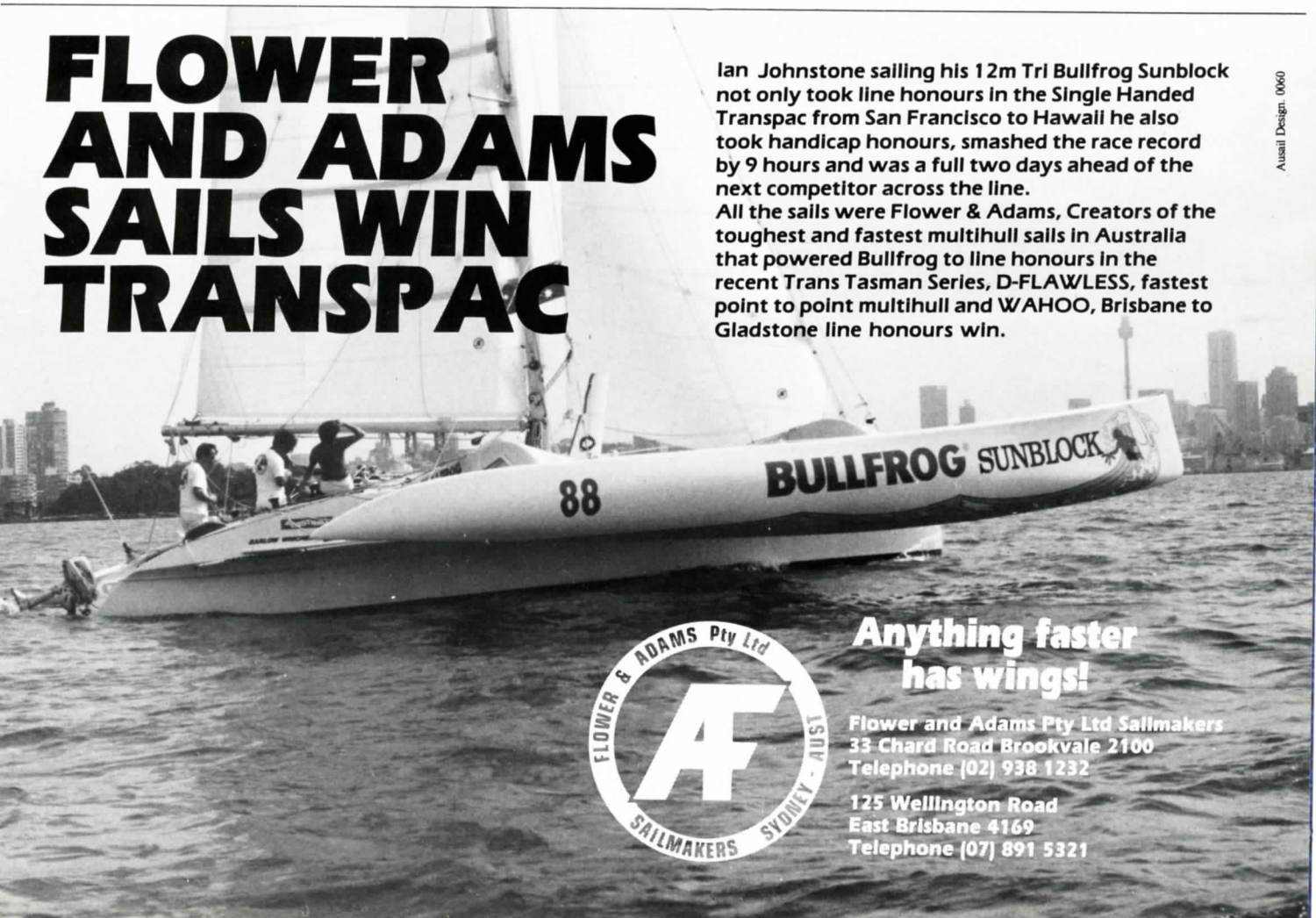
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# THE SPONSORS

Sponsorships are essential for the conduct of major races. The Sydney-Gold Coast race has some good ones with Bayview Harbour major sponsor

## BAYVIEW HARBOUR

**A**S THE Gold Coast's biggest high rise residential-marina project, Bayview Harbour is playing a major role in the development and promotion of yacht racing and general boating.

