

OFFSHORE

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Australian Designers Racing Ahead

After the lean years, when few would-be owners of new yachts would put their faith in anyone except the Establishment firm of Sparkman and Stephens, Australian designers are enjoying a minor boom.

Bob Miller, riding on the success wave generated by his 45-footers Ginkgo and Apollo II, has all but wrapped up his America's Cup challenger design for Alan Bond and has a number of new customers ready to go.

Peter Joubert, the professor from Melbourne, probably created history for Australian designers by having 10 of his boats in this season's Sydney-Hobart.

Promising youngsters like Scot Kaufman with his neat but not little Quarter Tonner and John Biddlecombe are finding people ready to put their trust in Australian talent. And an old friend of Australian ocean racing, Alan Payne, has a chance to relive the glories of his Solo and Tasman Seabird era with a commission to design a new Half Tonner expressly for Australian conditions.

At last, our top designers have the throughput of work to enable them to continue to develop their theories.

Miller, 36, is the top offshore designer at the moment. He is a natural, intuitive talent, now reinforced by back-up technical people. He has on his staff, John Bertrand, a graduate in mechanical engineering from Monash University and with a master's degree in naval architecture from the Massachusetts Institute of Technology; Denis Phillips, formerly Alan Payne's design assistant and John King, draftsman.

Bob Miller has messed around with and in boats all his life. As a child, he built his own model yachts, models of fast old English cutters like the Sir Thomas Lipton Shamrocks he saw in books. He left his job as an apprentice fitter and turner in the Railways to make sails and from designing fast sail ships he naturally progressed to the hulls that went under them.

In 1961 and 1962, his 18-footers Taipan and Venom heralded the three-handed 18-footer which only now is being re-discovered and perfected by a new generation of 18-footer sailors. Miller was a prophet ahead of his time in the 18's, and after winning the world championship with Venom on the Brisbane River in 1962, he gave up, sick of accusations of designing "rule-cheaters" and of the abuse and occasional shower of cans from unhappy punters aboard the spectator ferries.

His collaboration with Ted Kaufman of Mercedes III led him into ocean racing design in 1966. Then came Contender, the trapeze powered singlehanded 16-footer that was selected as an international class after two series of trail races against designs from all parts of the world. More offshore boats followed. Alan Bond of Perth gave Miller his first chance to design a really big fast yacht in Apollo, a 57' line honours machine.

Bond took Apollo to America for the Bermuda race and England for the Fastnet, and became so involved in the international scene that he decided to challenge for the ultimate prize, the America's Cup. And he went back to Bob Miller for the design.



Bob Miller left, Gary Bogard, owner and Trevor Gowland, builder at Ginkgo launching.

Meanwhile, Miller had been commissioned by Gary Bogard to design Ginkgo — Apollo II followed for Bond, to give him a crack at the Admiral's Cup and the designer some experience with aluminium (Apollo II was built to the Lloyds scantlings for Twelve Metres). Regardless of how the new Twelve, Australis, fares in the America's Cup, the success of Ginkgo and Apollo II, the two top performers in the Admiral's Cup trials, has ensured Miller's reputation as a designer.

And the Ginkgo — Apollo II design was not even tank tested.

At one time, Miller was an implacable opponent of the International Offshore Rule. His little One Tonner Warri fared badly when the One Ton rating was changed under IOR, and he felt that the rule discouraged the long, narrowish, lightweight hull he favoured for big yachts.

He used to say that while the IOR rule encouraged boats that were very fast to windward, they were very wet on the wind and very difficult to steer with eased sheets. But one day, he shrugged his shoulders and said: 'Well the rule is there and we have to live with it.'

He had found a way, within the rule, to design Ginkgo — long narrow and light, that handicapped well enough to win races, and Miller was fortunate enough, or shrewd enough to see that crewmen of real ability were gathered together to get the best out of Ginkgo and later Apollo II.

Peter Joubert's academic speciality is hydrodynamics. He has always been a keen yachtsman, in younger days in Sydney and later in Melbourne.

In the late nineteen fifties, he designed some extremely fast small ballasted centreboard yachts for Melbourne round-the-Bay racing. From these came Boomerang VII, which burst on the Australian yachting scene in 1968 with a second in the Sydney-Hobart race. She had a very flat underbody and an unlovely big round stern which looked odd in those days but

lead to page 5

HOBART RACE 1972

by KEITH MOSS

American Eagle won the maximum number of trophies possible for a single yacht in the 1972 Hobart Race by winning the race on corrected time, and being first to cross the finishing line, first yacht due south of Tasman Island, and first in Division A.

Owner/skipper Ted Turner invited the fourteen crew members onto the stage at Hobart City Hall to accept the impressive array of 9 trophies, 3 replicas, 15 medallions, and navigator's trophy from the Lord Mayor, Mr. Goerge Soundy.

Four days earlier the Eagle crew, having beaten Graybeard over the line in the mid-afternoon by 15min 15sec, and failed by 56 min 23 sec, to break Ondins 1962 race record, had waited nervously at the dock for the leading contenders on handicap to cross the line. Ginkgo, Apollo II and Ragamuffin finished nearly eleven hours later but failed to save their time. The only remaining threat, Caprice of Huon, crossed nearly 20 hours after Eagle but some 27 minutes too late to win.

The fleet of 79 yachts made a well judged start at 1200 Hours in the 10 knot east-north-east breeze in Sydney Harbour, with Apollo clearly in the lead. In the 1½ miles beat to the Heads, American Eagle outpaced the other large yachts and was first out of the harbour, thus subsequently ending the historical fact that the first yacht through the Heads had never won the Hobart Race.

After clearing the heads the fleet reached down the coast, some with starcut spinnakers, until a gradual swing of the light breeze to north-east allowed full spinnakers to be set.

In the evening the fleet gybed with the incoming 18 knot north-westerly and was spread out between Coalcliff and Shoalhaven Bight.

Those who stood out to the east to gain an advantage from the usual southerly current down the New South Wales coast at this time of year were surprised to find that there was little or no current running. One yacht reported a water temperature rise in a band only 10 miles wide near the rhumb line.

During the sou'easter of 15–20 knots on the second day most yachts moved back in towards the coast anticipating south west winds behind the approaching cold front.

That afternoon Graybeard, American Eagle, and Apollo, entered Bass Strait and the tail enders were 130 miles behind, off Montague Island, with some yachts up to 70 miles off the coast. The computer handicap leaders were Bacardi, Ginkgo, Apollo II, Ragamuffin, Meltemi, Minna, Queequeg, American Eagle, Pacha and Caprice of Huon.

