

OFFSHORE

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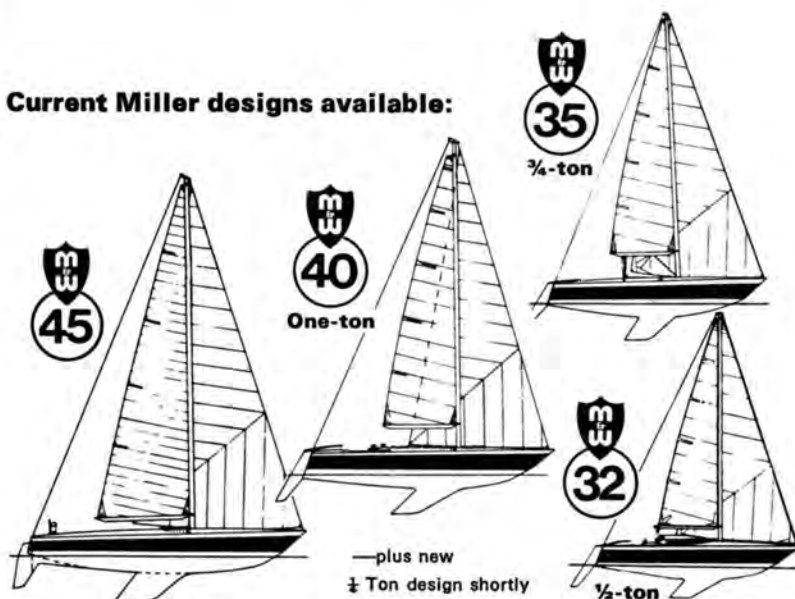
HELSAL
the ferro-concrete
Sydney-Hobart surprise
record line honours
winner.



Bob Miller designs winners!

Proof! Miller design takes 1st and 3rd outright in the 1973 Hobart Race — gains highest individual points tally in the 1973 Southern Cross series — all against yachts from the world's most famous naval architects!

Current Miller designs available:



CEIL III — M & W One Ton Cup Design

Launched November 1973. 1st outright, 1st One Ton Cup Division, 1st Division C 1973 Hobart Race. 1st Southern Cross Cup individual points tally.

Distinctively a Bob Miller design, CEIL III embodies all his latest thinking in the Ginkgo/Apollo II stream of development for IOR racing. Relatively narrow with a deep, lightish shape and big within the One Ton rating (39.66ft O.A.) she differs substantially from her international rivals, and is designed to be exceptionally fast off the wind, highly efficient to windward, sea kindly and free from vice.

New Miller thinking has produced an original deck layout for optimum crew efficiency. Accommodation below is spacious, comfortable and functional. And to confirm her success was no fluke, her sister-ship, Rampage, was placed 3rd outright in the 1973 Hobart race.

CEIL III was completely designed, rigged, fitted out with yacht hardware and supplied with racing sails by the Miller & Whitworth group in Australia. Isn't it logical then, if you want to win races in a new level rating class or one-off design, to first of all talk with Bob Miller at:



Miller & Whitworth

109 Old Pittwater Road, Brookvale,
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Cables: 'Milwit' Sydney
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Designers of the Australian
12-metre Challenger for the
America's Cup, 1974



The Hobart Race Story

from JOHN BROOKS

The 1973 Sydney-Hobart Race lived up to its international reputation as a blue ribbon event by providing all the ingredients for an exciting yacht race, plus a few unwanted moments of drama for good measure. The race record was broken after a race-long three way battle for line honours, a 50 knot gale in the last days which lashed the small boats and sent the radio relay vessel Mia Mia into port, denuded of radio aerials and her mizzen mast. Then there was the tragic death of a young New Zealand crew member which shattered the high hopes of the New Zealand Southern Cross Cup Team.

A record of 92 boats started together and the ensuing chaos emphasises that we will soon have to start thinking in terms of divisional starts as for the Fastnet. There can be little remaining doubt that when close to one hundred boats of diverse size, speed and handling characteristics come together at once, closely surrounded by hundreds more spectator craft which are not always well handled, it is only a matter of time before we witness an unnecessary accident, putting some unfortunate skipper and crew out of a race for which they have planned all year.

In the harbour the race started as a close reach and Pacha found a hole in an apparently solid wall of boats sitting on the windward end of the line and drove through to lead the fleet down harbour to South Head where she hit the chop composed equally by the south easterly swell and the wash of the spectator fleet. Here Quailo III sailed out from under Pacha and Peter Nicholson managed to open up enough of a gap to tack in front clear of the mark boat at the Heads to take the honour of first out and the satisfaction of seeing two boats from his own design office lead the fleet to sea. The wind was easterly and there was not enough northing in it to set spinners although a few tried. Quailo III put up a starcut and soon drifted off to leeward for no apparent gain. Apollo, Quailo, Pacha, Siska and Helsal quickly opened up a large gap on the fleet and led the way south in easy conditions which prevented any single boat from breaking away to any extent.

