

OFFSHORE

NUMBER 15

DECEMBER 1973

PRICE 30c

SOUTHERN CROSS CUP 1973



1967

NEW
SOUTH
WALES

1969

NEW
SOUTH
WALES

1971

NEW
ZEALAND

1973

Ericson yachts...



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Eight Teams For SOUTHERN CROSS CUP by TONY CABLE

The fourth series which starts on 15 December promises to be the hardest fought yet with a large number of highly promising individual yachts with teams from U.K., N.Z. and Hong Kong, ready to do battle with Australian teams from N.S.W., Victoria, S.A., Tasmania and W.A.

The series consists of two offshore 30 mile races, a 180 miler and the Hobart. There seems every chance that the Hobart winner will come from one of the teams.

To run through the entries team by team, the first is from Hong Kong, represented for the first time. Hong Kong could well figure in the placings with the main hope centred on the brand new Ceil III, a one-tonner Miller design built locally for Bill Turnbull. She showed outstanding potential winning her first 30 mile race by a long margin and this was followed by a fifth after Ragamuffin in the Cabbage Tree Race.

Victorian Rick Laylock's S & S 34' Aquila which just missed Victorian team selection after some good scoring, has been chartered by Dr. John Park, Hong Kong's Olympic Dragon Tempest helmsman. The third member of the team is the N.S.W. 57' Apollo, chartered from Jack Rooklyn by Peter Jolly of H.K. and sponsored by the Hong Kong Yacht Club.

While she should feature with line honours in the series, she could still contribute valuable team points as she is capable of handicap results indicated by her sixth overall in the recent Cabbage Tree. She was the top scoring Australian yacht in the Fastnet Race and registered course records for the Round the Island Race and the Cowes-Dinard.

N.S.W. has a very solid team with the proven performers Pilgrim and Ragamuffin and the newly launched 47' Love and War. Little new can be said about the first two members. Graham Evans' One Tonner Pilgrim continues to be extremely well sailed and is always a threat on handicap. Syd Fischer's 48' Ragamuffin is always campaigned faultlessly and any yacht that beats her has to be outstanding. Peter Kurts' Love and War has already registered her first win in the 180 mile Woollahra Cup Race in November which she won by 27½ minutes on I.O.R. time. She is from the same stable as the dominant German Admiral's Cup Team member and Fastnet winner Saudade and also sister ship to the new Prospect of Whitby. All the N.S.W. crews are highly experienced, the boats are in top form and they will be really making it a great battle for the Cup.

TEAMS/YACHTS	OWNERS	SAIL NO	LENGTH OVERALL	I.O.R. RATING	DESIGNER	BUILDER
HONG KONG						
Apollo	Charterer: P. Jolly	1400	57'6"	51.3	R. Miller	Griffin
Aquila	" : J. Park	S44	33'6"	24.6	Sparkman & Stephens	Swarbrick Bros. W.A.
Ceil III	W. Turnbull	C177	40'	27.5*	R. Miller	D. Brooker
N.S.W.						
Love & War	P. Kurts	29	47'	35.4	Sparkman & Stephens	Quilkey Bros.
Pilgrim	G.N. Evans	226	38'6"	27.5	Sparkman & Stephens	D. Brooker
Ragamuffin	S. Fischer	70	48'	38.1	Sparkman & Stephens	Quilkey Bros.
NEW ZEALAND						
Barnacle Bill	D.W. Johnstone	1710	42'	32	Sparkman & Stephens	K. Dobson
Inca	E. Julian	1730	45'	34	Sparkman & Stephens	Steel Yachts & Launches
Quicksilver	B. Wilson	1761	41'	29.7	Sparkman & Stephens	B. Wilson
SOUTH AUSTRALIA						
Aquarius	R. Francis	SA49	34'	27.2	J. Duncanson	J. Duncanson
Morning Hustler	R. Fidock	SA52	33'	24.5	Sparkman & Stephens	Swarbrick Bros.
Morning Mischief	R. Cavill	SA117	33'	23.8	Sparkman & Stephens	Swarbrick Bros.
TASMANIA						
Astrolabe	A.R. Gear	6	31'9"	21.9	John Lidgard	Jock Muir
Binda	A. Rundle	M2	36'	27	R. Swanson	Swanson Bros.
Nike	C. Davies	A3	35'	24.3*	Sparkman & Stephens	Max Creeve
UNITED KINGDOM						
Prospect of Whitby	A. Slater	130	47'	34.5	Sparkman & Stephens	Auisnvan/Berthon
Quailo III	D. Parr	684	55'	40.5	Camper & Nicholsons Ltd	Camper & Nicholsons Ltd
Superstar	E.A. Graham	K458	44'	33.6	Sparkman & Stephens	Nautor - Finland
VICTORIA						
Koomooloo	R. Young	SM73	41'	30.6	Kaufman & Miller	Quilkey Bros.
Mark Twain	R. Langman	SM101	38'6"	27.5	Sparkman & Stephens	Quilkey Bros.
Vittoria	L.J. Abrahams	SM33	42'	31.3	Sparkman & Stephens	Quilkey Bros.
* Rating to be confirmed.						
WESTERN AUSTRALIA						
Hellfire	K. Turner	R99	33'	24.5*	Sparkman & Stephens	Swarbrick Bros.
Rampage	P. Packer	RP20	40'	*	R. Miller	F. Crockett, L. Erikson
Siska	R. Tasker	RF9	59'	*	Sparkman & Stephens	Swarbrick Bros.



Morning Hustler

The New Zealanders, present holders of the Cup and having seconds and thirds in the first two series, will be again formidable contenders. This time they are fielding a team of much larger yachts than their previous combination of One Tonners Pathfinder, Runaway and Wai-Aniwa. They are all new Sparkman and Stephens designs, the largest being the 45' maroon coloured aluminium Inca, which won the 14 boat N.Z. elimination series with her best five races achieving 1-1-1-4-1 and was first across the line in each of the seven races. A close second to her in the eliminations saw the 41' Quicksilver owned and built by the well-known Brin Wilson, who won the Hobart with Pathfinder in 1971.

A clear third in the series was Barnacle Bill under the husband and wife ownership of Doug and Rosie Johnstone. They aim to do extensive cruising in her, but recognising that this up-to-date design should not be "wasted" on cruising early in her career, she has been set to exploit her race-winning potential. One other aspect of her form was a fifth in the Auckland-Suva Race.

Seven yachts contested the South Australian elimination series which comprised two 30 milers, a 180 and a 500 with representation honours going to the two S & S 34s, Morning Mischief and Morning Hustler with the third team member a

Keen racing promised

Duncanson 34, Aquarius. The South Australians therefore will be banking on a small boat Cup series and if this eventuates, they should come well and truly into reckoning. Morning Hustler was the top scorer in the elimination series and Morning Mischief with a first and third to her credit in her division in the 1970 and 1971 Hobarts is favoured with being the lowest rating S & S 34 in Australia. Aquarius has shown form in being placed second in the 360 mile Four Hummocks Race and third in the 180 mile Gulf Race. Again, a very well rounded small boat team.

The Tasmanians will be fielding a team of three yachts, Astro-labe, Binda and Nike. The Tasmanian Yachting Association adopted a policy of having two Hobart yachts and one northern Tasmania yacht in their team and accordingly Binda from the Mersey Yacht Club, Devonport, has the honour of representing the North. She is a standard Swanson 36' which sailed for Victoria in the 1971 Southern Cross series and since moved to Tasmania where she has competed creditably in several Bass Strait races, including her win in the von Bibra Offshore Trophy, a seven race series in Bass Strait. Hats off to this crew; most ocean racing yachtsmen are quite happy to get an easy trip one way across the Strait only once a year.

Nike is a Sparkman and Stephens 35' constructed of three skins of Huon pine in Hobart. She is not long launched.

After second places in the last two challenges, the United Kingdom is sending over a team that could quite readily take the Cup back home. Arthur Slater's Prospect of Whitby sister ship to Saudade and Love and War, just missed selection in the U.K. Admiral's Cup Team, but has since then been re-rigged to the masthead and is going very much better. She was this year's R.O.R.C. class champion with her points being made up



Vittoria



Inca

from a number of successes including first in Class I Cowes/Deauville Race and third in Class I in the Channel Race.

Quailo III, a Nicholson 55', was in the British Admiral's Cup team. Her results this year included second overall Le Havre/Royal Sovereign Race and eighth overall in the Fastnet. In 1971 she was second overall in the Fastnet after Ragamuffin and R.O.R.C. points champion of that. The third member, Superstar is a Swan 44, a Sparkman and Stephens design produced in Finland.

Victoria is basing her hopes on the veterans Koomooloo, Vittoria and Mark Twain. Lou Abrahams has always got the best out of the 42' Vittoria, though she seems to be nearing the stage of being outclassed these days; but she has a good crew who won't give anything away. Similarly, Koomooloo seems to have passed her peak after her Hobart win in 1968 and Admiral's Cup representation in 1971. In last year's Hobart she was sixth overall, so could nevertheless still contribute valuable team points. The team's best potential seems to lie with the One Tonner Mark Twain, sister ship to Pilgrim — but has to be sailed faultlessly to beat her. She was the winner of the One Ton Division in last year's Hobart, second in last year's Gascoigne Cup and second in this year's Melbourne-Apollo Bay race. This team will have to pull out all stops to do well in the series.

Finally, the West Australians are sending across a fairly well balanced team consisting of Siska, Rampage and Hellfire. Siska, designed and built by Rolly Tasker in 1970 raced in the 1971 Hobart but did not do well. However since then she has been extensively modified so that she is "not the same boat". Siska recently had line and handicap honours in the Mandurah 100 mile race, the Bunbury 200 miles and the Geraldton 300 mile races. She is a real galloper and should do well if conditions allow her to get her revs up. There will be a lot of



Ceil III

interest in Rampage, the just launched Bob Miller One Tonner, sister ship to Ceil III. There should be some good racing between this pair of highly potential yachts. The third member is another S & S 34 Hellfire. She has had a very good record since launching in 1971, including firsts in the Fremantle-Geraldton, Fremantle-Cape Naturalist and the Banbury.



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SEA SICKNESS

by HUGH GALLAGHER

Sea sickness, car sickness, train sickness, air sickness, are different varieties of motion sickness.

They are due to the balance organs situated within the internal ears being shaken about in unaccustomed planes or rhythms. Seasickness is manifested by nausea, lack of concentration, sweating, unsteadiness, vomiting and prostration. Domestic animals from sheep to goats are affected and there is evidence too that fish can be seasick.

Most of the studies on motion sickness have been done on military personnel. After the level of disability amongst soldiers in seaborne assaults in the Pacific War had reached 40%, an American Navy study claimed this could be reduced to less than 10%. More recently the American Aerospace Agency has been required to study the problems of spacemen floating upside down and roundabout plus the problems of re-entry and splashdown. The balance organs can acquire tolerance to the new form of motion or in popular terms "get used to it" by gradual exposure and the use of various anti-motion sickness medicines. There is no dispute that repeated gradual exposure will give tolerance. The spaceman is exposed on earth to simulated space conditions, so he can face his aerobatic future with confidence. The medicines available to him are in no way superior to those you may purchase at the local pharmacy.

It is well known that individual susceptibility to seasickness varies and there are some unfortunates in whom psychological factors are important with the memory of past unpleasant experience, who will get sick in excellent conditions. There is no guaranteed preventive but there is much that can be done. Phlegmatic individuals who are not susceptible, are frequently lacking both in sympathy for and comprehension of, the sufferings of the afflicted. The sufferer is just not fit to climb the mast, and lack of concentration could cause errors in pilotage. If he is quite ill he could not lift a finger to save himself in an emergency and dreams only of a helicopter to take him home, whilst he promises himself never to go sailing again.

Precautions: Recognise the hazard and also that anyone may become sick if weather conditions are bad enough. The occasional sailor who has not sailed for a long time and who knows himself to be susceptible, should go out initially in fine conditions, so his exposure is gradual. The "morning after" nausea, alleged to be familiar to party goers, should be avoided on the eve of a race. A full meal and a good sleep are also recommended. Inadequate clothing so that he becomes cold, wet and fatigued might cause him to be more at risk.

If the weather forecast is unfavourable or a past history of seasickness is known, the likely candidates should start their tablets *before leaving harbour* and continue to take them whilst at risk. Once nausea develops, it is not too late to take the first tablet but there is a risk it will be vomited before it is absorbed. Nevertheless do try, and if it is vomited within half an hour, take another one and lie down with the head as still as possible for half an hour, and hope for success. If unable to

retain the tablet, preparations are available in ampoules for injection as well as suppositories for insertion. If a suppository is fully inserted one can walk around not knowing it is there provided one has not forgotten to remove the silver paper.

Tablets should be repeated whilst at risk when their duration of action is exceeded, and they are listed below.

If nauseated it is folly to attempt a solid meal because this invites the stomach to vomit. Restrict oneself to water, soup, soft drinks and perhaps a dry biscuit. At this stage one feels better in the fresh air, away from the smell of food and the engine.

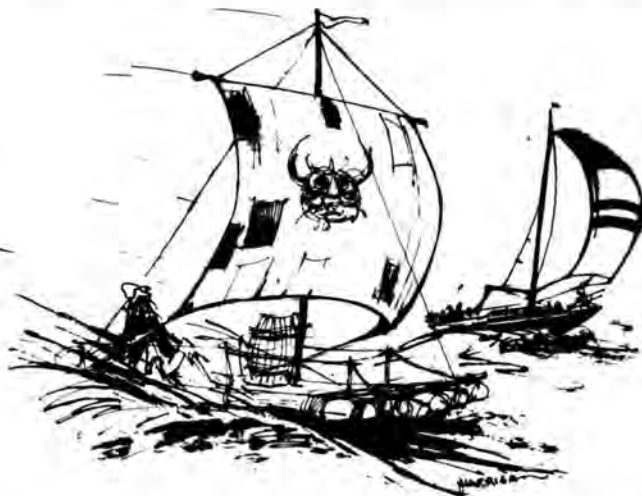
The windward side with the vision fixed on the horizon might help. If vomiting persists one must lie down, close the eyes, and keep the head still. This is usually only practical in a bunk. A bag or bucket must be handy as the smell of spilt vomit lingers and upsets others. A suppository or ampoule would still help at this stage. Apart from this one just hopes for better times.

The earlier antiseasickness medicines frequently caused sleepiness as a side-effect. This is much less with current ones but may occur. This possibility is increased by alcohol consumption.

Because a race can be lost, or a cruise spoiled because one member is "hors de combat", there is a case for abandoning the common fatalistic view, and attempting to avoid such distress.

Commonly-used Anti-motion sickness medicines (Adult Doses)

Name of Drug	Dose	Time to achieve full activity (hrs)	Duration of Action (hrs)
1. Hyoscine hydrobromide (Kwells)	0.4mg	½ - 1	4 - 6
2. Cyclizine hydrochloride (Marzine)	50mg	1 - 2	4 - 6
3. Diphenhydramine (Dramamine, Benadryl)	100mg 50mg	1 - 2	6 - 8
4. Promethazine (Phenergan, Avomine)	25mg 25mg	1½ - 2	12 - 24
5. Meclizine (Ancolan)	50mg	1 - 2	12 - 24



"Southern Cross Cup entrant or not — it's certainly a downhill flyer."

SOUTHERN CROSS CUP ENTERTAINMENT

On the 12th December Flag Officers of the Club will entertain all Southern Cross competitors at a Cocktail Party.

Prizes for the Southern Cross Races prior to Hobart will be presented at a normal Friday night dinner on the 21st December. All are invited.

Visiting yachtsmen are welcome to a special Christmas dinner on the 25th. This will be held in two sittings.



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COMMENT ON THE CLASSICS

by ROGER MOTSON

The Fastnet, Sydney-Hobart and Bermuda races are the unchallenged classics of full-crew ocean racing. Each have developed reputations as difficult and often rough races and their names are known by even the most confirmed land-lubbers.

They are similar in several respects, all about 650 miles in length, all partly across open water well removed from coast-lines and since 1967 all have been of an international series. The Fastnet forms part of the Admiral's Cup, the Bermuda race part of the Onion Patch and the Sydney-Hobart is now part of the Southern Cross Cup series.

