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Love the way back from Hobart

DON MICKLEBOROUGH, the author of this article has made the Sydney-Hobart voyage many times. Apart from his experience as a yachtsman he was at one time operating as a fisherman in Tasmanian waters. Here he tells in easy natural style how to love the trip back from Hobart. His story will be a standard reference for many years to come.

You must not head for Sydney on the first fair wind from Hobart. Go back the relaxing way and see what the lovely Tasmanian coast offers. My story will tell you of many places on the way to Babel Island, departure point for Sydney. A west to southerly change comes through there every few days and it gives you a fine run up. In about 12 crossings I have never struck headwinds and, as "Rubber" Kellaway says — "A gentleman yachtsman never goes to windward".

How long does it take? — We were home on the 27th January last year after having spent a day at Orford, a day at Schouten Island, 3 days at Bicheno, 4 days in Launceston, 2 days at Lady Barron, 2 days at Babel Island, 2 days at Eden, 1 day at Bermagui, 1 day at Kiama. This is an exception as we are usually home by the 20th, with less time in some of the ports.

First suggestion — Stock up well with Cascade as you will meet many dry people on the way. Bert Dolan of the Customs House Hotel has a personal delivery service to all Yachts.

Through the Canal or round Tasman? — This depends on the draft of the vessel. We have taken "Ilina" through without incident and she is 59ft. LOA and 7ft. 4in. draft. It is essential to know the correct time of the tide at the canal and as the tides are so unpredictable in this area the best plan is to ring the Bridge Operator at Dunally (perhaps one call to arrange for several Yachts). It is a trip of about 30 miles, so give yourself plenty of time; If you decide to leave early there are beaut spots to anchor for the night (Sloping Island etc.). The approach to the canal is between 2 rows of piles and a canal arm advises whether the road bridge crossing the canal has been raised and that the canal is clear to proceed. There is at times a strong tide race through the canal so proceed carefully. At the bridge the operator collects the toll in a landing net (don't know the fee, but it is a festive time of the year and the operator is most helpful, sometimes coming out in a small boat to guide yachts through shallows). If you wish to go to the fishermen's jetty on your port hand after passing through the canal, go right to the end of the row of piles before turning. Having negotiated the canal you are now in Blackmans Bay with a winding channel to take you to the open seas. Proceed using the Chart Aus.171 keeping a good lookout for beacon piles (some not always there) until you are in the area covered by the small chart supplied by the Hobart Marine Board, i.e. the last part of Blackmans Bay. Using this chart, your eyes and common sense should take you out successfully. I have not always used enough common sense, but it is only a sand bottom.

If you have elected to go round Tasman I suggest a trip into Port Arthur before rounding; good berthing, beaut Hotel, historic Convict Ruins.

On to the Crayfish Derby. I guess you will now want to go to Orford (Chart Aus.170) for the Crayfish Derby. Don't forget to put your trolling lines out for Barracouda. If you catch too

many the fishermen always welcome them for Crayfish bait. Sailing up inside Maria Island we usually stop and drift a while to catch some flathead, usually just south of Lachlan Island. There are also some very beautiful anchorages in the bays of Maria Island. However, round Lachlan Island to Prosser Bay Orford; the best anchorage is just round the southern Headland of Prosser Bay, off Shelly Beach. There are several boats permanently moored in this area. It is about a mile round to the very good Orford Hotel, but the local people at Shelly Beach are usually very helpful with transport (John Wignal a Hobart yachting identity seems to be always in residence at this time of the year). A short trip to Triabunna (Fishing Port and Hotel) will enable you to obtain fuel if necessary.

The Orford regatta is held at a time to suit the boats returning from Hobart and the highlight of the day is the Crayfish Derby, in which as many yachts as possible are asked to participate. This is a very good picnic race in which each boat takes as many local people as can be put on board. The field is probably the best in Australia as very rarely are as many ocean racers from all over, in the one spot at the one time for a round-the-buoys race. The prizes are cases of Crays delivered in the home port of the placegetters. The trip so far has been in semi-enclosed waters and is eminently suitable for carrying "Sea Birds", transport being readily available back to Hobart.

So we leave Orford and go to Schouten Island to anchor in Moreys Bay on the Northern side of the Island, just inside Schouten passage. A pleasant night can be spent here with perhaps a barbecue on the beach, grog etc. The flathead fishing in this area is excellent and Crays can be caught in ring nets. There is usually a local fishing boat in the area. Last year Geoff Stackhouse supplied fish to all the yachts which stopped there. I think Geoff and crew had bad headaches when we all left, but seemed very happy. If the weather is out of the North through to West it is best to anchor in Bryons Corner on the N.W. end of the white beach on Freycinet Peninsula.

A trip up to Coles Bay is very worthwhile, the bird life centred around "The Chateau" guest house is excellent. You will find a small jetty inside the main shipping wharf to which you can lie stern to, with a bow anchor on a small reef out from the jetty.

Wine Glass Bay on the East coast of Cape Forestier is another pretty spot to spend a night (good fishing) at anchorages at either end of the beach, however the roll can be a bit uncomfortable in an easterly sea.

Beaut parties at Bicheno. Our next stop is usually Bicheno about 30 miles from Schouten anchorage, the harbour consists of some sheltered water behind a large rocky outcrop known as Governor Island. The approach is only from the Northern end of the Rocks, with not a lot of room to manoeuvre, so approach under power. The tide runs strongly through the passage so have mooring lines and fenders ready. The wharf is on your starboard hand with usually enough room for two yachts; make adequate provision for efficient fenders because of the surge. The fishermen are very friendly and on occasions have made a fore and aft mooring available to us in "Southerly" or have allowed us to tie alongside one of their boats on a mooring. Ice, fuel and stores are available. The "Silver Sands"

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The Story of Bernard Moitissier

as told to Rob McAuley

Stroll down the waterfront in Papeete, and you could find anyone. Anyone, that is, who goes to sea in yachts. It's a rags to riches community of seafarers. Each person is there for his own reason — some talk about it freely — some wait till they're asked — and some, like Frenchman Bernard Moitissier, have found their mecca for people of the sea, an escape from prying eyes and the brash uncivilised way of life that is supposedly 'modern civilisation'.

Bernard Moitissier sailed to Tahiti after almost 10 months alone at sea. He'd entered the "Sunday Times" single handed race around the world, a bit against his own will, and against his better judgement. He'd completed three quarters of the journey; had rounded Cape Horn and was back in the Atlantic heading for what seemed to be a certain handicap honours, when he decided to pull out of the race.

Moitissier pulls out

To give fame and fortune away at this stage seemed the act of a madman, indeed the press reported he had gone mad. One competitor certainly had, Donald Crowhurst on "Teignmouth Electron", a poorly prepared trimaran. The story of Crowhurst's hoax of false logs, false radio reports and the final ending of a suicide in mid-Atlantic is already a tragic epic of this single handed ocean race.

But Moitissier isn't mad. I can vouch for that. He invited me on board his steel ketch "Joshua", and after almost two years of refusing to talk to outsiders about this voyage, he told me his story.

"At the start, you know, I was a bit upset that the "Sunday Times" had organised a race non-stop around the world, because this job is too big to make a race of it — that is what I feel, and I really did not participate by heart. I wanted to do



Bernard Moitissier and "Joshua"

that trip so did Bill King, without any feeling of racing against each other. Another Frenchman, Lloyd Foucheron, wanted to do the same trip just for the sake of doing it, because that's a nice job to do, you know. Then the "Sunday Times" started to organise the race between all the people who wanted to do that trip, and after some time at sea, I could understand. You must always understand people you know — sometimes you think they make a mistake, and then you also make a mistake.

Europe too noisy

But I could never feel that I was doing a race and when I decided not to come back to Europe, it was just before I wanted to do just what I wanted to do and nothing else. I preferred to go to Tahiti or to Galapagos — to a nice quiet place — not to Europe, too noisy, too many newspaper people who ask very stupid questions, you know. There is no sense, I think, for racing for such a long distance.

