

# OFFSHORE

NUMBER 21

DECEMBER 1974

PRICE 50c



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# The Arithmetic of Roasting

Excessive exposure to the sun prematurely "ages" Australian yachtsmen and this year will predestine many to skin cancer. A little preventive maintenance may subtract years from your future appearance and may literally add years to your life.

Unlike his landbound bretheren, who wilfully bake themselves like prunes by the seaside in an effort to rid themselves of today's unfashionable pallor, the ocean going yachtsman has very little way of avoiding prolonged exposure to the sun. Summer after summer, relentlessly bombarded by invisible and painless ultraviolet radiation, he is often mature before his years, having characteristic wrinkles, yellowish-brown patches, freckles and scaling of the skin on the backs of his hands, neck, forearms, ears and face. This prematurely aged appearance is the unwitting consequence of the handsome bronze that precedes it, but perhaps of greater concern is that it is the environment in which skin cancers are spawned, some of which are invasive and prove fatal.

About the relationship between sun and skin cancer, there simply is no disagreement among doctors today. While the often repeated warning has something of the "cigarette caution" about it, in that it has become almost a droning in the background, unlike giving up the smokes it is an easy warning to heed by taking a few simple preventive measures.

## Effects of Sun on Skin

As little as 15 minutes of direct exposure to midday summer sun can produce erythema in fair skinned people, characterised by a mild asymptomatic redness which first appears six to twelve hours after exposure. This is an inflammatory reaction as a result of insult. Progressively longer exposure can produce exquisite tenderness, pain, swelling, blistering, which may be accompanied by internal symptoms of an acute toxic reaction.

As a protective response to sunlight, most people's skin produces a brown pigment called melanin, which can help neutralise the sun's ill effects. Pigment is what makes you appear tan, and as everyone notices, the more of it you have the more sun you are able to take without "burning". It is the reason why naturally dark-skinned people (Melanesians, Negroes) can tolerate much greater exposure to sunlight and why skin cancer is relatively rare among them. The genetic absence of melanin is why many fair, blue-eyed people and red heads burn instead of tanning and can therefore never tolerate very much sun. Tanning is the result of both the darkening of existing pigment and the production of new pigment. These effects are produced by different parts of the sun's spectrum.

## Sunlight and Ultraviolet Radiation

Sunlight in this context is made up of visible light, infrared radiation (heat) and ultraviolet radiation i.e. radiation with a frequency just above the violet end of the visible spectrum. UV (as it is abbreviated) is imperceptible to humans, and thus one can get a lethal dose without knowing it. Fortunately the accompanying visible and infrared radiation, perceived as brightness and heat, provide a warning. Needless to say, the presence of a cool wind can impair the effectiveness of the warning.

UV can be categorised as follows:

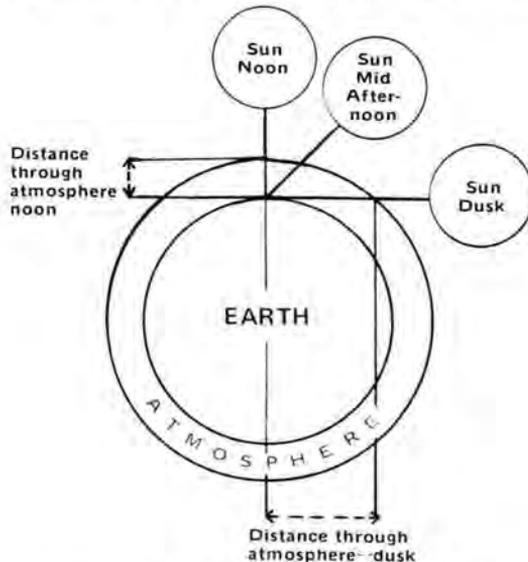
Group	Wave length	Effects
UV-A	320-400 nm *	Relatively harmless. Causes transitory darkening of existing pigment (maximal effect at 360 nm). Causes photosensitivity reactions in some people taking certain drugs, e.g. tetracycline (antibiotic), sulfonamides (antibacterial), phenothiazines (antipsychotic), chlorothiazide (diuretic), etc.
UV-B	280-320 nm	Causes sunburn erythema. Also responsible for production of new pigment. Maximal effect around 305 nm. More implicated in production of skin cancer than longer wave lengths.
UV-C	below 280 nm	Do not occur naturally on earth's surface. Are quite intense around artificial sources, e.g. Mercury arcs. Harmful.

\* nm = nanometres i.e.  $\frac{1}{1,000,000,000}$  metre

The sun's rays follow a direct path through the atmosphere, and their energy is dissipated by absorption and scattering of radiation by the earth's atmosphere (scattering causes the brilliant blue "skylight" effect; pictures taken on the moon, where there is no atmosphere, show no blue sky). Scattered radiation has a higher component of short wave UV.

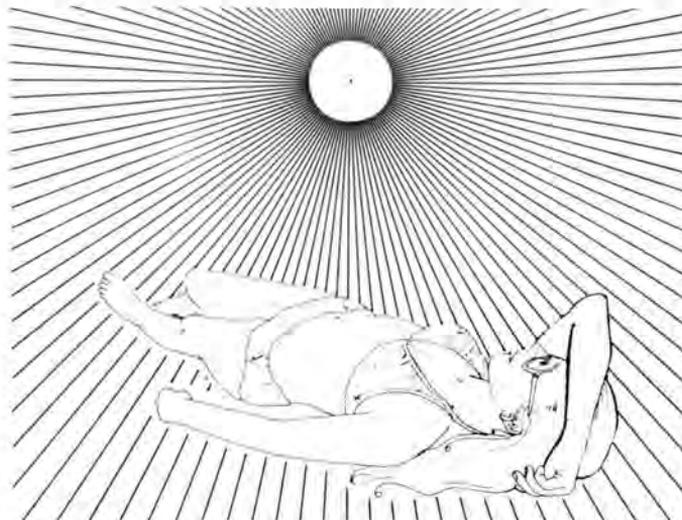
## Factors Affecting UV Exposure

The amount of UV we receive depends principally on the altitude of the sun above the horizon. This is governed obviously by the time of day but also by the time of year. At lower altitudes above the horizon, sunlight travels a greater distance through the atmosphere and all absorption processes are increased; when directly overhead, it travels the shortest distance and the greatest amount of burning radiation reaches the earth. In mid summer, for example, when the sun traverses below the equator, the midday intensity of burning UV is greater in Hobart than at the equator. In winter, places more than 30° from the equator (anywhere south of Gosford) do not receive much radiation that would cause sunburn or suntan.



UV we receive depends principally upon angle of sun, which varies with the season and time of day.

Clouds absorb more infrared and visible light than short wave UV. Thus, on cloudy, hazy days, when the normal cues of heat and brightness are less perceptible, it is not uncommon for people to end up with a worse burn than on a hot clear day.



Daily exposure to midday sun of twenty minutes is about maximum rate new pigment can be stimulated and retained for more than one week – a revelation to those who indulge in crash courses of self beautification.

Of the 305 nm burning rays in daylight, about one-third come directly from the sun and two-thirds come as scattered UV from all directions in the sky. Thus it is possible to get burned while sitting in the shadow of a building; whereas you might be receiving rays from only half the sky, you are still getting one-third ( $1/2 \times 2/3 = 1/3$ ) the harmful intensity of full daylight. Similarly summer clouds cause strong scattering of UV – almost as much as the sky they cover – and the erythral effect of direct sunlight coming through a gap between scattered cumulus clouds is much the same as a clear sky.

Snow backscatters UV resulting in double exposure of certain parts of the body. Sand causes significant backscatter, but contrary to popular belief, backscatter from water is, fortunately, minimal.

## Sunburn Vs. Tan

Sunburn and the formation of new pigment follow at different rates from the same radiation. Four to five days after moderate exposure, new pigment appears at the surface of the skin giving a tanned appearance and increasing one's tolerance to sunlight. Daily exposure to midday sun of twenty minutes is about the maximum rate new pigment can be stimulated and retained for more than one week. This should certainly be a revelation to the sunworshippers who indulge in crash courses of self beautification. The shade of brown and protective power of pigment is enhanced temporarily by longer exposure to longer wavelength UV (around 360 nm and up to the visible spectrum). The cosmetic aspects of optimal sunning will be briefly discussed a little later for the benefit of the other half.

## The Cumulative Effects of Sun on Skin

Like women and elephants, the skin never forgets an insult. It is important to avoid even a single bad case of sunburn. Cases have been reported in which a limited area of skin, severely burned on one occasion years before, has developed skin cancer. "Sunburn is the affliction of the young, the careless and the ignorant."

## Protection

The obvious best protection is avoidance of overexposure, particularly the hours of 11am to 3pm during daylight saving. Since as little as 20 minutes of midday sun can constitute the "too much" threshold in fair-skinned, untanned individuals, it is equally obvious that this is incompatible with both the life style and wishes of most of us.

The answer is protective shielding of one kind or another. Probably the most readily available is clothing, although this too is often quite incompatible with normal inclinations. It should also be cautioned that "summer clothing" which is often loose weaves, can transmit up to 50% of harmful UV. A white "businessmen's" shirt transmits about 20% when dry, and significantly more when wet. Incidentally, window glass absorbs UV in the burning range, although it permits longer UV, which darkens existing pigment and which also causes photosensitivity reactions, to pass through.

While a hat is almost essential to adequate protection of high exposure areas, such as the forehead, scalp and tops of ears, the effects of indirect scattered UV are not nullified by it. It could be said that anyone who is bald and hatless for hours in the sun is almost certainly solid bone beneath the scalp. *cont.* ▶

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## Suntan Preparations

Chemical sunscreens can be a useful adjunct. One of the most effective and widely employed of these is para aminobenzoic acid (PABA). Although any dermatologist will tell you benzoic compounds are notorious causers of sensitivity reactions, these are well tolerated by the majority of people and can be purchased in many of the mind-boggling array of suntan preparations available from your chemist. These preparations commonly absorb ultraviolet radiation in the burning/pigment producing 280-320 nm range, but permit transmission of the longer UV beginning around 360 nm range, which enhances darkness of pigment already formed.

As is often the case a great many and varied claims have been made by the promoters of suntan preparations, many of which are only half true, but if these preparations are to be effective it is essential that they be properly used. The principal critical factor is the thickness of the coating applied, as variation of thickness can markedly change the resulting transmission of UV. Transmission of UV increases logarithmically as the thickness is reduced arithmetically. A 0.01mm coating is about as much as can be applied easily and maintained and is more than most people tend to use; after rubbing and smearing the average preparation, the remaining coat is generally appreciably less thick than 0.01mm. A 1/2 thickness coating of 0.005mm will transmit 10 times as much intensity, and a quarter thickness coat 30 to 40 times the intensity.

The major brands permit anywhere from 0 to 10% transmission at 0.01mm thickness. At this thickness they permit exposure anywhere from all day down to one hour before erythema results, depending upon the brand. Of course if you are sweating or swimming the whole ball game is changed. Information on individual brands is available, but for the sake of generality, a 0.01mm coat of a 10% transmitter sees you right for about two hours after which time you go beyond the threshold of erythema unless you cover up or use a complete blocking preparation. Most preparations should be reapplied after swimming or profuse sweating. There is some suggestion that mixtures containing PABA in a 60-70% alcohol solution make the most efficient sun protection, as the alcohol facilitates absorption into the skin and the preparation is thereby less readily removed by external assault.

## Cosmetic Aspects

It is important to maintain oil and moisture in the skin by simple cosmetic care. Either by limited exposure without protection (say up to 1/2 hour in midday, midsummer sun) or by use of a chemical sunscreen, one should stay just at or below the erythema threshold. Anything beyond that, as in an accelerated baking on Bondi one weekend, is likely to cause all tan, including existing pigment, to be shed rapidly and the result is neither efficient, attractive nor healthy. Exposure in hot conditions causes pigment to become a muddy brown, so cool conditions are preferable.

The best and quickest way to get a new tan is limited exposure of 20-30 minutes with complete protection after that for at least the first two days. No matter what you do, it takes the skin at least three to four days to produce new lasting pigment.

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— DAVID COLFELT



## **BLOCK OUT: Keeps the sun off his back**

Many thousands of people each year are seriously affected by the sun. Some often develop harmful diseases of the skin from exposure, even through short exposure. Now there's positive protection for them. Block Out is here. Block Out does exactly what it says. Independent medical authorities have proved it effectively blocks out up to 99% of the sun's burning rays. People of all ages can successfully use Block Out to avoid painful sunburn and skin diseases caused by exposure, and still enjoy life in the sun. Block Out is simple to apply and gives effective protection without the gooey, greasy drawbacks of other creams. It's ideal for use anywhere, the beach, at work, driving, swimming.

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# '74 Sydney ~ Hobart Preview

1974 Sydney-Hobart Race entries totaled 64 at the time of going to press and this, the lowest number of entries since 1970, attracted some comment from the local press and the yachting public. Although an 'off year' for the Southern Cross Cup which attracts overseas entries, closer examination reveals that this is a class fleet and in some ways this will be one of the most closely contested races for years.

There is certainly no shortage of big boats; the line honours will be fought out between four 73 footers this year, two of them new. Behind them the race for handicap placings will have more potential winners than has been seen for some years, amongst them six Admiral's Cup contenders, with a large number of boats which are brand new or new this season. Another point, try and count the aluminium ones.

The shortage of entries shows up almost entirely in the second division where many 'regulars' are missing and where many of the boats which 'go along for the ride' are normally to be found. However even among the small second division boats it is interesting to note that a large percentage of these are new this year or have never contested a Sydney - Hobart race before.

**Line Honours.** Four, count them, four 73 foot monsters that we have not seen before, economic crisis notwithstanding.

The new *Ondine*: Must start favourite for line honours if only because it is the form boat. In her first four starts *Ondine* took line honours by wide margins, including a record breaking win in the classic New York-Bermuda. Huey Long will be out to recapture the record which he held for so long in this race but will have his work cut out for him unless the freak weather patterns of last year recur.

*Ballyhoo*: Jack Rooklyn's latest from Bob Miller's board and like so many other new boats in this race, built in aluminium by Halvorsen and Gowland. As yet unraced *Ballyhoo* looks good on paper and Don Mickelborough has put together a strong crew including the master of Australian ocean racing navigators, Stan Darling. *Ondine* will have to be as good as her overseas press reports not to have *Ballyhoo* close by in Storm Bay.

*Helsal*: Tony Fisher and his 'Afghans' return to try a repeat of last year's line honours victory, but this time they have a lot

more opposition; they also have a lot more experience with the 'floating footpath' than was the case last year and should not be left out of calculation.

*Buccaneer*: Since its last appearance here in 1971 little has been heard of *Buccaneer*. She has put many sea miles under her keel, racing world wide since launching in 1970 the year in which she took line honours in Hobart.

**Handicap.** This shapes up as a very interesting contest this year with no lack of contenders. At the time of going to press *Bumblebee 3* loomed as race favourite after a line honours and handicap win in the Cabbage Tree Island race. A German Frer's design, she is one of three in what may be called the "54' aluminium class" in this race, the other two coming from the drawing boards of Bob Miller and Joe Adams.