The Admiral's Cup was started in 1957 by four members of the Royal Ocean Racing Club including the Club's Admiral, Sir Myles Wyatt, to encourage overseas yachtsmen to sail in British waters. They could never have imagined the effect their idea was to have on ocean racing. This year fifteen nations competed for the Admiral's Cup. Sixteen years ago only Britain and America competed for the Cup and it was the Americans who started the Onion Patch series in the alternate year. This really began the two-way movement of yachtsmen and their lead was followed by Australia in formulating the Southern Cross. Last year Brazil added the Rio Circuit. The format of all three is identical. Teams of three yachts compete in one 200-mile, two 30-mile and a final 650-mile race with a points bias in favour of the long offshore races.

The Sydney-Hobart and Bermuda races are predominantly running or reaching races and both are influenced by a current — the Gulf Stream, meandering across the course of the Bermuda race and the southerly current running off the New South Wales coast. The Fastnet, on the other hand, is in tidal waters and usually includes a larger portion of windward work. The most critical part of the Fastnet is usually the first twenty-four hours. The race is always started at highwater to give the smaller boats a fair chance of rounding Portland Bill before the tide turns foul. To do well in the race one must get clear of Portland before the tide turns since during springs the steam reaches five knots.

It is equally important to catch the tide at the Lizard and Land's End. In the Bermuda and Hobart races it is the final twenty-four hours which are critical. Bermuda is a small low string of islands and a difficult land fall. Several very well known ocean racers have sailed right past. In the Hobart race there are scores of yachts (Prospect included!) that have been

winning at the Tasman Light but it is only the fortunate few who have held their lead over the line and into the record book, and that is what counts.

For British crews a great difference in the Hobart race is the absence of commercial shipping. All our races take place in waters shared with coasters, super-tankers, ferries and even cross-Channel hovercraft travelling at forty knots. In the Solent the age-old tradition of power giving way to sail is reversed and in the Channel where yachts do not have right-of-way it is not always given. Two yachts have been involved in collisions with ships during the last four years, one with loss of the whole crew.

R.O.R.C. races no longer go near the Dover Straits after 70 yachts in the 1971 Bassurelle race were becalmed in thick fog in the world's busiest shipping lane. In the Fastnet the two legs along the south coast are in a shipping lane and Land's End can be like King's Cross in the rush hour. In the 1971 Hobart race on Prospect we did not see a single ship. Another problem for your visitors is the swell off Sydney Heads in light weather. This is quite different from anything we encounter in the relatively shallow eastern Atlantic or the Channel and North Sea which are only 30-40 fathoms in their deepest parts.

The three classics all present navigators with different problems. The Bermuda race is almost entirely in the open ocean. Celestial navigation is essential. The S-shaped course of the Gulf Stream can help or hinder your progress depending where you cross it. A careful watch for Sargasso weed, alteration of water temperature and humidity pays great dividends. Celestial navigation is virtually essential in the Hobart race as well, even though quite large parts of the course are in sight of the New South Wales or Tasmanian coast. The reasons are twofold, firstly the absence of coastal navigation lights and secondly the considerable and unpredictable variation of the Southern Current.

It is quite possible to do a Fastnet without a sextant and I would guess the majority of entrants never use one in the race. There are numerous lights on the south coast of England, which if the tide is foul and the wind light are a tantalising reminder of how slowly one is progressing. The Fastnet rock and the Bishop rock are the land marks of the two ocean legs. Although neither have radio beacons themselves there are beacons on Mizen Head close to the Fastnet and on Round Island (one of the Scillies group) close to the Bishop.

These three great races have many similarities yet each has its own highly individual character. Each benefits from the series built around it attracting the leading yachts from all over the world and stimulating the local fleet to have a go at the visiting Yanks, Brits, Aussies, Kiwis etc. But perhaps for those of us lucky enough to be able to compete in all three is the knowledge that one will meet old friends from previous Bermuda races in Sydney, from Hobart races in Cowes and from Fastnets in Newport, Rhode Island. As soon as one series is over the crews will be planning ahead for the next. Money is raised, yachts are shipped and somehow the time away from work is contrived. As I write this our own yachts are well on the way and the crews will soon follow. The 1973 Hobart will become the preoccupying thought of hundreds of yachties.

Roger Motson's many friends at the C.Y.C. will be glad to know that he will be sailing here on Prospect. He expects to arrive by December 6.

OFFSHORE

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THE 1973 HOBART RACE

by TONY CABLE

This year's Hobart fleet will be an all-time record with 98 entered. Even with the usual late cancellations, the number crossing the starting line will be well ahead of the 79 record totals reached twice previously.

Being a Southern Cross year, the quality of the fleet has been heightened by a number of top overseas yachts from the 14 entries coming from France, Germany, Hong Kong, New Zealand, U.K. and U.S.A. Along with these, there are 32 interstate entries with every State represented.

Some details of the competitors in the Southern Cross series are given elsewhere; included among the others not mentioned are the individual entries from France and Germany.

The French yacht *Variag* is a Carter design built by Frans Maas and launched in 1965. She is in peak form, being the 1973 R.O.R.C. Class III champion. The story goes, that one of our Admiral's Cup yachties persuaded her skipper to come down, with the result that this Parisian yacht was shipped to Noumea and will be sailing from there.

From U.S.A. is the 43' *Improbable* owned by Californian David Allen. She is a Gary Mull design built in Auckland. She is reported to be a downwind flier and to her credit recently was a third overall in this year's 2,225 mile Transpac, winning



Tasman Light, sentinel to Storm Bay or it could be Frustration Bay to many. "The Mercury" Hobart picture.



Keep an Eye on Prospect's Performance

Class B. She was launched in January 1971 and went on to gain fifth place overall in that year's Fastnet. Along with *Suraya*, a chartered Victorian yacht make up the U.S. Southern Cross Team.

The German entrant is *Makulu*, on the register of the Lubecker Yacht Club. She was designed by Winning and launched in 1961.

With such a large fleet competing, there might also be a chance of topping the record number of 14 retirements from the 1970 race, if this year's race is destined to be one of those periodic heavy ones. Someone noted that the last two Southern Cross series — 1969 and 1971, were relatively easy races and it would be interesting to see how our overseas visitors sail in the worst that Bass Strait can offer.

With the Level Rating Regatta being conducted next March, the Sailing Committee has decided to award special trophies to the leading Ton Class yacht — 2, 1, $\frac{3}{4}$ and $\frac{1}{2}$ ton, if five or more are entered in each category.

In the Half Ton range there is *Astralabe* (Tas.), *Concubine*, Lloyd Fallshaw's *Nudunsky* from Victoria, *Granny Smith*, *Skylark* and Peter Joubert's recently launched *Gumblossom* (Vic.).

There will be 4 Cole 43s — *Pisces*, *Polaris*, *Ruffian* and *Taurus*, all from N.S.W.

Another unofficial "class" will be the 6S & S 34s, *Aquila* (the Vic. yacht on charter with the H.K. Southern Cross team), *Boomeroo III*, *Hellfire* (W.A.), *Morning Hustler* (S.A.), *Morning Mischief* (S.A.), *Morning Mist* (Vic.) and *Marara* (N.S.W.).

With such a classy fleet it would be difficult to pick the eventual winner. If it is a big boat race, we could see *Pacha* trying to repeat her 1970 win, the Kiwis with *Barnacle Bill*,

The Committee boat for the Southern Cross races will be Dr. Dan's "*Peterlyn*", with support being given by Keith Storey's "*Marabou*" and Tryg Halvorsen's "*Baleena*".

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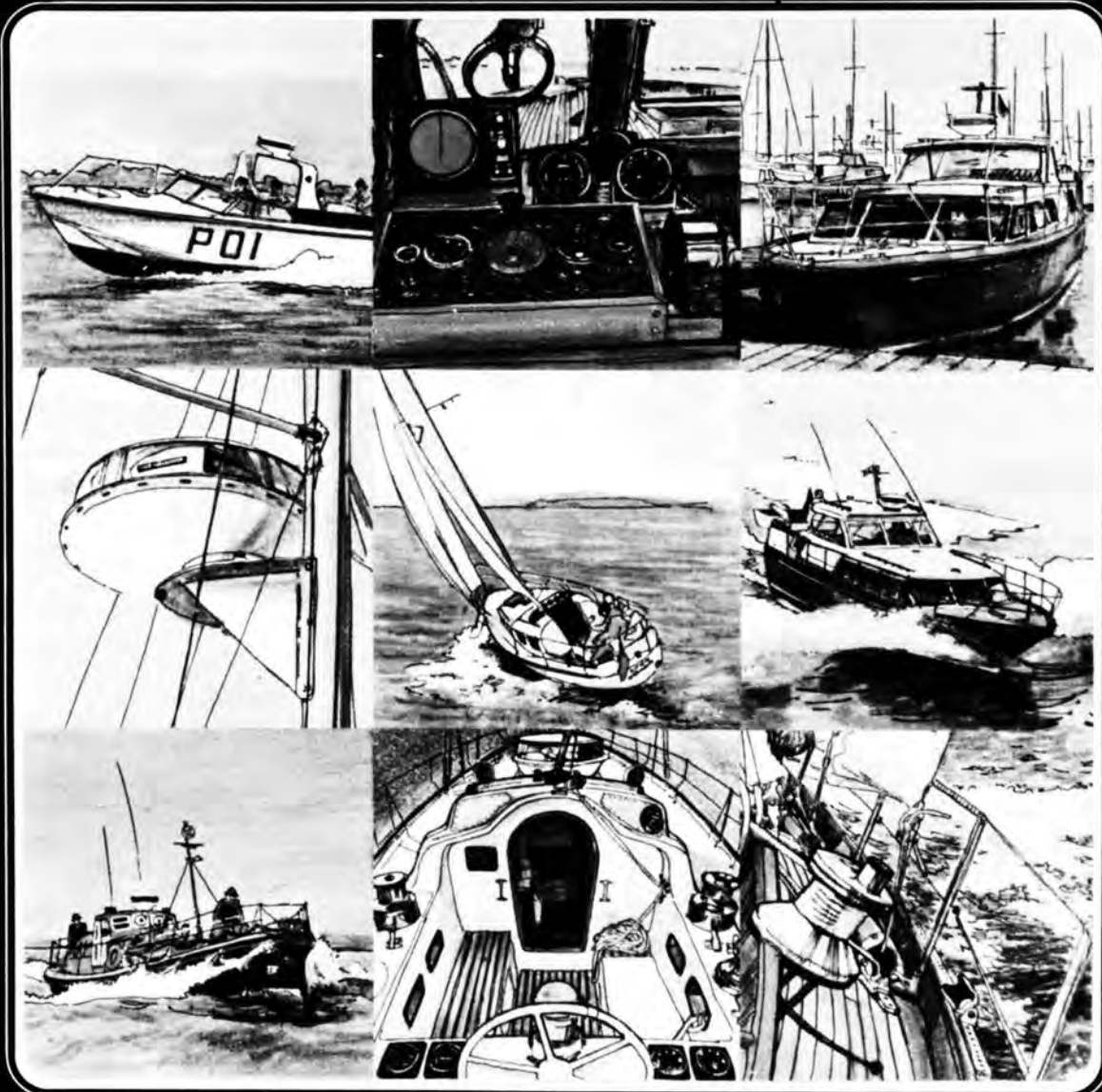
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EMI EMI MARINE

HOBART RACE *continued*

Inca and Quicksilver have good chances. The U.K. team, Prospect, Quailo III and Superstar should do well, along with Ragamuffin, Love and War and Kingourra.

If it is to be a smaller boats race, then there are the One Tonners to be considered, Ceil III (continuing to show great form), Pilgrim, Rampage, Renegade and Runaway (N.Z.). Then there are the Half Tonners such as Granny Smith and Gumblossom; the Brolga Poitrel II could be there along with any of the S & S 34s.

When it comes to the Line Honours Derby, the battle could well be between Apollo, which is constantly improving, and Tony Fisher's just launched 72' Helsall. It is hoped that her crew will have enough time to get the best out of her. Close on the heels of this pair could be Pacha, Siska and Sundowner.

Divisions this year will be A, B, C & D, with special trophies also for Ton Class yachts with divisions if entries suffice.

Sydney-Hobart starting arrangements will be the same as last year, with the starting line between Steel Point and Taylor Bay, with all yachts starting together at 12 noon on Boxing Day.

The radio relay ship will be Mia Mia, which fulfilled this function also in the 1965 and 1966 races. She is a large steel ketch owned by Jeff Hammond.

During the Southern Cross Series all members of the House Committee will wear badges to identify themselves. Duty Officers have been rostered and visitors should have no difficulty in obtaining assistance if necessary. Don Sharp, the House Manager will also be available. ■



Love and War wants that Cup.



AUSTRALIAN HALF TON CUP CHALLENGE

A Word for our Sponsors

This space has been made available to thank most sincerely Mutual Acceptance Ltd., Gray and Mulroney Pty. Ltd. and Dockside Yachting Shoes, who kindly eased the financial burden of this year's Australian Challenge for the Half Ton Cup in Denmark. While "Plum Crazy" and her crew, who officially represented our country did not reign victorious, we are all well satisfied with our efforts and thank those who contributed to them.

On behalf of
The ½ Ton Cup Committee.

WOOLLAHRA CUP

by JOHN BROOKS

The return race to Cabbage Tree Island attracted a fleet of 29 boats and a variable weather pattern more suited to the equinox. A north-easterly gusting to 35 knots prior to the start was enough to make most skippers take in a reef, and those that didn't were soon convinced when they got outside the heads and met a choppy sea with 4 to 6 foot wind waves. The early pounding produced most of the damage which eventually accounted for 18 race retirements, or over half the fleet. In 3rd division, 8 of the 9 boats retired.

Interest in the race centred on the performance of yachts vying for a place in the N.S.W. Southern Cross Cup Team and many were curious to see if the new Miller One Ton Cup boat, Ceil 3, could repeat her dazzling first out performance of the week before when she chased four of the top first division boats around a short ocean race course.

Outside the Heads the big boats moved away quickly in the strong wind and choppy sea except for Pacha, which had problems with her new sloop rig. A popped batten and a mainsail clew outhaul, which refused to stay outhauled, made Pacha's new main look like a sack of potatoes until it was sorted out. By morning Apollo was well in the lead with Rags and Love and War holding a five mile advantage over the nearest boats which, surprisingly, were the two one-ton boats Pilgrim and Ceil 3 having a private duel of their own.

The sting had gone out of the north-easterly by midnight and on Saturday it was flukey and more northerly up near Cabbage Tree Island. All the leading boats were around the island late Saturday afternoon and with a southerly change forecast for sometime Saturday night it was obvious that the smaller boats were going to be on the wind both up and back, reversing the pattern of the Montagu Island race.

Late Saturday evening the leading yachts were still running, but regarding with some trepidation an ominous looking squall line approaching from the south-west. When it did arrive it was something of an anti-climax. A few rain showers in the vicinity accompanied a gentle wind shift to the SSW, and finally to the SSE, which caused no problems with everyone prepared for something a lot worse. The first half dozen yachts had already reached their lay line for Sydney and by the time frontal passage was complete, all were on the wind on the port tack, and on course for Sydney Heads.

In the early hours of Sunday morning the wind veered to the south and spoilt a few carefully calculated lay lines, but those worst affected made it to Broken Bay before being forced to tack. Meanwhile, the smaller boats were faced with a beat most of the way home, leaving the leading boats with the race on a plate.

Love and War fulfilled her earlier promise with fine sailing, and a bit of luck at the end, to break away from Ragamuffin and win the race overall. John Kinsella's new Cole 43 Ruffian, put in an outstanding performance to finish second ahead of Pilgrim, who was third overall and won second division from Ceil 3 after a race-long battle. Rags scored third in Division 1, and fourth overall and the Southern Cross Cup Team had selected itself. Love and War, Ragamuffin and Pilgrim. One wonders just how long it will be before Rags fails to win a guernsey on a CYCA first team. ■

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SYD FISCHER talks with OFFSHORE

Syd Fischer and Ragamuffin have the unique distinction of being a living legend following the immediate successes of Ragamuffin after launching in 1968.

In Australia Ragamuffin has dominated the Ocean Racing scene; Blue Water Champion of the CYCA for 1968-69; 1969-70 and 1970-71 is an unassailable record.

Ragamuffin has represented Australia in the Admiral's Cup in 1969-71 and 1973. In 1969 she was the second highest scoring boat and the highest points scorer in 1971. She won the Fastnet Race in 1971 (after being third in 1969).

