

OFFSHORE

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AUGUST 1974

NUMBER 19



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on the Harbour

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Cover: Winter Series on Sydney Harbour
(Photo by David Colfelt)

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The last voyage of Cutty Sark

... a spellbinding record of rescue at sea
for those who would go down to the
sea in small ships ...

from John H. Alsop
as told to David Colfelt

On Saturday, May 25th a storm took the coast of New South Wales by surprise striking with a vengeance far beyond the imagination of the weather reports.

Late that afternoon and evening as increasing winds ripped up trees even in protected suburbs, and the seas on Sydney harbour had already begun the savage demolition of Manly, the wireless carried tense reports of two small boats known to be at sea between Newcastle and Broken Bay. They were Cutty Sark and Nimbus Too, the latter owned and skippered by CYC member Paul Moline.

The crew of Cutty Sark — skipper/owner John H. Alsop, his son, Tony and old sailing friend Jack Evans — were all experienced seamen. They were taken off Cutty Sark by the destroyer escort HMAS Swan at about 2300 hours Saturday night.

Nimbus Too was never heard from again; the bodies of Paul Moline and his son were washed up on the shore at Toowoona Bay a day or so later. Both boats were returning from Lake Macquarie to Broken Bay that Saturday, after having participated in the Squadron Cruise three weeks before.

How many other boats and lives were lost in that storm will never be known, but mere probability suggests a greater number than we have read about. It is also quite probable, from reconstructing known facts, that Cutty Sark could have successfully ridden out the holocaust. As fate had it, her crew were spared an uncomfortable night at sea, and she broke up some time later near Newcastle (a piece of waterline wreckage was positively identified by Alsop). The following text includes the log of Cutty Sark dictated from memory by John Alsop.

CUTTY SARK WITH A CREW OF THREE LEAVES LAKE MACQUARIE WITH NIMBUS TOO — CLEAR SKIES, "VERY PLEASANT SAILING CONDITIONS".

Saturday Morning, 25th May, Wangi.

0645 Cast off marina for dropover blinker buoy, where we had arranged to meet *Nimbus Too* and the pilot, Charlie Hollis. Called *Nimbus Too* by radio and advised we would be at the rendezvous on time. *Nimbus Too* had left Belmont and we sighted her shortly after this.

0730 The pilot led us down the channel with *Nimbus Too* astern.

0800 Passed through Swansea bridge.

0825 Had crossed the bar and left the pilot. Hoisted sail carrying full mainsail and large genoa we proceeded to sea.

Wind light westerley, 10 knots. Sea smooth with long lazy southerly swell. Once clear of Moon Island we set course 190°. The sky was clear except for the usual cloud bank low on the Eastern horizon, normally present at sunrise. Earlier some black cloud from the south had been visible but this had been blown out to sea and had disappeared. The wind held steady at 10 knots. Our speed through the water was about 6 knots. Very pleasant sailing conditions.

With Catherine Hill Bay abeam, we called up Royal Volunteer Coastal Patrol, Gosford Base, and reported that we were proceeding from Lake Macquarie to Broken Bay. There was considerable radio interference from charter fishermen at the time and I am not certain that we received a clear acknowledgement.

Off Wybung Head the wind freshened slightly to about 12 knots, which we had anticipated as this would be normal with a mid-morning westerly. As the top limit for the large genoa is about 15 knots, we decided to set the working headsail rather than wait until the breeze freshened further which we expected. *Nimbus Too*, who was then astern of us about ¼ mile, passed us and then decided to put on a similar headsail herself. We were in continual radio contact with *Nimbus Too* at this stage.

Nimbus Too set a very small jib, which was obviously far too small, and we passed her again. She decided to put an intermediate jib up and we drew still further ahead and, at this stage, were probably ½ mile ahead. At this point Bird Island was abeam. We decided to restrict radio communication to hourly calls on the ¼ past the hour.

THE POLICE RADIO WARNS OF WINDS UP TO 30 KNOTS; SAILING CONDITIONS WERE BEAUTIFUL, DEAD SMOOTH SEA AND LONG LAZY SWELL.

South of Norah Head, Newcastle Police Radio came on the air with a strong wind warning for the Sydney area to the effect that winds up to 30 knots could be expected within the next 12 hours. As there was still no indication to the south or west other than a very low cloud line just above the south horizon, which appeared to indicate rain, both boats decided to carry on. A 30 knot wind would be a normal good sailing breeze for *Cutty Sark* without needing to reef under the rig we were carrying.

The wind continued from the west at about 12 to 15 knots and the sailing conditions were beautiful — dead smooth sea with long lazy southerly swell. We heard reports from fishermen further down the south coast, south of Jervis Bay, that it

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was blowing fairly hard there and also some reports around the Sydney area that there was a fresh breeze with heavy rain. Later the fishermen between Broken Bay and Sydney reported that the wind was dying away but that the rain was heavy and they complained of the roll.

THEY RUN INTO RAIN; CUTTY SARK LOSES SIGHT OF NIMBUS TOO IN HEAVY RAIN

Just south of Terrigal, we could see rain to the south. The wind at this stage had shifted slightly south of west but still held at about 15 knots. With *Avoca* abeam we ran into rain. The coast however was visible through it. *Nimbus Too* was about 1 to 1½ miles astern and just visible through the rain. Just south of First Point, I altered course slightly to the west to about 200°. The rain was increasing and we did not see *Nimbus Too* again. The wind shifted back to the west, still about 15 knots. Time about 1430 hours.

HEAVY RAIN OBSCURES THE COASTLINE; THEY DECIDE TO PUT TO SEA

At about 1500 hours I altered course to 240° to lay Barrenjoey. The rain increased in intensity, reducing visibility to about 1 mile. Shortly after this we got a glimpse of the outline of land on our starboard bow. All on board believed it was the land south of Barrenjoey. We tacked to head for it. I soon realized that it was not the land south of Barrenjoey but Third Point and the land west of Third Point. We were, therefore, approaching Maitland Reef.

I immediately decided to stand out to sea and headed seawards on a course 090°. At this point the wind suddenly switched to the South East. It started to freshen, blowing about 35 knots. It rapidly increased to 40 and then 45 knots. We maintained 090°, logging about 6½ to 7 knots.

A "MAY DAY" FROM NIMBUS TOO

At about 1515, Jack Evans, who was standing by the radio heard a "May Day" from *Nimbus Too*, advising she had a man overboard. This call was immediately acknowledged by the Royal Volunteer Coastal Patrol. No further signal was received from *Nimbus Too*.

A particularly severe squall hit us and blew out the mainsail. Rather than try to get the boom into the crutch, we lashed it to the port guard rail and port doghouse hand rail, and carried on to seaward under jib only. As the wind was still freshening, we had the motor running and I decided to stow the jib in the pulpit. The head of the stowed sail was about level with the top pulpit rail.

CUTTY SARK TELLS VCP SHE IS PUTTING TO SEA: SHE RIDES COMFORTABLY, MAKING SEAWARD.

At about 1600 hours I decided to call the Royal Volunteer Coastal Patrol to advise them of our position and that we were standing out to sea. Although we were in no particular difficulty *South Pacific* replied to our call and said that they would come out to pick us up. It would take them approximately 10 to 15 minutes to prepare for sea. We carried on, still heading East, hove to. The stowed jib and remaining tatters of the mainsail on the boom gave us about 1 knot still on the 090° course. At this stage it was impossible to estimate leeway. All hands went below, as the vessel was looking after herself quite comfortably and did not require steering. She was not shipping anything but spray. The rain still persisted. We turned on the bilge pump and emptied the bilge as a small quantity of water had been taken through the hawse pipes and leaked through the forehatch during the fairly hard sailing in the early part of the blow. I estimated we had 2



John Alsop reconstructs the final voyage.

hours fuel in the main fuel tank and a further 2 hours in reserve in a drum in the after locker.

VCP BOAT CANNOT GET BEYOND BARRENJOEY BECAUSE OF HIGH SEAS

South Pacific later advised that she was unable to get beyond Barrenjoey as the seas were breaking completely over her. The wind was rising steadily, at this stage over 60 knots, and the seas were building up. *Cutty Sark* was still riding very comfortably, although the whole crew was wet and both Tony and Jack Evans were cold. We heard *South Pacific* call the Royal Volunteer Coastal Patrol, Newport Base, asking them to contact Marine Ops at Canberra immediately.

South Pacific later advised us that *HMAS Swan* had been ordered to sea. *South Pacific* called us to fix a time for a call from *HMAS Swan* for a R.D.F. fix. Once at sea, *HMAS Swan* took over all radio communication with us and declared a radio silence for the East Coast.

DESTROYER SWAN GETS R.D.F. FIX ON CUTTY SARK AND RADIOS POSITION.

At 2110 *HMAS Swan* called us for a long signal for a R.D.F. fix. This we gave and some little time later she called for a second long signal for a second fix. Within 10 minutes *HMAS Swan* radioed our position in degrees, minutes and seconds of latitude and longitude.

All stations concerned operated on a frequency of 2524 KC. throughout the entire proceeding.

All hands changed into dry clothing. Jack Evans and Tony got into their bunks with blankets and got warm while I kept watch. As *HMAS Swan* proceeded up the coast she kept in continual communication with us. I started the engine to charge batteries and decided to use the remainder of our fuel for this purpose. Radio communication was excellent throughout the whole time.

FUEL EXHAUSTED, CUTTY SARK STILL MAKING SEAWARD, DESTROYER SWAN SIGHTED

When the fuel was ultimately exhausted and the engine stopped, we turned off all lights to conserve power and sat in the

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cabin in relative comfort awaiting *HMAS Swan*. At one stage
the weather to the north cleared and I was able to get a bear-
ing on Norah Head light and, a few minutes later, a bearing
on Tuggerah Entrance township lights, which were radioed
back to *HMAS Swan*. Half an hour later I took a second bear-
ing on Norah Head, our course still being east, and established
that we were making to seaward. Two hours later Norah
Head was still on our port quarter, which indicated that we
would clear Norah Head by a very safe margin.

HMAS Swan suggested that we cease radio communication
unless any emergency arose until we sighted their lights on the
horizon. We turned off the radio to conserve power. Tony
later saw *HMAS Swan's* lights on the horizon and several
minutes later I picked them up as well. She was then quite
visible, brilliantly lit. I called *HMAS Swan* on the radio and
told them that their lights were visible and gave them a com-
pass bearing on us, which was 180°. They acknowledged. We
had switched on our masthead and spreader lights as well as
navigation lights, and within a few minutes they radioed that
they had us in sight.

**50 FT. SEAS MAKE RESCUE EXTREMELY HAZAR-
DOUS**

Within five to ten minutes *HMAS Swan* was alongside laying
cross wind on our weather side to give us a lee. With the huge
seas running this did not prove to be a very satisfactory ma-
noeuvre. The two vessels crashed together, beam on, a first, a
second, then a third time. *HMAS Swan* passed lines to us but
they were too big and there was nothing on *Cutty Sark* to
secure them to. Lighter lines were subsequently thrown,
which we could make fast. We used the sheet winches in the
cockpit as the most secure heavy fittings. Shortly after these
lines were secured, the vessels surged apart and the port
winch snapped its holding bolts and was catapulted into the
sea with terrific force. Considerable difficulty was experienced
in keeping lines secured.

A scrambling net was over the side of *HMAS Swan's* quarter-
deck and we were told to jump. At this point *Cutty Sark* fell
away from the ship some fifty yards and turned with her bow
facing *HMAS Swan's* side. She rose on a very high sea, put
her head down, and planed at about 10 knots down the side
of the sea, hitting *HMAS Swan's* side with her stem post head
on, giving up a sickening crunch. The shock was terrific. I was
sitting in the cockpit and was catapulted through the com-
panionway straight down on top of the cabin table, finishing
up at the forward end of the cabin. I was completely unhurt
probably saved by the padding of my life jacket. I scrambled
back on deck. I expected that this shock would at least have
started some seams, but apparently not, as *Cutty Sark* showed
no sign of leakage right to the time she was abandoned. Later
I learned she had put a dent in *HMAS Swan's* plate.

**DESTROYER DISMASTS CUTTY SARK; SHE RISES AND
FALLS ON THE HUGE SEAS LIKE A HIGH SPEED LIFT**

After another collision, some of *HMAS Swan's* upper works
caught in our rigging and pulled the mast out. This went over
the starboard side, fortunately missing everybody. Looking
back, I believe the rig did not carry away but that the ship
sprung sufficiently to lift the mast out of its deck step. The
mast did not break, nor was the cable taking the electrical
supply to the spreader and masthead lights broken. I remem-
ber seeing these glowing, still alight under the water. The
heel of the mast remained close to the mast step, apparently
held by the standing rigging.

HMAS Swan was rolling violently and in the seas that were
running, then estimated to be between 50 and 60 ft. *Cutty*



Cutty Sark

Sark, in relation to *HMAS Swan*, was going up and down like a high speed lift. At one minute our deck was level with her upper deck; the next minute *HMAS Swan's* bilge keels were visible. They were still calling for us to jump for the net. Tony jumped and missed and fell into the sea, just as the two boats started to approach for another collision. Fortunately *Cutty Sark* stopped about 6 ft. away from *HMAS Swan* and backed off again.

Two divers, who were already down on the net, grabbed Tony and hoisted him up just as *Cutty Sark* crashed again, beam on, just where the three men had been a second before.

OIL ON TROUBLED WATERS; VALIANT DIVERS SWIM TO CUTTY SARK; HAZARDOUS JOURNEY TO DECK OF DESTROYER

HMAS Swan now eased the lines and allowed *Cutty Sark* to drift around her stern and out on the weather side. *HMAS Swan* had pumped a quantity of fuel oil on to the sea, which smoothed the surface down very considerably. At this time the wind was recorded at 75 knots, and the back draught from the ship's side held *Cutty Sark* stern on to the ship at a distance of 60 to 70 feet, where she lay quite comfortably, without any tendency to charge.

Tony, then on deck of the *HMAS Swan*, told them that nei-

ther Jack Evans nor myself was capable of jumping for the net. Several minutes later, a diver, in wet suit and flippers, arrived alongside and we helped him on to *Cutty Sark*. Jack Evans had injured his back, so the divers took him first. They passed a line around his waist. He slipped over the side and was hauled over to the ship. They got Jack up the net and on deck.

Then two divers came back to collect me. They secured a line around my waist and calmly said "Slip over the side". I slipped over the starboard quarter and was surprised to find that the water was quite warm. As I was hove over to the ship I first saw the waterline disappear into the sky and the bilge keel appear. Momentarily the process reversed, the waterline descending, disappearing followed by the scrambling net. When the ship started to rise again, I clung on and started to climb the net.

As *HMAS Swan* rolled in these huge seas I became partly immersed several times, less and less as I climbed up the net. About three quarters of the way up I had no strength left to climb further. At this stage I realized that one of the divers, a big, powerful man, was behind me with his arms around my shoulders and his feet in the net outside mine so that I would not fall backwards. A number of other divers were on the net either side of me, pushing and shoving as well as giving encouragement. In a few moments I was safely on board. The divers, Able Seaman, Robert Lindsley; Able Seaman, Dallys Ruhl and Petty Officer, David Krietling, did a magnificent job.