Next in size but not necessarily race favouritism are *Love and War* and *Patrice III*, both S & S designs and near hull sisters. There all resemblance ends however, the newer *Patrice* of aluminium and an entirely different deck layout, *Love and War* with 18 months of race experience behind her.

Close to *Bumblebee* in the betting will be the latest in the famous series of Ted Kaufman designed, owned and raced *Mercedes* boats, which in Australia are almost in a class of their own. *Mercedes 4* has been showing top form from her first race and has the Montagu Island race to her credit already. She is the smallest of the new Admiral's Cup contenders and boasts a 'heavy' crew.

In the small boat fleet a flock of new half and three-quarter tonners will mix it with a few of the older boats. All will be looking for light conditions to hold back the big boats while they make time. Tony Pearson's new Miller  $\frac{3}{4}$ , *Matika 2* will be watched with interest and the half tonners come together with such a proliferation of designers that it's hard to count.

At this end of the fleet many well known names are missing and the usual contingent of S & S 34's from South Australia do not appear. Maybe it is the economy as someone suggested, or maybe a few have done a countback and realised that we have not experienced a real blow in the Sydney-Hobart since 1970.

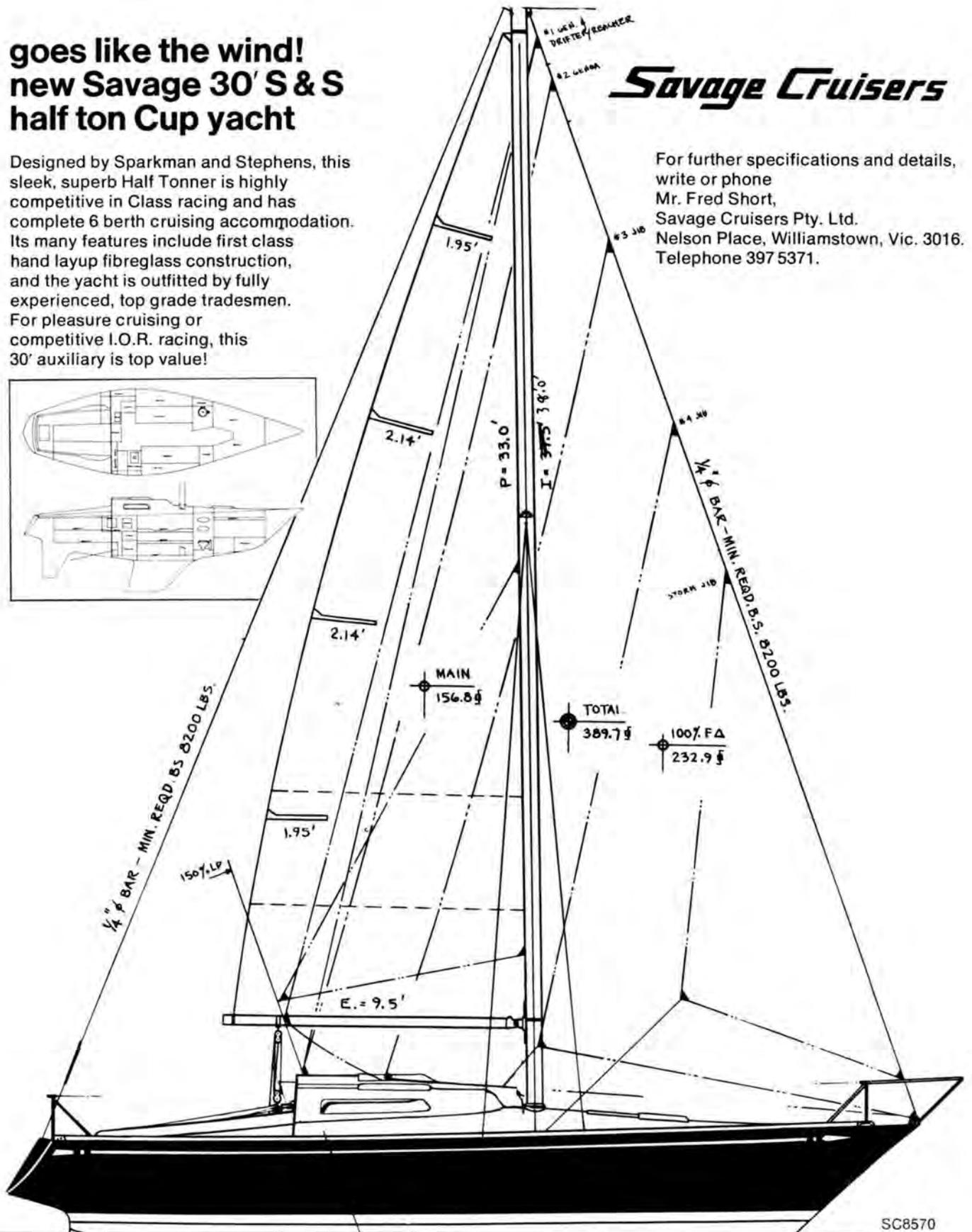
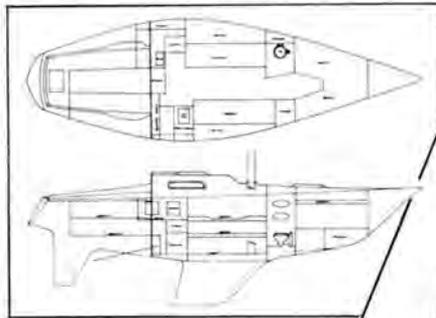
— JOHN BROOKS

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# A Dreamer's Tale ...

## the perfect Hobart...

*Come all ye lads who sail the sea,  
And feel the spray before your face,  
For I'll tell of a trip I took,  
In the Sydney-Hobart race.*

*We started out on Boxing Day  
With the little boats so many and gay  
To follow us to the open sea,  
And down the coast to history.*

*For the wind it blew with a gentle air  
And the sea birds flew from everywhere.  
With spinnaker and main set high  
The miles of blue sea travelled by.*

*Hobart town still days away,  
The sky now turned a shade of grey.  
The sun went down and the moon did rise,  
And the wind it blew from the east.  
For the sea did rise and crash our decks  
Like some enraged beast.*

*The wind did now all howl and roar,  
And our yacht did dip and lift,  
And every wave we crashed upon  
Like going o'er a cliff.*

*The indicator of the wind was flat on 50 now,  
The waves they ran a raging course  
And washed over our bow.*

*We battened down to a gale sail,  
All hands on deck to work and toil.  
For a trip to Hobart town they say,  
The neat ship it may spoil.*

*The bunks they leaked, the food was wet,  
The watch on deck was sick.  
As I watched the waves and the sky alone  
A thought passed through me quick,  
I'd rather work on a local farm, and toil with a pick.*

*We passed three yachts in the early morn,  
They'd each a gale sail,  
We charged on down, southward bound  
For we knew we mustn't fail.*

*We slaved with weary working hands  
To a full moon in the sky  
For a full moon in a gale at night  
In a swirling sea is a frightening sight.*

*We saw the coast of Tassie now,  
And we spied the Eddystone Light.*

*For the wind had eased and we all felt pleased,  
And settled down for the night.*

*The radio sked ran through my head  
As I lay in my bunk so beat,  
And the voice in the case, said we'd run a great race,  
With only two yachts to beat.*

*We found our opposition in a tricky inshore position  
We carried the breeze up to him, and with a  
spinnaker gybe, to the starboard side  
Sailed quite quickly through him.*

*We set out now, with a thrust like a plow  
To push to the Tasman Isle  
For we rounded the light in the black of night  
With the leader ahead by a mile.*

*In the rising sun the chase begun,  
And we tacked like the dogging deer  
Till we passed the spot of the Iron pot  
And we all gave out with a cheer,  
As we crossed their bow on a Port hand tack  
And cleared with the narrow of feet.  
We'd hit the front, we sailed so well, we only had time to beat.*

*We crossed the line in record time, to the hoot of the  
car and boat.  
We all shook hands and danced in bands,  
So glad to still be afloat.*

*We now set out thoughts for the dock side wharf,  
and the little bridge that swings.  
For the sights and lights of Hobart Town  
are some of the better things.*

*For all you lads who come down south  
Each year at Christmas time,  
Take a tip from a sailor, and bring a big  
bailer and a flagon of rough red wine.  
For the time first down, you think you'll drown  
and you do three times at least.  
For the sea has no friends, for masts it bends  
And treats all yachts like beasts.*

*Me sailing days are through me lads  
I'm old and my back is sore  
But I'd run a mile, with a broad big smile  
To go down south once more.*

(written in 1970)

— Len (Havachat) Burke

# The Thunder is stilled

— a tribute from friends of Harry Kerslake.

Harry Kerslake, "Thunder", part of the famous threesome including "Raw Meat" and "Earrings", has sailed his last race.

Not long ago, he bought himself a 22 ft. half-cabin motor boat. He came back from an outing, made his lines fast, and said to a fellow on the wharf at Woy Woy "Gee, I had a wonderful day out there". Then, stricken by a heart attack, he fell.

And the strong body that had ground in many a giant headsail on indifferent winches was to rise no more.

Harry Kerslake was 55. He is survived by his wife Verleen, known to friends as the "Thunderbird".

He was a member of the CYCA and will be missed by many members — prominent amongst them Don Mickleborough who, over the past few seasons re-introduced Thunder to club life and to sailing aboard the Southerly "floating hotel".

I first met Thunder in 1960 when he sailed in the Hobart Race aboard *Kurrewa IV*, the grand old 65 ft. cutter, then 48 years old, owned by the Livingstone brothers Frank and John. That race was downwind most of the way in light breezes. There was a problem with the spinnaker chafing against the forestay and Thunder spent a good deal of the race sitting on the pulpit, acting as human anti-chafe gear between the spinnaker and stay. There was a lot of him; he was 15 stone in those days and the Livingstons said he was not only good at preventing chafe; he made a handsome figurehead in reverse. Thunder, for his part, had one against the Livingstons. He said the emergency call on that boat was: "All hands on deck except the owners!"

I did not see a great deal of Thunder after that until Don Mickleborough induced him back to the Club in recent years, famous baby's bonnet headgear and all.

I knew Thunder was a tough man, but I didn't know he had a surprisingly gentle side that made him thousands of friends on his wanderings, often miles inland, around Australia.

Mickleborough said: "Thunder was one of the kindest, most gentle people I have ever met. He was particularly good with children. He would give you the shirt off his back."

Trevor Gowland said: "On his very last weekend, he came up with me on our boat to Point Clare (near Woy Woy) and was helping us re-build the wharf up there on our place on a property that he really wanted to buy himself but could not afford. I had known him 20 years. He was a gentleman. He would never do anyone a bad turn. He was always there to help or offer assistance. That last weekend, I knew he was not well, but I had to stop him trying too hard to help us. He was still as eager as ever to help. And that is what he liked doing most, helping people.

"As a yachtsman, he was always thinking ahead, summing up the situation long before it happened."

Harry Kerslake, with "Raw Meat" George Pearce and "Earrings" John Love, came into ocean racing from the 18-footers where they sailed with the late Joe Pearce, the sailmaker, who in those days enjoyed the nickname "Seaweed". He sailed aboard *Crows Nest* when skippered by Bill Hayward — it won the world 18-footer title in Auckland.

One story surviving Thunder from those days: There was not much wind on a cold, miserable day. The skipper of the Boat in front of them, who had an equally miserable reputation, held half a flask of rum in the air, and floated it over the side.

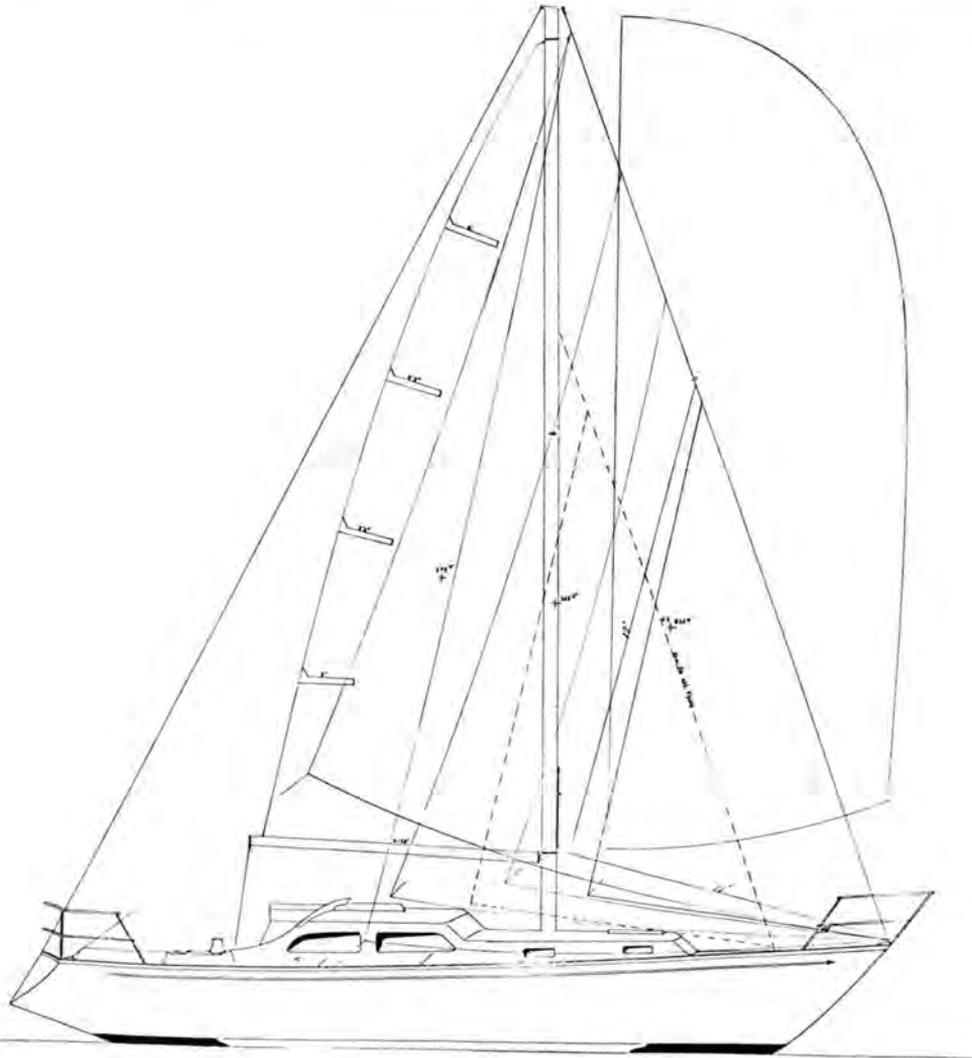
Thunder gratefully plucked it from the water and took a swig. Without comment, he passed the flask back to "Earrings" who tasted, spluttered, and exclaimed "That's piss".

"Yes I know," said Thunder, "but I didn't want to be the only one that got caught".