This group held their advantage until east of Montagu Island when the Thursday 0735 radio sked provided evidence of some



The owner-skipper of Ceil III — handicap winner of the Sydney to Hobart yacht race — Bill Turnbull with his navigator J. Wigan (left), wife Ceil, after whom the boat was named, and his two sons Marc (15, back) and Morgan (14) display their share of trophies after the presentation ceremony at the City Hall.

wild guesses at the state of the set as cloud cover had prevented morning sights. But it was off Gabo that the first tactical breaks came. Apollo, Pacha and Quailo passed about 30 miles out and maintained their relative positions. Others closer in such as Sundowner lost ground when the wind eased. Further out to sea a group composed of, among others, Ragamuffin, Vittoria and Improbable appeared to close on the leaders but later discussion indicated that they had the same wind and this may have been due to adjustment in positions as the sky cleared and accurate positions could be fixed.

The 'paddock' provided none of its usual share of nasty surprises as the main body of the fleet crossed Bass Strait in conditions of slight seas and low swell. Despite misleading forecasts the wind remained easterly or north-east and by Friday afternoon the leading boat was off Eddystone. Helsal had finally got into gear and reported ahead of Apollo by twenty miles.

It was becoming clear that this was going to be a very fast race if the wind remained in the east. It did better than that, it freshened from the north-east and the fleet sped down the Tasmanian coast as everyone wondered when the glorious run would end.

The coast was completely obscured on Saturday morning in low cloud and fog and for Pacha the first confirmation of Friday evenings starsights came at the Hippolytes. The leading boats were scattered out at various distances from the coast as navigators tried to guess what the wind would do. They need not have worried, as it remained steady from the north-east backing northerly at Tasman Island and no one had any real problems although some would have been forced to run very square for a while.

In Storm Bay the wind freshened to 35 knots and bullets gusted out of Port Arthur and beyond Cape Raoul reducing

The Hobart Race Story

the bay to foam and forcing the first reduction in sail area. Everyone had to reef. Pacha went down one reef plus cutter gear, then got rid of the staysail as gusts laid her over and helmsmen ran out of steering lock.

These conditions got worse as time went by and Ceil III buried her nose after screaming down a wave and immediately capsized to windward, dinghy style. She was on her side for some minutes and still the spar stayed intact. Scott Kaufman had a lucky escape as he had been up the mast a few minutes earlier. By the time second division boats reached the area a fully developed 60 knot gale was in progress and much damage resulted including that to Mia Mia.

CEIL III, PROSPECT OF WHITBY, RAMPAGE

Ceil III and Rampage provided further proof, if any were needed, of the current superiority of the Bob Miller concept for all round ocean racers. Essentially a scaled down Ginkgo, Ceil III had given plenty of notice of her potential in ocean races leading up to the Southern Cross Cup.

In the Hobart she repeated her habit of shadowing much higher rating boats for most of the race but her strong position really became obvious on Saturday morning when she was east of Freycinet Peninsular. All boats around her rated higher. She led her hull sister by five miles although Rampage carries a taller rig and rates higher as a result. Ceil III was only 20 miles behind Pacha and Improbable and smack in the centre of the 'required distance offshore' tactical situation. In short, Ceil III had the entire fleet covered. She flew home on the north-easter behind the big boats and, despite her incredible knock down, when the computer spewed out its results Ceil III had carried off the 1973 Sydney-Hobart by over an hour from Prospect of Whitby with Rampage third. It was a classic winning combination, a first class boat with a first class crew, being in the right position at the right time.

Prospect of Whitby was always there. She sailed a perfect tactical race, finished second overall and Arthur Slater must be beginning to feel like the perennial bridesmaid in this race.

HELSAL

Rarely has one yacht attracted so much pre-race publicity, speculation, controversy and outright criticism, most of it ill-informed. From the moment of launching Helsal acquired the nickname of the 'flying footpath' and went on to attract an inordinate amount of attention from the knockers and various self-appointed experts, most of whom predicted that Helsal would never reach Hobart. The cosmopolitan crew of

20 also came in for its share of criticism. This was a crew of Indians with few Chiefs including the owner-skipper, Dr. Tony Fisher who was experiencing his first major ocean race at the helm of a 73 foot controversial yacht which had not even worked up, let alone raced. It should be noted that among the Chiefs were a handful of very experienced yachtsmen, David Lawson, Graham Shields, Odd Karlsen and Freddie Thomas.

Somehow out of all the confusion and storm of criticism Tony Fisher got it all together and rammed the experts' opinions back down their throats. He took his 45 tons of 'post tensioned' epoxy ferro-cement giant and smashed Ondine's eleven-year old elapsed time record by 2 hours 14 minutes creating a new mark that will probably stand for a long time. The weather patterns and sea state were kind to Helsal and she did not experience those conditions which occasionally make the race an endurance test; conditions which might have turned Helsal's armchair ride into a tangle of broken gear and exhausted crew.

Even so it was not done easily. Halliard sheaves jammed, turning blocks shattered and the entire instrument system blew out in the first ten miles leaving the steering compass as the only serviceable nav. instrument. Off the wind, steering was wild when the wind and sea rose over the last day requiring two helmsmen to control the wheel; they had to be relieved every ten minutes.

Helsal's ecstatic crew celebrated their feat with gallons of champagne amidst an enthusiastic response from the yachting wise Hobart public. Peter Green probably summed up their effort best when he commented after the race "take a crew of enthusiastic Indians, give them a few really good leaders and you have a potentially winning combination".

