

# OFFSHORE

NUMBER 9

DECEMBER, 1972

PRICE 30c

## WORLD ONE TON CUP SERIES



# A new breed?



**GINGKO** LOA: 44' 9 $\frac{3}{4}$ " LWL: 39' 0" Beam: 12' 6" Designed IOR Rating: 36.3'. Admirals Cup and Hobart Race Contender. Line honours and corrected time winner 1972 Montague, Tom Thumb and Cabbage Tree Island races. Total design, sail plan, sail wardrobe and fitting-out by Miller & Whitworth.



**PLUM CRAZY** LOA: 30' 3 $\frac{1}{4}$ " LWL: 23' 2 $\frac{1}{2}$ " Beam: 9' 8" IOR Rating: Half-ton. Brilliant performer and winner Division II 1971-72 Hobart Race. Design in conjunction, sail wardrobe and fitting-out by Miller & Whitworth.



**APOLLO II** LOA: 44' 9 $\frac{3}{4}$ " LWL: 39' 0" Beam: 12' 6" Designed IOR Rating: 36.3'. Launched October 1972. Built in aluminium to test construction techniques for 1974 America's Cup challenger. Total design, sail plan, sail wardrobe and fitting-out by Miller & Whitworth.

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# THE WAY TO HOBART

by ROB McAULEY

They fire a cannon at precisely 11.50 a.m. The count down for the Sydney to Hobart race gets underway. There's 10 minutes to go before blast off time in one of the world's ocean racing classics, the annual Sydney to Hobart yacht race — and you're there, having your first or your fifteenth trip South. It doesn't matter which — those next ten minutes will seem an eternity of drama and excitement. If you're caught at the wrong end of the line, those last ten minutes will be sheer hell.

There's a mass of other yachts all trying to hit the start line, bang on 12.00. The giants over 70 ft. in length will be doing almost twice the speed of the little 30 footers. They're tacking and luffing all within less than a square mile of Sydney Harbour, counting the seconds to head for the start — and for Hobart.

There's a yell of "starboard" for right-of-way from one of the big boys. He's too close for comfort for one of the smaller yachts — a split-second change of course and they pass, inches apart. There's a swishing of bow waves that breathes excitement. Heads/luff in torment waiting for the whirl, and then the grinding of the winches to sheet them home. The skipper calls for the time. The navigator snaps back the count-down in minutes and seconds to go.

A spectator boat gets too close. He's told what to do with his boat — in spite of the ladies he's got on board. He should have known better, anyway.

The Police boats and the Volunteer Coastal Patrol vessels are doing a great job keeping most of the spectator craft clear of the yachts. But every now and then, an idiot breaks through the cordon for a "suicide" look at the charging fleet.

Out of the corner of your eye you spot the television boat. Your wife, your girlfriend, your family may get a quick glimpse of you in that milling mass of sails and bucking hulls.

There's a million viewers watching a direct telecast of the start in 4 States. There must be almost another million out there on Sydney Harbour — and lined along every available inch of the foreshore.

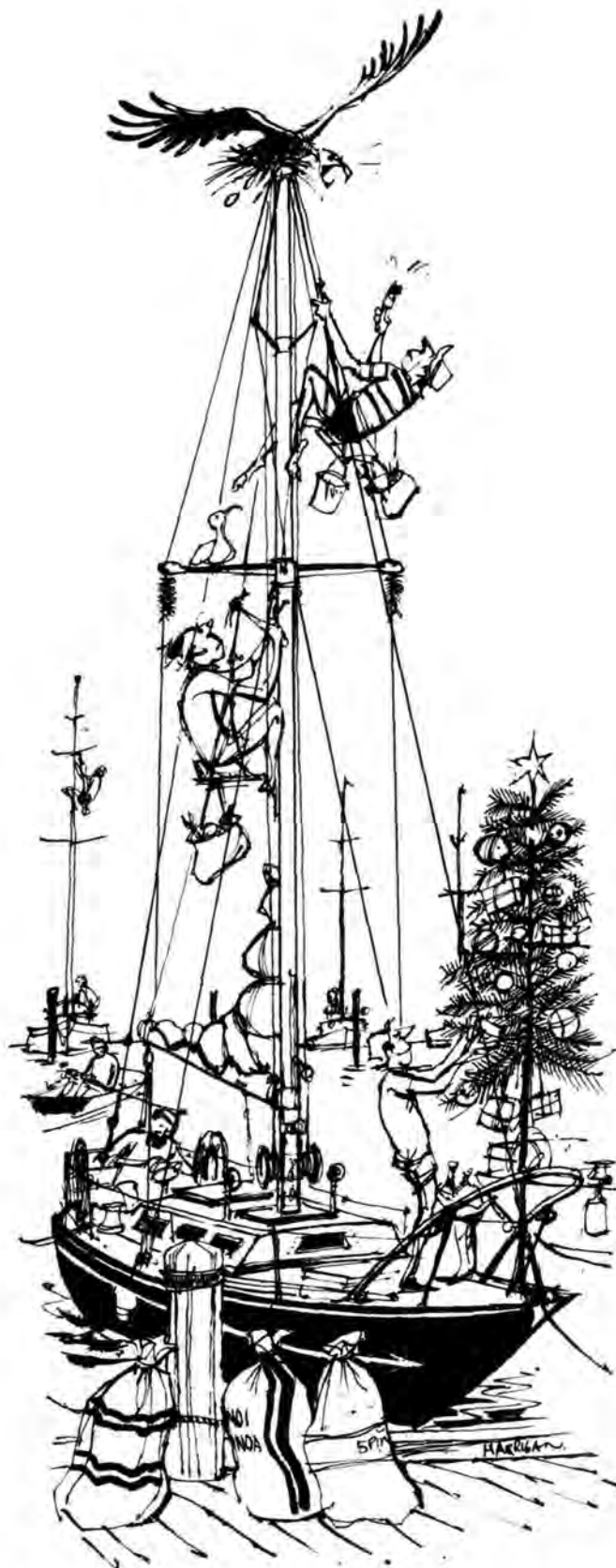
One minute to go. All hell seems to break loose. The orders are snapped — crews respond — the winches whirr. At least 50 yachts change course — and head for that imaginary line between the starters boat and Taylor Bay.

Then the cannon booms out — you're not sure what happened to that last 60 seconds — 630 miles away, there's the finish line in Hobart.

The trip up the Harbour is full of confusion. For the 70 footers, first out the Heads is the glamour honour of start-day. For the rest, it's a battle to lay a clear course to the mark off South Reef, turn east, out of the Heads. And then, south to Hobart.

If it's been windward work up the Harbour it will be a work out the Heads — and then, eased sheets and spinnakers down the coast. If it's been a run to the Heads, and a fast one, that nice dry sailing gear is going to get wet, very, very soon.

*Reach to page 10*





# HOBART RACE

## Highlights 1972

As entries closed, total number of yachts for this year's Sydney-Hobart finished at 86 and last year's record of 79 starters was beaten. Merv Davey believes the Hobart entry next year could top 100.

Biggest yacht in the race will be Lol Killam's 73 ft. fibreglass foam-sandwich ketch *Graybeard* of the Royal Vancouver Yacht Club. Designed by Peter Hatfield of Vancouver and built in 1970, she has a hull speed of 11.5 knots. Her crew say *Windward Passage* is the only "biggie" she has not been able to beat. For Hobart such down under notables as Fred Thomas, Graham Shields, Neil Bennetts and Syd Brown will be joining the crew.

American Eagle, the converted US Twelve Metre, in Sydney since last Hobart, will fly again under the Atlanta birdman Ted Turner and a cast list to include Norm Hyett, Gary Wheatley, John Boulton and Peter Bowker. She should be right in the race for line honours, especially with some windward work.

Bill Gibson's 60 ft. *Even*, which broke her mast on the way to race last year from Port Moresby is entered again. This beautiful old Laurent Giles design took line honours in the 1955 race and has been extensively refitted by her owner.

Two Japanese yachts are entered this year, the *One Tonner*, *Sunbird II* (Tatsumitsu Yamasaki) and *Vago II* (Hanoburu Takeda) which had her first Hobart last year and has since been raced in New Zealand.

The New Zealand contingent will include some of the *One Tonners* — including *Escapade*, back in the hands of owner Gil Hedges after being on charter to Syd Fischer for the Australian One Ton Cup Trials and to Rodney Hill as England's representative in the *One Ton Cup*.

*Runaway*, now owned by Ian Gibbs, second in last year's Hobart will race again with former owner, designer and builder John Lidgard and his navigating wife Heather in the crew.

*Chantal*, a new sister-ship to *Runaway*, owned by R.W. Marshall, is another New Zealand *One Ton* entry.

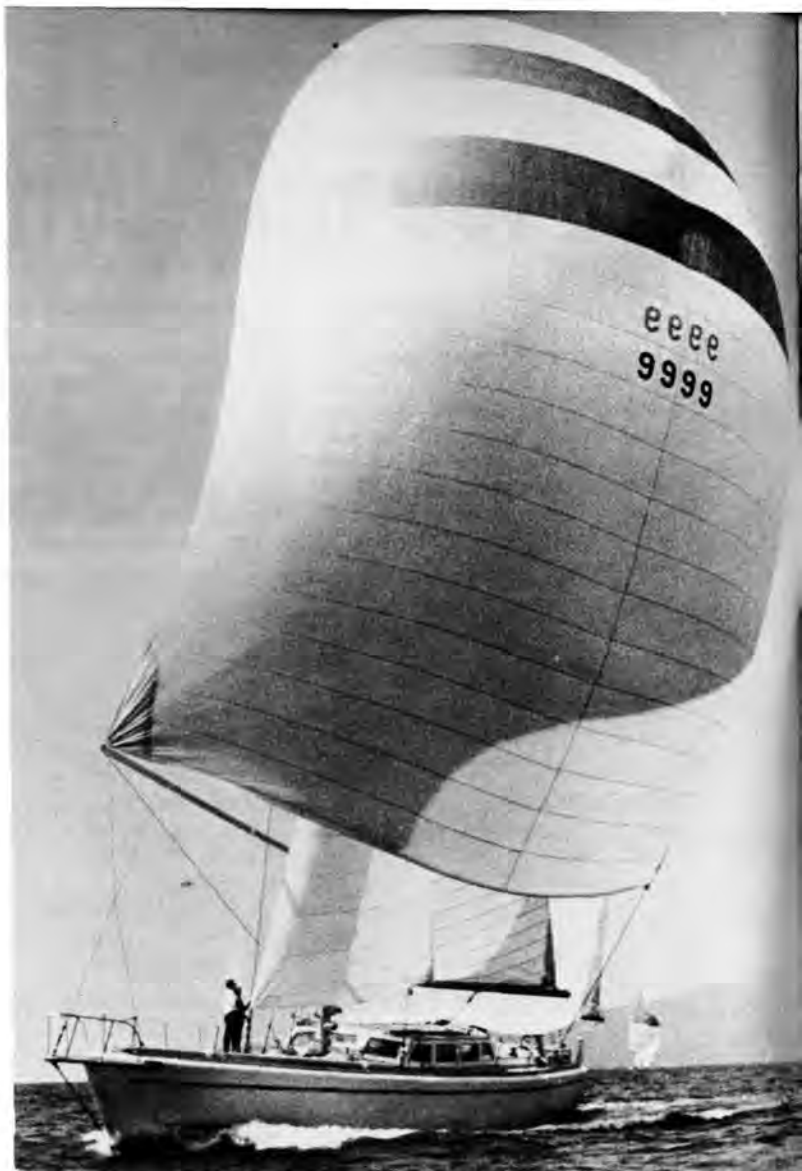
Bill Turnbull of Hong Kong will take *Clay Target*, the centreboarder he chartered from Peter Anderson of Brisbane for the OTC in Hobart.

The US *One Ton Cup* team member, *Bushwhacker*, with gold medallist Dave Forbes skippering for her new owner Frank Spencer of Sydney is another interesting starter.

The New Zealand Half Tonners *Mokoia* (Toddy Fyfe), *Unicorn*, (R.G. Graham) and *Kidnapper*, (A.St.C. Belcher), after competing in the Royal Sydney Yacht Squadron's Half Ton championship are going to Hobart.

*Kidnapper* is a relatively new yacht designed by John Lidgard; *Mokoia*, a Van de Stadt, modified by Laurie Davidson and *Unicorn* a Laurie Davidson design.

