

OFFSHORE

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PRICE 30c



The Governor of Tasmania (Sir Eric Bashyan) presented the Southern Cross Cup to the three New Zealand winners of the series. They are from left: B. Wilson (Pathfinder), John Lidgard (Runaway) and Chris Bouzaid (Wai-Aniwa)

Hobart Mercury Picture

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TRIP TO LAKE ENCHANTING

You turn left, wide around Moon Island I don't quite know why I use landlubbers directions when I say this, but at Moon Island I always do. Somehow it has that warm friendly connotation, like driving into your own home, and Lake Macquarie at anytime is home to me, particularly at Easter.

So in you go Westwards, and so pick up a couple of fluorescent inverted cones, like lampshades. They're your leads, keep them in line, and on the average low tide you have about 1/8" of water under you. You see the cool sandy bottom, with just an occasional flat rock to tell you — keep on the leads. Not far along, you pick it up to starboard; you spot another one of those lampshades, turn into it and look aft — there's the second, and your lead across to the northerly bank. Suddenly that old ocean is gone and the calm estuary takes over. The shores are dead flat, your engine quietly pattering away, simulating the unseen webbed paddles of a graceful swan, for that is what you become as you glide along past the inevitable fishermen on the banks, looking so much like Chinese prints.

HATE FREQUENCY

Soon the bridge; you will have to anchor and wait in the swift tide. Hold well off — a few hundred yards, and don't cut that engine until you know you have a good anchorage.

Won't be long and you begin to sense the hate frequency from the long string of motorists held up in their mad rush, whilst the lazy jaws of the bridge are electrically opened and away you go on the last stages of the trip. Hugging closely the southern shores for about 2 miles, pick up on your starboard hand, another inverted cone marker, which lines up with one on the shore you are leaving, only a few hundred yards across port again, past a petrol bowser to starboard — handy to remember by the way, and on for about 1/2 mile, then through the permanently marked channel (average depth 10') and over what the locals call the "dropover", a steep underwater sand cliff.

From then on you're in the full deep charm of Lake Macquarie. There's tons of it; X number of miles of foreshore more than Sydney; I forget the statistics; who cares about statistics when they're a swan?

When you're done a couple of miles to North you're at the Lake Macquarie Yacht Club.



Like they used to do it in the old days

ARTISTIC PRECISION

In the old days they used to skulldrag you across the shallow channel into the lake. All crew out on the rigged square main boom, whilst one launch towed and another hitched by halyard to the top mast, pulled you flat on your side. They'd get 5'6" across 4' of water that way, in a beautifully synchronised manoeuvre developed through years of practice. I am sorry really, that that routine is no more; it was all part of the fun with Charlie Hollis, the man who handled the whole thing with artistic precision. Never in my 30 odd years of lake adventures have I seen the smallest bit of gear broken.

Of course the peak time to go is at Easter. Join the destination race, which after all is the best of all ocean races. Go from Sydney or Broken Bay and mostly you arrive at Moon Island on Friday morning having left Sydney Thursday at 9 p.m. At the island, the Lake Macquarie Yacht Club boys swing into action, they'll tow you in if you haven't got a donk; I really don't know what they won't do for you. Well, yes I do, but then you can import your own; plenty of good motels close by the club premises. On the average there's about 30 yachts go every Easter.

The Club, low lying, on land just a little above water level — there's actually no tide in the Lake — sits behind a tee jetty, its stem lying East and West, the long cross bar of the tee lying N and S. So your stream you pick and bow into the jetty — you're heading East.

The only place you don't go at Easter is the cosy little corner on the Eastern side of the Northern area of N-S jetty. That privileged spot is for Tommy Thompson who has sat in the corner from way back — by virtue of being the oldest continuous visitor to the Lake — something like 35 years.

So I've blown enough breeze about this halycon spot; go see for yourself.

IRRESISTABLE INVITATION

Australia, and N.S.W. in particular, is blessed with some fabulous boating and cruising areas and although the average Australian yachtsman seems to be "racing minded", we still have many members in this Cruising Yacht Club of ours who want to live up to the Club's name.

BRISBANE WATERS

A large area of water with Ettalong at its entrance and Gosford at the extreme end. Let us first of all do away with the myth that "you can't get in" nonsense. My own "Onya of Gosford" with 7' 2" draft, going in and out very frequently is the best proof of this. Admittedly, a good knowledge of "HOW TO DO IT" helps. Well then, let us look at the "scribble map" I made some time ago just for an occasion like this, and I suggest you keep this info handy when you enter (the Brisbane Waters, that is)*.

Sailing from Sydney, passing Barrenjoey close in heading approximately 350° (T) you head straight for Little Box Head (Box Head is the seaward one), keep about 25 yards out of the rock boulders and head in a straight line for the end of the sand of Lobster Beach. There will be a sand bar on your left (submerged) and you pass over what we call the "threshold", follow close in the shore 20/25 yards all the way to the port marker at "Half tide rocks". Turn sharp to STBD and head as shown on my chart. Well, now the worst is over, just follow the scribbled track on the chart, the depths are given and continue (coming from sea) until a different depth is marked. I would like for my 7' 2" draft a 4' 4" tide and do it around the top of the tide. Read the info on the chart and note that on the day of "charting" I was well outside the best time (considering the time differences). Best entering in my experience is the time of high tide at Fort Dennison. We have gone out and in with surfboard riders next to us and southerlies blowing, so there is not much to it.

In case of trouble, grounding etc., get a message to the Gosford Aquatic Club for help (Gosford 'phone 253011). Whatever you do, DON'T listen to armchair sailors in dinghies as they are mostly tourists and obviously think in terms of 12" draft. By the way, you find this "variety" cluttering up the channels, and since recently the police frown on running over them. After arriving at the Gosford wharf, track to the newsagent in Mann Street and buy a Gregorie's Central Coast map, which will give you tremendous info on all the waterways around. After freshening up at the Union Hotel opposite the newsagent, continue on (north) in Mann Street to the "Tourist Bureau" (phone 252835) where they have been waiting for you to load you up with brochures and local information.