APOLLO

Apollo has enjoyed a new lease of life under the ownership of Jack Rooklyn and his hard driving young crew has made her the boat to beat on many occasions during the past year. Chartered for the Hong Kong Southern Cross Cup Team, Apollo was skippered on this occasion by Peter Jolly and he took up where Jack Rooklyn left off.

Press favourite for line honours, Apollo led the fleet into Bass Strait while Helsal was spending time on 'shake-down'; but in the end there was really no way a 57 footer was going to beat a 73 footer across the line whatever the state of Helsal's preparation. Apollo gave it a good try. She battled Helsal all the way and was perfectly positioned tactically by Stan Darling approaching Tasman Island. She rounded only two miles behind Helsal followed 12 miles further back by Siska, but faced with a reach up Storm Bay in a 35 knot wind, Apollo had no answer for the water line length and sheer sail power of Helsal and could not break the cover.

If the wind had been light and from the north west anything could have happened, but then that proverbial dog has yet to catch the rabbit. But Apollo also broke Ondine's record by 1½ hours and Siska beat the deadline by 6 minutes giving some idea of the fortuitous combination of weather patterns enjoyed by the big boats.

Overall Apollo fared 17th and Peter Jolly could be well satisfied with his charter.

TAURUS

Here was the antithesis of Helsal. A thoroughly seasoned boat, Taurus has been campaigned intensively for four years by

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SOUTHERN CROSS CUP TO U.K.

by TONY CABLE

After being runners up in their previous two challenges, U.K. finally took the Cup home after narrowly beating New Zealand. The team of Prospect of Whitby, Quailo III and Superstar, won by a 30 point margin, with Hong Kong featuring for the first time with a third place.

The U.K. team suffered an initial blow in the first event of the series when Prospect was penalised 2 hours for breaking the start and thereby contributed only one point in the race which otherwise she would have won. Team Captain Arthur Slater admitted that he did not have very high hopes of victory prior to the final race in the series, the Hobart, as they trailed the New Zealanders, 217 points to 274 points. But, the tragic loss of one of Inca's crew upset her positioning and she could only contribute 15 points of the Kiwi's 120 Hobart points. On the other hand, U.K. made 207 points with their excellent team effort of a 2nd, 6th, 9th. (N.Z. 12th, 22nd and 63rd.).

Congratulations to the British team. They campaigned hard and many believe their win will lead to further international interest in the series. Warmest sympathy must, at the same time, be extended to the great Kiwi team; they missed retaining the Cup but nevertheless have the distinction of being the only team to have been placed in all of the four series.

The third place for Hong Kong was also welcome, and it is hoped that further interest will be stimulated from that country. The cornerstone of their team was the top individual scorer in the series, the Hobart winner, Ceil III. She was well supported by the chartered N.S.W. yacht, Apollo, which was in brilliant form to win the 2nd and 3rd races.

N.S.W. with a 4th place was simply outclassed by the generally newer yachts among the place getters and there has already been some post mortem talk that the locals will really have to line up some new top notch boats next time if they want to be seriously in the running.

W.A. and Victoria with their very keen teams, took the next two places; only 4 points apart. Their positionings could have been reversed had not Victoria been penalised 28 places from 5th in the Hobart, for an infringement. The two "stand-in" yachts in the U.S.A. team could not give improbable enough support and they only managed 7th place — there are hopes that the U.S. will start mounting full assaults on the Cup in future. The S.A. and Tasmanian small boat teams did not score at all highly as the weather conditions throughout the series really favoured the heavies.

The first race in the series, the 30 mile Royal Prince Alfred Yacht Club Centenary Bowl, was an extremely fair race allowing each entrant to demonstrate his best. The offshore start was in a N.E. breeze of about 7 knots which gradually freshened

Vacant C.Y.C. Moorings

There is a limited number of moorings available for craft up to 40'. These are offered to members (before being advertised to the public) at the privilege price of 12c per foot. Apply Peter Derwent.



The Governor of Tasmania (Sir Stanley Burbury) presents the Southern Cross Cup to the skipper of the UK yacht Prospect of Whitby, Mr. Arthur Slater, right, at a Hobart ceremony yesterday. The yacht, with Quailo III and Superstar, took the honours for the British team.

to 15-18 knots. The Kiwi's had been acknowledged as a formidable team with their new S & S boats and immediately supported this prediction with a 1st and 3rd by Quicksilver and Inca. N.S.W. was placed 2nd among the teams by courtesy of Pilgrim, which had a 4th (unfortunately, she was to do badly in the next 2 races with 22 and 18 in the fleet and 24th in the Hobart). Ceil III with a 2nd in this race gave Hong Kong an early boost.

The 2nd race, the Royal Sydney Yacht Squadron Cup of 180 miles, saw Quicksilver and Inca again take 2 of the placings giving the N.Z. team a commanding lead of 220 to Hong Kong's 163 — a 1st for Apollo and 4th to Ceil. Separated within 18 points were the U.K. (3rd place), N.S.W., then Victoria.