Australian Half Tonners entered include the radical ketch rigged *Evolution*, designed by John Biddlecombe for John Diacopoulos, Joe Ward's *Skylark*, Reg Gardner's *Endeavour III* and the recently-launched *Currawong 30* *Granny Smith*, jointly owned by Warren Anderson and Cliff Shaffram.



*Graybeard from Vancouver, with great record.*

The bigger yachts include Graham Warner's new 43-footer, *Kingurra*, designed by Peter Joubert and built (or building as *Offshore* went to press) at Billy Barnett's Berry's Bay shed.

Another new yacht being rushed to completion in time for the Hobart Race is the Sparkman and Stephens 42 footer *Callipyge II* being built for Alain Streichenberger of the C.Y.C.

Interest in the race will be intensified this year by its being the final event in the Admiral's Cup selection trials.

## OFFSHORE

MAGAZINE OF THE C.Y.C.A.

Published every 2 months by  
Cruising Yacht Club of Australia  
New Beach Road, Darling Point,  
N.S.W. 2027.

Telephone: 32 2128 Cables: Seawyseas

Editor: E.L. Thompson

Advertising: C.Y.C.A. Phone: 32 3936



# ADMIRAL'S CUP TRIALS

by MICHAEL HESSE

The results of the Admiral's Cup trials for the 1973 team to be announced after the last trial race, the Hobart, should be the most closely contested yet. With four or possibly five races previous to the Hobart, the three boats selected for the team will certainly have earned their place. The early trial races, held over one week to enable interstate crews to compete, are — Friday 24th November — 200 miles, Monday and Wednesday 30–50 miles each, Friday 90 miles, with an optional extra race on Sunday or Monday the 3rd or 4th December.

Twelve boats from four States have nominated for selection: "Apollo II" (Alan Bond W.A.), "Anaconda" (Josca Grubic S.A.), "Bacardi" (Peter Hankin N.S.W.), "Ginkgo" (Gary Bogard N.S.W.), "Meltemi" (Bill Psaltis N.S.W.), "Minna" (Darryl Isles N.S.W.), "Patrice" (Ray Kirby N.S.W.), "Polaris" (Les Savage N.S.W.), "Queequeg" (Rick Dowling N.S.W.), "Ragamuffin" (Syd Fischer N.S.W.), "Taurus" (Geoff Lee N.S.W.), "Vittoria" (Lou Abrahams, Vic.).

Of the twelve boats, five have been launched within the last year, with the newest, "Apollo II", only going in at the end of October. Three more have had considerable modifications



*Ginkgo and Queequeg dwelling*

carried out to hull or sailplan specially for the trials, and all are sporting new gear, the most popular new sail being the Banks reacher, now apparently essential for the well-equipped ocean racer.

These boats certainly represent the best line up of contenders so far in Australia, but the chosen boats can also be sure of the toughest competition yet. The British, having won the Cup last year for the first time since 1965, have no intention of letting it go. They had a first rate team in 1971, chosen from 29 triallists, 16 of them brand new boats, and for the 1973 trials are rumoured to be building at least 20 boats. There is keen interest from Europe and both North and South America.



*Meltemi let loose*

After three firsts in Division 1 (two overall), in her first three races offshore the 45 foot Bob Miller designed downwind flyer "Ginkgo" must be a favourite. Time is against her aluminium hulled near-sister "Apollo II", but if anyone can tune a boat quickly her very capable crew should be able to.

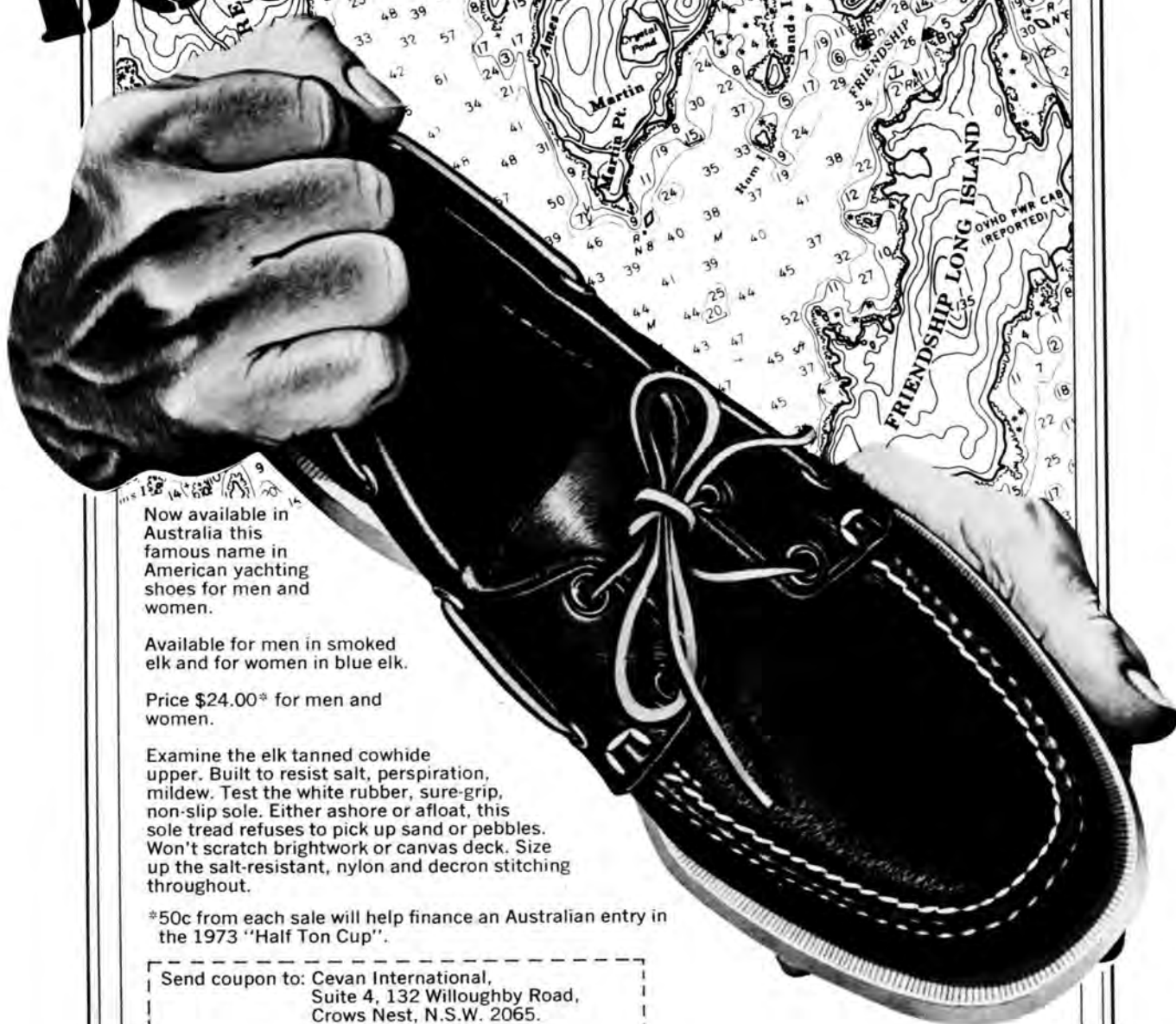
Any boat with "Ragamuffin's" record must have a strong chance, and with extra beam and a new underwater shape designed to reduce rating and improve downwind speed, Syd Fisher's team certainly have the potential to represent a third time. The 46 ft. "Queequeg" and the 45 ft. "Meltemi", two other S & S designs of similar size and speed are enjoying their own private battle with "Meltemi" having the edge in lighter weather and "Queequeg" in the heavy. The remaining S & S, the 41 ft. "Vittoria", is sporting a new rig, and is something of a dark horse. She will have Graeme Newland aboard, however, which must mean something.

The Cole 43s are sailing consistently well with terrific competition between the boats, with "Bacardi" having a slight edge over the recently modified "Taurus".

With the Half Ton Series and the One Ton Cup in mid-December, as well as Admiral's Cup trials leading up to the Hobart start and a race within a race for these eleven boats, this month promises the most exciting ocean racing ever to be seen in Sydney.

**STOP PRESS:** Ginkgo won the 1st race, Apollo II the 2nd, and Ginkgo the 3rd race.

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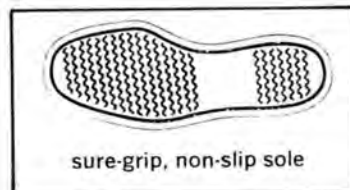
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# Woollahra Cup Race

A fleet of 33 yachts in three divisions were sent off by the starter at 8.00 p.m. in a fresh southerly, with Minna, Meltemi, Bacardi and Queequeg getting away well. After a shy run through the Heads accompanied by some wild broaching and blowing out of kites the fleet settled down to a ninety mile slide to Cabbage Tree Island, three and a half miles north-nor-east of Point Stephens Lighthouse. The wind held at 20 knots from the south and started abating at midnight, and by 3.00 a.m. had swung to the south west and easing to 10 knots. By the 6.30 sked it was West and lightening further, at this stage Ginko was leading Pacha with Taurus, Queequeg, Apollo II, Meltemi, Bacardi, Minna, Hustler and Koomooloo in a group four to eight miles behind the leader.

By 9.00a.m. the bulk of the fleet including all the One Tonners, for whom it was a selection race for the World Championship off Sydney Heads in December, were approaching or leaving the Island. The lazy breeze was south-west at 8 knots. At the 12.30 sked Ginko and Pacha were leading the fleet, twenty-five miles off Toukley followed by Apollo II, Queequeg, Meltemi, Bacardi, Minna and Hustler. The Victorian entry Mark Twain was leading the One Tonners, three miles ahead of Pilgrim with a further five miles to Escapade, the New Zealand One Tonner, under charter to Syd Fischer, the current holder of the One Ton Cup.

Placings had not altered dramatically by the evening sked and the fleet sailed into a South-easterly and Easterly stream of wind mostly flukey. The wind died out on the leaders as they approached North Head, allowing the bulk of the fleet to pick up lost ground. Ginko was the first to finish, followed by

Apollo II, Queequeg and Pacha. Mark Twain led the One Tonners home from Escapade, Maria and Pilgrim.

## RESULTS:

<b>Overall:</b>	1st: Senyah — Geoff Foster
	2nd: Mark Twain — Ron Langman
	3rd: Zilvergeest II — Alan Murray
<b>No.1 Division:</b>	1st: Ginko — Gary Bogard
	2nd: Koomooloo — John Gilliam
	3rd: Bacardi — Peter Hankin
<b>No.2 Division:</b>	1st: Mark Twain — Ron Langman
	2nd: Maria — Vince Walsh
	3rd: Escapade — Syd Fischer
<b>No.3 Division:</b>	1st: Senyah — Geoff Foster
	2nd: Zilvergeest II — Alan Murray
	3rd: Saracen II — John Morris

## SEABIRD INFORMATION CENTRE

An Information Centre to be manned by the Committee of the Ladies Auxiliary, will be set up in the entrance hall of the Club from Thursday 7th December — that is two days prior to the start of the Half Ton Cup and One Ton Cup Series. The Information Centre will continue to be manned through to the start of the Sydney Hobart Race on Boxing Day, from 9 a.m. to 5 p.m. — and that's a lot of hours. The President, Greta Barton, is organising the roster. If any wives of skippers or crew could assist by lending a hand for say four-hours any day, please 'phone Greta at 328-6949. This service proved a great success last year helping visitors to the club and taking the pressure from the office staff.

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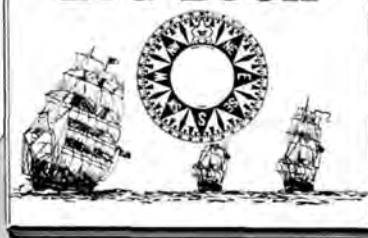
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# GLOBAL RACE NEWS

Organisers of the 27,500 mile round-the-world race — the first global race for fully-crewed ocean racing yachts, have completed arrangements with the Cruising Yacht Club over starting and finishing arrangements for two legs of the race.

The chairman of the race committee, Rear-Admiral O.H.M. St.J. Steiner, at a gathering of leading offshore skippers at the CYC, said he hoped the race would interest owners of Admiral's Cup team yachts. It is time to start after the next Admiral's Cup and would suit the home-going South Africans and Australians. At least one owner of a prospective Cup team member in Sydney said he would be interested in competing.

The race is being organised by the Royal Naval Sailing Association and sponsored by Whitbread, the brewers. Known as the Whitbread Round the World race, it is open to Class 1 monohull yachts (rating 33-70 ft IOR). It is to be run in four separate stages and yachts may enter for individual stages and not undertake the whole circumnavigation.