CREW OF CUTTY SARK GIVEN HOSPITALITY OF THE SHIP; SEARCH FOR NIMBUS TOO CONTINUES

Immediately on deck we were taken to the sick bay, stripped, rubbed down, put into dry clothes and put to bed with a large mug of hot soup and told to sleep. A quarter of an hour later the Captain came in to see me and he told me that they had tried to take *Cutty Sark* in tow. They had sent the divers back on board to secure tow lines, but with the seas that were running the lines parted like cotton and they had to abandon any attempt. The Captain had hoped to tow her to safety.

The Captain said that he felt that the search for *Nimbus Too* should be continued as soon as possible, and I agreed. He told me to try to get some sleep as he would like to talk to me, as a yachtsman, about the probable actions *Nimbus Too* may have taken in the circumstances. This would help determine the best search area to tackle first.

The search continued during the night, zig zagging between Newcastle and where we had been picked up, in an unsuccessful endeavour to locate *Nimbus Too*.

THE ABANDONED CUTTY SARK SIGHTED AGAIN AT 0300 SUNDAY MORNING; WINDS RECORDED AT 90 KNOTS; CUTTY SARK STILL RIDING HIGH, HEADING SEAWARD

Next morning the Captain invited me to the operations room to discuss further search plans. At this time he told me that they had passed *Cutty Sark* at 0300. The wind velocity recorded at that time was 90 knots. The watch keeper said at one time the pointer on the anemometer had gone right off the scale, which read only to 100 knots. He said that *Cutty Sark* was still riding with her waterline showing quite plainly, so she obviously had not taken in water and was still heading seaward. She was not seen again.

I really cannot speak too highly of the Captain, Commander A.R. Cummins, his officers and crew, their extreme compe-

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Cutty Sark — Alsop later installed a wheel.

tence and the hospitality they gave us during the next 24 hours that we remained on board. The team spirit and efficiency of everyone on the ship was remarkable. The bravery of the divers speaks for itself.

What observations can be made and what lessons learned from the story of Cutty Sark? *Offshore* talked with John Alsop, a yachtsman with 65 years of sailing experience and former Commodore of the Royal Prince Alfred Yacht Club, about his experience. There is little doubt in his mind that he, his ship and crew could have ridden out the storm successfully.

OFFSHORE: You've said you think you would have been O.K. without any help. What makes you think so?

ALSOP: Cutty Sark was riding comfortably and making 1½ knots seaward even though we were carrying no sails at the time and no engine because we had run the main fuel tank dry. I still had a heavy cotton/canvas stormsail we hadn't set yet. We had all the equipment necessary to get the reserve fuel into the tank — by hanging the can from the boom and rigging up a siphon we had for just that purpose. Even so, we know that Cutty Sark was sighted at 0300, her waterline still plainly visible, and she wasn't apparently taking water. And judging from where she finally came ashore — somewhere very near Newcastle we had an excellent chance of making it through the night.

Obviously at the time, with the wind where it was, the entire coast of N.S.W. became a lee shore, and with help at hand the risk to the crew of riding it out would have been unacceptable. Actually, the Captain of *HMAS Swan* told me later he would have taken us off even if we hadn't come off voluntarily.

OFFSHORE: What, in retrospect, are the main reasons you did survive, or as you feel, would have survived without help.

ALSOP: All the crew knew what they were doing. We had an immensely strong boat. We had all the equipment needed. *Cutty Sark* was Class IV Ocean Racing Certified, but we had all the gear for Class III.

OFFSHORE: Could you give us a little more detail?

ALSOP: For example, we had a good radio, a Radafon 75 watt 5 channel set, *properly installed*. That's important because many radios are *the minimum* to keep the price down. Mine was mounted midships; with a 6204 MHZ whip antenna, a loading coil for each frequency, which made it extremely efficient. I also had an RF output meter on the set so I could tell, for example, when humidity was causing a drift in output, and I could retune accordingly. It was the radio that enabled us to maintain contact, let *HMAS Swan* get a fix, tell *HMAS Swan* when she was near us, etc.

Cutty Sark had three anchors, two with chain cables; all navigation equipment including wind speed and direction, boat speed, log, close haul/deviation from course; echo sounder; two batteries; 40 amp generator on her Ford 10 engine; two bilge pumps, one electric and one spare manual; three sets of sails; at least five days food and water for at least two weeks without rationing.

OFFSHORE: You said Cutty was immensely strong, and from the pounding she took as described in your log, she must have been.

ALSOP: She was. *Cutty Sark* was built 45 years ago up the Parramatta River. She was an Albert Strange design, a 30

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TECHNICAL DATA

Dimensions: Diam. 2 3/4" Thickness 1 1/4"
Weight 3 1/4 oz.
Liquid: Special high gravity,
self-lubricating fluid.
Vacuum filled.
Lighting: Tritium gas radiation light.
Seal: Ultra-sonically welded
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Magnets: Two miniature rod magnets
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ft. originally gaff-rigged auxiliary cutter. She has been described by *The Complete Yachtsman* as "the ideal cruising yacht for the North Sea". She was rigged as a masthead sloop. I modified her about ten years ago, put on a new deck, completely re-did the interior.

They built her keel out of a 12in x 12in spotted gum. She had full length planking, the first four strakes were 1.1/8in spotted gum, which as you know is very resistant to salt water, the remainder were New Zealand Kauri. Her ribs were spotted gum, 2in x 1in at 8in centres; around the mast they were 3in x 1in actually touching one another for three feet. The floor frames were grown ti-tree, 3in at 2ft centres. She had four stringers inside the ribs, three of them 4in x 2in and one 6in x 2½in. The stem post was 10in x 5in. You remember she actually made a dent in the *HMAS Swan*!



Plaque of HMAS Swan crest — gift to Alsop.

OFFSHORE: How did she behave in those 50 ft. seas you've described?

ALSOP: I told you she was riding extremely comfortably. Tony and Jack were lying in their bunks with no bunkboards.

Cutty had 2½ tonnes of lead in her keel and one tonne of trimming ballast, and that and the "deep v" shape of the hull helped to make her extremely stable. Quite frankly, for sea-going I think I prefer the older designs — "deep v", the full length keel which meant she would virtually steer herself, the solid construction — to the modern ocean racer designs. I'm a cruising man, though.

Cutty didn't really start to move until we had 15 knots of wind.

OFFSHORE: What do you think happened to *Nimbus Too*?

ALSOP: I really wouldn't like to say. We heard a "May Day" saying she had lost a man overboard. *Nimbus Too* had her radio antenna mounted on top of her mast. I suspect when she lost the man over, she did the only thing you can do — jibe. She may have been rolled when she did, because we never heard from them again.

OFFSHORE: You mentioned you'd owned *Cutty Sark* for twenty-five years, and you must really feel a sense of loss. What will you do about another boat?

ALSOP: I prefer the older designs for my purposes. I had Cutty practically fitted out to take a Pacific Cruise — Fiji New Zealand, etc. I guess I'll look around for something of a similar type.

I've given quite a lot of thought since it happened to what every yachtsman should know and be prepared for in rough weather. I don't want to teach anyone to suck eggs, but I'd be happy to come talk to your C.Y.C. members about it if you like.

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Cruising the Coral Coast

As the introduction to a new edition of this well-known book points out; "This is not a cruising story. It is a collection of information about the great Barrier Reef, passed on in the hope that it will firstly encourage, then assist you in your trip to this beautiful area".

Written by Alan Lucas in 1964, the first edition was an instant success when finally published in 1968. Since then it has been unavailable and every yachtsman heading north has tried to beg, borrow or steal a copy.

This second edition of "Cruising the Coral Coast" has been considerably enlarged and has been extended to embrace the entire east coast of Queensland from its border with New South Wales in the south to Thursday Island in the north. There is also a brief description of the Gulf of Carpentaria and its main port Weipa.

To assist the growing fleet of vessels sailing from the Great Barrier Reef to New Guinea, a description of the passage from Lizard Island to Port Moresby is included as well as a description of Port Moresby itself and the passage from there across the Papuan Gulf to, and including, the Torres Strait.



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With 272 pages including 397 photographs, illustrations and maps, this book is a complete work covering the Barrier Reef and the Queensland coast from every possible angle of interest to the boating man. Details have been brought up to date including metrication.

Part I includes historical notes, hunting, fishing, cooking, diving, swimming, shelling, safety first, facilities for the traveller ashore, aids for the boatman, the weather and the sea and advice on navigating rivers and reefs.

Part II, representing more than half the entire book, describes with words and illustrations, every useful anchorage and port from Southport, in southern Queensland, to Thursday Island and on to New Guinea. This section will be of great assistance to yachtsmen cruising north. The graphic illustrations and detailed information of every port and anchorage will enable any competent seaman to cruise these waters secure in the knowledge of what he can and what he can't do.

Charts and pilot books are still very necessary and must be used. But with Alan Lucas' book aboard, navigating in these reef waters will become just so much easier. Planning the voyage (even if you never make it) will become an enjoyable experience. Although intended as an information book, Alan Lucas' easy-going style makes it very readable.

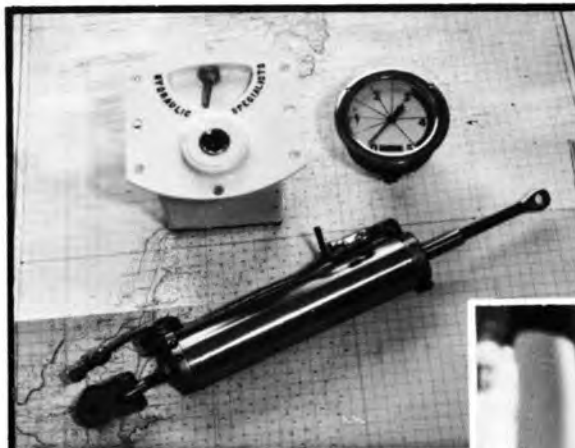
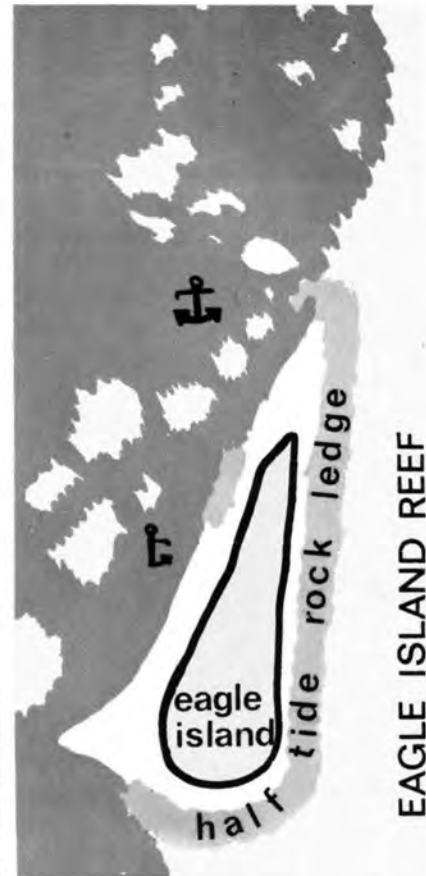
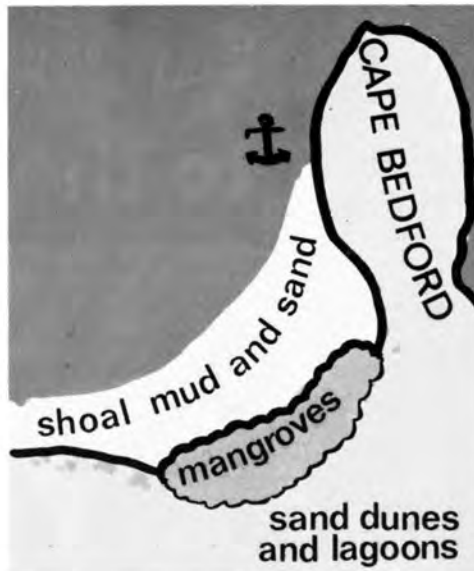
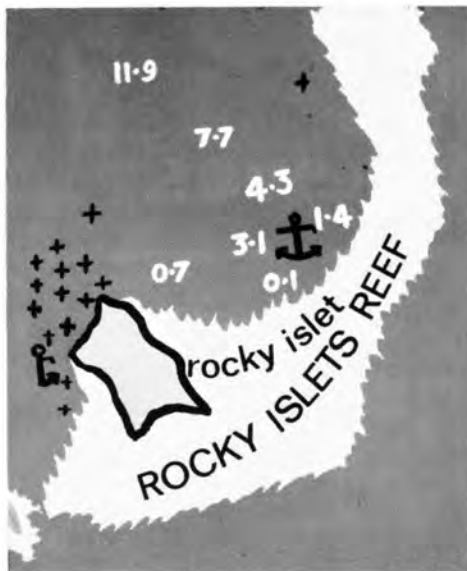
A must for every cruising yachtsman.

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"Cruising the Coral Coast" now being released through book-sellers and newsagents. \$4.50 paperback, \$5.95 hard cover or plus 60c postage ordered direct from Compass Publications, 11 Reiby Road, Hunters Hill, NSW., 2110.

the author: Alan Lucas





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Oh NOUMEA!

Some details and information on the Noumea Race have already been published — we have seen newspaper and magazine reports, stories and details on the race which have given various opinions but no real facts on the race.

But in this article we would now like to detail the facts of the race as given by the competitors themselves over the radio scheds twice daily when the fleet was contacted by Sunbird for position reports. This article comes direct from the skipper of the winning yacht, Tui Manu, the well known Mick York.

THE CAPTAIN COOK TROPHY. Produced this year under the auspices of the Historical Society of New Caledonia to mark the bi-centenary of Cook's discovery of that country. This handsome outright trophy was donated by Senator Henri La Fleur of New Caledonia, who back in 1953 presented the trophy for the first Sydney-Noumea race. It is a large fluted cup on a wheel base. The wheel, carved specially for the trophy, is mounted at an angle to the axle, around which are carved maps of New Caledonia and New Holland showing Cook's exploration routes.

Presentation of Cook Trophy at CNC Yacht Club, Noumea. Left to right: J. Seymour-Allan, R.S. Gulson, Mick York (skipper), R.W. Brenac (Navigator), K.W. Humphrey. (Tony Carpenter had flown home earlier.)

This year is the bi-centenary of Captain Cook's discovery of Noumea. Actually it is the fourth race and not the inaugural race as has been mentioned in some yachting circles. It happens to have been 14 years since the last Sydney Noumea Yacht Race. Let's hope it becomes an annual event from here on!





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All the position reports were logged by us in *Tui Manu*. Each day the position of each yacht was entered on a specially prepared chart so that our handicap position could be checked daily.

But before going into this detail I would like to run through a few facts regarding preparation and care which should be taken before entering a marathon race of this nature.

Tui Manu, as you probably know, is a 37ft Tasman Seabird, designed by Alan Payne 15 years ago. This class was very competitive in her time and as results have shown *Tui Manu* is still able to hold her own against modern designs with a third over all in last year's Sydney-Brisbane Race and first in Second Division and now winner of the Noumea Race.

The Tasman Seabird design, in my opinion, was a leader in its time, as it was one of the first designs to adopt the vertical rudder stock. It also has a very large propeller aperture which gives very efficient running under power and this design has led to the hanging rudder and separate rudder as we know today. Alan Payne also designed her as a wide beam boat for her time at 9 ft 6 in and with this beam he moved the rigging in-board from the traditional rigging position on the ship's side, and today, boats of 37-40ft with 12ft or so beam, sometimes carry their rigging on the cabin sides.