Thunder, Raw Meat and Earrings all used to live in Woolloomooloo and when they began sailing in big yachts, aboard *Even* with the late John Palmer, the neighbours used to rejoice at the spectacle each Saturday morning of John's Rolls Royce with chauffeur calling to pick them up to go sailing.

Thunder was immensely strong. He worked on the Railways where for a long time he was a blacksmith's striker and he was





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Aspirin Tablets 100  
'Panadeine' Tablets 50  
U.V. Filter Cream 50 grm  
'Mediquik' Antiseptic  
Bandages WOW 75 mm x 6 m 12  
Cotton Wool 2 rolls  
Vaseline Petrolatum Gauze Burns Dressings 7.5 cm x 22.5 cm 10  
'Handyplast' First Aid Strips 50  
'Leukosilk' Plaster 50 mm x 5 m 1  
Scissors Stainless Steel 125 mm 1  
Bandage Clips 12  
Resuscitube 1  
'Leukoclip' self-adhesive sutures 10  
St. Johns First Aid Manual 1974 edition

Every yacht entering ocean races must carry a comprehensive first aid kit to comply with safety regulations. The Ocean Racer meets the specifications laid down by the AYF for classes 3 & 4, and includes a sturdy, marine yellow polypropylene case (with a self hinge, guaranteed for life). You can sit on it - even stand on it. And it can't rust or cause damage if adrift.

Lightweight, and safe, the full kit weighs only 3 kilos (7 lb) and is easy to carry by the recessed handle. It gives you a liftout tray for most used items, and the box is easily stored (only 37 cm x 25 cm x 20 cm (15" x 10" x 8")).

As far as practical items are packed and sealed separately - in waterproof sachets or in tubes. The entire contents are also packed in an inner PVC bag.

Class 1 & 2 require additional items. Some of these are available in an 'add-on' kit if you signify your requirements by ticking the Class 1 & 2 box in the coupon. However, items that require a doctor's prescription can only be purchased from a registered Pharmacy.

**HOW TO ORDER:** This specially developed Ocean Racing First Aid Kit is only available direct from the coupon below. If for any reason you are not satisfied with the kit, you may return it in good order and get your money back.



### ADD-ON KIT TO CONVERT TO CLASS 2

Crepe Bandages 75 mm 4  
Splinter Probe Forceps 112 mm  
Stainless Steel  
Safety Thermometer 1  
Eye Fix Kit (12 gauze eye pads with hypo-allergenic tape) 1  
**NOTE:** Class 2 F.A. Kit also requires the following medical supplies, *not supplied in this dressing kit*, but available at Pharmacies.  
\* $\frac{1}{2}$ % Decicain Eye Drops 25 mm  
Sulphacetamide Eye Ointment 1 gr tube  
\*Tetracycline Capsules 25 x 250 mgm  
\*Fortral Tablets 50 x 25 mgm  
\*Fortral Injections 5 x 2 ml  
\*Disposable Syringes 2 ml with Hypodermic Needles 5  
\*Items marked are scheduled S4, and require a doctor's prescription. Sulphacetamide is not often used nowadays and may be difficult to obtain. Your Pharmacist can recommend a modern equivalent (e.g. Schering's ALBUDIC eye ointment).  
CLASS 1 KIT requires in addition to the list for Classes 2, 3 & 4 above, *not supplied in the kit* -  
(a) Coloxyl tablets or other laxative.  
(b) Substitution of Ships Captains Medical Guide (1967 edition or later) in place of St. Johns Manual.

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an amateur wrestler. His brother, Bertie, represented Australia in the Olympics as a wrestler.

He was one of the solid citizens of ocean racing. Don Mickleborough said, "If you wanted something done, it would be done; nothing was impossible for long. I remember once on *Ilina* we had a little problem with a halyard and Thunder and big Syd Brown got onto it with a two inch by three-eighths steel winch handle. They corrected the problem, but the winch handle was of no further use. When any heavy work had to be done, Thunder was the first man you called for".

He worked at being tough. On *Ilina* going to Hobart, Thunder had the rest of the crew intrigued as he began pissing on his hands, off Bondi. "The old rowers' trick, mate, it hardens the hands." Off the Tassie coast, Thunder was detected with a look of satisfaction on his face, hands inside his oilskin trousers. "Hardening them in comfort, mate" he explained.

While Thunder was a tough man, he had a strong sense of right and wrong.

"He knew when to play up and when not to play up," Mickleborough said. "I well remember him picking up a very well known yachtsman who was an ex boxer aboard *Solo* in Hobart. Thunder considered him to be playing up excessively and began soothing him with these words: "Cut that out or I will have to hit you. If I have to hit you, I will hit you. And if I hit you, you will stay hit!"

Thunder was given his famous name by a lady who lived next to Raw Meat's place in Woolloomooloo. The hero of a successful movie of the time was Thunderhead, a stallion. The neighbour reckoned Harry Kerslake looked and acted like a big horse and began calling him "Thunderhead".

Thunder in turn became good at coining nicknames. Among his acquaintances were to be found Empty Head, Box Head and Humpty Dumpty (after his habit of falling off high stools at parties).

When the older generation big yachts, *Kurrewa IV*, *Solo*, *Even*, *Ilina*, dropped out of racing, Harry Kerslake lost interest in sailing for a time.

He and the Thunderbird kept on the move, however. Harry had accumulated a lot of long service leave on the Railways and they frequently took off for out-of-the-way places on Thunder's railway pass. At the end of the line Thunder would strike

up a conversation with a truckie and they would be off again, riding in the cab. They made a special trip to Cooktown to observe the Captain Cook Bi-Centenary.

His knowledge of Australia was remarkable, Mickleborough said, "And no matter where you go, from Ayers' Rock to Maria Island, someone will know Thunder".

Thunder and Thunderbird lived happily in Cooper Street, Surry Hills — or "Suray Heights" as Thunder liked to call it. And everyone in that area knew him. The postman had no trouble delivering a letter recently from Curley Bryden addressed to "Thunder Kerslake, House with the Mexican on the door, Cooper Street, Surry Hills".

More than 200 people attended Thunder's funeral. They included such old friends as Jack Tiernan, who skippered *Defiance*, and George Riddeil of *Even*. In accordance with his wishes, his ashes were to be scattered at sea on December 8.

Raw Meat is still around, hand-sewing the finest corners in the world into sails at the Hood loft, founded in Australia by his brother, Joe.

And Earrings still works for the City Council in the "Cleansing Department".

Thunder is gone. His passing for many of us revives the memories of iron men battling big gear on big boats that were not always designed for ocean racing and without much technological help.

But the spirit of Thunder and his mates — thinking ahead, doing the "impossible" jobs as they need doing, helping each other and helping others — I think will live on in Australian ocean racing.

— BOB ROSS



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# Cold facts on Salvage

**People who are prepared to risk life and property on salvage attempts in the expectation of making money do not always know what they are up against.**

The basic principles of the law of wrecks and salvage and the considerations on which salvage awards are made are the first things to understand.

The law is intricate and complex, and it is not possible to deal here with more than the most significant aspects.

However if the maximum possible award is to be obtained it must be apparent that the property was in danger, that the salvor (person undertaking or assisting in salvage operations) was a volunteer, and that the salvage was successful.

Definitions are important in law. For example a 'ship' means a vessel not ordinarily propelled by oars only. The term 'wreck' includes:

- flotsam, or goods lost by shipwreck or cast overboard which remain afloat;
- jetsam, or goods cast into the sea which sink and remain under water;
- lagan, or goods which are cast into the sea as jetsam and sink, but which are intended for subsequent recovery;
- derelict, or a ship which has been abandoned at sea by the person in charge of it with no intention of returning to it, found in or on the shores of the sea or any tidal water, and any articles or goods which came from any ship wrecked, stranded or in distress, or any portion of the hull, machinery or equipment of any such ship.
- 'salvage' includes all expenses properly incurred by the salvor in the performance of salvage services.

Salvage will be paid for saving life from any ship registered in Australia or any ship within Australian waters. Saving life has priority over all other claims.

Where the ship, cargo and equipment are destroyed or the value saved after payment of expenses is insufficient to pay salvage in respect of life, money may be paid to the salvor out of the parliamentary fund appropriated for this purpose.

The master (person in charge) of a ship must render assistance to any person in danger of being lost at sea as far as he can without danger to his ship, crew and passengers (if any). It is an offence for the master not to do so, and compliance does not jeopardise his right to salvage.

The legal obligations of the master are not extended to saving property, and any such operation would generally be on a voluntary basis.

A ship which has been wrecked and has become a navigational hazard may be removed by the authorities and the cost of removal charged against the owner.

Any person who discovers a wreck, unless he is the owner, must notify the receiver.

The receiver (in Australian States the Regional Controller of the Department of Transport) is the person appointed by the Minister for Transport to take charge of any wreck in his district.

He may delegate his authority to a person employed by the Department of Transport, a Customs officer or a police officer.

Where any ship is wrecked, stranded or in distress at any place near the Australian coast it is the duty of the receiver to take charge of it.

The receiver has extensive powers which allow him to command all persons present and assign duties to them to save the ship, the lives of persons belonging to the ship, and any wreck. He may use private land or commandeer a private vehicle for the same purpose.

If anyone is killed or injured as a result of resisting the receiver or any person acting under his orders in the execution of his duties neither the receiver nor his assistant is liable for that death or injury.

When the receiver takes possession of a wreck a notice is posted at the local Customs House giving its description. The wreck may then be claimed by the owner, who is liable for any salvage fees or expenses incurred on its behalf. Any unclaimed wreck is sold and the proceeds paid into Consolidated Revenue.

If practicable the permission of the owner (or owner's representative) of a salvaged ship should be obtained before the salvage operation.

No person other than the receiver or his representative is allowed to board a distressed ship without the master's permission. Any person who does attempt to board a distressed ship without such permission may be repelled by force.

The receiver will not interfere between the master of the ship and its crew unless requested by the master to do so.

If a ship is in distress, or if a ship is attending a ship in distress and a salvage operation is intended, it is advisable in either case to agree to begin operations on a 'no cure, no pay' basis.

This is the standard form of Lloyd's salvage agreement, which specifies that the parties agree to have the salvage claim settled by arbitration, the arbitrator being appointed by the committee

of Lloyd's. It is not necessary to actually sign a document. The agreement is equally binding if made orally.

Apportionment of a salvage award may on the other hand be settled privately. Provided that it is equitable the courts will not disturb any such procedure.

Disputes between the owner of a wreck and the salvor are settled summarily at a State County Court or District Court if both parties agree and the value of the property saved does not exceed \$2000 or the amount claimed does not exceed \$600.

If the sum in dispute exceeds \$200 and any party is aggrieved by the decision of the court of summary jurisdiction an appeal may be made to the State Supreme Court. Such an appeal must be made within 30 days of the summary decision.

The receiver retains the wreck until salvage is paid or a directive is given by the court.

The receiver may sell detained property if parties liable to pay salvage are aware of its detention and (a) the amount is not disputed and the payment due is not made within 20 days of the due date; (b) the amount is disputed and no appeal has been made to a superior court and payment due is not made within 20 days of the court's decision; (c) the amount is disputed and proceedings have not begun at a superior court within 30 days of the first court's decision and payment due has not been made within this time.

The proceeds of sale are held by the receiver as if the wreck has been unsold. Salvage payments up to \$400 may be settled by the receiver.

Salvage awards are based on the following considerations:

- the value of the property saved;
- the nature of the risk to which the property saved was exposed;
- the value of the salvor's property engaged; the length of time taken by the salvors and the actual cost to them of the operation; and
- the extent of labour and skill displayed during the operation.

It is not possible to estimate what the total award is likely to be because of the number of considerations to be taken into account.

However in the case of a service which has mainly involved towage apportionment is usually in the order of three-quarters or two-thirds of the amount awarded to the owners of the salving ship, the rest being distributed between its master and crew.

by H.E. ROGERS

Executive Officer (Education),  
Fisheries Division,  
Department of Primary Industry.

Reprinted from *Australian Fisheries*, June 1974.

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# Experienced Committee for big Clipper Race

The Royal Ocean Racing Club has formed a strong and experienced committee under the chairmanship of John Roome, Vice-Commodore of the RORC, to manage the conduct of the Financial Times Clipper Race.

Members of the committee include four who have recently been directly involved in the Whitbread Race: Captain Hans Hamilton, who is also a member of the Royal Naval Sailing Association, and Alan Paul, former secretary of RORC and now an honorary life-member of the club, both of whom were members of the Whitbread Race committee, and two others, Roy Mullender, who sailed in *Adventure*, the RNSA entry in that race, and skippered her from Rio to Plymouth, and Andre Viant from France who captained his boat *Grand Louis* to a final fourth place.

Dr Nick Greville, a Rear-Commodore of the RORC and well known in East Coast offshore sailing, has also agreed to serve on the Committee, which will have as its secretary Alan Green, Assistant Secretary of the Club.

Anthony Churchill, navigator of *Morning Cloud* in the Admiral's Cup and Southern Cross Series and originator of the Clipper Race, together with John Geddes, of the Financial Times, will also be on the Committee, which will organise the race in

all its technical aspects, including the start in the Thames estuary on 31st August 1975 and the re-start from Sydney at the beginning of the homeward leg round Cape Horn.

The race is for fully-crewed Class 1 IOR yachts and will start and finish in the Thames. Contestants will race to Sydney and back, competing not only against each other but also against the record runs of the Clipper ships of 100 years ago. The record for a sailing ship between London and Sydney and back is held by the *Patriarch* which logged 136 days pilot to pilot and 143 days dock to dock. The nearest approach to these records in modern times was the performance of Chay Blyth and *Great Britain II* in the 1973 Whitbread Race, when he spent 144 days at sea on a four-legged course.

As sponsors of the race, the Financial Times has asked the committee to look closely into all aspects of safety and crew welfare which may pose special problems in sea passages of 15,000 miles in comparatively small craft, and to formulate special prescriptions to the rules and advisory notices to the contestants as it may think necessary or desirable. In this, the committee will be able to draw extensively on the experience gained in the Whitbread Race.