One of Syd Fischer's greatest satisfactions was to win the Royal Ocean Racing Club Class 1 Championship in 1969. Point scoring changes have ensured that no other visiting Admiral's Cup boat will again have this honour as Ragamuffin only competed in three races.

He won the International One Ton Cup in 1971 with Stormy Petrel.

The IOR Mark III has now caught up with Ragamuffin and Offshore interviewed Syd to get his ideas and future plans.

Offshore — What are your plans for "Rags"?

Fischer — I am planning to build a new boat, but I haven't yet made up my mind what size it will be. At present we are evaluating the chances of success of various sizes of boats. It is a pretty hard job.

Offshore — Would you consider something about 2 ton size with level racing in mind?

Fischer — No. I don't like boats of that size. They don't do anything for me. A 2 tonner is not much bigger really than a 1 tonner. I want something that goes a bit faster. If you have a small boat you get caught in the ruck too much. It costs you time and the handicap system doesn't allow for this lost time, particularly in the Admiral's Cup when you have a lot of boats about the same size all trying to win the start. You invariably find yourself in a situation where you have two or three boats sitting on your wind. It is not always your own fault that you can't get the break. We had a beautiful break set up at a start in the last Admiral's Cup and one of the boats completely in the wrong cut across us. What do you do? Go right through him, or pull away and call him a "Dopey So and So" and go for your life and try and get out of it. We got a lousy start through the fault of someone else. You don't want to smash your boat up and it is a waste of time protesting.

Offshore — I have noticed your starting technique. You don't mix in with the bargers, but look for a hole and clear air.

Fischer — Yes, the best start is to get clear air as quickly as you can and sail your boat as fast as you can. Get your boat at full bore, hit the line with clear air and you are in business. If you have a small boat it is a completely different tactic, you get clear air by making sure no one sits on you and keep to windward of bigger boats. We noticed with Gingko and Apollo II that they could virtually sit on the line. We have to get back and wind the old girl up. Apollo II and Gingko only have to pull the sheets on and in practically 50 yards they are flat out. I think the new boat I get will be much lighter than Ragamuffin. Charisma and Saga are both about 55 ft. and about the same displacement as Ragamuffin. That's the way the trend is going. I am thinking about a medium displacement boat, say 50 ft.

Offshore — Who have you in mind to design it?

Fischer — I am thinking about that too. I've had just about every designer in touch with me. I want to estimate what the chances would be with each of them. I have had a couple of yarns with Bob Miller and I have also had a talk with Olin Stephens. I am not sure what I am going to do. There is a whole system of evaluation to go through to help you make up your mind. Once you have stuck your neck in a noose it is too late, so you have to be as methodical as you can.

Offshore — Have you considered any European designers?

Fischer — Not really, there are a few good boats around but nothing outstanding.

Offshore — Meanwhile, you will race "Rags"?

Fischer — Yes we will be trying to get into the Southern Cross team. We are all keen and want to race and keep together for the new boat.

Offshore — Have you a continuing interest in the One Ton Cup?

Fischer — Yes, I like the One Ton, it is good racing. I would like to build a One Tonner but the problem is to run two boats. I like the idea of doing the One Ton but you would be dead lucky to win it unless you had a particularly outstanding boat for the series. This happened in Sardinia with Ganbare which was a revolutionary design by a relatively unknown designer with a very good crew on board. It flew past everybody but they lost the Cup through disqualification for rounding a mark the wrong way.

Offshore — Is there any future in chartering a boat?

Fischer — It's pretty hard. Bouzaid was over there and had chartered a Carter One Tonner of the Ydra type, the same as the one we had. Our performance was limited by the gear. We had relatively flat sails which were fine in smooth water and he had the heavier knuckled sail which we use here and when it got sloppy he belted his way through it.

Offshore — Reverting to the Australian defence of the One Ton in Sydney, I thought that with more time you would have made the Australian team?

Fischer — Maybe. We only had one and a half days. We were dead unlucky in that the first two races were heavy and Escapade needed a little more ballast in my opinion.

Offshore — The CYC is very interested in sponsoring Australian boats overseas for the Level Racing Championships. The programme for the next four years has been announced. It seems that sending a crew to race in a chartered boat is a waste of time?

Fischer — The real answer is not only to send an Australian boat but also give the crew a bit of time over there in a few races to get used to the conditions and to assess their gear against the overseas boats. You find that in England in the Solent you need different gear from what you need on this coast. You need time to have a good look, to make up your own mind. If Australia is to do well in Australia and Overseas we have to get together an Ocean Racing Foundation which we have advocated from the Admiral's Cup Committee. It would mean tax free contributions and you could even get people leaving boats to it. The big problem is getting the support of the Taxation Department. We spoke about it and there seem to be some problems but I don't feel that they are insurmountable. ►

Offshore — To maintain standards we must have a continuing effort overseas?

Fischer — If you are going to learn you must go overseas. Dave Forbes spent a lot of time overseas and won the Olympic Star Class. Dave would never have reached the standard he achieved without overseas experience. Anyone you look at who has done well like Miller and Cuneo, has gone overseas and sailed. The Admiral's Cup is changing. When it first started it wasn't taken very seriously. It certainly is serious now, there is no quarter given on any side. There are still a few nations with pretty rough boats and crews, who will gradually improve as competition gets keener. Australia has a very good reputation and Australian crewmen are sought after. Australia has to keep up with it and the only way we can do that is by being in it. The Admiral's Cup Committee is squeezing the lower ratings up and the higher ratings down and after a few years it may be confined to a fairly close bunch. It might even get into level racing. No one has talked about policy, but they want close racing. Now it is too widespread and there is too much dependence on luck in the races. They don't measure up the way they should, even more so over there, because of changing tidal conditions. Here we have the wind to contend with without changing tidal conditions as they have. A big boat can go through and get "on the bus", as we call it, and get a lift of 2 or 3 knots for 3, 4 or 5 hours. The poor cow behind comes along and he has an adverse tide. The other bloke has gone out and picked up another eddy. It just compounds the complex conditions. Really, when it is all boiled down, that is one reason why we won the Fastnet in 1971. The boat was very well sailed, but then again we got our break early in the race by getting the right tides and winds and about a third of the way

through we had 2 hours on the fleet of the 2½ hours we won by. Australia needs more contenders for all these classics if we are going to be successful overseas. At the Admiral's Cup trials in England, they had about 40 contenders. There were 16 brand new boats, last year's boats having been sold. As soon as the trials are over a new lot will be up for sale again. There is a lot of boat hopping going on.

Offshore — What new Australian boats do you know of now?

Fischer — Well the three new owners of the Admiral's Cup Team are going to build new boats. There is Ted Kaufman's boat, there is Love and War. I have heard that Ray Kirby is going to build one. There is a whisper Geoff Lee might build and there could be a lot of other fellows considering new boats.

Offshore — How many Owner/Skippers are there around who measure up?

Fischer — The skipper is not so important. It depends on what sort of crew he can get around him. A lot of successful skippers both here and overseas are just average sailors who have the spark, get a good crew around them and the boat does well. To me skippering is a management exercise as much as a sailing exercise. It has to be well organised and you have to have the right sort of attitude on the boat. We all do things differently. The way I run something mightn't suit someone else, but it is the result which counts.

Offshore — Level racing gives more interest to the public. The boat ahead is winning and long delays in computing results are eliminated.

Fischer — The press doesn't understand the rating rule. The computer they have on the Hobart Race is a good idea, except that not everyone gives their right position. Our fellows

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laugh when they hear the radio reports. You can see someone along side you who puts himself 15 to 30 miles ahead.

Offshore — Why do they do this?

Fischer — I reckon they want to sell their boat, or want some publicity. Ultimately the truth comes out, but they get publicity they don't deserve. It is amazing when you think that a sportsman will say these things knowing full well that he is wrong and later face up to his fellow sportsmen. I just can't go along with it.

Offshore — What do you think about the age allowance?

Fischer — I agree with the age allowance so far as the Club Point Score is concerned. I don't agree with the age allowance as it is applied to the Hobart Race. I have had this expressed to me by fellows when we were away, who think it is wrong that an International Ocean Racing Classic should be fouled up by a local age allowance. An International Classic should be between I.O.R. Rated boats only. The age allowance is a good idea to get every boat racing and for block entries for Ocean Racing Championships. I'm all for it, but for the International Ocean Racing Classic, so far as I am concerned, no age allowance. I think the Hobart Race wants to be a race between quality boats and for the six or so heaps of junk you get to race under age allowance, you would get six quality boats coming out here without it. Whereas the International boats now say "What the hell do we want to go out there for, they make their own rules, we are not racing under our rules we are racing under theirs. If an old heap can win it why should I take my brand new boat out there and race it, with all the trouble and expense of getting it there?"

I tried to start a Boat Owners Forum at the CYC. This is where these things could be discussed and we could advise a man

with an old boat. Or alternatively we could say why don't you consider building a new boat. Instead of the owner being emotional, it is better to talk about it with others, consider it and reconsider it. I have seen fellows spending \$10,000 on an old boat and they have Buckley's chance of getting the value out of it they thought they would. Their racing days are past, they should enter the Hobart just for fun.

Offshore — It is worthwhile trying to organise a Boat Owners group in the Club again?

Fischer — Maybe, but it's difficult as people didn't appear to have any confidence in the idea, so I've lost interest.

Offshore — The N.S.W. Southern Cross team doesn't look as strong now owing to the absence of Apollo II and Gingko?

Fischer — I don't know. We are trying for the team, Pilgrim is a very competitive boat, Love and War and Callipyge look competitive too. I don't know what other boats there are. I haven't heard of Ted Kaufman's boat, but if the team is selected early enough and they get a chance to work it up, it could be good.

Offshore — Have you any interest in match racing and eventually the America's Cup?

Fischer — No, I haven't.

Offshore — What are your impressions of the smaller level racing class $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ ton?

Fischer — I think they're good. If someone wants to do it they have to pick the size they want and stay with it. I think it is getting to the stage now that unless you virtually live with your boat, as you do when you are tuning up an Admiral's Cup boat, you are not going to be successful. You must have a good boat, up-dated design and good gear and a good crew. Naturally, I'd

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like to have a go at the 1 Ton Cup but I don't know how I can do it. Seeing what happened in Sardinia I think it is possible to win it. The boat that should have won it was Ganbare. If he hadn't gone around a mark the wrong way he would have won by a mile.

Offshore — Ydra is not the outstanding boat she appeared to be?

Fischer — No, this Peterson boat was a better boat. Ydra had good gear and they knew what they were doing but Ganbare beat them by about 3 miles in the last race.

Offshore — It would seem that most of your success has been due to an excellent well organised crew and when it comes to stretching out on a wet weather deck you are also there?

Fischer — I sometimes think I do what I am told as anyone else in the crew. It reminds me of when I played football for Manly. It was the final of the President's Cup on the Cricket Ground. The whole team was yelling and screaming. The ref. stopped the game and said "Manly, who's the captain of your team" and thirteen voices said "I am".

Offshore — How much helming do you do?

Fischer — In the short races I do about half. I don't like to stay on the helm too long because I think I start to lose my sharpness.

Offshore — How long should a helmsman stay on?

Fischer — It depends on the weather. In heavy races we have broken it down to about 20 minutes. It can be like wrestling a baby grizzly bear. In the early days of Ragamuffin when Graham Newland was the only other helmsman we used to do 2

hours on and 2 hours off. We now have two helmsmen in the short races and four in the long races, mainly because in short races we need the crew in their positions all the time for the tactical situation, tacking and going around marks. In most of these situations we do an hour on and an hour off. We break it up if needs be. If I feel I am not doing as well as I should after 45 minutes I hand it over.

Offshore — How do you arrange helming in the long races?

Fischer — We do three hours on and three hours off with two helmsmen up. Each helmsman probably does 45 minutes. We have had various systems. I still don't know which is the best. We try to break it up evenly and make sure everyone gets plenty of rest.

Offshore — How do you arrange the foredeck?

Fischer — We carry a crew of nine. A navigator, who is also a good yachtie does his prime duty of navigation, but he is also on call for gybes etc. within reason. If we call "all hands" he is expected to get up but if he is asleep we don't bother to wake him.

Offshore — How often do you call all hands?

Fischer — Not very often. Only when someone gets panicky and that is usually me. We sometimes want all hands for a tricky gybe or even a sail change we want to do quickly. It depends on the race. In the normal Offshore club race here you don't go out to hammer yourself to death, as you have been working all day. In the Admiral's Cup I don't give a damn how little sleep we get — all we have to do is keep the boat going and it is up to everyone to give their best. ■

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More on age allowance

In March this year Bob Fisher wrote an interesting story on the Hobart Race in R.O.R.C. "Seahorse", and we quote the highlights relevant to age allowance system used in Australia.

"The Sydney-Hobart race would have been won by Ginkgo and Apollo II but they were beaten by the well sailed old timers, American Eagle and Caprice of Huon. The 28th race will be remembered for the closeness of its finishes, the 'double' of American Eagle and the way the age allowance produced some strange results".

"Ted Turner really set out to win this race. It had a first class crew and he meant business. He had the advantage of an eight year age allowance. The race was virtually over when Ginkgo, Apollo II and Rags finished, but one boat had been able to appear high on the handicap at each radioed position check. Caprice of Huon, 'Wingnut', Ingate's elderly lady looked set to make nonsense of the form book, helped by a 15 year age allowance".

"It was the age allowance that made the difference this year. Without it the first two would have been Ginkgo and Apollo II, and even Ragamuffin would have dropped places. It could be that the Australians have overdone the benefit of age, but there can be little doubt that owners of elderly craft are more ready to have a go, now they appear to have a chance of winning the race on handicap and not just going for the ride to make the numbers up. After all this year's fleet equalled last year's record and there was no Southern Cross to spice the pot.

ROBERT CLARK* Responds
(R.O.R.C. "Seahorse", May 1973)

Sir,
Not only is "Seahorse" good, but it gets better and better. The analysis, by Bob Fisher in the March issue, of the results of the Sydney-Hobart race concludes that two new Australian boats were only beaten by the old American Eagle and the much older Caprice of Huon because of the age allowance awarded to the latter pair, and so the allowance is perhaps too generous. If the age allowance is a sop to old boats which are worn-out has-beens, this could be true, but there is another way of analysing the results of this interesting race, which gives quite another conclusion.

Although the final leg up to the finish was in fickle winds, the Eagle averaged nearly 8½ knots and Caprice 6¾ knots, so this was a fast race in open water, giving a fair test of that quality which can be expressed as speed for length, or \sqrt{V} . The Elapsed Time of Caprice was 4 days and ½ hour. The sister ships Ginkgo and Apollo II finished together in 3 days 15¼ hours. Had they put up as good a performance as Caprice did they would have finished in 3 days 13 hours. That their failure to do so was not because this was in some way a small boat's race, is proved by American Eagle. Had her performance been the equal of that of Caprice her Elapsed Time would have been 3 days and 7 hours, but in fact it was 3 days and 4¾ hours.

If you want to encourage boats that are fast in open water over long distance (and over many years) the result of the Sydney-Hobart could not be bettered. If you want to disguise the fact that boats so far designed to the IOR, besides being unattractive in appearance, accommodation, stability and handling, are



CAPRICE still plenty of life in the "elderly lady".

also by no means fast, then the result of this race is embarrassing.

Of course these IOR boats are fast for their rating, but what the age allowance legitimately does is to take some account of the fact that, unless a boat has been recently built to an absurdly complicated (and annually altered) rule of measurement, with pinched bow, blown out middle and distorted stern, then she will be rated out of serious rating.

Three Postscripts:

First:— From the excellent descriptions and photographs we have seen in "Seahorse", Ginkgo and Apollo II seem to be far and away the nicest IOR designs so far. American Eagle is a fairly recent 12 metre.

Second:— The International Rule is so very different from the IOR that you could say she is, from the Ocean Racing point of view, a good boat designed to no rule.

Third:— I don't know why Caprice carries a 15 year age allowance. Her design was sent to Tasmania in 1947 and I think she was completed in 1950. She came out then with the 15/16ths rig that is being toyed with in 1973. She was not designed to any rating rule.

Yours, ROBERT CLARK

* Robert Clark, designer of Caprice of Huon.