The first prize will be the Whitbread Challenge Trophy, awarded to the overall winner on corrected time. In addition, there will be prizes for the first yacht over the line at each stage, and awards for the first three yachts at each stage on corrected time.

The Duke of Edinburgh, Admiral of the RNSA, has presented a special award, known as the Duke of Edinburgh Trophy, for the first yacht to complete the course on aggregate corrected time crewed throughout by Service personnel — whether from Britain or another competing country.

The race will start at Portsmouth on September 8, 1973 with the first stage to Cape Town. The yachts will re-start in the first week of November for the Cape Town Sydney stage. The Sydney to Rio leg will start in the first week of December and the final Rio to Portsmouth leg in February with the finish expected in April 1974.

Closing date for entries for the whole race, or for the first leg is June 1, 1973 and for the second, third and fourth legs, August 1, October 1 and December 1 respectively. A minimum crew of six must be carried, any member of which can be replaced at any of the three stage ports. Emergency stops can be made at any port en route, and sick or injured crewmen discharged.

At least 16 firm intentions to enter have been received. Eric Tabarly and Chay Blyth are both building new boats for the race.

The Royal Navy has taken delivery of a new Nicholson 55 for the race and the Army bought Chay Blyth's "wrong-way" circumnavigation yacht British Steel, and will compete. The Royal Danish Navy is another Service starter expected.

Alain Colas intends entering his trans Atlantic winner Pen Duick III.

### AHOY! NEW MEMBERS

Philip J. Bates ("Hustler"): Lewis J. Carter ("Aurora"): Dr. Adrian Dunn ("Buccaneer"): John Goss ("Bootlegger"): Murray Landis: Arthur Morse ("Puck"): John O'Neill ("Quando"): John Peake: Henry Paterson: Donald Rice: John Savage ("Pajen"): Walter Stone: Gilbert Thomas ("Plum Crazy"): Owen Thomson: Michael Wesslink:





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10 OFFSHORE, December, 1972

## the way to Hobart

from page 3

You know damn well you had too much to eat and drink on Christmas Day. You've got a fair idea that the first sea swell is going to have a disastrous affect, right down there in the pit of your turkey, ham, Christmas pudding and alcohol-lined stomach.

And it could be wet, and let no-one kid you otherwise, the taste of that first, cold green sea that crashes over the bows comes as a jolting shock to your already tortured system.

Still, you'll manage to survive. The rest of the crew are in the same boat. Someone will crack a "funny". You may not feel like it, but you'll laugh.

Then, in a flash, you'll forget your own personal discomforts and the race will become your only concern. Instead of 4, 6, 10, or 20 individual crew members on each yacht, there will become one crew, one team per yacht. And then the race really begins.

For the first afternoon, there will be plenty of yachts in sight. But by evening, when you're somewhere down off Wollongong, the ocean will probably become a very lonely place. Seventy or eighty yachts can become amazingly spread out in a very short space of time.

Your good shorts and the flash shirt with your yacht's name on it will be put away for the rest of the trip southwards. There are no television cameras out where you are heading!

Out comes the old gear. The jumpers that have survived a dozen demands to "send it to the Smith Family", and the shorts with patches, and the knitted beanies. And if it's cold and wet — out come the oil skins and whether or not there's seaspray or rain they'll soon be wet on the inside from perspiration.

The watches are set, the first watch will take over sometime on the first afternoon. The off-watch crew will tumble into the bunks for a quick few hours rest — before, Heaven knows what. At sea, you grab every minute of sleep you can when the opportunity arises. There's no telling what lies ahead, and tired bods aren't worth a stamp on a yacht on its way to Hobart, especially in the later stages of the race.

Someone says, "what's to eat" and the poor old galley-slave stirs himself to prepare a meal. Most yachts have a definite crew member who looks after the cooking. Others, it's by rotation or whoever feels like it at the time a meal is needed. Cooking generally stops altogether when bashing to windward in winds of 25 knots or over.

You can almost bet that when that first meal is being cooked on the two burner stove in the compact little galley, at least one of the crew will be suffering from mal-de-mer. And the most unsympathetic lot of b-----ds in the world are the rest of the crew who feel on top of the world!

The skipper is satisfied that his yacht is being sailed to its maximum. The navigator has taken a couple of fixes off the familiar shore line before it got dark, and the first radio schedule is due. Three times a day for the duration of the race every yacht in the fleet has to report its position to the radio relay ship. In theory this works beautifully — in practice, there are always a few yachts radios that seem only capable of receiving and not transmitting! There's a cat and mouse game played occasionally to give either no position at all, or false positions. There's not really much sense in this tactic — you can only be where you are, and you still have to sail from that position to the finish line, so the false

positions and the radio silence efforts really don't achieve anything.

Unless it is a year of light nor easters and warm evenings (very much a rarity) the seas will have mounted into a fairly steep swell — and it will start to get cold as you go south.

Bass Strait can be hell. Or it can be heaven. It depends on the yacht you are on and how well suited you are for the southerly blow, when and if it comes. For the big boats, a pounding across the "paddock" can put them further ahead. For the little fellows, the mountainous seas of the Strait seem never ending.

And down the Tasmanian coast anything can happen. It can blow a screaming gale; it can be a real pea-soup fog; it can rain and sleet like all hell, and **once**, it was even known to be perfect sailing conditions. I think that was the year before the Sydney to Hobart races began.

By now you're all working like a team. The days don't seem to matter any more. It is simply watch on — watch off — or all hands on deck. If this is the cry, then anything can happen. If you've got to shorten working sail because the breeze is too strong, you're going to get wet up there in the bow. If you've got to get a spinnaker off for the same reason, you'll probably get wet also. In either case, being called on deck from a warm bunk in the middle of the night isn't much fun. Some grab a set of 'oilies' and pull them on. Others, up on deck, stark naked. If you're going to get a thorough wetting, then why waste a dry set of gear. Makes a lot of sense, doesn't it! But hell, it looks funny in the dark to see 3 or 4 naked bods struggling with a flapping sail and being continuously drenched with flying spray and waves. And the language and the remarks!

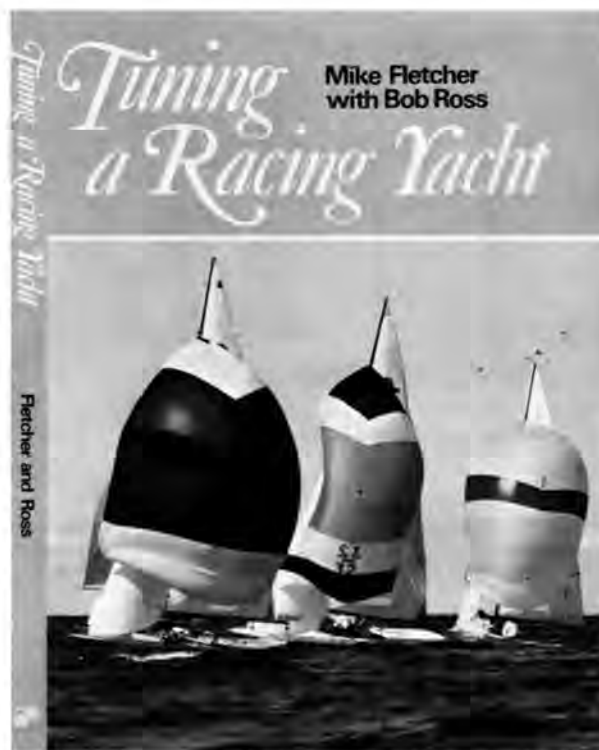
Eventually, Tasman Light will be sighted. At this stage you reckon you're almost there. You're wrong. It's a surprisingly long way to Hobart from the time you spot the Island or the light until you cross the finish line in Hobart (42 miles). And of that the last 11 miles from the Iron Pot up the Derwent are the longest miles in the whole race.

Around the corner into Storm Bay — and you could cop anything. In 1962, the 72 foot schooner "Astor" sat becalmed for almost 8 hours when she was within an ace of setting an all time elapsed record for the run from Sydney to Hobart. The American yawl "Ondine" drifted up to "Astor" and eventually beat her over the line by 60 seconds. Other years it has blown like hell and nearly blasted half the fleet out of the water!

So around Tasman Island — Heaven knows, it can make or break a yacht's chances.

But you'll make it. And when you cross that finishing line and hear the horns of the cars assembled along the Derwent River blasting you a welcome, you'll feel a tremendous pride in achievement and you'll feel very much part of a crew which made it to Hobart.

Now a word of warning! And this applies once you are safely berthed in Constitution Dock and the rest of the fleet is also there, beware, the rigors of the race were nothing compared with what the next 3 or 4 days will be like. Hospitality, comradeship and being part of a sea going fraternity that has made the grade calls for celebration. Win, lose or draw, you've done something that's well worth feeling proud about — so go on now, you've earned your drink and the chances are, we'll see you in Hobart again next year.



Anyone who sails a racing yacht wants his boat to perform at its best. You may have a good boat, with the best of sails and equipment, but unless you understand your rig and can tune it to a fine pitch of response to wind and weather and boat-handling you won't get the best out of it.

Mike Fletcher — sailmaker, designer of yacht fittings, and champion yachtsman — together with yachting writer Bob Ross, shows in this book what makes a boat go, and more important, how to make it go faster. Besides basic tuning techniques for sailing boats of all kinds, there are specialized tuning methods for a selection of popular racing classes and a wealth of information on sail design and manufacture, spars and rigging, fittings — in fact just about everything you need to know for high-performance sailing.

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# NEW C.Y.C. RESULTS BOARD

Most members have by now seen our new results board. It has operated during The Trade Winds Trophy Race, the Woollahra Cup Race, and the Montague Island Race.

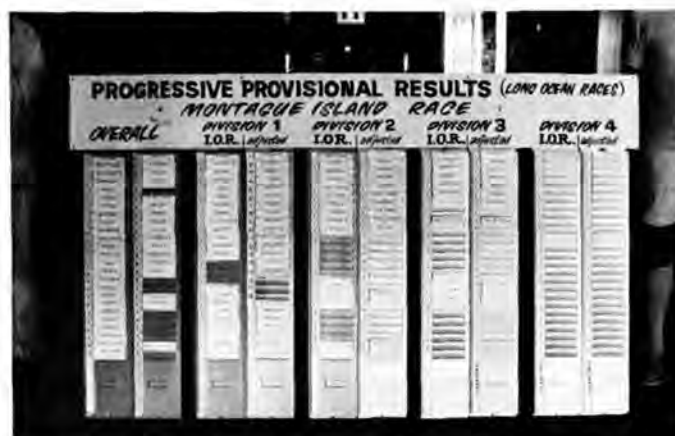
Drop by during one of our long ocean races and watch it in action, in the upstairs foyer. It operates as follows:—

A series of card racks with headings "Overall", Divisions 1, 2, 3, and 4 are loaded with cards bearing each yacht's name, in the order listed in the programme for the particular race. In accordance with our prize giving schedule, "Overall" is calculated on I.O.R. Rating, including age allowance where applicable and all yachts, irrespective of division, provided they have a Mk III I.O.R. Rating, are eligible.

In each divisional classification there is a result for I.O.R. yachts, as in "Overall", as well as for a result calculated by the "Arbitrary", or Club handicap.

At the time of the start, all cards are racked beneath one bearing the title "Not yet finished". After the start, those yachts, which, though in the programme, did not start, are removed from their original places and are racked at the bottom of their category beneath a card headed "Did not start".

As yachts finish, their corrected times are calculated for both



"I.O.R." and "Arbitrary" handicap, and their cards are marked showing "Finishing Time", "Elapsed Time" and "Corrected Time".

The "Corrected Time" is then used as a basis for rearrangement and at any time during the finishing period of the fleet, interested observers can see at a glance, the progressive position of those boats which have finished.

This carries on until all yachts are home at which time the board is displaying the provisional result for all categories.

We have found that this method of display of race result has attracted the attention of members, their friends, and also visitors to the Club, even though they may not normally have been concerned. It is hoped that we may be able to arrange for a similar board to be operated in Hobart this year whilst the annual classic is being run.

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# The Half Tonner Battle

by JOHN ROSS

With top local and overseas designers represented in the class fleet to contest the Half Ton Series (to be conducted by the R.S.Y.S. beginning on December 10) a lot of interest will centre on the yacht which emerges as winner.

