

OFFSHORE

NUMBER 25

AUGUST 1975

PRICE 50c

Registered for posting as a periodical — Category B.



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'OFFSHORE'



is published every two months by the Cruising Yacht Club of Australia, New Beach Road, Darling Point, NSW 2027. Telephone: 32-9731. Cables: "SEAWYSEA"

Advertising:

Campbell 'Tiger' Scott, Phone 29-3964, or Editor, c/ C.Y.C.

Subscriptions:

Surface Mail: Australia \$4.50. Overseas \$6.00
Air Mail: Australia \$7.00, New Zealand \$8.00,
Overseas \$12.00.

Editor:

David Colfelt

Printer:

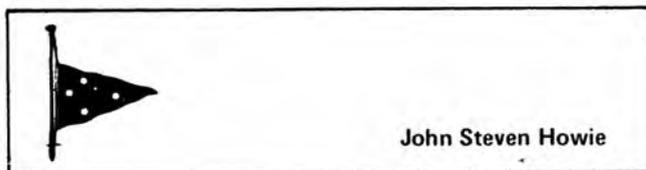
Wymond Morell (Printers) Pty. Ltd. 160 Parramatta Road, Camperdown 2050.

Cover.

The photograph on the cover of this issue is one that attracted a lot of interest at a recent exhibition of photos at the C.Y.C. Taken by Peter Campbell, Editor of *Modern Boating* magazine, the gaff rigger *Playmate* was participating in the Sydney Amateur Sailing Club Centennial Year Regatta, Sunday October 22, 1972. This was the first race for gaff riggers sailed on Sydney Harbour for more than 40 years.

Playmate was built in England in 1896. Owned by Gino Coia, she is a 33ft. twelve ton cutter and carries 840 sq.ft. of working sail. Her mainsail was made prior to 1942, of Italian flax. Her housing bowsprit can be slipped back on deck and the bobstay reefed when at sea.

(Photo taken with 35mm camera, Tri-X film, f/16 at 1/500th sec.)



John Steven Howie



"Yo, Ho, Ho, me hearties. Who's going to welcome a new member aboard?"

HARRIGAN



MEET

When he smiles a gremlin in the back of his skull pulls a handful of strings that are attached on the inside all over his face, and rivulets of laughing wrinkles wash up his dial and cascade over his brow. Anyone with crow's feet like those at the corners of Peter Harrigan's eyes will die a happy man.

Often I had looked at Harrigan's cartoons on the walls between the poker machines in the Coaster's Retreat, and OFFSHORE readers will be familiar with the expressive, light-hearted style of his illustrations and cartoons. Everyone's heard of him, but not many know much about him. So Peter Harrigan came for a few beers and a T-bone steak on a Friday afternoon at one of Sydney's most pleasant, informal lunch spots, overlooking the C.Y.C. marina.

It was not really a surprise to find out that Harrigan is a sailor. The cartoons he did for John Brooks' article in the October 1974 OFFSHORE betrayed a canny appreciation of blue water and racing de rigueur. "I started sailing" Harrigan explained, "around 1958 when somebody said one day 'Would you like to come sailing?' I got really interested in it — used to go to bed with books etc. — and the next year I was in the Hobart race."

Harrigan has done 2½ Hobarts — started three, finished two. He's also done a couple of Montagu's, and a bit of other stuff around the place. "The reason I left sailing was because most of the work I did had to be done on weekends — deadlines for newspapers etc. It was getting to the stage where if I was out on an ocean race and a bit late . . . well, you can't draw at sea. You can't do anything at sea except bloody sleep, can you?"

Peter Harrigan started out in life as a carpenter's apprentice at Garden Island. He was there from 1938 - 1942, and when war broke out he joined the Army and spent the next four-odd years in New Guinea and Borneo. ("No, I didn't have 20 Japs on the end of a bayonet sort of thing; I was a linesman in Signal, which keeps you off the streets," he explained.) He came back after the war and did a drawing course under the Commonwealth Reconstruction Training Scheme.

To celebrate the 25th anniversary of the Ginger Meggs comic strip, the creator of that famous Australian character, Jimmy Banks, held a contest and awarded the winner a £1000 scholarship to study drawing and illustration (incidentally, this is now a perennial event). "Muggins won that one", and Harrigan took his scholarship and went to England's Regent Street Polytechnic for a couple of years.

"I had an urge to draw from about the second day I was alive", Harrigan reflected. "I can always remember . . . nothing was sacred; even over at Garden Island any piece of board that was there not doing anything got a drawing of a bloke on it — the foreman . . . anyone."

When he was beginning his professional drawing career (with the *Sydney Morning Herald*, then the *Brisbane Courier-Mail*), Harrigan was principally illustrating. In those days there was a lot of illustrating to be done. The advance of printing and photographic techniques saw much of this work superseded by the camera. But Harrigan was a humourist as well.

HARRIGAN

Meet Harrigan

The fundamental technical accomplishment which can be seen to augment Harrigan's cartooning is demonstrated in the richly atmospheric drawings he did to accompany *The Third Race to Tasmania* (OFFSHORE February 1975). He is an artist in that sense of the word and counts himself among artists, something which is easy to overlook when viewing the seemingly random selection of twitchy pen strokes that often characterise a cartoon. "You can do too much in an illustration, put in too much detail, so the reader has nothing to look for or fill in. If you leave a bit out the reader fills the rest in. It's not laziness; by the time the artist has done that he's already gone through the complete drawing in his mind and he's seen further."

... it tickles me ... well-dressed tycoons in their big offices with a carpet up to their ankles, the best executive chair, and then they get their chauffeur to drive them down to their boat, and next thing they're out there hallowing over the bloody water! Probably not many of them that happens to, but even if *one* does it, to me it's funny.