There were many, many things that you add on top of each other which makes a big thing. Of course I don't like noisy publicity because I believe it's a little bit like something of an insult to the sea. You know a seaman doesn't like people who don't know the sea talking about the sea and these newspaper people don't know anything about the sea, usually and, well, the subject was too big for them anyway.

I had been at sea just ten months before I landed at Tahiti, that is ten months exactly less one day — 303 days, I think.

Robin Knox Johnston (ultimate winner of the race) had been longer, I believe. I think he was 312 days, but you know it doesn't make any difference. I mean, he has done his best, I have done my best and it is just OK.

I could have gone on easily another month because I was in the trade winds and there was no more problems, but really I wouldn't have liked to — I mean I never thought of trying to break Knox Johnston's record because it would have been so ridiculous to do something like that just for a record. Of course it was easy to break it if I wanted to, but what for? Christ, what for?

Shackleton Helps

I had a lot of problems before because I considered that that was the real point. For anybody living so long alone without making land and getting fresh food, so I had quite a lot of

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MAGAZINE OF THE C.Y.C.A.

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THE RADIO SCHEDULE STORY

Truly it may be said that the C.Y.C.A. has pioneered the use of two-way radio in world wide yacht racing, and at the present time has made the Sydney-Hobart radio communications organisation a model of efficiency using some of the most advanced equipment in Australia.

It is of interest that whilst we at the C.Y.C. are preparing for our third year of using Single Side Band equipment for Radio Relay Ship to shore communications and our 15th year of compulsory radio skeds, the R.O.R.C. in England, announced, after considerable discussion, that for the 1971 Admiral's Cup series they would permit yachts to participate in voluntary radio skeds in the Fastnet Race. The paucity and unreliability of progress reports issued during the currency of the Fastnet Race showed that few of the competitors availed themselves of this communication and that the authorities were unable to form a clear picture of the race from the information they obtained. This only emphasizes the fact that the news value of well organised compulsory skeds is of benefit to all concerned.

EFFECTIVE PLOTTING

The primary object of compulsory radio skeds in ocean races is safety. We have been fortunate in the fact that only rarely has there been the necessity for radio to be used during a race for distress. However, on these occasions it has proved its worth, not only for the actual distress call itself, but also because from positions given in prior skeds, and radio reports of sighting by other yachts, etc., the duty officers at the Club and on the Radio Relay Ship can plot the yacht's course and speed up to a fairly short time before its distress call, so as to confirm or modify its position for those providing assistance.

The Sydney-Hobart radio communications organisation is widely known, but what is lesser known is that a similar, but simplified radio set-up is in operation in all C.Y.C.A. races of over 50 miles. A similar procedure is used by the R.P.A.Y.C. in Montague Island race, the M.H.Y.C. in the Sydney-Brisbane race, and in fact in all races in Australia of over 50 miles.

ANXIOUS ENQUIRIES

The news value of keeping regular radio skeds was mentioned earlier, and this works in two ways. Firstly, during any long race, particularly in heavy weather, club officials are frequently called by anxious relatives or friends, who can be reassured by the fact that yachts are giving position reports and are quite safe. Anybody who has done a spell of duty during a race has had this experience, and also knows the anxiety caused crews' relatives and friends when a yacht fails to report. At such times the Duty Officer's reassurances are not nearly as convincing as when backed up by a recent position report.

WIDE PRESS COVER

Secondly, the unprecedented success of the Sydney-Hobart Race is due largely to the regular and accurate press releases made possible by radio position reports. Again, to compare with England, press releases during the running of the Fastnet are compiled largely from sightings by spotting planes which cannot hope to cover the entire fleet and consequently any progress reports can only be related to a proportion of the fleet. In the Sydney-Hobart race — as indeed in any C.Y.C.



David Goode on duty.

race — the positions of all yachts can be plotted and assessed, whilst in the case of the Sydney-Hobart Race the progressive handicap position also is calculated by computer.

It has been often said that the C.Y.C.A. makes skeds compulsory for publicity reasons. This is not so. The excellent press publicity does indeed come from radio positions, but a radio is just as necessary a piece of safety equipment as a life raft or medical kit. It is to be profoundly hoped that a radio will be used for a distress call as rarely as a life raft or a medical kit is required, but whilst it is fitted as a safety device it does give us the opportunity to keep the many followers of ocean races, and the competitors themselves, well informed on the progress of the event.

A fact not generally known is that, in short ocean races where skeds are not compulsory, several yachts (presumably with navigators who are as chronic radio cranks as I am) come up on voluntary skeds with the Radio Vessel. This gives the Race Official a regular report on the whole fleet so that he can estimate when he will be required at the finishing line.

NOT ALL SERIOUS

The life of a radio operator is often brightened by flashes of spontaneous humour and I think one of the quickest was when a yacht (anonymous) in a Sydney-Hobart race gave its longitude as so many degrees West. Quick as a flash came the comment from another yacht "That puts you off Chile". Finally, there was the English navigator in 1969 who asked if he could report, replied "There is a large island to starboard. We think it is Australia."

By David Goode

FRONT COVER STORY

Our cover is an aerial shot of the 73' American yawl "Kialoa II" which sailed across the Pacific to compete in this year's Hobart Race. Owned by John B. Kilroy of Los Angeles and designed by Sparkman and Stephens, she is of aluminium construction with a displacement of 45 tons.

"Kialoa II" has held the line honours records for all of the S.O.R.C. West Coast Whitney Series Races and presently holds 5 of the 6 races. She has won the California Cup and Class A of the 1965 Transpac Race to Honolulu.

In 1969 "Kialoa II" won the Trans Atlantic Race on corrected time, and in 1970 won line honours in the Mazatlan Race.

SS34



SS30



SPACESAILER 24



ON LENGTH THE WORLD'S FASTEST OCEAN RACING YACHT, with an outstanding racing record in major ocean races throughout the world. First place in two Sydney/Hobart races, First in 1969 and First in Division II in 1970. First overall in Division II in Queenscliff/Devonport 1970, First overall in Neptune Island race in S.A. in 1971, First overall in Fremantle/Geraldton and return in 1970 and 1971. Fifteen SS34s have now been built by us, five of them being starters in this years Sydney/Hobart. In W.A. Western Morning, an SS34, in 45 starts secured 16 Firsts, 7 Seconds and 2 Thirds. Dimensions are LOA 33'8", LWL 24'2", Beam 10'1", Draught 6', Mast Height 40', Sail area 460 sq.ft. Displacement 10130 lbs, Ballast 5448 lbs, 29 h.p. Volvo Penta Engine, IOR Rating 7600. These yachts have a teak finished interior, with finish in the best yachting tradition. Comfortable cruising for 7 adults.

AN EXCITING NEW DESIGN from the drawing board of Sparkman & Stephens. Developed from the YANKEE 30 with improvements gained by research in the 1970 America's Cup. Olin Stephens supervised the lofting of the SS30 lines in our factory this year. It is finished to the same high standard as the SS34, and it is eligible to compete in any ocean race. Dimensions LOA 30', LWL 24'8", Beam 9' Draught 4'10", Mast height 37'6"/40', Sail area 430 sq. ft, Displacement 8700 lbs. Ballast 4100 lbs. Indicated IOR Rating .7400 (tall rig).

AMONG THE DESIGNS ON OUR DRAWING BOARD is one for a new One Ton Cup yacht. This is Olin Stephens latest thinking on a One Ton Cupper. The length overall is 38'5", Beam 11'8", Draught 6'3".

DESIGNED FOR RACING PERFORMANCE WITH CRUISING COMFORT, this yacht has proved to be a sparkling performer, and won at her first start. HOTFOOT, one of the last Spacesailers to be launched, was the overall winner, against the cream of W.A.'s J.O.G. fleet, in the inaugural Coventry Reef race, an offshore event of 50 miles. Dimensions LOA 23'8", LWL 21', Beam 8'4", Draught 4'3", Mast height 32', Displacement 4000 lbs. Ballast 2000 lbs. Headroom 5'10", W.A. TCF Rating .589, IOR Rating .6843 (¼ ton). She is very spacious below deck with ample storage space, well equipped dinette and galley, very comfortable accommodation for 5, enclosed toilet, large cock-pit for entertaining. She is stiff, dry and seaworthy. Provision is made for inboard or outboard motor.