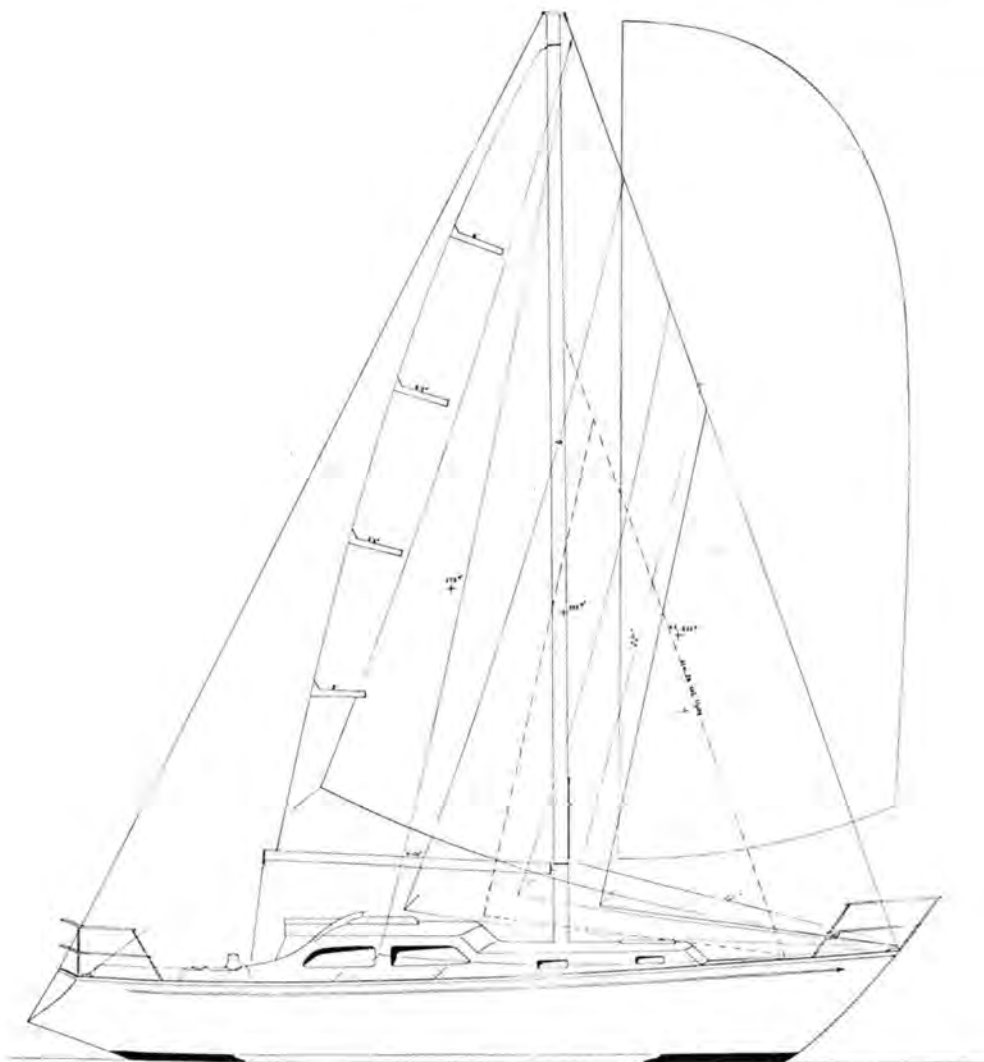
Tui Manu is built of steel and has been yawl rigged with the view to easy handling for cruising with the family but can also give us a great advantage in long ocean races when we can use our mizzen staysail or mizzen spinnaker.

My philosophy now is to enter races which lead me to cruising grounds, such as Sydney-Brisbane, Brisbane-Gladstone and now the Noumea race. My ship is capable of sailing to her handicap in heavy weather from any direction and in light weather when we are slightly free and under either of these conditions there are very few boats in Sydney that can beat us on handicap. However, if the wind comes in light and directly on the nose we can write the race off.

It is with these facts in mind that we started in the Noumea Race knowing that we had a far better than even chance of winning, as in a race of this length, although you prefer to sail the Rhumb line course, if the wind comes on the nose you can free off a little, gain more speed and sail very little distance further. This in fact, is the system we used but with the circumstances a little different as we sailed on shy runs in light airs carrying full gear instead of running square on the Rhumb line and reducing speed.

Preparation for these long ocean races should be carried out meticulously and everything including stores should be aboard a day or two before the race. *Tui Manu* is kept in top ocean racing condition at all times, although we now enter only the longer races. When we decided to enter the Noumea Race, the only major thing we had to do was store ship and this was done with all food properly stored three days before the start and included in our gear aboard is all the equipment we use for cruising, anchor winch, fresh food in refrigeration, a nine man inflatable rubber dinghy as well as the safety regulations raft and also such things as an outboard engine hanging on the after pulpit and a set of ratlines for erection in the rigging for cruising.

We have no electronic navigational aids except a sea water temperature thermometer and a depth sounder and our miles are logged from the old taffrail type log.



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A few words of caution may be mentioned here regarding damage to yachts at sea as we were very happy being in a steel yacht on June 4th when we hit a huge log at sea which chipped the paint on the topsides and dented the steel. We also missed a full 44 gallon drum by about 10ft on the way home, either of these could have caused the loss of a ship not as well found.

The race!

To aid in following the race I have included eight small charts showing the positions of each boat at 1900 hours on 30th and 31st May, the 3, 4, 5, 6, 7, 8th June. The positions for 1st and 2nd June are not included as conditions were not suitable for this kind of work as we were battling a gale with some 50-60 mile per hour winds over this period and I believe we were all more interested in surviving than knowing exactly where we were.

Looking at the race from our point of view, we were limit boat meaning that everyone in the fleet gave us time, so I drew a line through our position each day at right angles to the Rhumb line, so those boats behind us we didn't need to worry about — all we had to watch was our handicap on those ahead.

These charts are all drawn on the same scale and have only been divided up for convenience of printing and the miles scale is shown on the last chart.

The program read as follows. Listed on this is the minutes per hour which every yacht had to give us. On the charts I have listed the hours elapsed.

Yacht	TCF	Mins/Hr to <i>Tui Manu</i>
<i>Helsal</i>	1.0444	19.2
<i>Apollo</i>	.9541	15.3
<i>Banjo Paterson</i>	.9205	13.7
<i>Hustler</i>	.8742	11.2
<i>Boomerang of Belmont</i>	.8652	10.7
<i>Widgeon</i>	.8392	9.2

<i>Sunbird</i>	.8274	8.5
<i>Alcheringa</i>	.8136	7.6
<i>Four Winds II</i>	.7599	3.9
<i>Astelot</i>	.7390	2.3
<i>Harmony</i>	.7257	1.2
<i>Tui Manu</i>	.7107	0.0
<i>Dulcinea</i>	.7662	4.3

For the first and second day we experienced light and variable breezes of 5-10 knots and the fleet kept in fairly close company. On 1st and 2nd June the gale set in as I described and survival was the name of the game. One point worth mentioning is that we saw another yacht nearly every day, which in a fleet of 13 over a course of 1000 odd miles is rather extraordinary.

3rd June

However, by the 3rd June *Apollo* and *Helsal* had retired and headed home and by 0630 the wind had dropped from some 60mph which we had logged at 0100, to 5-8mph.

The positions indicated for the morning of the 3rd would be more realistic as the weather had settled down and navigators could get their sights. It was made known on the radio scheds that positions were by observation.

Our handicap has been worked out on these charts for an average speed of 5 knots and on 3rd June we could give *Dulcinea* 37 miles but she positioned herself 57 miles ahead of us. However this was difficult to believe, because of later positions when she was placed behind us.

Harmony gave us 10 miles at this stage and was 12 miles ahead. *Alcheringa* gave us 65 miles and was 55 miles ahead so the picture took shape — these were the two boats for us to watch.

4th June

June 4th saw *Dulcinea*, *Astelot*, *Boomerang* all behind us,

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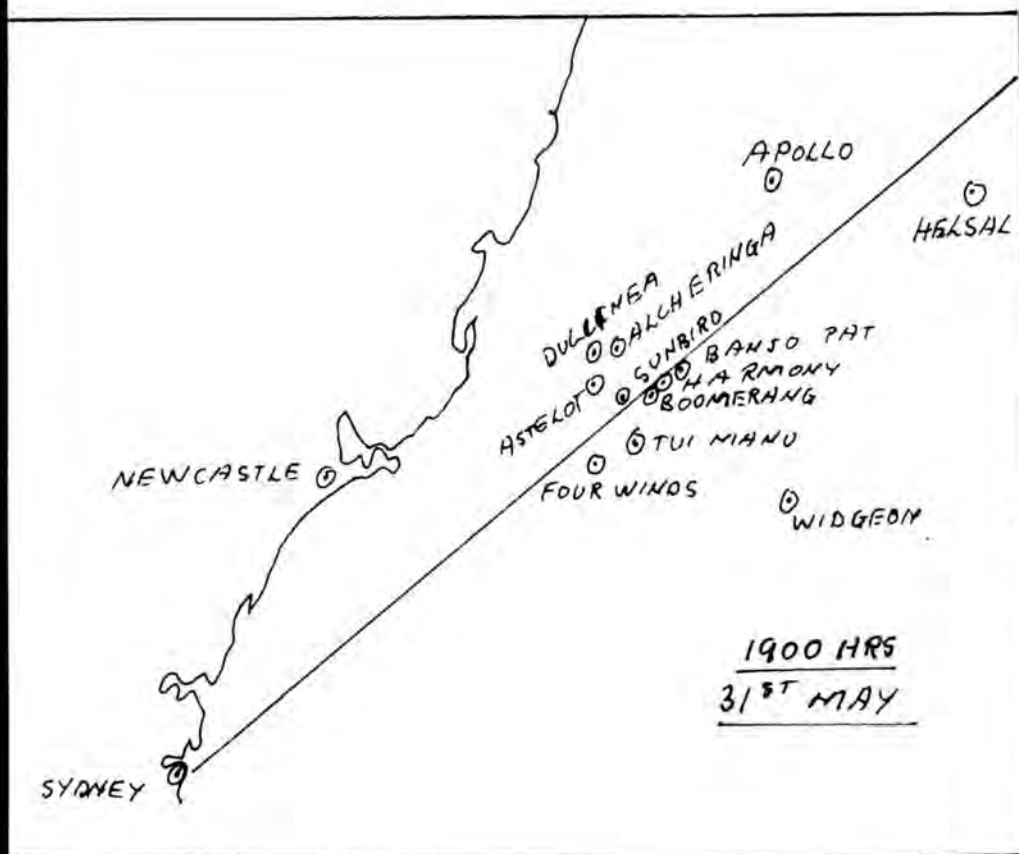


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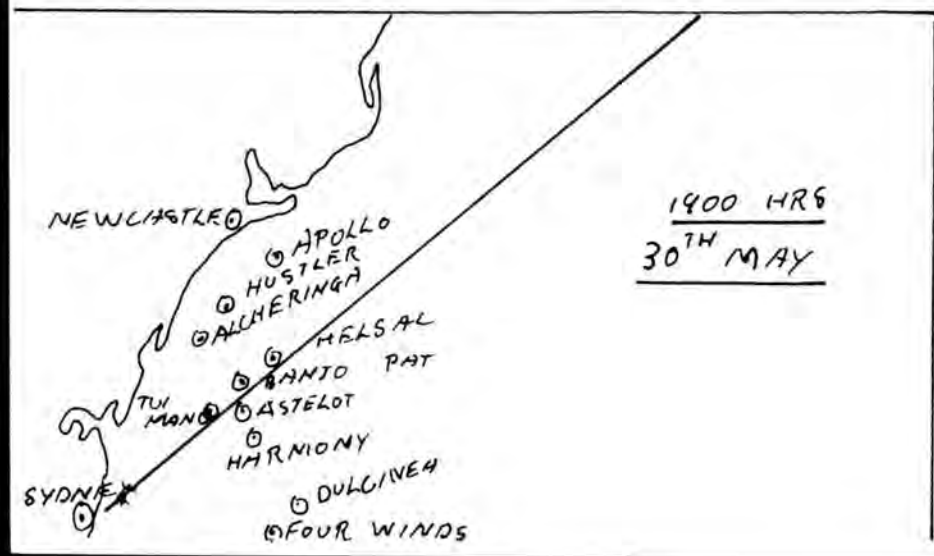
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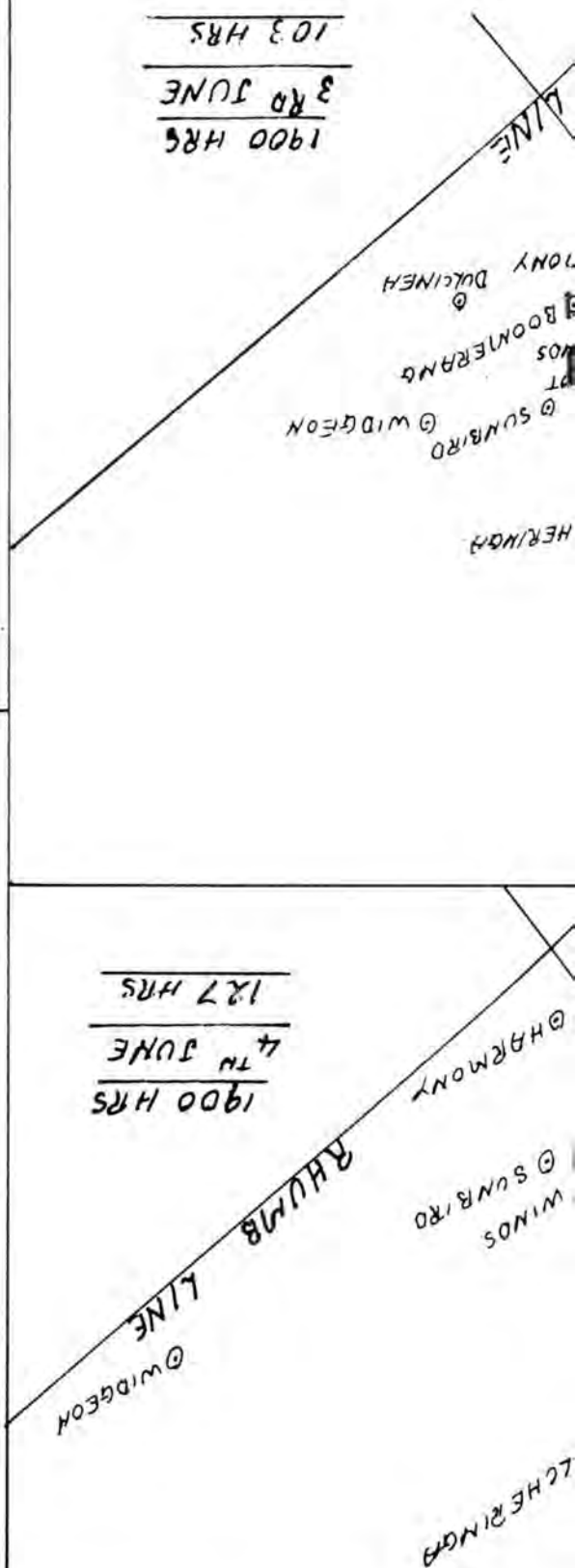
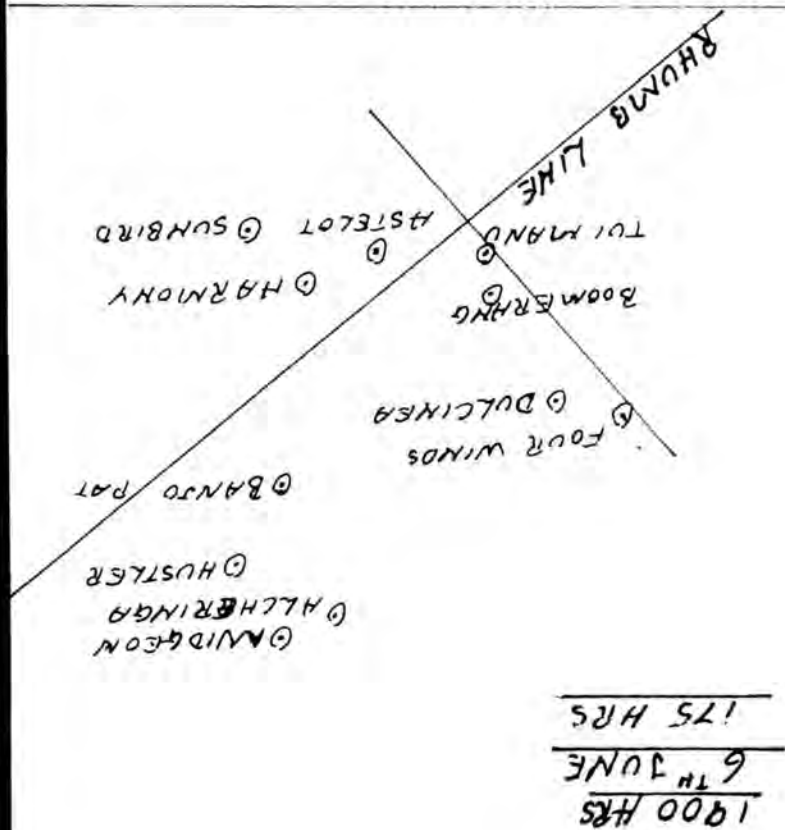
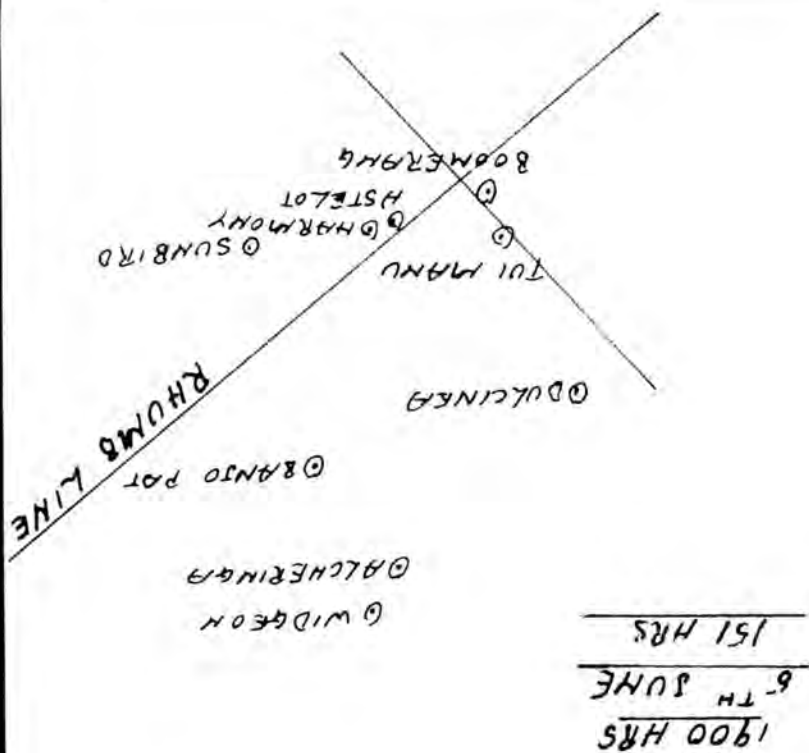
TUI MANU
HUSTLER
ASTELOT
DULLINEA
FOUR WINDS
BOOMERANG