Later in the night a 20–25 knot sou'wester hit the fleet as the leaders moved across Bass Strait. In the early morning of the 28th Anaconda and Bacardi lost their masts due to rigging screw breakages, Kidnapper was forced to retire due to a forestay failure, and Nocturne headed for port when she began to leak after hitting some object. All four yachts reached Eden safely.

Meanwhile American Eagle had worked past Graybeard and covered nearly 100 miles overnight. The wind held during the day and by 1900 hours she was 45 miles ENE of St. Helens Point on the Tasmanian Coast. The fleet now stretched right back to Cape Howe, some 220 miles.

At this stage the Honeywell computer gave the handicap positions as Ginkgo, Ragamuffin, American Eagle, Minna, Apollo II, Caprice of Huon, Koomooloo, Queequeg, Starfire of Perth and Patrice. Ginkgo was leading Division A, Minna Division B, Tina of Melbourne, Division C, Diamond Cutter Division D, whilst Mark Twain led the One Tonners and Granny Smith the Half Tonners.

At 0900 Hours on the 29th American Eagle was near Maria Island with Graybeard 2 miles astern under spinnaker in the nor'westerly breeze. In the mid-morning a 30 knot southerly met the leaders as they headed for Tasman Island.

Eighteen miles astern came Apollo and then Ginkgo, Pacha, Ragamuffin, Apollo II and Queequeg. A further 15 miles astern was Minna, then another fifteen miles to a group 30 miles off St. Helens consisting of Boomerang VII, Vittoria, Taurus, Caprice of Huon, Patrice, Polaria, Kingurra and Koomooloo.

Most of the One Tonners and Division C yachts were then between Flinders Island and Eddystone Point; the Half Tonners and Division D spreading back into Bass Strait.

The handicap positions showed Ginkgo, leading from Queequeg, Caprice of Huon, Apollo II, Ragamuffin, Minna, Pacha, American Eagle, Starfire of Perth, and Vittoria. Ginkgo was ahead in Division A, Caprice of Huon Division B, Tina of Melbourne Division C, Thunderbolt Division D, whilst Mark Twain led the One Ton Division from Sunbird II, and Endeavour III the Half Ton Division.

The Eagle rounded Tasman Island just after 1100 hours with Graybeard 2 miles astern, and sailed past Cape Raoul to a 5 mile lead. But she was becalmed a few miles from the Iron Pot and Graybeard carried a breeze up to half a mile from her before running out of it.

Shortly afterwards the breeze returned and the battle for line honours resumed. In the Derwent River half a mile from the finish Eagle ran into a light and variable wind patch and despite numerous sail changes Graybeard steadily approached under spinnaker to within half a mile. Finally

OFFSHORE

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a fresh breeze sped American Eagle across the line to the cheers of an estimated 10,000 spectators.

Meanwhile, during the day the large body of the fleet scattered along the coast from Tasman Island to Flinders Island were experiencing wind varying from 30 knots SW in the Southern section to 15 knots SE off St. Helens Point.

At 1900 Hours that night Ginkgo, Apollo II and Ragamuffin were together off Eaglehawk Neck, having raced virtually boat-for-boat from the start. Then came Pacha, Queequeg, Meltemi, and Minna near Maria Island. The other 40 footers were eight miles further back.

The One Tonners and Division C were mainly between Bicheno and St. Helens, and the Half Tonners and Division D stretching back to the top of Flinders Island.

Apollo finished shortly after 2000 Hours and then there was a big wait until 0315 the next morning when Ginkgo won a tacking duel up the Derwent against Apollo II by a mere 47 seconds. Ragmuffin came in 25 min 27 sec later having been given the slip in Storm Bay.

Most of Division A and B finished during the daylight hours of the 30th, with Meltemi being the first Division B yacht at 0819. Mark Twain was the first of the One Ton Division crossing at 2000 that evening, 16 min 43 sec ahead of Runaway.

About 1800 Hours on the 30th a 40 to 50 knot sou'west gale hit the remainder of the fleet on the east coast and this was the strongest wind experienced during the race. It blew all night and resulted in smaller yachts being pushed well back in the overall results of the race.

Matika was the first finisher in Division C just after 0200 on the 31st.



Hobart Lord Mayor, Mr. George Soundy presents trophy for second place overall to Gordon Ingate (Caprice of Huon).

Unicorn was the first Half Tonner at around 1635, only 54 seconds ahead of Granny Smith, with Mokoia a further 2 min 19 sec behind.

In Division D, Thunderbolt was first to finish at around 1421, although Diamond Cutter ended up with a smaller elapsed time due to being granted a reduction of 2 hours 30 minutes by the Protest Committee for time lost in investigating the sighting of a flare.



Ted Turner and crew seem awed by the result of their record race. "The Mercury" pictures.

AUSTRALIAN DESIGNERS RACING AHEAD from page 3 does not look out of place now against the most recent IOR boats. 'Beauty is in the eye of the beholder, and she looks alright to me' Joubert said.

After Boomerang VII, Geoff Baker her owner and the proprietor of Fibreglass Yachts persuaded the professor to heed the wishes of the masses and design a more conventional looking boat, for stock fibreglass production. This was the Brolga 33, a 33-footer, (which points uncannily high to windward.) She has really impressive accommodation, lean bow and eye-pleasing lines.

The Currawong 30 came in time to cash in on the Half Ton boom. A Quarter Tonner is in the pipeline for release early this year and the rig of the Brolga 33 is being re-designed to make her rate Threequarter Ton. Meantime Joubert designed the One Tonner Wild Goose for Doug Russell and the 43-footer Kingurra for Melbourne stalwart Graham Warner.

Wild Goose has shown flashes of real promise, despite some erratic handling. Kingurra, rushed to completion with only a few hours to spare for the Hobart race, showed promise but has hardly had a real chance yet.

Peter Joubert was one of the happiest people in Sydney before Christmas, delighted that he had broken double figures for the first time in the Sydney-Hobart entry list.

Alan Payne, after some discouraging years between the Gretel and Gretel II commissions, last year landed the plum job as "house designer" for Columbia yachts, the American stock yacht builder. Just before this, he was appointed chief executive of a new firm specialising in the design of commercial Shipping and marine consulting — Corlett Australia Pty. Ltd.

Now, Jack Carr has commissioned him to design an out-and-out racing Half Tonner, expressly for Australian conditions. Alan, as ever, is cautious when discussing this boat. But he is obviously pleased at being given a chance to dive into the ocean racing swim again.

Australian yacht designers are now being officially recognised in that the Admirals Cup challenge committee is making an award to Australia's top designers of the year. This will be made every two years in the future.—Ed.

Cover picture of the Eagle finishing at Hobart by courtesy of Australian Sea Spray.