Illustration by Harrigan from "The Third Race to Tasmania"

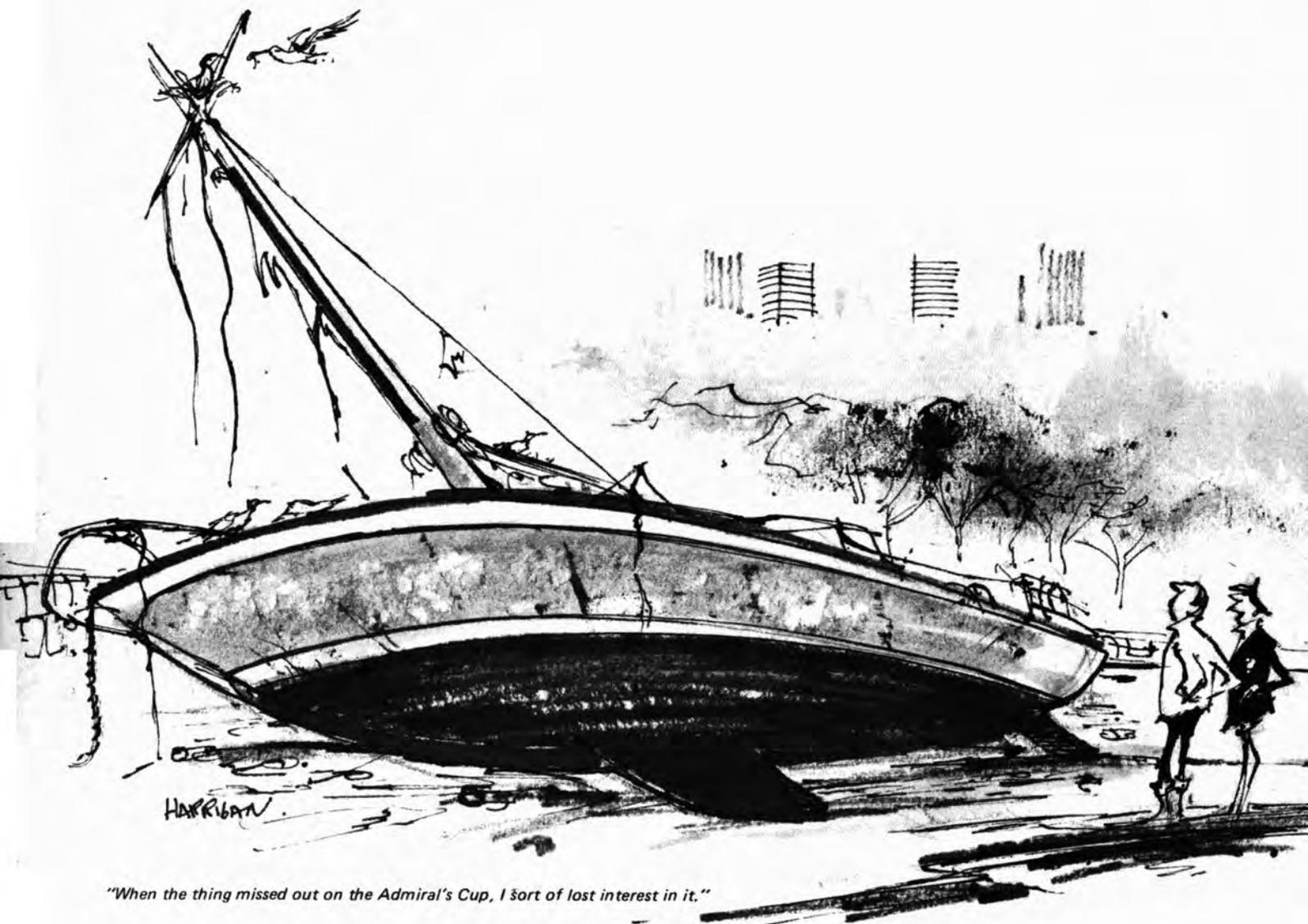
That gremlin in Harrigan's skull was on his feet again, this time pulling the eye-twinkle handles. "Most of the fellas — the great ones like Picasso — at the age of about 13 were churning out 'Mona Lisas', and when you get to that stage you've got to go further if you're a leader."

What is it about cartooning that appeals to Harrigan?

"Aw, because I'm a bloody fool meself; I like the stupidity of life. I don't think there's a great deal I take seriously ... and that's why I was never a great yachtsman. (I've been sixth rate in about a dozen sports.) I always seem to think it's rather funny ... skippers who spend \$XXX,XXX on a boat

... next thing they're out there hallowing ...



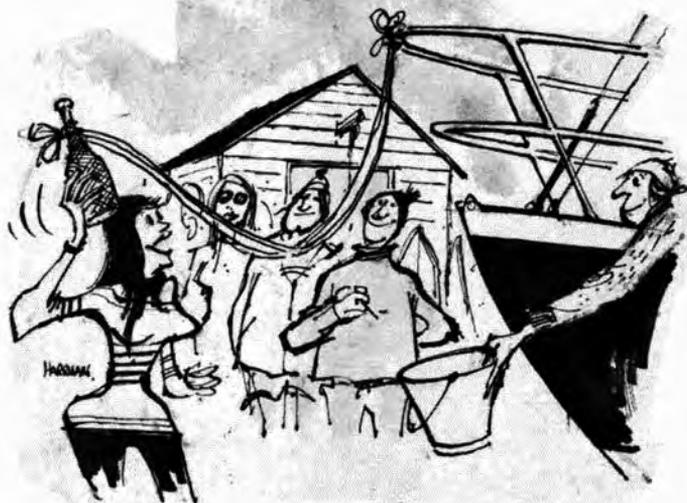


"When the thing missed out on the Admiral's Cup, I sort of lost interest in it."

"There's something marvellous about ocean racing . . . I've always enjoyed that classic description about standing under a cold shower tearing up ten-dollar notes . . . but it's still a funny setup, like people chasing golf balls (which I do myself). Most activities are quite ridiculous! Yeah, I think that's the reason I love cartooning."