The Australian T.C.F. and Age Allowance formula is unchanged for 1973-74 except that there is now a heavier loss of 20% of age allowance for an overall win in ocean races. Both the Fastnet and the Sydney-Hobart races have had age allowances since 1968, refer February "Offshore".
— Editor.

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Pacha's Montague

by JOHN BROOKS

For once to have a big boat and a large lead was not an advantage in a long ocean race. For once, a north-south race off the east coast was not a routine matter for navigators as the leg home from Montagu Island developed into a tactical problem. For the leading boats it was a case of sticking with proven 'winning leg' tactics and hoping for the best. They died at sea, while inshore the small boats won out in a big way.

Confusion:

"The starting boat has vanished."

"Don't be ridiculous."

"Wait a minute, there it is, it's moving."

"What the hell for?"

"Beats me, now he's anchoring again, he's about three hundred yards north-east of the can buoy."

"Are you sure you know what you're talking about?"

"Yes, look, the starting line will be about parallel with the wind direction."

"Now I've seen everything."

Needless to say the eastern end of the line was pretty crowded but Pacha got a good start leaving a certain well known water rat in her wake with a very red face. We close reached the first two miles towards the heads opening up a 300 yard lead while our main competition Love and War was over in the Western Channel against all the odds; we were to find out why a little later. In Watson's Bay the wind backed and eased and the fleet started to overtake us, led by Bacardi. Nevertheless, we held on to the lead and when apparently clear of South Head we tacked. Disaster, we tacked into a hole and had to toss again to clear South Reef, and while Pacha lost way and wallowed, Bacardi sailed under us and well across towards the north side giving herself loads of room.

Love and War meanwhile had quietly moved up the western side past Middle Head, tossed and was charging out with plenty of boat speed. We all went through the heads together but Love and War well and truly wound up by now quickly opened up a 200 yard lead. So we all settled down to the first order of business, that is the 170 miles to Montagu Island.

On Saturday Pacha and Love and War swapped the lead depending on what gybe we were on until early afternoon, when with the wind still light from the NNE, one of the capabilities of the new S & S design became apparent. We were being forced to run very square and Love and War was doing a great job of it with a kite on one side and a shooter on the other. Under these conditions Pacha could not match her and it was obvious that we would lose a lot of ground between there and the Island unless we did something. We gybed to starboard, shied up a little for speed and started to run inshore.

We soon lost sight of Love and War in the haze but we were moving faster if covering more distance. The graphs proved it was definitely faster along the rhumb line so everything seemed shipshape. Unfortunately, graphs do not allow for dying winds and although we kept moving all the way to the Island, Love and War beat us around by 50 minutes, displaying downhill ability of a high order.

We went around Montagu at 2142, most of the fleet were around by 0200 Sunday and here the race really started. Pacha was forced on to the port tack for a long leg offshore which seemed fine at the time because it was the winning leg by a large margin, but by the 0630 Sunday radio sked three things became evident. First, Love and War had opened up a commanding lead on the wind, although well out to sea. Second, the

boats were closer inshore and getting wind benefit but we had not increased distance from the bulk of the fleet very noticeably. Third, if a north-easterly came in Love and War was in a great position and we were not too badly off in Pacha. However the morning forecast was for a north-westerly and considering the huge high pressure pattern over south-eastern Australia, it seemed unlikely to extend very far out to sea. We were going to have a lot of trouble getting close in to take advantage of it, if it was there, and at the time I wondered what Dick Hammond thought when he received the forecast; Love and War was about 35 miles out to sea.

At the 1230 Sunday radio sked we had seen no sign of the wind backing westerly but all boats behind us were still further inshore and had closed on us. There was no further doubt the winds were there; how to get in was the problem. Gordon Ingate, who was not too far offshore at Jervis Bay tried it, and accepted a losing tack for a while, but once inshore, Caprice made up lost ground in a hurry. We tried several times and each time the starboard tack became such a badly losing leg we tacked back, only to be knocked again on the other leg.

While we suffered, Love and War took a long dig in from her position near Auckland to about our longitude, losing ground in the process, but covering the problem to some extent. Our dilemma was whether to take a long loser to the coast or not. We stayed at sea and the inshore boats killed us.

At the 1830 radio sked the leaders of the main fleet had caught Pacha, although out of sight well inshore. Caprice and Bacardi looked to be in strong positions and any of half a dozen other smaller boats could take the silverware with a bit of luck. At 2345 we were 15 m. SE of Cape Baily and resigned to our fate. Pacha was footing along nicely on a wind NW at 12K and our tactical problems over at last, all but the watch on deck were catching up on lost sleep.

The south-westerly reached us with a hell of a bang. Pacha heeled, way, way over and amid some distant yelling from the deck, finally came back up as the watch below scrambled on deck. Pacha was now making 10K under mainsail alone and with the first 45K burst of the south-westerly past we attempted to set the "bulletproof" kite. It never did get sheeted home as the boat accelerated, vibrated and yawed wildly and the next problem was how to get it off. With 'Grandfather' Green directing operations, Freddie and the dreamers coped and poled out the No. 3 Genoa in its place and we boomed up past the southern beaches making 16 knots on the surf.

The action was much too late for Pacha however and we crossed the line at 0332 Monday to find ourselves third home behind Love and War and Hustler. It now remained to be seen which of the smaller boats got home early enough to save their time. Harmony saved that and more when she finished at 0615 to beat Granny Smith by over an hour on corrected time with Tampico II 3rd overall and Division III boats had taken seven of the first positions overall. ■

VITAL FOR YACHTSMEN

No yachtsman should ever venture outside without a copy of the Department of Navy Notices to Mariners, Weekly Edition No. 31 of 10th August, and No. 32 of August 17, 1973. No. 31 has valuable detailed information on arrangements for Search and Rescue Techniques and procedures. No. 32 give detailed information regarding Gale Warnings, Weather Bulletins etc. broadcast by Radio in Australia and P.N.G.

Released from Y.A. of N.S.W.

S.Y.S. repeating 1973 cruise

Planning to take the family away on the boat next May holidays? If you are, or if you haven't planned it yet, here's a great way to do it and enjoy some racing too — join the merry throng of yachts and motor cruisers in the Royal Sydney Yacht Squadron Cruise for 1974.

The Cruise is based on the New York Yacht Club's famous annual cruise and is a combination of pleasant offshore and inshore races, cruising and social activities which will take the fleet from Sydney to Pittwater, then to Lake Macquarie and back to Pittwater — all in a week.

Emphasis is on family participation and the Cruise has been planned for the May school holidays, between Saturday, May 11 and Saturday, May 18. Last year more than 60 boats took part and all aboard agreed that it was the most enjoyable holiday afloat they had ever had.

For the more timid families, there's also the sense of security of having a 60 ft. motor yacht keeping a watchful eye on any stragglers in the offshore legs. And because yachts only have to comply with Category 4 safety regulations, it's a great cruise for smaller stock yachts such as Endeavour 24s, Hood 23s, Columbia 22s and so on.

The cruise starts with an offshore race from Sydney to Pittwater on Saturday, May 11, with a rendezvous at The Basin for a barbeque. Then on the Sunday, there's a Ladies' Race in the Pittwater-Hawkesbury River area with another rendezvous at The Basin.

Monday morning will see the fleet head off up the coast for

Moon Island, off Lake Macquarie. If there's little wind about, the fleet normally proceeds under power until the breeze lifts and a race can start. Of course, you don't have to race and there is a non-spinnaker division, too.

All boats are escorted into the Lake and the Monday night rendezvous is at Wangi Wangi, a delightfully secluded little village on the western shore. Tuesday will see an inshore race on the lake (cocktails afterwards at Lake Macquarie Yacht Club). Wednesday has been set aside as a free day, but plans are afoot for a bus trip to a Hunter Valley vineyard (with a wine-tasting, of course). In the evening there'll be a dinner dance at Wangi R.S.L. Club.

On the Thursday, there'll be another inshore race with a barbeque in the evening at Rathmines. Then on Friday, May 17, the fleet will set out to sea again racing from Moon Island to Barrenjoey with an evening rendezvous at Refuge Bay. The Cruise will finish on Saturday, May 18 with a race from Refuge Bay out to Broken Bay finishing at Scotland Island, then a prizegiving function that night at the Royal Prince Alfred Yacht Club, Newport.

There are trophies for all events, plus overall trophies. Power boats will compete in predicted log events while the yachts are racing.

The Squadron cruise is open to members of all yacht clubs and the entry fee for the complete event is \$25.

A notice of race for the Squadron Cruise will be printed shortly and will be available at the C.Y.C.A. or from Paul Gregg at the Squadron. But put the dates in your diary now.



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WHITBREAD ROUND-THE- WORLD RACE

Eighteen competing yachts left Portsmouth on September 8th and after two retirements Keewayden and Concord, sixteen arrived. Eric Tabarly's 74' ketch broke her mast which one has not been stated, and limped across to Rio to pick up a new one flown out to her there. But she turned up in Capetown on November 4th two weeks after Burton Cutter which was first across the line on October 21st. She left on November 7th competing in the second leg of the race to Sydney and this would be true to Eric Tabarly's form.

First six results Portsmouth Capetown:

Yacht	Nationality	Elapsed Time Hrs.	Corrected Time Hrs.
1 Adventure	British	1034.4342	872.8318
2 Sayulall	Mexican	1061.1658	950.1755
3 33 Export	French	1087.1850	954.8796
4 Jakaranda	South African	1111.8875	966.7919
5 Guia	Italian	1183.3236	977.2955
6 Burton Cutter	British	1008.2944	987.8106



FOR THE WHITBREAD TROPHY



Adventure handicap winner on 1st leg.

Burton Cutter is a magnificent looking aluminium ketch designed by John Sharp and built by Windward Marine in 1973. She is skippered by Leslie Williams who has probably had more experience than anyone else in the race of handling boats of this size in offshore races. With 80 ft. overall length, Burton Cutter is the longest boat in the race, just exceeding

to next page



Burton Cutter, first across the line,

Whitbread Round-The-World Race

from page 27

the interesting Swedish Keewaydin by a foot. The latter built in 1913, carries a squaresail on the mainmast and is by far the oldest boat in the fleet.

Adventure, handicap winner, is a 54.5 ft. glassfibre cutter owned by the Royal Navy. She was designed by Raymond Waland built by Camper and Nicholson. As with the Army's yacht, British Soldier, she will be manned by service personnel and in order to spread the experience complete crews will be changed at each race destination.



Penduck VI continues to Sydney

The Army is not financing the venture and Major Neil Carlier who will command the yacht from Sydney to Rio has had to raise £22,000 privately, the major sponsor being

the Steward Wrightson Insurance Group. A famous name in the race is Chay Blyth who in British Steel (now the Army boat renamed British Soldier) did the impossible by sailing non-stop around the world against the prevailing westerly gales of the Roaring Forties! His new 72 ft. ketch Great Britain (I.O.R. 69) was launched by Princess Anne so he has the Royal Blessing on this event. Chay, a one time sergeant in the Parachute Regiment, has an all para crew. They have been training for six months which started with them all cooped up in a hut just to see how they got on together. Just imagine what a para free for all in one hut would be like. The fleet left Capetown on November 7 and they are expected to arrive in Sydney mid December, depart on the 20th for Rio de Janeiro thence to Portsmouth at end of February.

The long race has brought its own rules. The yachts may stop at any port in the globe to land any injured or unwell crewmen, but replacement crew are not allowed except at the three finishing ports. Supplies may be taken onboard and repairs made anywhere.

Space precludes a run down on all the entrants the smallest of which is Guia, a 45 ft. sloop owned and sailed by Georgio Falck. The rest are yawls and ketches with one lonely French schooner Grand Louis.

They will be here and it is fortunate that our new extended Marina with 31 extra pens will be ready for them. There will probably be 200 crew members and at the same time there will be the Southern Cross Teams warming up for their most exciting series of races. In fact C.Y.C. will be the focal point of an International Yacht Set; add to this the crews of an additional seventy five yachts coming in for the Hobart — the thought of it is almost terrifying.

Finally, they will sail away worn out with work and play but looking forward to the next big race. Coincidentally, the Managers, Committees, Administrators, Organisers, Starters, the hard working Barmen, the Catering Staff, and let us not forget the Cleaners, will all say a grateful farewell.

When Offshore went to press handicap positions were reported as: (1) Pen Duick VI (2) Grand Louis (3) Guia (4) Second Life (5) Sayula.



ACKNOWLEDGEMENTS

Many donors gave a wide variety of awards and services for the benefit of the Whitbread contenders.

From Australia Rushcutter Travelodge gave three weeks' accommodation to the Race Committee, and Tooth & Co. Limited has given the Port Jackson Trophy for the winner of line honours of the Capetown to Sydney leg, and the City of Sydney Trophy for the handicap winner.



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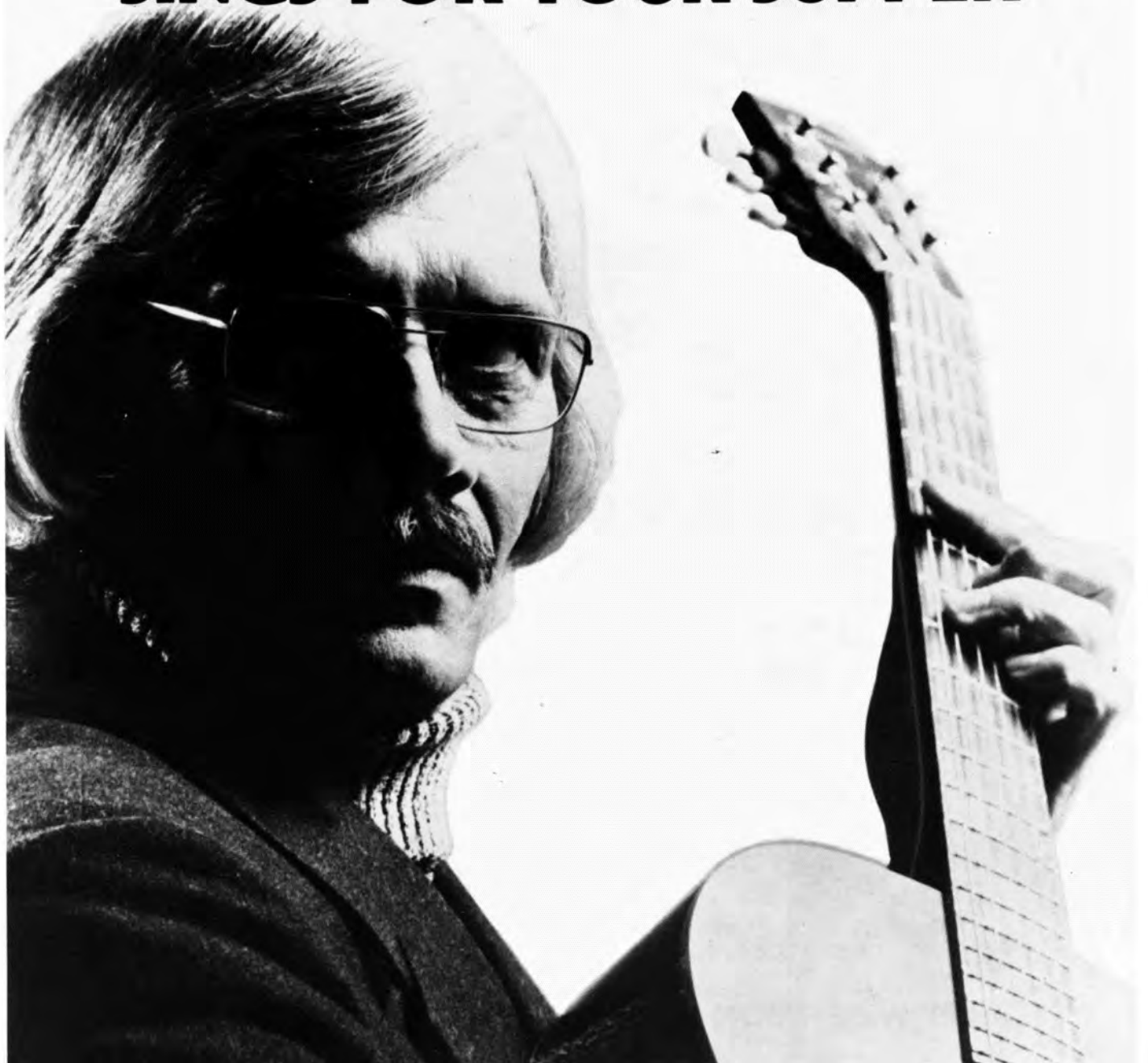
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SAILS FOR AN OCEAN RACER

by PETER COLE

Any article about sails for an Ocean Racer must begin with a discussion about Sail Cloth. A sail is only as good as the fabric from which it is made and a sail aboard an Ocean Racer leads a pretty tough life. It is often carried in conditions for which it was not specifically designed. It should always hold the fast shape the sailmaker cut into it and if pushed to extremes, return to its original aerofoil shape. It is often stuffed away wet and full of salt; there are no fresh water hoses at sea. It must be capable of being stowed below, ready to be rehoisted when necessary. It has to be reliable. A sail involved in a Hobart Race really stacks up the flying time, about as much as a full Harbour racing season, so the fabric in an ocean racer's sails should be as light, as soft and as strong as possible, a pretty tall order.