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ONE TON CUP Highlights

by ROB MUNDLE

During December the Cruising Yacht Club of Australia had the honour of conducting the One Ton Cup World Championship in Sydney. It was the first time that a world championship for ocean racing yachts had been held in Australia. The One Ton Cup came to the C.Y.C.A. in 1971 after Syd Fischer and his crew won the series in Auckland. It was a compliment to the C.Y.C.A. that for the December event challenges came from Sweden, Germany, Britain, New Caledonia, Hong Kong, America, Japan, and New Zealand.

The outcome of the series is well known to all those who were interested in this great rivalry. New Zealand's Chris Bouzaid won the trophy for the second time after a tense battle with the Sydney yacht, *Pilgrim*, sailed by Graham Evans.

If any competitor was unlucky it was Germany's Hans Beilken, whose yacht *Ydra* left no doubt in the first race that she was the one to beat. A rigging screw on the forestay broke during the major race of the series and put paid to his effort.

For C.Y.C.A. member Graham Newland, it was his second venture into the One Ton Cup. He navigated *Stormy Petrel* for Syd Fischer in New Zealand and this time was co-skipper of that yacht with owner, Charles Curran.

What did Graham think of the Cup racing?

'It was a terrific series which showed just what was happening around the world with hull shapes and sails,' he said.

'If anything it showed that there is a lot to be learnt from sails. There is now little difference in the performance of the hulls from the top designers. The edge is coming from the deck upwards.

The American entry *Bullet* was a classic example of a reasonable yacht with the wrong gear. She was prepared with full sails for smooth water and light winds.

I think that Beilken's performance could be put down more to sails than hull shape. His sails were magnificent. Sails, and not hull shape was our problem on *Stormy Petrel*. We were a little over confident with the sails that were used in New Zealand. New sails would have helped us immensely. However, the one new headsail we had also proved to be a failure, so we were really struggling.

The One Ton Cup racing proved to be some of the most enjoyable I have ever experienced. It was sheer consistency by Chris Bouzaid that won the trophy for him. He sailed well and capitalised on other people's mistakes.'

After the series Chris Bouzaid was elated (his performance at the presentation proved that!). In one of his rare quiet moments he said that he had the next One Ton Series, scheduled for Sardinia later this year, in his sights.

He enjoyed the series and felt that the final race, when it was a do-or-die effort with *Pilgrim*, was one of the most mentally demanding races he had ever sailed.

Without qualification, all entrants were enthusiastic in their comments on the C.Y.C.A.'s organisation of the whole programme. Perhaps it can be epitomised by the visit to the Club by Tatsuya Mihasi, Vice President of Seabornia Yacht



Skipper Chris Bouzaid and navigator Brian Woolley wonder how much the famous One Ton Cup will contain. Photo from the "Australian".

Club, Tokio, who, with a T.V. team, is touring Australia. He had been authorised by that Club to present to the C.Y.C.A. complimentary burgees, lapel and car badges.

A mutual exchange of insignia was televised in the C.Y.C.A. lounge with Mr. Bill Robinson, General Secretary of C.Y.C.A. At the same time it was suggested that consideration be given by C.Y.C.A. to arrange reciprocal rights between the two clubs. So our quiet phlegmatic Bill Robinson will become a T.V. star. After exposure to Japanese audiences it is anticipated that a large number of the female viewers will be asking for emigration visas.

ONE TON CUP PRESENTATION

Some three hundred and fifty came to the C.Y.C.A. Christmas Party at Randwick Race Course on December 21st. The highlight of the occasion was the presentation by Sir Garfield Barwick to Chris Bouzaid skipper and Ray Walker owner who, with *Wai-Aniwa* and its competent crew won the One Ton Cup Series.

TON CUPS

The Offshore Rating Council is to take over the administration of level class racing from the French Yacht Clubs after 1973.

In the future the O.R.C. will prepare uniform standard rules for each of the classes. Also, after 1973 the rating of all these yachts will be in feet, instead of some being in metres. The level rating classes recognised by the O.R.C. will be:-

Quarter Ton	18.0 feet
Half Ton	21.7 feet
Three Quarter Ton	24.5 feet
One Ton	27.5 feet
Two Ton	32.0 feet

AHOY! NEW MEMBERS

John Bennett (Cherubcto G): Harold Droga (The Lady Vibeke): Brian Ash: Robert Clifton (Sandpiper): Brian Cramp: Anthony Coote (Malida): Ian Dawson (Charisma): William Hall (Woden): John Hooton: J.D. Haynes (Blaize): Brian James (Cagou II): Francis Pieterse: George Poole-Warren: Garrick Semple (Moonbird): Phillip Weate (Windsong IV): Richard Whalan: Kenneth Winterschloden: Terrance and Patrick Firmstone (Sirocco): Jack Rooklyn (Apollo):

PLUM CRAZY Top Half Tonner

by JOHN ROSS

Plum Crazy was consistently well sailed throughout the R.S.Y.S. Half Ton series to take out the major prize — the Dunhill Trophy. She recorded three firsts, a third and a fourth in the five races which speaks well of the efforts of co-skippers Tig Thomas and Roland Bull and their crew. She was designed by Joe Adams and Bob Miller.

Second in the series was Pajen (owned and designed by Jack Savage) and third was the New Zealander Pretender (Peter Willcox). In evaluating performances of the yachts it seems those which had the benefit of longer working-up periods did best. This is seen with Plum Crazy, Pajen and the New Zealanders Pretender and Mokoia which was fourth overall.

Of the other yachts, many of which were launched only weeks prior to the series commencing, some interesting glimpses of true potential were seen.

Adni (a Joubert designed Currawong 30) skippered by Harold Vaughan impressed with two seconds in two of the 30 mile races. Adni had a chance to figure in the final placings when she was sensationally ordered out of the fifth and vital race by the Water Police, acting on instructions from her owner. From what little information is available about this unfortunate incident it appears that the Water Police were involved in a difference of opinion between the owner and his skipper at considerable embarrassment to all parties.



Plum Crazy, champion Half Tonner; Modern Boating picture.

Endeavour 111 skippered in the series by Campbell Scott was another to give a glimpse of her true potential with a fine second in the first 30 miler. With Scampi A. and Defiance also showing out on occasions with minor placings (both were unlucky to suffer gear damage in the 90 mile race) the potential for top line half ton racing in the future is easily seen.