During the past two years it has recognised the enormous beneficial impact flowing from the stabilisation of the Southport Bar.

A great amount of money, time and effort has been spent spreading the word that the Gold Coast is at last coming of age as a boating destination.

The developers of Bayview Harbour, a \$120 million project on the western shore of the Southport Broadwater at Runaway Bay, recognised the benefits of becoming involved in boating in a big way.

When complete, the complex will include four high rise towers providing 320 apartments, a luxury club for the Bayview Harbour Yacht Squadron as well as the existing

marinas, accommodating 200 boats.

The existing Broadwater Tower of 35 storeys stands as the most obvious of all on-shore markers for the new Gold Coast Seaway immediately across the Broadwater.

A Bayview Harbour Yacht Squadron has also been established and will eventually have its headquarters in the complex's luxury Clipper Club.

Membership of the squadron is open to residents only. With patron, Sir Joh Bjelke Petersen, and Commodore Jock Sturrock, it is one of Australia's most exclusive boating clubs.

And exclusive is the key word as the membership fee is the cost of an apartment, ranging from about \$300,000 to more than \$1 million.

Bayview Harbour has without doubt put more into the sport of boating on the Gold Coast than any other commercial enterprise.

When approached by the Cruising

Yacht Club of Australia to sponsor the inaugural Sydney to Gold Coast race the associated benefits were quickly recognised. And the sponsor is already receiving good value for its outlay of more than \$50,000.

Co-developer of Bayview Harbour and pioneer of the Gold Coast's construction industry Ron McMaster, who is also a keen boatie, recognised that sales in his project could be made by prompting "sails".

"We knew the stabilisation of the Southport Bar, creating a safer deep-water passage would give boating here a tremendous shot in the arm," said Mr McMaster.

"And through the history-making Sydney to Gold Coast race we are drawing nation-wide attention to the fact that yachts can now enter the Southport Broadwater in much more safety.

"It just wasn't possible to hold an event like this before. And we are confident the inaugural event will be





a great success.”

Bayview Harbour also launched a nation-wide publicity campaign aimed specifically at generating awareness of the new Gold Coast Seaway as well as promoting the yacht race.

Promotion of the race to date has been met by an enthusiastic response in racing circles and the Gold Coast community.

There were about 600 inquiries following the initial distribution of notices of race and the CYCA and Bayview Harbour are tipping a line-up of between 80 and 100 boats for the start on August 16.

Race fever is also being generated within the Bayview complex itself. And much of the interest is centering around two residents, who are not exactly strangers to the sport. One of Australia's all-time yachting greats, Jock Sturrock, and Terry O'Hare, owner of the highly rated *Mandrake* have launched a combined attack

**MAIN PICTURE:** Southport YC yachts racing off Surfers Paradise. **ABOVE:** Barquentine Sir Henry Morgan enters the new Gold Coast Seaway entrance. **BELOW:** Bayview Harbour's Broadwater Tower and marina.





related matters. When the big race sponsorship was taken up there was no better man to lend a hand and for Jock the spirit of competition has been too hard to resist.

Jock and Terry are just two of dozens of residents who were attracted to the lifestyle at Bayview Harbour.

Director of marketing, Mr Barrie Devenport, said that while the majority of residents were boat owners others simply enjoyed being around the boating environment.

"It's a surprising twist that while this development is targeted straight at boat owners some of our residents have no intention of buying boats," said Mr Devenport.

"But there is no doubt all enjoy the tranquility, being beside the ocean and the friendly atmosphere that the boating creates."

Bayview Harbour has also been involved as a sponsor of many other boating events during the past two years on the Gold Coast, in Sydney and as far away as New Zealand.

It has staged some major events itself including a huge aquatic spectacular and Queensland's first vintage boat show which were resounding successes.

Now that the Gold Coast Seaway is opened the huge project is sure to benefit. It provides the closest private residential-marina facilities to the new passage, literally a few minutes steady cruising to blue water.

The completion of the Seaway could not be timed better for Bayview Harbour which will soon launch its next major stage of development, the 17-storey Les Colonnades building, designed to provide even greater luxury than in Broadwater Tower.

For interested boaties, the huge apartments complete with gold plated plumbing, air conditioning and all modcons are on the market at prices averaging around \$500,000.