The sail inventory varies quite considerably with the size and type of ocean racer. Let's take a modern 38-40 foot yacht as an example.

Mainsail. Once the largest sail on the Sailplan. But most modern Ocean Racers now carry mainsails which are only 40% of the area of their largest headsail. All offshore yachts carry some means of reefing, either by roller reefing or slab or points reefing which seems the "in" thing again.

Storm Trysail. Although seldom used in these days of mini mains, it should be strong and reliable. I view a trysail like I view a bilge pump, when you need it, you need it badly. The Yachting Association have wisely made a trysail a compulsory sail for yachts which go offshore. A modern Ocean Racer with a trysail and storm jib set should be able to cope with almost anything Huie can blow up.

No. 1 Genoa. A well equipped yacht will probably have three No. 1 Genoas. A No. 1 Light and No. 1 Regular and a No. 1 Heavy. The No. 1 Light might be called a Drifter or in some areas a Ghoster. It is often made as a "No Hank" sail and set flying to facilitate quick headsail changes. I personally prefer this sail to be built as a stretchy luff sail, as this allows the draft to be varied as the wind picks up. With modern well engineered fabric, this sail can be carried up to about 8 knots.

The No. 1 Regular Genoa. This is the real work horse on any yacht, made of heavier fabric than the No. 1 Light and cut slightly flatter with the draft a little further forward. Outside of the Mainsail this sail seems to get the most work and if the yacht is going to win races the No. 1 Regular must be an excellent sail.

The No. 1 Heavy Genoa. Cut probably a little shorter in the Luff and very flat with the draft positioned about 35% from the luff, cut with a reasonable hollow in the leach to open up the all important slot. On some yachts it is necessary to cut the foot a trifle straighter so that it doesn't burst with pressure of water coming over the bow in heavy going.

After the No. 1 Genoa most yachts will move down to a No. 2 and then to a No. 3 Genoa, these are similar in shape to the No. 1 Heavy but naturally the area is gradually reduced. The No. 3 Genoa is usually designed to match the mainsail with 1 reef tucked in. There has been a move in recent years to build the No. 3 very tall and narrow. However the luff should never extend higher than the mainsail reefed. Some of the larger yachts move to cutter gear when it blows over 25 knots and this consists of a working Yankee set over a staysail. This rig works well in a seaway and if the breeze freshens, the staysail can easily be lowered. Cutter gear doesn't seem to work on

yachts of 40 feet or under and these boats seem to prefer to move down to a working jib and finally to a storm jib.

Reacher. A high clewed headsail, maximum luff and maximum overlap. It sheets right aft to the quarter blocks and is cut high so that the bow wave won't break into it. The Reacher is used when the apparent wind is between 35 and 60 degrees off the bow. Some well equipped ocean racers have a smaller, heavier reacher for heavy going. These sails usually have maximum luffs and about 130% overlaps and are cut a little higher in the foot to keep them away from the yachts' bow waves. Many sails have been split open in heavy reaching conditions by a sea breaking into them.

Spinnakers. There are many different types of spinnakers but these can be broken down to two basic varieties. The all round regular spinnaker which is efficient with the apparent wind from 70 degrees off the bow to dead square off. Most yachts usually carry at least two of these sails, a .75 oz for light air and a 1.5 oz for medium going. These sails are cut to maximum dimensions with high broad shoulders and every square inch of cloth that the sailmaker can squeeze in and still have the sail measure. Most yachts also carry a floater which is made from a very light gossamer like fabric .5 oz and built as lightly as possible. For areas like the waters off our coast, we usually cut these sails with small shoulders so that they will sit up in the slop. It is better to have a small light chute that will sit up in the air than a large one that will hang collapsed most of the time. The second type of spinnaker that is usually carried aboard an ocean racer is a Starcut and this sail is designed to be carried reaching with the apparent wind as far forward as 45 degrees, it is a complicated sail to make as the fabric is arranged to radiate from the three corners. Another type of reaching spinnaker is the dacron flanker and this sail as the name describes is made from dacron which is much more stable than nylon from which most other spinnakers are made. There are not too many flankers on Australian yachts, but we will probably see some in action during the Southern Cross series on visiting yachts. These sails also double as hard running spinnakers.

Spinnaker Staysails. Most ocean racers will carry three of these sails, a tallboy, shooter and big boy staysail. These are designed to do specific jobs and probably a brief description of these sails is necessary.

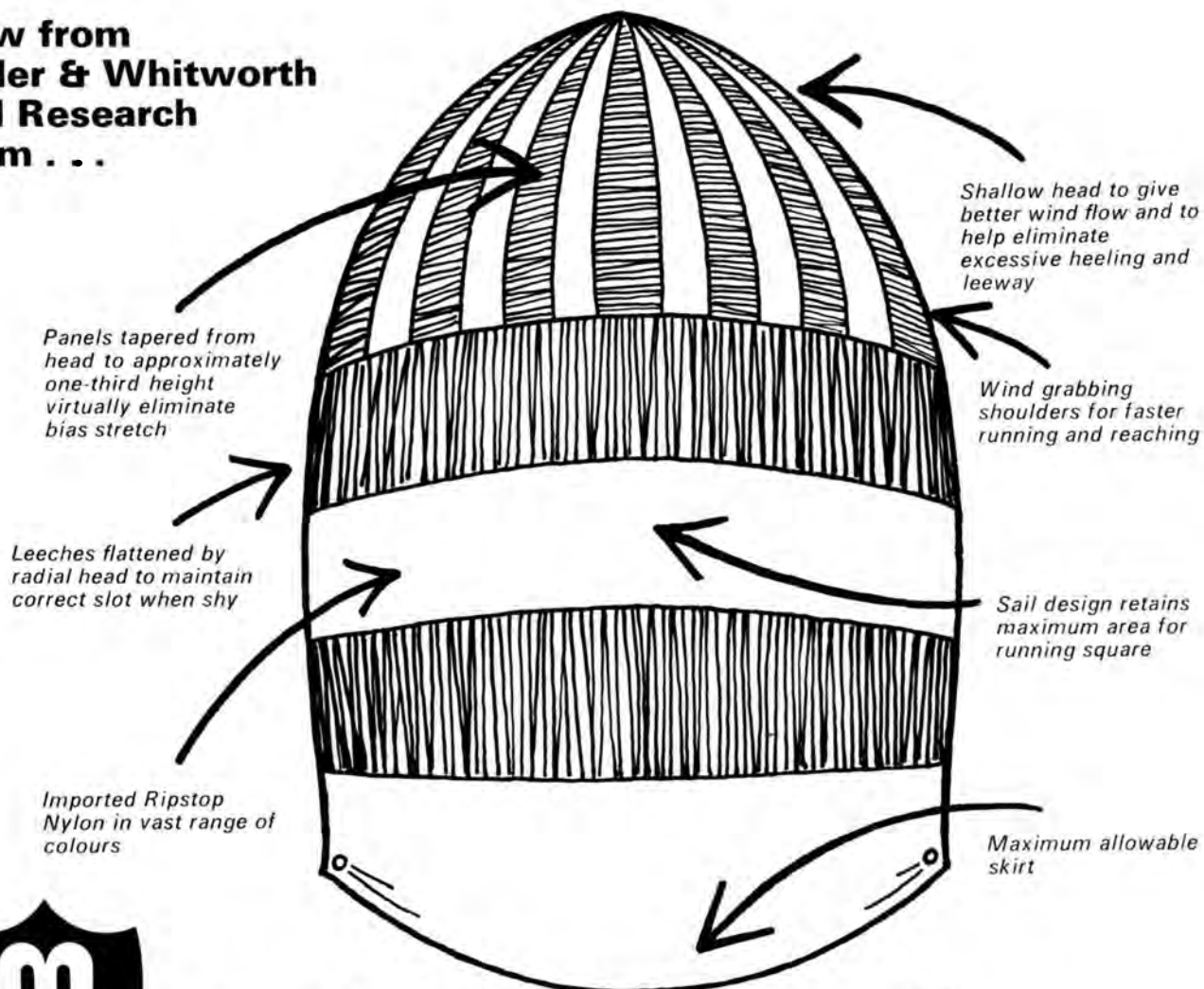
Tallboy. A tallboy is a flat cut high aspect ratio dacron staysail with a 3/4 maximum luff that flies from a genoa or spinnaker halyard.

Close reaching, the tallboy is tacked on centre-line about halfway between the stemhead and the mast and trimmed as close aboard as the shrouds allow. It's easy to see how much more clean leading edge this adds in the fore-triangle, and how the tallboy slots the main to clear the turbulent air behind the mast.

Downwind, the tallboy is set athwartship quite near the mast. Here it can catch the deck level breeze without disturbing the spinnaker, and act as an extension of the main in clearing the air around the mast.

The Shooter. The shooter is a downwind "staysail" of an entirely different philosophy. Although measured to the No. 1 Genoa specifications, it is built with an especially finished 3/4 or 1.5 oz nylon, and cut with a radial head and 50% mid-girth. In fact it's a whole lot like a spinnaker. When tacked to the stemhead and trimmed to the end of the boom (with the main-

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Cruising the Barrier Reef

by MICK YORK

Many stories have been written about cruising and I believe that more has been written about cruising the Barrier Reef and the Whitsunday Passage than any other area because of the fascination of the islands, the rivers and the many beaches, inlets and coral atolls which can be explored.

In the best and most interesting cruising grounds are some of the hazards of severe weather such as would be experienced in the beautiful cruising waters of the fiords in the south island of New Zealand or in the Strait of Magellan around Punta Arenas, Cape Horn, where Willy Wars come down from the tops of the glaciers and rip boats from their moorings while ice bergs float down the passages.

The Barrier Reef does not have either of these main hazards as the weather is usually beautiful and the charts are good. However, extreme care should always be exerted when seeking an anchorage as coral 'nigger heads' can rise straight up from 5 or 6 fathoms to a depth of three or four feet just like a large ant hill. The tides can also be rather hazardous in this area as in the channel between St. Bees and Kiswick Islands which is only about 200 yds wide. We sailed through here one afternoon enjoying the pleasant surroundings and later in the day when we tried to get back into the channel to anchor for the night we experienced a current running about 5 knots. This tide can run up to 6-8 knots making it a dangerous place to anchor.

I don't want to frighten yacht owners from cruising these areas, but I would like to emphasise that all yachts should be well equipped with the necessary gear which means good ground tackle and equipment for anchoring.

My view is that you need at least three anchors and the main anchor should have a minimum of 150ft of chain or preferably 200ft as you may need to anchor in 15-20 fathoms. Chain should be used all the way so that you do not chafe off on the nigger heads. With this heavy tackle you require a power driven anchor winch and preferably self stowing chain and anchor.

When anchoring in shallow water with chain you can experience snubbing on the anchor. The way to overcome this is to shackle a rope into one of the links and let about 6-8 feet of rope out with the chain hanging loose. This will then act as a spring and prevent snubbing.

The crew of Tui Manu consisted of my wife Jeannette, son Andrew 16 years, son Philip 12 years, and daughter Belinda 14 years. We arrived in Gladstone on the afternoon of Tuesday 8th May and started preparations for a three weeks cruise to Bowen.

The engine was started to charge batteries and cool the refrigerator and we commenced loading stores. Our intention was to load up with supplies for the full three weeks. With this in mind I had made arrangements to have 30 pints of long life milk to be sent to Gladstone. When we went for it we found that instead of 30 pints there was 32 gallons in 7 pint tins. Somehow we stowed it all and proceeded with the loading.

Fer Lewis of ARC Engineering kindly loaned us his car so by mid-day on Wednesday we were ready for sea.

The weather was hot, we were tired of working and all we wanted was to leave Gladstone, so at 1.00 pm, we departed from Auckland Creek and steamed down the harbour.



A foundation member of the C.Y.C., Mick York is an outstanding yachtsman who has built up an enviable reputation in the fields of both racing and cruising.

Skipper of Tui Manu, the first steel Tasman Seabird, he is a veteran of 13 Hobart races and was for'ad hand in Gretel for the America's Cup Challenge in 1962, and Caprice of Huon for the Admiral's Cup in 1964. He also sailed in the 5.5 Trials for Mexico Olympic Games and the 6 metre St. Francis Challenge in Toogoolooloo in 1970.

With his wife Jeanette, an accomplished yachswoman, and three children, they have logged thousands of miles of cruising the Australian coast.

At this stage we did not know where we would be spending the night as it takes about 4 or 5 hours to clear Gladstone harbour with an in-coming tide and there are not many places to anchor as the long shoaling beaches do not allow you to get very close to shore. Checking on the chart we decided to anchor behind Seal Rocks which is a small out-crop to the south of the main channel on the first leg in from seaward. We arrived there at 4.15 pm in nice time to get settled down and explore the rocks before night-fall.

Next morning we departed at 6.15 am for Heron Island and motor sailed most of the day, arriving there at 2.15 pm, after travelling slowly around the edge of Wistarie reef.

Heron Island is one of the most beautiful little places I have ever seen, the harbour taking the shape of a basin which has been blasted in the reef and there is an old hulk marking one side of the channel. ►

◀ This Island is a tourist resort and in the harbour there is no room to swing, so one has first to ask permission and tie alongside one of the tourist boats moored there.

At low tide this basin is just like a small lagoon and at high tide when the reef is covered you could be anchored 40 miles at sea.

Before we started this cruise, I wrote to each of the private tourist islands where I thought we might call and asked their permission to anchor and come ashore and this really pays dividends. Further up in the Whitsunday where the resorts are all on a continuous radio listening watch, we would radio in asking for permission to anchor.

At 11.00 am the following day we reluctantly left Heron Island and set our course 285° M for north west reef.

The temperature of the water was now 78°F so swimming was the order of the day. We swung a spinnaker pole out either side of the ship and from each we hung a bosuns chair taking it in turns to drag along in the water. The porpoises which were swimming around our bow soon joined in the fun and before long they were racing through between the legs of the kids.

North West Reef is a completely open anchorage but as the prevailing winds are from the S.E. the anchorage off the Tamby Hylton gives good shelter in this weather, and usually a very pleasant stay is assured. However, this was not entirely the case for us as by 2 am the following morning a strong 25-30 knot westerly came in and by 3.30 am we were bucking our bow under water and snubbing on the anchor chain. By 5.30 am we could sleep no longer so we departed in the general direction of Island Head Creek.

Shortly after leaving North West Reef the weather moderated a little and we set the spinnaker. After a beautiful day's sail, by 2.30 pm we were starting to look for a night anchorage.

Flat Island was our first choice as it was on the track. We lowered sail and motored into what looked like a small bay and found that there was no shelter. In fact we went within touching distance of the rocks and found nothing less than 15 fathoms of water. We then motored on to Peaked Island and found the same depth of water. Cliff Point on the mainland was then 9 miles away so we set a course in this direction. By 5.00 pm we anchored behind the point at a beautiful sandy beach in 3 fathoms of water. On exploring the beach the following day, we found several fishermen's cottages, one with the name of Chevron Hilton which seemed to indicate that the owner had a sense of humour.

The weather was beautiful with a very light S.E. breeze and we made for Island Head Creek 20 miles north. We followed the coast inside Entrance Island, off Port Clinton, inside Dome Island to Island Head Creek where we arrived in the late afternoon. This entrance is quite good but you have to stay very close to the island and an outcrop of rocks on the north side as you enter, the depth is about 1½ fathoms as you clear past the rocks. The river gets deeper as you move on up and the tidal current is quite strong running at about 2-2½ knots. An anchorage should be found on the east side of the river close up to a large sand spit coming out from the mangroves. This is easily seen at low tide but caution should be used at high water as this bank rises suddenly out of deep water.