Harrigan turned to look out at the low cloud suspended about 50 metres above Garden Island, and at the occasional lazy-swinging halyard ping a silver mast.

"Just generally the human race . . . it's quite stupid; it doesn't do anything; there's no point in its even being here. That's as philosophical as I can ever get. I do not know why humans are on the bloody planet, 'cause they can't live with themselves. They don't eat each other; if they did that and only that you'd have a balance wouldn't you . . . the toughest etc. But it's not the toughest like in the animal world. In their stupidity and their viciousness and ignorance humans will chop the rest of living things out just to put in a car park. As soon as they've got a car park, they go get in their cars and they kill themselves."



I name this ship "GROG-BLOSSOM"

Harrigan, like most of the rest of us, was born on the other side of the generation gap. At 51, he must, in his cartoonist's

Meet Harrigan

eye, see quite a lot of contrast, then and now. I asked him about it. "The world is a bit more crowded now," he mused, "with more temptations for young people . . . seeing all the things that there are available. There's no question now of saving up for years; kids can just get what they want on hire purchase. This must be very discontention; they can never be satisfied with what they've got because fashion buggers you up next year. I mean, you can see it here in the Cruising Yacht Club. Last year's boat is not the same as this year's. And last year's boat becomes suddenly redundant, whereas some of the old ketches you see from New Zealand, built around 1900 — they're still sailing, not as fast perhaps, but as sea kindly as you like, more beautiful and easier to handle. The boat today has to be built so much to the rating and for efficiency . . . not these lovely old boats. Somehow you feel that the only purpose today is to beat somebody, not to feel the sea."

"Nobody wants to be the last one to get into Hobart," I said. "What do you remember of Hobart town?"

Long lazy smile. "When you arrive you meet your mates off other boats, and you get on another boat and they open whatever they've got. Everyone gets nice and pissed and they sing songs until their throat goes, and next thing you know you've been there a week, croak in your throat . . . then it's time to go home again."

"To be a cartoonist do you have to be a cynic?" I asked.

"I'm not a bit of a cynic. I'm just as guilty of laughing at what I do as what other people do. In fact, any silly bugger that sits down drawing other people being silly buggers . . . he's a silly bugger too!"

— David Colfelt



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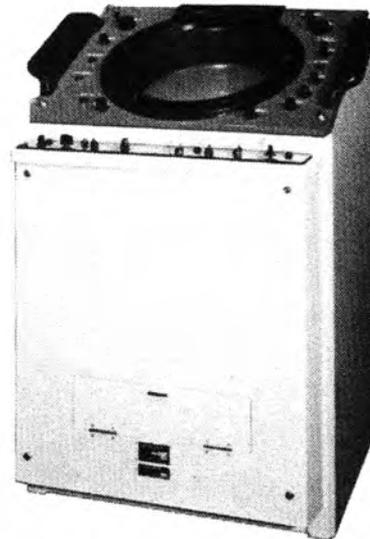
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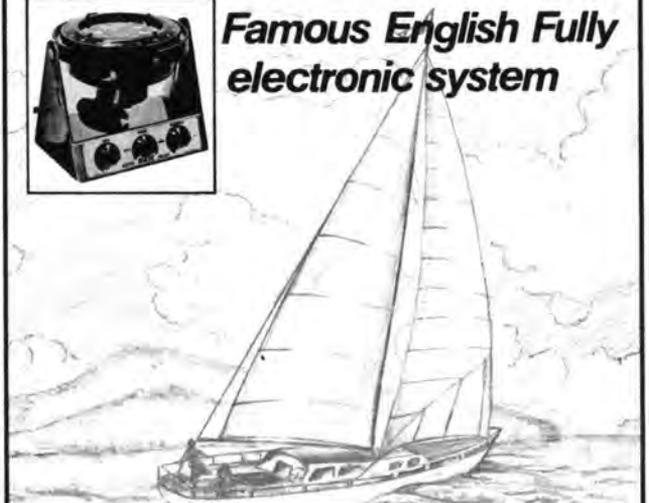
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ABOARD ??

Is "Welcome Aboard" the C.Y.C. motto? Is this the philosophy of the Club? If not, why not? Indeed what is the philosophy of the C.Y.C.A.?

Following my peep into the future of the C.Y.C. "What Price Ocean Racing?" in the June issue of OFFSHORE, I have been approached by many club members who offer comment about the Club, its attitude to members (highlighted by differences about dress regulations) and its attitude to visitors etc., particularly visiting yachts.

In this same edition was the "Stop Press Report on C.Y.C.A.'s Sailing Committee Questionnaire", with the first six questions identified as *designed to check the philosophy of your club's operations*. How can the sailing committee, in a questionnaire to boat owners, decide the philosophy of the Club's operations?

Believing that a critical spotlight should be turned on this significant role of the Sailing Committee, I put on my philosophical cap and Gordon Marshall was kind enough to be on the receiving end of an interview and some very rough treatment.

The 260 questionnaires actually went to approximately 180 C.Y.C. Member-owners and an additional 80 boat owners not on the C.Y.C. Register (some of whom are Middle Harbour Members who intend racing with us next year).

Although questions number one through six were stated as designed to check the philosophy of the Club, the results of these questions obviously have no validity as an expression of either approval or disapproval of philosophy on the part of C.Y.C. Members *as a whole*.

I suspect some Members in reading the results may have been tempted to reach a different conclusion. Gordon Marshall, however, unequivocally stated to me that the Sailing Committee was necessarily and properly confining itself to matters of sailing. But you could be forgiven, in my opinion, for getting the impression that racing is the approved philosophy of the C.Y.C. in the absence of any alternative philosophy, either stated or practised.

I would submit that the Board is the only organ that can properly direct or dictate Club philosophy and practice. I suggest, further, that until questions similar to those in the Sailing Committee Questionnaire are put to the entire membership (although I would hope in a less "leading" manner), the Board's role as policy setter is *de facto* being usurped by a vocal minority of active boat owners, some of whom are not even members of this Club.