The 2nd 30 miler, the Middle Harbour Yacht Club Trophy Race, was sailed in a maximum breeze of 14 knots from the South but this gave out in late afternoon to virtually nothing. The course was shortened, but this was of no help to the smaller boats and 7 retired including all the South Australians. In this race 2nd to Apollo was Love and War, which eventually showed her potential, after previous fleet placings of an 8th and a 9th. Siska took 3rd place to give the West Australians some encouragement. However, the U.K. team had the most consistent results and whittled 8 points from the Kiwi's lead.

The triple points Hobart race was the easiest yet, in fact, the U.K. team seems to have brought armchair conditions each time they have been out (hope it keeps happening that way; all we have to keep in mind is not to go down on the 'off' years and get hammered!). Under these conditions there was less chance of hard luck stories and while the race may have been a cruise, it was at least reasonably fair to all.

In all, an undramatic series with conditions allowing each yacht enough scope to demonstrate form; a popular win for the U.K. who have proven that Australia and New Zealand have no chains on the Cup. ■

Our thanks to 'The Mercury', Hobart, for our front cover, as well as the Hobart and Southern Cross pictures.

1973 Sydney-Hobart Race Results

YACHT (Southern Cross Cup Entrants marked*)	ELAPSED TIME		CORRECTED TIME		YACHT (Southern Cross Cup Entrants marked*)	ELAPSED TIME		CORRECTED TIME	
	DAYS	HRS. MIN. SEC.	DAYS	HRS. MIN. SEC.		DAYS	HRS. MIN. SEC.	DAYS	HRS. MIN. SEC.
1 *Ceil III (W. Turnbull, Hong Kong)	3	12 05 34	2	17 28 28	46 Ruffian (J. Kinsella, NSW)	4	00 13 51	3	06 45 19
2 *Prospect of Whitby (A. Slater, UK)	3	07 40 47	2	19 29 48	47 Makareu (N. Gosson, NSW)	4	01 20 05	3	06 48 42
3 *Rampage (P. Parker, WA)	3	12 44 57	2	20 03 43	48 Mercedes III (K. Farfor, Vic)	4	04 44 18	3	06 53 17
4 Taurus (G. Lee, NSW)	3	11 52 25	2	20 19 54	49 Portrell II (J. Robson-Scott, NSW)	4	10 29 33	3	06 55 55
5 *Improbable (D.W. Allen, USA)	3	07 09 56	2	20 36 17	50 *Aquila (J. Park, Hong Kong)	4	13 23 27	3	08 03 07
6 *Superstar (E.A. Graham, UK)	3	09 35 10	2	20 36 50	51 *Kingarra (G. Warner, Vic)	3	23 44 09	3	08 30 50
7 *Love and War (P. Kurts, NSW)	3	08 27 31	2	20 46 05	52 Duet (J.P. Diamond, NSW)	4	11 22 47	3	08 56 33
8 *Ragamuffin (S. Fischer, NSW)	3	07 47 16	2	21 02 54	53 Hellfire (K.L. Turner, WA)	4	14 04 19	3	09 39 41
9 *Quailo III (D. Parr, UK)	3	06 06 22	2	21 08 50	54 *Aquarius (R.E. Francis, SA)	4	09 20 33	3	10 11 33
10 Mary Blair (P. Riddle, Vic)	3	13 04 25	2	21 32 51	55 Zilvergeest II (A. Murray, NSW)	4	17 23 05	3	10 28 19
11 Queequeg (R. Dowling, NSW)	3	09 16 34	2	21 36 17	56 Franklin (RAN)	4	11 21 28	3	10 30 45
12 Barnacle Bill (D. Johnstone, NZ)	3	12 33 45	2	21 39 14	57 Sirocco (T. & P. Firmstone, NSW)	4	11 01 13	3	10 52 09
13 Callipyge II (A. Streichenberger, NSW)	3	11 57 35	2	21 46 44	58 Assegai (E.R. Rooms, Vic)	4	19 16 20	3	11 18 30
14 Polaris (L. Savage, NSW)	3	13 19 25	2	22 00 29	59 Carol J (J. Oliver, NSW)	4	12 27 39	3	11 28 59
15 Matika (A. Pearson, NSW)	3	21 07 49	2	22 12 05	60 *Binda (A.M. Rundle, Tas)	4	13 43 26	3	11 31 58