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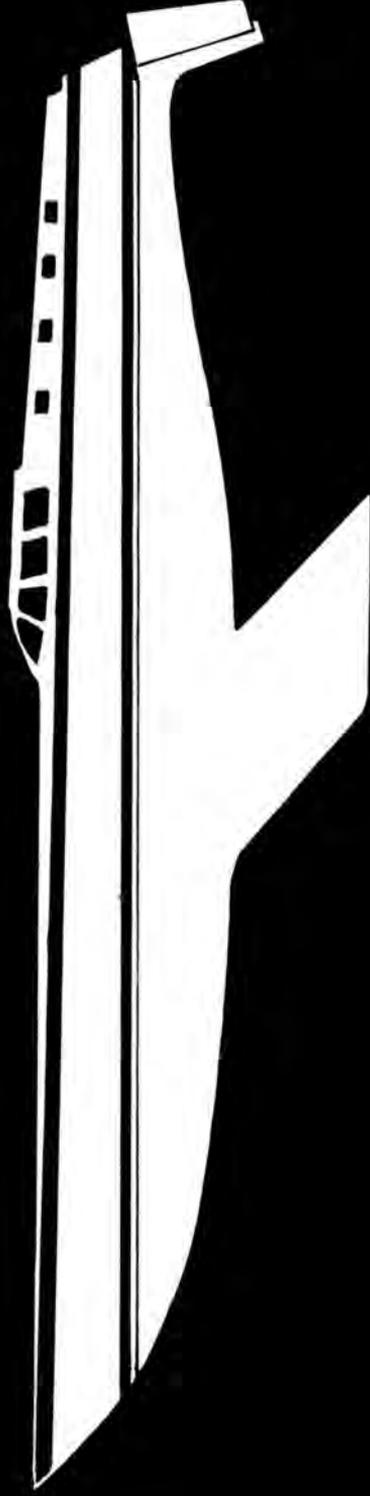
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# RACING REPORT

## Demi-ton a La Rochelle

— the 1974 World Half Ton Championships

The dedication and preparation of the Australian half ton team only really became apparent as we were driving from Paris to La Rochelle. We had stopped at a service area for some refreshments, and here the various team members were able to display their command of the French language with such phrases as: "j'ai une grande soif", or "cinq biers, garcon, tres froid, s'il vous plait!" After much discussion it became apparent that in order to get a beer, one had to eat a meal, so nothing daunted, three of the team fronted up to ham and eggs, just to have a taste of the "syrup"; real devotion to duty if ever I saw it!

We duly arrived safely at La Rochelle, and moved into our magnificent old 17th century hotel (updated internally to the 20th century, however), complete with bidets in the bathroom. I possibly stand corrected on this point, but apparently no one took the plunge, so to speak, and actually used one, although we all agreed that they would be great for washing salty sailing gear.

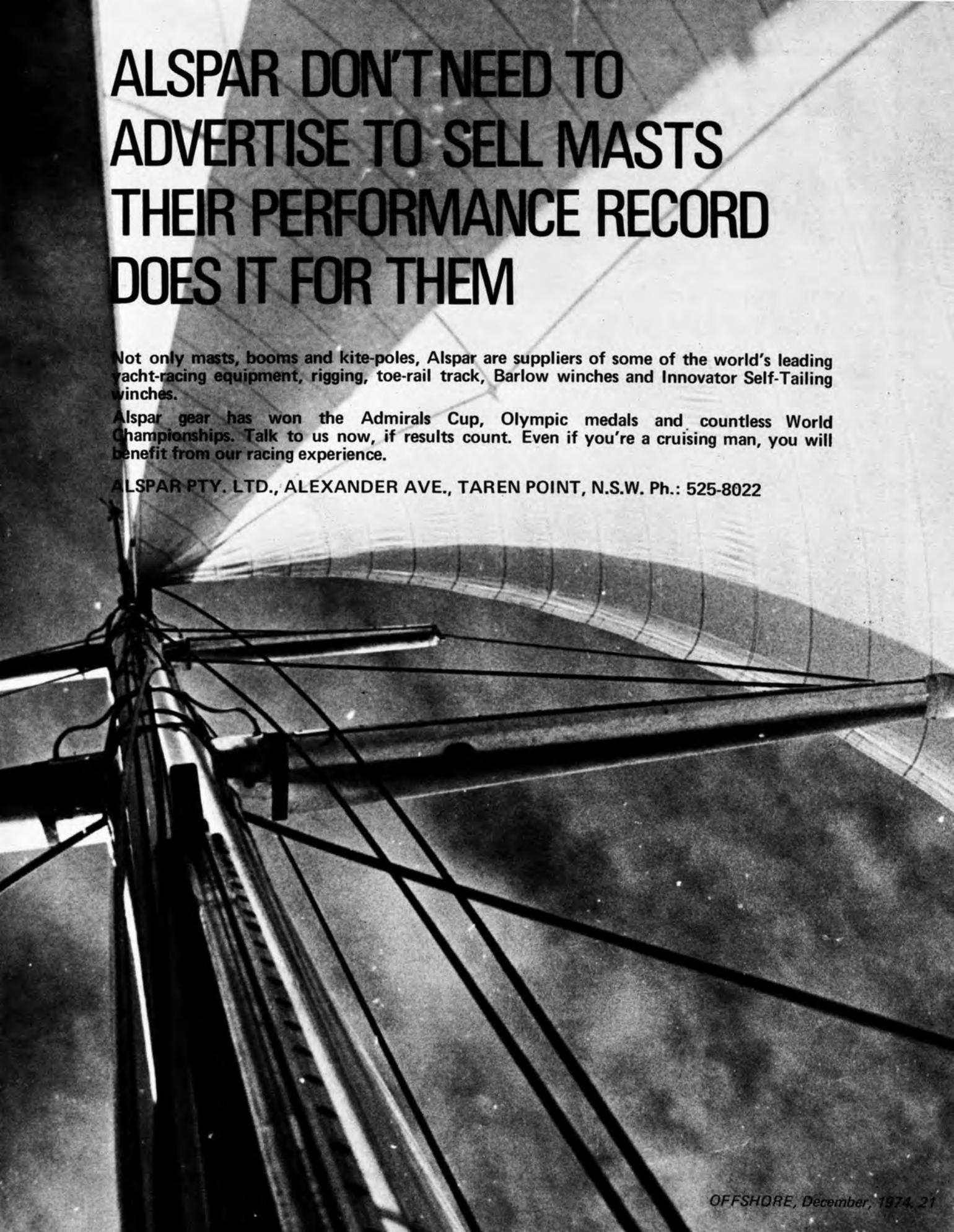
La Rochelle is a beautiful old sea port, all narrow streets, old

stone buildings, with the harbour surrounded by waterfront restaurants and bars, the whole place dominated by two magnificent 13th century stone towers, which guard the entrance to the old harbour. Quite a place to sail a race series from, it really made a change from looking for the S.E. seamark off Bondi.

As the old harbour almost dried out at low water, all competitors were moored down river at the Port de Minimes, a splendid new marina development housing about 1,000 yachts and presently being enlarged to take about 2,500 boats, complete with restaurant with terrace bar, two ship chandlers, mobile lift out crane, and morning paper boy! This was only one of many such developments around the French coast, all magnificently built and equipped — Sydney please note.

The benefits of chartering a local yacht quickly became apparent, more so as it was owned by a popular single-handed fanatic called Bernard Tallard, who was very well known in the French yachting scene. Bernie would be best described as a "typical Frenchman" — he loved sailing, wine, etc., etc. (not





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necessarily in that order) and knew everybody connected with the local yachting scene, so part of the spin-off was that we received wonderful help from all the local boating industries with our many problems of rigging and sail alteration. As an added bonus, Bernie insisted that we meet several of his lady friends who proved of great help in organising our social activities and in looking after the domestic welfare of the team and the boat.

Our boat, called *Creizic*, was a glass production Impensable, the original of which won the cup in Denmark last year. But although she was generally well equipped, we suffered from a lack of variety of sails, notably headsails. To the considerable chagrin of Bernie, we proceeded to "get his boat into shape", moving and adding fittings, altering the rigging, and re-cutting the sails — he could be seen hovering in the background, sadly repeating over and over again: "My poor little *Creizic*".

So to the racing, an excellent series, well organised, with the close competition that we have come to expect from the ton class rule. Sad to report, our team did not figure in the final placings, finishing 9th overall from 48 boats. This was largely due to retiring from the last long race, when, due to several problems, such as a two-piece mainsail, no smaller headsail than a No. 2, and a mast with all the bend characteristics of wet spaghetti, we decided to give it away, as the breeze was blowing 45-50 knots, with a steep, short sea making things very difficult. We felt a bit better when 37 other boats retired also, only 9 finishing the course.

The top 5 boats were very close, and although we had good boat speed, we were caught badly by wind shifts, notably on the short courses where a mistake in this class of racing proved very expensive, positionwise.

It was all great fun however, and I feel sure that we all learned a lot of lessons from racing at La Rochelle, particularly on the Olympic courses. It was a great pity that the Australian champ *Shenandoah* was not there, as I feel that with our knowledge of her we would have been assured of finishing in quite a high position. It would also have been a good yardstick of local

½ ton performance. Maybe an Aussie boat can be sent to America in 1975??

The series was won by *Northstar*, a new Doug Petersen design, with the North European sail loft team aboard. Second was *Gregal*, a local Impensable, (so I guess we really have no excuses), and 3rd was *Scampi 5*, a modified Peter Norlin Scampi, sailed by the designer. Unlucky boats were *Recreation*, a very fast Dufor design who lost her spar in the last race when leading on points, and *Golden Shamrock*, a new Ron Holland design from Ireland, with the Hon. Terrett-Angus Dalrymple-Smith ("Butch" to CYC friends) aboard, who also suffered a dismasting in the first race but subsequently had very high placings.

All in all a first class series, a great location, terrific hospitality by our French hosts, and a fine spirit of international competition amongst the competitors.

I would like to pay tribute to the efforts of the Australian team, who in their preparation of the boat for the races did the very best that was possible with the equipment available, and in particular to team captain Dave Kilponen, who worked unceasingly to make sure that nothing was overlooked in the Australian team's effort.

R. VENABLES

## Record Montagu!

In quite an amazing performance six boats broke *Balandra's* race record of 41 hours 47 minutes and 47 seconds. The giant *Helsal*, on her first Montagu, crossed the line just before 6 am on the Sunday morning for an elapsed time of 36 hours 49 minutes and 30 seconds. This broke the record by just under 5 hours.

She was followed by *Apollo* and the three Admiral's Cup trialists *Patrice III*, *Love and War* and *Mercedes IV*.

The last boat to finish inside the record was *Callipyge II*. Quite an amazing performance from both 42 footers, *Mercedes IV*, and *Boy Messenger* on *Callipyge II* with a scratch crew, to come in only three odd hours behind the 73 foot line honours boat in a hard running race.

On corrected time *Mercedes IV* deservedly won from *Marara* (another very fine performance in big boat weather). *Callipyge II* was third.

The weather was similar to 1969 with a lot of running and reaching down to the Island in a Nor-Norwester which got up to 25 mph. This was followed by a Sou-West change, which went through to the south when the majority of the fleet had rounded Montagu giving them a quick ride home in a breeze that reached up to 40 mph early on Sunday morning.

Blown out spinnakers, busted sheets and braces were the order of the day. As well, there were plenty of tired helmsmen after this hard running race with a good bit of wheel winding in an awkward sea.

—JOHN DAWSON

# TECHNICAL

## ADMIRAL'S CUP FLASH! New Time Factor Announced

News has just reached us from London that the R.O.R.C. has announced a new time factor to be used in next year's Admiral's Cup Series. Because of the interest in this event at the C.Y.C.A. and particularly since we will shortly be conducting trials to select the Australian Team, *OFFSHORE* has arranged for the following analysis to be done so that we may all understand the effects of this new system.

The formula, called Time Multiplying Factor (T.M.F.) is

$$\frac{.2424 R^{1/2}}{1+.0567 R^{1/2}}$$

where R is the yacht's rated length according to I.O.R. Mk III. This is a reversal of last year's Performance Factor, which met with so much criticism from Australian yachting skippers and mathematicians, and is a return to a correction curve similar to that currently used by the C.Y.C.A. and developed by Y.A. of N.S.W.'s offshore handicaps committee.

The numerical result from the application of the formula is a four decimal number, by which elapsed time is multiplied to achieve a corrected time in exactly the same way as we use our T.C.F.s.

At first sight it is difficult to compare the new T.M.F.s to our T.C.F.s because the formula produces a much larger number than we have come to recognise. Even the plotting of the two curves on a common chart fails to give a meaningful comparison until mathematical correction is resorted to. Graph I (see page 27) shows the T.M.F. and T.C.F. curves plotted for the full range of I.O.R. Ratings, 18' to 70'. By the use of a divisor, 1.2593, the value of the T.M.F. for Quarter Ton is reduced to the same value as in our T.C.F. for this size boat, and a new curve can be constructed (see dotted line) which immediately discloses the differences of the two systems.

The T.M.F. curve follows our T.C.F. curve from ¼ ton to 1 ton with almost insignificant variation, but at this point it commences a gradual departure until, at 70' rating, the difference is over 3%. This means that by comparison to our system, the larger boats are significantly penalised. In specific terms, it means that in a Sydney-Hobart Race of say 80 hours by a 70' yacht, she would give a Half Tonner an additional 2 hours 38 minutes above that which our T.C.F. would award. This, of course, is almost the extreme departure of the two systems and a more practical case would be a small sized Admiral's Cupper at 32' rating (like *Mercedes*) compared to a 42' rating (like *Bumblebee*). In this case, *Mercedes* would get an extra 32 minutes from *Bumblebee* (on an elapsed time of 90 hours). *Love and War* at 35.2 rating would concede *Mercedes* an extra 11 minutes, and get an extra 21 minutes from *Bumblebee* in a race of the same duration.

The foregoing will no doubt come as a shock to those yachtsmen who have embarked on the building of larger boats for the series and they may now feel that they should have all built to the minimum size — but maybe this would be an incorrect conclusion.

Let us assume for a moment that the R.O.R.C. have done their investigations correctly. If this is so, then there is a reason why they treat their larger boats more severely than we find necessary in Australia.