During my years with the C.Y.C. I have often discussed with my shipmates the significant change in the atmosphere of the Club which appeared to develop from the time of our first Admiral's Cup Challenge in 1965. My article in last issue of OFFSHORE was a questioning of who are we and where are we going? Ironically, the answer appeared in the same issue, the *Sailing Committee Questionnaire*, particularly question 4:

Your club has become world recognised due to its racing activities. Do you wish to continue with present policy in this aspect?

Yes: 89.5% No: 10.5%. Gordon's previous comment: This answer gave a landslide vote in favour of our present policy of racing activity.

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INTER- STATE REPORT

Southern Scuttlebutt

Australian World Half Ton Challenge Fund Grows

The fund raising effort to send the crew of *Providence* to Chicago this October to represent Australia in the World Half Ton Championship received a solid boost recently with a grant of \$1,000 from the Victorian Yachting Council. This was agreed to at a recent quarterly general meeting of the V.Y.C.

With the exclusive Chicago Bin 75 wine offer now selling well, the fund is starting to grow. However, there is plenty of stock of both Claret and Reisling to meet all orders from people wishing to assist the fund raising effort in this undoubtedly most enjoyable way.

Half Ton Charter Arrangements

Tom Stephenson, skipper of the Australian crew, reported from America a few days ago that he is close to making a final choice of yacht to sail in the World Half Ton Championship. Tom has "short listed" two yachts. These are both new designs — one from Sparkman and Stephens which will be equipped with North sails and will virtually be "works" prepared. The other is a brand new design by Doug Peterson which is well equipped with all necessary "go fast" gear. Tom says Doug Peterson commented "This boat is the best of my half tonners built to date." Tom's next step is to finalise his evaluation of these two yachts and complete charter arrangements.

Victoria's "Joggies" Set For a Busy Year

The Junior Offshore Group of Victoria have elected office bearers for the coming season. President is Ken Wilson, Vice President is Tim Crespin and Secretary is Garry Lovell. With these three plus other committee members most clubs with "joggie" yachts in their fleets are represented in the J.O.G. of Victoria. Results of the

1975 J.O.G. State Championship were: 1. *Sundance* — Ken Wilson, Endeavour 26; 2. *Martine* — Ray McMahon, half ton design by the late Ern Scott; 3. *Taurus* — Graham Wilson, Primaat; equal 4th, *Tasqua* — Keith Jones, Tasman 26 and *Zardos* — M. Welch, Endeavour 26. This years championship was decided after a three race series run by Hobsons Bay Yacht Club.

Ken Wilson and his committee have set a solid programme for 75/76. An eight race series will run in Port Phillip Bay with 5 races to count for the pointscore. Seven different clubs will run the eight races. A similar programme will be run for "joggies" in Western Port Bay. The Martini Trophy will be run as part of Royal Geelong Yacht Club's A.N.A. Weekend regatta, and the 1975 State Championships will be run by Blairgowrie Yacht Squadron in late February. As previously reported a Winter Aggregate will be run in conjunction with the O.R.C.V. winter series. Ken also says his committee will actively support the next Interstate Challenge to be held at Eden this January. They are hoping for a strong contingent of Victorian J.O.G. boats.

continued Page 17

Welcome Aboard???

Well, to disagree with question four as it is worded would be to disagree with motherhood. We would all like the Club to continue to be world-recognized, even if we are not actively racing ourselves. I wonder what the response would have been if the question had read *Your Club has become world recognised due to its racing activities (primarily due to a few well-publicised events such as Sydney-Hobart, the Southern Cross Series, and through our role in the Admiral's Cup trials, the latter which is the precinct of a very privileged few in today's competitive climate). To the virtual exclusion of all other marine activities, do you wish to continue with the present policy, despite the fact that we are losing members and we don't seem able to make the Club financially viable on this basis?*

There is no question, the C.Y.C. would be in a desperate condition today if we didn't have the racing and its proponents. But why must we have such a narrow, self-limiting philosophy, *only* racing? Might we become dogmatically impure if we embraced other activities?

There you have it. A group of active racing boat owner respondents, including some from another club, have said it all. Or have they? No other policy is suggested, mentioned or considered possible, apparently. As I see it, this is the policy of the C.Y.C. This is the odd philosophy of a club called The Cruising Yacht Club of Australia.

— Basil Catterns

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The Science of Cookery



It would have been fairly easy to overcome this initial difficulty of the inclination of the cooking-stove by (a) not having so much stew, or (b) putting some spencers under one side of the saucepan to keep it horizontal. In my case it was necessary to produce hot food for nine voracious Ocean Racers so I had recourse to method "(b)".

Now, in order to expedite the preparation of the food, we can calculate the number of spencers required in advance by

the formula $x = \frac{D \sin \theta}{\gamma}$ when " γ " is the height of a spencer

lying on its side. The disadvantage of the use of this formula is that the angle " θ " is not constant; the watch on deck will keep messing about with the Genoa-sheet, thus increasing or decreasing " θ " by a maximum " k ". They do not seem to realise that every time they touch a winch-handle they get a much smaller helping at supper-time.



There is no doubt we yachtsmen are becoming more and more scientific every year. To be considered of any use at all as a crew to-day one must be an expert in aero-dynamics, meteorology, astronomy and engineering, to mention only a few subjects.

The whole trouble started when I put that last tin of soup into the stew.

After a considerable amount of experiment I have discovered that if you take a saucepan of diameter " D " and height " H "

and fill with $\pi \left(\frac{D}{2}\right)^2 H$ of stew, as I did, and you place it on a stove inclined at an angle " θ ", then $\pi \left(\frac{D}{2}\right)^2 \times \frac{D \tan \theta}{2}$

goes on the floor and you have only $\pi \left(\frac{D}{2}\right)^2 \times \left(H - \frac{D \tan \theta}{2}\right)$

of the stew left. This is rather tiresome, particularly as, if the cook treads in it, it causes a diminution in his Apparent Height. In my case it wrenched the galley door off its moorings as well, but luckily the Owner is one of those strange people who think that racing yachts should not fall to bits directly they go to sea, and he did not seem to mind at all.