One interesting aspect is the entry of only one design from Sparkman and Stephens (at time of writing). This is in line with trends from overseas where S & S have not dominated this segment of ocean racing as has been seen in the One Ton Cup and Admirals Cup. Half Tonners seem to represent an area where a wider variety of designs have become available, probably due to the smaller size and relatively lower cost of these yachts. These factors also seem to have influenced local builders to produce production yachts to the half ton rating . . . thus opening up the entire area to lesser known and more by the R.S.Y.S. We have looked at the fleet from the point of view of who designed the yachts rather than skippers and crews.

A fleet of over fifteen yachts is expected to face the starter on December 10. At the time "Offshore" went to press entries had not closed but following is a summary of the fleet expected by the R.S.Y.S. We have looked at the fleet from the point of view of who designed the yachts rather than skippers, crews,

It is expected that four yachts from New Zealand will compete . . . three as a team and one as an individual entry. The New Zealand team will consist of Mokoia, Kidnapper and Pretender. The other yacht will be Tramp. New Zealand designer John Lidgard, well known for his success with the one tonner Runaway, designed Kidnapper. Tramp was designed by L.K. Davidson and Mokoia is a Van de Stadt design which was

recently modified by Davidson.

Of the Australian designers we will see Peter Joubert represented by two Currawong 30's . . . Adni and Granny Smith. Peter Cole will sail his own Cole 30 with the possibility of another if it is completed in time. Endeavour Yachts will be represented by Endeavour III, the first of their production half tonners designed by Graham Tilley. Then of course there will be the formidable Plum Crazy. This yacht designed by Joe Adams and Bob Miller is well established on the local scene. Another interesting and well prepared yacht is Pajen which was designed by her owner Jack Savage.

Without doubt the most radical yacht in the fleet is by young Sydney designer John Biddlecomb. She features a distinct "bulge" on the waterline at the bow and will be ketch rigged. Her name is Evolution and if the design theories are proved she will live up to her name.

Overseas designers will be well to the fore . . . Dick Carter by Skylark, Sparkman and Stephens by Defiance and Peter Norlin by Scampi A. Defiance will exert some influence on the series if her performances since launching are any guide. Scampi A is from the same stable yachts which have dominated Half Ton racing in Europe.

With the New Zealand yachts having the benefit of strong competition in their own half ton racing and the large number of Australian yachts being prepared, close and interesting racing seems assured. So on the days when you are not following the One Ton Cup Challenge don't forget the Half Tonners . . . these "little boats" will turn on plenty of action.

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# WORLD ONE TON CUP SERIES

**SYDNEY AUSTRALIA 1972**





**Welcome to One Ton Cup competitors.**

On behalf of my Flag Officers, Directors and Members, it is a great pleasure to welcome the International Yachtsmen visiting Australia to participate in the series of races for the One Ton Cup, the International Trophy given by the Cercle de la Voile de Paris.

One Ton Cup Division racing is recognised as truly magnificent racing. We are appreciative of the great interest taken by so many nations to participate in spite of the long distances involved in bringing many yachts to our shores for this purpose.

I hope that all participating yachtsmen thoroughly enjoy the series of racing and we extend a warm welcome.

J.H. Bleakley, Commodore  
Cruising Yacht Club of Australia

## ONE TON CUP

### What's it all about?

Level class ocean racing, where yachts rating 27.5 feet to the International Offshore Rule Mark II race together without handicaps . . . that's the big attraction of the modern One Ton Cup.

Back in 1898 this magnificent trophy was chiselled by goldsmith Linzeler out of 10 kg. (22 lb) of solid silver, and presented to the C.V.P. by several of its members.

The Cup known as La Coupe Internationale du Cercle de la Voile de Paris was given as the prize for an international race of the one ton restricted class, from whence came the world famous English name "ONE TON CUP".

The first race took place in 1899 at Meulan on the River Seine. In 1907 the Cup was transferred to the new International 6 Metre Class, and after the 1914-18 war it was transferred to the 6.5 Metre Class.

From 1924 onwards, the contests were again held for International 6 Metres until this class began to disappear in the early 1960's.

At this stage, the C.V.P. with the enthusiastic support of its Commodore, Jean Peytel, decided to issue new rules and selected offshore yachts rating 22 feet R.O.R.C. with interior accommodation, headroom, and areas of cabin sole and deck to at least the requirement of the rule for I.Y.R.U. 8 Metre cruiser-racers.

The new breed of One-Tonners raced for the Cup for the first time at Le Havre in 1965, with 14 yachts from 8 countries.

The winner was "Diana III", a Sparkman and Stephens design, owned by Hans Albrecht who flew the burgee of the Danish club Skovshoved Sejlklub.

In 1966 at Copenhagen, nine nations were represented by 24 contestants, including "Salome" from Australia. A number of radical changes in design and construction of hulls and equipment made their appearance that year, and Edward R. Stettinius won the Cup for the Annapolis Yacht Club in a new steel design by Dick Carter, called "Tina".

The Cup should have been raced for in U.S. East Coast waters in 1967, but by courtesy of the Annapolis Yacht Club, the series was held by the C.V.P. at Le Havre, on the occasion of the centenary of the Yacht Club de France.

Here, 21 yachts from ten countries including "Wathara" and "Maria Van Dieman" from Australia, contested the series. Hans Beilken won the Cup for the West German club, S.K. Wappen von Bremen in "Optimist", a further advancement by Dick Carter of his "Tina" design . . . "Tina" was runner-up.

"Optimist" held the trophy in 1968 in Heligoland against 22 yachts from 11 nations, and in second place was "Rainbow II", a Sparkman and Stephens design, sailed by Chris Bouzaid from New Zealand.

For the 1969 challenge, Bouzaid set about improving his yacht's light weather performance by increasing the mast height and sail area, whilst maintaining its rating under the R.O.R.C. Measurement Rule by fixing steel sheet over the deck to improve the scantling allowance and installing a heavy diesel engine.

Chris Bouzaid's ideas were right, and "Rainbow II" won an exciting series, including four firsts, in Heligoland for the Royal New Zealand Yacht Squadron. "Optimist" was the runner-up, amongst the 12 yachts from 8 countries. Thus, the One Ton Cup left Europe for the Antipodes.

The R.N.Z.Y.S. in its Centennial Year superbly organised the 1971 series in Auckland, for 17 entrants from nine nations



Syd Fischer



'Stormy Petrel'

comprising Australia, Canada, Germany, Hong Kong, Italy, New Zealand, Sweden, Switzerland and United Kingdom.

This was the first series under the new I.O.R. Mark II Rule with yachts rating 27.5 feet.

"Stormy Petrel", a fibreglass Sparkman and Stephens 37 design skippered by Syd Fischer, won the One Ton Cup for the C.Y.C.A. She was first in the two long races and one of the three 30 milers. Runner-up in the series was Hans Beilken in a 40 feet Carter design "Optimist B". Third place was taken by the N.Z. yacht "Young Nick" sailed by Alan Warwick.

The 1972 series in Sydney, which is the 56th contest for the One Ton Cup, is only the third time the trophy has been raced for outside Europe. The first was in 1953 at Long Island, U.S.A. with 6 Metres, and the second in Auckland last year.

Under the C.V.P. Rules the Cup must return to Europe after this second consecutive series outside Europe, irrespective of which club wins.

The One Ton Cup, the World's premier level class ocean racing trophy, has this year attracted fifteen yachts from 9 nations to the series organised by the Cruising Yacht Club of Australia.

### O.T.C. SCORING SYSTEM

The position of the yachts in each race shall be in order of finishing time and there shall be no correct time apart from penalties.

For each race yachts will receive one point for completing the course and a further point for each yacht beaten in the race; yachts entered and not starting and yachts retiring or being disqualified shall count as beaten yachts. The first yacht in each race shall receive a bonus of a quarter of a point. For the shorter offshore race "B" the points awarded will be multiplied by 1.5 and for the longer offshore race "D" by 2.0.

For the offshore races, if the Race Committee considers that a breach of the rules or of the sailing instructions has been committed, it may impose a time penalty of 5% without disqualifying the yacht. For all the races, I.Y.R.U. Rule 52-1 will apply to a yacht touching a mark.

The final position of the yachts shall be decided by adding together all points awarded to a yacht for the four races which give her the greatest number of points.

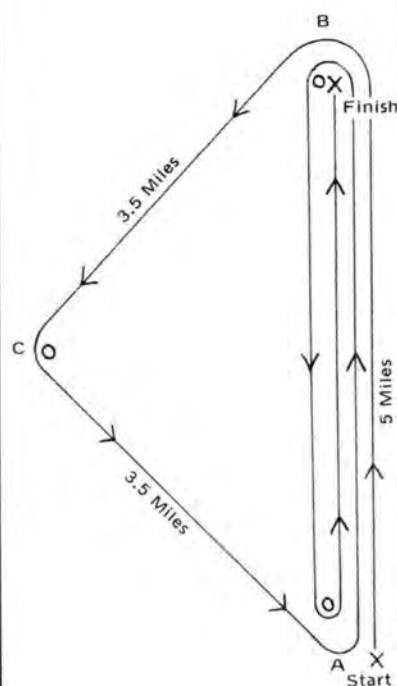
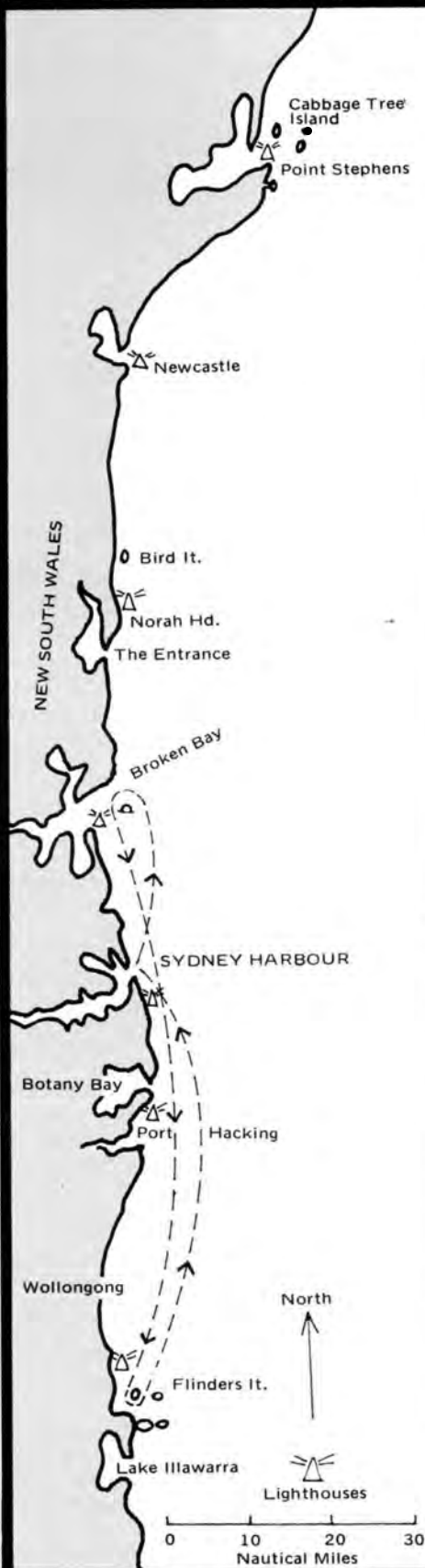
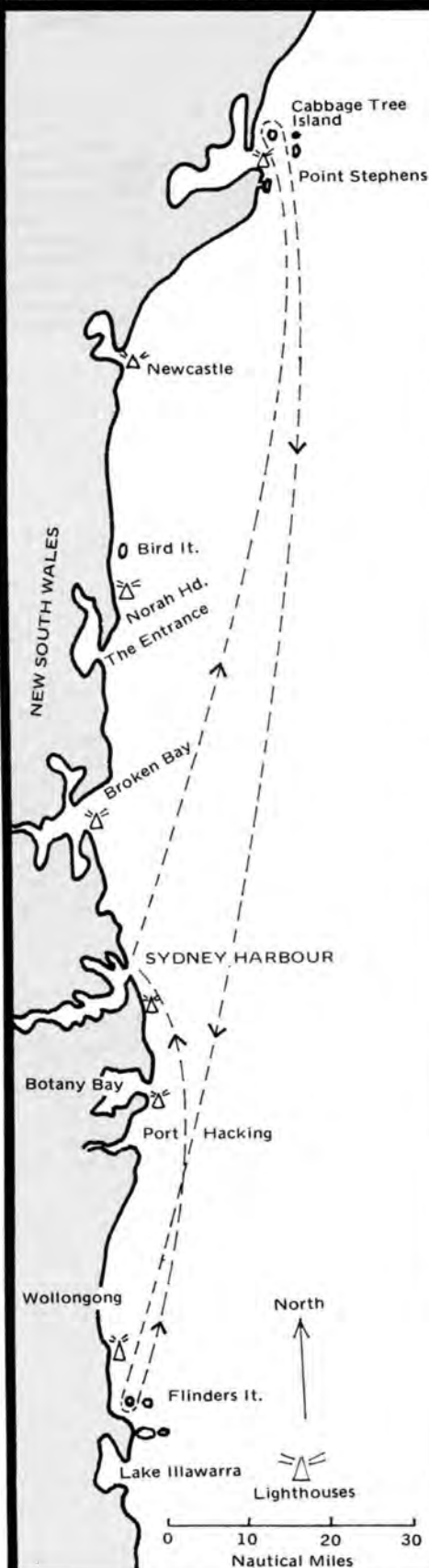
The yacht obtaining the greatest number of points will be the winner. In case of a tie between two or more yachts the winner shall be decided by their relative positions in the longest race.

