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The Magazine of the Cruising Yacht Club of Australia

Pemberton III

and the

“OLD FIRM”

AUSTRALIANS, naturally drawn to the challenge of ocean yacht racing, enjoy a unique choice of major bluewater events, including the Internationally famed NorTel Sydney-Hobart. In recent years, a new offshore challenge conducted by the Cruising Yacht Club of Australia has proven an outstanding success — the midwinter Jupiters Gold Coast Classic from Sydney to the hospitable Southport Yacht Club.

The sponsor, Hotel Conrad and Jupiters Casino on Queensland's Gold Coast at Broadbeach, are market leaders in the demanding hospitality, tourist and gaming industry and their support, combined with an established international image, contributed once again to the success of the 1990 Jupiters Classic.

This race proved once again that our ocean racing sailors are made of stern stuff, bracing stamina, technique and tactics to master a cold, wet and mostly windy passage up the rhumbline. Certainly, racing the Jupiters is just not the case of keeping Australia on the left and cleating the sheets while you take the ration of “Overcoat” Rum from a warm mug behind the spray dodger.

Surprisingly, the offshore westerly for the 1990 race was tame despite one of the worst winter storms to lash Sydney in many years just 28 hours before start time. Fortunately, it had petered out into the normally accepted moderate winter wind by the time the gun fired.

Nevertheless, the freshwind sailors checked weather maps and the storm rigs hoping for the right conditions to crush the 9.7 knot average of 38 hours 57 minutes 12 seconds elapsed time set by Arthur Bloore's 20.5m *Hammer of Queensland* in the peak 55 knot wind speeds of 1988.

Steinman had a new challenger in *Bobsled*, owned and sailed by owners Geoff Bush and Nick Feros from Port Hacking. With her win in the Australian Airlines Brisbane-Gladstone earlier this year — *Bobsled* had proved she had the pace, but a record depended on favourable winds.

Bobsled led the fleet of 64 yachts in a peaceful spinnaker slide out through Sydney Heads with a light to moderate westerly. But once they fixed the course for Barrenjoey, the first sail change was just the start to one of the most thrilling line honours duels ever experienced in Australian offshore racing.

So intense was the competition that principal decision-makers in the cockpit of *Bobsled* and the superfast Greg Elliott designed 17m lightweight *Matua Future Shock* from Auckland, refused sleep as a 380 nautical mile boat-on-boat match race marathon developed with hard-won reputations at stake.

The sparring partners in this war on the water contributed to some daring feats of navigating as they tried to shake the nerve of their rivals. They tacked close inshore and around the rocky hazards with first *Bobsled*, then *Matua*

By Ian Grant

Future Shock, leading the way. Even in the night they were so close that it was possible to read the deck instruments in the loom of the rivals nav-lights.

After 4½ hours of sailing the lead had changed eight times, both *Bobsled* and *Matua Future Shock* recorded the same lat and long on the morning sked.

Vintage “Old Salt” Dave Lawson, who defected to race with the Kiwis, sailed a course within sight of the bottom over Fido's Reef and the shoreside of Cook Island in a valiant fight to give the smaller Kiwi boat a deserved line honours win. But the fighting spirit of the *Bobsled* team fought off the TransTasman challenge to end the 46 hour 31 minute match-race with a 1 minute 44 second advantage.

With the line honours duel resolved, intense interest centred around a changing weather pattern and the tough up-wind slogging and two-sail reaching match to produce the fastest corrected times in IOR and IMS.

Bruce Staples and his “Pittwater Push” crew on Australia's best performed Farr 40, *Witchcraft II*, revelled in

the tough going when the nor-wester pumped to 45 knots north of the Solitary Islands. Staples and crew fancied their chances with a safe split on the rival One Tonners. *Another Concubine* (John and Phil Parker), *Blue Max II* (Jim King and Frank Williams) and the Coffs Harbour-Richards 40, *Outrageous*, skippered by woman owner Jan Partridge.

Indian Pacific, racing under the Fujitsu Dealers flag had time on *Ex-Tension* which was racing her first major offshore after a Scott Jutson facelift.

Outrageous bunted the bricks north of her home port and the crew spent some anxious moments shoring up the hole which hampered their corrected time, but they had little chance in overall corrected to finally finish 12th.

Pemberton III, the former Kel Steinman designed *Ruzulu*, now raced by the vastly experienced Half-Ton racing team of Richard Hudson and Max Tunbridge, proved she is more than a lightweight downwind “skate”.

Her IOR rating of .7051 has provided an excellent basis to build major yacht race wins and she has recorded excellent performances in fresh wind spinnaker wave-riding to take the fastest corrected time titles in the Caltex Sydney-Mooloolaba (480nm) and the Jupiters of 1988. That year, *Pemberton III* recovered from the longest knockdown on record after a spectacular “chinese” off Long Reef to record the fastest corrected time (35hr-21-49) in the Jupiters race history.

But the major factor behind *Pemberton III's* performances has been the total involvement of the on board “Think Tank”. She is given every chance with painstaking attention to keeping speed numbers up with trimming and tactics.