On the other side of the river are steep cliffs and mangroves and you can anchor close in for fishing, but it is not wise to

spend the night here as you could be eaten alive by the mosquitoes.

On Monday 14th May, now a week out of Gladstone we ventured over to the west side of the creek in the dinghy and wandered along the beach to a place where there were some lovely coconut palms. Andrew shinned up in the traditional style and we came back with several coconuts which were enjoyed throughout the rest of the trip. The New Zealand yacht Saraband had come in over night and we compared notes until 1.45 pm when we departed.

Our plan was to stay at Cape Townshend that night and as we cleared Island Head we hoisted the main and mizzen and by 2.15 pm we were breezing along under spinnaker.

Cape Townshend is a very interesting area as it is the turning point into Shoal Water Bay and the tides in this area run at 3-4 knots. As you come around the point, the water appears to be bubbling and boiling, big turbulent disturbances come up from deep down and burst on the surface of the water.



Tui Manu epitomises the joy of cruising.

With our eyes glued to the depth sounder we motored slowly in towards the shore and out of the tidal disturbance. When we were about 300 yards out and in about 3 fathoms we steamed around in a circle scribing the swing on our anchor to be sure that there were no obstructions. We then moved into the centre of the circle and dropped the pick. On the same night Saraband, Trident and two other yachts joined us in this anchorage.

One of the comforting features of cruising in company was felt that night. After the brilliantly red tropical sunset and darkness came, we could look out of the porthole, see the lights of the other yachts and confirm that our anchor was holding.

The normal track north from here is straight to Middle Percy but we felt that on the way we should call in at the Duke Islands and so the four yachts all left in company for the 21 miles across. The tides in this area and in fact from Hervey Bay north should be looked upon with the greatest respect as a passage of say 20 miles which might take you 4 hours in a current of 3 knots could land you 12 miles off, if a compensating course is not laid. On the other hand if you do this passage 2 hours before the change of tide, the flow one way could equal the flow in the opposite direction, so a rhumb line course could be in order. A great deal of care should be taken particularly if you are moving through this

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area at night or if you are trying to find one of the coral atolls which may not even break water at high tide.

We arrived off the beach on the west side of Marble Island and moved into an anchorage in 5 fathoms of water at mid-morning and went ashore for a swim while the tide was still high. We spent that day on the island and part of the next with Jan and Peter Roberts who are a delightful couple. Peter owns this island and is running it as a small cattle station with 100 head of cattle.

Later in the afternoon when we returned to the yachts some 400 yards off shore, we had our first encounter with "nigger heads". On this occasion we did not circle before anchoring, as the bottom was shoaling gradually and we just moved in to 5 fathoms and dropped the anchor. On our return at low tide I found a "nigger head" with 3 ft of water over it not more than 20 feet away, and when I climbed the mast to look at the surrounding area, I saw Saraband about 20 feet behind a "nigger head" with her anchor over the top and in deep water the other side.

An important addition can be added to your yacht for cruising in these waters in the way of wooden rat-lines up to your first cross trees. Tui Manu's are made of 1" x 1" hard wood with two holes drilled in either end and attached to the rigging by "U" bolts. These can all be attached in about 15 minutes and should be carried aboard if you are thinking of cruising.

Another important fact is that in these waters, due to the rise and fall of the tides, you may have to anchor well offshore. You should have a dinghy with an outboard which will carry the whole crew in one trip in a reasonable chop.

After a complete tour of Marble Island with the Roberts in the truck inspecting the two large dams, the air strip and the cattle, we departed through the narrow channel north of the island and set course 360° M for our 20 mile trip to Middle Percy Island.

The afternoon was warm and sunny and the wind very light, so we proceeded under power. A shallow area of 3-4 fathoms extends out from the Dukes and as we passed Glasgow rock showing a depth of 10 feet the turbulence from the 2½ knot current could be noticed.

The anchorage at Percy is an easy entrance between the lighthouse on Pine Island and the shore. Clear water is found off the beach and there is neither coral shelf nor nigger heads so you can proceed in to about 3-4 fathoms and be sure of a good holding bottom.

At the northern end of Percy beach there is a channel leading into a lagoon which opens out behind the beach and runs well into the island. At high tide that evening under a bright moon, we decided to explore the mangrove ringed lagoon. There was now about 10-12 feet of water inside and at low tide it dries right out. Andy Stewart who owns the island and lives in a large house about 3 miles from the beach, has constructed several cradles in which you can lay your boat up. However, our interest was in exploring the whole lagoon and we found we could drive the dinghy through the mangroves and come out into further extensions of the lagoon. Luna Park has nothing on the dodgem boats we played in and out through these mangroves finally discovering that this water went half way through the island.

Next morning the wind rose with the sun and by mid-morning it was blowing a 20-25 m.p.h. S.E. breeze.

The only sheltered anchorage north from here is Mackay on the coast, or Scawfell Island on the way to the Whitsunday Passage. As they are both about 60 miles, we departed at 9.30 a.m. for Scawfell. This island is shown on the chart as a U shape giving excellent shelter from the S.E. and under small spinnaker we covered this distance in good time and anchored by late afternoon.

As we entered Scawfell Island, there was a small fishing boat going to Mackay and I discovered on the radio next morning that the Mackay Police had a cail out for them. As I was in radio contact with the boat I learned that they spent a very uncomfortable night in the north end of the channel between St. Bees and Kiswick islands. This channel can be beautiful to sail through but is definitely not recommended for an over-night stay as the tide can run up to 6-8 knots.

On Saturday 19th May the wind was still blowing up to 25-30 from the S.E. and we had a broad reach for 20 miles under double reefed main and No. 2 headsail. Frank Armstrong met us on his way rounding the reef into Brampton and we anchored just out from the main wharf where the tourist ferries tie up.

A very enjoyable time was spent here reminiscing over old times and after inspecting the tourist hotel we departed at 11.00 a.m. the following day for Goldsmith Island some 10 miles N.W. from here. On arrival we inspected all beaches and anchored in 3 fathoms of water in the Eastern Bay.

From Goldsmith it is only 22 miles to Shaw Island which is the southern entrance to the Whitsunday Passage. Directly north from Shaw Island, only 2½ miles is Lindeman Island. But as they were on a lee shore and it was still blowing about 30 m.p.h. we decided to stay the night in the lee of Shaw Island and sail the following day through the Whitsunday Passage past Pine Island and along the coast of Long Island to Happy Bay on the N.W. corner of this island some 16 miles away.

Happy Bay, although a beautiful spot with a small tourist resort, is a poor anchorage as the bottom is all broken and dead coral and a poor holding ground. We made radio contact with the tourist resort on arrival and booked a table for dinner that evening.

Next morning we sailed down the west side of West Molle or Day Dream resort, through Unsafe Passage and up into South Molle.

The wind was still in the S.E. at about 30 m.p.h. and it whistled down between the mountains at South Molle and was gusting at 40-45 in the bay. Anchorage can be found close to the wharf, but care should be taken as there are a number of "nigger heads" in the area.

But South Molle showed little attraction to us as the anchorage was not comfortable, so we departed for Nara Inlet on the south side of Hook Island. This is an attractive fiord type place and at the head of the inlet we found a quiet anchorage for several days in the congenial company of Peter Prentice and his wife in Saba with Vamp and two other boats.

We stayed the next day in the inlet and as there had been a great deal of rain, we showered under the dashing waterfall.

Friday 25th, was still wet and windy as we steamed out of the inlet into heavy seas and bore away for Saddleback Island.

We sailed through the channel between Saddleback Island and



It only takes more time to get bigger ones.

George Point and came up to an anchorage close in at Nellie Beach. It was now late afternoon, so we followed our usual mooring procedure very carefully steaming in a circle before lowering the anchor, then into the middle and settled down in 3-4 fathoms.

Next morning when the sun was well up, I climbed the mast and found that we were in the centre of a complete circle of nigger heads and we must have skirted right around the edge of them before lowering the anchor.

We were now only 15 miles from Bowen through Gloucester passage and although we had a separate chart of this passage, we were not sure whether we could make it, as a depth of 6 feet was marked in one area and there could have been silting since the chart was put out. So we departed at mid-morning from our most comfortable anchorage and proceeded towards the Passage.

Following the chart and proceeding under power with all eyes on the depth sounder as it was dead low tide, we felt our way through the passage and recorded in one area a depth of 6 feet as shown on the chart. It was now only 10 miles across Edgcombe Bay to Bowen and we had a beautiful sail for the last leg of the trip, and entered the boat harbour in the mid afternoon.

Bowen is one of the safest harbours in which to leave a small boat and contact should be made with Henry Darwen of the Bowen Independent Newspaper, before visiting this town.

On our arrival, Henry had arranged for our mooring and his son was in the harbour to meet us.

We left Tui Manu chained up between piles and when we returned some four months later, she was just as we left her. I hope that others following us find the pleasures in cruising that we have had.



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How to get off

by MICK YORK

In the eyes of many yachtsmen, going aground is the height of bad seamanship, poor navigation and lack of boating knowledge, and above all, most unjustified.

I do not recommend going aground on rocks or coral, but a great deal of pleasure can be obtained by endeavouring to navigate a yacht into creeks, lagoons, rivers and areas where navigation skills are required sometimes beyond the normal hazards of navigation, where, in fact, the skipper may be looking for another inch or two to allow him to negotiate a certain area.

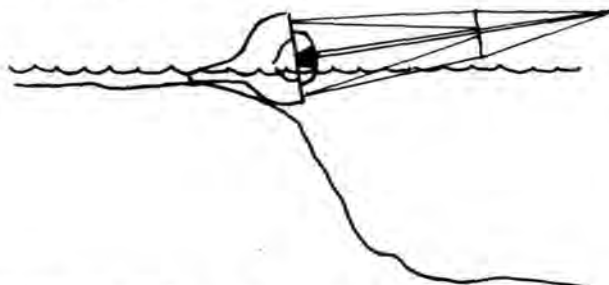
One of my greatest pleasures in yachting is to try and sail into areas where perhaps a yacht should not go. In pursuing these ends I have taken "Tui Manu" to such places as through the Myall Lakes and up the river to Buladelah, through the rip across Brisbane Waters to Gosford, down the narrows and across what is known as the cattle crossing into Gladstone and down through the great sandy straits behind Frazor Island both by day and by night. Most of these passages were without a depth sounder and by using a leadline. Now I have this equipment installed I find it far easier but in many cases more frightening.

But this is not the type of adventure for some of the more modern ocean racing yachts with their light construction, dagger keels and hanging rudders but in a good wholesome type yacht of the Tasman Seabird class like "Tui Manu", little harm can be caused by going aground in mud or sand.

I must admit that the number of times I have been aground in yachts on this type of exploration, would run into hundreds, and I have never been stranded in a yacht and left waiting for the next tide. This is probably my main reason for writing this article and describing the various ways of re-floating after grounding.

In my opinion the main danger in going aground could be experienced in some rivers where there are sand banks or mud flats which drop suddenly into deep water. These usually occur in fast flowing rivers such as Pancake Creek, south of Gladstone or Island Head Creek just north of Keppel Island.

The danger in this area would be if overnight the yacht swung around on the change of tide and went aground on the edge of the bank. If this occurs and you do not get off before the tide falls away, the keel could be left on the bank with the boat falling over into deep water and beyond the recovery point of the next tide.



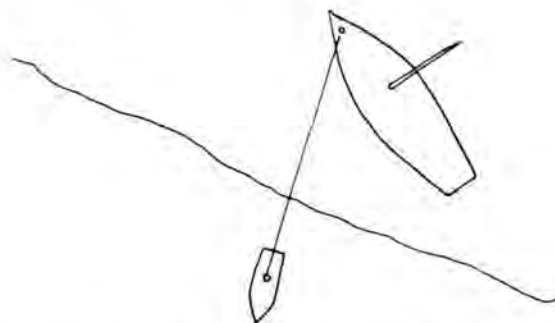
The recommendation for anchoring in all areas where banks shoals and reefs are unknown is to motor around in a circle scribing the swing of the yacht at anchor and when the depth of this area has been established and related to the tide variation and tide at the time, you should then go to the centre of the circle and drop anchor.

When navigating creeks and rivers it is prudent to plan ahead and see that when you reach the shallow areas you negotiate them with one hour or 1½ hours of rising tide still to go so that if you do go aground there is still rising water under you.

Flowing rivers should be negotiated where possible stemming the tide so that if you do go aground the flow of the river will wash you back into deeper water. However, this is not always possible and sometimes the hazards of grounding in a fast flowing river with the tide washing you higher as you keel has to be accepted. The first thing to do in this case is to go out in the dinghy with a lead-line and establish where the deep water is, then drop an anchor well over in this area and make it up on the bow as tight as possible so that you do not wash further onto the bank as the yacht keels and the tide rises.

My story is intended to show self-help to yachtsmen who may go aground in areas where a powerful boat is not available to tow them off. But if assistance is available the basic rule to remember is to pull the yacht off with an angle pull to first start the grounded boat swinging.

While the keel is screwing through the sand apply full power and keep the movement going in the direction of the deeper water.



The best towing should, if possible, have the line attached to a post inboard from the stern so that manoeuvring is possible.



If assistance is not available there are two successful ways of re-floating. The most common and easiest way is to use the ballast you have aboard in the way of crew or passengers. You should first attach the main halyard to the end of the main boom and top it up to about 30° angle, swing this over the side and have your crew slither out to the end, then by use of the

sail dropped below the second batten), the shooter becomes very much a leeward spinnaker.

Essentially, the shooter replaces the mainsail with a sail that is lighter, is about 1½ times as large, and does more to reduce boat oscillation. Most of the extra area is added aloft, where the air is fresher. The higher the aspect of the main and the bigger the foretriangle, the more the shooter contributes.

A shooter is carried effectively downwind in almost any sea conditions with winds up to 30 knots. It is an easily controlled, fully legal sail whose impact is just beginning to be felt. Any boat that expects to do well downwind cannot do without it.

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HEAVY WEATHER TECHNIQUES

Mr C.A. Marchaj who is well known for his book "Sailing Theory and Practice", has written a convincing scientific analysis of the problem of controllability of yachts running before a storm in the June 1972 issue of "Yachting World".

Although it is not possible to reproduce this comprehensive article, the following summary of his explanation of some wave functions and sailing tactics will give an indication of its interest to ocean racing yachtsmen.

Marchaj explains that when strong winds begin to blow, the rate of growth of the wave height is much greater than the subsequent growth of the wave length. Consequently waves generated by the wind at the beginning of a gale are relatively steep and their steepness grows until the wave velocity reaches

But where the old style spinnaker staysail was short and compact, the big boy is nearly full hoist.

When reaching, it doubles the leading edge and doubles the staysail area. Boats with big foretriangles can carry a tallboy under a big boy under a spinnaker for about three times the area and leading edge of the No. 1 Genoa.

The big boy may be cut to double as a Windseeker, a zero air super-light genoa.

You might ask with all these sails aboard "where does the crew sleep". Most modern ocean racers have the whole forepeak for sail stowage, and some of the more recent designs have the whole area from the mast forward with the sails stacked in bins, like books on a bookshelf, so that the crew can select the right sail without confusion.

about 40% of the wind velocity, at which time the waves steadily increase in length and their steepness decreases.

It follows that in the early part of a storm the seas will be short and steep and it may be necessary to slow a yacht down, by such measures as streaming warps astern, so that it does not penetrate the back slope of the wave in front with consequential broaching.

However, as the storm ages the waves become longer and faster and it is necessary to sail faster to reduce the relative velocity between the boat and the overtaking seas and thereby minimise possible pooping and damage.

These conclusions should provide the answer to those who have been confused by books on the subject recommending the exclusive use of one or the other of these contradictory techniques for downwind sailing in heavy weather.

◀ 39

motor and the anchor, movement should start as the yacht heels.

A screwing motion should be established first by the angle of the anchor line and the operation of the rudder; as this starts, the movement should be kept up by using power in the motor and pulling on the anchor. A good strong anchor winch as we have fitted works wonders but by leading the anchor line over the bow and down to a sheet winch the same effect can be achieved.