It has been frequently pointed out that in tidal conditions (not common in our waters), the higher speed of a large yacht puts her to great advantage in stemming contrary tides. This is not neutralised when sailing down-tide (a mathematical fact which I won't go into here). This being the case, they may have quite rightly adjusted their curve to compensate, and thus their formula could very well be the correct one for their conditions. If

cont. ►

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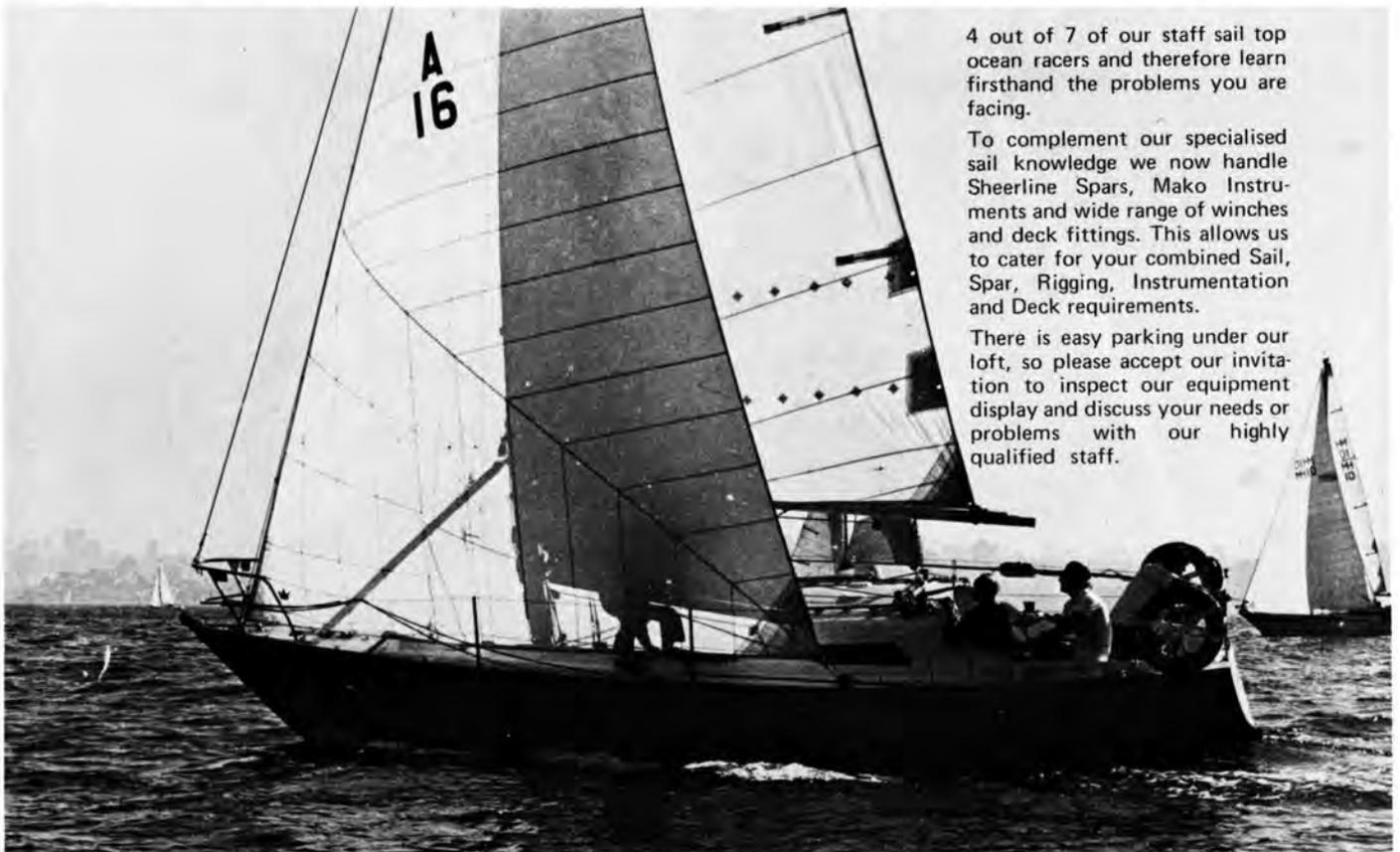
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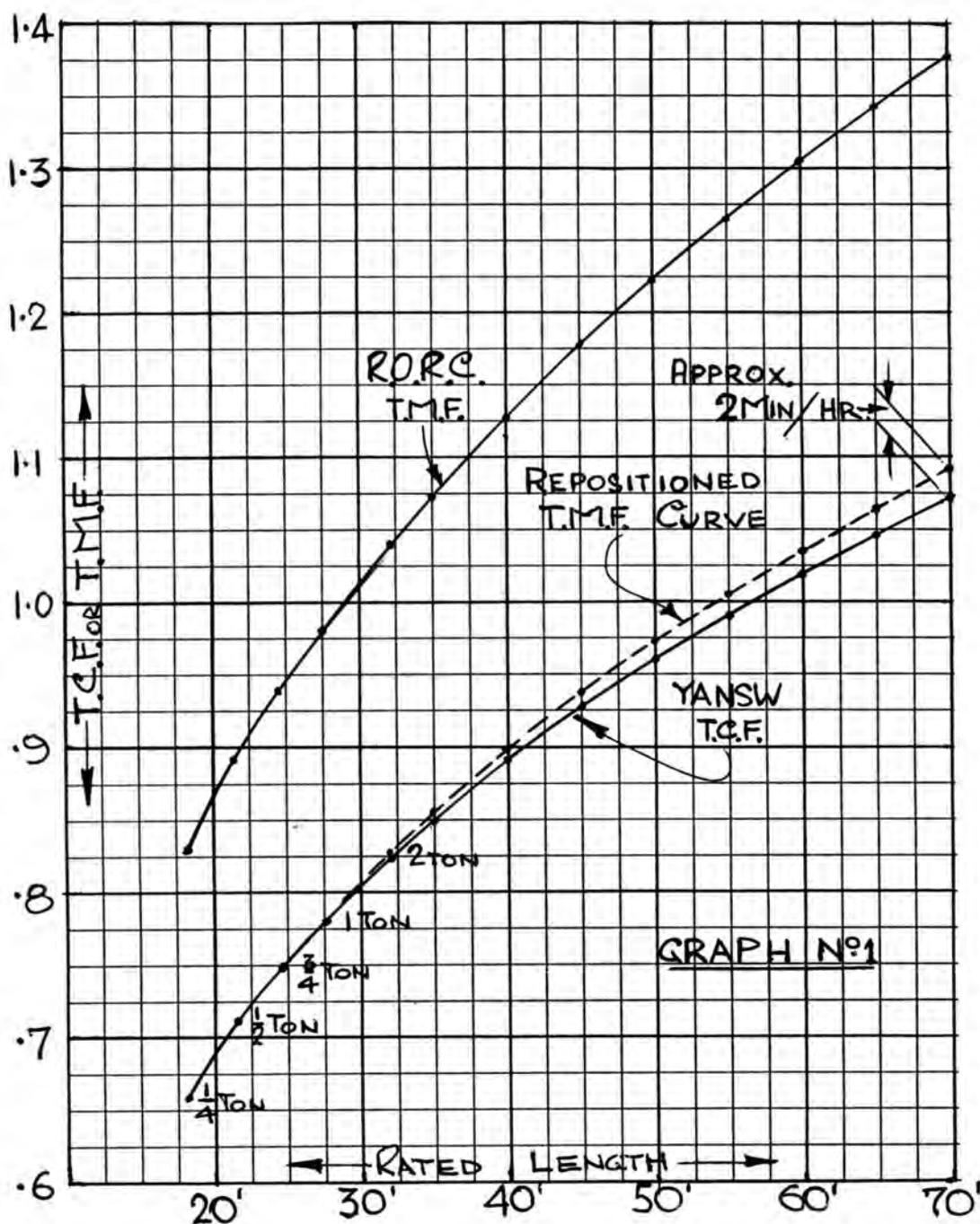


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this is so, we should sail our eliminations under the formula which we have found to suit *our* conditions. This means that if a large boat earned a place in our team by sailing in *our* conditions to *our* formula, then, when arriving in England she would have superior up-tide potential which would, in turn, be taken into account by their T.M.F. On the other hand, if we conduct our eliminations under *their* formula, we may (because of the penalty) discard a larger boat which could in fact have warranted selection.

It is hoped that the foregoing will come to the attention of those administrators charged with the responsibility of setting the conditions for our trials for, whereas it has been our practice during previous eliminations to apply the then current R.O.R.C. formula, the emergence of this new T.M.F., with its obvious bias (by our standards) may suggest a changed approach.

GORDON MARSHALL

# Bumblebee 3

LOA 52.97'      Beam 14.8'      IOR Rating 42.0'  
LWL 44.24'      Draft 8.2'      Displacement ?

*Bumblebee 3* is John Kahlbetzer's newest racing yacht and the second he has had built overseas in aluminium, this time by the Palmer-Johnson yard. A German Frer's design, *Bumblebee 3* has been publicised in Australia as a sistership to Scaramouche, but in fact bears only a superficial resemblance, representing the latest in Frer's thinking.

On deck *Bumblebee 3* is all racing machine with absolutely no compromise to cruising comfort. A 'T' shaped cockpit aft accommodates helmsmen, instrumentation, hydraulic controls and mainsheet control. Forward of this cockpit two 3-speed Barent Pedestal winches are mounted side by side on deck behind a small central cockpit. All halyards are led aft to winches sited around this cockpit which has its own repeater instruments.

Forward of the mast a starkly bare foredeck features a flush-mount forward hatch which slides into an integral deck well to give access to a vast sail bin below.



Although basically conventional the twin spreader rig has a very high aspect ratio giving a mainsail ratio of nearly 4:1 and several interesting features including a double grooved forestay, a hydraulically operated fixed boom vang, and an aerodynamically shaped rod cap shroud. The mainsail outhaul (not hydraulic) and sub-forestay are hydraulically tensioned as of course is the rod backstay.

Access below is through a single hatch forward of the midships cockpit and below decks *Bumblebee 3* gives further evidence of her all out racing purpose featuring gymballed crew bunks in a single large accommodation cabin aft of the mast.

Immediately to port of the access ladder a comprehensive navigator's station is equipped with a Loran Receiver (of no use in Australian waters), a Konel 100 Watt pep SSB Transceiver and Brooks and Gatehouse instrumentation. Opposite, an 'L' shaped galley is equipped with a large gas range, a small gas water heater above the sink and ample refrigeration.

Forward of the mast is all sail bin, a vast unlined aluminium cave with sail racks down each side. Even the cabin sole in this area is bare aluminium plate.

*Bumblebee 3* was launched in America and carried out sailing trials before being shipped to Australia where in record time she was unloaded, rigged and a crew trained in a matter of days to collect a third on IOR for her first race. A week later *Bumblebee 3* took both line and handicap honours in the 180-mile Woollahra Cup Race to establish a powerful presence on the ocean racing scene in Australia. She becomes early favourite for the Sydney-Hobart race and a strong contender for the 1975 Australian Admiral's Cup Team.

— JOHN BROOKS

## Patrice III

The design for *Patrice III* was commissioned from Sparkman & Stephens immediately following the 1973 Admirals Cup.

The basic plan was to follow generally the design of *Saudade* but to incorporate variations which the designer felt would make the boat go even a little faster.

The construction of the boat, in aluminium, started in January 1974 at Halvorsen, Morson & Garland's at Mona Vale.

Later, the masts were ordered from Alspar Pty. Ltd. and Hood were commissioned to make the sails.

The interior design was laid out purely for modern ocean racing, the philosophy being that the boat should be completely open from the bow to the stern compartment, thus eliminating weight, but also allowing for a free flow of air. Down aft, there are four coffin type bunks which have proved extremely popular with the crew and unofficially this area has been nicknamed "the morgue".



*Patrice III*

Amidships, there is a navigational area on the port side and a well equipped galley on the starboard side. The galley is equipped with refrigeration and a small gas stove. The usual practice is to have a baked dinner each night of ocean racing.

Light aluminium cupboards are provided over the galley with the most aft cupboard being open for fruit and vegetable storage.

Further forward are pilot bunks and settee bunks with a large open floor area in between where the heavy sails are stored when racing.

In the forward compartment is a small enclosed toilet and sail bins.

All of the interior cupboards are made of aluminium to keep weight down and in fact, the boat has come out quite a lot lighter than the original design.

The deck layout has followed the modern trend with all winches on the deck around a central cockpit.

We are finding this arrangement excellent although at times with so many lines coming back to the winches and to the cockpit, it does resemble a spaghetti factory.

Down aft there is a small cockpit for the helmsman with two cockpit lockers, one for the life raft and the other for the gas bottle and bilge pump.

The steering wheel is a massive 40 inches in diameter. The total volume of cockpit area works out at just over 4% of 1 x b x fc.

The mainsail is Kelvar which seems to be working very well. We are extremely pleased with its shape and performance when reefed. From the No. 2 headsail we go to a skinny ribber which can be reefed.

At present the rig is 160% and after further experimenting it is possible that we will cut this back to a slightly smaller rig.

**RAY KIRBY**



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# Automatic pilot wins Lysaght Award

A radio engineer who combined love for sailing and expertise at electronics to invent a simple and economic automatic pilot suitable for all types of craft, has won \$500 in the John Lysaght Inventors' Award competition.

Mr. Richard Chapman, a radio manufacturer of Lane Cove, is one of ten inventors in all mainland states who have shared the 1974 \$5,000 award.

The Committee of Management for the award, consisting of the Federal President of the Inventors' Association of Australia, Mr. Charles Smith, the Executive Director of the Industrial Design Council of Australia, Brigadier R. Durance, and the Chairman of John Lysaght (Australia) Limited, Mr. E.B. Gosse, were unable this year to choose between the merits of ten different inventions. They decided, therefore, that the interests of Australian inventiveness would be best served by splitting the prize between the ten to encourage them all to further efforts.

Mr. Chapman believes his automatic pilot is the only one with its own memory system. There are other pilots which will perform a similar function, but they are more expensive, costing about \$2,000. Mr. Chapman hopes to manufacture and market his for less than \$1,000, bringing it within the economic reach of tens of thousands of small cruiser and sailing boat owners. In this way, it will make a major contribution to boating safety.

Part of the automatic pilot arrangement is a steering mechanism which controls the rudder of the boat.

The pilot, installed in a boat, will:

- Maintain a set course.
- Allow for manual over-ride so that alteration of the course may be made to avoid collision, etc. and then return to the course.
- Always return to the course by the smaller arc, that is, less than 180°.

With the pilot, a boat left unattended will maintain a directional stability within 1 degree on sheltered, smooth water, and within 2 degrees in an open area of harbour with a 15 knot breeze and a wind chop of 45 per cent off the bow. On the open sea, a 5 degree play in direction is allowed before correction is activated to allow for natural yaw.

Mr. Chapman first began sailing at eleven, as a dish hand on a 12-foot skiff. He now has a 30-foot sloop, *Nand II*, which he and his brother designed and he built himself. Recently, *Nand II* won the 30-mile ocean race for the Milson Cup, organised by the Royal Sydney Yacht Squadron.

When not racing, Mr. Chapman sails with his wife, Betty, and two daughters, Libby and Jane. Son, Richard, obtained his own boat recently and left the *Nand's* crew, leaving Mr. Chapman with a considerable helmsman problem. So he invented his automatic pilot.

The pilot is a quite ingenious device in which light-sensing cells are set opposite each other over a magnetic compass card into which has been cut a crescent-shaped slot. Light shines from beneath the compass, also specially made by Mr. Chapman, through the crescent-shaped aperture to place an equal charge on each cell when the boat is on course.

Should the boat diverge from course, the light on the cells varies the charge in one rising, the other falling. This activates the steering mechanism to bring the boat back on course. A third cell is also placed above the compass card and when the boat is on course has no light on it. This cell, combined with the others, activates the memory circuit to ensure the pilot always steers the boat to any new course by the shorter arc. Because of this a new course may be set by turning a knob.

The system is failsafe according to Mr. Chapman. If a fault develops, it immediately sets off an alarm so that steering can then be taken over manually.

In their radio manufacturing factory, Mr. Chapman and his father hope to hand-make 25 of the automatic pilots by about April of next year. A number of electronics firms and distributors, local and overseas, have shown interest in the device. From the evaluation of the first 25, steps will be made to tool up for mass production.

Mr. Chapman believes that, because of the economy of his pilot he will have a market for hundreds of pilots in Australia and thousands overseas, thereby providing a significant export for Australian manufacturing industry.

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OFFSHORE, December, 1974. 31

# New Self~feathering Propeller

A propeller for an IOR Mk III rated yacht is most efficient when it is doing nothing. It should also rate highly.

From these two basic thoughts stems a new patented propeller by Perth Naval Architect Graeme Tilly. What started the thought process?