The yachts race individually and team racing is forbidden.

**RACE D**  
270 miles

**RACE B**  
130 miles

**RACES A, C AND E**  
27 miles



**PROGRAMME OF EVENTS**

December 9 Race A.  
1200 HRS.  
Royal Sydney Yacht Squadron trophy.  
27 miles. Olympic course.

December 11 Race B.  
1200 HRS.  
Sandringham Yacht Club trophy.  
130 miles. Start – Broken Bay  
mark – Flinders It. – Watson Bay,  
(or reverse marks).

December 14 Race C.  
1200 HRS.  
Middle Harbour Yacht Club trophy.  
27 miles. Olympic course.

December 16 Race D.  
1600 HRS.  
Cruising Yacht Club of  
Australia trophy.  
270 miles. Start – Cabbage Tree Is.  
– Flinders It. – Watson Bay.

December 20 Race E.  
1200 HRS.  
Royal Prince Alfred Yacht Club trophy.  
27 miles. Olympic course.



# POSITION OF YACHTS IN SERIES – POINTS SCORED

		Race A	Race B	Race C	Race D	Race E	Best 4 Total
1	STORMY PETREL	Australia					
2	PILGRIM	Australia					
3	MARK TWAIN	Australia					
4	WILD GOOSE	France (New Caledonia)					
5	YDRA	Germany					
6	CLAY TARGET	Hong Kong					
7	SUNBIRD II	Japan					
8	PATHFINDER	New Zealand					
9	WAI-ANIWA	New Zealand					
10	YOUNG NICK	New Zealand					
11	VICTORIA	Sweden					
12	ESCAPADE	United Kingdom					
13	COLUMBINE	United States					
14	BUSHWHACKER	United States					
15	BULLET	United States					

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## AUSTRALIA

### STORMY PETREL

Sail No.: 880  
 L.O.A.: 36 ft 6 ins  
 L.W.L.: 29 ft  
 Beam: 10 ft 10 ins  
 Draft 6 ft 4 ins  
 Club: Cruising Yacht Club  
 of Australia  
 Designer: Sparkman and  
 Stephens  
 Builder: Swanson Bros.  
 Owner/  
 Skipper: Charles Curran  
 Skipper/  
 Navigator: Graham Newland  
 Henry Patterson  
 Dick Norman  
 Peter Hemery  
 Doug Patterson



Under charter to Syd Fischer this fibreglass Swan 37 design won the One Ton Cup for Australia in New Zealand in 1971. Since returning to her owner Charles Curran, she has continued to show good form and was placed 1-2-3-5-2 in the trials for this series. She has been fitted with a slightly taller rig to take full advantage of the I.O.R. Mark III Rating, and has outstanding performances to windward in the short choppy seas off Sydney. With Graham Newland as tactician and a top crew, she will put up a great defence of her title.

## AUSTRALIA

### PILGRIM

Sail No.: 226  
 L.O.A.: 38 ft 7 ins  
 L.W.L.: 29 ft 8 ins  
 Beam: 11 ft 10 ins  
 Draft 6 ft 7 ins  
 Club: Middle Harbour  
 Yacht Club  
 Designer: Sparkman and  
 Stephens  
 Builder: Doug Brooker  
 Owner/  
 Skipper/  
 Navigator: Graham Evans  
 Sailing  
 Master: J. Burke  
 A. Carson  
 D. Hogan  
 I. Hughes  
 C. Wildman



A "Jumbo" One Tonner from the "Kerkyra IV" stable, and close sister ship to team mate "Mark Twain", "Pilgrim" is a one-off fibreglass boat, easily distinguished by her blue-grey hull. She has improved steadily since her launching last year, and this season, with the help of a new larger main and lower boom her performance has increased markedly. She easily gained selection for the team with trial results of 2-1-1-4-4.

## AUSTRALIA

### MARK TWAIN

Sail No.: SM 101  
 L.O.A.: 38 ft 7 ins  
 L.W.L.: 29 ft 7 ins  
 Beam: 11 ft 5 ins  
 Draft: 6 ft 8 ins  
 Club: Sandringham  
 Yacht Club  
 Designer: Sparkman and  
 Stephens  
 Builder: Doug Brooker and  
 Quilkey Bros.  
 Owner: Ron Langman  
 Skipper: Jock Sturrock  
 Navigator: B.J. Case  
 A. Morrison  
 I.R. Langman  
 G. Gilliam



"Mark Twain" was probably the surprise of the Australian trials being the first Victorian yacht to break New South Wales domination of the Australian ocean racing. After a somewhat shakey start in the first trial when she was fifth she returned results of 3-2-1-1 in the following races. "Mark Twain", skippered by ex America's Cup and Olympic helmsman Jock Sturrock, and manned by a predominantly young crew improved steadily as the Series went on. With further training in Sydney waters planned prior to the Series commencing "Mark Twain" could well be the spearhead of the Australian defence of the One Ton Cup.

## FRANCE (NEW CALEDONIA)

### WILD GOOSE

Sail No.: SM 10  
L.O.A.: 37 ft  
L.W.L.: 30 ft  
Beam: 12 ft 7 ins  
Draft: 6 ft 5 ins  
Club: Nautile Club  
Designer: P.N. Joubert  
Builder: W.H. Barnett  
Charterer/  
Skipper: Philippe Rothery  
Navigator: Frank Likely  
Michel Rancurel  
Pascal Fauconnier  
Christian Valett  
Nicholas Bondatetoff



"Wild Goose" is an Australian yacht which has been chartered by owner Doug Russell to Philippe Rothery of the Nautile Club, New Caledonia.

"Wild Goose" was launched twelve months ago and is a Cape Barren Goose design by Peter Joubert. She was beautifully built and finished by Bill Barnett, the hull being constructed of cold moulded mahogany. Frames are laminated ash, deck beams are beach and deck and bulkheads are plywood. "Wild Goose" showed glimpses of her potential in the Australian trials, particularly in fresh conditions downwind. If the crew from New Caledonia can improve light weather performance and gain some experience in local conditions prior to the Series this yacht could surprise.

## GERMANY

### YDRA

Sail No.: 5583  
L.O.A.: 37 ft  
L.W.L.: 28 ft 5 ins  
Beam: 12 ft 3 ins  
Draft: 6 ft 4 ins  
Club: Segelkameradschaft  
Das Wappen Von Bremen  
(S.K.W.B.)  
Charterer/  
Skipper: Hans Beilken  
Navigator: Ed Schmalenbach  
Horst Schutze  
Rudi Magg  
Michael Witt  
Hajo Andresen



"Ydra" is the latest in a long and successful combination of Skipper Hans Beilken, two-time winner of the One Ton Cup with "Optimist", and Designer Dick Carter. This new aluminium boat, launched in July this year for A.S.V. Tiberina of Rome, is a most un-Carter-like development, having less freeboard than usual, and a raking trailing edge to the keel. She also features a cabin top sloping smoothly into the deck, and below deck spinnaker pole stowage in tubes with opening ports on either side of the cabin trunk. In her first real tryout at Cowes Week this year she scored six firsts in her class against well sailed competition. She will definitely be a boat to watch.

## HONG KONG

### CLAY TARGET

Sail No.: 68  
L.O.A.: 35 ft  
L.W.L.: 28 ft 4 ins  
Beam: 10 ft 8 ins  
Draft: 3 ft 3 ins  
C/B: 6 ft 11 ins  
Club: Royal Hong Kong  
Yacht Club  
Designer: S.M. Rodgers  
Builder: P. Anderson  
Charterer/  
Skipper: William Turnbull  
Navigator: Bob Brenac  
Peter Anderson  
John Park  
Graham Clarke  
Lest. Clements



"Clay Target" is a new Australian yacht which has been chartered by her owner Peter Anderson to William Turnbull of the Royal Hong Kong Yacht Club. Her designer Stuart Rodgers, is an expatriate Australian now living in the United Kingdom. She is different from most One Tonners in that she has a centreboard which gives a draft of 6 ft 11 ins down and 3 ft 3 ins up. Time prevented her owner campaigning "Clay Target" in the Australian trials but reports from Brisbane indicate she has performed impressively in local racing since her launching. William Turnbull is an experienced One Ton competitor having raced his Swan 36 in the 1971 Series conducted in Auckland. "Clay Target" could well turn out to be the "dark horse" of the 1972 Series.

## JAPAN

### SUNBIRD II

Sail No.: 1111

L.O.A.: 38 ft 8 ins

L.W.L.: 29 ft 8 ins

Beam: 11 ft 10 ins

Draft: 6 ft 8 ins

Club: Nippon Ocean

Racing Club

Designer: Sparkman and Stephens

Builder: Kato Boatyard

Owner: Tatsumitsu

Skipper: Yamazaki

Navigator: Sachihiko Ishi-Ai  
Toshio Amamiya  
Yoichiko Kirodani  
Yukio Yoshida



Mr Yamazaki has had this yacht specially built for the One Ton Cup in Sydney. Last year he flew to Auckland to study the sailing and tuning of One Tonners in the world series. She is of the "Pathfinder"/"Pilgrim" design series and is built of mahogany. "Sunbird's" crew have been training hard since her launching and the yacht has a successful record in recent ocean races in Japan.

*Photo courtesy of H. Okamoto, Japan.*

## NEW ZEALAND

### PATHFINDER

Sail No.: 1347

L.O.A.: 38 ft 7 ins

L.W.L.: 29 ft 4 ins

Beam: 11 ft 10 ins

Draft: 6 ft 7 ins

Club: New Zealand Yacht

Squadron

Designer: Sparkman and Stephens

Builder: Brin Wilson

Owner: Ian Titchener

Skipper: R. Dickson

Navigator: J. Bullot  
M. White  
P. Steggall  
H. Goodman  
D. Asbey-Palmer



"Pathfinder" emerged from the closely fought New Zealand selection trials in second place. Since her first win in the 1971 Sydney-Hobart Race "Pathfinder" has changed hands and is now owned by Ian Titchener. She has been modified this year to suit I.O.R. Mark III and has been very carefully prepared for the series. She was faithfully built by Brin Wilson — the hull, frames and deck beams are Kauri, bulkheads are plywood and deck is teak over plywood. "Pathfinder" is a known quantity and good performances can be expected from her.

*Photo courtesy of The Mercury, Tasmania.*

## NEW ZEALAND

### WAI-ANIWA

Sail No.: 1280

L.O.A.: 39 ft 5 ins

L.W.L.: 29 ft

Beam: 11 ft 3 ins

Draft: 6 ft 4 ins

Club: Royal New

Zealand Yacht Squadron

Designer: Dick Carter

Builder: Steel Yachts and Launches Ltd.

Owner: Ray Walker

Skipper: Chris Bouzaid

Navigator: Bevan Woolley  
Gil Littler  
John Woolley  
Joe Mackie



Skipped by Chris Bouzaid, winner of the Cup in 1969 in "Rainbow II", this will be the second time aluminium hulled "Wai-Aniwa" has represented New Zealand in the Cup. A member of the victorious 1972 Southern Cross Team, she was third in last year's Hobart. Selected after a very close series from a hot local One Ton Fleet, she will be right at the front all the time, and should provide keen racing with Chris Bouzaid's old rival Hans Beilken in his latest Dick Carter Mark III design "Ydra".