It will be understood that as the angle " θ " varies we should alter the " x " number of spencers or " H " the height of the saucepan, but it is very unlikely we shall be able to do either. Firstly because they don't make telescopic saucepans, and secondly because these tough sailor-men never seem to have more than one rusty old spencer aboard, and I doubt if they will be able to find that without a lot of trouble.

So that evening the crew had only

$\frac{1}{8} \pi \left(\frac{D}{2}\right)^2 \times \left[H - \frac{D \tan (\theta + k)}{2}\right]$ of stew per man, and I

had to cook myself something else.

I don't like stew anyway.

— John Meekan

OFFSHORE SIGNALS

Yacht Race to Suva in 1976

On May 30, 1976, Middle Harbour Yacht Club will start the first Sydney to Suva Yacht Race. Many months have already been spent in researching facilities for this race, which will alternate each second year with the Auckland to Suva Yacht Race sponsored by the Royal Akarana Yacht Club.

In New Zealand, the Auckland to Suva has become the major event on the Offshore Calendar with fleets of up to eighty yachts competing each second year. Since the race from Sydney to Suva is being organised with the co-operation of yacht clubs in New Zealand, Suva, Noumea and Mooloolaba, it is hoped that similar fleets will be attracted to the race from Middle Harbour.

The timing of the race has been carefully selected to allow participation and cruising between pointscore racing in Australian waters and co-ordinate racing activities in the South Pacific area.

For the first time, overseas visitors will be able to plan their visits from the published programme, which will detail all major yacht races in the Pacific area. This should make the race particularly attractive to visitors from Singapore, Hong Kong, Japan, The Philippines, Hawaii, Samoa and co-operating Clubs in Noumea, Suva, and New Zealand.

Interstate yachtsmen will also benefit from the foresight of officials at Middle Harbour Yacht Club by using the same co-ordinated programme to schedule their racing and cruising to include participation in other major Australian Yacht Races, before returning to their home ports.

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Admiral's Cup Finances Fine

OFFSHORE spoke with the Chairman of the Admiral's Cup Challenge Committee, Ron Adair, just after he came back from seeing the team off at Sydney's Mascot Airport, Tuesday July 8th. There has been a considerable amount of talk about the difficulty of financing this challenge, and it was a relief to see the team get on the plane.

Ron Adair, who devoted a tremendous amount of his personal time and the resources of his company to the fund raising effort, said that the Committee was a bit disturbed by the amount of negativism in the press about how difficult the fund raising was going to be and that future challenges might be in doubt. Everybody pitched in, however, and made a good fist of it.

In the Art Union 798 tickets were sold at \$100 each (the winner of the Rolls with ticket no. 368 was Mr. Brian Howes, a scrap metal merchant from Lisarow). At one point in the campaign it was evident that there was a minor crisis at hand when only 350 tickets had been sold and things were slowing down. Adair got in touch with John Singleton, well-known Sydney advertising man from Doyle Dane & Bernbach, and they planned a campaign of newspaper advertisements which invited the public to become co-sponsors of the team with QANTAS by buying an Art Union ticket; purchasers would also receive a certificate and telexes from London giving race results. Singleton virtually gave his time in creating the ads, and he and Adair underwrote several national advertisements, the cost of which they were to bear individually if insufficient sales of tickets resulted.

The campaign paid off, and for \$5000 in space costs they sold \$35,000 worth of tickets.

The balance of the fund raising efforts came from the Fund Raising Committee under the leadership of Phil Edmunds and Allan Brown. This committee organized a spate of social functions, sailing seminars and a special Admiral's Cup Wine offering (which is still avail-

able), and these efforts have netted about \$10,000 to date.

The crews have had to pay for their own accommodation at Cowes, and the Committee will continue its fund raising efforts until the end of the year so that it may be possible to help out with some of this burden.

The Admiral's Cup Challenge Committee will formally resign in November. Reports will be presented to the A.Y.F. and C.Y.C. on the challenge with recommendations for consideration by the new Committee to be formed in January. At that time we will begin working towards the 1977 Challenge!

Message From Admiral's Cup Team Manager

Allan Brown, team manager of the Australian Admiral's Cup Challenge, asked that the following message be conveyed to OFFSHORE readers in the August edition.

"By the time this is published our 1975 Admiral's Cup Team may be in the heat of competition or will perhaps have won or lost the Cup. Whatever the result you can be assured we will have put up a typical Australian challenge for the ocean yachting supremacy of the world.

We have three yachts any country would be proud to have in their team and they are manned by equally excellent crews, well up to the high standard set by past Australian teams. We realise our competitors also have excellent yachts and crews that will provide really tough racing.

Fund raising for this Challenge has possibly been the most difficult we have ever experienced. On behalf of the team I would like to thank all the members of the Cruising Yacht Club and their friends for their support of the various fund raising activities conducted by the Admiral's Cup Committee and the contender yachts and crews.

Through OFFSHORE I would also like to thank the many sponsors who have come to our assistance with both cash and goods to help the team. Among these generous donors are:

Qantas Airways Ltd - Official Sponsor to the Challenge
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Tooth & Co. Ltd.
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King Gee Clothing Co. Pty. Ltd.
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Polaroid Aust. Pty. Ltd.
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Holeproof Ltd.

There have also been many cash donors and suppliers of goods at factory cost. We are very grateful for their valued assistance.

The team will be trying to repay you all in the best way they can — bringing home the Admiral's Cup."

What Price Ocean Racing?