Colin Mitchell, Chris Links, Ian Thomas and Mark Johnson, like veteran Tunbridge and principal helmsman Hudson, have logged most of their ocean racing miles in Half Tonners.

While special attention is focussed on match-racing boats around them, Hudson and Tunbridge also log up fleet progress, plus wind and sea conditions experienced by the larger rivals and



OVERALL IOR winner of 1990 Jupiters Gold Coast Race was again Pemberton III, the Kell Steinman designed Half Tonner from the Royal Prince Alfred Yacht Club. (Pic — Max Press)

LINE Honours in 1990 Jupiters Class went to Sydney flyer Bobsled, giving Melbourne designer Kell Steinman a line-handicap double with Bobsled and Pemberton III. (Pic — Max Press).



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JUPITERS fleet heads down Sydney Harbour under spinnaker, with Hugh Treharne's cruiser/racer, Bright Morning Star, out in front of this group. **BELOW LEFT:** New Zealand flyer, Matua Future Shock, and **BELOW RIGHT:** Another Concubine, with father and son combination, John and Phillip Parker in cockpit. (Pics Max Press)



prepare the progressive tactics after a careful analysis.

They also monitor water temperatures very closely which is so important as most crews expect the East Coast Current to have a predicted character to flow south all year.

Tunbridge loves boat racing "when the winds blowing the dog off the chain" and only stirred after an 18 hour stint in the bunk when *Pemberton III* split her race-weary main in 45 knot winds south of the Solitary Islands. The old master exercised his authority in the crisis by issuing tri-sail setting instructions from the safety of the companion way.

They spent six hours sailing under tri-sail and Tunbridge noticed there was an advantage in current running north on the seaward side of the Solitary Islands.

He went for it, and the gamble paid off with Jupiters prize winning chips when *Pemberton III* captured her second race win and the double for Kel Steinman with a 13 minute 1 second advantage over fellow Royal Prince Alfred Club boat *Witchcraft II* with another 14 minutes 20 seconds to *Beach Inspector*

(David Fairfax).

Witchcraft II's second place has the unique Jupiters record of 3-3-3-1-2 over the five races since inception.

Less than 19 minutes split a great duel between Australia's best performed IMS racer, the American designed and built production J35, *Haupia*, co-helmed by PC (Drusilla) Johnston and Roger Hickman, and the ageing 1974 version S&S 34, *Morning Tide* skippered by Jim Lawler from the Sydney Amateur Sailing Club.

Haupia, optimised with a new Scott Jutson keel, looked set to add to her Hobart race IMS Division third and Caltex Sydney-Mooloolaba race win to her record but Lawler edged the J35 out of first place to highlight the value of IMS to older racing yachts.

Rod Nyman's Alan Warwick designed Cardinal 46, *Apollo Batteries*, the 1989 Jupiters IMS champion, was another 1 hour 41 minutes 22 seconds off the pace to take third.

Matua Future Shock edged out the Ron Holland 48, *Group Therapy* (Peter Wheeler) to score a deserved win overall on PHS, while *Bobsled* capitalised on a 20% penalty to the Doug Petersen 52

Bright Morning Star (Hugh Treharne) for failure to comply with sailing instruction 23.1 and 23.2 to take third.

Jupiters Sydney-Gold Coast Race 1990

Class I (IOR) — Overall

PI Yacht Name	Elapsed DHMS	TCF	Corrected DHMS
1. Pemberton III	2 15 49 29	0.7051	1 21 00 10
2. Witchcraft II	2 09 00 33	0.7932	1 21 13 11
3. Beach Inspector	2 16 09 16	0.7086	1 21 27 35
4. Another Concubine	2 09 05 24	0.7967	1 21 29 01
5. Public Nuisance	2 16 54 15	0.7036	1 21 40 00

Class II (IMS) Handicap GP Course Length 380 Scratch Value 507.5

PI Yacht Name	Elapsed DHMS	GP	Corrected DHMS
1. Morning Tide	2 16 50 20	708.9	1 19 34 48
2. Haupia	2 09 04 26	632.4	1 19 53 24
3. Apollo Batteries	2 08 20 46	609.5	1 21 34 46
4. Seaqueta	2 09 11 45	611.3	1 22 14 21
5. Farr Out	2 15 28 17	660.3	1 23 20 33

Class III (IMS) Handicap GP Course Length 380 Scratch Value 507.5

PI Yacht Name	Elapsed DHMS	GP	Corrected DHMS
1. Too Impetuous	2 07 49 28	609.4	1 21 04 06
2. First Class	2 11 39 49	609.9	2 00 51 17
3. Inch By Winch	2 12 37 29	611.0	2 01 41 59

Class IV (PHS) — Division A

PI Yacht Name	Elapsed DHMS	TCF	Corrected DHMS
1. Matua Future Shock	1 22 32 44	1.000	1 22 32 44
2. Group Therapy	2 09 56 28	1.020	1 22 45 31
3. Bobsled	1 22 31 00	0.807	1 23 26 49
4. Australian Maid	2 15 10 06	0.772	2 00 45 57
5. Bright Morning Star	2 08 56 34	0.822	1 22 48 25