WHARVES

The Gosford Aquatic Club Wharf can take to 4' 6" draft and on outer pilings to 8' draft (low tide) and has water, fuel installed. Power will be available from the Club (your own lead). The wharf near the end of the breakwater will take 6' draft (low tide), is fairly old, make sure to use your fenders, no power, no water. Bow in, kedge out, a good spot to stay. The main wharf 8' draft, water, no power. Don't wander around in the basin behind the breakwater, go straight for the wharf when you 'round' the breakwater.

THE PEOPLE

Recently civilised, speak English, have electricity, trains and motor cars and are known to be quite hospitable.

GOSFORD AQUATIC CLUB

You will find this will become your host club. Hot and cold showers, good restaurant/dining room, a bar overlooking the Brisbane Waters and 650 members who will make you feel at home. The manager of the G.A.C. is Bill Gattenhoff. Obviously, there are plenty of hotels, motels, 3 golfclubs, several bowling clubs, R.S.L. club, Leagues Club.

RADIO STATION

We here at Gosford have our own Radio Station 2GO (next to 2SM). The manager, Keith Graham, is a fanatic yachtie from Hobart way. Standard procedure is to give him a ring ('phone 242400) and say "hello". You will find that Bob Scott, the sports director, will soon have your vital statistics over the air waves also.

RESTAURANTS (recommended)

Bill's Hide-away in Mann Street, Nino's Restaurant in Terrigal, where there is also the Florida Hotel, Delwynia Restaurant and many others.

You will find the Gosford Shopping Centre a surprise packet and if you can get a car at your disposal there is a wealth of scenery all around, including the much unknown but fabulous "Somersby Falls".

I hope this article will help to make you spend some time in our beautiful Central Coast while it is still something like what it used to be, as Sydney with all its goodies (and more baddies) is coming closer all the time. Should you want any help while in Gosford keep in mind there are several members of the C.Y.C. living here and if I, personally, can be of any help don't hesitate to ring me. My 'phone number is in the book, otherwise any policeman knows me. I can also publicly state that I am not a teetotaler and look forward to a drink on board with you,

PETER RYSDYK

* Peter Rysdyk sent with his article a well drawn chart which clearly illustrates the instructions he has written. He has been kind enough to offer a free copy of this to anyone who asks for it and sends him a self addressed stamped envelope - foolscap size. Editor

OFFSHORE

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SYDNEY HOBART YACHT RACE 1971

A bright sunny day, spectator craft in their hundreds, thousands of people lining the foreshores, 75 starters from 30 feet to 73 feet in length and no breeze set the scene for the start of this twenty-seventh annual offshore classic on Monday, 26th December at 11.00 a.m. The starting line, this year, was moved further north up Sydney Harbour to between Steel Point and Taylor's Bay and was extended in length to avoid congestion of a massed start, allowing all competitors to start together and providing a larger manoeuvring area than previously with the starts off Point Piper. Local authorities contained the large spectator fleet, allowing the yachts to clear the Heads into a light northerly of 8 knots.

Breeze Freshens

Meltemi led Bacardi through the Heads followed by American Eagle for the 630 mile trip south. The breeze freshened to 15 knots during the afternoon and at the evening sked Kialoa was leading the fleet at Black Point. The breeze changed to south-east and the fleet worked down the coast in light airs. By the evening sked on the 27th, the three American yachts Kialoa 11, American Eagle and Ondine lead the fleet south of Gabo Island with the tailenders just south of Montague Island. The Honeywell computer put the Joubert designed Pimpernel first on handicap with Pacha 100 miles to sea of Gabo and furthestmost to sea.



"Ondine" in 1971 Sydney-Hobart Race Hobart Mercury Picture



"Pathfinder", winner 1971 Sydney-Hobart Race
Hobart Mercury Picture

Cap Shroud Parts

Maria, a member of the Tasmanian Southern Cross Team was withdrawn through a cap shroud parting and Mistress retired through a broken forestay. Both yachts returned to Sydney unaided. Before midnight, the wind veered to the west and at times increased to thirty knots to give the fleet a fast crossing of Bass Strait and held all the next day. At 6.00 p.m. on the 28th Kialoa 11 was east and slightly north of Eddystone Point on the north-east tip of Tasmania followed by American Eagle and Ondine. At this radio sked the fleet was spread out over 217 miles. The winner on handicap appeared likely to come from Prospect of Whitby, Morning Cloud and Cervantes IV - the British team for the Southern Cross Cup and who had recently won the Admiral's Cup in Britain.

Fickle Winds

Kialoa 11 was at Tasman Island at the evening sked on the 29th and took line honours, finishing 11.45 that night to a tumultuous welcome from 2,500 well-wishers. The One Division

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The Hobart Race Birds

Unhappily we have no picture of Karen Nichols famous for her capacity to cook exciting meals in the meanest weather. To the yachties disappointment she insists on staying with husband Ian, on "Ondine".



HEATHER LIDGARD, navigates "Runaway" which came second in the 1971 Hobart Yacht Race. Husband John designed and built her, we mean "Runaway". Kevin, 17 year old son is already an experienced blue water man. *Hobart Mercury Pic*



LIZ SANDERS, knows how to whip in a jib sheet and importantly, keep the crew well fed. The fella with her, just for the record, is her husband Owen. They both did an excellent job on "Cervantes IV". *Hobart Mercury Pic*

yachts had been plagued by fickle winds in the Freycenet Peninsula area and the handicap winner could come from the New Zealand one tonners, the British Team or Taurus. The bulk of the fleet was running down the coast in freshening wind, at times up to 40 knots. Dawn of the 30th found many yachts becalmed and the others ghosting in light airs. The winner was now certain to come from Pathfinder or Runaway 12 miles from the entrance to the Derwent River, and in company with Cervantes IV. Pathfinder crossed the line at 11.02 a.m. to win the race.