As a fairly recent member of the Cruising Yacht Club (1971), I am somewhat hesitant of writing any critique of its activities, but I found Basil Catterns' article interesting and provocative. Hopefully I can make a

constructive contribution to the debate, largely since, being a member of the Royal Ocean Racing Club for nearly 25 years, I would hope to draw some helpful parallels.

The RORC has two main functions, namely the technical administration and encouragement of ocean racing on the one hand, and the provision of a social meeting-point for all those interested in this sport on the other. To this latter aspect should be added the availability of overnight accommodation, limited, may-be, but very popular! Since ocean racing takes place all around the coast of Britain and, as Basil Catterns points out, during actual racing the only social activity takes place on board your particular yacht, the social function of the club only operates *out* of sporting hours, and, hence, is perfectly adequately catered for in London. Of course, it draws its membership from a population of 55 million with a seafaring tradition, but, even so, it is worth commenting that its members, ranging from millionaires to very young crew members with small incomes, pay a standard and very low subscription (recently raised to about \$20 a year in real terms). Thus the London club-house

is well patronised and serves as a focal point for people with a common interest.

What are we to conclude from this in respect of CYC? Well, if I may venture a heretical thought, it is that the RORC's Australian cousin is suffering from schizophrenia or, to change the analogy, is in danger of falling between two stools. Firstly it is a local (Sydney) yacht club, and then it is the national centre for ocean racing. Perhaps it should recognise this fact and divide into two parts (it is worth noting that the recent questionnaire was directed to "owners" not to "members"). It is surely not beyond the bounds of practical possibility to split the club into, say, the Rushcutter Bay Yacht Club (for owners — past, present and potential!), and the Ocean Racing Club of Australia (for owners and crew). The provision of accommodation would undoubtedly be of help in attracting interstate membership, but whether the investment would be justified is another matter. For the RBYC the subscription would require to be economic and, thus, relatively expensive, while for the ORCA the subscription could be kept low and charges made in accordance with usage of facilities. Would this require the

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separation of premises? Quite possibly but not necessarily. Anyway I prefer to leave discussion of this to more experienced club members, but I believe that a far larger membership could be obtained and a far more active use of the Club assured by effecting some arrangement along these lines.

Sincerely,
— David Morse

The Relative Merits of Myopia, etc.

The hazards of the sea can be a bit too much at times. Like a few Sundays ago when a couple of boats were running neck and neck for first place, with the finish not far off. Then this bird (wingless variety) appears on Clarke Island, standing up all of a sudden. She's wearing a bikini but must have forgotten to put the top on.

Well, skipper A's eyes pop out so far that he needs a bikini top to support them. But skipper B, being near-sighted, doesn't notice. He maintains his concentration on the boat and surges on to victory.

— Jack North

continued from page 12

Endeavour 26 Association Trophy Winners

The Victorian Endeavour 26 Association recently announced results of 74/75 season pointscore trophy winners. First was *Sundance* — Ken Wilson; Second, *Sailem* — John Molloy; and Third, *Tiendi* — Bob Fell. Two new boats will be added to the fleet soon.

Level Racing to Get Major Boost This Year

The Level Rating Association of Victoria has also elected bearers and a committee for the coming season. New President is Lloyd Fallshaw; Vice President is Alan Stephenson, and Secretary is Keith Jones. One of the most encouraging and pleasing aspects about this last meeting was the surprise attendance of a group of ¼ ton owners. As a result the following committee members were elected: Greville Edgerton, Ricky Laycock, Cliff Wilkinson, John Green, Ken Davies and David Gough. Between the office bearers and this committee, the interests of ¼, ½ and ¾ ton yachtsmen are evenly represented.

This year the Level Rating Association

of Victoria has a number of objectives to achieve: to support the Australian Challenge for the World Half Ton cup; to gain affiliation with the V.Y.C.; to organise Victoria level rating owners to have their yachts measured and "rated"; and to encourage clubs to include level rating sections in major events where the numbers warrant this. Already some action has been taken. The Association has affiliated itself with the newly-formed Half Ton Association of Australia. The O.R.C.V. has included a section for ½ tonners in its Winter series, and the Sandringham Yacht Club will run a special winter series for halves, the details of which are in the process of being finalised. It seems clear that with this strong and active committee level racing in Victoria is in for a real shot in the arm this year.

Southern Cross Cup Selection Method Changes

The V.Y.C. have announced changes in the methods by which the Victorian team of three yachts and an emergency will be chosen for this year's Southern Cross Cup.

Traditionally the O.R.C.V. have made their recommendations based on the winter series and Apollo Bay race and

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Southern Scuttlebutt

forwarded these to the V.Y.C. for final decision. This year the V.Y.C. Keelboat Sub-Committee, on behalf of the R.Y.C.V. and interested Clubs, is running the selection series. Three 40 mile races will be sailed on Sundays in September after the O.R.C.V. winter series ends. The Red Hand Trophy overnight race around Port Phillip Bay and the ocean race to Portland will complete the selection races.

Rather than finishing times only being the yard sticks, times taken to weather and downwind will be recorded. These results will be carefully analysed and thus follow the same criteria used for selecting the Australian Admirals Cup Team.

The assessing panel will consist of a Flag Officer from each of the Clubs from which competing boats come. Keith Farfor Chairman of the Keelboat Sub-Committee is confident this exhaustive selection procedure will produce the strongest possible Victorian Team to go to Sydney for the Southern Cross Cup.

O.R.C.V. Winter Race Results

The first of six winter pointscore races was sailed on Sunday 6th July over a 22 mile course. There were 37 starters ranging in size from a Primaat to *Apollo II*. The breeze was light and variable from the N.E. with some rain (it was also quite cold!). Results in the I.O.R. section were:

1. *Fantasy Rag* - Jack Musgrove
2. *Western Morning* - Greville Edgerton
3. *Vandal* - Jim Vickery (O.R.C.V. Commodore)
4. *Tasqua* - Keith Jones

It is interesting to note that $\frac{3}{4}$, $\frac{1}{2}$ and $\frac{1}{4}$ yachts took 2nd, 3rd and 4th places respectively.