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The long weekend that was

JOG yachts were not found wanting in the Royal Sydney Yacht Squadron's four race championship

During the long weekend of the big blow the little yachts — none were over 22' on the waterline — and their crews were not disgraced. Damage sustained was mainly restricted to shredded sails . . . no yacht reported major rigging failures and none of the twenty entrants missed starting a race because of gear problems. This was achieved in winds that were rarely below 20 knots and which at times reached 60 knots. This in itself is a tribute to the gearing of the JOGs and the skill displayed by their crews.

Winner of the Captain Rountree Cup was the Endeavour 26, Karma, sailed by a Tasmanian crew with Murray Drew as skipper. Their performance is even more creditable as it was achieved in a borrowed yacht. This is the second time the Tasmanians have conducted a trophy winning raid on the Sydney JOG fleet.

Second place went to Suma, an Endeavour 24 skippered by Martin McCurrich and third to the fibreglass Folkboat, Lenore, skippered by R.W. Price. A team of three Endeavour 26's from the Botany Bay Yacht Club won the JOG Challenge Trophy from the Clansman Association team.

Top marks must go to the Royal Sydney Yacht Squadron for undertaking such an ambitious programme of racing for the JOG Association. The organisation, from the detailed sailing instructions to the race officials who laid marks off the coast in rugged conditions, was first class. The 30 mile course for the fourth race on the Monday was laid perfectly and was probably the most interesting yet organised for a JOG race day.

The R.S.Y.S. officials must be the envy of other clubs for the fine vessels they have to work from. Their launches proved seaworthy and reliable under the conditions which prevailed.

The only criticism of the organisation of the championship was from yachts that arrived at the off-shore start area for the third race and found that no indication was given that they should proceed to the alternate in-shore start area.

Some comments were heard concerning the concept and overall planning of the Championship. The most frequently quoted remark was "This weekend was organised for self employed, single yachties"! The early start of short Friday night race to Pittwater and the demand on time away from home over the long weekend gave some skippers trouble in organising crew for all races. At least one yacht was forced to withdraw altogether from the series because of this problem. One other opinion expressed was that a bigger fleet may have been attracted if the series had been based in the Harbour. The supporters of this suggestion believed a lot of time would have been saved by eliminating the long trip down Pittwater to the starting area and that the more central location would also be more convenient to skippers and crews. Yet another thought expressed was that the location could be rotated between Pittwater, the Harbour and Botany Bay from year to year.

The amount of discussion heard after the event indicates that "the long weekend that was" gave JOG skippers and crews plenty to think and talk about. From the success of this first championship there is no doubt that the October long weekend will develop into a main feature in the JOG calendar.

JOHN ROSS

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Half Tonner's excite boat builders

JOHN ROSS

A quick look at current activity on the Australian Ocean Racing scene indicates that Half Ton Cup Yachts are claiming the close attention of many top skippers. There is little doubt that yachts designed to Half Ton Cup specifications (maximum I.O.R. 21.7') will soon make their presence felt in Sydney.

We see the unprecedented situation where four companies are producing the new yachts which fit into the Half Ton Cup category. The Companies and the Yachts they produce are:—

- Aquacraft — Aquacraft Half Tonner designed by Sparkman and Stephens.
- Compass Yachts — Easterly 30 by New Zealander Claude Allen-Smith.
- Fibreglass Yachts — Currawong 30 designed by Peter Joubert of Melbourne.
- Endeavour Yachts — Endeavour 30 designed by Marecon Pty. Ltd. in conjunction with Endeavour Yachts.

All four are designed to the I.O.R. Rule and have similar basic dimensions of length overall 30' and waterline length 24'. With those dimensions the similarity ends in every respect... appearance, shape and heritage. We are all familiar with the reputation of the designer of the Aquacraft Yacht. Endeavour Yachts have had great success with their two smaller yachts — the Endeavour 24 and 26. The Currawong 30 comes from a man who is in some respects an innovator in yacht design and who has also enjoyed past success. The first of the Easterly 30's — the attractive 'Callipyge' — commenced racing during the winter series.

RACING DIVISIONS

All four companies are obviously confident of success in view of the heavy investment involved in setting up to produce yachts of this size. One other interesting aspect of the new designs is that they can be raced in the new Division 3 as a J.O.G. Half Ton Cup Yacht or be entered in Division 2 for major events such as the Hobart.

Some other very interesting new yachts are also under construction or planned to Half Ton Cup specifications. Joe Ward, who sailed the potent Endeavour 24 'Wanderlust' in the old Division 3 with some success, has a Dick Carter design already sailing in the new Division 3. Norm Brooker, who until recently sailed the Swanson 36 "Moonbird" has a recent Sparkman & Stephens design under construction by his son Doug. Endeavour champion Tig Thomas also has Doug Brooker signed up to build yet another half tonner to a Bob Miller design.

We can look forward to seeing some very interesting racing from these yachts in the future as they represent the latest in design trends and thinking from overseas and locally.

LOW COST

The main reason for the growth in interest in the Half Ton Cup Yacht is undoubtedly cost. It is possible to have a Half Ton Cup Yacht in the water with all gear (as required for the new Division 3) at half the cost of a One Ton Cup Yacht, and yet still be able to enjoy really competitive racing. With production yachts available at varying stages of completion, some owners will be able to save even more by, for example, finishing interiors themselves. The size of the yachts also makes them large enough for comfortable family cruising which adds another facet to their appeal.

The return of the J.O.G.A. Captain Cook Challenge Trophy

team and Ted Kaufman's Half Ton Cup crew will add even more interest, as they will have had the opportunity to closely examine some of the top English and European designs.

This of course leads to the question of further Australian challenges for the Half Ton Cup which is yet another incentive for prospective owners.

The Sailing Committee has allowed for an Half Ton Cup division, confident that the necessary six starters will soon be with us.

It seems safe to say that Half Ton Cup Yachts will enjoy a good slice of the action over the next few years.



THEY'RE ON THE WAY

We are about to participate in the greatest yachting carnival ever held in the Southern Hemisphere. "Ondine" is already in Sydney as one of the U.S.A. Southern Cross Cup Team: the English yachts are on board ship. Twenty overseas yachts are on their way to become our guests all through December. The dream of a truly international Southern Cross Cup series is now a reality.

I know that all Australian yachtsmen will extend the hand of fellowship and goodwill to our guests to ensure that they will always remember their voyage "Down Under". Particularly do I ask our members to visit the Club regularly, make themselves known to the international and interstate visitors and make them all feel at home during this Christmas, a time when all will be a little nostalgic for their families and homes.

To those visitors who will read this I say: Welcome, may you find happy seas and good sailing;

B.C. Psaltis Commodore



WELCOME TO NEW MEMBERS

JOHN ARTHURSON (Tasman 22 "Vagabond"): RALPH BRADING: MICHAEL BURKE (Sloop "Senta"): JOHN CASEY (Stella "Stella Lopine"): ROBERT DIAMOND (Hood "Angee 'D' "): SPENCER EASTON: GRAHAM FRENCH: JAMES GALLAGHER: JOHN GEARY (1HT. Folk "Tup"): GRAHAM GIBSON: JOHN GIBSON: DAVID HARRISON: ROBERT HITCHCOCK: PETER JAMES: DEREK KING: **RAYMOND KIRBY** (Sloop "Patrice"): BRIAN LIVESEY: WILLIAM MEWES: ALEXANDER MUSGRAVE: KENNETH MCLACHLAN: JOHN MCKIM: GWELYN OWEN (M.C. "Dameeli"): WILLIAM RILEY: FREDERICK RUSH (M.C. "Lancaster"): **PETER RYSDYK** (Sloop "Onya of Gosford"): JACK SELLEY: DAVID STEEL: LESLIE SUTTON: DAVID TAYLOR (Endeavour 26 "Javelin"): PETER TANNER: PETER THOMAS: LEONARD TURNER: JOSEPH WARD (Sloop "Skylark"): JOHN WHERRY (Princess "Juarez"): SEABIRDS: MRS SUSAN MOSS: MRS JOAN MCMAHON.