## NEW ZEALAND

### YOUNG NICK

Sail No.: 1185  
 L.O.A.: 36 ft 2 ins  
 L.W.L.: 29 ft  
 Beam: 10 ft 10 ins  
 Draft: 6 ft 4 ins  
 Club: Royal New Zealand  
 Yacht Squadron  
 Designer: Sparkman and  
 Stephens  
 Builder: Brin Wilson  
 Owners: Peter Mulgrew and  
 L.J. Fisher  
 Skipper: Peter Mulgrew  
 Navigator: Ken Mulgrew  
 Mike Spanahake  
 Thomas Lewerenz  
 Stephen Fisher



This yacht built of kauri, is a Swan 37 design like the aluminium "Escapade". She was third when she represented New Zealand in the 1971 One Ton Cup events and gained third in the selection trials for the current series. Her skipper is now Peter Mulgrew, who took up yacht racing after losing his legs in a mountaineering accident in the Himalayas in 1961. With her experienced crew "Young Nick" is bound to give a good performance.

## SWEDEN

### VICTORIA

Sail No.: OR/S202  
 L.O.A.: 36 ft 4 ins  
 L.W.L.: 29 ft  
 Beam: 10 ft 10 ins  
 Draft: 6 ft 4 ins  
 Club: Kungl Svenska Segel  
 Sällskapet (K.S.S.S.)  
 Designer: Sparkman and  
 Stephens  
 Builder: Nautor Ky Ab  
 Owner/  
 Skipper: Goran Lundberg  
 Torbjörn  
 Didriksson  
 Hakan Lindqvist  
 Peter Lindberg  
 Per Mohlin  
 Hans Ask



A stock Swan 37 "Victoria" was launched in June 1970 and represented her country in the last One Ton Cup Series in Auckland. Swan 37's form the top group of One Tonners throughout the world, "Stormy Petrel", the current holder being a modified Swan 37, and another coming third in this year's U.S. selection series. Well handled, this boat should perform well.

*Photo courtesy of Beken of Cowes.*

## UNITED KINGDOM

### ESCAPADE

Sail No.: 1194  
 L.O.A.: 36 ft 2 ins  
 L.W.L.: 28 ft  
 Beam: 10 ft 9 ins  
 Draft: 6 ft 2 ins  
 Club: Royal Ocean  
 Racing Club  
 Designer: Sparkman and  
 Stephens  
 Builder: Steel Yachts and  
 Launches  
 Charterer/  
 Skipper: Rodney Hill  
 Navigator: G. Marshall  
 B. Hamilton  
 D. McLennant  
 M. Playfair  
 H. Treharne



"Escapade" will start in the 1972 One Ton Cup Challenge after a solid session of competition in selection trials. Her owners, Mr and Mrs G. Hedges sailed her to a close fourth in the New Zealand trials. She was then chartered by Syd Fischer who sailed her to a creditable fourth in the Australian trials after very little preparation time. "Escapade" in every sense is a very competitive yacht. She was designed in 1969, built in aluminium and has since been modified. She will be sailed by well known and very experienced British ocean racing yachtsman Rodney Hill whose most recent success was first in Class E in the Newport-Bermuda race in "Maverick" (ex Cervantes IV). His own One Tonner "Morningtown" was the top yacht in its class in British racing and Rodney Hill has had experience in Australian waters having competed in the 1969 Southern Cross Cup Series in his Swan 34 "Morning After". With this depth of experience some very good performances can be expected from "Escapade".

*Photo courtesy of  
 Cantouris Marine Studios.*

## UNITED STATES

### COLUMBINE

Sail No.: 11500  
 L.O.A.: 35 ft 4 in  
 L.W.L.: 29 ft  
 Beam: 12 ft 3 in  
 Draft: 6 ft 6 in  
 Club: Boston Yacht Club  
 Designer: Sparkman and Stephens  
 Builder: Camper and Nicholson  
 Owner: Bruce and Judith Eissner  
 Skipper: Bruce Eissner  
 Navigator: Jim Dahl  
 Bill Pickersgill  
 Jeff Storer  
 Al D'Lesandro  
 David Kellett



"Columbine" was built just before the U.S. Selection Trials in fibreglass foam sandwich by Marine Corporation Ltd. of Southampton, to the commission of Camper and Nicholson. Although not a placegetter in the trials, she is a new design and will improve in performance. She has considerable beam and full sections aft with a long waterline and very deep rudder and skeg.

*Photo courtesy of Stanley Rosenfeld, New York.*

## UNITED STATES

### BUSHWHACKER

Sail No.: 37372  
 L.O.A.: 37 ft 3 ins  
 L.W.L.: 28 ft 4 ins  
 Beam: 11 ft 3 ins  
 Draft: 6 ft 1 in  
 Club: California Yacht Club  
 Designer: Gary Mull  
 Builder: Ranger Yachts  
 Owner: Harry R. Smith and Robert Hartwell  
 Skipper: Harry R. Smith and Robert Hartwell  
 Navigator: Tim Aldwell  
 John Field  
 Tom Leweck  
 Gary Ritchie



"Bushwhacker" is a new production model Ranger 37 One Tonner by radical American designer Gary Mull. Her designer says she has "a medium displacement hull with relatively fine ends and slightly greater than normal beam to obtain a fairly long waterline and large sail plan within the One Ton Rating". The hull is fibreglass with balsa core deck. "Bushwhacker" is believed to have good windward performance and excellent off-the-wind speed. Her performance will be watched with interest by local yachtsmen who have not seen a yacht of this size by Gary Mull racing in local waters.

## UNITED STATES

### BULLET

Sail No.: 37377  
 L.O.A.: 38 ft  
 L.W.L.: 29 ft  
 Beam: 11 ft 8 ins  
 Draft: 6 ft 4 ins  
 Club: Storm Trysail Club  
 Designer: Sparkman and Stephens  
 Builder: Yankee Yachts  
 Owner: John Schumaker  
 Skipper: Andy McGowan  
 Navigator: Stan Livingstone  
 Tactician: Gerald Driscoll  
 David Pedrick  
 Peter Van Dyke  
 Sam Wakeman



"Bullet" is a relatively new design from Sparkman and Stephens and although she did not gain a place in the North American One Top Cup she showed a great deal of promise. "Bullet" is in fact a production version of the winner of the series, "Lightnin'", which was also built by Yankee Yachts. Sparkman and Stephens describe "Bullet" as a compromise between the "Stormy Petrel" and "Kerkyra IV" designs — a bigger boat with less wetted surface and lighter displacement. Her single spreader rig features a minimum of winches and halyards. "Bullet" will be sailed in the Series by Andrew MacGowan of the Sparkman and Stephens office.

*Photo courtesy of Stanley Rosenfeld, New York.*

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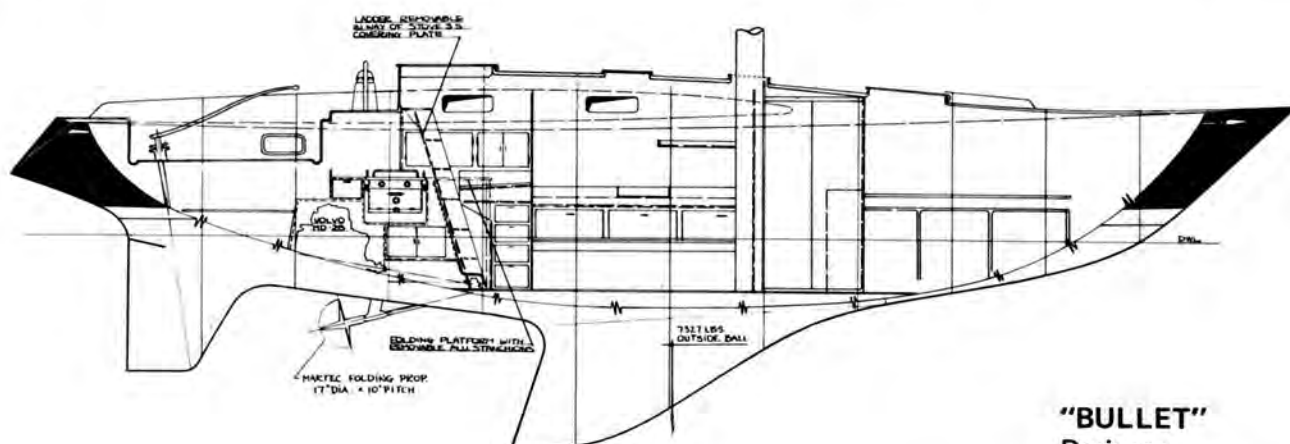
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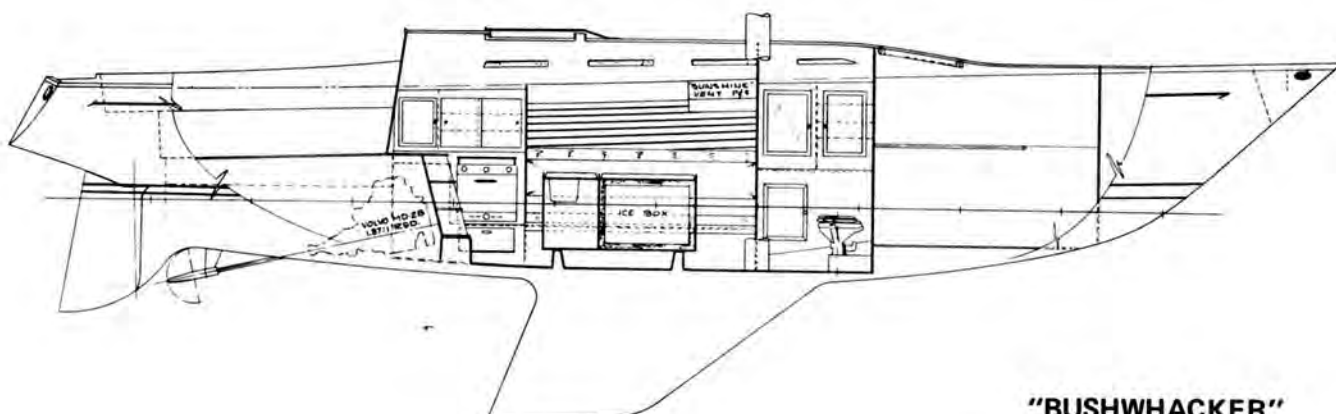
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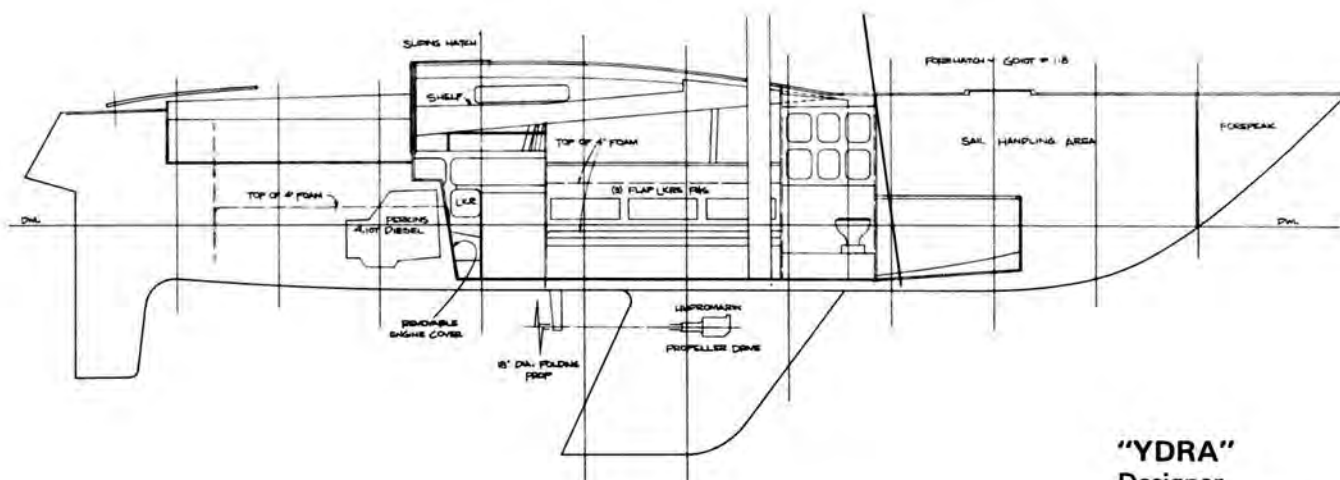
# LATEST ONE TON CUP DESIGNS



**"BULLET"**  
Designer  
Sparkman and Stephens



**"BUSHWHACKER"**  
Designer  
Gary Mull



**"YDRA"**  
Designer  
Dick Carter

to page 30



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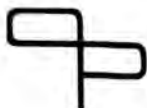
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## THE DESIGN

The One Ton Cup, in its modern format has provided an interesting arena for competition between the world's leading designers as well as between the competing crews.