“Necessity is the mother of invention” could never be more aptly illustrated than in this invention because Graeme was forced to do some fundamental thinking by his design of a Half Ton Yacht for Pleysier Yachts Pty. Limited. Initial discussions had led to the engine being aft with a pusher propeller mounted from a bearing in a boss on the trailing edge of the keel.

The first idea was to design a propeller which folded over its own shaft. Difficult! The resultant boss was enormous.

Being a keen racing yachtsman Graeme then decided to see what could be done if it was accepted if no astern power was to be provided. The result is shown in the diagram below.

The blades ‘A’ have their centre of pressure abaft the trunnions ‘E’ which support them in the boss ‘B’. When the propeller is driven ahead, the blades rotate until the shoulders ‘F’ come up against stops. This position is adjusted to give the correct pitch to suit the particular application. The propeller then drives the boat forward.

When the propeller is driven astern, the blades swing to the fore and aft position where they come up against other stops. They are locked in this position by spring loaded balls and sockets.

The blades have less than normal twist which makes them at optimum efficiency under power only at the 0.7 radius level. Near the root and at the tip they will be off optimum *but* they have minimum drag when feathered.

A secondary advantage is that the pitch can be varied after initial trials with very little effort compared with the normal repitching procedure.

Having applied for patent rights, Graeme took his proposal to Ron Morrison of SS Engineering, who immediately saw the potential of the new idea and set about making a prototype.

The original outline proposal was quickly turned into efficient hardware by some beautiful pattern work by Ron’s Pattern Maker Rodger Sutton. Ron himself helped at night at home on the machining.

The result was a prototype produced in under three weeks which was fitted and trialed the day it was completed. The trial vehicle was one of MB Yachts Spirit 28s owned by Dr. Rex Hughes. He reports that speed under power from the 12” diameter prototype with an 11” pitch is at least as good as from his old 13¾” x 8½” fixed propeller. Luckily Rex had previously taken careful records of log speeds under power and sail and was able to confirm improved performance under sail after feathering the propeller.

What is the effect on rating?

The IOR rules give the following propeller factors for a propeller:

“Out of aperture — exposed shaft”

folding	0.85
feathering	1.05
solid	2.05

It can be seen that the feathering propeller falls nicely between the other alternatives. To those yachtsmen who have suffered the inherent problem of folding propellers — the tendency for one blade to swing open which negates the low propeller factor, the self locking feature of the new propeller will have a singular charm.

SS Engineering are going into production on castings for two models at present. One is right handed with blades from 8 inches up to 12 inches diameter. The other is left handed with blades from 8 inches up to 14 inches diameter. Any pitch can be catered for.

The market price for either is about \$150.00. Availability will depend on how quickly SS Engineering can tool up to match the demand.

Fig. 1 shows the configuration of the prototype which is suitable for “puller” propellers with a through shaft.

For those who would like to be able to convert the propeller to a fixed pitch unit (e.g. during non racing periods) the propeller can be ordered with screws which lock the blades in the power position. These can be inserted and removed under water.

If you can accept no astern power in the interest of a good rating and low drag, perhaps you may like the propeller which is most efficient when it is doing nothing.

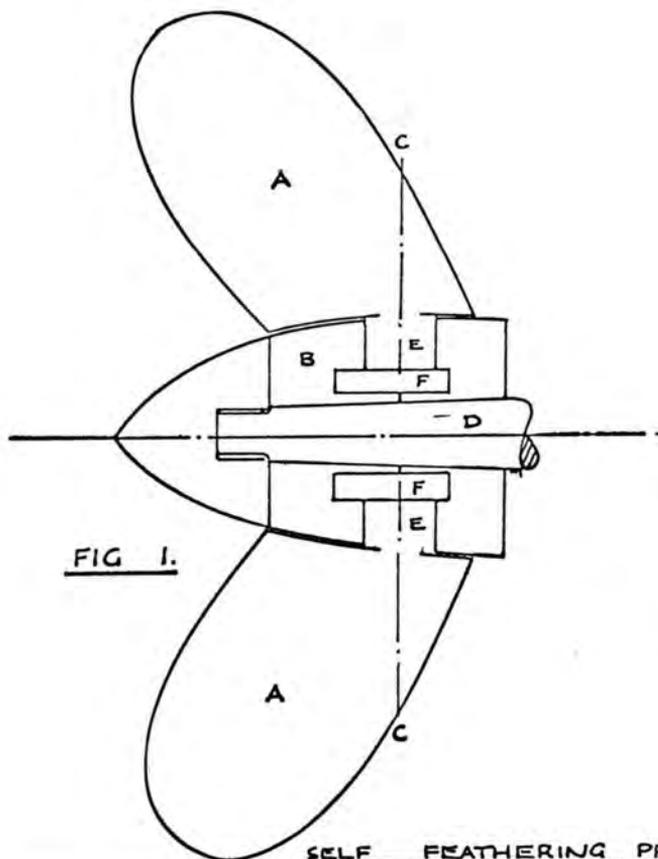


FIG. 1.

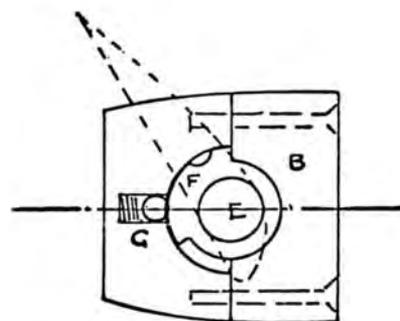


FIG. 2

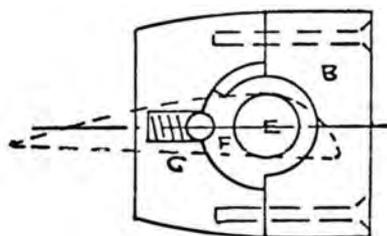


FIG. 2a

SELF FEATHERING PROPELLER FOR 10R YACHTS

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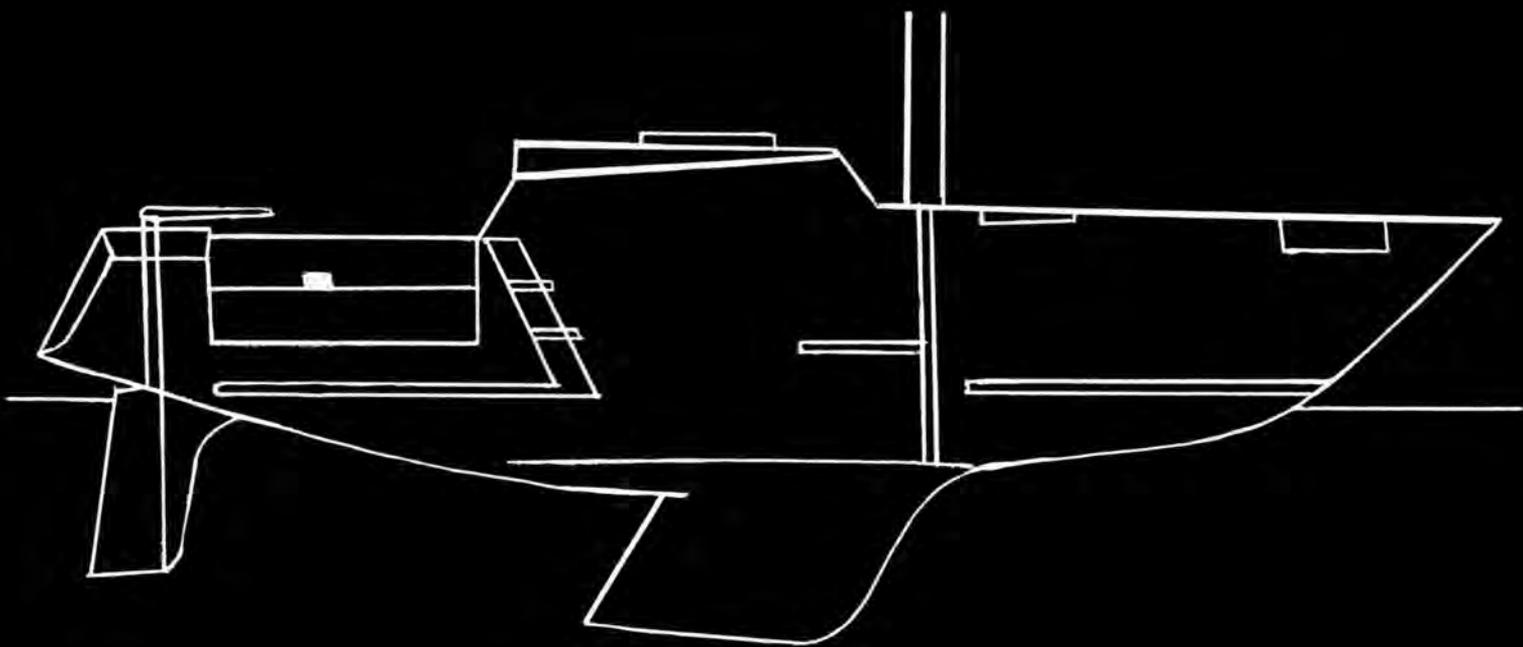


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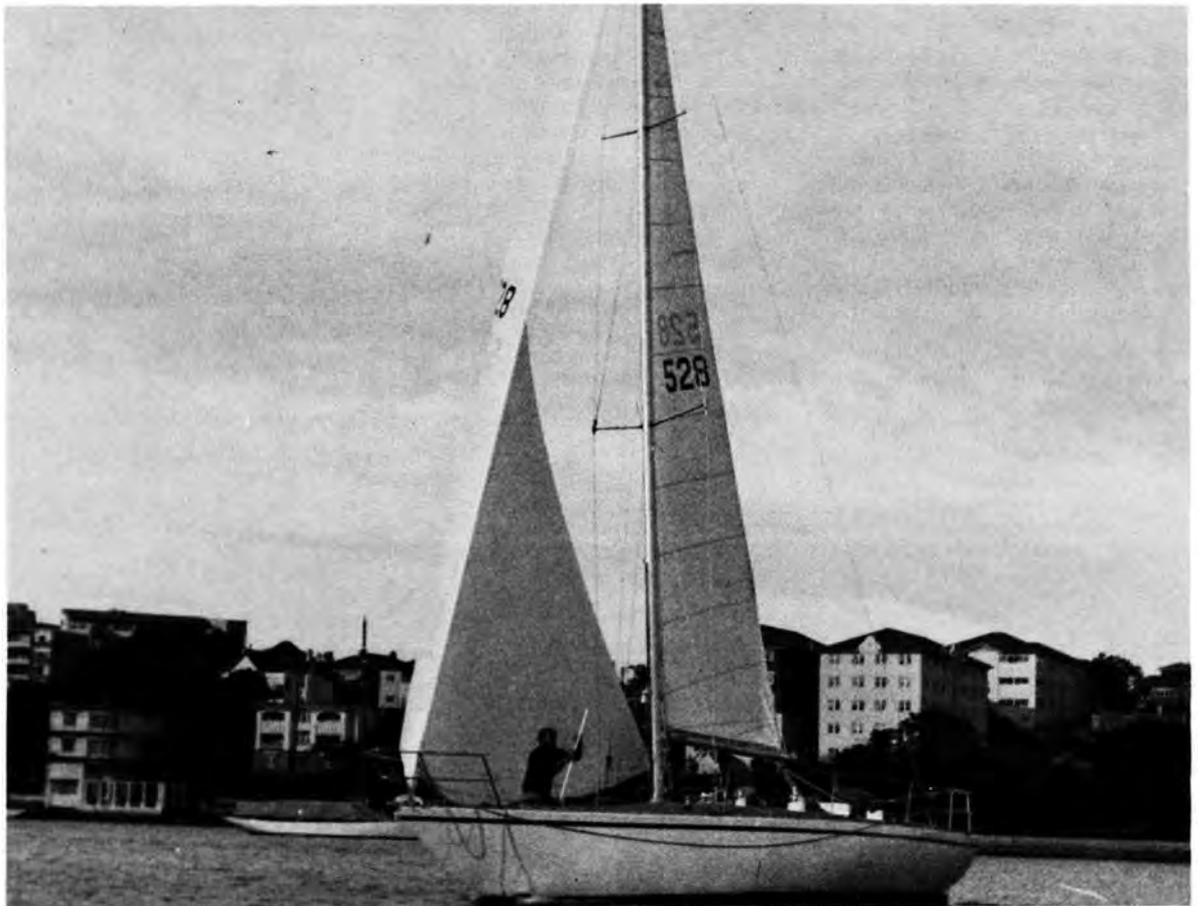
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# INTERSTATE REPORT

## SOUTHERN SCUTTLEBUT

A fairly strong contingent of Victorian Yachts is entered for this year's Sydney-Hobart event. Entries received by the CYCA so far are — *Appaloosa* — R.T. Spence; *Bacardi* — J. Gould & W. Rockliff; *Bumby* — P.J. & R.S. Robinson; *Dorothy II* — E. Wall-Smith; *Fantasy Rag* — J. Musgrove; *Gumblossom* — P. Joubert; *Koomooloo* — R. Young; *Mark Twain* — R. Langman; *Nudumsky* — L. Falshaw; *Pania II* — E.N. Fuller; *Pintado* — E.H. Wilson; *Superstar* — K. Farfor; *Taurus* — A.M. Kelso; *Vittoria* — L. Abrahams; and *Wild Goose* — D. Russell. The ORCV was not sure at the time of writing how many of these yachts will participate in the Queenscliff-Sydney race scheduled to start on December 14, although most will probably cruise to Sydney.

The West Coaster seems set to be a fairly interesting event this year. There has been some discussion in the press about whether King Island should be left to port as a mark of course. A decision has now been made that skippers can either pass to seaward or take the shorter, but more testing, inshore passage. The decision was made based on information that the inshore passage was now better marked with new navigating beacons and was considered safer. With entries closed, the skippers who will face this decision will be — *Four Winds* — Stan Gibson; *Astrolobe* — Bob Gear, *Paien* — Fred Short, *Jisuma* — Ted Freeman; *Ramrod* — Ken Lippold; *Widgeon* — John Bish; *Monsoon* — Ian Cameron; *Ile Ola* — Geoff Ward; *Wendy II* — Bill Brown; *Winston Churchill* — Graeme Warner; *Joma II* — Max Gill; *Artimus* — Peter Stokes; *Tawarri II* — Bill Croft; *Pagan* — Reg Hare; *Dunedoo* — Fred Finlay and *Mercator* — Len Barker.

One point of interest, is that *Jisuma*, *Wendy II* and *Tawarri II* are each making the west coast trip for the third time. Heavy media coverage, including a live telecast and radio descriptions from an aircraft of the start, are planned. An impressive list of dignitaries, including the Governor and Premier of Victoria and other politicians, will also attend the start. As the first leg of the Bass Strait Circuit will commence simultaneously, this



should be quite a good start for the public at large. The start will be off St Kilda breakwater and the finish of the Bay leg

will be at the West Channel Pile light. Both fleets will be re-started at Queenscliff on the first favourable tide. Yachts will not be allowed to proceed independently through the Rip as has been reported elsewhere.