Hood conquers Cowes!

The 1971 Admiral's Cup series was a clean sweep for HOOD SAILS if ever there was one. Just look at these performances!

14 of the first 15 individual place getters carried Hood Sails. An extraordinary achievement, hitherto unprecedented in a major ocean classic.

On top of this, all members of the victorious British team carried Hood Sails—as did all members of the U.S. and Australian teams who came 2nd and 3rd respectively.

The crowning glory came with the slashing win of Australia's own "Ragamuffin" in the gruelling 605-mile Fastnet race.

In winning the feature race of the series, "Ragamuffin" took out the individual point score, and estab-



lished beyond doubt that she is currently the world's No. 1 ocean-racer.

You can see what we mean when we said: "Hood conquers Cowes!"

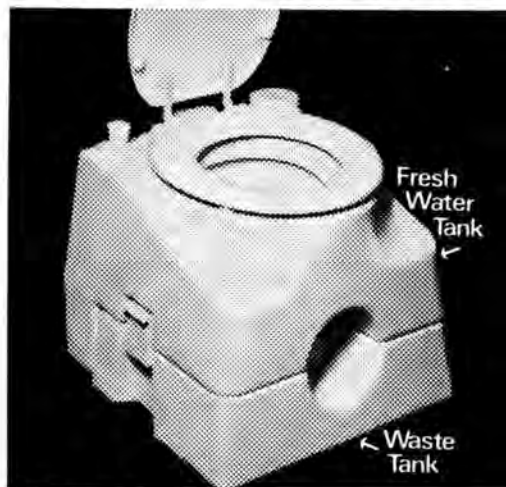
Here's how they finished:

1	Ragamuffin (Aust.)	HOOD
2	Prospect of Whitby (G.B.)	HOOD
3	Belita (Holland)	HOOD
4	Salacia (Aust.)	HOOD
5	Yankee Girl (U.S.A.)	HOOD
6	Morning Cloud (G.B.)	HOOD
7	Bay Bea (U.S.A.)	HOOD
8	Jakaranda (Sth. Africa)	HOOD
9	Cervantes (G.B.)	HOOD
10	Stand Fast (Holland)	HOOD
11	Improbable (N.Z.)	HOOD
12	Matrero (Argentina)	HOOD
13	Carina (U.S.A.)	HOOD
14	Shinda (Argentina)	HOOD
15	Wizzard of Paget (Bermuda)	HOOD

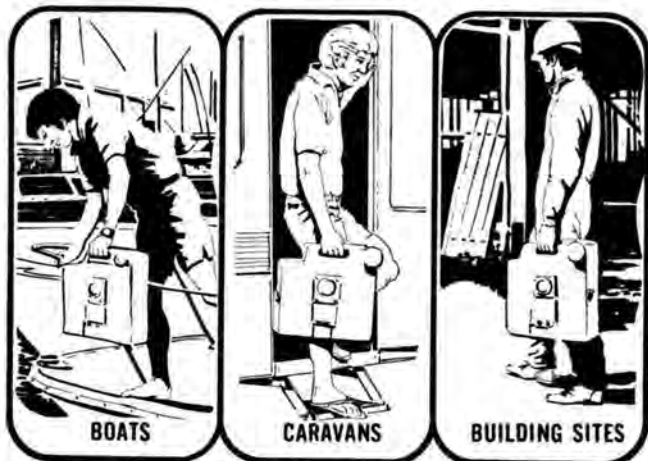
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COASTERS RETREAT

Did you hear about the crew member in the recent windy Montagu Island Race who slept with water dripping into his ear. We figure that it must have drained out the other side as the pillow was soaking — which only goes to show that you don't have to possess any brains to race offshore.

In the Montague Island Race who set their spinnaker upside down and who went fishing with theirs and who came back with remnants at the top of the stick? And congratulations to Graham Campbell for relaying the schedule positions and adding some humour to an otherwise tedious routine.

The G.H.O.B. luffed up and told us about the day Boy Messenger sold Bob Rusk his first yacht, "Lorraine". With super after sales service, Boy sailed with Bob in one of the Winter Sunday races. It was a typical gusty westerly day and after the race Boy wanted to be taken to his boatshed in Double Bay. He suggested taking her in since "He knew the bay like the back of his hand." Well he must have had gloves on that day. A sudden knockdown caught "Lorraine", flattened her down right in to the rigging of a moored 24 footer, cleanly snapping its mast off at deck level.

Always ready for a quick sale, the irrepressible Boy says — "Don't worry, I've got a mast in the shed that will just fit that boat."

Those anonymous members of our Cruising Secret Organisation are wild. Despite their efficient bugging systems they can't find anyone who doesn't praise "Offshore" and, how the C.C.O. love to report bad news.

Psst! — they're on another tack or frequency as David Goode would say. They're trying to find out why members won't comment on the letters published in "Offshore Signals" nor even send in a par. for "Coasters Retreat".

As the Chief Secret Cadre said — "We'll stir the bastards" — we can't wait.

Bet you don't know the most exclusive yacht club in Australia? Would you believe, it's the Buladelah Yacht Club and it's so exclusive that even the locals don't know it exists?

Appears that Mick York, Nick Cassin, Kevin Dalton and Tommy Thompson happened together in Farm Cove — Port Stephens. Upshot of it all was a trip up the Myall Lakes and one of the stops was Buladelah on New Year's Eve. They'd never have got that far if it wasn't for Mick and his powerful diesel pulling them off the mud, but he got stuck a couple of times too and the others had much fun dragging him off.

Anyway it was N.Y. Eve and the boats were all moored together a few yards from the bridge. One way and another things got willing and by 2 a.m. it was really on. The Seabirds on the yachts did a mighty fine job in the galleys which of course made them thirsty too.

So that's how the Buladelah Yacht Club was born. Tommy Thompson was appointed Commodore but whether he was sober enough to appreciate the honor is doubtful. The other three were appointed flag officers of equal rank just to keep it democratic. Quick as a flash Jeannette York whipped out her sewing machine and made four burgees. Don't try and join the club, the membership is full.



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*You can bet your life on R.F.D. — The crew of the ketch "One and All" did!
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ABOUT US

How to have a Ball

Two barges moored at the jetty — a with it Dixie Land Band and a great marquee over the slipway are the basics of the great C.Y.C. Christmas Party on December 22nd, \$3.50 a head including snacks; starts at 8 p.m. Marquee is collapsed once barges sunk at 2 a.m. This one will be too good to miss.

Exclusive Tie Club

Not many will have worked so hard to buy a tie as those who are entitled to wear the Sydney Harbour Race Tie. Only those who have competed in any of these classic races can face up to the C.Y.C.A. or the Royal Yacht Club of Tasmania and say — "One for me, please."

The attractively simple design by Alan Murray of Zilvergeest II, illustrates the Sydney Hobart theme with the burgees of the two clubs, together with the figures 40° indicating latitude as well as symbolising the Roaring Forties.

The ties, in four colours, are woven in Switzerland from washable Trevirta. At present a limited number are for sale only at the two clubs. Prices, not known yet, will be announced shortly.

\$1,000 Pokie

Never has there been so much activity at the C.Y.C. The wide variety of social functions are becoming increasingly popular. The Friday nights are getting record attendances. Rob

McAuley's "Voyage to the Tip of the Earth" has been shown four times with "House Full" signs every time. Other film nights have also been very popular. Now some cunning character has put in a "Pokie", top draw prize \$1,000. Fire brigades, police and ambulances have been alerted for the night the \$1,000 falls into someone's hot little hand.