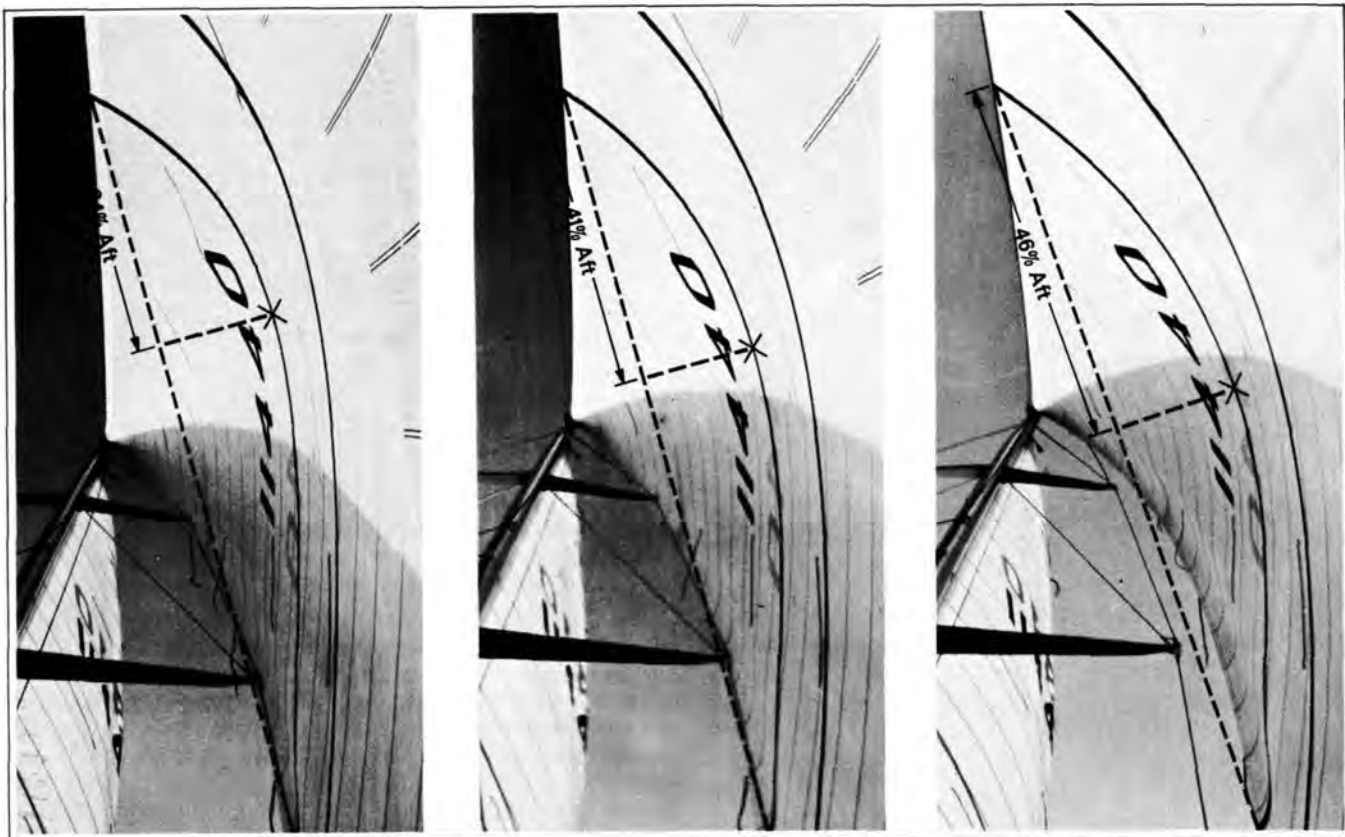
The other encouraging feature of this series was the ability of locally designed (Australia and New Zealand) boats to successfully compete with designs from overseas — Sparkman and Stephens, Carter and Norlin all being represented in the fleet. It is to be hoped that we will see something similar to the success Bob Miller has had with Ginkgo and Apollo 11, where it is no longer certain that the skipper with the latest S & S design is sure to fill the sideboard with silver.

The next main event for the half tonners is the J.O.G. Challenge. One interesting feature of this series will be to see whether Plum Crazy can maintain the superiority she has so convincingly displayed so far.

ONE TON CUP RESULTS

FINAL POSITION	YACHT	CLUB	NATION	RACE A	RACE B	RACE C	RACE D	RACE E	BEST 4 RACES
1	WAI-ANIWA	R.N.Z.Y.S.	NEW ZEALAND	13	18	13	30.5	12	74.5
2	PILGRIM	M.H.Y.C.	AUSTRALIA	14	22.875	9	28	9	73.875
3	PATHFINDER	R.N.Z.Y.S.	NEW ZEALAND	8	19.5	15.25	24	6	66.75
4	YDRA	S.K.W.B.	GERMANY	15.25	21	14	Retired	15.25	65.5
5	YOUNG NICK	R.N.Z.Y.S.	NEW ZEALAND	6	10.5	10	26	13	59.5
6	MARK TWAIN	S.Y.C.	AUSTRALIA	10	12	11	22	14	59
7	ESCAPADE	R.O.R.C.	UNITED KINGDOM	12	15	8	18	8	53
8	STORMY PETREL	C.Y.C.A.	AUSTRALIA	9	13.5	12	16	11	52.5
9	BULLET	S.T.C.	U.S.A.	11	16.5	4	12	5	44.5
10	VICTORIA	K.S.S.S.	SWEDEN	7	9	7	20	4	43
11	COLUMBINE	B.Y.C.	U.S.A.	Retired	7.5	5	14	7	33.5
12	BUSHWHACKER	C.Y.C.	U.S.A.	3	Retired	2	10	10	25
13	WILD GOOSE	N.C.	FRANCE (New Caledonia)	4	6	6	6	2	22
14	SUNBIRD II	N.O.R.C.	JAPAN	5	4.5	3	8	3	20.5
15	CLAY TARGET	R.H.K.Y.C.	HONG KONG	2	3	1	4	1	10

RACES A,C and E: 27 miles Olympic Course, RACE B: 130 miles Ocean Race, RACE D: 270 miles Ocean Race



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RADIO GUARDIAN

by G.M. DUNN

The Radio Relay ship has always represented to me as a competing yachtsman that unnecessary part of the Hobart Race which had the effect of wasting battery power of the yachts: waking the crew successfully three times a day and the annoying habit of having a navigator in doubt committing himself to a position.

This is of course a point of view; now let us look to the credit side of this elusive but ever present Radio Relay vessel. Three times each day, timed to the second, a loud signal goes out to a fleet sometimes spread over 250 miles, firstly with a weather report, and then requesting the positions of each yacht. The reply usually coming back with the name of the yacht plus some baffling figures to the uninitiated, for example Pascha 3712-15105, and the fleet of 80 yachts are covered in approximately 40 minutes or 30 seconds each yacht. This to most of the fleet finishes the Radio sched. apart from the discussion between the crew as to what navigator has put his yacht ahead or astern of their opposition.