And off-the-plan sales already indicate many people are prepared to pay the price as more than one-third of the apartments have been sold.



TOP: Broadwater Tower, Bayview Harbour. ABOVE: A Bayview apartment.

## QUALITY INNS

The concept of Quality Inns Australia, and its subsequent emergence as the country's largest resort managers, is one of the success stories which has helped put the Gold Coast on the world tourism map.

No longer regarded as a "south coast" weekend retreat for the nearby state capital of Brisbane, the Gold

Coast, and its tourist hub of Surfers Paradise, has assumed the tourism industry crown of the South Pacific.

In international terms, the Gold Coast has come of age. Marketing thrusts by Quality Inns Australia into areas like Japan and America, have spearheaded the new wave of interest in this beachside resort by international travellers.

The group's first property, Iluka Quality Inn, on the Surfers Paradise beachfront, opened its doors to a new concept in holiday enjoyment in 1971.

In Surfers Paradise today, Quality Inns Australia controls the major hotel buildings of the Beachcomber, Chateau, Iluka and Islander, together with the apartment complexes of Beachpoint, Peninsula, and Surfers



Century. All of the buildings are in prime Surfers Paradise locations, either on the beachfront, or in central areas.

In South Australia, Quality Inns Australia will manage the huge Lincoln Cove marina resort to the west of Adelaide. It is a two-year project involving the creation of boat harbours, and construction of luxury hotel, and low cost "bush cabin" accommodation.

In May 1986, Quality Inns took over management of two former Village Inns in Queensland, on behalf of the owners, Martins Properties of Queensland.

They are the Harbourside Quality Inn, Cairns, opened in February 1986, and comprising 100 rooms, and the Terrace Quality Inn, Noosa, of 45 rooms.

Offshore projects include the new Na Koro resort at Savusavu Bay, Fiji, due to take its first guests early in 1987. The resort initially comprises 20 fully serviced Fijian style bures, together with restaurant and conference facility for up to 80 people.

In New Zealand, Quality Inns took over management of a new lake-side resort at Wanaka, in the southern alps, from July this year. Called Edgewater Quality Inn, this project marks the group's entry into New Zealand tourism.

Quality Inns Australia is part of the Quality Inns International Group of the United States, providing it with reservation and promotional links world wide.



*Chateau Quality Inn, Surfers Paradise.*

Japan is one of the prime overseas targets of Quality Inns Australia, and they currently anticipate selling 20,000 room nights to Japanese visitors for the 1986 calendar year, a 50 per cent increase on the previous year.

Quality International is the third

largest accommodation group in the world.

From its humble beginnings a little over a decade ago, Quality Inns Australia now plays a high profile in the emergence of Australia as an international destination.

## AUSTRALIAN AIRLINES

**A**ustralian Airlines, for many years a major supporter of sporting events and original sponsor of the Sydney to Hobart yachting classic, recognised in the early days that crews and organisers needed assistance to relieve them of the worry of moving people and equipment not on the yachts for the actual race but needed after the finish.

The result is that Australian Airlines, which changed its name from Trans Australia Airlines at the beginning of August, has an ongoing planning and support programme for the yachting events it sponsors.

As well as its involvement in the Sydney — Gold Coast and Sydney — Hobart Races, Australian is sponsor and official airline of Australia's defence of the America's Cup to be sailed off Fremantle next February.

Australian Airlines also sponsors the Melbourne to Hobart and Melbourne to Devonport races which coincide with

the Sydney to Hobart, and in 1983 became involved as sponsor of the Brisbane to Gladstone Race sailed at Easter.

While individual races have individual needs, Australian Airlines provides for all yachting events transport for crews and the backup teams, family and friends, as well as spectators; baggage and equipment transport; and post-race package holiday assistance.

For the Sydney to Gold Coast event, Australian Airlines staff began planning early this year in conjunction with staff from Bayview Harbour and the Southport Yacht Club, the Cruising Yacht Club of Australia in Sydney, hotels and the car hire company, Hertz.

Before the race, for example, Australian Airlines' cargo staff will set up a temporary office in the car park of the Cruising Yacht Club at Rushcutters Bay to collect baggage and yachting gear to be flown to the Gold Coast



where it will be distributed from a similar temporary office at the Southport Yacht Club when the race is over.