16 Pacha (Sir R. Chrichton-Brown, NSW)	3	06 41 56	2	22 29 25	61 *Sundowner (B. Price, SA)	3	23 44 54	3	11 52 00
17 *Apollo (P. Jolly, Hong Kong)	3	02 12 06	2	22 47 44	62 Cardinal Puff (P.D. Rundle, NSW)	5	01 52 55	3	11 53 32
18 Skylark (J. Ward, NSW)	4	05 17 01	2	23 14 34	63 Inca (E. Julian, NZ)	4	03 32 12	3	12 37 20
19 Papillon (J. Wrightson, NZ)	3	11 09 02	2	23 37 03	64 Wild Goose (I.D. Russell, Vic)	4	12 22 28	3	14 01 04
20 Tequila (D. Whiting, NZ)	3	03 38 14	3	00 43 03	65 Ali Baba (B.P. Walpole, NSW)	4	16 04 04	3	14 31 42
21 *Siska (R. Tasker, WA)	3	13 01 53	3	00 44 03	66 *Astrolabe (A.R. Gear, Tas)	5	02 17 20	3	15 28 48
22 *Quicksilver (B. Wilson, NZ)	3	19 23 46	3	00 51 39	67 Morning Mist (A. Neate, Vic)	4	22 52 27	3	15 32 52
23 Onya of Gosford (R. Rysdyk, NSW)	3	21 34 57	3	00 51 47	68 Balandra (Army)	5	05 33 10	3	15 42 56
24 *Pilgrim (G. Evans, NSW)	4	04 14 30	3	01 13 35	69 Sequana (M.J. Tilley, Qld)	5	05 46 30	3	16 05 06
25 *Morning Hustler (R. Fiddock, SA)	4	01 09 43	3	01 15 36	70 Solent (P.J. & R. Robinson, Vic)	5	03 41 34	3	16 23 06
26 Variag (M. Henrion, France)	3	22 08 55	3	01 18 14	71 Banjo Paterson (J. Jarrett, Vic)	5	01 58 40	3	16 59 59
27 Bushwhacker (F.D. Spencer, NSW)	3	23 43 14	3	01 39 59	72 Nirimba (Navy)	5	05 43 25	3	17 01 53
28 Runaway (I. Gibbs, NZ)	4	06 16 08	3	01 45 59	73 Ndumsky (L. Falshaw, Vic)	4	05 50 36	3	18 09 32
29 *Morning Mischief (R.C. Halliday, SA)	4	09 16 22	3	01 46 54	74 Hustler (P. Bates & B. Climo, NSW)	5	02 59 00	3	19 03 05
30 Granny Smith (W. Anderson, NSW)	4	04 20 06	3	01 48 59	75 Olympia (C. & J. McDermid, NSW)	5	03 12 33	3	19 37 40
31 Marara (K.H. Flehr, NSW)	3	18 33 33	3	02 11 09	76 Astelot (J.P. Walker, NSW)	5	01 49 45	3	20 04 45
32 Trevasa (F.R. Duffield, NSW)	3	23 32 12	3	02 27 58	77 Renegade (D.G. Hogg, NZ)	5	06 15 44	3	20 36 47
33 *Vittoria (L. Abrahams, Vic)	3	23 46 55	3	02 28 13	78 Milluna (T. Stokoe, Vic)	5	05 59 50	3	20 51 41
34 Lowana II (K.R. & P. Anderson, NSW)	4	01 05 58	3	03 22 42	79 Sou'wester (N. Holman, UK)	5	05 45 09	3	21 06 25
35 Lady Jane (L.W. Grant, Vic)	3	23 52 21	3	04 02 45	80 Boomerang VIII (A.M. Kelso, Vic)	5	05 11 40	3	21 24 26
36 Kishmu (J.C. Wilson, NZ)	4	01 41 56	3	04 04 05	81 *Nike (C. Davies, Tas)	4	19 45 51	3	23 16 26
37 Patrice (R.J. Kirby, NSW)	3	01 32 09	3	04 48 03	82 Diamond Cutter (A. Sweeney, NSW)	4	22 53 15	3	23 42 53
38 *Mark Twain (R.J. Langman, Vic)	4	14 18 06	3	05 15 19	83 Janzoon II (W. Cavill, NSW)	5	22 42 33	4	02 05 53
39 Helsal (A. Fisher, NSW)	4	10 02 25	3	05 27 44	84 Pisces (H. Lewis, NSW)	5	12 24 32	4	05 26 18
40 Gumblossom (P. Joubert, Vic)	4	07 00 14	3	05 31 14	85 Tawarri (J. Lewis, NSW)	5	22 56 51	4	07 58 48
41 Boomerang III (H.W. Findlay, NSW)	4	01 27 37	3	05 35 17	86 Makulu (H. Blug, Germany)	6	02 26 07	4	08 05 10
42 *Suraya (K. Steinman, USA)	4	06 49 29	3	06 08 47	87 Warana (I. Edwards & P. Sturgess, Vic)	5	07 41 07	4	17 37 37
43 *Koomooloo (R.K. Young, Vic)	3	19 06 19	3	06 27 03	88 Korumburra (K. Boston, Vic)				
44 Maggie (J. Duncanson, SA)					89 Saracen II (J.H. Jamison, NSW)				
45 Anaconda (J. Grubic, SA)					90 Valhalla (D. Vanderbent, NSW)				