But on board the relay vessel the work has only just begun, the yacht positions are coded and forwarded immediately to race centres in Sydney and Hobart for their information and release to media. Aboard the Relay vessel the plot is worked on a large scaled chart of each boat's position according to this radio contact and, his previous positions. This information is assessed. Then the ABC representative aboard makes this detailed information into a race report including the Honeywell computerised handicap race positions. The public hear three times a day over the National stations including Radio Australia the direct report beginning as follows:

'THIS IS DON FLOSS, your ABC Sports reporter speaking direct to you from the Radio Relay Vessel, Stella Maris, bringing you the latest information in the 1972 Hobart Yacht Race.'

Over the six days that the radio relay vessel is at sea a constant radio watch is kept. Sometimes due to atmospheric and engine noise, a signal may be difficult to receive, but some of the racing yachts also keep a keen eye and ear open for any of their fellow contestants. This year two yachts were reported with broken masts and another with broken gear. A close check was kept until they entered the nearest port. The yacht that causes the radio relay vessel most concern is the one that does not report or is not sighted. This can be due to battery failure or poor recharging ability. This is normally reported by the yacht before this happens and is duly noted. The yacht which has failed to report has not been sighted for a couple of days does cause concern. Firstly the family and friends are ringing the race centres for news and secondly should it become necessary for a search to be organised, it is difficult to pinpoint an area on which to concentrate.

The radio relay vessel does exactly what the name implies (even so, one often hears it referred to as the Mother Ship), but it would be difficult to liken her to a clucky hen and rounding the fleet up to her skirts each night, also I do not believe any yachtsman would think of needing this type of treatment. However, the club representatives of the R.T.Y.C. and the C.Y.C.A. on board do keep a close watch for trouble within the fleet. An example of this was seen in the last Hobart when a call was heard from one yacht to Melbourne radio on an emergency frequency 2182 at 11.30 p.m. Despite attempts by the relay vessel to make contact the operator obviously had moved to another channel. An hour and a half

Admiral's Cup Trials

by MICHAEL HESSE

The selection of the 1973 Admiral's Cup team boats announced in mid-January came as no surprise, as the team had picked itself before the Hobart race, after the first four trial races. The two new Bob Miller designs Ginkgo (Gary Bogard), and Apollo II (Alan Bond) generally alternated for first and second in each race, with Syd Fischer's evergreen Ragamuffin third, excepting for a slip to fifth in the first short race. The only other boat to get a look into the placings was Bill Psaltis's Meltemi with a third in the first short race.

These three big boats dominated the trials, aided to some extent by the new RORC time-on-time/time-on-distance formula under which the trials were run and under which this year's Admiral's Cup races will be sailed. This system does appear to favour the bigger boats who can finish quickly, but in any event the outcome of the trials was never in doubt. Ginkgo placed first in the 200 miler, second and first in the two 40 milers, and first in both the 90 miler and the Hobart. Apollo II gained 3-1-2-2-2, and Ragamuffin 2-5-3-3-3.

The upset in the series was the performance of Daryl Isle's Minna, an outsider who performed well in the early trials, and then took a fine 7th overall and 4th among the trialists in the Hobart race. A standard Cole 43, she consistently beat her fancied rival sister ships Taurus and Bacardi. Both these boats were dismasted during different trial races, Bacardi when well placed in the Hobart race.

The two Bob Miller designed boats performed exceptionally well in a seaway, and as there is no reason to suppose that Ragamuffin is not performing better than she was before her hull modifications, the fact that she is being consistently beaten by these two indicates that this will be the best team that Australia has yet sent to England.

later a second yacht was heard to call with a PAN message. This time we quickly made contact and were informed of the situation and a PAN message which was relayed. I feel I can report what transpired without breaking any rules regarding the secrecy of radio transmission.

The PAN message stated that a flare had been sighted bearing from Tasman Light and that the wind was blowing 50 knots with rough sea conditions. This was certainly enough to cause us concern and quick calculations as to the distance in time necessary to put us in the stated area. The PAN message was passed by us to a shore station which in such cases of emergency forwarded the message to the Marine Operations Centre at Canberra, and the necessary action was quickly taken. It was with some concern that we held our next radio contact to the yachts but all weathered the night and were obviously safe. If that flare was lit by a practical joker then it was an illegal and dangerous action.

I hope that this article will help my fellow yachtsmen to understand and appreciate another facet of the sometimes misunderstood requirements laid down for the safety of the competitor in the Sydney Hobart Yacht Race.

IMPORTANT LOSS

Hopefully, someone found a leather wallet on board one of our yachts. It can be identified by the date 5.3.43 in gold letters, as well as a picture of a bride on one side of the wallet opposite another picture of six children. If found the owner would be deeply grateful if C.Y.C. office is advised.

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COASTERS RETREAT



Sailing Secretary, Hedley Watson, has just recovered from the Sydney-Hobart start. His problem started just after the start, when he remembered that he had loaned his car keys to the skipper of one of the overseas yachts, and hadn't recovered them in the mad scramble.

Frantic searching could not locate the missing keys — there were no spares — said car was parked on bus stop — \$15 per day! Visions of a windscreen totally obscured by parking stickers were going before H.W.'s eyes, as he beseeched George Barton to try and contact the yacht by radio. Three skeds later the news came through — "Keys were given to little chap at end of Marina!" More Sherlock Holmes action and the keys were found. Sailing Secretary settled down and expressed his gratitude to members who had loaned him a car, and also manhandled his beetle out of the bus stop to safety.

There is a wise and implicitly hospitable boat owner who has a mooring at Coasters Retreat in Pittwater. In black on the yellow cone buoy, is clearly marked "Coo-ee". max 25'. So he is offering you the use of it when vacant, but do not please use it if you are more than 25'.

More power to the owner. I would certainly have a poor opinion of any boat skipper who ignored the gentle request.



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Things about the Sydney-Hobart Race you didn't read in the papers: on Boxing Day morning the C.Y.C. sold enough grog to bring a warm glow to the coldest accountant's eye. Who said modern yachts were all dry ships?... At the Quiet Little Drink, with the impetus of the return of original organiser Tony Cable and the usual sound groundwork by John Dawson, 6092 beers were drunk, easily beating the 5200 record of the previous year. The Shipwrights Arms ran out of beer after pulling eighteen 18 gallon kegs. The Guinness Book of Records is being advised. Another record went the same day: in a sworn declaration, Billy Adams of "American Eagle" formally stated: "At 1400 hours on January 1, 1973, I William F. Adams III, of 520 Nevasink River Road, Rexham, New Jersey, USA, sprayed 327 people, plus or minus five, with one bottle of Great Western Champagne. I hereby claim the world's people sprayed by champagne record"...

