

## KYRWOOD TO THE FORE AGAIN

The 1983 Pacific Championship was hosted by the Royal Hong Kong Yacht Club and was preceded by the Hong Kong Nationals from 5 to 13 November. Both regattas were sailed out of Repulse Bay on the southern side of Hong Kong Island in fairly open waters approximately six miles due south. The championships were attended in force by the Australians, who brought 9 boats in one 40 foot container, including the current world champion and two-times previous Pacific winners, Terry Kyrwood and Reg Crick. Also represented were Singapore, Japan, the Philippines, Great Britain (Philip Milanes and myself) and, of course, Hong Kong – making in total a fleet of about 35.

Sailing conditions for most of the time were choppy seas, often with a long swell, and light to medium north-easterly winds with only two days racing in force 4 to 5. An additional complication – and in some cases an outright danger – was the amount of rubbish lying on and just under the water's surface. This ranged from plastic bags which frequently fouled centreboards and rudders to large logs which could break a foil or hole a hull if not avoided. Courses were very large Olympic, mainly over three rounds with legs of approximately 1 ¼ miles long.

The Hong Kong Nationals lasted three days with two races per day – which, with over an hour taken to reach the starting area, often meant being on the water for over seven hours and on one evening returning after dark. Fortunately, there are no licensing hours in Hong Kong, so a late return from the beach did not materially affect the amount of San Miguel consumed!

The racing at the front of the fleet was very close between Gary Bruniges, Peter Hewson and Terry Kyrwood. Bruniges was eventually the winner and the first seven places were taken by Australian boats.

The pattern for the Pacific Championships was already emerging in that usually an early start in the north easterly, taking small shifts but working towards the port side and holding on until virtually the layline and then taking advantage of a portlift proved the best course.

It also became very evident that the Australian boats were fast upwind – particularly in the choppy conditions.

There were two measurement days in between the championships which included two very enjoyable evenings – one a pub night in the yacht club with free beer and entertainment provided by San Miguel, and another a boat trip to a nearby island for Peking cuisine and a steam back through Aberdeen where there are thousands of small boats on which people live anchored in the harbour. Phil spent most of his spare time working on centreboards (which he cannot enjoy on holiday) and the rest shopping (which he definitely does not enjoy).

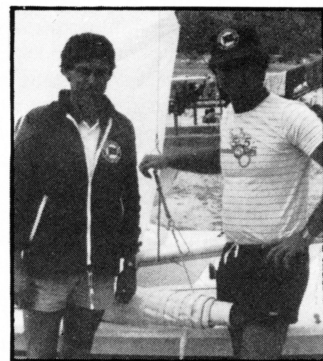
The Pacific Championship began in earnest on Thursday with two races. Neil Harrison took an immediate lead in the lighter, flat water conditions with a first and second – Kyrwood won the second race. Friday and Saturday produced choppy, medium wind conditions: Terry Kyrwood excelled by coming through with two wins and a second while the last race was won by Dean Blatchford, who is only 19 years old. Most of these races were sailed in oscillating winds except for the last beat on the last race when it backed 50° and stayed there – catching out a number of boats badly. The consistent sailing and fast boat speed of Terry Kyrwood and Reg Crick by the end of five races meant they had already won the championship, but runner-up places were wide open.

Nevertheless they still went out for the final race on Sunday, which was held in an excellent Force 5 wind, with a long swell and a lot of chop. Terry Kyrwood was fifth at the windward mark but sailed through remorselessly to first place by the end of the second round. Overall runner-up spot was secured by Dean Blatchford, the talented young sailor from Lake McGuarre.

A memorable prize-giving dinner/dance was held in the

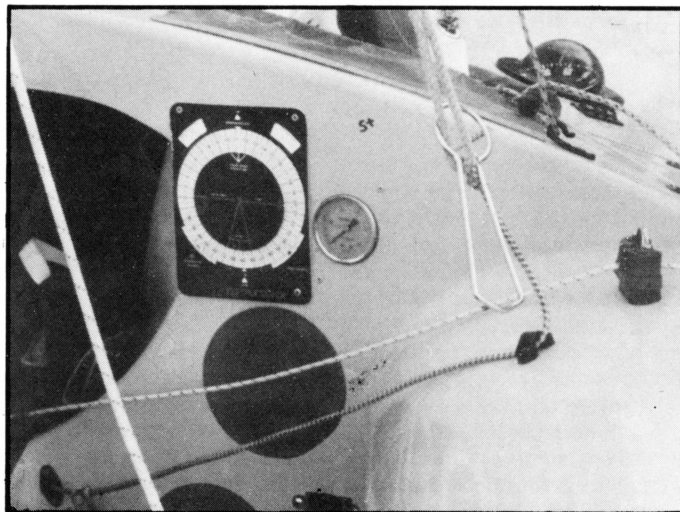


John Labbett



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Above: Winners of the 1983 Pacific Championship Terry Kyrwood, left, and Reg Crick. Left: Phil Milanes flew halfway round the world specially to sand down this centreboard.



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Oil pressure gauge on the Japanese boat to measure rig tension. Hydraulics for shroud adjustment is becoming increasingly popular.

yacht club in the evening – the Australians won the broom race and the boat race and Phil won a prize for the highest placed helmsman over 40!

The Australian Kyrwood boats looked very attractive, were all close to a minimum weight, and with one exception had shutes and aft jib tacks.

The exception was Neal Harrison who had a wooden foredeck and bags and generally followed American style layout and rig. Most of them had hydraulic shroud tensioning and jib barber adjustment in and outboards across the forward thwart. However, Terry Kyrwood's boat was very simple, the only rig control being the jib halyard adjustable on a lever from under the fore-

deck. The Japanese have built a very nice-looking green and yellow boat with full adjustments and even oil pressure meters to measure rig tension. Rigs favoured by Australians seem to be fairly large section masts sporting Horizon (ex-Burke) or One-Design sails and sailed with a lot of lower mast bend.

**John Labbett**

### Results

1. KA7529 Kyrwood/Crick 3.0
2. KA7481 Blatchford 29.0
3. KA7509 Hewson 34.7
4. KA7331 Bruniges 35.4
5. KA7477 Soulsby 43.8
6. KA7532 Harrison 44.0
7. KA7236 Nater 54.4
8. KH7218 Pearson 67.4
9. K 7622 Milanes/Labbett 70.0
10. KH7480 Lockyear 72.0