SARA TASKER, sailed little ones in U.K., later developing into blue water. Now radio operator and cooks in any sea on "Siska". Oh yes; she has a husband, Rolly Tasker. *The Australian Picture*

Results:

- Line Honours** — Kialoa 11 - Jim Kilroy, USA.
- Handicap Honours** — 1st - Pathfinder - Brin Wilson, NZ.
2nd - Runaway - John Lidgard, NZ.
3rd - Wai-Aniwa - Chris Bouzaid, NZ.
- 1st Division** — 1st - Morning Cloud - Rt. Hon Edward Heath, skippered by Sammy Sampson, Britain.
2nd - Taurus - Geoff Lee, NSW.
3rd - Cervantes IV - Bob Watson, Britain.
- 2nd Division** — 1st - Plum Crazy - Tig. Thomas, NSW.
2nd - Huon Lass - Hedley Calvert, TAS.
3rd - Tina of Melbourne - Barry Scott, VIC.
- One Ton Cup Division** — 1st - Pathfinder - Brin Wilson, NZ.
2nd - Runaway - John Lidgard, NZ.
3rd - Wai-Aniwa - Chris. Bouzaid, NZ.

The popular victory of these three N.Z. contestants also won N.Z. the Southern Cross Cup, the first time N.S.W. has not been victorious. Final points for the Cup Team were:- N.Z. 376, Britain 353, N.S.W. 314, Vic. 196, S.A. 162, U.S.A. 118 and Tas. 92 and the yacht with the greatest individual points in the series was Wai-Aniwa.

PAUL PINNOCK

KNOW YOUR FLAGS

by KEITH MOSS

The usage of flags is based on a long history of law, tradition and custom, and in this article Keith Moss summarises the most common requirements as they apply to the Australian yachtsman.

"Flags and Signals", published by B.P. in conjunction with the Royal Yachting Association, has been an important reference for this article and is recommended to those requiring an authoritative guide on British flag etiquette.

NATIONAL FLAG. The Australian National Flag, which is blue, has remained basically unchanged since its selection in 1901 by the first Commonwealth Government from over 30,000 entries in a world-wide competition.

The design of the National Flag, and the Australian Red Ensign is described in the Flags Act 1953-1954, under which "Rules for the Guidance of Those Flying the Australian National Flag" (on land) have been published. The National Flag is not flown at sea, except by the Armed Forces and Government.

The Australian White Ensign was adopted by the Royal Australian Navy in 1967, to replace the British White Ensign which had been used since the formation of the R.A.N. in 1910.

RED ENSIGN. The Navigation Act 1912-1970 (s. 406) declares the ensign known as the Australian Red Ensign to be the proper colours for all merchant ships registered in Australia, except where a ship is allowed to wear other national colours in pursuance of a Warrant from the Queen or the Admiralty. It is flown only at sea and never on land.

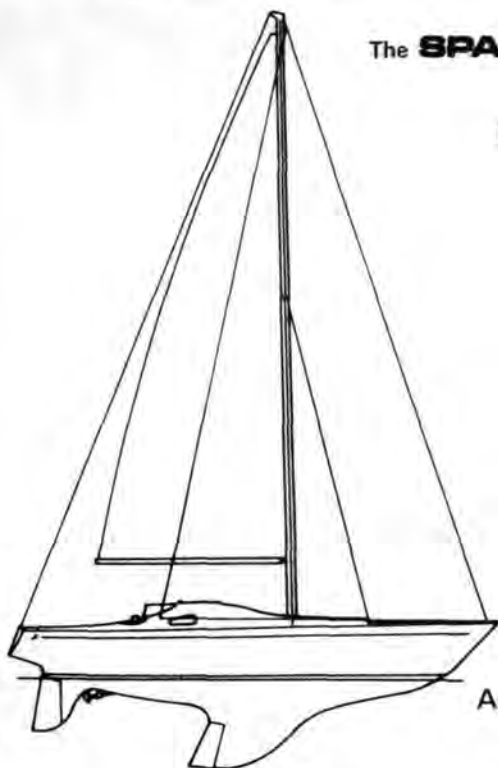
It is important to note that all merchant ships registered in Australia are registered as British Ships under the Imperial Act known as the Merchant Shipping Act 1894 as amended, and that this Act basically forms part of the law of the Commonwealth. Sections 68 to 75 of the Act relate to flags, and provide for fines of up to 500 pounds for the hoisting of any national or Her Majesty's ships colours, other than the Red Ensign and Pilot Jack, on ships belonging to British subjects, without a Warrant.

As yachts are regarded as merchant ships, those belonging to Australian citizens should wear the Australian Red Ensign whether they are registered or not.

When the owner is on board or in effective control, he should also fly his club burgee. "In effective control", may be taken to mean that the owner is ashore for a short time in the vicinity of where the yacht is lying.

The club burgee or Flag Officer's flag may be flown with or without an ensign. A person who has chartered or has been lent a yacht should of course use only the burgee of a club of which he is a member.

SPECIAL ENSIGN. Australians are also British Subjects and so are entitled to apply to the Registrar of British Ships for registration of their yachts of not less than two tons gross, under the Merchant Shipping Act. The proposed name must be approved, and declarations are required from the builder and all previous owners (if any) before the application can proceed. Registration takes usually six months to complete.



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Registered yachts which are owned by members of recognised yacht clubs specified under the Act, of which the C.Y.C.A. is one, are exempted from the requirement to have their names and ports of registry marked on the stern in letters of not less than four inches high.