Sitting in Dolans one day, a bunch of sailors were reliving the good old days and inevitably, Vic Meyer received mention. Syd Brown recalled the start of a Hobart where Vic handed him the helm of Solo with the instructions: 'Steer straight for the heads and don't alter course for anything'. Syd said: "We were under spinnaker, I couldn't see a thing, and off Shark Island we ran over a boatload of Greek fishermen. I looked back and there was one of these fishermen in the water shaking his fist and yelling: "You basta, I cannot swim". Vic swung his arms into the freestyle swimming action and yelled: 'Quick, go like this'".

Recently spent a halcyon ten days in the Cowan Creekwaters and it follows that supplies are important. You have the choice of Halvorsens at Bobbin Head and the store at the head of Coal and Candle Creek. Both are well organised and helpful. If you run out of grog then it means a run to Brooklyn.

In that area they might just as well put up a sign — "Boat owners not welcome" at least so far as facilities for landing are concerned.

Perhaps the other stores in the Cowan Creek and Broken Bay waters, including the one at Coaster Retreat, could make renewed efforts to get a bottle licence. This would be a boon to all craft.

The One Ton Series was enlivened by a couple of gay parties — one thrown by Charles Curran of Stormy Petrel for all competing crews, and the other organised by Jill Baty (U.K. stand-by) and all the competing yachts for the Race Officials.

Vic Meyer is back in town, although 'Solo' is lying in Cairns. Vic reported ruefully that radar problems delayed him until the Cyclone season was too close for comfort. He'll be off again as soon as the season is favourable.

NOTE: C.Y.C. annual meeting March 20, 6 p.m.
Detailed notices coming to members soon.

The Yachtsman's Perfect Holiday. . .

A berth in the 1973

AEGEAN YACHTING RALLY

17th to 25th August

A yachtman's joy: a race with stopovers around the Greek Islands: — PIRAEUS, PATMOS, PAROS, PIRAEUS — 380 miles Round Trip in the lovely Mediterranean summer. See Dr. Hugh Gallagher's delightful account of his Aegean Rally and other experiences, in the October, 1972, issue of "Offshore".

The race and stopovers are only the highlights of an exciting adventure — way off the beaten track if you like, or the famous Greek tourist sites. Better still, a combination of both. All kinds of itineraries can be arranged; for example, crew berths on racing yachts; short family island cruises, some of which follow the Rally; or you may even wish to charter your own racing or cruising boat. There are so many opportunities for the complete family holiday. Just tell us what you like, and Aegean Tours will prepare an itinerary. Aegean Tours' Mr. Andrew Coroneo will be in Greece for the Rally and will attend you requirements personally.

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NAVIGATOR'S EYE

by GORDON MARSHALL

The Hobart Race was a good one for navigators, no real extremes of weather to throw D.R. wildly astray and plenty of opportunity for celestial observations.

On Ragamuffin our plan was to get 20 miles outside the rhumbline and stay there until well down the Tasmanian coast. A lot of the big yachts were on the same pattern but Pacha edged to the east as she did when she won the race in 1970. Dawn on the 27th we managed a good fix with Regulus, Arcturus and Venus. After a quick series of wind changes we went on the port tack for the first time after leaving the heads. Course now 210° mag. closing on the original rhumbline from the east.

Our next observed position showed us 32 miles east of Merrim-bula with Apollo II abeam, in sight 3 miles west. Ginkgo was inshore about a few miles with Graybeard and Eagle some 17 miles down on course. Queequeg was 15 miles back with Bacardi midway between us.

By 1800 the 15 knots S.Easter swung to the south and later freshening to S.W. at 25 knots. We were then hard on the wind on course 180° mag. doing 7½ knots.

From the same stars we got a perfect fix at 0445 Thursday morning and 0706 the sked disclosed Ginkgo and Apollo abeam and inshore. Bear in mind that all times quoted are Summer Times. After a sun sight at 1300 we found that Ginkgo and Apollo II were on either side of us. Queequeg quoted 13 miles astern, Bacardi having dropped out during the night with a broken mast. At this stage we were 17 miles North of the 40th parallel and 80 miles east of the northern tip of Flinders Is.

There was only small evidence of set in the early stages. Water temperature had fallen from 71° at the heads to 63° east of Flinders Is. Obviously the savage set so evident in the One Ton Cup Series had subsided.

Once off the Tasmanian coast land fixes were sufficient to verify D.R. plotting. We of course were having our own private battle with Apollo II, Ginkgo and Queequeg. At midnight 40 miles east of Eddystone we were two boat lengths astern of Kinkgo.

At 0650 Friday our 1½ oz. kite came to bits, having put it up at 0530 when the wind eased from 35 to 20 knots. But, it picked up again as it went from W.N.W. to N.W. at 25 knots. In the meantime, 50 miles back a group of boats including Caprice, Taurus, Koomooloo and Polaris were having a phenomenal reach from St. Helens to Freycinet. Caprice logged 80 miles in 9 hours at one stage, having seven rolls in the main and their number 5 jib up. The wind was never less than 30 blowing up to 50. An examination of Eagle's log showed that in the same period her all-up average speed was 8½ knots. Caprice was picking up miles on boats which were giving her 7 minutes per hour. This was the break that all but won her the race.

There is no doubt that the age allowance brought both Caprice and the Eagle back into this year's fleet and whilst their high placings may cause some changes to the present system it would be a great pity to see yachts of their calibre, left nodding on their moorings when future guns go off on Boxing Day.

1972 SYDNEY HOBART RACE PLACINGS

OVERALL

1. American Eagle (R.E. Turner, U.S.A.)
2. Caprice of Huon (G.W. Ingate, N.S.W.)
3. Ginkgo (G.P. Bogard, N.S.W.)

DIVISION A

1. American Eagle (R.E. Turner, U.S.A.)
2. Ginkgo (G.P. Bogard, N.S.W.)
3. Apollo II (A. Bond, W.A.)

DIVISION B

1. Caprice of Huon (G.W. Ingate, N.S.W.)
2. Koomooloo (J.A.W. Gilliam, N.S.W.)
3. Minna (D.J. Isles, N.S.W.)

DIVISION C

1. Matika (A. Pearson, N.S.W.)
2. Wathara II (R.W. Jackman, TAS.)
3. Salacia (F.W. Thomas, VIC.)

DIVISION D

1. Sequana (M.J. Tilley, QLD.)
2. Saracen II (J.H. Morris, N.S.W.)
3. Zilvergeest II (A.J. Murray, N.S.W.)

ONE TON CUP DIVISION

1. Mark Twain (R.J. Langman, VIC.)
2. Runaway (I. Gibbs, N.Z.)
3. Escapade (G.P. Hedges, N.Z.)

HALF TON CUP DIVISION

1. Unicorn (R.G. Graham, N.Z.)
2. Granny Smith (W. Anderson & C. Chaffran, N.S.W.)
3. Mokoia (J.M. Tattersall, N.Z.)

AGE ALLOWANCE — A brief history by K.S. Moss

Since its introduction in 1968 by the R.O.R.C. and C.Y.C.A., Age Allowance has applied to all long ocean races conducted by these clubs, including the Fastnet and Sydney-Hobart.