New ideas which have subsequently flowed on to bigger and smaller yachts have first been tried in the One Tonners. Level racing, with all yachts off the same handicap mark, provides the designers with an instant result to that latest notion. It must be like tank-testing, but with full-sized models.

The struggle for the One Ton Cup, carved from that 22 lb block of silver in the last century, has developed into a tug-of-war between Olin Stephens and Dick Carter. The Sparkman and Stephens Diane III won in 1966; Carter boats Tina and Optimist (twice) won in 1966, 1967, 1968; then Rainbow II won for Stephens in 1969 and Stormy Petrel, another Stephens boat won again in 1971.

With the designers' score three-all between them, it is not surprising that both Stephens and Carter will be strongly represented in the Sydney One Ton Cup. Other designers, notably Gary Mull, are looking for success as well.

Numerically, the strength is with Stephens. He has two brand-new designs, Bullet and Columbine in the formidable-looking US team, first-rate second season boats hitting peak tune in Mark Twain and Pilgrim of Australia, Pathfinder, of New Zealand, and a whole flock of well-sailed Swan 37s including the 1971 winner, Stormy Petrel (Aust.) and Young Nick (N.Z.)

Bullet, to be skippered in the series by Andy MacGowan of the Sparkman and Stephens office, is the first of a fibreglass production range for Yankee Yachts of California. She is to the same design as Lightnin', the winner of the North American One Ton Championship off Newport, Rhode Island, in September.

In Sail magazine, Sparkman and Stephens described the design as a "good compromise between our Stormy Petrel and Kerkyra IV designs, and the result is a bigger boat with less wetted surface and a lighter displacement.

"The hull is designed to the IOR Mark III and the measured girths and depths were taken and used as parameters to ensure the offsets went through these points."

Bullet, the first overseas competitor to arrive in Sydney, has a noticeably small keel and large rudder on a large skeg.

The other new Sparkman and Stephens contender, Columbine, is a quite different-looking boat with chopped off transom and transom-hung rudder. While only 35ft. 3in. overall, nearly 3ft. shorter than Bullet, at 29ft. she is 4in. longer on the waterline and beamier — 12ft. 3in. to Bullet's 11ft. 8in.

Columbine was built by Camper and Nicholson, in England, of fibreglass foam sandwich with a plywood deck, overlaid with Dynel.

The designer says of her: "She is a stable boat with high sail area to wetted surface ratio. Designed performance is good on all points of sail, although it should be noted that this design features considerable beam and relatively full sections aft. The boat has a large skeg and rudder.



# RACE

by BOB ROSS

The third member of the US team, Bushwhacker is a new Gary Mull design for Ranger Yachts — first of a fibreglass production range. This boat is to stay on in Australia after the series. Frank Spencer, who builds the quick little Santana 22s, designed by Mull, will be the new owner and, with Dave Forbes, Olympic Gold medallist in Star Class as skipper, will sail her in the Sydney-Hobart.

Mull says: "Where previously we have concentrated our design efforts for Ranger Yachts on cruising comfort with a good turn of speed, this time we were asked for a slightly more race-oriented boat but one with a convenient and comfortable layout for family cruising. This design is the result of a series of tank tests at Stevens Institute along with a thorough study of One Ton racing and owner requirements."

"We elected a medium displacement hull with relatively fine ends and slightly greater than normal beam to get a fairly long waterline and large sail plan within the One Ton rating."

"The hull is fibreglass with balsa core deck. The rig is a fairly tall, single spreader sloop with good windward performance because of the large headsails and spinnakers allowed by the large foretriangle."

Dick Carter's latest One Tonner, Ydra (pronounced "ee-dra", and named after the Greek Island) scored six wins a third and a disqualification, (first home again but over the starting line early) at Cowes Week this year. British yachting writer Jack Knights said of her: "Compared to other Carter designs she has rather less freeboard, less beam and Olin Stephens type ends. Her coachroof slopes smoothly into her foredeck."

Ydra's spinnaker poles are stored in tubes below deck with opening ports on either side of the forward edge of the cabin trunk. According to Hans Beilken, that speeds up the spinnaker set — coming out of the tube the spinnaker pole is pointing in the right direction and the crew has much better control.

The series version of Ydra will be built in fibreglass at Olympic Yachts in Greece, with first boats to be launched early in 1973.

Carter will also be well represented by the New Zealander Wai-Aniwa — the boat that never really got going in 1971 but subsequently was top points scorer in last year's Southern Cross Cup again skippered by Chris Bouzaid.

Will the brand new designs dominate the One Ton Cup? Graham Newland, yacht design consultant and co-skipper of Stormy Petrel thinks not. He points out that a Swan 37 was third in the North American championship.

Stormy Petrel, a modified Swan 37 with 1800 lb of lead ballast and a heavy 625 lb engine added is, he feels, going better than in 1971 with her new main of slightly increased area, especially downwind.

Pilgrim and Mark Twain — like Pathfinder spin-offs from the Kerkyra IV design — are both obviously improved boats this season, and easier to manage downwind, under bigger mainsails made possible by the Mark III amendments to the I.O.R.

If the One Ton Cup winner comes from one of these well-sailed second-season boats, the long-awaited period of design stability under the I.O.R. rule will have truly arrived.



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## MARINA NEWS

"Anneliese" is an Oceanic class catamaran built in the United Kingdom by O'Brien and Spencer Ltd. Of fibreglass-balsa sandwich construction she is 30' by 15' beam outside the hulls and ketch rigged, with the moderate sail area associated with all catamarans. She also has two Volvo MD2 diesels of 16 h.p. each. Her owners say she is not fast although she once recorded a burst of fifteen knots, but her average of five or six knots from Gibraltar to Sydney cannot be regarded as bad.



Colin and Rose Swale with daughter Eve. They leave Sydney on November 28.

Photo by club member Bob Ross.

Colin and Rose Swale bought her new in Southampton in 1969 and together with baby Eve, then five months old, set out on a Mediterranean cruise. Off Fiumicino, Italy, on 18th June 1971, James Mario Swale joined the ship's company while the ketch was hove to in a howling gale. Coincidentally that day was the second birthday of his sister, Eve. Colin was midwife; how would most of us be at that job while handling a catamaran in a gale of wind and steep, short seas?

From Gibraltar "Anneliese" sailed by way of the Canary Islands, Barbados, Panama Canal, Galapagos, Marquesas, Tahiti, Raratonga and Tonga to the C.Y.C. marina in Sydney, arriving early in October. Among other things a Sumlog was fitted in Sydney (the fish kept eating metal log spinners) and a perspex steering dome set in place on the main hatch.

The catamaran is roomy and the cockpit provides a good, railed-in sundeck for the children. But there will probably be a shortage of sunshine for the first half of her voyage home, for "Anneliese" is sailing by way of Cape Horn. There is a tentative stop scheduled for Wellington, but that depends on how things are going when she is in the area. It is essential to make the southern passage in the summer months and she should be off the pitch of the Horn about Christmas time. The Falkland Islands will probably be her first port of call. With the Swales, David Lewis and those two Frenchmen in "Damien" all being down that way at the same time, the southern ocean looks like becoming as busy as Sydney Harbour on Saturday.

On Saturday, 14th October at 11 a.m. precisely "Solo" left the marina for Gladstone, the New Hebrides and other points east. Vic Meyer was a bit secretive about the itinerary of ports but it seems pretty likely that "Solo" will sail around the world for the third time. One wonders if there are many places left for her to visit; for a yacht of her size she must hold a record for distance cruised.

Vic means to follow his pattern of an all-girl crew. Lexie sailed with him from Sydney and Ally joined the ship in Gladstone. However, those electric winches, the radar set and automatic pilot are equivalent to a lot of crew members and "Solo" is so rigged that Victor is confident that he could sail the whole voyage on his own if he had to.

And on the subject of sailing alone, Dr. David Lewis is doing just that in his 32' sloop "Ice Bird". This steel yacht, built by Peter Cosgrave in 1962 and launched as "Teriki", has never ocean raced. Peter kept her as a family cruising boat with Broken Bay and Port Jackson as her furthest north and south. This placid existence ended when her new owner set out to circumnavigate Antarctica single-handed.

David Lewis is no stranger to little ships and big oceans having sailed in two trans-Atlantic races and cruised from Canada to the Shetland Islands. All these were single-handed ventures, the first, in 1960, taking 54 days. He has sailed round the world in a catamaran by way of the Patagonian Channels and Cape of Good Hope; his crew on that three-year voyage were his wife and two daughters, who were aged one and two years at the outset.

An Arctic Circle crossing was added to his list when he sailed north of Norway and Iceland. In July 1969 he arrived at the C.Y.C. marina in a ketch he had sailed from England, having carried out research into ancient Polynesian navigation methods on the way.

On Thursday, 19th October last, loaded deep with stores, "Ice Bird" set out on her voyage. Despite two forty knot blows her skipper described his Tasman crossing as uneventful when he rang from Half Moon Bay, Stewart Island, off the southern tip of New Zealand. He arrived there on Wednesday, 1st November, and having telephoned Sydney he bought a loaf of bread and went on his way. His next port of call will probably be the British base at Argentine Island in the Antarctic, and he hopes to spend Christmas there.

April or May, 1973 should see him back at the marina during which time he will not have been ashore except at a few British, American and/or Russian Antarctic bases. The period covers the southern summer which, at its height, has twenty four hours of daylight each day but can still be cold and tempestuous. Winter will be drawing near by February and with this in mind, a perspex dome has been fitted over the main hatch, "Damien" fashion. The yacht carries windvane steering gear and a kerosene stove provides warmth below decks. Radio contact will probably be erratic as "Ice Bird" will be well out of range of shore stations most of the time.

On the day that "Ice Bird" reached Stewart Island "Tau" tied up at the marina, having departed from Suva on 17th



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Just prior to use, mix the EPICRAFT \*HYDRON SPEED COAT and catalyst (small plastic bottle) by stirring well in the quart container. The mixture will be yellow (it will bleach out after curing) and will gradually darken in the can, which should be protected from direct sunlight and applied within 30 minutes. It can be applied at any surface temperature between 4° Celsius (40° F.) and 65° Celsius (150° F.) and should be well brushed out. The coating should cure at least three hours in daylight before launching. One coat will afford close to maximum benefit, but one extra coat may be applied when the first coat is tack dry for additional benefit. Do not sand hull between coats or after coating. EPICRAFT \*HYDRON SPEED COAT should be removed by wet or dry sanding before refinishing with other coatings. Patching small areas should be preceded by dry sanding the damaged area when dry. One pint covers approximately 150 sq. ft.

**CAUTION:** Once mixed, EPICRAFT \*HYDRON SPEED COAT is light sensitive. If interruptions occur during application the container should be shielded. Excessive exposure to direct sunlight will thicken and turn the mixture a dark greenish brown colour, in which condition it should be discarded.

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October. She is a schooner, without masts when she arrived; two masts of equal height are to be stepped in Sydney. Electrical and mechanical work is to be completed and sand-blasting, fibreglassing and epoxy finish are also scheduled. As explained in the last issue of "Offshore" the yacht was designed and built by Colin Philp near the Trade Winds hotel in Fiji. Like "Solo" and "Ice Bird" she is steel and that is the main point of resemblance in the three yachts.

"Tau's" plating is  $\frac{1}{4}$ " and being about sixty tons with an overall length of 90' she could well be the biggest yacht ever accommodated at the marina. Her beam is 17'4" and the shallow draught of 6'6" is possible because of her twin keels. Twin skegs mount two rudders while a central skeg protects the variable pitch propellor, which can be completely feathered for sailing. Her working sail area will be about 2,600 square feet.

A Gardner 6L3B gives her more than ten knots and she averaged nine knots from Suva to Sydney at 900 revs. This does not take into account five days spent at Noumea. She missed that cyclone which ravaged the Fijis but had a heavy sou'-east swell all the way. With no masts aloft and a comparatively narrow beam this brought about a lot of rolling, which didn't seem to worry her crew.

"Tau" is Fijian for "Friend" and she is aptly named, being redolent of all that is happiest in the South Seas. Apart from Colin Philp the crew were Captain John Hope, Seforano, Naca Nile, Harilal Singh, Ian Stinson and John Woodman.

Of the yachts arriving for the Hobart race "Graybeard" is the most spectacular. This 73 ft. Canadian Ketch (Royal Vancouver Yacht Club) was the world's biggest fibreglass yacht until the French "Vendrede", a three-masted schooner, came on the scene.