Then, if the owner is a member of one of the privileged yacht clubs shown in the Navy List, he may apply for a Warrant through the Club to fly its Special Ensign. The C.Y.C.A. is included in the list with the approval of the Lords Commissioners of the Admiralty and its members may apply for a Warrant to fly the Blue Ensign defaced with the letters CYC in gold, on their yachts. The Club is entitled by customary usage to fly the corresponding ensign on its clubhouse on shore.

The Special Ensign is worn under the authority of a Warrant issued to the yacht, not the owner, and is the national colours of the yacht. However, it may only be worn when the owner is on board or in effective control, and should never be worn without the burgee or Flag Officer's flag of the particular Club.

When in foreign waters the Australian Red Ensign should be worn in preference to a Special Ensign to eliminate confusion as to the nationality of the yacht.

HOUSE FLAGS. House Flags are seldom used in this country, but as a general rule they are rectangular in shape and of the same design as the racing flag of the owner. This flag is flown at the same time of day as the club burgee, but usually only when the owner is actually on board.

The owner of a yacht, whether registered or not, may have it listed in the annual Lloyd's "Register of Yachts", and Lloyd's also publish an excellent booklet of "Ensigns and Burgees of Yacht Clubs and Private Flags of Yachtsmen".

FLAG POSITIONS. The after part of a ship has been historically regarded as the most important part and so the ensign as the superior flag is always worn in this area, preferably on its own staff at the taffrail. The second in order of priority is the mainmast head where the club burgee or Flag Officer's flag is flown. Then come the starboard and port crosstrees in that order for other flags such as a foreign courtesy ensign and/or a house flag.

The head of the foremast in schooners and the mizzen in ketches and yawls is of equal importance to the starboard cross-tree position on the mainmast of these yachts, and the foreign courtesy ensign or house flag may be flown in either position, although if both flags are used the house flag is customarily allocated the mast position.

RACING FLAG. The racing flag is the private flag of an owner and is flown at the mainmast head in place of the burgee. A person who is racing a yacht on behalf of an owner should fly the owner's racing flag, however a person racing a yacht he has chartered should fly his own racing flag.

When proceeding from nearby moorings to the starting line for a race it is common practice to fly the racing flag. The fact that a yacht is not racing at the time can be clearly signified by also flying the Ensign until amenable to the racing Rules (5 minute gun), as provided for in A.Y.F. prescription to I.Y.R.U. Rule 28.

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know your flags

As an act of courtesy, other yachts usually manoeuvre to keep clear of yachts which are racing and in order to promote this practice the racing flag should be replaced by a burgee immediately after finishing or retiring from a race.

FLYING TIMES. It is the custom that the club burgee is not flown at night. However the Flag Officer's flag is regarded as being analogous to the personal flag of a Navy Flag Officer and correspondingly should be flown continuously day and night whilst he is on board or in effective control of his yacht, except when it is replaced by a racing flag.

At sea, ensigns are generally hoisted only for identification by other vessels or when within sight of land. In port, ensigns should be flown only from 8 a.m. until sunset.

There is provision in the rules for the National Flag to be flown at night, but only where it is properly illuminated. This is also the customary practice with ensigns and burgees on yachts which are moored together in an illuminated area on a special occasion, such as in Constitution Dock, after the finish of the Sydney-Hobart Race.

FLAG ETIQUETTE. Owners who are members of more than one club have to take special care not to breach traditional flag etiquette. If he is a serving Flag Officer of a yacht club, an owner should fly that club's flag and ensign in preference to any other burgee and ensign at all times.

It is considered etiquette for an owner, who is not a Flag Officer, to fly only the ensign and burgee of a club of which he is a member when in that Club's waters (Rushcutter Bay in the case of the C.Y.C.A.).

Where an owner, not being a Flag Officer, is a member of a number of yacht clubs which are situated close-by one another he should generally wear the ensign and burgee of the senior club, except where one of the other clubs is having a special event. The "Seniority" of yacht clubs is historically based on the Ensign they are entitled to use, in the following order:-

- White Ensign.
- Blue Ensign undefaced.
- Blue Ensign defaced.
- Red Ensign defaced.
- Red Ensign undefaced.

Many clubs have the privilege to wear undefaced and defaced Blue Ensigns, and in each group the date of Admiralty approval of each club determines the seniority. Similarly, in the case of clubs not using a special ensign whose members wear the Australian Red Ensign, the date of establishment of the club determines the seniority.

Only the Royal Yacht Squadron has permission to fly the British White Ensign. At the centenary celebrations of the Royal New Zealand Yacht Squadron in 1971 it was announced that H.M. The Queen had graciously consented to its Flag Officers flying the New Zealand White Ensign in future during their term of office. No other yacht clubs in the British Commonwealth fly a White Ensign.

The following Australian Clubs appear in the latest Navy List (Spring 1971) as Yacht Clubs using a Special Ensign:



Gaily dressed yachts waiting the arrival of Her Majesty the Queen. February 2, 1954.

BLUE ENSIGN UNDEFACED	Established	Admiralty Approval
Royal Sydney Yacht Squadron	1862	26-4-1863
Royal Yacht Club of Victoria	1853	10-2-1873
Royal South Australian Yacht Squadron	1869	23-3-1877
Royal Queensland Yacht Squadron	1885	21-7-1894
Royal Perth Yacht Club of W.A.	1865	28-3-1903
Royal Yacht Club of Tasmania	1880	10-1-1910
Royal Melbourne Yacht Squadron	1876	27-3-1924
Royal Geelong Yacht Club	1859	27-4-1924
Royal Brighton Yacht Club	1875	27-4-1924
BLUE ENSIGN DEFACED		
Royal Prince Alfred Yacht Club	1867	5-7-1870
Royal Motor Yacht Club of N.S.W.	1905	20-5-1927
Royal Freshwater Bay Yacht Club	1896	14-8-1936
Royal Prince Edward Yacht Club	1922	15-3-1937
Cruising Yacht Club of Australia	1944	22-9-1953
Little Ship Club Queensland Squadron	1945	14-4-1956

There are no Australian yacht clubs having Warrants to use the defaced Red Ensign.