Extended Bar Hours

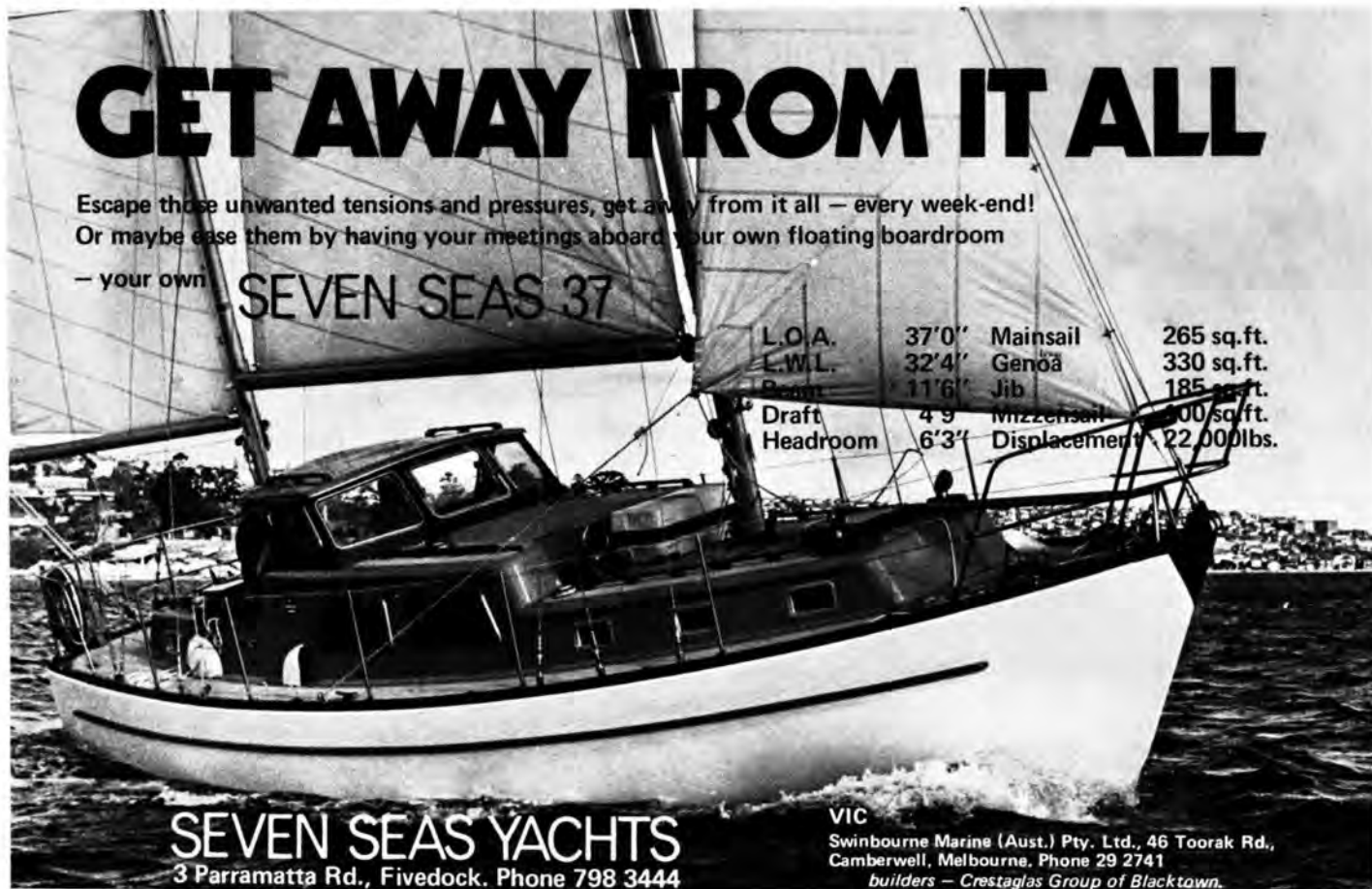
As from early this month bar trading hours have been extended: Monday, Tuesday, Thursday now from 4.30 p.m. to 10.00 p.m.

Face Lift

You have noticed the wonderful face lift the club has had — inside and out. This is a splendid club — and now by Heavens it looks like it. Our keenest enthusiast about all this is David Mutton. There he was a few weeks ago, down on his knees weeding the starboard grass plot at the entrance. Along the path a bit, sprinklers were whirling like mad things: just watch that front.

Hobart Race Programme

This year there is a record entry of 82 yachts. A splendidly produced 56 page programme with full details of all the entries, together with first class articles, will be on sale in the Club about December 4 — price 40 cents.



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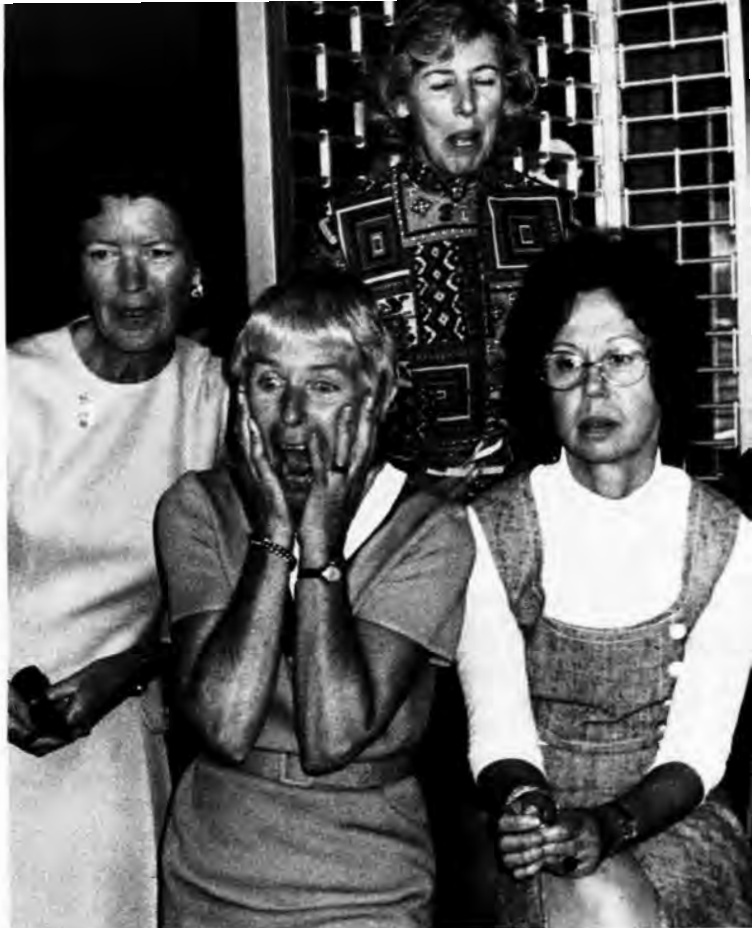
Seabirds Party

Our Seabirds fluttered down for their big Cup party on the famous Tuesday — about 150 of them: Val turned on a delicious smorgasbord with plenty of champagne to add to the excitement as twenty to three came closer. About thirty sweeps were in action so just about everyone won something. We wondered who the birds were pecking at the pokies — were they pulling their luck or trying to catch up on their losses? *The C.C.O. (Cruising Cecret Organisation) tell us that the Seabirds are planning a special fashion preview for early new year and that a colony of them are thinking up bridge parties.* Woman's Day covered the party — there will be more pictures and details in their issue dated December 13th — on sale December 6th.

Bowed down with Work Load

The C.C.O. tell us that there's quite a few pretty smart photographers in the C.Y.C.; types who would make Tony Armstrong Jones' work look as if it dropped out of an old Box Brownie. Occasionally "Offshore" would like some help in this area — any volunteers?

Bowed down with work load are the few who carry the burden of "Offshore's" sparkling editorial. The paper itself offers a wide variety of opportunities for the observant writer. C.Y.C. will provide free ball points so don't say you have no tools — what about volunteers in this area? Or if you are the shy retiring type slaving away with the Muses in Paddo — well we'll pay the postage.