A car rental phone direct to Hertz reservations will be installed in the lobby of the Cruising Yacht Club a week before the race for the convenience of yachting crews needing their own transport in and around Sydney.

The airline has produced brochures detailing accommodation packages and car rental details, supplementary to the its normal packages, available to race participants.



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# HIGHRISE SERIES

UNLESS YOU'VE been to Hawaii, there will be no other yachting series to compare with the bonus event being offered Southern yachtsmen competing in the inaugural Bayview Harbour race from Sydney to Gold Coast.

Southport Yacht Club, as hosts for the huge fleet from the south, have organised a three-race series off Surfers Paradise to follow the passage race — the Quality Inns International.

The spectacular highrise buildings of the Gold Coast, many of them operated or managed by the series sponsor, will provide a spectacular backdrop to the short triangle courses just off the golden beaches.

Apart from southern yachtsmen sailing from Sydney in the passage races, the Quality Inns International seems certain to attract a string fleet of Queensland yachts from Brisbane clubs and Mooloolaba keen to test their skills against the southerners.

Yachtsmen, traditionally last-minute entrants for ocean race, have surprised Southport Yacht Club officials with a rush of early entries for the two classic ocean yachting events, the first following the opening up of the new blue water entrance to Surfers Paradise, through the now rock-walled Nerang Heads.

The Bayview Harbour Sydney-Gold Coast Yacht Race will be the forerunner of a spectacular three days of ocean racing, with the starts off Surfers Paradise and Main Beach.

Co-sponsored by Australian Airlines (previously TAA), the Gold Coast Quality Inns International is expected to attract between 50 and 70 yachts from all Eastern States, headed by the big boats, *Apollo*, *Mandrake* and *Madame de Farge*.

Although Quality Inns have been sponsoring an offshore series at Southport Yacht Club for the past seven years, the restrictions of the Southport Bar severely limited participation by larger ocean racing yachts. Now it's all different and prominent yachtsmen are predicting that the series will quickly develop into true international status.

The first Queensland entry in the IOR class was the Ben Lexcen designed *Madame de Farge*, a 15.5 metre craft owned by Andrew



*Shogun (John Low), an early entry.*

Campbell, and considered among the leading racing yachts.

In the IOR class, the *Madame* will be challenged by *Dr Who*, from Sydney's Pittwater. The yacht previously sailed as *Dr Dan*, under the ownership of Rod Muir, and is a veteran of several overseas classics. The mini-maxi of 15.8 metres is now owned by John Bailie.

Other early entrants in the IOR class were *Shogun*, of 12.5 metres, a well-performed boat from Sydney, and *Fanny Adams*, a 13 metre yacht from Lake Macquarie.

Southport Yacht Club race officials expect at least 90 per cent of the yachts which will sail from Sydney will also nominate for the Quality Inns Series.

Quality Inns Marketing Director, Kerry Watson says the Quality series had attracted two entrants almost as soon as the first nominations forms were posted about two months ago.

"That's unheard of from yachtsmen. The word is that the Gold Coast will be packed with yachties and their families during August. The sailors will race up from Sydney, sending their families and supporters on ahead.

"We're glad we persevered with the yacht race idea, because now we are in a prime position to re-establish the event as one of world class." Δ





Don Calvert steering *Intrigue* in the One Ton Cup.

# New Offshore Award

Nominate your hero for the Ocean Racer of the Year award

**T**HE CRUISING Yacht Club of Australia's Ocean Racer of the Year award will be presented again this year along with the Ocean Racing Rookie of the Year award.

Nominations are invited either through Australian Sailing magazine, which is again co-sponsoring the awards, or to the CYCA, New Beach Road, Rushcutters Bay, 2011.

The awards were initiated last year to provide recognition of individual achievement in ocean racing.

The Ocean Racer of the Year trophy is awarded to the ocean racer who, in the opinion of the judges, demonstrates outstanding ocean-racing abilities and skills in either regular season competition at club level or in national or international events. Last year's

winner was Don Calvert of Tasmania, for his efforts in campaigning *Intrigue* to a place in the Australian Admiral's Cup team.