DRESSING SHIP. Ships may be dressed on days of National Commemoration, or for local festivals including regattas. Overall dressing by stringing International Code flags from stern to stern via mastheads is used when lying in harbour. Vessels under way or without dressing lines should dress with masthead flags only.

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For local festivals the club burgee or Flag Officer's flag is flown at the mainmast head and the ensign in its usual place on the ensign staff at the stern. An ensign should be flown at other mastheads.

In the case of National Days an ensign should also be flown beside the club burgee at the mainmast head, but not with a Flag Officer's flag which should always fly alone at the mainmast. The Australian Red Ensign should be used at mastheads except that a Special Ensign may be carried at the masthead if the owner is flying the same Special Ensign at the stern. On these days, yachts which are Registered British Ships may also fly the Pilot Jack on a jackstaff in the bow. Yachts under way should dress with the same masthead flags and may also fly the Pilot Jack if registered.

For foreign national celebrations a maritime ensign of the honoured country should be flown at the fore or mizzen in two masted yachts and at the mainmast head alongside the club burgee in single masted yachts. The Australian Red Ensign or a Special Ensign is flown at other mastheads. Flag Officers with single masted yachts always fly their ranking flag alone and therefore have to fly the foreign ensign at the starboard crosstrees.

DRESS SHIP DAYS. The days of National Commemoration when the R.A.N., dresses ship are listed below, and may be followed by yachts:-

26 January	—	Australia Day (and on the actual public holiday).
6 February	—	Anniversary of the Accession of the Sovereign.
21 April	—	Anniversary of the Birthday of the Sovereign.
June	—	Official Birthday of the Sovereign and Commonwealth Day. (and on the actual public holiday for the Sovereign's Birthday). (Dates are proclaimed annually).
2 June	—	Anniversary of the Coronation of the Sovereign.
10 June	—	Birthday of the Consort of the Sovereign.
4 August	—	Birthday of the Queen Mother.

In addition, there are individual State celebrations, and special occasions such as Royal Visits where dressing ship is appropriate.

FLAG SIZES. Every yacht should carry a burgee and ensign of dimensions appropriate to the size of the yacht.

A general guide for cruising yachts is as follows:-

Length of Yacht.	Hoist of Burgee.	Fly of Ensign.
20-35 ft.	12 in.	1 yard.
35-45 ft.	15 in.	1½ yards.
45-55 ft.	18 in.	1½ yards.
55-70 ft.	18 in.	2 yards.

Racing flags, on the hoist and fly, must be not less than one-third of the height of the sail numbers on the mainsail, and in no case less than 4 in. x 6 in., according to the A.Y.F. prescription to I.Y.R.U. Rule 28.



L.F. Mott



One Ton Cup Under I.O.R. Mark III.

The Offshore Rating Council at its meeting in London on 13th November, 1971 approved the amendments to the I.O.R. Mark II recommended by the International Technical Committee.

The Rule is to be re-issued as the I.O.R. Mark III, and the Council resolved that it could be adopted at any time between 1st April, 1972, and 1st January, 1973.

After due consideration by the Cruising Yacht Club of Australia and the Cercle de la Voile de Paris, it has been decided that the One Ton Cup Challenge to be held off Sydney in December, 1972 will be conducted for yachts having a maximum rating of 27.5 feet under the I.O.R. Mark III.

Also, the C.Y.C.A. Sailing Committee has resolved that I.O.R. Mark III ratings will be used for the Club's long ocean races from 1st July, 1972. Yacht owners should apply to the Y.A. N.S.W. to have the required extra depth measurements taken at a regular slipping in the next few months.

Largest Night Start Ever

David Goode sent 62 starters in the 1972 J.O.G. Challenge series on their way at 8.00 p.m. on Friday 28th January. This is believed to be the biggest fleet ever to start to one gun at night under the control of C.Y.C.A.

The series consisted of two races — Sydney to Lion Island and return and Sydney to Long Reef and return on Sunday 30th January.

Teams of three yachts from all major Sydney clubs (M.H.Y.C. entered seven teams), Pittwater, Botany Bay, Port Hacking, Wollongong and Gosford took part. This highlights the tremendous growth in popularity of J.O.G. racing.

On Sunday the fleet presented a magnificent spectacle rounding the Long Reef mark in a light east north easterly bathed in a burst of rare Sydney summer sunshine. David Goode was kept very busy recording finishing times as 61 yachts crossed the line within 19 minutes.

The series was won by the Botany Bay Yacht Club No. 2 team with 259 points. Then came Botany Bay No. 3, 244 and Royal Prince Alfred No. 2, 238.

The C.Y.C.A. entered three teams. Highest placed of these was C.Y.C.A. No. 1 (Talisman - Ivan Irwin, Emma Chisit - Ashley Gay, Sprightly - Ted Flynn) with 188 points.

Line honours battles were hard fought between the new Half Tonners Skylark and Plum Crazy. Honours in both races went to Plum Crazy with a very fast time for a Division 3 yacht being recorded in the Lion Island race.

J.O.G. President Ashley Gay, speaking at the trophy presentation held at the Sydney Amateur Sailing Club, confidently predicted an even bigger fleet for 1973. He indicated that a third race may be added to the programme using the two new offshore buoys recently laid by the R.A.N. Plans to enlarge the social part of the programme will also be considered.

Hobart: a triumph for Hood

Right on top of Hood's success in the 1971 Admiral's Cup Series, comes another major ocean-racing triumph—the 1971 "Sydney-Hobart."

Of the 76 yachts who completed the 630 mile journey, no less than 39 carried sails cut from "distortion-free" Hood Cloth.