In the J.O.G. Division results were:

1. *Zardos* (Endeavour 26) - M. Welch
2. *Elizabeth* (Southerly 23) - Tim Crespin
3. *Waar & Peace* (Waarschip) - Alan Collins

All these yachts may move down one place if Ray McMahon can establish what happened to his entry for *Martine* in the J.O.G. division to the satisfaction of the race committee.

CLUB NOTES

Commodore's Report

Dear Members,

As you are probably aware we have been very interested in forming the Ocean Racing Club of Australia for some time. It now seems there is both sufficient support and lack of opposition to go ahead.

The following letter has been sent to all clubs who conduct ocean racing throughout Australia and to the Secretaries of $\frac{1}{2}$ ton and $\frac{1}{4}$ ton Associations.

It is hoped that there will be an immediate response. I am sure all members will share my enthusiasm in having the Headquarters of O.R.C.A. situated at Rushcutters Bay. The final form of the Club cannot be decided until members representing clubs which affiliated with O.R.C.A. have met and drawn up objectives and a policy statement.

Yours sincerely,

Joe Diamond
Commodore.

Cruising Yacht Club of Australia

Dear Sir;

You will remember a circular letter dated 5th April 1974, from Sir Robert Crichton-Brown, concerning the formation of the Ocean Racing Club of Australia.

Unfortunately follow up action foundered on a fundamental principle of responsibility between the proposed Club and the Australian Yachting Federation.

This problem does not in fact exist. It was recognized in the initial concept that the Australian Yachting Federation does in fact "reserve the right to appoint selection committees and finally to endorse the eventual selections of National Representatives".

The response to Sir Robert's letter was most enthusiastic and the concept now is more vital than it was a year ago..

There are two ways we can achieve the objectives we all desire.

1. Form an Offshore Class Association, within the Australian Yachting Federation, as the Americans recently did.
2. Form the Ocean Racing Club of Australia with Australian Yachting Federation blessing and hope/assume that the Ocean Racing Club of Australia will be given authority to perform the functions that the Cruising Yacht Club of Australia now does with regard to Admiral's Cup trials and Level Racing National Championships.

As Commodore of the C.Y.C.A., I feel the monopoly of the C.Y.C.A. in Admiral's Cup and Level Rating is detrimental to the development of our national expertise in international ocean racing.

Unfortunately sponsorship is needed to send boats to the Admiral's Cup and to World Level Racing Championships. Only "Huon Chief" the current One Ton National Champion will represent Australia overseas this year. My congratulations to Tasmania for their enthusiasm and generosity in making this possible. It was a lone effort.

I believe the required sponsorship is only possible if we have a national club which can attract national sponsors. I do not believe that a class association within the Australian Yachting Federation will achieve the same support.

I propose -

STAGE I

1. That the Ocean Racing Club of Australia is formed forthwith.
2. That you affiliate your Club with the Ocean Racing Club of Australia.
3. That we commence a membership drive for a nominal subscription from members of affiliated clubs. (An ocean racing qualification of say a total of 3000 miles ocean racing being a prerequisite).
4. That the administration of the Ocean Racing Club of Australia be at the Cruising Yacht Club of Australia, Rushcutters Bay.

STAGE II

1. Ocean Racing Club of Australia draws up a National Calendar of Ocean Racing events.
2. Ocean Racing Club of Australia recommends to Australian Yachting Federation the venues for the National Level Rating Championships.
e.g. Quarter Ton - Perth
Half Ton - Port Philip Bay
One Ton - Hobart
Three Quarter Ton - Sydney
3. National sponsors are approached so that all National Champions are sent overseas to compete in World Championships.

Given the necessary funds the general objectives are to get State Champions to National Championships, get National Champions to World Championships and Australia wide involvement is essential.

OFFSHORE becomes the official organ of the Ocean Racing Club of Australia with the objectives of complete dissemination of all information concerning Ocean Racing in Australia.

From discussions held with various Clubs throughout Australia I know that the Ocean Racing Club of Australia can be a great success and will undoubtedly contribute to the standard and enjoyment of Ocean Racing in Australia.

Informal discussions have been held with Australian Yachting Federation officials. There would appear to be no objections as long as we do not try to usurp the Australian Yachting Federation's position as the ultimate National Authority.

Club Notes

Sailing Secretary's Report

Well! For once the forecast has proved correct. We predicted a bumper crop of entries for the Winter Season and, as the date for Block Entries passed, we had 159 in the Point Score. This is a record, and just one of the records established this season.

But the Winter Season has a history of records; an extract from the Commodore's report of 1954-55 reads: "Our Winter Season harbour races have been extremely successful, with fleets of over twenty contestants. The arrangement of presenting the prize of the day at the Clubhouse after the race and having hot food available for all competitors has been very popular with all concerned."

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On June 29th 144 yachts crossed the starting line for what, on a beautiful sunny day with approximately 7 knots of WSW breeze, looked like the day we had been waiting for. But, alas, it was not to be. The wind fell away, and we were lucky to have 120 finish within the time limit. We don't know where the others went; maybe they were determined to get a good table at the Club. Who is to blame them if they did, as the good fellowship at the prizegiving after the race is, to us, an indication of the enjoyment that is to be had from this type of winter racing. Even if you don't race you should come and join in.

By the way, despite the doubt that some competitors have expressed on seeing their handicap, Sailing Secretaries are "human" and it hurts me to see "disqualified" on the results sheet, particularly when this is brought about by a yacht failing to round the correct

mark or to cross the finishing line after the first time around the course. Please read your Sailing Instructions.

E.T. (Max) Lees

Ladies Auxiliary

A highly successful fashion parade and luncheon was held at the Club on Thursday 5th June 1975, and special thanks must go to Lee Dalley for providing the delightful accessories, the three lovely mannequins — Monica Geddes, Caroline Evans and Ruth Hill — all wives of members, and to all the members of the Ladies Auxiliary whose hard work contributed so much towards this enjoyable and profitable occasion.