HUSTLER?



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TUI MANU
ASTELOT
FOUR WINDS
HARMONY

RHUMB



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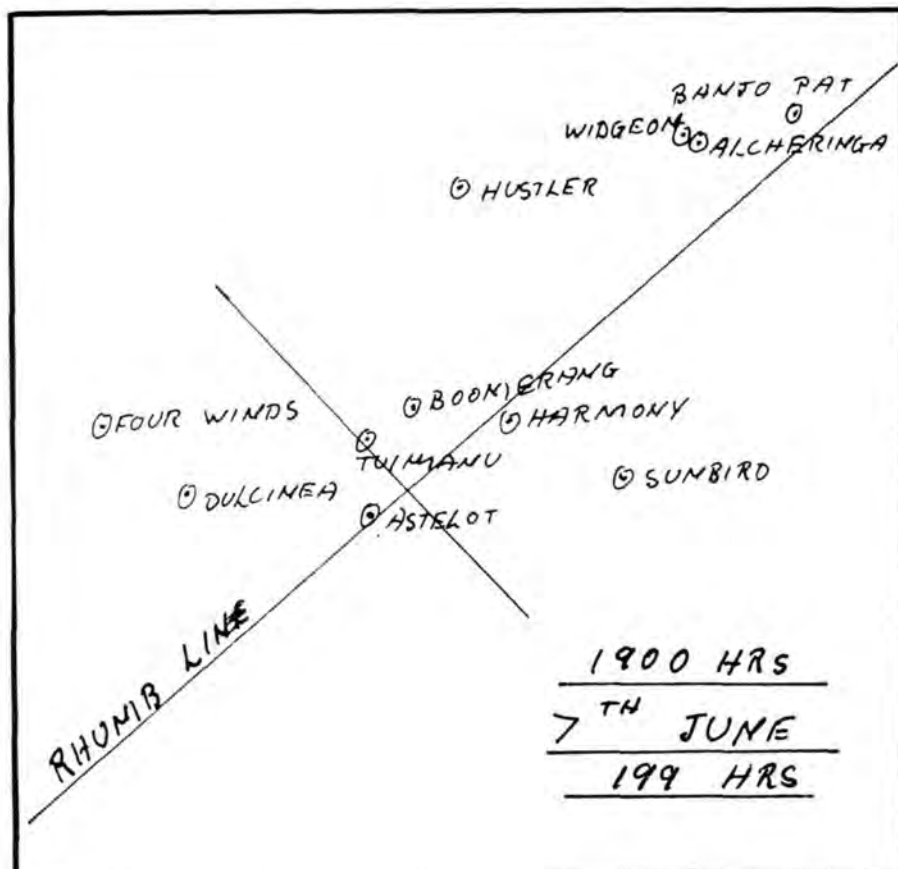
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Four Winds in front by less than her handicap and *Harmony* in a similar situation. *Alcheringa* could have been 80 miles ahead of us at this time but was only 55 miles ahead, *Widgeon* was allowing us 97 miles at this point but their position of 160 miles ahead meant that they had covered 105 miles more than we had in the preceding 24 hours - we would have had to do 8.5 knots to achieve this. We therefore assumed that this was not an observed position and her position the following day indicated this, as instead of being 160 miles ahead she was 95 miles ahead after another 24 hours. On 4th June we assumed we were leading the fleet.

5th June

The 5th June confirmed our position as leading the fleet as we had everyone covered on handicap.

6th June

The 6th June again confirmed our position as we again had the whole fleet covered on handicap.

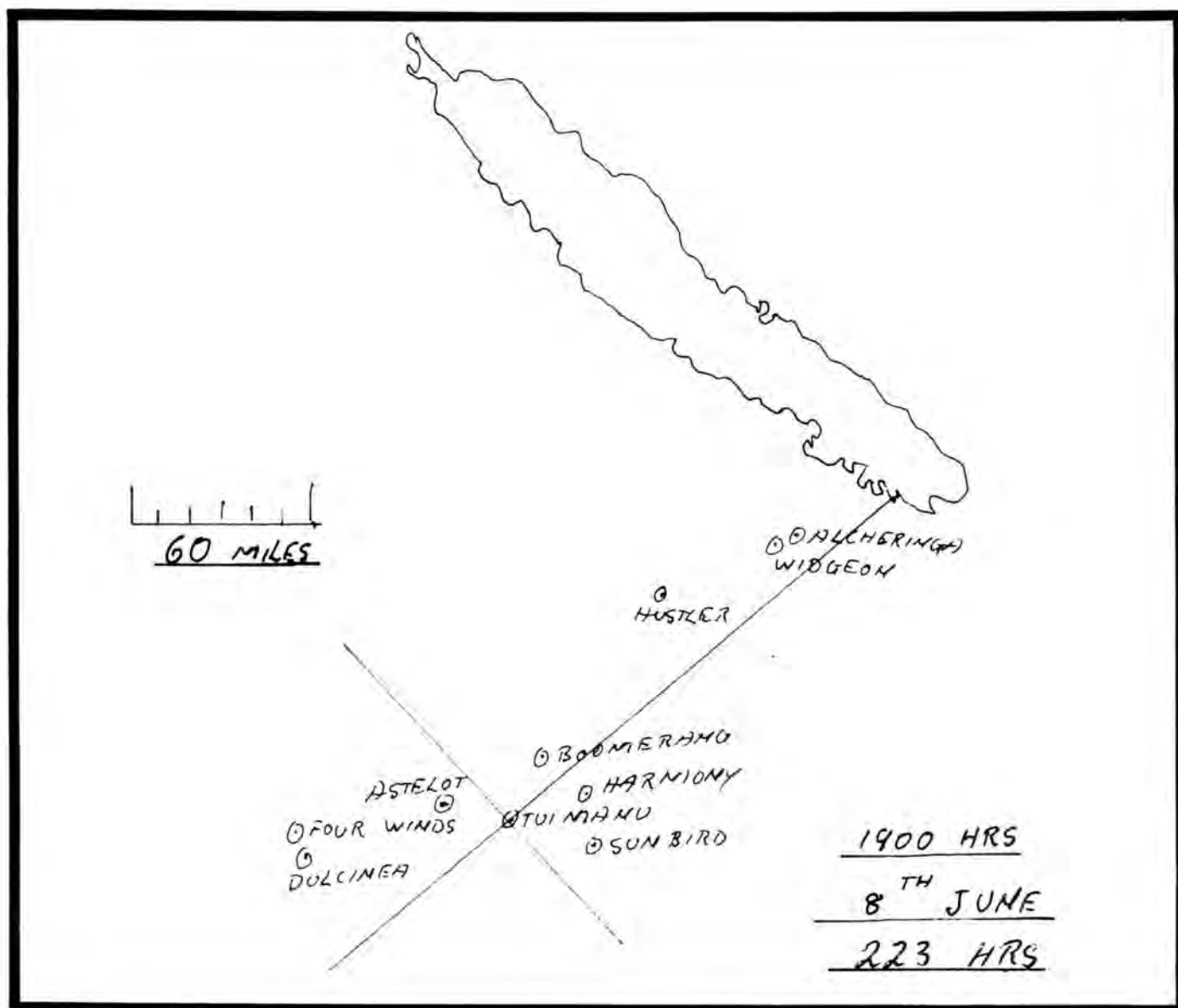
7th June

On 7th June *Alcheringa* again came up as a threat, as by this stage she could give us 126 miles and she was 122 miles ahead.

Harmony also popped up as our main threat as her position on this day put her in the lead. Her time on us was 20 miles and she was now 32 miles ahead.

8th June

The sched on 8th June showed *Alcheringa*, giving us 141 miles, 131 miles ahead, so we could relax a little provided we could keep up our pace after she had finished.



Harmony was our only threat then as we had the rest of the fleet well covered. She could have given us 22 miles at that point and was 25 miles ahead. We had caught 9 miles on her over the last 24 hours and she was now ahead of us by 3 miles or 36 mins. The next 24 hours would tell, as by this time *Harmony* would be finished and we would be very close to finishing.

We checked our position and set our course — over the next 24

hours we were able to reduce the distance and finished the race at 2018-30 hours on 8th June, winning by a mere 36 minutes, which is rather close racing for a distance of over 1000 miles.

In looking back over this race, I would like to give full respects to my ship and her performance and the crew in the way they handled her and drove her to the fullest extent at all times.

from MICK YORK

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Australia in world 1/2 ton championships

Australia will be represented in the World Half Ton Championships in La Rochelle, France, over 23rd August to 1st September, following the acceptance of a challenge from the R.S.Y.S.

A brand new French yacht *Cruizic* has been chartered; she is a fibreglass model of last year's winner *Impensable*.

The right to represent Australia was won by *Shenandoah*, Peter Cole's Cole 31'. She topped her class in the C.Y.C.A.'s inaugural Ton Class Regatta and Australian Championships in March, with a very consistent 3,2,1,2,1. Peter's yacht is also in the C.Y.C. register but officials chose to accept her regatta entry at that time as from R.S.Y.S.

Soon after the regatta, Peter was immersed in his America's Cup activities, but the Half Ton Association, nevertheless, realised that with the World Titles to be held in Australia in 1977, we should have an entrant in 1974 and his crew should represent in order to continue to develop our experience.

Four of her crew are Club members — David Kilponen, the Navigator/Skipper, Peter Shipway (both normally on the crew of *Love & War*), Bob Venables and Tig Thomas. David has been granted the rare distinction of being made an honorary member of the R.S.Y.S. for the challenge. The other crew member is Rob Ogilvie. Tig's *Plum Crazy* was sponsored by the C.Y.C. as Australia's first official half ton entry in the Championships in Denmark last year. He gained a 10th out of 55 and as part of the 'Pacific' team of two Australian and one Japanese entries, finished a close 3rd of 7 teams.

The Titles will comprise a round the buoys race of up to 50 miles; 2 olympic courses, a medium race of about 120 miles and a long race of about 250 miles in the Bay of Biscay. It is interesting to note that the medium offshore race will start only half an hour after the finish of the first olympic race.

There are some 60 entries, including yachts from Canada, Japan, N.Z., South America and the U.S.A., as well as those from the Continental countries. These will be skippered by some of the top helmsmen in the world including Banks, Elvstrom, Carter, Finot, Oakley and Briand.

No efforts are being spared to ensure that our boat will be in top trim. Her basic gear is new and first class and will be supplemented with some of *Shenandoah*'s wardrobe. The Hood loft in Nice will provide a 'pit crew' throughout the series.

The team leaves on 10th August by U.T.A. and the boat will be sailed to La Rochelle from her home port 60 miles north on the 15th, to be followed then by an intensive week of training.

Funds will have been raised by a 'French Night' at the C.Y.C. and a 'Gala Night' at the M.H.Y.C. Thomas Hardy & Sons Pty. Ltd. have kindly supplied selected claret and riesling bottlings at \$14.40 per dozen — these may still be available on enquiry to Secretaries of R.S.Y.S., M.H.Y.C. or C.Y.C.A. As well as these sources, a Federal Government Sporting Grant has been applied for.