With the summer season now well under way, although unsettled weather persists, two major races for the IOR fleet have been decided. The first was the Red Hand Trophy organised by the Sandringham Yacht Club, over a course of 84 miles in the Bay. Line honours were taken by *Superstar* (Keith Farfor) with first place to *Vittoria* (Lou Abrahams), second to *Bacardi* (John Gould and Bill Rockcliff) and *Superstar* took out third. The JOG Division was won by *Tiendi* (Bob Fell), second was *Elizabeth* (Tim Crespin) and third, *Damel* (W. Currie).

The ORCV ran their annual race from Queenscliff to Portland on Saturday, 2nd November. The start was at 0430 hours with a 20-25 knot south easterly moving the fleet of 14 yachts smartly. *Banjo Patterson* (Russell Evans) completed the 163 miles to Portland first in a little under twenty-four hours. First place went to *Koomooloo* (Ron Young), *Bacardi* (John Gould & Bill Rockcliff) was second and *Superstar* (Keith Farfor) third.

The Sandringham Yacht Club has run three races for their summer Half Ton Pointscore Trophy. Results were:

- |        |   |
|--------|---|
| Race 1 | <i>Providence</i> — Tommy Stephenson<br><i>Gumblossom</i> — Peter Joubert<br><i>Shiraz</i> — Des Baxter |
| Race 2 | <i>Providence</i><br><i>Gumblossom</i><br><i>Pajen</i> — Fred Short                                     |
| Race 3 | <i>Providence</i><br><i>Shiraz</i><br><i>Vandal</i> — Jim Vickery                                       |

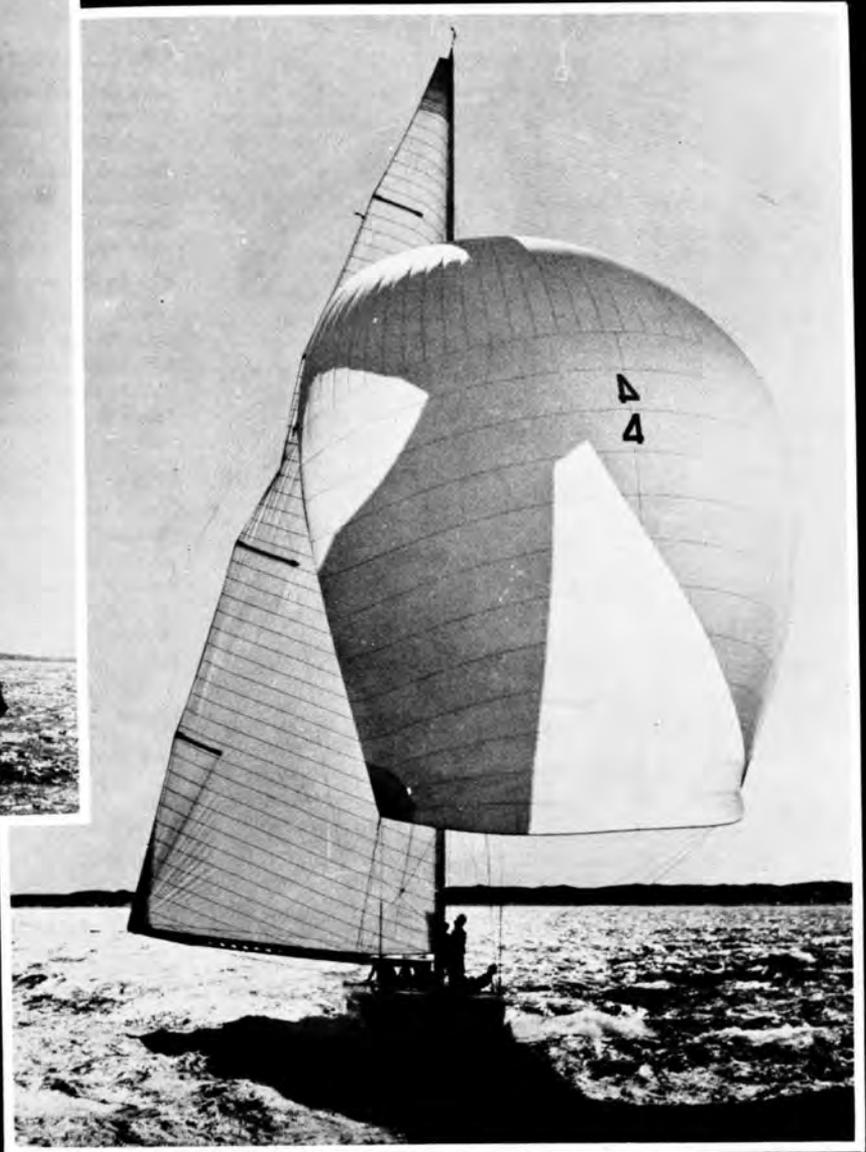
*Providence* left Sandringham in mid November for Sydney to compete in the Dunhill series. She has been the half tonner to beat on the Bay so far and has been consistently sailed by a top crew. Victorian half ton owners will be watching the results of the Dunhill series with interest to see if *Providence* can make any impression on the top Sydney "halves". For Tommy Stephenson and his crew, this series will be the opening round in a programme which will include the Eden JOG Regatta and Level Rating Series.

A recent visitor to Melbourne was Rob Antill from North Sails Rob, managing to combine business with pleasure, found time to sail on Keith Jones' ¼ tonner *Tasquay* at Sandringham in an afternoon club race. One thing which impressed Rob was the suitability of Port Phillip for ¼ and ½ racing.

— JOHN ROSS



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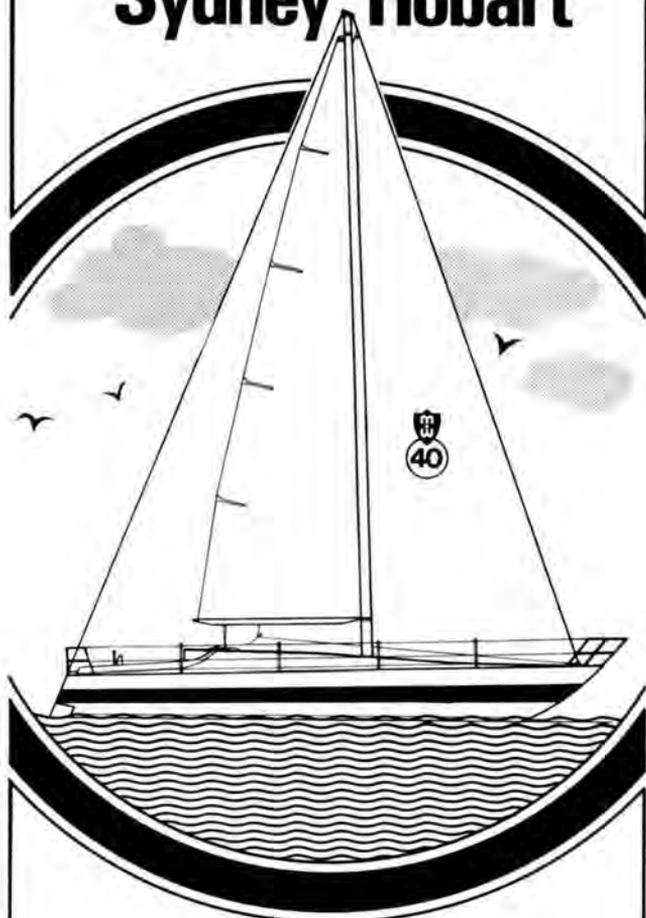
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# This One-tonner won the Sydney Hobart



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## ANDERSON BROS.

ONE TON

### LEVEL RATING:

July 10th saw the birth of "half tonning" in the West. A Half Ton Association of Western Australia was formed at Royal Perth Yacht Club on this date, and 40 interested yachtsmen elected Jim Granger president of this new Association. Jim is well known for his successes in *Tangaroa*, a Wagstaff half tonner which was the first W.A. built boat to rate 21.7. Last year he won the Geraldton and the Cape Naturaliste (320 km).

The W.A. group has adopted a Constitution based on the New South Wales Half Ton Association with minor variations concerning the eligibility of boats, owners and skippers for races run under the auspices of Y.A.W.A. The proposed Constitution has been submitted to the Yachting Association of Western Australia for acceptance and recognition.

The biggest problem facing yachtsmen here is the measurement of the 15 to 20 half tonners expected to be launched before the close of the 1974/75 Season. Dr. Brian Leary, Western Australia's only I.O.R. Measurer, has been supplemented with four assistants from the Half Ton Association and they will be trained to measure accordingly and will eventually become certified I.O.R. Measurers. This new team will comprise Graeme Tilly, a Naval Architect of R.A.N. fame, Kim Swarbrick, the young designer of the Spacesailer, John Bayliss and Steve Ward. Both John and Steve have also designed a half tonner and a quarter tonner respectively.

The majority of the fleet will be stock hulls and will include the Spacesailer 27, the Vandestadt Spirit 28, the Custom 30, the well known Endeavour 28, Graeme Tilly's G.T.S. Half Tonner, and from Miller & Whitworth a cold moulded half tonner.

The Association plans to arrange Level Rating Races within already programmed races for a Half Ton Consistency Trophy. The races selected are:

The Yanchep Sun City (220 km) and the Mandurah (155 km) plus a selection of the frequent shorter races to and from Rottnest Island.

The first Level Rating Race is scheduled to be sailed over a short course off Rottnest Island on the January long weekend and will include  $\frac{1}{4}$ ,  $\frac{1}{2}$ ,  $\frac{3}{4}$  and One Ton divisions.

The W.A. Association's Constitution has built in provisions for visiting Australian and overseas competitors which will be eligible to race in individual races, series, or championship events. Any Eastern States skipper contemplating a trip to the West should overhaul his heavy weather genoas and check with the W.A. Association Secretary, Peter Jackson, P.O. Box 300, West Perth, 6005.

The other Association which was formed to look after the interests and measurement of all other Level Rating boats is known as the Level Rating Association and is presided over by Don Leggett.

### Ketchup

Rolly Tasker's new 9.7m *Ketchup* closely resembles the Dufour

# Australian Report

27 (8.2m), an American boat bearing the same name, and has been doing some fairly active sabre rattling in the hands of the highly competent *Siska* boys. This brilliant red, high sided, plump little boat appears to be fairly quick down wind providing the breeze is fresh. She pivots rather noticeably about her fore and aft axis, thus giving the impression of hobby horsing. Weight distribution is critical in a sloppy sea way and although swift on the wind, she does tend to make a bit of leeway in light airs.

## ESPERANCE

*Pilgrim*, the highly successful Cole 40 from N.S.W. has been sold to Esperance skipper Tim Rattan. *Pilgrim*, which represented N.S.W. in the Southern Cross Cup last December, will add much to the very active Esperance Fleet. There is also a very strong rumour that Ben Copley, also of Esperance, is negotiating with Ron Langham of Melbourne to acquire *Mark Twain* — also of S.O.R.C. fame.

## SAFETY

The Offshore Committee of Y.A.A. has, this year, produced a compulsory safety certificate which will be required by a yacht wishing to enter an offshore event. This certificate will be completed by the Club's Safety Officer and a copy will go on file in the appropriate Club.

## and from Bondie the Battler

Not to be daunted by his singular lack of success with *Southern Cross* in the America's Cup Challenge, Alan Bond now sets his sights on selection in Australia's Admirals Cup Team, and some very exciting duelling should take place between his new Miller boat, Syd Fischer and Jack Rooklyn.

In Western Australia the 1974/75 Season got under way with the Geraldton Race of some 366 km. Twenty boats started at 0900 on Saturday 5th October in drifter conditions and by 1500 only four boats had rounded the west end of Rottnest Island, a distance of 24 km. The two new Tasker 9.7m  $\frac{3}{4}$  tonners *Ketchup* and *Terpsichore* were very prominent with such well known boats as *Brutta Faccia*, a Carter 11m, and three S & S 34s safely tucked away. For the next five to six hours the light airs prevailed until well into the night with only a gentle westerly to help the fleet make some northing. The barometer dropped slightly, and sure enough the breeze veered north west and strengthened. With the prospect of a blow, many boats clawed as far off the coast as possible. By 1000 on Sunday the wind had piped up to 30-35 knots and the seas had risen proportionately. The heavier more powerful boats like *Apollo*, *Brutta Faccia* and the S & S 34s relished these conditions and slowly worked their way to the leading positions. The casualties were a Duncanson 29, *Toraveau* — a long plywood chined boat and the two new Tasker  $\frac{3}{4}$  tonners. *Ketchup* retired to Fremantle due to her crew being sea sick and *Terpsichore* retired to Jurien Bay, which is approximately half way to Geraldton. *Terpsichore* fell off an immense sea fracturing two fore and aft stringers and puncturing her lamin-

ated plywood skin. *Terps* was making quite a bit of water and we all agreed that if she fell off another such wave she would probably sink, so in we went and followed the reef line three miles north from Escape Island to the entrance to Jurien Bay which we entered with very little trouble.

The Carter 11m *Brutta Faccia* won the Geraldton outright with *Perie Banou*, Jon Sanders' S & S 34, runner up. Jon Sanders lost his previous boat *Theodora* in the same race two years ago.

The return race commenced in Geraldton Harbour on Friday 11th October at 1715. The 25-30 knot sou'wester produced a lumpy uncomfortable sea and the first casualty occurred soon after the start when *Siska* stove in a forward frame.

*Apollo II* lost her rudder off Port Denison during the night and had to be towed back to Geraldton.

Guy Fornaro's *Brutta Faccia* scooped the trophy pool by winning the return race and the overall race on both IOR and TCF. *Touche* — Kim Swarbrick was second and *Perie Banou* — Jon Sanders was third.

— JONATHAN FARMER

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# CLUB NOTES

## Commodore's Report

Dear Members,

One of the difficulties facing the Board of an organisation such as our Club is to get a consensus of members.

The Club represents a collection of several different groups which have widely different concepts of what the function of the Club should be.

Without doubt it seems we are all agreed that the main function is the fostering and conduct of ocean racing. However, only a minority of the boats on our marina take part in any form of racing.

It would seem that your Board has found a consensus in the proposals which were presented and voted on at the Extraordinary General Meeting on November 18th. As soon as all necessary approvals are obtained, and they are numerous, we will proceed, but it is obvious now that we can only hope to have the car park constructed by mid December. The remainder of the proposals will have to wait 'till the new year.

Copies of revised By-Laws have been posted to you and Members agreed to the new Articles of Association on November 18th. This completes the technical revisions which were necessary.

I am determined to eradicate larrikinism in the club this December. We want all members to bring their wives to the Club during this most interesting period. Cases of drunkenness and use of bad language will be severely dealt with, and any visiting crew members who misbehave will be banned from the Club premises.

Similarly, owners must ensure good behaviour of their crews in Hobart. This is an explicit injunction on owners and they will be held responsible for any transgressions. Cases in the past have been rare but yachting journals throughout the world have over the last year commented on this problem.