Heading the impressive "Hood" list of Hobart performers was the overall winner "Pathfinder" and the line honours victor "Kialoa II."

Next on our list came the first 9 place-getters in No. 1 Division; and the 3 N. Zedders, "Pathfinder," "Runaway" and "Wai Aniwa" who were placed 1st, 2nd and 3rd in the One Ton Cup Division.



There are three important points to remember about Hood Cloth:— (1) it's distortion-free; (2) it has the lowest stretch/weight ratio of any sailcloth in the world; (3) yachts carrying sails cut from this remarkable cloth have won every major ocean race in the world.

Here's how they finished:

1	Pathfinder (N.Z.)	HOOD
2	Runaway (N.Z.)	HOOD
3	Wai Aniwa (N.Z.)	HOOD
4	Morning Cloud (G.B.)	HOOD
5	Taurus (Aust.)	HOOD
6	Cervantes IV (G.B.)	HOOD
7	Prospect of Whitby (G.B.)	HOOD
8	Koomooloo (Aust.)	HOOD
9	Vittoria (Aust.)	HOOD
10	Polaris (Aust.)	HOOD
11	Ragamuffin (Aust.)	HOOD
12	Bacardi (Aust.)	HOOD
13	Stormy Petrel (Aust.)	HOOD
14	Meltemi (Aust.)	HOOD
15	Satanita II (N.Z.)	HOOD



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YACHTING NOTES

Overseas Events.

If you would like a change from the local scene, try one or more of the incredible smorgasboard of overseas yacht races scheduled for the forthcoming two years. (All details available at the C.Y.C. office).

31 March, 1972 — New Zealand and South Pacific Half-Ton Trophy. A series of three inshore and two offshore races at Auckland, organised by the Royal Akarana Yacht Club in association with the J.O.G. of N.Z.

9 June, 1972 — Onion Patch Trophy consisting of the 185 miles Astor Trophy Race from Oyster Bay, N.Y., to Newport, R.I., two 25 miles races, and the Bermuda Race from Newport to Bermuda of 679 miles. The series is sponsored by the Cruising Club of America and the New York Yacht Club in association with the Royal Bermuda, Seawanhaka Corinthian, and Ida Lewis Yacht Clubs.

15 June, 1972 — Tahiti Race from San Pedro, California, to Papeete, Tahiti, covering 3,571 miles. The preliminary notice states "Can you imagine a more exotic place for the weary sailor to recover, than the land of gently waving palm trees and lovely Polynesian Maidens?". Inaugurated in 1925, this is the longest regularly scheduled yacht race in the world today, and is organised by the Transpacific Yacht Club of Los Angeles.

28 June, 1972 — The Discovery Race, which is a Transatlantic Race from Bermuda to Bayona, Spain, in commemoration of the first West-to-East crossing completed by "La Pinta", the first of Columbus's ships to arrive in Europe with news of the discovery of the New World. Sponsored by the Cruising Club of America, "Monterreal" Club International de Yates, New York Club and Royal Bermuda Yacht Club.

22 July, 1972 — International Aegean Sailing Rally organised by the Hellenic Offshore Racing Club of Piraeus, Greece. This is the ninth annual rally on a three race course, Vouliagemi - Samos - Khios - Vouliagemi, a total distance of 395 miles spread over some nine days. C.Y.C. Commodore Bill Psaltis is planning to ship "Meltemi" over for this series and would be pleased to advise other interested parties.

July 1972 — Half Ton Cup at Marstrand, Sweden, organised by Kungl. Svenska Segel Sällskapet (Royal Swedish Yacht Club), the Societe des Regates Rochelaises, and the Cercle de la Voile de Paris.

August 1972 — Quarter Ton Cup at La Rochelle, France, organised by the Societe des Regates Rochelaises.

January, 1973 — Capetown to Rio de Janeiro Race of about 3,500 miles across the South Atlantic following the old square-rig route on the South East Trades, with North Easterlies as yachts close the coast of Brazil. This is the second Cape to Rio race organised by the Cruising Association of South Africa, the Yate Clube do Rio de Janeiro, and the South African Ocean Racing Trust.

August, 1973 — The Admiral's Cup consisting of the 225 miles Channel Race, two 30 mile inshore races, and the 605 miles Fastnet Race. Organised by the R.O.R.C. with the assistance of the Royal Yacht Squadron and the Royal Albert Yacht Club.

September, 1973 — The Clipper Race, a race round the World for large ocean racers having I.O.R. Ratings between 33 and 70

feet. The race starts about two weeks after the Fastnet Race so that overseas visitors to the U.K., may race all or part of the way home, and the timing will also allow yachts to round Cape Horn in reasonable weather. The course is from Plymouth to Plymouth with compulsory stops at Cape Town, Sydney, and Rio de Janeiro, where yachts may change crews, and re-equip. Yachts may also stop at any other ports they wish. The organisers are Anthony Churchill and Guy Pearse with the assistance of the Royal Western Yacht Club of England.

Offshore Marks.

Congratulations to Middle Harbour Yacht Club, and designer Vic English, for arranging the laying by the R.A.N. of the first permanent marks for yacht racing off Sydney Heads.

The marks have an 18 inch diameter dayglo orange ball on the top some 9 feet above the water. One is laid at true bearing 055° — 9 miles from Hornby Light (Lat. $33^{\circ} 44' 56''$ S, Long. $151^{\circ} 25' 42''$ E), and the other at true bearing 108° — 6.5 miles from Hornby light (Lat. $33^{\circ} 51' 48''$ S, Long. $151^{\circ} 24' 27''$ E).

The marks will be removed about 6th May, 1972 and laid again next season.



"H.M.A.S. Duchess" in background
"Modern Boating" picture.