However, the R.O.R.C. specifies that no Admiral's Cup team yacht may claim age allowance for any race in the Admiral's Cup series. Also the C.Y.C.A. specifies that there will be no age allowance given in the calculation of results in the Southern Cross Cup series; but team yachts which are entitled to age allowance will be given a second handicap for determining the results of the individual races.

Details of age allowances given since 1968 are shown in the following table, dates shown are launching dates.

R.O.R.C.			C.Y.C.A.		
Year	Rule	Age Allowance	Rule	Age Allowance	
1968	R.O.R.C.	1% before 1.1.63	R.O.R.C.	1% before 1.1.63	
1969	R.O.R.C.	1% before 1.1.63	R.O.R.C.	1% before 1.1.65	
1970	I.O.R.II	1% before 1.1.65	I.O.R.II	1% before 1.1.65	
1971	I.O.R.II	1% before 1.1.66	I.O.R.II	1% before 1.1.66	
1972	I.O.R.II	1½% before 1.1.66	I.O.R.III	0030 per year	from 3 to 15 years
		3% before 1.1.56			
1973	I.O.R.III	2% before 1.1.66	- - - -		
		4% before 1.1.56			

Also in 1973 the R.O.R.C. has adopted performance, factor handicaps instead of simple T.C.F.'s.

OFFSHORE signals

Dear Sir,
I read that the Maritime Services Board are proposing to ban boats less than 14' from putting to sea. I can only hope that they have some statistics to support such a proposal.

You published an article of mine on S. and R. in your issue August '72 outlining the kind of data available in U.S.A. from which regulations can be made. At that time M.S.B. had only the sketchiest knowledge of the N.S.W. boating fatalities. Of the 23 quoted for 1971, 4 were from "small vessels proceeding to sea from smooth water limits".

How small and what is small?

The N.S.W. water police know how many people they rescue both in the harbour and at sea, and a magnificent job they do. But they have no statistical analysis of the causes.

On all this fragile data the M.S.B. is reported to be picking on 14' as a sea going limit; What kind of 14'? One assumes that other criteria will be used as well, if so, what?

I have no objections to any regulations if they can be substantiated, but the M.S.B. just can't do that.

The current regulations governing periods which people may live on boats is a fine example of Government P.R.; the great exponents of anti-pollution. Meanwhile the ferries, steamers at wharves or on harbour buoys can dump their sewage into the the harbour or rivers at will. So can dwellings flush into Cowan Creek.

Sure there is the Council for the Promotion of Safe Boating

who talk with M.S.B. The deliberations of their meetings should be made available to the Press since the M.S.B. is not obliged to take notice of the Council's advice.

G.H.O.B.

RACE RECORDS

Which yachts hold the elapsed time records for each of the regular C.Y.C.A., Long Ocean Race courses? Here they are:—

Bird Island (90 miles)	"Solo" (V. Meyer), 20 April 1956.	11h-41m-05s.
Flinders Islet (90 miles)	"Ragamuffin" (S. Fischer), 21 November 1969.	12h-09m-12s.
Cabbage Tree Island (180 miles)	"Ragamuffin" (S. Fischer), 20 February 1970.	21h-52m-06s.
Two Islands (Bird and Flinders, or reverse) (180 miles)	"Apollo" (A. Bond) 13 November 1970.	22h-20m-54s.
R.P.A.Y.C. Montague (350 miles)	"Balandra" (R. Crichton-Brown), 3 October 1969.	41h-47m-37s.
Sydney-Hobart (630 miles)	"Ondine" (S.A. Long), 26 December 1962.	3d-03h-46m-16s.

to next page

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Permettez nous introduire M. Jaques Hamoir et Nicole.

Jacques is now responsible for C.Y.C. catering and he should be good. He has had a wealth of experience starting with a three year student course at "L'Ecole Hoteliere". From there to the "Cote d'Azur", Nice, Cannes and all about. In his travels he met charming Nicole, now his wife, and she is with him as Hostess in the Dining Room.

Already you will have noticed his touch on the new menus, a neat wrap up of French cooking with nautical labels. Bon Chance, Jacques.

Val Ugarte, after years of service with the C.Y.C. has left and asked the Editor's permission to say farewell and give expression to the pleasure he has had during the years he has been with us.

Photo by club member Norman Danvers

OFFSHORE signals

OUR HOUSE COMMITTEE REPORTS

The Children's Christmas Party was a hysterical success with some 120 youngsters having an almost completely uninhibited fling. Some of the voices will, in due course, be able to shout "Starboard" and be heard across the Heads.

A lot of kindly and helpful assistance was given to make the party go. Tom Bailey made a convincing Father Christmas and we only hope that his promises were kept. Tom Sharples clowning just about guarantees him a job in the Moscow Circus at least so long as Nancy Goode David Goode's boss, is able to continue her good work in the clothes and cosmetic areas. Tony Schmaeling organised the toy and sweet side of it with great skill.

To cap it all Ian O'Hara's sea skiff provided ecstatic rides around the bay.

A lot of hard work went into the party but those happy kids were a handsome reward.

BRISBANE - GLADSTONE YACHT RACE

Few will remember that the Queensland Ocean Yacht Race Classic started at Easter 1949. So the Easter 1973 race is a Silver Anniversary. The first race had seven entrants, the 1972 race having twenty-eight. The Q.C.Y.C. expects a greater fleet this year and we understand that late entries are still acceptable. The address: 17 Henweed Street, Aspley, 4034 Telephone 63 3722.



Pictured above is Don Sharp. You will see more of him since he will soon be about as C.Y.C. House Manager, which brings us to announce that our old friend Noel Bungate is leaving. His cheerful personality will be greatly missed, but he has not gone forever, although his business interests will take him from Sydney regularly. He hasn't lost his love of sailing and we shall see him about the club again.

Don, like Noel has had a lot of managerial experience in the hotel business, is married with four children and for five years has been mid-week sailing with M.H.Y.C. so he knows the difference between truck and the kelson which after all is important.