Our team is very confident that they will do well and best of breezes for them.

from TONY CABLE

RACING REPORT

Winter series

At the time of going to press the 8th of the 12 race winter series had been conducted over 11 divisions. The total fleets always topped 100, with the best being 127. With 4 races to drop, aggregate points were tallied after the 8th race with handicaps also being adjusted, taking account of progress in the point score.

It always strikes this correspondent as strange why more yachts don't race in winter, there are, of course, very unpleasant days, but some are really magnificent. Most of the races have been in S.-S.W. or N.-N.W. conditions around 10-15 knots. However, the second race was a rip roarer with 35-50 knots S.-S.W. Many yachts either did not start or did not complete the first lap and two men went overboard from *Pacha* and *Ali Baba*. The chap from the latter was apparently picked up by a passing cruising yacht whose uptight crew were clad in life jackets. As their new hand was obviously a blue swell from a real ocean racer, they promptly put him dripping on the tiller to handle the conditions better than they could.

To run through some of the leading placings to date. In the Solings, Dennis O'Neil's *Pocohontas* is in front with Dave Forbes skippering, with *Yeromais* and *Skye Mist II* battling it out for second.

The Quarter Ton Division is established for the first time this year and here *Okka* is leading *Invincible* and the current Australian Champion, *Jiminy Cricket*. The progress of the fully imported S. & S. 26 ft, *Damn Yankee*, is being keenly watched.

The Half Ton Division appears to be developing into a really close tussle with *Butterscotch* and *Flamenco* just leading sister ships, *Concubine* and *Justine*. The new Miller boat, *Hot Bubbles* in *Ginko* colours, hasn't yet got into stride.

We are so short of big boats these days that last year's A & B Divisions are this time combined. *Warri* was leading *Love and War* and *Mercedes III*. It is good to see *Mercedes III* doing so well under her new owner John Gilliam and also John Bleakley being rewarded for the extensive modifications he undertook on *Warri*.

It is interesting to note that the leaders in Offshore B are all Duncanson 35's *Pegasus*, *Ali Baba* and *Odyssey*. With limited space, individual placings on particular days cannot be noted, but to bend the rule a little, it is pleasing to note that Don Mickleborough's veteran *Southerly* has already won mugs for a 2nd and 3rd.

Quite a class spirit is being developed in Offshore D with a number of the yachts rafting of the R.P.E.Y.C. after each race before returning to the Club. Nevertheless, the racing is very keen with *Emma Chisit* very difficult to stop with much improved *Puck* in front of *Jimmy San*.

David Mutton's 5.5 *Southern Cross* has a good lead in Harbour A. Sid Fisher's Etchell, *Arpeda* leads *Scorpius*. Norm Longworth is having fun with his 6 and 7 year old crew on *Tom Thumb* as well as coming second in front of *Habo*.

Cont. on p.29 ►

STOP PRESS! on Sailing Committee

Just as this issue was about to go to print, we received news from the Sailing Committee regarding their planning of the last few months, which has now crystallised to a point where club members can be informed.

It seems that several months ago, Gordon Marshall, the committee's Deputy Chairman, suggested that from the experience gained with the Yachting Association fixed offshore marks, and more recently with our own level Rating Regatta, we were now in a position to run our own short ocean point score races throughout the coming season with individually laid marks to suit the day. The quality of the events would thus be lifted to Regatta standard.

This was to be a totally fresh concept in short ocean racing, certainly new to our waters, if not world wide.

Keith Storey was nominated as Chairman, Power Boat Committee, since this new concept required a concerted effort from the mark laying and recovery boats, spread over the whole of the summer season. Gordon was to be the Sailing Committee representative on this committee.

The enthusiasm of Keith soon began to pay off, and at this point we understand, he has organised availability lists of more than 16 suitable power boats to act as mark layers and recovery vessels.

A complete set of procedural routines has been drawn up so that there can be no confusion among the team of boat owners, navigators and crewmen involved in the operation.

Concurrent with this planning, Graham Evans, Chairman of the Sailing Committee, began a private dialogue with Middle Harbour Sailing Club officials. He and Gordon had several long preliminary discussions with them, searching for a formula to prevent the impending fragmentation of the level rating classes, particularly the ½ tonners. The scope of these discussions enlarged as they progressed and the point was reached

where race officials and flag officers of both clubs were involved.

Whilst it still remains to be officially ratified, it is earnestly hoped, and more importantly, confidently predicted, that Middle Harbour Yacht Club will soon join with the CYC in the conduct of our short ocean point score events throughout the next season, at least in respect to level rating yachts.

This means that certainly ½ tonners, and predictably the ½ tonners as their fleet grows, will be able to race together and at the same time not lose their club identity so far as their individual point scores are concerned.

We now have the avowed intention to run next season's short ocean events under the most ideal courses in the best spirit of co-operation between two otherwise intensely competitive clubs.

This augurs well for the development of the short ocean racing in Australia.

Add to all this the fact that during next February we will be running our second Level Rating Regatta and that the YA has again given it Australian Championship status. We obviously have a very exciting season ahead of us. Gordon has however sounded a note of warning . . . "during the planning stages of next season's program and due to its ambitious scope, we are all too conscious of the immense work load that will develop. Our club's members must realise this and must be prepared to lend a hand".

It seems that a circular will shortly be released to the club's general mailing list detailing manpower requirements and asking for volunteers to be trained in the special navigational duties as mark layers and recoverymen, as well as powerboat crew and race information officers.

We are sure that there will be a healthy response to this request, and congratulate the Sailing Committee for their path-breaking initiative and vigorous enthusiasm. We of the editorial staff of 'Offshore' have had the opportunity of sighting some of the procedural manuals and statements of intent which have emanated from our Sailing Committee's activities, and feel very confident of the success of their plans.

— CAMPBELL SCOTT

► Harbour B is a Thunderbird fleet with the Club aiming to attract more of this type than the 7 or 8 now racing. *Christina* has a good lead of 8 points with *Zest* and *Tsunami* following up.

There is a hope that Harbour C Division should develop into a Hood 23 and Santana division, but as well as these are a sprinkling of Bluebirds, Swanson Darts and Marauders.

There is some very close racing here with 5 yachts within 6 points of each other. Graham Nock's Hood *Yellowtail* leads followed by *Skipjack* and then *Sandboy*, *Chantilly*, *Mistral* and *Great Scott* close behind.

There are some 25 entries in Harbour D including a flock of Endeavour 24's. The present *Bitter Sweet*, *Mowana* and *Rani II*, are separated by a very small margin.

The point score in Harbour E doesn't mean much with only 6 block entries. *Accolade* is leading a mixed fleet of Tempests, 470's, Sharpies and Bob Mundle's Laser.

In summary, the Winter Series again is attracting large fleets providing the usual very keen racing and the Club is as always packed after the events.

from TONY CABLE

Ladies Day

Despite the rather inhospitable clouds and showers which prevailed, Ladies' Day on Saturday May 25th was graced by 32 game starters. Wind: SW-SE 10-15 kts; Course A. The results:

OFFSHORE A	<i>Ballandra</i>	Ruth Eagles
OFFSHORE	<i>Damn Yankee</i>	Carol Carr
OFFSHORE D	<i>Anna</i>	Midge Wood
HARBOUR A	<i>Battle Axe VI</i>	
HARBOUR B	<i>Tara</i>	Vicky Charody
HARBOUR C	<i>Skipjack</i>	Paula Martin
HARBOUR D	<i>Investigator</i>	R.A.N.S.A.

The prizegiving was a much warmer if not drier end to a very pleasant afternoon. The First Prize: what more could you ask for than a free dinner at the internationally famous dining room with panoramic harbour views . . . at the C.Y.C.

from DAVID COLFELT

Water is such a considerable part of us . . .
— the adult male is 60% water by weight
— many an adult male spends 60% of his
free time on water . . .

that, just as it is said we are often our own worst enemies, it is no surprise that water is a health hazard.

We have learned to live with health hazards. These are lurking at every corner. We tend to ignore them, especially since we usually navigate their snares without incident, sometimes as much due to good luck as to good planning.

The following is intended simply to illustrate a few water hazards, and perhaps expose a slightly less-exposed side of them.

—David Colfelt

Water is a...

Exposure and Hypothermia (sub-normal temperature)

When in 1912 the *Titanic* went down in water about 0°C (32°F) only 712 out of 2201 on board could be accommodated in life boats. The 1489 who went into the water all died; the 4th Officer, who survived in a lifeboat, said their cries from the water ceased after about 40 minutes. Drowning was cited as the official cause of death in every case, although most if not all would have been wearing life jackets. Today, this diagnosis seems unlikely or at least incomplete.

In 1963 when the *Laconia* caught fire in relatively warm water off the African Coast (17 to 18°C), 200 people went into the water in calm conditions. Next morning 113 were dead, although few had suffered injury.

From these and a number of other such cases, it is clear that hypothermia, not drowning, was usually the cause of death. Relatively brief exposure to water below 5°C (41°F) results in a high incidence of death. In water below 15.5°C (55°F), survival time may be only up to five hours.

The maintenance of the body's core temperature, 36.9°C (98.4°F) is extremely important to the functioning of the heart and brain. In accidental immersion, a fall of core temperature to 33°C is uncomfortable but not dangerous. Below this, shivering, a special sort of muscular activity which physiologically helps to control heat balance, is impaired, consciousness is soon lost, and the heart begins to beat irregularly and unpurposely. The water temperature at which shivering just maintains body temperature is about 20°C (60°F).

So unless special clothing is worn, such as a sealed "dry suit" or a "wetsuit", one cannot expect to spend a great deal of time in cold water without significant peril. Water temperatures around the coast of N.S.W. in winter are usually at their coldest in late winter months (July, August). The mean water temperature around Sydney in July is about 19°C (66°F) but this is an average taken over many years, and it is not uncommon for the temperature to be 12°C (54°F) — which is the kind of water you can't spend too long in.

If you ever have to deal with hypothermia, the main thing is to elevate the body's core temperature without manhandling the victim, which may cause the heart to go into fibrillation (the irregular, unpurposive rhythm already mentioned). There has been a lot of argument about whether temperature should

TECHNICAL

be elevated actively and rapidly or whether it should be a slow, passive process. Without buying into the argument let it suffice to say that rapid warming (such as by immersion of the trunk in hot water) would usually be impracticable at sea and it cannot be undertaken without some risk and probably shouldn't be undertaken without medical supervision and support.

Wrap the victim up as warmly as possible to prevent any further body heat loss — put him in a sleeping bag, perhaps with somebody else if you have a volunteer. Administer hot, sweet drinks.

The common practice of administering alcohol to cold victims undoubtedly owes its existence to the true but misdirected folk-medical observation that a good stiff drink produces a fairly rapid warm flushing of the skin and warmth in the stomach, which is wrongly assumed to be "warming" to the body. Alcohol does cause vasodilatation of the cutaneous blood vessels, but this promotes body core heat loss rather than gain. The resultant drop in body core temperature could be positively fatal in an already too cold individual. More will be said about some hazards of alcohol later.

It obviously need not be said that dinghy enthusiasts or anyone who is likely to get wet and stay wet for a while should be sure to wear adequate protective clothing and to recognize the dangers of staying too cold for too long. Recognizing this hazard may also provide useful foreknowledge, for example, in the event that a decision on whether or not to risk a prolonged bout in cold water is preferable to another unpleasant alternative, such as drifting on a crippled vessel helplessly away from an island of naked beauties. In water temperatures below 20°C, prolonged effort, as in struggling to reach land, may accelerate heat loss and resultant serious or fatal hypothermia.

Drowning, Alcohol, and Drowning and Alcohol

Drowning

For those who spend a lot of their leisure time on the water it is perhaps an unhappy fact that evolution has robbed man of his inherent ability to extract oxygen from water, for almost certainly there comes to each of us a time when this could be the most ready means of obtaining our required O₂.

In Australia something over 500 people die of "drowning" every year, and it may be of some interest to briefly look at drowning in hopes it may have a salutary effect and make us a little more vigilant when pursuing our pleasures in or on what is, after all, a completely foreign and usually unforgiving medium.

Drowning often occurs without any water at all entering the lungs. Drownings can be grouped as follows.

Dry drowning, which accounts for about 20% of cases, occurs when spasm of the glottis closes the airway and the result is death by asphyxia. It's difficult to say why this occurs in only some individuals, although it is probably in those in a fit condition with strong laryngeal reflexes. This kind of drowning is most graphically demonstrated by, for example, the victim who fell into a vat of paint and "drowned" and yet had no

trace of paint in the lungs. Resuscitated "dry drowning" cases often report having seen their life pass before them and do not recount a particularly unpleasant experience.

Wet drowning is quite different in that survivors report a searing pain as water enters the lungs, and there seems to be nothing pleasant about it at all. The stomach contents of the wet drowning victim are frequently found in the lungs.

Inhalation of fresh and salt water produces different physiological results, the former being rapidly absorbed by the lungs into the blood stream where it causes disturbances of blood chemistry, sometimes with resulting heart failure. Salt water and fresh water produce a characteristic froth in the lungs.

Secondary drowning. In a quarter of all drowning victims death occurs hours or days after resuscitation due to changes in the lungs, blood chemistry and metabolic disturbances. Inhalation of mud, diatoms, sewerage and other debris may cause complications or secondary infections. All cases of near drowning should be treated as medical emergencies because of the possibility of secondary complications.

HEALTH

The **Immersion Syndrome** is believed to occur as a result of sudden contact with very cold water producing what is called the "vaso-vagal reflex". This causes inhibition of the vagus nerve which innervates the heart, resulting in cardiac arrest. This type of drowning has also been suggested as a possible explanation for sudden drownings in people with excessive levels of alcohol in the blood.

There has been considerable speculation that alcohol is responsible for quite a few drownings. As alcohol is not an unknown substance to those who ply the deep, it might be worthwhile to briefly review the basic effects of alcohol, which may shed some light (as well as some gloom) on this aquatic phenomenon.

Alcohol

Ethyl alcohol is available to the yachtsman in an attractive array of dosage forms which range in content from about 9 - 10% in Australian beer to about 40% in whisky. Our spirits contain 57% alcohol by volume; that is, if a bottle says 100° proof, it is 57% alcohol. Our whisky is usually 70° proof, or 40% alcohol. U.S. proof is 50% alcohol, but whisky there is usually 80°-90° proof, giving a slightly higher alcohol content per snort. Wine ranges from 12-24% alcohol with the average dry red probably being about 15%.

Incidentally, the origin of the word "proof" as it is used in describing alcoholic beverages allegedly refers to a test the English used to use to determine that whisky was dinkum. Gunpowder was wetted with whisky and exposed to a lighted match. If it went "poof", that was "proof" the alcohol content was adequate . . . sort of like what happens when you light a match in a darkened room full of queens having an orgy.

Alcohol is one of the few foods that is simple enough to be absorbed almost immediately. The more concentrated the alcohol the quicker the absorption, so a straight shot gets to

you quicker than the equivalent amount of alcohol in the form of several middies. Alcohol is highly soluble in water. The presence of food in the stomach inhibits the absorption of alcohol because the water in food dilutes it. Milk is highly effective in this, as are cheese, meat, eggs and fish because they are complex proteins that remain in the stomach a long time and thus provide a more lasting diluent. Pulpy foods are also effective.