Seabirds response to Melbourne Cup Winner

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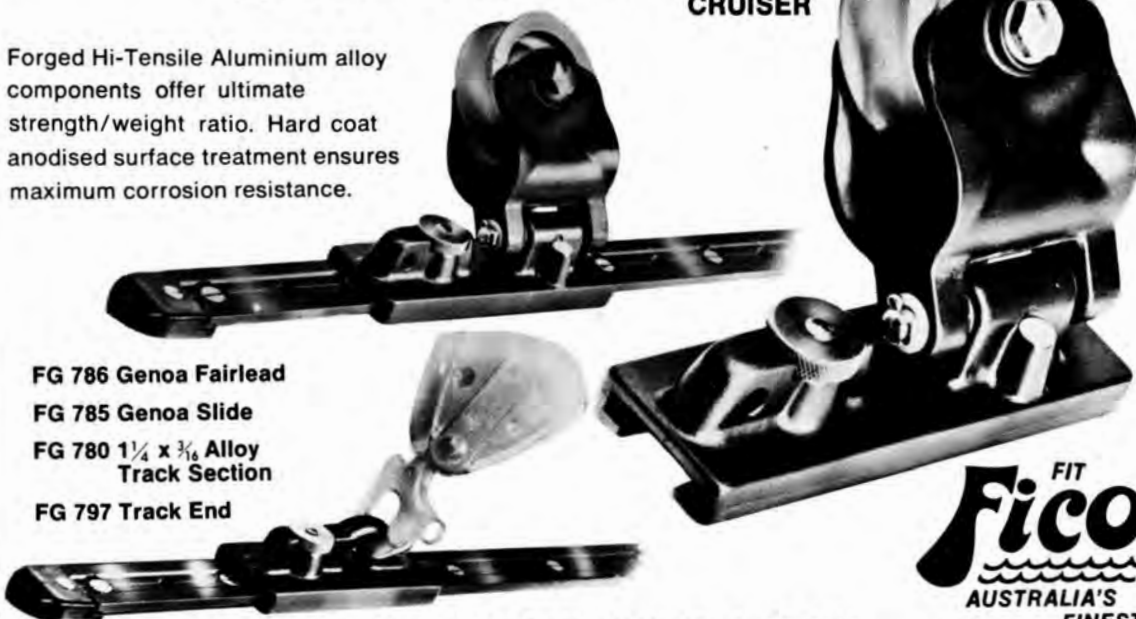
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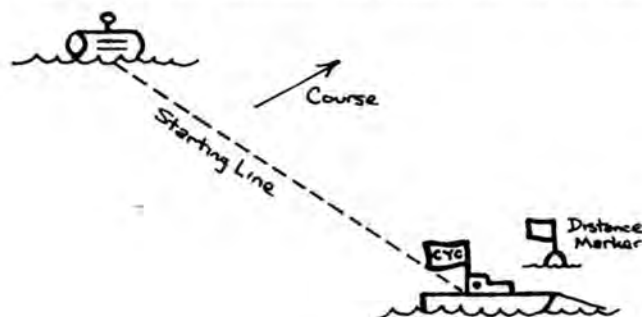
The rugged dial of W.H. (Bill) Robinson A.A.S.A. merely masks a gentle bloke who is learning fast about the characters who sail boats. He is our General Secretary with overall executive responsibility for the management of all the Club's activities, including Rushcutter Yacht Service Pty. Limited.

As part of his duties Bill Robinson an experienced and qualified accountant, will attend to the accounting functions which have been performed previously by outside accountants. C.C.O. (see par below) inform us that Bill is taking no action against Peter Grinstead wot took his picture.

DAVID GOODE writes: several times last season and once this season, at the start of an ocean race, a recall has been greeted by an expression of shocked disbelief on the part of the yacht involved, and I believe that some skippers are not fully aware that the distance mark does not form part of the starting line. Several of these recalls have occurred when the yacht, while just short of the distance marker is well over the starting line.

The situation is that the distance marker ideally should be on the course side of the starting line and as close as possible to it, and it thus becomes a mark of the course with a required passing side as set out in the Sailing Instructions. The starting line however is between the mast on the Starter's Boat flying a white CYC flag and the object marking the other end of the distance marker is to provide an escape hole for a yacht forced up at the start.

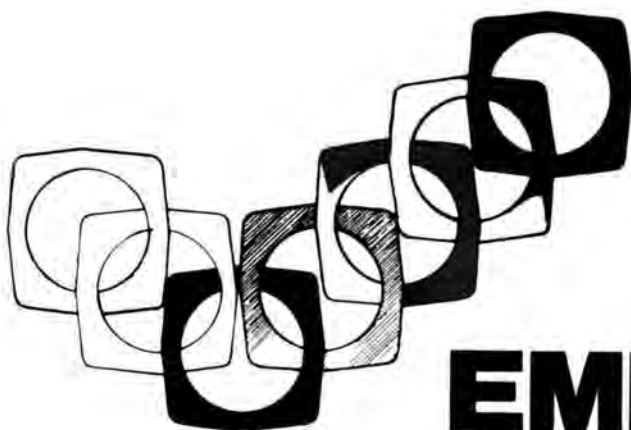
I hope this and the accompanying sketch classifies the matter.



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OFFSHORE signals

Dear Sir,

The enthusiasm of the recent navigation class has astounded many. Few absentees from class, homework regularly done, cold dawn at Bondi, and now a desire to continue to meet.

In such light one cannot speak too highly of Gordon Marshall's abilities of teaching in what can be a very dry subject.

Might I suggest the whole question of Navigators be taken a step further, when a certain required standard is reached the members name is entered in Club records as W. Smith (N). Such standard could be the definite passing of an exam, navigating a yacht in a specified number of offshore races to the satisfaction of the Skipper. Such recognition would have a three fold effect.

1. Hold together a group of men with a common interest.
2. Permit owners to recognise good navigators.
3. Give further encouragement to those who really aspire to the art.

J.N. BRIDGLAND

Dear Sir,

In the Sydney Morning Herald of October 5th, a factual article appeared regarding the litter underwater and in the foreshore under-growth at Store Beach. It disclosed that there are no rubbish receptacles provided and I agree this is a difficult problem as there is no road access to this lovely little beach.

The same issue printed a letter to the Editor which was an indictment and I quote (of beer cans) "which the yachtsmen and picnickers find no trouble to bring full but far too heavy to carry away empty".

This brings me to C.H. Roughley's letter in the last issue of "Offshore" with which I concur, but would go a step further — so we arrive back at the Club with buckets full of garbage, then let us have somewhere to put it. If the C.Y.C. has an adequate number of bins along the marinas then that will be an incentive to homing yachtsmen.

Whilst the pollution in all its forms caused by yachtsmen is infinitesimal in percentage, we as yachtsmen are an easy target for disproportionate abuse. It wouldn't take much to have a series of retributory laws directed at us to solve the conscience of a government which fines industries a few hundred dollars for ruining rivers.

At least let our fine Club by its own precepts set an example to the entire yachting fraternity.

K.E. SHEPHARD

Dear Sir,

We used to have the "Mugs Jug" and the Flat Rock Barbecue which were well patronised even though in these earlier days we had a much smaller fleet of yachts in the Club.

There are a lot of yacht owners in the club who are unable to be tied down to competing in point score races each week. Could a committee be organised to develop interest in a different kind of racing for these boat owners?

All kinds of boats



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A few suggestions:

A race starting from the Club — A Le Mans type start where all boats would be tied at the Marina.

A race up and down the harbour a couple of times finishing at Store Beach or Taylor Bay or you name it, with a barbecue afterwards.

A Weekend Cruise Race leaving Saturday morning to Broken Bay and back again on Sunday with either a shore function organised or a big tie together.

A week of Cruise Race

Sydney to Broken Bay, Broken Bay to Refuge Bay
Broken Bay to Lake Macquarie, Lake Macquarie to Broken Bay
Broken Bay back to Sydney.

A handicap bonus could be given to those who do not want to use spinnakers.