Norman Danvers clicks again.



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BINDERS FOR YOUR "OFFSHORE"

Every member needs a binder for "OFFSHORE" which is becoming most important as an official reference record. Now we can get one which will hold twelve issues; just slip them in around the centrally located wires and there they stay. The back of the C.Y.C. blue cover is overprinted OFFSHORE in simulated gold.

The cost of the binder is \$2.80 at the C.Y.C. office but if you want them packed and posted; \$3.40 in Australia.

But there is a catch.

We do not know how many members will want them. Our price is based on a minimum order of 150, and until members write or phone ordering their binders we cannot go ahead. It will be three weeks delivery after we order. C.Y.C. members; it is over to you.

THEY WERE BUSY ON THE DERWENT

The R.Y.C.T. finishing officials were kept busy in the afternoon with some 34 yachts crossing the line between 1200 and 1900 hours, about half the Hobart Race fleet.



\$100 TO WIN \$30,000 ROLLS ROYCE

The Admiral's Cup Fund Raising Committee are showing the same kind of audacity which they expect our Admiral's Cup entrants to show in England later this year.

Latest move to help raise its objective of \$50,000 is the sale of 750 tickets at \$100 each. One must win the Rolls which will be marvellous for the lucky man who gets it, provided, of course, he has somewhere to park it.

The objects of the Committee are wider than raising funds to help finance our Admiral's Cup team. The fund will continue to operate after the Admiral's Cup and will aim to assist crews wanting to compete in such events as the International One Ton Cup Series and the Half and Quarter Ton Cup Series.

The Chairman of the Committee is Gordon Reynolds, who is also the Team Captain and a member of the Admiral's Cup Organising Committee.

NEW RULES

Every four years the I.Y.R.U. Racing Rules are examined and brought up to date, 1973 is the year in which we will have the new rules with A.Y.F. prescriptions.

In the same book, to be available in July, will be the long awaited Safety Regulations of the Offshore Rating Council with amendments by the A.Y.F. to suit Australian conditions.

Also, the first printed copies of the I.O.R. Mark III book have recently arrived in Sydney. The C.Y.C.A. should have copies for sale by the end of March.

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MARINA NEWS



"Shebassa" of Southampton arrived in Sydney on the 9th December last, twenty three days out of Suva. She is a ketch rigged clipper stemmed motor-sailer; 42ft by 12'1" by 5'5". A Volvo Penta 75 horse-power diesel gives her about seven knots in ideal conditions but the motor is little used for she sails well.

A steel yacht (4 mm plating) she was designed and built in Holland, being launched in October 1970, and is said to be a smaller version of "Wanderer IV". Her husband-and-wife crew, Norman and Sheila Martin, left U.K. in December, 1970 staying a few months in the West Indies on the way out.



Norman and Sheila Martin at C.Y.C.A. "Telegraph" Photo.

Passing through the Panama Canal in January, 1972 they crossed the Pacific, calling at among other places, the Galapagos, Marquesas, Tuomotus, Tahiti, Nuku'alofa and Suva. They estimate that the yacht has been in about two hundred anchorages so far.

Hurricane Bebe disturbed their two anchored peace in Fiji when a glass bottomed tourist boat was blown across her bows leaving a Danforth anchor on their lines as a memento. But she escaped without damage.

"Shebassa", left for Melbourne in mid-January and will stay there for a couple of months, Norman Martin coming originally from that city. The yacht will then return to Sydney and continue to the Barrier Reef, the East Indies and Durban, where she should arrive about December this year. After that she will head for Europe.

While in Durban she will probably meet the Auckland sloop "Karma" which is also at the C.Y.C. marina. "Karma", a fibreglass Najade class sloop, was built in Germany and sailed to New Zealand in 1969. There she was purchased by her present owner, Leon Smith. On 30th November, 1972, he left Whangaroa and made a single-handed uneventful Tasman crossing of thirteen days.

So far "Karma" has spent most of her time at Broken Bay; but will leave for northern waters soon. After clearing the Barrier Reef she will head towards Durban, South Africa, where she intends to arrive at about the same time as "Shebassa."

She is 30' x 10' x 5' and must be one of the most beautifully fitted fibreglass yachts of her size ever to visit the marina. Inside she is lined with polished mahogany panelling while the cabin sole is teak planking. Leon Smith is happy with his windvane steering gear sleeping with perfect confidence when this extra hand has charge.

Harvey Drew's new sloop rigged motor sailer, "Billie D", has a sophisticated automatic pilot and on her delivery trip last December, was sailing past Kembla with everything set to a westerly and nobody on deck. At about sunset crew member Jimmy MacLaren came up for a breath of fresh air and to his poyeyed surprise saw a broken down motor boat about three hundred yards astern. This was well offshore and the boat was on an epic drift to New Zealand or further. Her crew of three were delighted to be picked up, blissfully unaware of their luck.

The Americans were highly impressed with the way in which Bushwhacker's mast was modified after a near disaster in the first Long Race for the One Ton Cup. Beating down from Broken Bay to Flinders Islet, Bushwhacker, was forced to retire due to the twisting of the mast in the strong breeze.

The mast was unshipped on Wednesday morning, the single spreader rig replaced by a double spreader system, in time for the yacht to be racing again by Thursday lunchtime. A smart effort by Alspar.

Pacha to the rescue — Ydra's broken forestay fitting being of some obscure European origin, could not be replaced by any of the local gear. Hans Beilken was pretty glum until Pacha came up with a fitting that a little judicious grinding coaxied into position. Our overseas-bound yachts could learn a lesson here.

One of the most effective displays last year was the berthing of all One Ton Yachts in a group on the Main Marina. This was made possible by the cooperation of those members who normally berth in these pens. During December of each year, when we are inundated by visiting yachts for one major event or another, many of our boat-owning members step into the breach by offering their marina berths to visitors.

You may remember our story of Colin and Rose Swole in Marina News, December issue. With great courage and two babies James, 1 year and Eve 3 they set off in their 30ft. fibre glass ketch rigged Catamaran, Anneliese, from the C.Y.C. back to U.K. via Cape Horn.

They arrived in Wellington after a calm voyage from Sydney and now everyone will be relieved to know they have cleared Cape Horn after facing the traditional big sea battering. With little publicity these two slender people and their babies have surely done a voyage which ranks with best of the sea epics.



Photo by Club Member Peter Grinstead

IMPORTANT SLIPWAY NEWS

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New feature

Enquire about special arrangements which can be made for slipping-on and off in the morning before the Harbour Races start. This is a really smart special service.

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Frank Matich talks about Corrigans Express

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