THE REEFS OF PORT JACKSON

Very few yachtsman ever consult the charts of their home port. Every year we see a number of yachts go aground in Sydney Harbour on reefs or banks which are clearly shown on the charts. See Aus. 201 and 202.

During the recent Southern Cross Cup the New Zealand yacht "Pathfinder" sailed onto the reef off Bradley Head and had to start her engine to get free, resulting in subsequent disqualification. This incident has prompted us to run through some of the more popular grounding spots for yachts in the main Harbour.

DARLING POINT: An unlighted Pile Beacon (red) clearly marks the North Western extremity of the sand bank which extends up to 160 yards from the sea wall to the 1 fathom line.

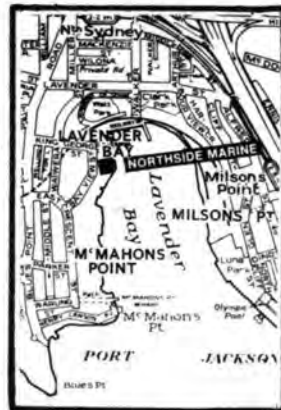
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YACHTING NOTES



"Pathfinder" sadly aground on Bradley Head — but she avenged herself.

The C.Y.C. Tender is often called upon to tow yachts from the bank whose skippers do not recognise that a red beacon should be passed on the port hand when entering from seaward.

BRADLEY HEAD: This reef and shallow water extends some 130 yards to the North East from the Eastern extremity of the cliffs to the 1 fathom line, and is almost directly on a line from Bradley Head to Chowder Head. Most harbour racers become aware of it early in their careers.

SHARK ISLAND: Some very famous yachts have gone aground here as the reef is right on the course to one of the Royal's finishing lines off Point Piper. The shallow water is well defined to the North by the lighthouse and the South East by the pile beacon known as the totem pole, however the reef and shallows out to the 1 fathom line also extend some 100 yards to the West of the Northern end of the island and for 60 yards all along the Western shore.

NEILSEN PARK: A sand bank extends from the rocky point at the North Eastern end of the beach for some 70 yards in a Westerly direction to the 1 fathom line and can be identified by a Red Buoy located in this vicinity near the 3 fathom line. A popular spot when beating to windward in C.Y.C. winter races.

SOW AND PIGS: The reef is marked by a black and white beacon, however it extends from some 120 yards to the North West to 60 yards to the South East. Many of the deeper draft yachts such as Ilina, Astor, Bacchus D and Balandra have found the North Western outcrop to be very hard indeed. A handy guide to the position of the Sow and Pigs at nighttime is that it is about half way between the Western Channel Pile Light (Occulting Red 3 sec) and the Lady Bay Buoy (Quick Flashing Red).

SOUTH REEF: The actual reef extends to about 120 yards from the shore NNE of Hornby Light, however it is wise to give it at least 200 yards clearance in 3 fathoms of water, as there are no second prizes to "Bacardi" on the rocks.

Learn how to get dependable marine power.

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Hobart to Auckland Race

The 73 ft. American yawl "Kialoa II" won the 1570 miles Hobart to Auckland race on corrected time, and at the same time set a new elapsed time record of 8d-2h-10m-28s which was 15m-14s inside the previous record set by "Fidelis" last year.

"American Eagle" gained second place on handicap and in doing so scored the necessary points to clinch the world ocean racing championship sponsored by St. Petersburg Yacht Club in Florida. This competition has lasted for three years, and in that time a yacht must have sailed two mandatory and five optional races. One of the Optional races must be over 1,000 miles.

Full results are as follows:-

	Elapsed.	Corrected.
1. Kialoa II	8-02-10-28	8-10-11-38
2. American Eagle	8-17-29-01	8-18-21-48
3. Buccaneer	8-03-41-16	8-22-36-39
4. Pathfinder	11-22-59-54	9-08-51-44
5. Runaway	11-22-58-15	9-09-06-00
6. Wai-Aniwa	12-03-16-44	9-12-28-45
7. Cassandra	13-01-08-27	9-16-47-20
8. Skinflint	12-12-45-58	9-19-55-15
9. Vago II	12-01-15-00	10-01-51-04
10. Ragamuffin	11-15-11-56	10-07-23-44
11. Whispers II	11-23-56-30	10-13-45-47
12. Stormy	11-10-09-10	10-14-59-16
13. Siska	11-12-34-15	11-13-45-36

Satanita II retired.

Compasses.

The editorial in "Yachting World" of October 1971, drew attention to the possibility of considerable deviation being caused in hand bearing compasses by steel cased batteries fitted for illumination purposes.

The article went further to discuss suggestions of manufacturers on how to overcome the problem by the use of plastic jacketted batteries, fitting a "dummy" battery immediately under the compass, and demagnetising batteries by passing them slowly through an A.C. Coil as may be done by a watchmaker.

If any member has comments on this subject we would like to have them.

International Distribution of "OFFSHORE"

Did you know that the C.Y.C.A. Magazine "OFFSHORE", which is now a bi-monthly publication, goes to 31 major Yacht Clubs in Australia and to Yacht Clubs having a common interest in Argentina, Bermuda, Canada, France, Germany, Greece, Holland, Hong Kong, Italy, Japan, New Caledonia, New Zealand, Papua, Singapore, Sweden, U.K. and U.S.A.

Also, the distribution reaches all relevant Australian government departments and authorities, the National Library, the press, and Yachting Magazines at home and overseas.

"Offshore" is a powerful voice in Yachting, so when you feel like writing a letter on the subject, don't write to the newspapers write to the Editor of "Offshore".

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OFFSHORE signals

Dear Sir,

I have read with interest the recent letters in Offshore written by Clive Roughley and more recently by K.E. Sheppard with regard to the disposal of rubbish from Yachts.

I agree we are a strange breed we yachties. We go to sea for the sheer beauty of it all and then throw every conceivable bit of gash over the side in an attempt to change it all.