The idea of these events, apart from the fun of competition, is to get together afterwards. These cruising-type races should be run on an arbitrary handicap system and everybody would have a chance of someday getting a trophy which is absolutely impossible if we all sail under the I.O.R. rule.

Anyone for these suggestions?

R. RUSK

"Offshore" has been greeted with genuine enthusiasm by C.Y.C. members and this has been most rewarding to the few who carry the load of producing it.

At the same time it could not be produced as it is without the splendid support we have had from our advertisers. We know their names, they are all first class purveyors of the goods and services they tell us about. The least we can do, when we have the need, is to discuss our problems with them as well as keep a friendly eye on their brands when we hop into the marine store.

"Walkabout", Australia's famous travel magazine has given Sydney Harbour the most thorough workover ever. In their 80 page issue on sale November 29, 64 pages are devoted to the harbour under the able direction of Bob Ross, well known yachting writer. The dramatic harbour, the inspiring harbour, the workaday harbour, the restful harbour, the wild harbour, the lively harbour of the Yachties, its all there imaginatively written and brilliantly photographed. It pays tribute to great sailors and sailormen through the years as well as the Clubs of today.

A splendid gift for friends here or overseas who love sailing and the sea, cost 50c plus 15 cents postage for surface mail anywhere.



The C.Y.C. cap badge is made in India, somehow the last place you could think of. Well that's it and it is put together with loving skill. Also made so that by removing the back it is sewn easily on to a jacket. The price — \$7 at the bar and a damn nice present at that. (Illustration reduced size.)

Think how much healthier it would be if everyone used "Glad"® Garbage Bags.

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YACHTING NOTES

Montague Island Race Report

Commencing in a blustery 40 knot westerly, the fleet hit the starting line at 5.00 p.m. on Friday, 1st October for the 350 mile jaunt.

"Bacardi" led a small fleet of 28 starters out of the Harbour and the crews in general, were resultant to set spinnakers at South Reef, waiting until they had cleared South Head; spinnakers were perservered with on a shy run until the wind veered to the west-south-west at dusk and then the big I.O.R. reachers were set. The breeze held all night at a constant 30 knots and the leaders "Polaris" "Meltemi" "Taurus" "Balandra" and "Bacardi" were past Point Perpendicular at dawn. "Polaris" led the fleet around the Island, followed by "Balandra" and the homeward reach was also in a gusty 30 knot westerly. Mid Sunday morning, the wind went slightly north and increased to over 40 knots with gusts of 50 knots and more. Although a reach out and a reach home, conditions were wet and yachts which stood offshore on either leg found themselves in a heavy sea and lost a lot of ground, especially between Point Perpendicular and the Island. The fleet suffered little damage, the greatest being on "Karingal", who broke her boom and "Meltemi", a spinnaker pole.

Line Honours: "Balandra" (Bruce Starrett)

No. 1 Division: 1st "Polaris" (Les Savage)

2nd "Taurus" (Geoff Lee)

3rd "Balandra"

No. 2 Division: 1st "Pilgrim" (Graham Evans)

2nd "Stormy Petrel" (Syd Fischer)

3rd "Callypege" (Allan Streichenberger)

"Callypege" was the smallest yacht in the race and the first half-tonner to gain a place in open company: a fine achievement in these conditions for a thirty footer. PAUL PINNOCK

Woollahra Cup

A fleet of 29 yachts crossed the starting line in a fresh nor-nor-easterly at 8.00 p.m. on Friday 22nd October, for the 180 miler to Cabbage Tree Island just north of Point Stephens and return. Those who started on a port hand at the leeward end of the line had the advantage and Peter Cole's "Bacardi" led the fleet through the Heads for the bash north. The course to Point Stephens lighthouse is 024° magnetic and the fleet quickly fell east of the Rhumb Line and tacked into the shore to avoid the Southerly current which was running in excess of one knot and encountered lighter head winds. "Stormy Petrel" skippered by Syd Fischer, tacked back to sea and held on the port hand to the island. At dawn she was 20 miles to sea and all alone, so much so that the crew checked the Programme to see that they were sailing the right course. As the breeze freshened from the north-west she closed the shore at Point Stephens and still no competitors appeared. With unfavourable weather conditions for the lunch time sked, the positions of the other yachts were unknown to her, and it was not until she rounded the island and was back at the lighthouse that the second yacht, Les Savage's Cole 43 "Polaris" came around the corner, which gave Syd a 9 mile lead. To the fleets' dismay, the wind veered south-west before dusk and increased to over 30 knots. "Stormy" led the fleet



Noticed more black boomerangs around lately?

We think it's a sign of
the times.

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home and gained Line Honours by 37 minutes from "Polaris" and handicap Honours by 1 hour 48 minutes from the other One-Tonner, Graham Evans' "Pilgrim". The breeze took toll of 9 entrants and Joe Ward's Half-Tonner "Skylark" was the only finisher in Division Three.

RESULTS: Line and Handicap Honours — "STORMY PETREL" Syd Fischer.

No. 1 Division: 1st — "POLARIS" Les Savage
2nd — "ONYA OF GOSFORD" Peter Rysdyk
3rd — "BACARDI" Peter Cole

No. 2 Division: 1st — "STORMY PETREL"
2nd — "PILGRIM" Graeme Evans
3rd — "CADENCE" Mel Jones

No. 3 Division: 1st — "SKYLARK" Joe Ward

1972 Sydney—Brisbane Race

The ninth Sydney to Brisbane Yacht Race conducted by the Middle Harbour Yacht Club will start on Wednesday, March 22nd 1972. Entries may be accepted from yachts over 21 feet I.O.R. Rating. Entry fee \$15.00. Fuller details of this preliminary notice, provisional entry forms etc. are available from J.D. Debney, Secretary of M.H.Y.C. phone 969-1244.

You would be forgiven if you thought that the Hobart Yacht Race this year starts on Boxing Day, Monday, December 27. It doesn't it starts on Sunday December 26th which date is indeed frequently Box Day.



World One Ton Cup — 1972

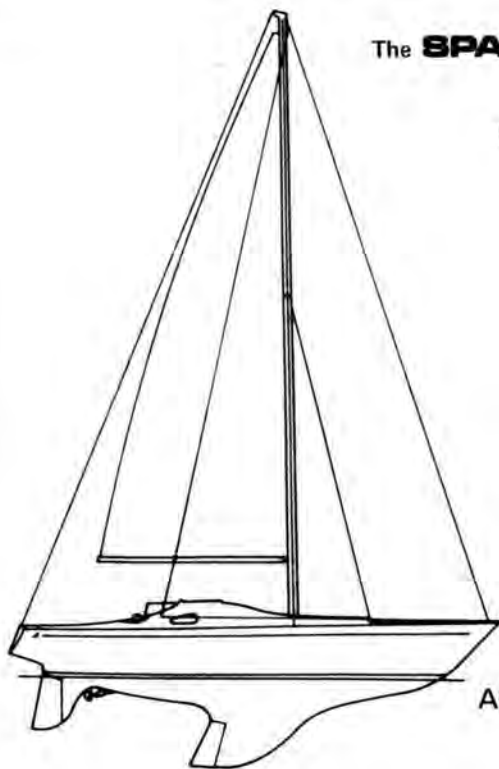
The C.Y.C.A. with the approval of the Cercle de la Voile de Paris has announced the dates for the five race series to be held off Sydney in December, 1972:—

- A. Saturday, 9th (11 a.m.) — 20 to 30 miles inshore
- B. Monday, 11th (11 a.m.) — 100 to 150 miles offshore
- C. Thursday, 14th (11 a.m.) — 20 to 30 miles inshore
- D. Saturday, 16th (3 p.m.) — 250 to 300 miles offshore
- E. Wednesday, 20th (11 a.m.) — 20 to 30 miles inshore

The yachts will then be welcome to sail in the classic Sydney-Hobart Race starting on the 26th.

Please note that the address of the Club is now Darling Point 2027, as advised by the Post Office.