Her racing record includes the 1971 Capetown to Rio and San Francisco to Honolulu events. She had the misfortune to lose her rudder and skeg in this latter race and was towed 500 miles into Oahu by the U.S. Coastguard. However, contrary to general opinion, she is easy to steer, for with hydraulic gear she can be held by one man in any weather.

"Graybeard" is on her second round-the-world voyage which started when she left Vancouver last March. From Los Angeles she raced to Tahiti, taking line honours in 21 days. She then island-hopped until she reached the Queensland coast and turned south to Sydney.

Her cruising crew is usually five, including the owner-skipper L.H. Killam; at present the other regulars are Tom Endersby and Don Soper, both from Capetown, Alan Blunt, a Sydney-sider and Englishman Tony Baird who joined the ship in Suva. The racing crew varies between 13 and 16 hands.

This yacht looms huge at the marina and her 12 ft. draft is a problem at the shallower anchorages round the world. She is high-wooded and the boarding steps built into her stern form the most elaborate ladder seen around these parts for many a long day. Inside she is lavish with hot and cold running water, a galley worthy of a small restaurant and carpet in the main saloon. The saloon is as big as the lounge room of a good sized suburban flat, but there is no swimming pool despite those wild rumours going round.

Her motor is a Cummins diesel, 180 h.p., which pushes her at 11 to 12 knots, with a cruising range of over 2,000 miles at 6 or 7 knots. A 12 volt system supplies power for her refrigeration, lighting and other electric equipment.



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Columbia 22', (27' illustrated) and 34'.



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We are hoping to extend our services in the near future to encompass the shadowing of mainsails with the old C.Y.C. numbers and imprinting bulkhead varnish with signs of removal of Hobart race plaques. We are also working on a special technique to make Fin keeled yachts look as if they have just had a trim tab blocked up.

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Keith Bales writes from U.K.

A speed of 22.7 knots by the 60 foot proa, Crossbow, was the fastest recorded on the opening day of the John Player cigarettes' attempt to establish a world sailing speed record.

Crossbow's first run of the day was best, in a wind speed of 14 knots.

The attempt started at noon, October 30th and will continue daily for a week on a half kilometre laid in Portland Harbour; one way only.

The Royal Yachting Association, the organisers, along with the yacht clubs of Weymouth stress that this is a test of sheer speed over an accurately measured distance.

Crossbow is owned by Tim Coleman and Tom Hall of the Royal Norfolk and Suffolk and is the favourite to win the competition and set the record. There has, however, been a claim from the west coast of America, by the owner of a D Class catamaran, for a speed of a shade over 30 knots.

In the final, Crossbow won at 26.3 knots.

## CHRISTMAS LUNCHEON FOR BETTY FINDLAY

The Annual Christmas luncheon held at the Club this year by the Ladies Auxiliary will have as its guest of honour — BETTY FINDLAY. Betty has been secretary of the Committee since its inception, but has now retired because of increased personal duties; fortunately she is staying on the Committee.

## TRADE WINDS TROPHY RACE

The Trade Winds Trophy, a new perpetual prize presented by long-time C.Y.C.A. Secretary "Merv" Davey, was raced for by 37 starters in Divisions 1, 2, 3 and 4 over the 90 mile Flinders Islet course starting at 2000 hours on October 20th.

The race started in a fresh nor-nor-east wind which faded when the yachts cleared Sydney heads, but a strong southerly swept through the fleet shortly after midnight gusting to 25 knots.

There were big wind shifts on the front of the new breeze and the yachts which kept offshore gained the advantage in the work to Flinders Islet.

Ginkgo was first round the Islet at 0342 hours, about 17 minutes ahead of Pacha and Ragamuffin, and she surfed home off-the-clock to take line honours and the trophy under I.O.R. handicap.

Second overall and in Division 1 was Caprice of Huon, rejuvenated by the new age allowance system. Taurus was third overall and in Division 1.

In Division 2 Wild Goose from Victoria easily won from her One Ton rivals Lowana II and Stormy Petral.

Diamond Cutter took out Division 3 by a big margin from Carina and Senyah.

Plum Crazy won Division 4 from two other Half-tonners Difiance and Skylark.

Dear Sir,

On a recent Sunday afternoon a friend and I, after a hard day of recovering from a hard day before, were seated comfortably on stools at the club bar. In front of us lay a dish of peanuts, just out of reach of my friend. He had to stand up to lean forward to reach the dish. In that time, a total stranger to us whipped his bar stool from under him and wandered around the other side of the bar with it. My friend took off after him. I stood to have a look, and in that same moment, another fellow grabbed my bar stool. A short tug-of-war ensued and I gave up when my antagonist said it was for a rather arresting bird he had with him. Fair enough.

But will someone please do something about providing more bar stools for the club? The new chairs are beautiful, and comfortable and all that. But there are a number of us who prefer to perch on a stool close to the dispensing action. I, for one, am totally invisible to barmen — haven't a hope of getting a drink if I wander up to the bar from some distance back. The only way is to sit within three feet of the barman, hold him with a fixed stare and occasional pleasantries about the football, weather, bad habits of the customers, and so on.

In the erudite discussion in our group which followed the stool snatching incident, some further good ideas emerged: Why not have seat belts on bar stools for the more regular customers? Or better still, a full safety harness that the well-entrenched customer can hook on to a convenient point on the bar.

BOB ROSS



The name on everyone's hips.



# COASTERS RETREAT



Stormy Petrel was becalmed on her way to Auckland for a pleasant, though boring and frustrating eight days. After six days bobbing up and down on the same piece of ocean, three of the four men crew were surprised to receive individual, written invitations to dinner. But they showered, shaved and changed into full number one gear – ties, jackets shiny shoes and the full bit.

What a dinner it was, cocktails and appetisers on the patio (in the cockpit) before going into the dining room where the table was laid on a clean table cloth, complete with place names. Naturally there were different wines with each course and coffee and cigars to round it off.

I often wonder if any of the crew wrote to Mick Thackeray afterwards thanking him for the evening.

● **Boat-Niggers' News:** Chris Freer, boating on Gretel II America's Cup campaign, and sundry Australian offshore boats has moved on from his position as service manager of Camper and Nicholson, Gosport, England. He is in charge of a new Dick Carter office in Greece and has started a charter boat operation in the Greek Islands.

One Nick Palmer, in a letter addressed to the "International Federation of Boat Niggers" which found its way to this journal, writes from the schooner "Unda von Kappeln", Las Palmas, Grand Canary, of an encounter with John Boulton

who called there on the US 48-footer, "Aura" which he skippers . . . "I don't think Las Palmas was quite prepared for Boat Niggers and 'a quiet little drink!'"

"Ask The Bolt whether he has molested any good nightclub doormen since I last saw him. John wanted to pass on a message which goes thus: 'Normy the Nigger and The Bolt are racing in "Sorcery" to Rio in a four-race series similar to the Southern Cross Cup'."

● Pooh Bear, the Soling which sank recently during a race on the harbour was towed, after recovery from the bottom, to the CYC. Soling owners round the club reckon now that DNS on the race sheets means "Did not sink."

● Have you noticed some of the head-gear that is being sported around the club on race days? Keep your eye out for certain well know Macquarie Street eye surgeon, resplendent in an absolutely stunning little tamo'shanter-style knitted job.

And a certain gentleman named "Thunder" (of that well known trio "Thunder", "Rawmeat" and "Ear-rings") was spotted last Sunday, on board that great little vessel, "Southerly", wearing with charm and gentleness – a baby's white knitted bonnet! "Twitty" Thompson seems to have a never ending supply of "tea-cosies" – and another gay young lad who just may make the finals in this year's "best dressed ten" competition, is "Biscuits Arnott". He features the

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'around the chin strap' models, usually with shorts and jacket to match!

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#### \*\*\*\*\* \* HOW TO COME BACK FROM HOBART \* \*\*\*\*\*

\* Don Mickleborough has written a happily guided way  
\* to return; to enjoy the full benefits of Tasmania's  
\* entrancing bays, where to go, where to stopover.

\* This article appeared in Offshore, December, 1971.  
\* Some copies left at C.Y.C. office — price 30 cents.  
\*\*\*\*\*



*"Stella Maris", radio relay ship for this year's Hobart Race. Built of steel and driven by twin Rolls Royce diesels she will be a worthy successor to the "Tahuna", now in Honolulu. Photo by club member, Norman L. Danvers.*

A particularly useful "Notices to Mariners" has been issued by the "Department of the Navy", weekly edition 33, August 10, 1972.

Specifically it covers general arrangements for search and rescue in Australian and New Guinea areas. A considerable amount of this contains important information for sea-going yachtsmen. Full details of communication methods, distress signals, to how to be lifted by a helicopter either from deck or the sea are given.

Any yachtsman who carries life saving gear aboard his boat implicitly accepts the fact that it may have to be used. The Edition 33 referred to is complementary and should be known. Copies are free and may be obtained from the Hydrographic Service, Admiralty Chart agents and Department of Shipping and Transport offices.

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# LEST WE FORGET THE O.T.C.

The Aussies came in seventy-one  
To take the cup which Chris had won  
at Helgoland Chris made his fame  
And they contrived to do the same.  
There are many Kiwis living yet  
The Stormy's prowess can't forget  
Of how they fouled the experts up  
And how we lost the One Ton Cup.

It couldn't seem she'd win the Cup  
But after she was one race up  
With untried ship in unknown water  
Some doubts crept in and a reporter  
asked hid opinion — so I read  
"The ship's a bitch" the Aussies said  
—BUT SHE SAILS WELL—

These crafty Sydneyites I'm told  
Came down with cunning on the fold  
Of pretty yachts from far and near  
With famous crews and faultless gear  
Mid'st all this splendour, wealth and might  
The Petrel looked a sorry sight  
—BUT SHE SAILS WELL—

Of all the ships that sail the sea  
There's none can leak as well as she  
On seeing water made so fast  
One crewman shinnied up the mast  
Nor would he to the deck come back

Until she went on the other tack  
—BUT SHE SAILS WELL—

The mast in it's slot moves fore and aft  
It wiggles and wobbles and shakes the whole craft  
The wind in the rigging twings and twangs  
The bulkhead creaks and the watertank bangs  
With the halyards slapping against the tin  
If you want to sleep you just can't win.  
—BUT SHE SAILS WELL—

If you think that I exaggerate  
The worst I'll recapitulate  
The weather be it foul or fair  
The water comes in everywhere  
And with it sloshing round our bunks  
We've come to love those sucking pumps.  
—BUT SHE SAILS WELL—

Should anyone doubt the truth  
Of what I've told you here's the proof  
I crewed on Stormy east to west  
The Tasman crossing was her test  
And the with all illusions shattered  
She got us there—that's all that mattered.  
—BUT SHE SAILS WELL—

There must be a haven where all ships go  
Whether they're pretty or fast or slow  
And when Stormy comes to the locker door  
Old Davey will know that she's been a whore  
But he'll let her in — Tho he'll not deny  
That her life's been seamy, and sinful and sly.  
—BUT SHE SAILS WELL—

LEO TATTERSFIELD

*Sailing on Stormy Petrel is not nearly as rugged today as it was when she was being brought back from New Zealand after her One Ton Cup win. This poem was written by a New Zealand member of the delivery crew. A complete refit has since repaired all leaks, and brought the yacht into the sound and comfortable condition she is in today — AND SHE STILL SAILS WELL!*  
Editor.

## BIGGEST YEAR FOR C.Y.C.A.

The 1972/73 season will be the biggest year of yachting the C.Y.C.A. has ever had.

Following on from a fleet of over 100 racing regularly in 11 divisions each Sunday during the last Winter Season, the Club now has 5 Offshore Divisions with some 50 yachts racing in ocean races each weekend.

This year we have the One Ton Cup trials and the Admiral's Cup trials, as well as the One Ton Cup series and the Sydney-Hobart race, all within a two month period.

The One Ton Cup, the World's premier level class ocean racing event, has attracted an international fleet never paralleled in yacht racing in Australia. Ten Nations will be represented in the line-up of sixteen yachts.

Over eighty yachts have entered for the Sydney-Hobart Race equaling the record in the 1969 and 1971 Southern Cross Cup years. The significant increase in C.Y.C. fleets this year is largely due to the new Y.A.N.S.W. T.C.F. and Age Allowance formula, which is giving most yachts a chance of success.



**TOM MORRISSEY**  
and STAFF . . .

of

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