While the CYCA's Blue Water championship goes to the leading points-scoring boat and crew, Ocean Racer of the Year will be awarded to an individual crewman, navigator or skipper. Administrators will not be eligible. The winner does not necessarily have to be a CYCA member nor have to be competing in CYCA events.

The judging panel will consist of the commodore of the CYCA, editor of Australian Sailing magazine and three other yachting journalists.

The trophy will be presented for the first time in September this year, at a

luncheon, and nominations for the award are hereby invited.

Coincidentally a trophy for the Ocean Racing Rookie of the Year will also be awarded. The trophy will be presented to a skipper, navigator or crewman who, in his first season of ocean racing, demonstrates outstanding performance.

The rookie need not be a newcomer to sailing in general but be sailing in first season as crew or skipper of an ocean racing yacht. All skippers and crews are asked to nominate any member of their crew who meets the criteria.

Last year's winner of the Ocean Racing Rookie of the Year was Rod Muir, then owner of *Dr Dan*; now of the maxi *Windward Passage*.

<p>Nominated by.....</p> <p>Ocean Racer of the Year.....</p> <p>Why nominated.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	<p>Nominated by.....</p> <p>Ocean Racing Rookie of the Year.....</p> <p>.....</p> <p>Why nominated.....</p> <p>.....</p> <p>.....</p>
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# WHO REALLY WON?

The crowds cheer the first to finish but for the sailors, the real victor is the IOR handicap winner. This is how the system works

ASK ALMOST anyone, including most yachties, who won the last AWA Sydney-Hobart Race and answer is almost certain to be: "Apollo".

Then they'll think for a while and add: "And there was that protest between *Drake's Prayer* and *Sagacious* over first place, but that was the handicap result, wasn't it?"

*Apollo* was not the winner of the 1985 Sydney-Hobart — she took line honours, and being the first yacht to finish naturally got all the limelight.

The real winner was the first-placed boat on corrected times. Initially that boat was *Drake's Prayer*, but after the protest against her was upheld she dropped down the list because of a penalty, leaving the second place boat *Sagacious* as the official winner, as she then had the lowest corrected time for the race.

But that's another story . . .

Officially, the winner of any long ocean race conducted by the Cruising Yacht Club of Australia is the yacht with the lowest corrected time and this will be the case in the inaugural Bayview Harbour Sydney-Gold Coast Race.

However, media coverage in recent years has focused so strongly on the duels between the maxi yachts to finish first across the line that in the public eye the yacht that gets line honours is the winner. If nothing else, the controversial protest between *Sagacious* and *Drake's Prayer* turned the attention to the Real Winner — the best placed yacht under IOR corrected times, or handicaps.

In yachting magazines, sailing columns, even in the news report of major long ocean races, the initials IOR crop up regularly, either referring to the IOR Division or IOR results, or perhaps to a yacht's IOR rating. What is this magical factor that obviously has such an influence on ocean yacht racing?

IOR stands for International Offshore Rule, and that is exactly what it is: the rule which governs the design,

construction and measurement of yachts which wish to compete in international offshore races events such as the Admiral's Cup and Fastnet Race in England, the Sardinia Cup in the USA, the Southern Ocean Racing Circuit and Bermuda Race in Italy, the Southern Cross Cup and Sydney-Hobart in Australia.

There are variations on the theme in different continents, but all ocean racing yachts wishing to race under the IOR must comply with the requirements of the Rule. The prime objective is to allow yachts of different size, shape, sail area and design age date to race competitively and equitably against each other anywhere in the world.

The IOR has allowed significant development in the concept of the modern ocean racing yacht but at the same time it has sought to control excessive changes and radical shapes in the name of seaworthiness and safety at sea and in maintaining the competitiveness of older, but well-sailed yachts. To achieve this, the IOR has been changed from time to time to penalise the radical, light-displacement boats and to assist the more traditional ocean racers with an inbuilt allowance for age.

As a rule it has not always achieved what its makers set out to achieve. In fact, the advent of exotic building materials has created problems in achieving the ultimate aim of balanced competition between every boat that is well geared and well sailed, no matter its size or its design concept.

In fact, as in many other sports, there is emerging a "Grand Prix" division in yachting for boats built and sailed specifically for international competition in events such as the Admiral's Cup and the One Ton Cup.