NOTES:

- Handicap Winner:** Ceil III (W. Turnbull, Hong Kong). Elapsed Time 3 days 12 hours 5 minutes 34 seconds; corrected time 2 days 17 hours 28 minutes 28 seconds.
- Line Honours:** Helsal (A. Fisher, NSW). Elapsed time 3 days 1 hour 32 minutes 9 seconds, new record (previous record 3 days 3 hours 46 minutes 16 seconds); corrected time 3 days 4 hours 48 minutes 3 seconds.

- Vittoria was penalised 28 places by the protest committee. Her elapsed and corrected times are those calculated as she finished.
- Morning Mischief was awarded a reduction of 10 minutes in her elapsed time by the committee. This is allowed for in the above times.
- No yachts retired. 4. Disqualified: Atcheringa, Ruthean.

SOUTHERN CROSS Scoreboard

TEAM	BRITAIN						HONG KONG						NEW ZEALAND						USA						NEW SOUTH WALES						SOUTH AUSTRALIA						TASMANIA						VICTORIA						WESTERN AUSTRALIA						
YACHT	PROSPECT OF WHITBY SUPERSTAR QUAILO III						CEIL III AQUILA APOLLO						INCA BARNACLE BILL QUICKSILVER						SURAYA IMPROBABLE SUNDOWNER						LOVE AND WAR PILGRIM RAGAMUFFIN						AQUARIUS MORNING HUSTLER MORNING MISCHIEF						BINDA NIKE ASTROLABE						VITTORIA MARK TWAIN KOOMOOLOO						HELLFIRE RAMPAGE SISKA						
RATING (in feet)	34.5		33.8		40.5		27.5		24.6		51.3		34.0		31.9		29.4		26.6		38.0		39.9		35.4		27.5		38.1		27.2		24.5		23.8		27.4		25.0		21.7		31.4		27.5		30.6		24.9		29.8		51.0		
SAIL NUMBER	K 130	K 458	K 684	C 177	S 44	1400	1730	1710	1761	SM 181	8515	FA11	29	226	70	SA 49	SA 52	SA 117	M2	A3	O6	SM 33	SM 101	SM 73	R 99	RF 20	RF 9																												
RYA/C Bow, 12 noon, Dec. 15 30 miles	Corrected Position	27	9	10	2	13	18	3	5	1	24	16	22	8	4	11	20	15	17	19	25	26	14	6	12	23	7	21																											
RSYS Cup, 12 noon, Dec. 17 180 miles	Indiv/dual Points	1	19	18	26	15	10	25	23	27	4	12	6	20	24	17	8	13	11	9	3	2	14	22	16	5	21	7																											
	Team Points	38						51						75						22						61						32						14						52						33					
	Corrected Final Position	7	11	6	4	23	1	3	5	2	24	13	15	9	22	12	25	8	17	21	dns	26	16	10	14	20	19	18																											
MHYC Cup, 12 noon, Dec. 20 30 miles	Indiv/dual Points	42	34	44	48	10	54	50	46	52	8	30	26	38	12	32	6	40	22	14	0	4	24	36	28	16	18	20																											
	Team Points	120						112						148						64						82						68						18						88						54					
	Corrected Final Position	4	12	9	11	20	1	10	7	16	13	5	14	2	18	6	dnt	dnt	dnt	14	dnt	dnt	17	15	dnt	8	3																												
Sydney-Hobart 12 noon, Dec. 26 630 miles	Indiv/dual Points	24	16	19	17	8	27	18	21	12	15	23	14	26	10	22	0	0	0	9	0	0	11	13	0	0	20	25																											
	Team Points	59						52						51						52						58						0						9						24						45					
	Corrected Final Position	2	4	9	1	20	11	23	8	13	19	7	24	5	14	10	21	15	16	25	27	26	14	17	18	22	3	12																											
Team Points Total	Individual Yachts Total	145	141	138	172	57	142	108	150	136	54	128	58	153	88	125	35	92	69	41	6	12	91	104	74	39	134	100																											
	Team Points	207						156						120						102						165						96						18						105						141					
	Total	424(1)						371(3)						394(2)						240(7)						366(4)						196(8)						59(9)						269(6)						273(5)					

DIVISIONAL PLACINGS

Division A

1. Prospect of Whitby
2. Improbable
3. Love and War

Division B

1. Rampage
2. Taurus
3. Superstar

Division C

1. Ceil III
2. Matika
3. Pilgrim

Division D

1. Skylark
2. Morning Hustler
3. Morning Mischief

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THE RULE TODAY'S PROBLEMS and TOMORROWS CHANGE

"The rule that was meant to last a thousand years" — an American journalist.

"We have tended to entertain the idea that the IOR is an infallible rule, which effects a neutralizing agent on diverse design concepts" — a British journalist.

Of all the views held about the present (late 1973) working of International Offshore Rule Mark III, two extreme opinions are heard which are impossible to reconcile. The first is that IOR Mark III has achieved, on a scale and across the world, an ability never seen before and that the fair racing it gives to so many different types and sizes of yachts inshore and offshore is an undreamed-of success. The other is that it is something approaching a confidence trick run by a small "power elite" (an actual quote) who juggle it to give advantage to commercial interests and that it has eliminated sporting yacht racing. In addition, if some brave young fellow comes up with some helpful innovation for sailing men, this is soon crushed by the faceless rule makers.

No doubt the rule looks different from different parts of the world and from sailing areas, where traditions in yacht racing both technically and administratively vary. So my view of the rule will not be everybody's, however impartial they try to be, but it has been formed not only from my own observations when at races either sailing my own yacht or watching others, but talking at length to fellow yachtsmen from other parts of the British Isles (e.g. Scotland and Ireland) and overseas in Europe and the U.S.A. where I have been this year.

I see a necessarily complex rating rule giving a measurement to many thousands of yachts. Those yachts race on all sorts of different courses all over the world. The standards vary greatly. The age of the yachts vary; some are designed to fit the rule; others, although measured to it, were designed either under a different rule or are some sort of commercial compromise probably directed at the cruising man. Usually but not invariably the newer yachts win the races; it has always been so. As for numerical accuracy under the rule, sometimes measurements are found to have been wrong on yachts after a race or series, sometimes ratings are found to have been computed wrongly (up or down), sometimes ratings are suspect. So, of course, are race committee timings and racing rule conformity and new sails which are brought aboard. Yachts are moving seaborne things which are the devil to quantify accurately.