If you are short handed and do not have enough people to use the boom method, the same effect can be achieved very simply by running your anchor well out into the deep water, attaching a snatch block to the main halyard and hoisting the anchor line aloft to the top of the mast. Then by simply wrapping the anchor line around a winch and winding, the yacht can be heeled over and dragged into deep water.

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One feature of the Department's development scheme is the provision of a public walkway. The consequent problem of slipways as well as security is obvious.

Whilst recognising the Government's desire and their responsibility to the public the Directors feel that a simple walkway is not a solution. Based on professional advice alternative schemes are being submitted and since both parties recognise their mutual problems it is hoped that a satisfactory solution will be found.

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Miller & Whitworth invade U.K.

We have already written of the stature of our own yacht designers and this was epitomised with Bob Miller's Gingko and Apollo II in the Admiral's Cup Series. In September 1974 his Twelve Metre designed for Alan Bond for the America's Cup Challenge will add further honours to his record. Miller and Whitworth encouraged by this are now really challenging overseas, and they will open a branch in England next month. Besides offering designs from the Australian company they will make sails, spars and probably market Australian fittings as well.



Dick Sargeant yachtsman sailmaker.

Bob Miller's partner Craig Whitworth will establish the branch and their General Manager Robert Thompson is to operate it. Two of Miller's boats are already being built in Europe — an Admiral's Cup prospect for Tony Morgan and a 3/4 Tonner for another English yachtsman, Bob Stewart.

To further strengthen their Australian base Miller and Whitworth have appointed Dick Sargeant as Manager of their Sail Loft. He has an incredible yachting background with years of experience in overseas racing including Solo's Hobart winning race and crewing Gretel in her first America's Cup venture. Then with Bill Northam in the Tokyo Olympic Games, the Mexico Olympic Games and later with Carl Ryres representing Australia in the first Soling World Series. More recently a crew member of Gingko in the last Admiral's Cup Challenge. With wide experience in research and development of racing sails his advice and help is now available to all yachtsmen.

STOP PRESS: SOUTHERN CROSS ENTRY

At the last minute U.S.A. has entered with Improbable, owner David Allen, Sail No. 8515 L.O.A. 43, I.O.R. 38 designed by Garry Mull and built by Alkinson in Auckland. Also the chartered Suraya, SM181, L.O.A. 37, I.O.R. 26.9 S2S design built by McVilley in Tasmania.



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Stop stealing the Blue Water

by M. HOGAN

In all this continuing Sydney Airport controversy there is a curious blind spot. The Galston people scream 'rape of environment': the locals around Mascot scream 'noise pollution'. But everywhere I look in vain for protest on the greatest pollution of all — the blatant destruction of Botany Bay itself.

If an airport, wherever it might be, brings excessive noise, then at some time in the future it can be stopped, either by technological progress or by moving it somewhere else.

In the case of Galston, undoubtedly a delightful natural area, the environmentalists have a valid objection. The same would apply to Somerset, Wottomolla or any other area of beautiful bushland which may be destroyed to make way for an airport. However there are other areas of bushland in our country and it is possible in the far future for the whole thing to be reversed and the trees and grass eventually grown again. Given a helping hand nature works miracles. But once you have tipped millions of tons of rock into Botany Bay to create a second runway you irrevocably steal its precious and limited waters. One quite authoritative plan even calls for a runway extending out through Botany Bay into the sea.

Since 1961 when Botany Bay became the responsibility of Maritime Services Board they have pursued a policy of developing it as a complementary port to the Port of Sydney. This simply means more stealing of Botany Bay water.

In 1968 the difficulty in finding a suitable site on which to establish the research model for future development led to the decision to reclaim 8½ acres (3.4 hectares) of land from the north western section of the Bay facing General Holmes Drive. The model is a magnificent engineering achievement, but the fact is that the only place they could find to build it was right in Botany Bay.

Since then stage one of the development of the new container harbour has proceeded and all of this new area is only made possible by filling in and extending the foreshore.

You can build an oil refinery on the shores of Botany Bay and somewhere in the distant future when cars no longer are petrol powered it can be dismantled and the raw land site made available for recovery. But never in the future will the rock and sand-filled extensions into the Bay be dug out and the original shoreline of Captain Cook's discovery be restored. This historic birthplace of Australia is systematically being destroyed.

Next time you are drinking in the Old Sydney Bar in the Wentworth Hotel take a look at the big blow-up lithograph of early Sydney. Study the shoreline and realise how our forefathers chiselled out the rock-face and filled in the inlets to make Sussex and Day Streets. Then check the modernisation of Darling Harbour as a shipping port which was achieved only by sinking the concrete caissons way out in the deep blue water and extending the land to provide cargo handling facilities.

When you next drive through Central Square you will pass Quay Street which runs down through the markets and you may reflect that tall ships once moored at a busy quay near the present site of Paddys Markets.

Next time you drive across Glebe Island Bridge admire the magnificent new container berths which dominate the landscape. Observe that Glebe Island (it was an island originally) now has only a narrow gap separating it from the C.S.R. wharf, itself a reclamation from the tall cliffs behind. No need to

worry about Rozelle Bay becoming a stagnant backwater (which it is) because it too will be further destroyed when the planned North Western Expressway sweeps across it to join Victoria Road.

Next time you are in a tall building in Macquarie Street look out over the green sward of the Botanic Gardens. See if you can spot how far the original shoreline of Farm Cove was extended. Note how Woolloomooloo Bay continues to get smaller. In 1864 the head of the bay was reclaimed adding 200 acres of land area. Then in due course you extend wharves out into the bays and grab more of the harbour. Recall with sadness the necessities of war which caused the Kings Cross land to be pushed out to join Garden Island and enable a large graving dock to be built. Reflect that back in history the threat of war caused the original little pinnacle of Pinchgut Island to be levelled and stone imported to make the larger Fort Denison in the middle of the Harbour.

Next time you walk down Bridge Street pause at the Sirius Anchor in Macquarie Place and ponder that near this spot, now several hundred yards from Circular Quay is where the first fleet unloaded stores at the birth of our Nation.

Anytime you cruise Sydney Harbour, anywhere from the Heads up to the Parramatta River, observe the way in which man-made land is inexorably invading the precious water. For one reason or another, government authority, councils, private companies or individuals have reclaimed land from the diminishing harbour waters. An inlet is polluted, silts up, and is then filled in, justified by the fact that a park or playing field has taken its place. Right now the Main Roads Board is rebuilding Dobroyd Parade at Haberfield, and bulldozers are pushing the land out into Iron Cove. Every year Cockatoo Island grows a bit bigger because it is easier and more profitable to extend the Island by pushing excavation refuse and waste materials out into the harbour rather than transport it elsewhere.

Yachtsmen will remember that once they could sail pretty freely on Lane Cove River — at least up to Fig Tree Bridge but it is now silting up fast. On current performance it will be filled in and a public park made out of it. The river will be forgotten and people will say isn't the Council marvellous to give us a nice park.

The famous Cadman's Cottage has just been beautifully restored and reopened with great ceremony by the N.S.W. Minister for Lands and Tourism, Mr. Tom Lewis. The Cottage was originally a boatswains' barracks and water lapped its steps. But it was reclaimed and the harbour is now 300 feet away. Ironical isn't it that a Minister for Lands should open the restored cottage, his name recorded on a plaque for having done so.

Nobody seems to care that the beautiful Harbour waters of Sydney, the port that gave birth to a Nation of wealth and strength, are being systematically and forever diminished. It started 185 years ago and persists year by year.

I am well aware that Australia has to progress and that in some cases it must be at the expense of land and water. Some of our current problems have been caused by past ignorance, but we surely know better now. The awful part about my plea is that most of the damage being done to our water heritage is by, of all people, Government instrumentalities.

I can only hope that yachtsmen and all boat men make all possible effort to make sure that destruction of our waters are publicised as much as destruction of our land.

OFFSHORE signals

Commodore's Message

Recently the Board of Directors of the C.Y.C.A. decided to try to increase the scope of Offshore.

They felt that there should be an official publication to report on Ocean Racing throughout Australia.

As it is, N.S.W. yachtsmen are largely unaware of what is going on interstate and the same situation exists for yachtsmen in other states.

The idea is for all states to report Ocean Racing results for publication in Offshore, together with any interesting items such as new yachts being built etc. Interstate and other N.S.W. yacht clubs were asked to make bulk purchases of Offshore for distribution to members.

I am pleased to say that the response has been most gratifying. Co-operation has already been offered by the following clubs:

Royal Freshwater Bay Yacht Club, W.A.
Royal South Australian Yacht Squadron
Royal Yacht Club of Tasmania
Sandringham Yacht Club, Victoria
Royal Sydney Yacht Squadron, N.S.W.
Royal Prince Alfred Yacht Club, N.S.W.
Middle Harbour Yacht Club, N.S.W.

A start has been made in this edition, and we hope that the February 1974 issue will give readers the overall coverage we are endeavouring to attain.

J.N. BRIDGLAND, Commodore

LIBRARY

Unfortunately plans for library accommodation have to be postponed for the immediate future. Reg Lange's kindly offer of The Tall Ships Pass has not been forgotten. Editor.

WHITBREAD COCKTAIL PARTY

On the 17th December the organisers of the Whitbread Race will hold a cocktail party at the C.Y.C. and because of the number involved the Club will be closed to members from 6.30 to 8.00 p.m. This was a difficult decision for your Committee. It is hoped that members will understand, as if this was not done the function would have to be held elsewhere.

HOUSE NEWS

Although we can expect to be occupying new premises within two years, we have a great deal planned to improve the atmosphere of our present premises.

Half models of past Hobart winners and Admiral's Cup representatives are at present under construction for the following yachts:

CADENCE —	KOOMOOLOO —
donated by H.S. Mason	D. O'Neil
MORNING CLOUD —	PACHA —
Hon. Edward Heath	Sir Robert Crichton-Brown

We are awaiting replies from the owners of other yachts with the exception of the first Hobart winner RANI which model will be donated by the Club.

Burgees for all competitors in last year's One Ton Cup are at

L.O.P.S. and O.P.S. RACE RESULTS

Trade Winds Trophy — Flinders Islet 19th October 1973

Division 1 and Overall

1. Caprice of Huon 2. Ragamuffin 3. Love and War

Division 2 1. Pilgrim 2. Matika 3. Bushwacker

Division 3 1. Boomaroo III 2. Marara 3. Poitrel II

Division 4 1. Talisman 2. Skylark

Zilvergeest Trophy — Lion Island — S.E. Seamark

Division 5 1. Cagou II 2. Clontarf 3. Pabria

Woollahra Cup — Cabbage Tree Island 9th November 1973

Division 1 1. Love and War 2. Ruffian 3. Ragamuffin

Division 2 1. Pilgrim 2. Ciel III 3. Matika

Division 3 1. Marara 2. Boomaroo III

Division 4 Granny Smith

Owing to very light conditions, 17 yachts retired from a fleet of 29 starters.

Endeavour Trophy — Lion Island — Botany Bay

Division 5 1. Emma Chisit 2. Clontarf 3. Cagou II

Ron Robertson Memorial Race — Bird Islet 30th November

Division 1 1. Love and War 2. Ragamuffin 3. Callipyge II

Division 2 1. Ciel III 2. Pilgrim 3. Matika

Division 3 1. Marara 2. Boomaroo III 3. Zilvergeest II

Division 4 Talisman

Overall 1. Love and War 2. Ciel III 3. Marara

present being framed, and when this work is completed we will have 33 ft. of framed burgees hanging above the bar.

Cedric Emanuel's drawings and the "Coasters Retreat" sign now grace our walls, and Dunhill Photographs of our 1971 Admiral's Cup challengers make a fine show in the entrance foyer.

Rani's mast has been obtained and a section is now in the process of being mounted.

Former Commodore Bill Psaltis scooped the pool in this year's AGM rally, and at a dinner at 16th November he kindly presented his splendid trophies to the Club. They now make an excellent addition to our trophy cabinet.

DINING ROOM HOURS

During December the dining room will be open for lunch and dinner every day and the bar from 10 A.M. to midnight. As you are aware a new caterer has been in operation since the 17th of December. The general opinion is that the quality of his cuisine and service is first class.

But it will be an extremely busy month and if you intend to dine at the club we earnestly urge you to book a table.



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YACHTING NOTES

Tasman Talks

The Royal Yacht Club of Tasmania's Offshore programme commenced on 3rd November with the 74 mile Wedge Island/Adventure Bay Race. Only four yachts competed in the Rating Class event with Patsy of Island Bay sailed by Jock Muir recording an outright win from Terry Bragg's Honeywind, Charles Davies' new $\frac{3}{4}$ ton Sparkman & Stephens Nike and Roger Jackman's Wathara II.

The J.O.G. Division attracted 10 starters and was won outright by Vice Commodore Frey's Endeavour 26 Helvetia sailed by Graham Wignall. Bryan Richardson in his Peter Cole designed Charisma was second with Alan Bond in Iseult designed by Scott Kaufman third.

In the main the winds were light and at times variable. This has been the pattern so far this season with one or two exceptions.

The Annual Maria Island Race started on 23rd November and it is disappointing that only four entries were received from the Rating Class. Nike, one of Tasmania's only three entrants in this year's Sydney/Hobart Race competed against Patsy of Island Bay, Honeywind and Wathara II.

In February, the Club's Annual 100 mile Bruny Island Race will be conducted for both Rating Class and the J.O.G. Division.

Tasmania's Southern Cross Cup team was announced by the Tasmanian Yachting Association. Two new yachts, Nike and Bob Gear's Astrolabe were included with Tony Rundle's Binda from Devonport. At the time of writing Astrolabe is already on her way to Sydney to compete in the Half Ton Series. She was launched recently from Jock Muir's yard and was designed by John Ledgard. Her owner Bob Gear is Commodore of the Derwent Sailing Squadron.

Preparations are well in hand for the finish of this year's Sydney/Hobart Race. Immediate Past Commodore, Les Gabriel, will be the Club's representative on the Radio Relay ship. He is a very experienced sailor — and has competed in the Sydney Race in his yacht Carousel. He was the skipper of an Army supply vessel during the War and a crew member of the Lady Ellen on her delivery voyage to the United States.

West Australian Yachting

Western Australia's Southern Cross team is the first since 1969 and they should all arrive early in December. Crews include veterans of previous Sydney-Hobart races and many other international events including two Admiral's Cup challenges.

The 59 remodelled Siska skippered by Rolly Tasker will have heavyweights John Seale, Chris Mews and Peter Hay. John Solomons, a Master Mariner from Tasmania is navigator and three other West Australians, Wayne Banks, Phil Leaman and Toger Gregson make up the crew.

Rampage, sister ship to Ciel III was launched in November and although Bob Miller designed the rig to rate One Ton, skipper Peter Packer opted for a taller rig. Three of Rampage's crew sailed in Hotspur in the 1969 Southern Cross challenge. They were Peter Packer, his son Ron, and Jono Farmer. The remaining crew are Warren Rigney, Rory Argyle and Parker's other sons, Chris and Tony.

LIVE TELEVISION COVERAGE SYDNEY-HOBART YACHT RACE START

The colourful start to the 1973 Sydney-Hobart Yacht Race, one of the classics of world ocean racing, will be seen live around Australia in a joint ABC-Nine Network telecast on Boxing Day, Wednesday, December 26.

For the telecast, cameras will be located around South Head and on board boats in the harbour to ensure a comprehensive coverage of the race fleet's progress down the harbour and through the heads on their way to Hobart. The telecast will start at 11.55 a.m. Australian Eastern Summer Time.

A special preview of the race will be screened on ABC-TV the day before, Tuesday, December 25, at 7.15 p.m. local time in all States. During the race, progress reports will be broadcast three times daily on ABC Radio. Times of the broadcasts are 10.50 a.m., approximately 6.25 p.m. and 9.50 p.m. Film of the race is also expected to be seen on ABC television.

Keith Turner, a newcomer to sailing leads the crew of Hellfire, with the crew of previous owner Guy Forman, Jim Ryan, Bob Merry, Andrew McDonald and a N.S.W. navigator, Joe Horton.

Two Tasker designed $\frac{1}{2}$ Tonners will be racing here in February. But they will both rate higher than $\frac{1}{2}$ ton and the sleek 33 footers will probably rate more like 24.5 feet. Next January Guy Forman hopes to launch his cold moulded Carter designed sister ship of Ydra which will mean some top competition here.