However, this has not yet been so in Australian ocean races such as the Sydney-Hobart, Sydney-Mooloolaba, Brisbane-Gladstone, the races which traditionally have been the major races around our shores. This year they are joined by the Bayview Harbour Gold Coast Race.

The Sydney-Gold Coast Race differs from the Hobart Race in that for the first time in one of its major coastal passage races the Cruising Yacht Club of Australia has introduced three divisions — the IOR Division, an Arbitrary Division and a Cruising Division.

Significantly, the Arbitrary Division has attracted strong support from yachtsmen whose boats are no longer competitive under the IOR system, or who do not want to incur the not-inconsiderable cost of racing in the fast lane. The Cruising Division, while a competitive section of the fleet is, as the name implies, for those more sedate or older designs of yachts whose owners admit they cannot keep pace with the fleet. The advantage they are given is the ability to use their engines when winds are light — but they suffer a penalty to their scoring points.

But back to the International Offshore Rule and how it decides the rating or handicap of each yacht . . .

The IOR calculates a boat's potential performance using four fundamental points:

**Sail area:** This is established by measuring a yacht's rig and the sails themselves: mainsail, the largest headsail and the largest spinnaker, which provides the official measurer with the rated sail area — "S".

**Length:** This is the calculated sailing length of the hull, taking into consideration the overall length and forward and aft overhangs to produce the figure "L".

**Rated beam:** This is perhaps the simplest component in the rule. The point of the maximum beam is established and again using a formula the rated beam or "B" is measured at this point.

**Depth:** This factor is to establish what is essentially the displacement bulk of the yacht taken from a complicated series of measurements which establish the underwater lines of the craft.

Two more components are established — DC (draft correction) and FC (freeboard correction) to allow for





**The IOR rule allows yachts of mixed design and age to race equitably.**

boats with shallow draft and low freeboard or deep draft and high freeboard.

The final touch is added by allowing for the stability of the yacht and the weight and drag possibilities of the engine and propeller.

By using elementary physics (a known weight at a known distance from the centreline) the yacht is heeled over and the number of degrees measured. A "stiff" yacht gains no advantage, one which initially heels easily receives some advantage, while a "tippy" or unstable yacht is penalised.

It is here that the seaworthiness of a yacht is checked by using a now international computer program instigated by the Cruising Yacht Club of Australia which allows a theoretical assessment of the yacht's self-righting capabilities. In other words, the craft may not have sufficient ballast or buoyancy to self-right in the event of a "knockdown" at sea.

All these measurements, along with others, are then fed into the Australian Yacht Federation's computer and from a set formula it produces the yacht's IOR rating (expressed in feet) and the Time Correction Factor — a decimal figure bearing a direct relationship to the rating and which is used to calculate the yacht's corrected time in a race.

The current international formula is called IOR Mark IIIA and into this has been built a further figure to take into consideration the date when the yacht was designed — a further step to make the racing more equitable. Basically, each yacht has its rating reduced on a percentage basis according to the year in which it was designed.

Ratings range, broadly speaking, according to the size of the yacht, from a minimum of 18.0 feet (a Quarter Tonner of say, 7.5 metres overall length) up to 70.0 feet (a maxi yacht such as *Apollo*). For races such as the Sydney-Gold Coast the minimum size eligible to compete must have a Rating

of not less than 21.3, or a Rated Waterline Length of 24.0 feet — in other words, a Half Tonner is about the smallest yacht that will be accepted for a long offshore race.

In Australia and New Zealand, the Corrected Time of each yacht in a race is calculated using the Time on Time method in which the Elapsed Time each yacht takes to sail the race distance is multiplied by its time Correction Factor (TCF) to determine its Corrected Time and ultimate place in the race fleet.

To illustrate the IOR rule in action using the TCF, let's take the performance of the 80-footer *Apollo* (Rating at 70.0 feet with a TCF of 1.0520) and the 40-footer *Sagacious* (Rating at 30.2 with a TCF of .7950) in the last Sydney-Hobart, throwing in for comparison the Half Tonner *Nike*, a 30-footer Rating at 23.0 feet with a TCF of .7140.

*Apollo* sailed the 630 nautical mile Sydney-Hobart course in 3 days 4 hours 32 minutes 28 seconds, beating *Sagacious* home by 19 hours 46 minutes 55 seconds. *Nike* finished 33 hours 17 minutes 14 seconds behind *Apollo*.