Your Sailing Committee and Sailing Secretary have already worked hard and long on this year's Hobart Race which promises to be a great success. Though numbers are down, interest is very high. The race between the maxis will get the greatest pub-

licity but Club Members will be more interested in the performance of the Admiral's Cup contenders and the line racing yachts particularly the half-tonners.

Good conditions and good luck to all contenders.

— J.P. DIAMOND

## from the Sailing Secretary

As predicted in the last issue the Season has provided interesting competition with good fleets in all divisions, and the mark layers continue with their excellent job of placing the marks in "spot on" positions.

I find it difficult to provide a true "pen" picture of the scene aboard *Offshore* during the last minutes in which the direction of the first windward leg in S.O.P.S. courses must be decided upon. We are debating whether we should endeavour to recruit a Fortune Teller (preferably gipsy type — female) to assist David Goode in the final decision, as most of the predictions provided by the various Authorities are proving correct only some of the time. Or maybe David does not need it, as we are assured by the majority of competitors that the courses set to date have provided interesting "work outs" and are a vast improvement on previous seasons when your Committee was restricted to marks in fixed or almost fixed positions.

The combined C.Y.C.A.—M.H.Y.C. Half Ton fleet with an average of 19 starters, Division 4 with a regular 14 and the Combined 1, 2 and 3 averaging 20 is good but we would like more of our owners to be "in it", you don't know what you are missing, if you have a yacht capable of racing offshore. We will find a division for you, and this offer is not only to C.Y.C.A. members.

The arrival of *Bumblebee 3* is giving the fleet further times to strive for in her first races here and we look forward to the arrival on the scene of *Ragamuffin*, *Leda*, *Apollo III*, *Bally Hoo* and *Geronimo*.

The report that Division 4 is convinced that there is a shorter way around Lion Island in O.P.S. races has so far been treated with some scepticism, but if they keep up the record, we may have to consider a base with emergency rations on the western corner of the Island.

— MAX LEES

# House Committee

The House continues to trade ahead of budget and with our busiest period coming up, the year's result looks like being a very satisfactory one.

The Committee notes that this result will be achieved despite the imminent loss of one of the bar's greatest supporters, viz. John Dawson who will be disappearing into married bliss.

Casting back over all events since our last report . . . the second slipway barbecue on October 12 was another success — this casual, no fuss formula is proving very popular. David Goode deserves thanks for supplying his stereo and (20 year-old) swing music.

There was a disappointing roll up for the screening of "Cabaret", but the Committee believing that "a new hotel is never booked out on the first night", is keen to schedule another top movie — why pay three bucks in town?

The October Beer and Prawn night had to be postponed to a future date owing to the lack of ticket sales prior to the evening. There was a lot of interest shown for this night but confirmed bookings are necessary at least three days in advance for staffing purposes and for ordering the prawns.

The Boat Owners' Dinner was unanimously acclaimed as a huge success by the 93 who attended. Guest speaker, Bob Miller fresh from Newport held his audience for an hour on both the humorous and serious side of the recent America's Cup Challenge — we hope to have him as a guest speaker again in the future.

The Admiral's Cup Challenge activities got off to a good start early in November with a Cocktail Party with attendance around the 250 mark.

Coming events through December include a barbecue at Quarantine. Bob Mundle will be providing six of his lasers on November 24 for some short racing. All members are invited to have a go — Hughie Treharne and Mike Fletcher are among those racing. The blue swells will be really able to tell how good they are without a crew to back them up!

The Children's Christmas Party is set for Sunday December 15th at 2.00 p.m. Members' children up to nine years are invited. Father Christmas and Pogo the Clown will be there so make sure the "littlies" are booked in for their day — application forms at the office.

This year the Christmas Party will be held at the Club in the form of a "Hawaiian Night". Drink, dance, drink, eat under the stars to the music of the "Dark Tans". Supper will be sizzling Bar-be-Que Ham Steaks with Tropical Salad. This evening will be a sellout — as numbers are limited — tickets at \$6.00 each will be rationed to two only per member, so be sure to book.

Once again we request that you book early for meals in order that the catering staff at lunch and dinner can be well prepared to serve you in one of the most beautiful spots in Sydney.

1974 Sydney-Hobart Race T-Shirts are available — how about one for yourself or for a Chrissy present.

— A. CABLE

# Ladies Committee

## C.Y.C.A. LADIES COMMITTEE MELBOURNE CUP FUNCTION

A beautiful spring day, with the clubhouse filled with flowers, helped make the Ladies Committee Annual Champagne Melbourne Cup Luncheon on the 5th November a gala day. Many members and their friends had lucky wins and all who attended had a most enjoyable day.

## PRE-SYDNEY-HOBART RACE INFORMATION DESK

From 20th to 26th December, members of the Ladies Committee will be on duty at the information desk, in the foyer of the Clubhouse.

For a number of years, this service has been available to members, visiting yachtsmen and the public, as the main office is very busy during this pre-race period.

As well as general information we have available:

- Sydney-Hobart Race Programs
- Offshore magazine
- Sydney-Hobart Race T-Shirts
- Mail for members and visiting yachts
- Chart of marinas with yacht berth numbers
- Stamps and envelopes
- Travel timetables
- Ferry tickets for viewing the Hobart Race start.

Jeannette York  
President



# Letters

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21 Bath Street,  
Battery Point, Tas. 7000

31st October, 1974,

Dear Sir,

I read with interest Mick York's informative article "Mast Overboard" in the October *OFFSHORE*, and having lost two masts offshore myself I can agree with his comments. I agree particularly about the part that the loss of a mast at sea is usually due to carelessness, or lack of attention to detail. Unfortunately this sometimes does not become apparent until after the event when everyone knows the right way to do things, so I am writing this in the hope that our mistake, or omission, will prevent others getting into unnecessary trouble.

On *Lass O' Luss* — a 42' Robert Clark cutter in the 1959 Montagu race we were caught by a large breaking wave on the beam whilst off Botany Bay on the way home. We were reaching in about 30-35 knots of breeze, with staysail and heavily rolled down main, when suddenly we were upside down, returning back up the way we went over, so avoiding a full capsized. As a result of this unplanned manoeuvre we still had our mast but we lost a hatch, flooded the motor, injured half the crew, and took a lot of water down below. This was just after sunset, with an increasing E.S.E. gale. We reduced sail by lowering the main, and it was here we committed our error. We left the rolled up main, now tied down to the boom, supported only by the topping lift, which ran to the top of the mast. We did not rig the boom crutch, to take the weight of the boom and sail.

Later that evening we parted the staysail sheet, and lowered the staysail. We tried to set the storm jib, but blew out the clew whilst doing so. By this time, we were only a mile or so off South Head, but we were reluctant to try to go in, as there were breaking waves right across, we had no motor, no usable sails and certainly no enthusiastic crew. The wind had shifted S.E. and we were increasing our sea room, so we were relatively safe.

At this point we flicked on a wave and broke the mast while under bare poles. In looking back it was undoubtedly the weight of boom and sail hanging on the topping lift that caused a shock loading. The cap shroud, upper shroud and one lower parted and the mast broke at the lower spreaders. To show how much the load must have been, one galvanised turnbuckle broke the screws at both ends simultaneously.

Another error was now apparent, as we had no bolt cutters on board. We either unscrewed turnbuckles, or chopped through wires with an axe, until we finally disposed of the mast. Plans to leave the forestay attached and use it as a sea anchor were abandoned when a halyard fouled the rudder and the mast stayed alongside.

We made sea room under stump mast and boom until daylight, and sailed into Broken Bay the next morning under sailbags set on the rigging. Although chastened by the experience, the obvious lessons were learnt and I hope this letter will help pass them on to others.

Yours faithfully,  
M. Desmarchelier

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#### OUR "OLDEST" EMPLOYEE

The CYC loses its "oldest" employee on December 24 — Sherri Anderson, who is getting married and moving to Melbourne. Sherri has become a favourite and familiar face since she joined the staff in October 1963. As she happily begins her new life, the CYC sadly wishes her the best for the future and heartfelt thanks for her devoted service.

Sherri Anderson



Charles Ringland

Signing  
Out...

... Signing  
in

#### OUR RETIRING EDITOR

Dan Stojanovich has resigned his post as Editor of *OFFSHORE* to take up a senior position with Yunken Freeman, Architectural and Environmental Planning Consultants in Melbourne. Dan, who holds MBA and Bachelor of Engineering degrees, has done an exemplary job for *OFFSHORE* since he took over as Editor with the April 1974 Edition. We wish him success in his new career and hope to see him back some day.

Dan Stojanovich



David Colfelt

#### OUR NEW ACCOUNTANT

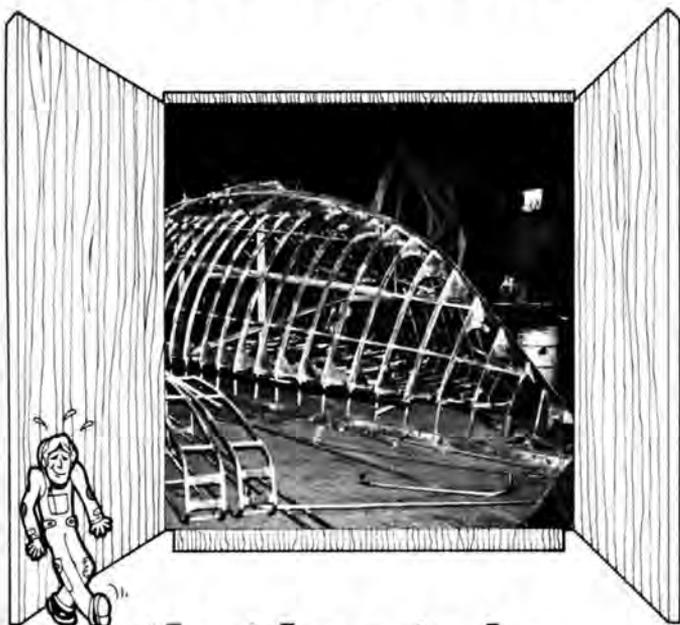
Mr. Charles Ringland recently joined us as the Club's Accountant. He has had long experience in the accounting profession, his last post being Company Secretary for a Real Estate organisation for a period of nine years. Sailing is not among his interests — he is a member of Bondi Golf Club and in the past has played A Grade Tennis and, for a time, First Grade Cricket, with Petersham.

Charles has a wife, two grown-up girls and a boy. We wish him a long and happy association with the C.Y.C.

#### OUR NEW EDITOR

The new Editor of *OFFSHORE* is David Colfelt, who joined the CYC in 1972 and who has been with the Publications Committee since June this year as photographer and contributor. He is an executive with a pharmaceutical company. Originally from Philadelphia, David got his early sailing experience in Nova Scotia and on yacht ferry trips on the U.S. East Coast from Maine to the Chesapeake Bay. He is now a permanent resident of Sydney and keeps his Hood 23 at the CYC.

There's a skeleton  
in our cupboard



that has to be  
moved...

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## One upping the measurer

The Y.A. of NSW is the Measuring Authority for Offshore Racing Yachts under the IOR Rule, and as such, recently received advice from a Measurer that during an inclination the owner was observed raising the flag hallyard and staff which appeared to be large and which created quite a clatter on the mast as it was being raised.

On inspection, the staff was found to consist of a heavy steel rod of substantial proportions, painted white, and obviously intended to favourably affect the inclination of the yacht.

From questions asked at the time, it would appear that others may have used this practice in the past, undetected.

A similar situation occurred in relation to a hull dimension which had been altered since initial measurement. Re-measurement was requested without indicating the re-measurement necessary.

When asked by the Measuring Authority what had been altered, an assurance was given that only one area of the hull had undergone 'surgery'. The Measurer decided to check the after girth area whilst the boat was on the slips and found that alterations had occurred which altered the position of the girth and adversely affected the rating.

As a result of the above, Clubs are requested to bring to the notice of their members who have, or are contemplating an IOR Measurement, that the YA of NSW as the Measuring Authority, intends to act under IYRU Rule 74 should any infringement be proved. (Rule 74 provides for suspension from racing of any owner, owner's representative, helmsman or sailing master of a yacht, for such period deemed suitable, for gross infringement of I.Y.R.U., sailing instructions, or class rules.)



# MARINA NEWS

by JACK NORTH

• The cruising season is on again and several yachts have visited the marina in recent weeks. Among them is *Shaylene*, a fifty foot cutter designed by Jerry Breekveldt. Launched in May 1973 by Steel Yachts and Launches at Picton in the South Island of New Zealand, the hull was fitted out and completed by her owner, Russell D. Foley. A six cylinder Gardner gives the yacht about 8 or 9 knots under power.

Leaving Picton, *Shaylene* sailed for the Fiji Islands where she remained for seven months or so before proceeding to the New Hebrides. From Vila she continued to the Solomons before making her way to Cairns. She arrived at the C.Y.C. marina on 4th November, 1974, and hopes to be home in Picton before Christmas.

Apart from Russell Foley himself, the crew consists of his wife Maureen with 11-year-old Cheryl as bosun and Wayne (9 years) and Mark (6 years) doing duty as seamen. The crew report that the voyage has been perfect.

• *Scherezade*, a New Zealander who passed through Sydney a couple of years ago, is said to be at Moolooloobah and should be here soon. Also noticed in Rabaul in October was *Crusader*, a Canadian yacht that was at the marina last February, as reported in *OFFSHORE* for that month. Don Sorte is recruiting crew for the next stage of his voyage although the three poodles and the parrot are still on board.

• *Ventura* arrived on 4/11/74 after a 16-day crossing from Auckland. This Vertue class cutter, built of New Zealand kauri, was launched in 1956 and her dimensions of 25 feet by 9' 3" on a draft of 3' 10" make her one of the smaller ocean travelers to berth at the marina. She has wind vane self-steering gear and her motor is a Volvo Penta diesel for which she carries ten gallons of fuel.

Ian Johnson and his wife, Kerry, propose to cruise to Brisbane, Komoto and Vila prior to sailing the Indian Ocean. Cocos Island, Mauritius and Madagascar are projected ports of call.

• The barquentine *Eolos* was seen in Singapore in October. Some of her crew sailed in C.Y.C. yachts during the winter racing season just ended.

• A new addition to the C.Y.C.A. fleet is Pat Corrigan's *Aquarelle*, an Ericson 37 imported from the United States by Southern Cross Yachts Ltd. The Alspar mast is Australian built, however.

Designed by American Bruce King, the 37 is a follow-up of the other Ericsons, of which the 32 was briefly described in December's *OFFSHORE*. *Aquarelle* combines comfort with speed and will probably be used for cruising as much as racing.

Her auxiliary power comes from a Volvo MD2B, 25 h.p., similar to that fitted in the Ericson 32.



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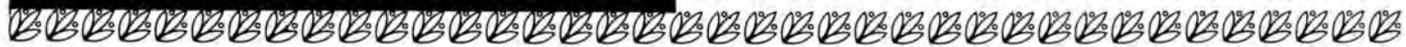
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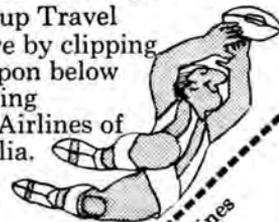


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