The Ladies Auxiliary still has openings for volunteers to help with manning the information desk in the foyer during the two week period prior to Boxing Day. This year will be especially busy with the Southern Cross Series and the Hobart Race, and if your wife or any person would be interested please contact Pat Hanbury at the Club office (32-9731).



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- Aug. 14 Thursday 7.00 p.m. "Navigators' Dinner"
- Aug. 21 Thursday 7.00 p.m. Dining International (Hungary) Black Tie
- Aug. 28 Thursday 7.30 p.m. Safety & Knots/Splices Demonstration
- Sept 11 Thursday 7.30 p.m. Frank Bethwaite Aero Dynamics in Yachting
- Sept 18 Thursday 7.00 p.m. Commodore's Dinner — Black Tie
- Oct 2 Thursday 7.00 p.m. "Boatowners Dinner"
- Oct 9 Thursday 7.30 p.m. Film and Demo Night
- Oct 16 Thursday 7.00 p.m. Dining International (Germany) Black Tie
- Oct 23 Thursday 7.30 p.m. Film and Demo Night
- Nov 13 Thursday 7.30 p.m. Film and Demo Night
- Nov 20 Thursday 7.00 p.m. Vice-Commodore's Dinner Dance — Black Tie

by Jack North

The Sydney cruising scene is quiet as it usually is at this time of the year. But there's always something going on in Australasian waters. For instance on Wednesday, 4th June, a forty foot cutter, the *Tek Sas*, reached Auckland after a gale-bashed 23 day passage from Wellington. A proposed air-sea search was called off and the skipper, Barry I. Horvath, is reported to have claimed the "longest voyage between Wellington and Auckland ever." He could be right.

Sixty-knot gales and jugs seas forced the yacht far out to sea. Shackle hanks on a headsail snapped under wind pressure and the repair of seams in the mainsail became a constant job. At one stage she was down to storm jib only. When the weather eased *Tek Sas* was 180 miles east of Whangarei.

A New Zealand newspaper reports that Mr. Horvath comes from Sydney and his arrival in Auckland was the end of an eventful voyage around New Zealand during which he had changed crew three times.

Sir Francis Drake was on the slips recently. She is a fifty foot cutter with fifteen foot beam, a clipper stem and canoe stern. Her unusual profile has been familiar in Rushcutter Bay for years.

Built in Tasmania in 1951 she is planked with huon pine. A Leyland diesel gives her plenty of power, and she has bunk accommodation for ten. Her owner is having her done up with a view to cruising.

Sirocco is one of the oldest and best looking yachts on the marina. Built in Hobart in 1939 as a Sparkman and Stephens yawl, she is 45 ft overall with a beam of 10 ft 9 ins. On first coming to Sydney she had several owners, one of whom disappeared behind the Iron Curtain. Later she went to Melbourne where John Gilliam became her owner;

that was before he saw the light and moved to Sydney.

My own acquaintance with the yacht began in 1958 when Gil Petersen bought her and brought her back here. Peter Cosgrave and Mac Brown, both of the C.Y.C., were also in the delivery crew which was brought up to six by the addition of a couple of young blokes from Melbourne.



Sirocco

That was a pleasant trip, the diesel pushing her through a calm that lasted most of the way from Geelong to the Gabo. And off the Gabo the westerly came in, nice and moderate and when it was most wanted. *Sirocco* carried a mizzen staysail all the way up the coast.

Converted to a sloop, she was based on Pittwater for some years. I know she did a Montagu or two but am not conversant with the rest of her racing career. Then at an age where prima donnas think of retiring, she entered her first Hobart race. Maybe it was a sentimental journey to her old home town which she hadn't seen for many a year.

That was the 1973-74 race after she had been acquired by T.A. and P.J. Firmstone. On the return passage she struck a bit of drama when she was dismasted. The fragments of that mast made fuel for a barbecue which you might remember.

Refitted with an aluminium mast she sailed in the next Hobart race and seems to have a further ocean racing career ahead of her.

And having gone through one of the older yachts on the marina we'll try a newer one, like *L'il Cav*. This Cavalier 26 was designed by New Zealand's Bob Salthouse, who is also responsible for the Cavalier 32, the most successful half tonner in New Zealand. In effect *L'il Cav* is the smaller sister of the Cavalier 32, and that accounts for her name. A quarter tonner of 25'6" overall and 19'3" waterline, on a beam of 8'9" she draws 4'9" and displaces 2.1 tons. Of this 1.1 tons is lead ballast.

At the time of writing her five starts have resulted in two wins and three seconds. Her wins are a Middle Harbour Wednesday afternoon race and the C.Y.C. winter race of Sunday, 6.7.75, while her three seconds have all been C.Y.C. Sunday races. Not a bad record for a beginner. Boy Messenger who has been sailing her claims that her acceleration is fantastic. When she's not racing and there's no breeze her Arona 8 h.p. diesel gives her about six knots.

Owned by Guy Keon she is one of fifteen similar boats built by Cavalier Yachts of Blacktown. Of the fifteen, two are in Brisbane and one in Melbourne, so *L'il Cav* and her sisters seem assured of interstate racing. Despite her excellent racing record she is a roomy type of cruising quarter tonner with bunks for a crew of four and full headroom throughout.



L'il Cav

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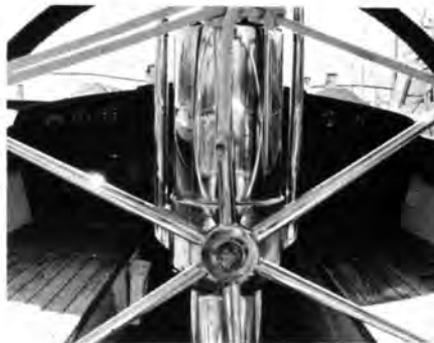
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