However, on corrected time both the smaller yachts beat *Apollo*, *Sagacious* being placed second overall and first in Division B, *Nike* 21st overall and first in Division D. *Apollo* finished 40th overall and first in the Maxi division.

This is how the results worked out:

*Apollo*: Elapsed time 3 days 04 hours 32 minutes 28 seconds is multiplied by her TCF of 1.0520 giving her a corrected time of 3 days 08 hours 31 minutes 16 seconds.

*Sagacious*: Elapsed Time 4:19:23 × TCF of .7950 = Corrected Time 3:04:34:37.

*Nike*: Elapsed Time 4:13:49:42 × TCF of .7140 = Corrected Time 3:06:25:03.

In other words, for every hour the race took to complete *Apollo* had to give *Sagacious* nearly 15½ minutes handicap while to the low rating *Nike* she had to give more than 20 minutes for each hour *Nike* took to complete the

course. Thus, under the Time on Time system, the slower the race the better the chance the smaller yachts have of beating the big boats. The high rating yacht or a maxi has to gain a big break on the fleet to take out the double of Line Honours and first on Corrected Time.

Now let's look at the Bayview Harbour Gold Coast Race. It's a shorter race than the Sydney-Hobart, being 380 nautical miles from Sydney Heads to the finish near the new Gold Coast Seaway. In reasonable winds, the faster boats should finish in between 46 and 58 hours, if they average between 7 and 8 knots on the "rock-hopping" course up the NSW North Coast.

If *Apollo*, the favourite for line hours, averages the same speed she did when she took line honours in the last Sydney-Hobart, she should finish the course in a little over 46 hours which would give her a Corrected Time of just under 49 hours.

Two of the favourites for first on Corrected Time are the Farr 40s, *Nadia IV* and *Another Concubine*. As one Tonners, they rate about 30.2 feet under IOR Mark IIIA which means that *Apollo* has to give them each 15.25 minutes for every hour of the race.

If they average much the same speed as they did in the Hobart race, they should reach to the Gold Coast in under 58 hours which would give them both a corrected time of about 46.50 hours, beating *Apollo* by about two-and-a-half hours.

The race, then, would be between the two near sisterships, which will be racing almost boat-for-boat with near identical ratings. In fact, the difference is that *Another Concubine* has to give *Nadia IV* a mere six seconds handicap every hour which, over a 58 hour race, amounts to less than six minutes.

The International Offshore Rule, for all its faults, certainly has produced equitable racing between well-crewed and well-sailed yachts of widely varying size and shape and age. Of the 153 yachts which completed the last Hobart race, the first 40 were within four hours of each other on Corrected Time, and that 40 included the maxi *Apollo* and the Half Tonner, *Nike*.

As distinct from the IOR Division, with handicaps involved from a set formula, the handicaps given the yachts entered in the Arbitrary Division follow a similar but more flexible rule of thumb assessment of the potential performance of each yacht. Instead of the computer, a panel of yachting experts of the Cruising Yacht Club of Australia sets the Arbitrary Division ratings. Δ



# SHADY LADY

**W**HEN THE elegant Gold Coast based barquentine *Sir Henry Morgan* sails past Surfers Paradise she turns more heads than a meter maid. Based at Bayview Harbour, Runaway Bay, the elegant 25-metre vessel is the epitome of the old-world charm and style.

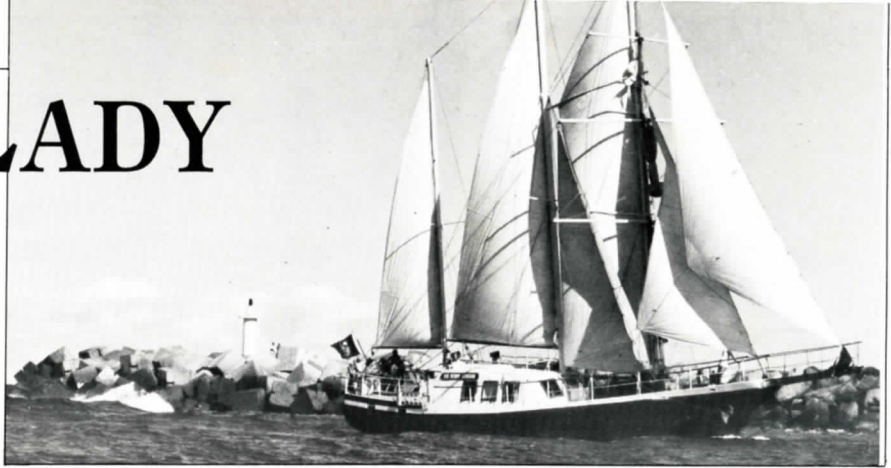
With gunwales down and under full sail she seems to glide straight out of a romantic past full of swashbuckling buccaneers and corsairs.