Before a race the talk is of hull shape and ratings, but afterwards it is of losing tacks and muffed headsail changes. It is still men against men and a yacht race is a long way from being a tank test.

The IOR or any other rating rule is, therefore, just one important aspect of the yacht racing scene. It is just one important aspect of a given race or series. Like other facets of racing, it needs to respond to the requirements of yachtsmen, the evolution of the sport and changes in material and technique. Given that the present ways of yacht racing will continue for some time, there is a need for a properly maintained rule of measurement and rating. In the modern world, this is logically an international rule, which has evolved from quite a number of local and then national rating rules. This does not mean to say that there is no room for other rating rules to suit local or regional needs. But it is important that the existence of one rule does not imply that the other is invalid or is its rival in some way. The facts of the situation are, however, that the IOR has been



* Peter Johnson — New Chairman ITC

adopted by a vast number of clubs and national authorities and it is, therefore, of very great importance to thousands of sailors.

The rule should be maintained and serviced to help the vast number of users — owners and crews — not to make things easier for committees, not to boost the prestige of club or association, not to show that one rule is better than another, not to produce fine yachts from designers' boards, not to prove one yacht is better than another, not to make boats cheaper or more expensive — but just to give sport as racing men may understand it. This is the criterion I believe should be applied to problems as they crop up. It is not easy to abide by it, but it should be a guiding principle.

We race (under the IOR) within a frame, though that frame may be hazily defined, and we have a rating certificate to do so. These are two other essential concepts. The frame is there because, for instance, we do not allow unballasted centre-boarders (racing dinghies), nor multihull yachts, nor yachts over 70 feet rating. The frame is also held by all the provisions of the rule, though these are necessarily imperfect. Sometimes a boat is thought to be outside that framework. Another way of saying this is that a loophole has been found. Then in the interests of users the loophole must be plugged.

This statement brings us directly to the owner's certificate. For in withstanding loopholes, it is not the rule, like some law or code, that is being preserved (on the contrary it will change, as explained below) but the integrity of the owner's certificate is maintained, so that he can continue to race fairly against other owners with certificates. In yet other words, yacht measurement implies that the certificated yachts are within the framework.

Thus one type of maintenance needed for the rule is to hold this framework and spare the owner qualms about the usefulness of his certificate. This is the exact opposite to "improving" the rule to try and obtain different features on yachts built to it or to lessen emphasis on something that is thought to be an undesirable tendency. But the word "change" is used for all these things: inevitably then the rule is *changed* from time to time, probably at least once a year.

The body responsible for this, as we know, is the Offshore Rating Council, advised by the International Technical Committee. The latter examines the rule in detail and comes up with recommendations for change. Here I should just like to mention the basis of the authority of the ORC, in reply to some remarks from time to time about "jack-boots" and "faceless men". The Council consists of nominees from the national authorities of those countries which indulge in offshore

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racing — not the whole world, not the IYRU with their yachting politicians. If these nominees generate a clubby atmosphere when they come together, it is because they are used to racing against each other, or belong to the same, or same sort of, clubs. I cannot speak for the democratic basis of all the national authorities, but in Great Britain and most other countries the national committee of the authority is democratically elected and can be turned out by votes of censure. Individual yachtsmen who are discontented can contact officials or elected representatives and give their views. Subsequently, national authorities can — and do — communicate with the ORC secretariat at any time.

The ORC approved and introduced the IOR. It does the same with changes to that rule. It is empowered to change the rule at any time. I believe it should try and inform yachtsmen how such changes should be handled, but in the end it is a matter of its best judgment. Sometimes it has to meet unforeseen circumstances: more often than not, in fact, or otherwise suitable provisions would already be in the rule.

Before looking at the types of change in detail, let us just consider how these are issued under IOR Mark III at the present time. It should be remembered that the old "instructions to measurers" no longer exist, but that important measurement regulations now form part of the rule. Changes in measurement methods thus tend to be the same as rule changes. In April 1973, James Michael raised the question of the distinction between "amendments" and "interpretations", suggesting that they were all changes, whatever they might be called. I agree. Why don't we take two dates, say May 15 and December 15 and issue *change sheets* on those days every year. Then each person interested in the rule would know that he had the latest change. If there are no changes, a "nil" sheet would be issued. The issue of such sheets would not mean that a change came into effect on that date: the effective date would be indicated on each changed ruling. The criterion for this is examined below. I need hardly add that these changes must be printed and never issued typed, so that proper mathematical signs can be set in the type and the proofs checked by the responsible person. Translations will also present less of a problem as the formulae can be used direct from the English copy without re-setting. The sheet should be laid out to enable this to be done.

So I deduce that changes are a matter of judgment using the principles of maintaining the rule indicated. Their promulgation demands a systematic method, as suggested. Now what sort of changes are these that we make? They are:

1. Those that block specific innovations, which if allowed to spread would cause unfairness, or cause owners to have to make alterations against their better judgment, or cause exceptional and widespread high costs, or are clearly dangerous at sea, or make racing yachts impracticable to sail at sea or moor in normal harbours. Such changes are known as those which block loopholes. The rule is imperfect and they were not foreseen and the thing they stop was legal under the rule. The ORC judges and votes that the thing be made illegal. Effectiveness might have to be immediate or very swift in the interests of 9,998 owners out of 10,000. The remaining two owners are thwarted and most irritated with the ORC.