The question of whether alcohol is a stimulant or depressant has been argued endlessly. It is a depressant of the central nervous system. The apparent stimulation results from depression of inhibition mechanisms in various parts of the brain, including the "censor". Alcohol also produces cutaneous vasodilatation with its resulting warm flushing sensation. It increases gastric blood flow. These phenomena may have helped perpetuate the myth of stimulation. Alcohol almost always dulls rather than enhances mental and physical performance; it also dulls the ability to assess these accurately, particularly in oneself.

According to Shakespeare, alcohol provokes only three things: nose painting, sleep and urine. Like every other substance known to man, it is not an aphrodisiac (and that includes "Spanish Fly" which, by the way for the benefit of the Don Juans among us, is a urinary tract irritant that is highly toxic in man and can produce some pretty nasty effects).

Generally the bigger the person (physically) the more alcohol he can carry. With blood levels of less than 50 mg % you are not "under the influence"; from 50 mg % to 150 mg % you are; 200 to 250 mg % produces moderate to marked intoxication; over 300 mg % it's very obvious; 400 mg % you're blotto; 500 to 800 mg % is deadly.

The effect of alcohol on body temperature has been touched on; it lowers it. Increased cutaneous circulation facilitates heat exchange loss. Large amounts of alcohol depress the central temperature control mechanism which can produce marked temperature drop.

HAZARD

Alcohol and Drowning

While alcohol frequently seems to be used for drowning the sorrows, there is ample evidence it may also be efficient in inducing the sorrows of drowning. In any event, it is often implicated in drowning out the voice of caution (some people just don't know when to stop, do they?).

For example, it has been reported that in about 50% of drownings among Norwegian seamen and in one third of the drownings among adults in Finland, the deceased had been under the influence of alcohol. OK, this kind of statistic is often biased, and the student of probability will point to the likelihood that a high proportion of drownings occur during leisure time, and during leisure time a high proportion (?) of people are technically "under the influence", and everybody knows about those Norwegian seamen and other Scandinavian ravers. But here is a case reported by an Australian coroner's pathologist, which he says is too typical to ignore.

cont. on page 33 ►

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Noumea race radio communications

The problem of maintaining communication with the Noumea Fleet was greatly relieved when John Morris generously made *Sunbird* available for this purpose.

Sunbird had just been fitted with an SSB Transceiver, an SB100 manufactured by International Transceivers Pty. Limited of Brookvale, with power of 100 Watts P.E.P.

It was decided that *Sunbird* would obtain positions twice daily at 0700 and 1830 hours E.S.T. daily, the morning sched being put forward to allow for morning stars.

Communication with the Club was to be by telephone through the subscriber service, Radfones, Sydney. For this purpose Radfones secondary frequencies of 4091.6/4390.2 and 8255.6/8789.6 kHz were fitted to the SB100 to enable the calls to be pre-booked at the Overseas Radio Terminal. As usual, the utmost co-operation was given by O.T.C., the P.M.G. and the Club's good friend, Graeme Crundwell, Senior Technical Officer, O.R.T.

In case of telephone failure on the circuits the secondary method of communication was to be by telegram via the Coastal Radio Station at Sydney or Brisbane.

As *Sunbird* was the only sideband-equipped yacht in the fleet, a Weston VR60 DSB Transceiver was fitted, kindly loaned by Peter Rysdyk. Due to the haste of preparation and the failure of a shipwright to report as arranged, *Sunbird* put to sea with

the Weston not properly secured. *Sunbird*, or more particularly radio operator John Brooks, was to pay for this indiscretion as will be noted from the following extract from John's report to the Sailing Committee:—

"Shortly after the easterly freshened on the 1st June an irregular crashing noise was traced to the after cabin and proved to be caused by the Weston which had slipped one of its ties and was leaping about a foot in the air every time *Sunbird* went over a peaky wave.

"The set was re-secured but during the evening schedule with the fleet on the 2nd June, when *Sunbird* was experiencing her heaviest weather, the ties broke away and the Weston landed in the Operator's lap — to his immediate discomfort.

"This assault also broke the seat whereupon Radio and Operator commenced to orbit the aft cabin, sometimes in the same trajectory. The immediate situation was alleviated by sitting on the radio and securing the operator with a safety harness until the schedule was completed.

"Later the mounting problem was solved with about 20 ft of 1 in line which gave the Weston the impression of being enclosed in a net of 2 in mesh. This also made it rather difficult to tune."

Throughout the race, communication with *Sunbird* on SSB mode was excellent commercial quality. The calls were routed to Max Lees' residence directly opposite the Club twice daily at 0730 and 1900, give or take a minute or two.

Due to good signal propagation conditions, communication between *Sunbird* and the fleet on DSB was generally quite satisfactory although some problems arose on the 4th of June when the Weston's tunable receiver failed, due no doubt to the treatment to which it had been subjected previously. Thereafter the SB100 receiver was used in conjunction with the Weston transmitter for fleet communication.

The failure of the Weston receiver also had the effect of disrupting intended communication with Radio Noumea, although in the concluding stages of the race *Dulcinea* provided valuable assistance with, of course, no language problem for the operator.

In the meantime, David Goode on *Offshore* had been monitoring the race schedules and although, from the fourth day, reception was lost in the mornings, reception at night remained good despite frequent heavy static at Sydney.

John Brooks made the following comment in relation to the SB100:— "This is the first Marine SSB unit I have encountered so I have no standard for comparison, however the unit impressed me immensely. It was used primarily for SSB communication with Sydney and despite storms at either or both ends of the net, never failed to make contact even in heavy static."

With the experience gained in this race, our first venture into SSB other than in the Hobart Race, it is expected that in 1977 the Club will be able to provide communication at the Noumea end equally as good as it was at Sydney this year.

The Sailing Committee's sincere thanks go to John Morris, John Brooks, Peter Rysdyk and Max Lees.

from GEORGE BARTON

► from page 31

"A normally built male, aged 37 years, was bathing in waist-high surf with a friend when he suddenly disappeared under the water. His friend pulled him from the surf almost immediately, but expert efforts to resuscitate him failed to revive him. The deceased was an excellent swimmer and his friend considered he must have had a "heart attack". There was no evidence of any disease or injury at autopsy. The heart was normal in size and appearance and the coronary vessels showed "minimal atherosclerosis for age". The autopsy blood alcohol concentration was .183 gm/100 ml (183 mg %)."

No one has drawn any firm conclusions about it, but there seems to be a substantial body of evidence that entering the water with a skinful is perhaps not as innocuous as it almost always seems at the time. The sobering thought is that you may, under such circumstances, not really have a chance of helping yourself, so to speak.

Your chances of avoiding hypothermia are enhanced by wearing clothing in the water, as this traps still water next to the skin which becomes warmed, and as long as this warmed water stays there it will help protect from further heat loss (the principle of the "wet suit"). Skinny dipping after a night of solid drinking is of course something which no one reading this has ever even contemplated. However, the next time you see someone about to execute a midnight swan dive from the deck, barefoot up to the neck and failing the breathalyser without exhaling, it might be worth a mention to him before his departure that, as a gambling man with an interest in making money over the long pull, you are not giving odds on his uneventful return.

Of course, if you say it just that way, you may create a self-fulfilling prophecy. ■



V.Y.C. Seminar

from JOHN ROSS

Recently, I was fortunate in being able to attend Australia's first live-in yachting seminar, organised by the Victorian Yachting Council and held at Geelong Grammar School on the long weekend of 24-26th May.

The V.Y.C. president, Barry Scott, and his committee deserve high praise for their planning and running of the seminar. Three other groups also deserve mention — the Victorian Government for their generous financial assistance, the Geelong Grammar School for use of its facilities and Royal Geelong Yacht Club and its Dragon fleet owners.

The seminar brought together over 150 yachtsmen selected as follows — 50 from off-the-beach classes — 50 from Olympic classes and 50 from ocean racing or J.O.G. yachts. The team of lecturers was headed by Mike Fletcher, national Olympic sailing coach. Mike was joined by Tony Mooney, Frank Bethwaite, Charles Middleton and Jock Sturrock. Lectures were all subject to further lively discussion. Films also provided additional interest during both evening sessions.

The weekend reached a climax on the Sunday morning when most people had a chance to practise, in Dragon class yachts at R.G.Y.C., what they had learned; A series of heats was sailed with each heat winner going into the final along with some "heavies". (People were asked to divide themselves into teams of two as skipper and crew. A ballot was held to allocate crews to the number of Dragons available for the heats. The "heavies" were allocated directly into the final and included some names quite well known in Dragons.) The final was won in most convincing style by Chris Wilson who is a top Tornado cat skipper, to the embarrassment of some and amusement of others.

Half Ton News

Sandringham Yacht Club are running a series of six races for Half Tonners with five to count for a winter trophy. The S.Y.C. also plan to run races in the next summer season for Half Tonners for a summer point score trophy.

Jim Vickery has informed me that the Victorian Half Ton Association is making headway in establishing such things as a constitution, election of office bearers, etc. and is maintaining contact with the Sydney Half Ton group with the intention of planning future racing to the benefit of half ton owners in both states. With the anticipated growth in Quarter Ton yachts, Jim expects the association to change its name to something like the Level Rating Association of Victoria in the future. This is a more sensible approach than the formation of additional associations.

Winter Racing

In typical style the weather has ranged from fantastic to frightful, with nothing in between. The O.R.C.V. has commenced its winter racing programme and two races have been sailed so far — three divisions for winter pointscore trophies are involved: IOR, Half Ton and JOG.

INTERSTATE REPORT

Race 1. Sailed from Sandringham over a course of 20 miles. When the race started at 11 a.m. it was cold, wet with a fresh breeze. By mid-afternoon it was colder, wetter and blowing harder — a real winter's day.

Line Honours — *Fantasy Rag*, Jack Musgrave (ex *Ragamuffin*)

I.O.R. 1 — *Fantasy Rag*; 2 — *Providence*, Tommy Stephenson; 3 — *Superstar*, Keith Farfor.

Half Ton 1 — *Providence*; 2 — *Nudemsky*; 3 — *Vandal*.

J.O.G. 1 — *Providence*; 2 — *Sailem*, J. Molloy; 3 — *Haumoana II*, Harry Fury.

Race 2. A fleet of 45 yachts started from Hobsons Bay in fresh conditions.

Line Honours — *Fantasy Rag*

I.O.R. 1 — *Fantasy Rag*; 2 — *Morning Mist*, Rowan Simpson; 3 — *Mark Twain*, Ron Langman.

Half Ton 1 — *Nudemsky*, Lloyd Falshaw; 2 — *Providence*; 3 — *Vandal*, Jim Vickery.

J.O.G. 1 — *Tienda*, Bob Fell; 2 — *Providence*; 3 — *Sailem*.

BIG PROMOTION FOR MELBOURNE — HOBART

Ron Elliott, secretary of the O.R.C.V., has given me some details of planning for this year's Melbourne to Hobart race via the West Coast. At the outset it should be stated that this race is not seen as a competitor in any way to the established Sydney-Hobart event. Its appeal will be to those owners and crews who cannot spare the time to sail to Sydney first or who may not want to compete in a race which is increasingly becoming the domain of the "international" yachtsman with the very latest in yacht design and equipment.

This year, planning and promotion of the event has been taken over by a special committee. The objective of this committee is to generate interest in Melbourne and Hobart from both the general public and holiday makers. The twelve members of the committee are from a wide variety of occupations and interests.

The race will be started by Sir Henry Winneke, Governor of Victoria, off the St. Kilda breakwater at 10.30 a.m. on Boxing Day. With 16 entries indicated at this time, this will provide something of interest to the general public.

To overcome the problem of the Rip, the race will be sailed in two stages. This first will be about 22½ miles from St. Kilda to the West Channel pile light. The yachts will then re-start on a suitable tide at the heads for the race to Hobart.

At Hobart, they will finish and be berthed at the Wrest Point Casino — the jetty there is being extended to provide additional accommodation. Naturally enough, the official trophy presentation will also take place at the casino.

Given the calibre of the people on the committee and their enthusiasm, this event has the potential to develop into something quite appealing for local yachtsmen. Whilst it may not have the magic of the Sydney-Hobart which has been built up over the years, there are other advantages to suggest that the Melbourne-Hobart event will grow in popularity in the future.

Tasmanian Correspondent

from Guy Wray

Special report on U.K. scene

from Roger Motson

The remainder of 1974 has all the potential for being a very good year for off-shore racing in Tasmania. There will be several new boats and last year's leaders are doing a lot of winter ground work to keep themselves well up in the fleet.

We were very pleased to see the former South Australian yacht *Anaconda* which was purchased by Mr. Guy Ellis, arriving in Hobart in mid-April. The 53'6" steel Buchanan design took nine days to sail from Adelaide to Hobart coming West about. The new crew, including the owner have not had much off-shore experience to date, got a taste of what the seas surrounding Tasmania can do when angered. The entire trip was sailed in storm conditions and at one stage it became necessary to seek the shelter of the Harbour at Strahan. Mr. Ellis was extremely pleased with the yacht's performance on the trip and has wasted no time in doing early battle with the locals. Since *Anaconda's* arrival she has been racing regularly in the winter series. However both the owner and the crew have much to learn in the handling of a boat of her size. They are training hard and results are certainly showing in that they were able to get their first win on the week-end of the 23rd June. Mr. Ellis has indicated that he will certainly be entering for the Sydney-Hobart race this year.

new construction

It is known that Hedley Calvert is building a new one tonner at Cygnet which will be also available for the Sydney-Hobart race. No one can doubt that this new yacht from Calvert's stable will be a danger to the one tonners currently being sailed on the mainland. Last year's Southern Cross team member *Nike*, a S. & S. three quarter tonner which sailed a disappointing Sydney-Hobart race, will be out again. Both owner and crew are bursting with enthusiasm and she should be ready to take on any three quarter tonner from the mainland which cares to issue a challenge.

Many Sydney yachtsmen will no doubt recall the 48' Tasmanian yacht *Wild Wave* when she took line honours in the 1953 race only to be disqualified for her part in the collision at the start. In April this year *Wild Wave* again docked in Hobart, however this time in Victoria docks. She has been purchased by Jacques Sapir and refitted for cruising. Mr. Sapir's original intention was to sail to Hobart to meet the builders and to stay two weeks. However hospitality being such as it was, he extended the stay to ten weeks and has only just left for Queensland before cruising on to the New Hebrides and the British Solomon Islands.

annual general meeting

The annual general meeting of the Royal Yacht Club of Tas-

After a smaller than average field for the first wet and cold Solent Points race the UK season is well under way with the first offshore race and two more Solent races tucked away.

The second Solent points race was held in a blustery north-easterly. The first leg was a beat in favourable tide to the forts at the eastern entrance to the Solent. *Oyster* was leader all the way on this leg with *Morning Cloud* and *Maverick* hard on her heels. There were then two reaching legs to Bembridge and Chichester buoys in which *Morning Cloud* got through the bigger *Oyster*. On the run home *Oyster* got in front again but was never far enough up to make the handicap placings. *Morning Cloud* was first with *Gunfleet* (sister to *Quicksilver*) second and *Maverick* (ex-*Cervantes*) was third. In the one ton class the Contessa 38 *Winsome V* which went to Sardinia last year placed first with Chris Dunning of *Marionette* at the helm. Owner of

cont. on page 37 ►

mania was held on the 19th June 1974 and J.M. Drew was again appointed Commodore. The new Vice Commodore is Mr. R.A. Johnstone and the new Rear Commodore is Mr. R. Barren. Mr. Charles Johnstone the retiring Rear Commodore will be remembered by many many Sydney-Hobart yachtsmen as one of the smiling faces that is always seen on the Pilot boat. Fortunately, Charles has indicated that even though he has retired as Rear Commodore he will not necessarily relinquish his position on the Pilot boat.