Bayview Harbour's harbour master Brian Calvert and members of the Bayview Clipper Club took the old timer through the new Nerang River entrance and out into blue water again.

"We were unable to take a ship this size out before, but now the new entrance is stabilised it is just like a river crossing," said Mr Calvert.

"I have skippered many engine powered boats but there is nothing like the feeling of a ship under full sail to get the adrenalin going.

"And on her trial down the coast, the swell and winds were just perfect. All 30 invited guests on board were really thrilled with her performance."



Just like the 17th century Welsh-born buccaneer after whom she is named, the *Sir Henry Morgan* has a shady past, but has ended up being respectable and with good connections.

*Sir Henry Morgan*, the man, led 1000 buccaneers and terrorised the Caribbean waters but ended up rubbing shoulders with Charles II and became Deputy Governor of Jamaica.

And the ship named after him became a bit of a "honky-tonk" lady when she was used by one previous owner as a floating brothel and illegal casino in the late seventies, according to Brian Calvert. But, after almost being destroyed by fire off Mooloolaba in 1979, she was lovingly restored to

her former glory by two naval architects.

Now she has very good connections and is the pulse of Bayview Harbour and the Clipper Club. The *Sir Henry Morgan* now cruises up and down the Coast with V.I.P. guests from the \$120 million development.

In her stateroom guests can dine in style around a huge oak table with seating for 20 people. Blue and white decor throughout her interior offset beautiful Queensland maple panelling.

She can sleep 20 guests in comfort and they can raise a toast to her with Captain Morgan rum in front of a huge bar in the saloon. Δ

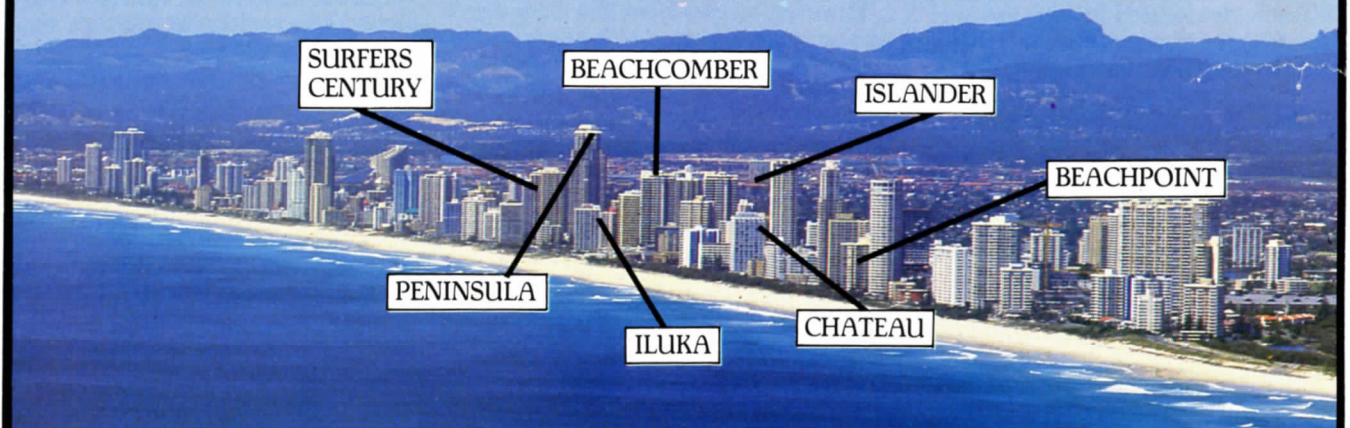
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