We are of course a long way from the East Coast but we are becoming increasingly active apart from the stir that Australis is causing.

There are six major yacht clubs represented in offshore fleets and you will read about them all in due course. Other major races are:—

Geraldton Race, (380 KM) in early October with return to Perth the following week-end.

This year a new locally designed Space Sailer 27 won the overall race on Y.A. locally adjusted handicap, with Siska second. A Wal Wagstaff designed $\frac{1}{4}$ Tonner won the I.O.R. Trophy with two S & S 34s filling the minor roles.

This race is followed by the Mandurah (160 KM) and the Naturaliste (340 KM) both in December.

In mid-January the Albany Race (620 KM) and the Leeuwin both of which are sailed around Cape Leeuwin. The last of the season is the Bunbury and Return (300 KM).

Between these we have a number of offshore races in which up to 85 yachts sail in three divisions. Needless to add there are a wide variety of boats of the most modern designs.

Finally some of our members are as fond of cruising as we notice your members are. S.D. Campbell's Trusan is just back from Indonesia. T. Kenny is away in Fiji with his Madelon and off to Tasmania soon is Three Sisters II sailed by W. Jacobs.

LEVEL RATING REGATTA 15th — 24th March 1974

The Notice of Race for this event has just been issued and preliminary enquiries indicate a high level of interest. The series will consist of 4 or 5 races for each of the Ton Classes, and further details will be given in the next issue. This first series has been granted the status of Australian Championships, subject to enough entries being received.

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YACHTING NOTES

Shirt Badges for all crew members in the 1973 Sydney-Hobart Race will be on sale at the Club.

WATCH THE NEW ZEALANDERS

In the past One Tonners and Half Tonners have dominated the ocean racing scene and New Zealand, with their trio of One Tonners, Pathfinder, Wai Anawa and Runaway dominated the 1971 series with a 1st, 2nd and 3rd in the Sydney-Hobart.

It is a reasonable assumption that if the New Zealand champion sailors had stayed with One Ton the composition of the present Southern Cross team would have been different. But they have raised their sights. The IOR rating limit for the Admiral's Cup excludes One Tonners, and the New Zealand objective is now that very Cup.

Chris Buzaid will be in Sydney to act as Technical Adviser and the new look New Zealand team are well prepared. Some feel they should be strong favourites to retain the Cup. If they do they will go to Cowes in 1975 confident of taking home the Admiral's Cup.

SYDNEY-NOUMEA RACE

Following the Sailing Committee's circular asking for interested yachts to ratify us, over a dozen favourable replies were received. Peter Rysdyk was then commissioned to seek the support of the Cercle Nautique Caledonien, should a decision be made to sail the race in June 1974. Peter has returned and presented a comprehensive report to the Committee, and we should be able to report further developments in the next issue.

WHITBREAR RACE

The C.Y.C.A. with the strong assistance of R.A.N.S.A. is co-ordinating the Sydney stop-over on behalf of the R.N.S.A. Race Committee, represented here by Rear-Admiral Otto Steiner and Captain Dudley Norman.

The start of the Sydney-Rio de Janeiro leg is hoped to be on 20th December with the Governor of New South Wales, Sir Roden Cutler, officiating from H.M.A.S. Archer.

NEW MEMBERS

Brian C. Baigent (M.V. Leisure Lady); Mrs. Ree Bayley, Assoc. Member; Ross R. Butler (Calypso); Paul W. Carter; Dr. Brian H. Casey; Laurence E. Hamilton (M.V. Coolabah); Christopher Hatfield (Montego); Algis S. Kovalskis; John Meekan (Ngaire III); Vyvyan B. Minell (Aries); Ian J. Murray (Sue Ang); Graham C. McElvenny (Valhalla); Clifford G. McGarry (Sarlena); Bruce S. Rosenberg; Leslie S. Westman; Gwynn R. Williams.

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ELVSTROM SAILS (Aust) AT COWES WEEK ON BUMBLE-BEE II

The Australian Elvstrom Sails loft was chosen from the sailmakers of the world to outfit this 43' Vanderstadt Spanker for the '73 Cowes Regatta. This fibreglass stock design was launched only a week prior to the Cowes Dinard Race. Mike Fletcher, head of Elvstrom Australia, flew to Cowes to set up & tune the gear to the boat. As a result she finished 5th in No. 1 Div in a fleet which included most of the Admiral's Cup Competitors. Owing to this & other big boat successes, Elvstrom Sails (Australia) are moving to a new & larger loft. We are now better equipped to handle your big boat sail problems. Call us now if you want to go faster.

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Photo by
Beken of Cowes

Bumble-Bee II

OFFSHORE, December 1973

SOUTHERN SCUTTLEBUT

from JOHN ROSS

By now you will know that the ORYCV have nominated Vittoria, Koomooloo and Mark Twain as the Victorian Southern Cross team. The team was selected after a series of very competitive trial races sailed throughout the winter and in the early part of the summer season. Competition was so close between these three yachts and the SS 34 Aquila that an additional 80 mile race around the bay was sailed. These four yachts dominated all races and were rarely headed by the other six trialists.

Vittoria has been performing very well in local racing. Apart from performing consistently in the winter selection series, she won the Queenscliff to Portland race of 200 miles, as well as scoring line honours.

The three team yachts are undergoing thorough preparation for the Southern Cross Cup including many hours sailing to sharpen up crew work and tune rigging and sail combinations. The ORYCV is confident that the best possible team has been selected.

Aquila has withdrawn as reserve yacht for the Victorian team and has been chartered to a Hong Kong yachtsman, Dr. Bill Parke, and will represent the Royal Hong Kong Yacht Club in the Southern Cross Cup.

Whilst the four yachts already mentioned are showing out in local racing, Jock Sturrock's new SS 34 Betty is the boat to beat. She has a modified rig which, combined with a top line crew, has produced good results so far. Unfortunately she was not available for the full Southern Cross series.

One other yacht which is well known to many Sydney yachties is Mary Blair. She secured a very good second in the recent Portland race and is showing glimpses of her true potential.

Other news of interest from the southern State is the fact that a Half Tonner Association has been formed. It is confidently predicted that there will be 17 half tonners racing on the bay by the end of this summer.

Level racing is attracting the attention of many top Melbourne skippers which should produce really good competition in this area in the very near future.

This evinces a great deal of interest in the CYCA's Level Rating Regatta in Sydney next March. If the CYCA undertakes some promotion down here, a substantial number of Victorian yachts could be persuaded to take part. This would include one tonners, half tonners, as well as quarter tonners, as this rating area is also attracting attention. In fact, a new Joubert design will be going into production in Melbourne in the new year, together with the Waarschip quarter tonner, already under way by Anchor Marine.

HOBART RACE PRESS CENTRE

Opening at 2 p.m. on December 26th, the Press Centre will also be open to members of the public interested in the progress of the race.

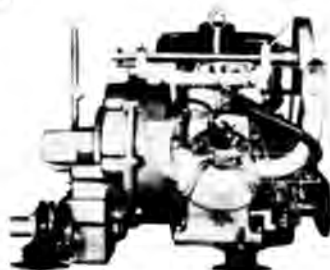
A Honeywell Time Sharing Computer will again be in use so that handicap positions will be known after each radio sked.

The Press Centre will be headed by George Barton, ably assisted by Greta Barton. Others helping the smooth running of the Centre will be David Goode, Campbell Scott, Max Lees and Kerry Roxburgh.

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MARINA NEWS



Salacia II returned to the marina on Friday, 2nd November 1973, after wandering the ocean for eighteen months. Designed by Olin Stephens and built by Quilkey Bros for Arthur Byrne, she is a sloop, 48'6" O.A. by 36' L.W.L. With a beam of 12ft. Her draft of 7'9" would be a bit more than that in cruising trim

On 12th May 1972 she set a kite right at the start of a quick, stormy passage across the Tasman and the breeze never headed her; she was up to North Cape, New Zealand, in five days and seventeen hours. Her crew for this stage of the voyage were Arthur Byrne, Grahame Newlands, Les Walker, Warren Evans, Stuart Altritt and David Smith.

After some days in the Bay of Islands she moored at Westhaven in Auckland and that was her base for the next twelve months. David Smith stayed with the yacht and Brin Wilson's men, who won the 1971 Hobart race in "Pathfinder", gave her the chance to show her paces. She raced with the Royal Akarana Yacht Club and was second in the Rothmans Gold Cup point score.



Salacia II at Malolo Lialia

But racing was not the only sailing she did. Arthur Byrne is impressed with the cruising waters of Hauraki Gulf and says that, in summer, they compare more than favourably with the Mediterranean and the islands of the Pacific. He should know, having cruised in both areas.

In the Auckland to Suva race which started on 5th May, 1973, Pathfinder's crew formed the bulk of Salacia's personnel; the rest were Arthur Byrne, Grahame Newland and David Smith. Out of about 72 entries Salacia II finished second overall, covering the 1140 mile course in a little under six days. Her log reading was 1150 miles and Arthur explained that, not once, did she have to tack. The sou'-east trades were kind to everybody all the way.

At Suva Salacia II settled down to steady cruising. Her crew changed variously (business commitments and so on) as she proceeded through the Fiji Islands, New Caledonia, the Loyalties and the New Hebrides. Constant fine weather with south easterly breezes of from 10 to 12 knots made this one of

those cruises that everyone dreams about. When the yacht eventually left Noumea for Sydney she had a forty knot tail wind to hurry her along. She called at the Isle of Pines and continued towards Lord Howe Island, surfing down some pretty big seas on the way. From Lord Howe to Sydney took her two days and nine hours, which is fast going, and she berthed at the marina at 6.30 pm of the 2nd November. Someone in the crew commented that Salacia II cruises faster than she races.

Arthur Byrne is pleased with the success of this voyage, as he has every right to be. He said that the Perkins 4/107 diesel created no problems at all, but the yacht's deep draft was a disadvantage in reef waters. Although mishaps were few and minor, they did include going aground. Remarking on the Auckland to Suva race he stated that the large number of entries was due to the prospect of a Fiji Island cruise after the finish. Connections of the Yacht club in Vila are anxious to stress this aspect in the hope of attracting a large fleet for the proposed Sydney-Noumea race. There's some good cruising to be had in New Caledonia waters.

The New Zealand sloop Illusion, built inland at Hamilton, was launched at Tauranga in 1970. M. Cunningham was her builder. A hard-chine boat designed by Van der Stadt, she is of half inch ply and measures 30ft x 8ft 6ins on a draft of 5ft and her ten horse Stuart Turner drives her at about six knots. Like all plywood yachts she seems light but her Tasman Sea experience shows her to be tough.

On 7th July 1973 owner Martin Farrand and his crew, Alan Coubray, left Auckland, arriving at Lord Howe Island on the 18th. This leg of the voyage was eventful. Illusion was hove to for three days and rolled to about 130 degrees when a big sea fell on her. The wind-vane self-steerer was smashed but no other great damage was reported, except that all the crockery came to grief.

Martin and Alan liked Lord Howe Island so much that they stayed for more than two months during which time they met those Gosford yachts, Onya, Alimar and Luluwai whose story was printed in last October's Offshore. Illusion left the island on 23rd September, making Brisbane four days later. Sailing from Brisbane on 2nd October she arrived at the marina on the 8th. Martin Farrand plans to head for the Barrier Reef next April and then carry on for Indonesia.

A passing visitor was the 40' ketch, Warana, which called in for a day or so on 18th October. She is a Melbourne yacht which sailed in the 1953 Hobart race. According to Philip Rogers who joined the ship in Suva, she was built in 1938 and has a Gardner 6 cylinder diesel.

He states that she left Melbourne to take part in the Mururoa Atoll protest demonstration, but did not get there and returned by way of Suva, Vila, Brisbane and Sydney. She was in Vila at the same time as Salacia II.

to next page

Mathana is well-known on the Harbour having been based in Sydney ever since her launching in 1939. Formerly owned by the Clarke brothers, she was bought by Jim Coxon some years ago and recently changed hands again when purchased by C.Y.C. member John Currie.

A transom sterned cutter built by Hoyle Bros of Balmain to a Cliff Gale design, her short overhangs are reflected in her dimensions of 35ft O.A. and 33ft L.W.L.A. beam of 10'7" floats her 12 tons measurement on a 6' draft. Her planking is 1.3/8" huon pine with spotted gum stringers and beams, the cabin sole is tallowwood and the lockers and other furnishings are heavy but beautiful rosewood. They don't build boats like that nowadays and there is a comfortable air of solidness as you step aboard.

The midships galley, to starboard of the mast, has a gas stove and oven. There is no refrigerator; she has an ice box instead. Her original motor has been replaced by a 6 cylinder (Holden) engine driving through a marine gearbox, and this gives her about seven knots. Launched as a gaff-rigger she was converted to marconi during the 1950's while guard rails and pulpits were added about four years ago.

Mathana is the name applied by the station aboriginals of Kilcummin, Central Queensland, to the station manager, but just what it means is not known. Maluka, a contemporary of Mathana, was named after the boss of the Esley station of "We of the Never Never".

John Currie will probably race the yacht on the harbour and maybe in short ocean races as well. But first and foremost he intends to do a lot of family cruising in her.

Two American yachts arrived at C.Y.C. on Friday, 9th November 1973, Improbable and La Flor. Improbable, from the board of U.S. designer of Gary Mull was built by Keith Atkinson in Auckland and launched during the latter part of 1970. She sailed her maiden race in Florida in the (American) spring of 1971 and later proceeded to the U.K. as a member of the New Zealand Admiral's Cup team. That was the year in which Australia was represented by Koomooloo, Ragamuffin and Salacia II. The British team took the cup with the United States second and Australia third.

In July 1973 Improbable raced in the Transpac, winning Class B and gaining third overall. Then Skip Allan and three others sailed her from Honolulu in August, cruising to Sydney by way of Samoa, Tonga, Fiji and New Caledonia. The passage from Noumea to Sydney took one week and twenty hours and two gales were encountered on the way. According to Skip that was their only bad weather since leaving Honolulu.

A red hulled sloop of 42'6" O.A. by 10'6" beam, the yacht draws 6'8" and weighs 19,000 lbs. Her 26 h.p. Volvo diesel small for the size of the boat, is used only for harbour work. She is here to sail in the Hobart race and her owner, David Allen (who is no relation to Skip Allan) will fly from San Francisco together with most of her racing crew. Of those who brought her from Honolulu only Skip and one other will be sailing in her when she races.

The other American yacht, La Flor of Los Angeles, is a 30' Tahiti ketch. Her owner, Bob Foes, is said to be selling her in Sydney and her future is not yet decided.

The youngest crew member is Sabrina Birk who, at the age of four years, has become one of that group of sea moppets who

wander the Pacific these days. Sabrina, with her mother Dorothy, joined La Flor in Tahiti.

The yacht also sailed to Australia via New Caledonia, taking six days between Noumea and Moolooloobah before coming on to Sydney. She and Improbable sighted each other outside the Heads and entered the Harbour in company.



Improbable from U.S., headed for Hobart

Helsal the new concrete vessel built for Dr. Tony Fisher has been dubbed the "flying footpath". There are great hopes she will lead the Hobart Fleet as she is the biggest ever Australian entry.

Designed by Joe Adams and built by Mike Caponas (Pegasus fame), under the supervision of Fisher, this is probably the largest epoxy ferro cement yacht of its type in the world. There are no bulkheads as such and steel strips within stainless steel tubing tensioned at something like 40,000 lbs. hold the hull together. The owner described the construction as very similar to the Captain Cook bridge at Taren Point.

Helsal is a mighty yacht — LOA 72' with a 5' bowsprit, waterline 62.5' beam 18.75' draught 10' displacement weight of hull 90,000 lbs. By the way Huey Long's Ondine tips the scales at something like 120,000 lbs. The Alspar mast, believed to be the largest extruded mast in the world, is 102' from top to bottom giving the headsail a 90' luff and a 36' J. At the bow there is an incredible 8.25' from waterline to toerail. She has a Fordson Engine and a small auxiliary. Hugh Treharne is doing the sails and this includes rebuilding up headsails and mainsail off Vim.

There are 16 berths and every cook's dream — a crew of 20 for the Hobart, which includes a number of experienced hands that have travelled the long road south many times before.

Helsal is derived from the names of Dr. Fisher's wife and daughter, Helen and Sally.

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