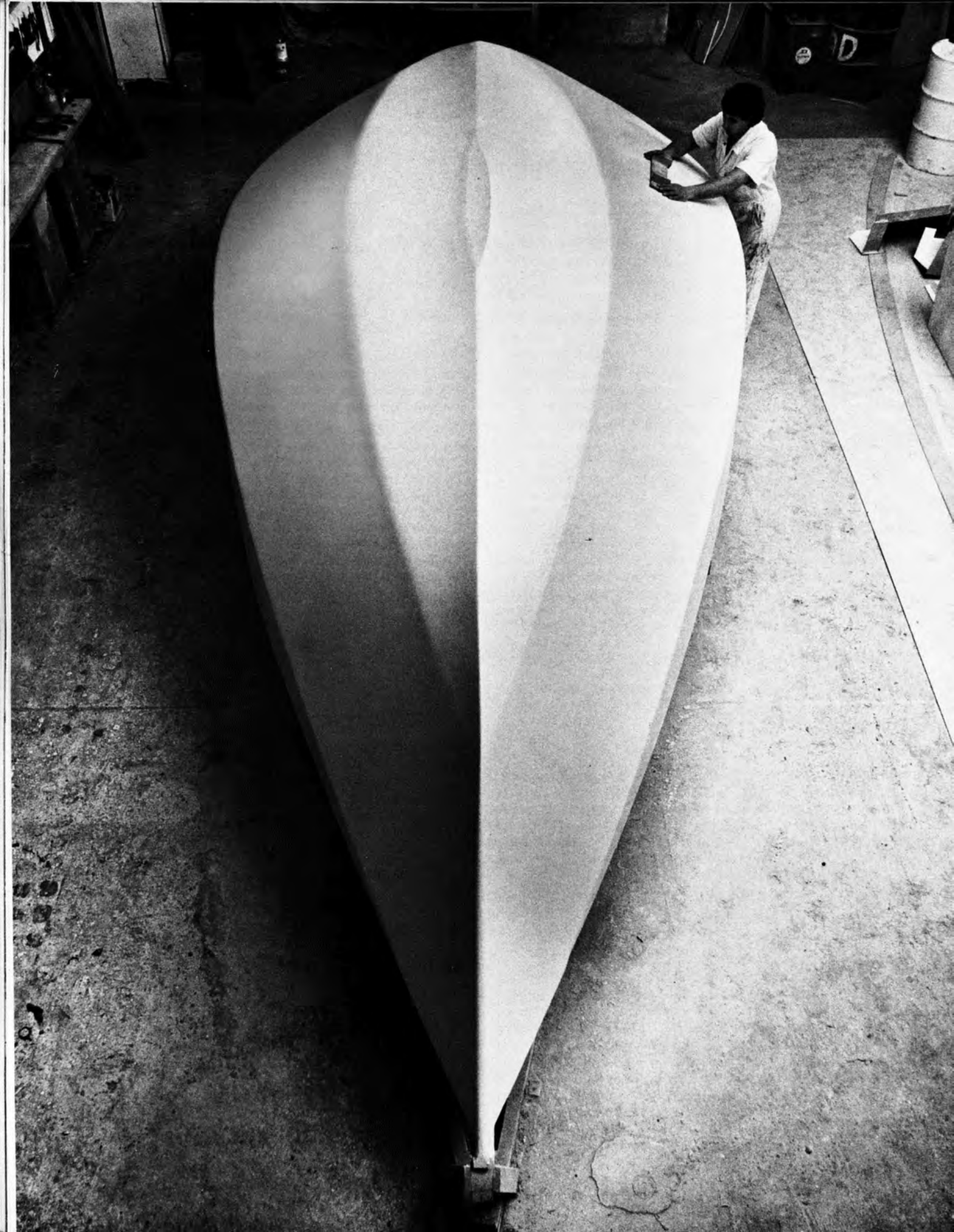
north of the state

In the north of the state, off-shore racing is also looking forward to a promising year. Tony Rundle the new Vice Commodore of the Mersey Yacht Club has indicated that his Swanson 36, *Binda* will again be racing in the Sydney-Hobart race and

Norrie Cropp's *Waylemina* will be racing in the Queenscliffe to Devonport race together with another ten entries from the three northern clubs. Off-shore racing in the North is now controlled by the Combined Northern Off-shore Racing Group and it has a programme of ten to eleven races planned for this season. It is expecting many of the old second division boats to be refitted for the off-shore programme as well as building of two new Hotsfoots and two new Swanson 36's.

from GUY WRAY

(Editor's note: we welcome Mr. Guy Wray as our Tasmanian correspondent — hoping for lots more interesting news . . . regularly!)



Our Quarter Tonner is quarter finished.

But now it's finishing fast. Bob Miller's design skill and the Triton Boat Company's precision building procedures are paying off. So you'll be able to see the result at the Sydney Boat Show, August 9-14.

The Miller and Whitworth policy is that the races to win are the ones in the water. Not the ones to the water.

The success of Ceil 111 and Rampage in the 1973 Sydney/Hobart and the achievements of Ginkgo and Apollo 11, tend to prove the point.

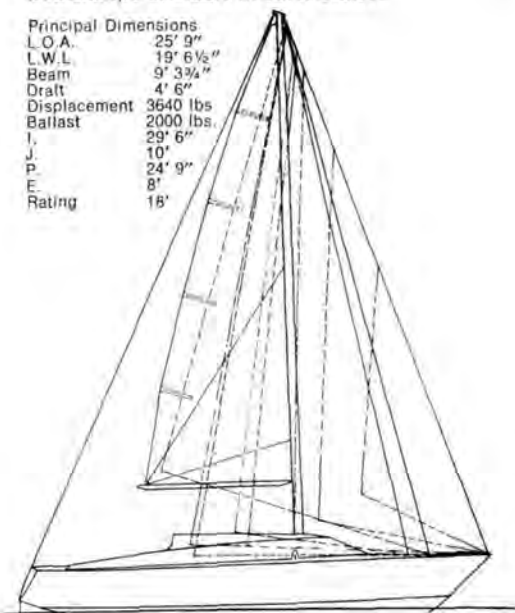
Naturally there's been a rush to design and build boats qualifying for the new quarter ton rating.

Ours will have the added advantage of capacity for comfortable cruising.

This is particularly important in a class that now brings ocean-going competition yachts within reach of enthusiasts who might otherwise have had to satisfy themselves with crewing.

If you can't wait for the Boat Show get in touch now. Address enquiries to 109 Pittwater Road, Brookvale, Sydney, 2100. Cables, "Milwit". Telephone 939 1055. In Melbourne, ring John Ward 68 4331. Dealerships available in other States.

Principal Dimensions	
L.O.A.	25' 9"
L.W.L.	19' 6 1/2"
Beam	9' 3 3/4"
Draft	4' 6"
Displacement	3640 lbs
Ballast	2000 lbs.
I.	29' 6"
J.	10'
P.	24' 9"
E.	8'
Rating	16'



Miller & Whitworth



MASH2565/MW

Winsome V, David May was sailing his new S&S one tonner, *Wanton*, and did not get into the placings. Second place was taken by the Morgan production boat, *Liz of Lymington* and third by the S&S one-off *Cyclone* (Derek Boyer).

The first ocean race on May 3rd was the 200 mile Seine Bay Race around a triangular course in the English Channel, two 80 mile cross channel legs separated by a 40 mile leg in the Seine Bay on the French side. Again the wind was a blustery north-easter and there was some fast reaching across the Channel. A big swing in the wind on the French side left a lot of the small boats out in the cold and first overall was the Swan 44 *Kealoha*. Second and third placings also went to Class I boats, *Oyster* and *Lutine* (sister ship to *Quailo*). In the one-tonners David May's *Wanton* seemed to get going and was an easy winner in the class.

The third Solent points race under the flag of the Royal Thames YC was held in a 40 knot Southerly. *Morning Cloud* made the best of the start and was first at the weather mark of the short first windward leg. There was a sailmaker's benefit on the reaching leg with several spinnakers going adrift. Max Aitken's and Bobby Lowein's *Perseverance* powered through the fleet on this leg and was just behind *Oyster* and *Morning Cloud* at the leeward mark. The long hard beat past Cowes into the western Solent saw *Oyster* get into the lead with *Perseverance* just pushed through on the final run to take line honours from *Oyster* by 18 seconds but *Oyster* was the handicap winner for the race.

Oyster is now on her way to America to join the modified *Moryema IX* (S&S 53') and *Marionette* (S&S 41' development of *Cervantes*) in the UK Onion Patch team for the four race series starting on June 14th with the 200 mile Astor Cup Race from Oyster Bay, Long Island to Newport, Rhode Island. There are then two thirty mile races off Newport and on June 22nd the Newport-Bermuda race. As in the Southern Cross and Admiral's Cup series, the first race is a double-point and the final 650-miler a treble-point scoring race.

There are quite a few delayed launchings over here as the 3-day week has held up production of the Lead keels. A new *Battlecry* (sister to the *Prospect of Whitby* and *Saudade*) for John Prentice, a new *Synergy* (sister to the Frers designed *Recluta* - 2nd individually in the 1973 Admiral's Cup) and a Carter one-tonner are all waiting at Souter's yard in Cowes and there are several others elsewhere. There are several new one tonners afloat and close to launching with the cup races being held in England in July this year. The new S&S designs *Wanton* and *Cyclone* are becoming quite consistent and ex-Commodore of RORC David Edwards is getting his Carter designed *Hylas* going better than last year. Several Contessa 38's are in the fleet with the best performances coming from John Roome's *Flycatcher*. Jeremy Rogers who builds the Contessa designs has still not got his production Ganbare-type afloat yet and will be rather pushed for time once afloat.

After much rumour and speculation *Prospect of Whitby* is definitely sold. There were several people after the boat when it arrived back from Australia even though it was never on the market. It has finally gone to Ernest Juer who campaigned the half-tonner *Brother Cup* in the Solent last year. A new *Prospect* is being designed for a late 1974 launch prior to next year's Admiral's Cup. *Quailo III*, also freshly returned from the Southern Cross is being modified so that owner Donald Parr and crewman Steve Allinson can take her in the two-man round Britain race - a total of nearly 2,000 miles in four legs. They are still trying to decide what you do with a 2,000 sq.ft. Spinnaker on a 55 foot boat travelling at 14 knots when the wind goes ahead!

The Editor, "Offshore"
Dear Sir,

LETTER TO THE EDITOR

I was interested to read in the June issue, Basil Cattern's short article "What Price Seamanship". I, too, feel that yacht clubs do not themselves initiate sufficient training in seamanship to make our sport as safe as it could be, and I feel that some lead should be given in this, perhaps by the Yachting Association with whom we are affiliated. Is it not better that we who profess to be yachtsmen and seamen initiate our own standards and rules, rather than have them imposed upon us by some politician, whoever and however well intentioned, but who probably would not be as well equipped as the experts that can be called upon from within the Yacht Clubs?

As well as my membership with the C.Y.C.A. I enjoy membership of the Royal Australian Naval Sailing Association and I refer you to that Association's rather successful attempt to inculcate in its members a sense of responsibility and a degree of efficiency in boat handling and seamanship. Since the year 1970 when Bruce Starrett was Sailing Secretary of R.A.N.S.A., encouraged by the Club, and assisted by some of its more enthusiastic members he started a class in boat handling and seamanship. Since the formation of the Army Sailing Club Bruce, with a very enthusiastic few supporters of volunteers, has extended the course to its present high standard.

The course consists of a curriculum (which is, for your information, annexed*) of both theoretical and practical training. The participants are given lectures, read recommended books (the A.Y.F. Rules and Regulations and others), watch films and demonstrations in all facets of basic boat handling, seamanship and the rules and this theoretical side of the course involves 30 hours of the course and this is a Thursday night obligation. The course runs for a period of 10 weeks and during that 10 weeks there is a further 50 hours of practical demonstration and participation in seamanship in the R.A.N.S.A.'s yachts and yachts made available by club members and this consists of 10 sessions each of 5 hours on Saturday afternoons.

A course recently completed was attended by 27 persons ranging in age from early teens to middle age and consisting of men, women and children, all enthusiastically endeavouring to achieve a certificate of competency, which is issued at the end of the course in three categories:— The higher category is confined to those persons considered competent by the examiners to race the Club's yachts (they having passed a written examination on the racing rules at the conclusion of the course.) A lesser category consists of those persons considered competent by the examiners to take out on their own, the Club's yachts and the third category, those persons not considered in the above two categories, but considered sufficiently conversant with the rules and sufficiently efficient in boat handling as to be entitled to take the yachts out with persons of similar or better qualifications.

The cost to the participants in the class is \$25.00 and this is taken up by purchase of a copy of the A.Y.F. booklet, a book of recommended reference, stationery and hire of the Club's yachts for the duration of the course.

I submit that we, at R.A.N.S.A., through the enthusiasm of a few members who are prepared to give of their time are endeavouring to make of our members better seamen, and suggest that this could be done, and should be done, by other Clubs, for the ultimate benefit and enjoyment of us all.

Yours faithfully, MICK HOGAN

** Editor's Note:— Space limitations precluded inclusion of the curriculum. However I have pinned it to the CYC noticeboard in the Club entrance — it's worth a look!*

CLUB NOTES

Commodore's address

Dear Member,

I wish to report to you on the recent activities of your Board and current affairs of the Club.

Staff

A General Manager Mr. K.R.C. (Ken) Lawson has been appointed, commencing duty on August 1st. Mr. Lawson is retired and is 50 years of age. Before retirement he was Executive Chairman of several companies in the Insurance industry. He is a member of the Royal Sydney Yacht Squadron and the Australian Club. He is Secretary of the AYF Multihull Technical Committee.

I believe that Mr. Lawson will make an outstanding contribution to our Club.

Mr. Hedley Watson retired as Sailing Secretary in July. Mr. Max Lees has been appointed acting Sailing Secretary on a part time basis.

It is not intended to make any decisions on final staffing until Mr. Lawson is in a position to make a recommendation to the Board.

Redevelopment

We have accepted the Lands Department's concept of a public walkway and indicated our willingness to sign a 40 year lease. Particulars of requirements have been drawn up and plans for submission to the Department are being prepared. Something must be done now about parking.

We are planning to fill in Slipways 1 and 2 and demolish all buildings up to Slipway 3. This conforms with the overall development plan as the final carpark will be constructed in this area. We are seeking the necessary approvals to go ahead and are calling for quotations.

You will be kept fully informed of these important matters and we will be seeking your final approval before the lease is signed.

Finance

Most members have paid the recent fee increase to date and quarterly marina fees are being received. This has relieved our tight cash position.

House trading is ahead of budget and after early losses this year the Yard is operating profitably.

Activities

Functions have been well attended and profitable.

Redecoration

Mr. Dick Christian has been commissioned to improve the facilities of the club. A reception desk will be installed in the foyer and portable screens will be tried out in the main dining area of the club to improve the acoustics and break up the area into smaller, more intimate areas. Quotes are also being called for painting and carpeting where required.