P.B.O.'s are reminded that the National and State Yachting Authorities are now responsible for the measuring of yachts and not the Club. All applications for measurement or re-measurement should be lodged with the Secretary Y.A.N.S.W. on the appropriate form and he will arrange for allocation to any official I.O.R. measurer. Mervyn Davey is A.Y.F. Chief Measurer and accordingly the senior measurer in N.S.W.



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NAVIGATION NOTES

New Charts

The R.A.N. Hydrographic Service has recently produced some new charts which will be most useful to competitors in the Sydney to Hobart Race, and for yachts returning to Sydney or Melbourne after the race. These Australian charts, priced at \$1.60 each, are coloured for ease of reading.

At last, navigators will be able to plot a course from Sydney to Hobart using only two modern charts. Chart number AUS 423, Eddystone Point to Port Jackson (Scale 1: 1,000,000), and AUS 355 Hobart to St. Helens (Scale 1: 300,000) cover the whole course with lots of searoom for those who predict sou-easterly breezes. Of course, larger scale charts of the coast still have to be carried for ports on the trip home.

AUS 423 shows the new automatic weather reporting buoy for the Bass Strait oil rigs, which is anchored at sea in position 39° 25'S, 150° 00'E, and is Group Flashing (4) 30 sec. This is only 20 miles east of the rhumb line course to Hobart and some crews will undoubtedly see it at close range.

AUS 355 shows four new lights, at Cape Tourville, Chicken Point on Schouten Island, Point Home Lookout and Isle du Nord.

For those requiring more detail of the N.E. coast of Tasmania, and six yachts wished they'd had it when they retired there last year, AUS 356, St. Helens Point to Low Head (near Tamar River and Launceston) is most useful as it covers the area up to Flinders Island, and includes an up-to-date detailed plan of the Entrance to Georges Bay and St. Helens. By the way, the sand bar across this entrance can be dangerous and yachts are well advised to stand off and wait for a fishing boat as an escort, or in an emergency to send a message to the St. Helens police via Hobart Radio requesting assistance. Once inside Georges Bay, there are some 10 square miles of waterways and the very friendly holiday resort of St. Helens.

AUS 170, Maria Island to Cape Sonnerat (on Schouten Island) is another new chart, and is useful for the Crayfish Derby at Spring Bay on the way home. Also, the Chart Agency has advised that Supplement No. 1-1971 to Australian Pilot Vol. II (1969) is now available together with a new edition of the "Mariner's Handbook".

Summer Time

All Australian States, with exception of Western Australia and Northern Territory, have introduced daylight saving this year, thus following the precedent set by Tasmania in 1967.

Clocks were moved forward 1 hour on October 31st and will be set back on February 27th. Navigators have to remember to subtract 11 hours from Summer Time to get G.M.T.

Tide Data

The CSIRO Division of Fisheries and Oceanography has been and still is carrying out a study of the effects of currents on sea level.

By means of tide gauges on the N.S.W. coast and data provided from ships logs CSIRO are hoping to get a considerable amount of information about coastal currents. The Division would be grateful for any information which yachtsmen may care to send them.

A bulletin dated July 1971 gives an analysis of their plans for the future and further information may be obtained from Mr. R.H. Austin CSIRO, Box 21, Cronulla, N.S.W. 2230 (phone 523 6222).

Easy Horizons

How far away is that horizon that's been asked frequently enough. Here's the simple formula which gives good approximation of the answer. When D is the distance of the horizon in miles and H is the height in feet above the level of the sea. For example: If you are 6ft. tall standing by the sea the horizon is 3 miles away. If you are 2 miles high in a plane the horizon is 126 miles.

We are indebted to a "MILLERgram" in the Sydney Morning Herald for this useful little equation.

$$D = \sqrt{\frac{3h}{2}}$$

Plow Anchors

The following table is a general guide only to the selection of the correct ground tackle for various boat sizes. Wind, tide, type of bottom are factors which also must be taken into consideration.

Whilst on the subject a few time honoured rules must also be remembered. Allow 4-5 times depth of water for the length of anchor line. When settled down take mental cross bearings at least as a check to drift, and don't forget the tide, it occasionally drops 5 or 6 feet.

If because of threatened weather you want to stream two anchors don't forget that the wider spread they are the less effective than one right ahead.

Some of the other frightening things we see done with anchors are best not mentioned here.

BOAT DESCRIPTION			SUGGESTED REQUIREMENTS			
Length (Overall)	Weight tons	Pull lbs. (approx.)	Plow Anchor lbs.	Anchor Chain (diam.)	Anchor Rope (circ.)	Chain Length
12	1/2		5	1/4"	1 1/2"	5'-8'
18	1		10	1/4"	1 1/2"	6'-8'
25	4	500	15	1/4"	1 3/4"	8'-10'
30	8	1000	20	1/4"	2"	10'-15'
35	12	1200	27	5/16"	2"	10'-15'
40	12-16	1550	35	5/16"	2 1/2"	12'-20'
45			35	3/8"	2 1/2"	12'-20'
50	16-23	2150	45	3/8"	2 1/2"	12'-20'
55			45	3/8"	2 1/2"	12'-20'
60	23-32	3000	60	3/8"	3"	12'-20'
65			60	3/8"	3"	12'-20'
70	32-47	4250	80	1/2"	3 1/2"	12'-20'
75			80	1/2"	3 1/2"	12'-20'
80	47-62	5200	140	1/2"	4"	12'-20'
100	62-85	7100	170	3/4"	5"	12'-20'



FRED LENDER
JOHN SNEDAKER

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Beaufort is a name which has, over the past 20 years, become synonymous with safety at sea. The experience gained in the design and manufacture of inflatable equipment for Navies, Air Forces, Civil Airlines and Merchant Shipping throughout the world, enables Beaufort to bring to the Yachtsman the same expertise and quality in a first-class range of inflatable liferafts, lifejackets, boats and buoyancy aids.



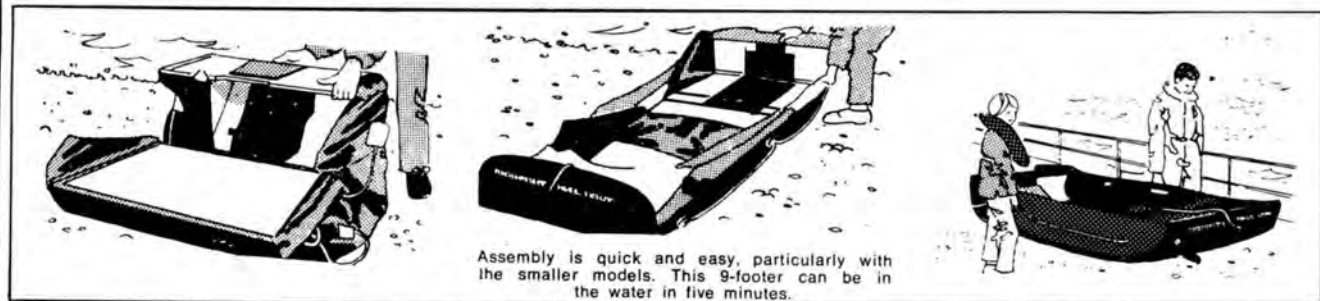
Beaufort inflatable sports boats — 9ft Type 280, Type H340. Designed for pleasure and leisure for active sportsmen or family relaxation.

- Plane quickly ● Inflated "Deep V" gives good directional stability ● Handle rough and calm weather safely ● 15 buoyancy tubes ● 11ft has displacement of 3463 lbs ● 9ft has displacement of 2200 lbs ● Separately packed floor section ● Outboards up to 40 h.p. may be used on 11ft 340



Beaufort inflatable mini tender 230 and maxi tender 275

- Ideal yacht tender ● Won't damage or mark yacht ● Handy one-pack for stowage ● Light weight — 42 lbs and 63 lbs ● Broad beam — 4'6" ● 13" buoyancy tubes ● Mini tender has 1800 lbs displacement ● Maxi tender 2100 lbs ● Can be towed in even the lightest wind conditions ● Light weight — 42 lbs and 63 lbs.



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