Mr. Sheppard I feel is a little unkind because there has been a disposal unit at the base of each Marina for some time now. These of course had to be adequately protected against marauding yachties, the one at the end of the C.Y.C. Marina by being suitably chained down and the other at the end of No. 2. Marina by its sheer weight and size.

Due to the actual width of the Marinas themselves and the limited approaches, further receptacles would be impracticable in the immediate area of the Yachts. I must further point out the high cost of rubbish removal.

The Club in November installed two Dump Masters and shortly after a third. During December 114 cubic yards were removed at the cost of \$211.59.

Further, I understand that almost every other Yacht Club in Sydney has followed the C.Y.C. in this form of rubbish removal.

So there have been points at the C.Y.C. for some considerable time where rubbish can be dumped, it only requires each Yachtie to understand his obligations.

I like better Clive Roughley's thoughts on receptacles or plastic bags on each boat and the disposal of the gash on return to the C.Y.C. but once again the method is there, it is up to the individual.

J.N. BRIDGLAND.
Rear Commodore.

Dear Sir,

Somewhere in the C.Y.C., there's an honest yachtie who returned my mislaid bag of gear. Happened on Boxing Day and my bag was with a lot of others waiting for the tender. Somehow it was lost and a couple of days later returned to the bar.

Unhappily no one has the name of the man who returned it and despite many enquiries he still remains anonymous. So regretfully I have missed saying to him how grateful I am.

TOMMY THOMPSON

The only available pub in the Northern waters of the Broken Bay area is Brooklyn. At the same place there is a splendid variety of stores not forgetting a first class fish and chip shop. It should be good, there's a lot of fishing in the nearby waters and of course the oyster beds are just around the corner.

What a pity the locals do not set up some kind of Progress Committee, raise funds and put up a landing jetty, if only for dinghies. As it is, it is almost impossible to land, the few tiny landing spots they do have being well plastered with keep off signs. There are good facilities for fuel supplies but that's it.

With a bit of encouragement many more boats would go to Brooklyn to the greater benefit of the pub and the store keepers, themselves are quite friendly and helpful.

The Australian Liquefied Petroleum Gas Association has recently issued a booklet giving a wide range of data governing installation and maintenance of L.P. gas equipment and appliances in marine craft and caravans.

After all these years they have made the shattering discovery that painting is not considered adequate as an anti-corrosive and that all cylinders to be installed in the future shall be of hot dipped galvanised external finish.

Such being the case they should exchange all cylinders now in use for the galvanised types. In their press release they state that if the installation does not comply with the regulations, it could be (a) hazardous, (b) contrary to government regulations, (c) invalidate your Insurance Policy. Why then have we been sold for so many years, equipment that can well be described as hazardous?

The booklet is comprehensive, but could be bettered with some line drawings and more information about assessing the state of already installed equipment.

It is sold by the Association for 50 cents — better service would be given to the users if the booklet were given free, to all purchasers of L.P. gas equipment.

We pride ourselves that yachtsmen in general and our own members in particular have respect for each others equipment whatever it maybe. Unhappily some have a somewhat flexible approach to this criterion. On Boxing Day one of our yachtsmen came back from the day's sail to find his dinghy had disappeared from his mooring, leaving him marooned. It is hard to imagine the circumstance of this behaviour since the dinghy was discovered later tied up to one of our jetties.

On several occasions oars have been "borrowed" from the racked dinghies and returned later. Meanwhile the owners who wanted to use their dinghies were left lamenting. It is a sad commentary that because of this kind of vicious practice owners are forced to lock up their dinghies and oars.

FASHION FOR SEABIRDS

Betty Hamer says that our Seabirds are starting their 1972 activities with an exclusive fashion collection SOUNDS OF WINTER at a champagne luncheon to be held at the club on April 13th. "Liz" Mason will be presenting the parade with her always applauded finesse. All Seabirds note in their diaries — a show not to be missed. Further detailed notice is to come.

WELCOME TO NEW MEMBERS

Peter Bishop: Rex Bunting: Peter Campbell: Chester Greenway: Samuel Gazal ("Marco Polo" Robb 35 Sloop): Edward Kremer: William Lawler ("Nour" Sloop 27ft.): David McDonald: Kerry Pooley: Bruce Rothwell: Jeffrey Shagrin ("Double J" Hood 23): Jonathan Simonds: George Snow.

PROTEST HEARING

Yachting Association of N.S.W. Protest Committee: W.L. Fesq, C.H. Middleton, T.R.M. Furber, I. Miller, A.J. Mooney.

Morning Cloud v. Wai-Aniwa.

Race "C" of Southern Cross Cup on 22nd December, 1971.



Description of the Incident

"Wai-Aniwa" when running towards the finishing line was carrying a spinnaker normally set. She was also carrying a genoa or staysail upside down on the centreline at the bows with the luff outside the spinnaker. The halyard was slacked off so that the head was about 6 ft. away from the forestay. This sail was sheeted to the end of main boom.

It is maintained that this infringed rule 860D in that this was a sail set to fly kitewise over a spinnaker.

Facts Found

1. In view of Rule 19 of the I.Y.R.U., and I.O.R. Rule 857 the I.O.R. Rules apply to this race.
2. This sail was not set upside down.
3. The spinnaker was sheeted outside the forestay and inside the luff of a headsail, namely the drifter, set as a spinnaker staysail.
4. Tack of the headsail was down in the normal position.
5. Headsail was sheeted legally to the end of the main boom.
6. Headsail was hoisted until the head of the sail was approx. 3 ft. from the halyard sheave position.
7. Sag of the luff of the headsail in relation to the forestay approx. 4 ft.

Decision

The Race Committee finds that the facts do not indicate that the headsail was flown kitewise and therefore did not contravene I.O.R. Rule 860D. The Protest is dismissed. Fee to be refunded.

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