Sailing

The Sailing Committee over the past several months has been involved inter-alia with the following matters:

(i) Special regulations and sailing instructions for 1974-75

Under the guidance of Mr. Keith Moss, these have been revised to embody improvements long considered necessary, and to correct or simplify ambiguous wording. This material is now ready for the printer and should reach members shortly.

(ii) Courses and offshore marks

It is intended to lay our own offshore marks for the 1974-75 SOPS season. These marks will be laid each day of a JOP race in positions to give the most interesting triangular course for the prevailing weather.

A veritable flotilla of power boats has been assembled under the leadership of Mr. Keith Storey to set and return these marks.

All starts and finishes for the SOPS will be in the vicinity of Sydney Heads next season.

Discussions have been held with MHYC which indicate that the likelihood of at least their ½ ton and ¼ ton fleets combining with ours to use our offshore marks. These classes, although sailing together, will be able to nominate whether they are competing in the CYC or MHYC point score competition.

(iii) Noumea race

The conduct of this race was handled in the usual competent CYC fashion. The efforts of Dr. Alan Campbell and Mr. Peter Rysdyk particularly, ensured the success of the long and administratively difficult race.

(iv) Hobart race

The Race Director for 1974 will be Mr. Gordon Barton. Notice of race has already been sent out and entries are starting to come in. There have been several overseas enquiries.

(v) Level racing regatta

The Race Director for 1975 will be Mr. Gordon Marshall. Notice of race has been prepared and will be despatched soon.

(vi) Divisions for 1974-75

At present it appears that the racing divisions for next season will be:

- Division 1 : two ton boats
- Division 2 : one ton boats
- Division 3 : ¾ ton boats,
plus boats having an IOR rating of between 21.5 ft and 70 ft.
- Division 4 : JOG including ¼ tonners which do not elect to race in Division 3. Minimum rating will be 17.8 ft.
- Division 5 : ½ ton division

The Winter season is now well under way and the large fleets (as many as 127) have been handled with a minimum of fuss, despite one incident involving the Japanese fishing industry. To avoid the hassle that sometimes occurs when rounding the Bradley's Head fairway buoy, it has been decided that in future this mark will be eliminated as one of the marks for the courses.

I would like to comment very favourably upon the impressive wealth of experience available on the Sailing Committee and the very considerable time and effort these men spend in assisting and promoting the sport of yachting, which after all is what our club is really all about. It is little wonder that the CYC enjoys an enviable reputation the world over for the conduct of its yachting affairs.

J.P. Diamond

Ladies Auxiliary

There is renewed interest in the activities of this Committee and there is now a much closer liaison with the House Committee to secure improved exchange of ideas and planning of activities.

Early in July a black tie fashion parade was held with 80 odd rolling up including the Commodore, Rear Commodore and Committeemen. (This executive support was much approved by the organisers.)

Lee Dalley brought along three models and they presented the latest in furs, resort and evening wear. The atmosphere was very pleasant with camellia and ivy flower arrangements; background piano music and excellent food. A most successful evening.

More activities are being planned and there will be a much fuller report in the next issue.

By-law ammendment

5th July, 1974

The Club's Board of Directors at their meeting on 3rd July, 1974 resolved that the Club's By-Laws be amended by the addition of the following clause:

'Except as their duties may require, Club employees are not permitted in the licensed area of the Club's premises. In order to avoid embarrassment pursuant to this clause Club members should not invite Club employees into the licensed area of the Club as their guests.'

P.A. Derwent
General Secretary

Storm Story

Geoff Long, our Yard Manager, had a busy night when the big storm in June was causing all manner of havoc around the waterfront.

He was out visiting, miles from the Club but at around 0100 hours he came down for a look-see and lucky that he did! It was puffing up to 60 knots. He went along the marina repairing a couple of bow lines and secured a billowing main; getting drenched in the process (maybe he couldn't get a reef into his umbrella!)

He then went out on the tender to check the moorings and found three were dragging. The first craft wasn't in much trouble; the second — *Leisure Lady* — had the owner aboard and he got going to a safer haven. The drama centred on Bill Smith's *Foul Winds*; she had drifted right down the bay near Nola's Reef and was towed back just in time.

After a quick snooze he woke at 0630 hours in time to save a clipper yacht that had already dragged 30-40 yards.

Not much of a night for Geoff, but after hearing of this, owners would tend to sleep a little easier next time, knowing there is somebody giving their craft that little bit extra care.

House Committee

This year the House Committee comprises less hands than in previous years but they promise to be one of the most enthusiastic and dynamic groups for some time. The Club will benefit from the much greater activity that they plan to engender and already an improvement is being achieved.

While small, the Committee is nevertheless very flexible and open ended and anyone who has any recommendations will get a ready hearing. If, perhaps, he has an idea for a function, he will probably find that he has been co-opted to help organise the event. Committee: Bob Langridge, Chairman; Don Sharp, House Manager; Spencer Easton; David (Fang) Kilponen; Bob (Club Swinger) Landis and Brian (Yogi) Livesey.

The first monthly 'Dining In Night' (with a set seafood menu) was held on 6th June and was a sellout success with 148 (capacity is 120!) rolling up. The July event was a 'Beefsteak & Burgundy Night' with the beef carved in the dining room. Again, it was a very well attended 'Do' with eating. In turn in August, there will be a 'Spanish Night' and anyone not having an early booking will have to stay home and watch T.V. These nights are great value at \$4.50 a head and should become a feature of the Club's social activities.

The S.O.P.S. presentation was held in June with 158 attending. The Club was really firing over this period, in three nights some 350 in total were catered for. Meanwhile, the regular Friday night dinner dances continue with some diners feasting on 'Whole Roast Sucking Pig' which has to be pre-ordered for a party of 6-8.

The L.O.P.S. presentation was held at the Town House on July 5 with 150 at a very well catered for cocktail party. Afterwards quite a number adjourned to the Club to celebrate with Peter Kurts. A welcome sight was the piano playing soft music in the Coaster's Retreat.

Among the plans for August is a film night on Monday 12th, which includes the '73 Hobart and the '70 America's Cup Challenge. *Children are welcome* (adults \$1, under 14's 50 cents) — bring the kids and show them the tempest that Dad was in in the last Hobart! The snack service will be available from 6.00-7.30 p.m.

Saturday, August 17th, will be the evening of the boat owners' dinner, the format of which will be advised by circular.

The Committee has an aim to improve the 'nautical' decor of the house and towards this end a section of *Rani's* mast has been mounted on a plaque and placed above the visitors' book. The inscription reads: '*Rani*, 1st Hobart Winner, 1945. Capt. John Illingworth R.N.'

A second item is a sextant, located in the foyer in a perspex case. It was donated by Edwin Bowers & Sons, Nautical Instrument Makers of Sydney in 1972. Mr. Bowers is well known to members who employ his firm's services in caring for their instruments. The marine sextant is quite an old one with the National Physical Laboratory certificate dated November 1916. Its description is a Bell Pattern Mark III, clamp screw, silver arc vernier type.

Reminder: There is a price list in the Coaster's Retreat for take-away liquor at regular hotel prices.

Tony Cable

Farewell Hedley!

Hedley Watson, our Sailing Secretary for over 2 years, left us in July to establish a business as a marine surveyor in Sydney. Fortunately, we will not completely lose him as his new activity will include yacht surveying and he also hopes to become a member of the Club.

Hedley is a Master Mariner and was at sea for 14 years including 7 years in the Tasmanian trade. His navigational expertise was much in evidence during his time with us, laying marks and so forth. During the '72 Hobart he established a 'record' in taking only 26 minutes to plot the positions of the fleet from computer printout to the Press Centre chart.



Last year, he conducted the reintroduced Coastal Navigational classes (Gordon Marshall, Celestial Nav.) and could well continue these in the future.

Along with his official duties he managed to fit in some yachting mainly on *Clandis* and *Endeavour III*. In the '73 Hobart he went down on *Sirocco*; looking like the chap in the Cod Liver Oil ad, the boys said, in his sou'wester, oilies (and hush puppies). On the way home they lost the mast, but that's a story in itself.

Best wishes for the future Hedley and Lean, thank you for your service and hope to see you often.



MARINA NEWS

by JACK NORTH

● When winter comes the cruising yachts go in search of the sun. This leaves the marina bare of visitors and the 47 ft ketch *Morning Star* is one of the few callers of recent weeks. A multi-chine yacht of 3/16 in steel, designed and built by her owner, she was commissioned about six months ago. Her after-cabin layout gives roomy accommodation, a 34 h.p. Lister diesel can drive her at about seven knots and the home port on her stern is Newcastle. But she wears the pennant of the Lake Macquarie Motor Yacht Club and her owner, Arthur Noble, is well known to C.Y.C. members who have raced up there.

With his wife and young son as crew he is coastal sailing with no great overseas passage in mind. However, he is thinking of Hobart by very easy stages.

● Bob Holmes arranged the sale of *Tarni* whose new home port will be Cairns. One of Robert Clarke's Savona class she was built by Cuthbertson of Hobart for Graham Wignall in 1955. Oregon and celery-top pine were used in her glued-and-screwed hull and she has carried sloop rig, often modified, throughout her career. The name ship of her class won the Fastnet in 1952 or thereabouts and appears to be the smallest yacht ever to take out that classic.

Since Geoff Ormiston bought her in 1959 *Tarni* has sailed consistently in local races and will continue to race. Being 33 ft 3 in by 8 ft 2 in she can squeeze into the measurements required for J.O.G. and will sail in that division in North Queensland.

● *Alcheringa* owned by Jim Bridgeland has also changed hands. Designed by Alan Payne this 50 ft 6 in steel sloop was built side-by-side with *Bacchus D* and the two are sisters as far as gunwale level. But while *Bacchus D* was finished as a coach-house yacht *Alcheringa* continued with the higher side of a raised decker.

Since her launching in 1965 *Alcheringa's* racing career has included seven Hobarts, but it seems the recent Noumea race could be her finale. Her new owners, Rudy and Olga Krauss, are said to be planning a long-distance cruise. Rudy, the shipwright at d'Albora, has certainly chosen an ideal ship for distant voyaging.

● Sir William Pettingell bought *Kingurra* from Grahame Warner, the sale being handled by George Mottle. This 43 ft sloop from the board of Peter Joubert was launched late in 1972 and sailed in the last two Hobart races. Built of timber and powered by a Volvo 3 cylinder diesel, her racing future is uncertain; her new owner might join the ranks of the cruising fraternity. Incidentally, *Kingurra* was built by CYC member Bill Barnett.

● *Corroboree* is another yacht to change hands, Boy Messenger

being the agent and Gray Hutchinson the purchaser. Formerly owned by John While, *Corroboree* too will probably go cruising. Gray Hutchinson's brother Barry bought *Salome* some months ago and headed out into the wide, blue yonder, to arrive at Noumea a few hours before *Banjo Patterson* took line honours in the Sydney-Noumea race.

● All this talk of cruising leads to the subject of Middleton Reef, so much in the recent headlines. Sydney yachts have sailed there, most of them with no great drama. But some have come back with hair-raising tales of horror, it all depends on the luck of the weather.

The reef was named after its discoverer, Captain Middleton who, some time in the late 1790's, was lucky enough to see and avoid it. Later voyagers were not so fortunate and the place acquired a melancholy history of shipwreck. So here's a bit of hot news filched straight from the 'Sydney Gazette' of 14th September, 1806. (Yes, I do save all my old newspapers.)

'Yesterday morning between twelve and one two boats arrived from the wreck of the *Britannia* south sea whaler, Captain Goodspeed, from Middleton's Shoals, upon which the vessel unfortunately ran between two and three in the morning of 15th ultimo.' The captain's report of the wreck was published a few weeks later.

'On the 24th of August, 1806 at noon, the latitude by observation was 30°38' south and the longitude by lunar observation at 3 p.m. 156°40' east, by dead reckoning 157°40' east to the best of my recollection. The course steered by compass from noon was west until 8 p.m. at the rate of four knots an hour. We then steered north west going nearly at the same rate until 2 a.m. when we discovered breakers ahead, close to the ship. We immediately put down the helm, the wind being nearly aft at the time, but unfortunately the ship did not answer her helm quick enough to clear the breakers.

'Our ship striking aft first, she fell round off, and was hove bodily on the said breakers which proved to be a bed of coral rocks. After striking two or three times she broke her back, her stern and bow dropping down and midships hove up. The sea was then breaking violently upon the ship so as to render it impossible to get her off. Even if it were possible she would have immediately sunk on account of the aforesaid disaster.

'We were under the necessity of having recourse to our boats to save our lives. The first boat we attempted to lower was stove in by a surge of the sea and the crew saved with difficulty. We then had recourse to the others and at 2 and a half a.m. were fortunate enough to get safe from the ship and clear of the breakers, with two boats, nineteen men being aboard of them, myself included. There remained on board the wreck

five men who could not board the boats before we were obliged to leave them; nor could we venture to approach the ship again before daylight.

'The people on board lowered a rope from the jib-boom and into the water; we then ventured under the boom with one of our boats when the second mate and one of the seamen were hauled on board. With their assistance the people on the wreck were able to launch another boat and got safe through the breakers with about forty pounds of biscuit and ten gallons of water. The timbers of the ship at that time were sticking through her side.

'At low water saw a quarter of a mile of dry sand but at high water there was no part dry. The shoal lay N.W. and S.W. 7 or eight miles and about 5 or 6 in breadth.

'We left the ship with three boats but four days later one of them separated from us in a gale of wind and has not since been heard of; we were then steering for New South Wales. On the 29th of August we made the land and on the 8th of September made Newcastle, where we were treated with kindness. On the 13th September we happily arrived at Port Jackson.'

This account has been edited for they did not worry much about punctuation in those days. And if you look closely enough you'll find a discrepancy in the dates which I will not attempt to account for. But the open boat voyage must have been eventful and anyone who has sailed over that way in a 'gale of wind' will agree that it deserves more than this laconic account.

The most dramatic wreck of recent times was when the *Runic* steamed on to the reef one night in February, 1961; there was no loss of life. The *Runic* was a sister ship to the *Gothic* in

which Queen Elizabeth made her first visit to Australia way back in 1954. If you can remember that glorious morning when the *Gothic* steamed up the harbour and boats from the C.Y.C. and other clubs formed a laneway of yachts, then you've been sailing quite a while, haven't you.

• Our new tender went into commission last June. The fibreglass hull produced by Doning Pty Ltd of Mona Vale was designed by Ken Beashell. A two cylinder air cooled Lister diesel was installed by the Rushcutter Yacht Yard as were the towing bitts and other sundries, while a small touch of luxury is added by a little two berth cabin in the forepeak. The previous tender was named *John Illingworth* when it was new and the other tender, acquired from Arrowsmith, is registered as *Merv Davey*. Any suggestions for a name for the latest addition to the work-boat fleet?

• A new addition to the marina at Manly is Ted Kaufman's Mercedes IV, designed by himself.

The new boat arrived on Wednesday July 17th, 1974 from Cec Quikey's yard at Kogarah, having passed the Captain Cook bridge with only 6 in to spare over her masthead.

That was the only incident on her delivery passage — but surely that was enough.

She is a masthead sloop carrying a working sail area of 980 sq. ft. on dimensions of 42ft. overall, 36ft. WL, 12ft. 6in. beam. She displaces 8¾ tons and is powered by a Perkins diesel fitted with a hydraulic drive.

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