2. Those that seem necessary to measure and rate new features as the design of yacht hulls and their rigs and methods of handling develop. These are usually because the rule is ambiguous or fails to provide a formula in the first place. For instance, some new shape of sail appears which is not measured

properly by any standard. Such things I do not call a loophole. Possibly such a device would not even be widely adopted, but its developments might be. The rule should, however, cover it. For this the change should be announced well in advance, say, twelve months. Sudden edicts should be rare in any case.

While any proposed change should be considered on its merits and in accordance with our principles, I am bound to say that the sort of change which aims to "correct a trend" should be highly suspect. It is not possible to say of any feature, what proportion of it is rule-induced and what proportion is speed-induced — or even fashion-induced! Therefore "corrections to tendencies" should be avoided. Recent fallacies exploded as not being trends after all include the shape of the ends (look at the variety now), the masthead v. lower forestay, the trim tab ("eliminated by the rule" yet a most successful yacht has one) and, of course, the old "stripped out v. heavy boat" arguments will go on for ever whatever the shape or name of an offshore rating rule.

My line of thought leads to the conclusion that an idea of some deadline for an "improved" rule called by some people IOR Mark IV, has little validity. On the contrary future changes should be of an evolving nature because under the system explained above, effective dates would be at varying times after the change sheet. They would fall easily into place at the appointed time. There is no precedent for this because we have never had a rule so widely used, so regularly scrutinized and so constantly liable to be under design and racing pressure. Every day, somewhere, someone is using it for racing!

The rule is a fine rule, it is also an imperfect rule. Those who have tried to look after it have made mistakes, they have also made great progress and learnt by those mistakes. This is the time to make it work better, to communicate its purpose to its users and perhaps correct misconceptions of the sort quoted at the beginning of this paper.

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* *The Offshore Rating Council appointed Peter Johnson, one of the U.K. delegates to the council, to be chairman of the International Technical Committee in succession to Olin Stephens Jr., at their November meeting. The ITC still has two Americans as Gary Mull joins Tom Young, while Peter Nicholson from Britain stepped down to keep British participation also at two.*

Johnson says he is an author, by inclination; a journalist, by profession and a publisher, by trade. His publishing firm 70 miles from London concentrates on sailing and nautical books of various types and has world wide business. As chairman of the ITC he regards himself as a "user" rather than anything else. He has owned eleven boats over a number of years having started sailing at the age of 14.

His present boat is a Half Tonner. A Nicholson 30 which competes in IOR races of various lengths inshore and offshore. In 1973, as in every season he has come home with his share of RORC race prizes and other more local trophies. He currently serves on the RORC main committee and is on one of the RYA racer/cruiser advisory groups. In the ORC he was, until his new appointment, chairman of the small yacht committee.

This paper "The rule: today's problems and tomorrow's change" was written before his appointment to the ITC and was for informal discussion by council members. Some of the ideas in it have already been adopted by an amendment to the IOR in its preamble, drafted by James Michael, President of the North American Yacht Racing Union.



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ENCOUNTER WITH A WHALE

by FRANK ARMSTRONG

Frank Armstrong, a former C.Y.C. member designed and built himself, his 40 ft. yawl "Away". He has operated charter out of Mackay for the past ten years. Ed.

Whale sightings along an eastern coastline these days have become fairly uncommon. A few years back they could be seen each summer cruising northwards to the warm waters of the Barrier Reef, to gather in herds and laze about, suckle their young and play their mating games.

It was quite an experience to see the cow lying on the surface, the young whale of about 15 to 20 ft alongside and the parent slowly raising those giant flippers ten feet or more in the air and slapping the water. Some say the loud splash is used to ward off intruders.

Killer whales with their handsome jet black and white coats would play, rolling and leaping in the air, lifting their massive 40ft bodies clear of the water to come crashing down again. The sound is tremendous and the show spectacular to say the least. But all this was before the whaling stations had thinned their numbers so drastically.

And so it was that whales were furthest from our thoughts as we sailed quietly over a calm sea, the only sound was the bubbling frothing bow wave. Our shining wake pointed to the Outer Barrier Reef and our bow towards the setting sun.

We had been spending a few days at the Reef proper and had cleared from the anchorages by the late afternoon.

My wife Barbara and I sensed a slight uneasiness among some of our guests, and the need for a brief explanation of our plans and position seemed evident. A good solid looking island or two on our bow would have helped, but the encompassing horizon was the most conspicuous sight of all.

The young honeymoon couple were of course quite happy with the world and stood arm in arm at the wheel. The rest of us went below and I spread out the charts on the dinette table for all to see. We crowded around while I plotted our position, layed off the course, and generally explained how we would find our way across the sea to our island anchorage.

Yes, it's about 40 miles or so; no, no more reefs to avoid now; that's right, just open water and all plain sail with main, jib, mizzen and stagsail sending us westward at 7 kts.

Just open water and . . . "thurump and rumble" . . . the boat lurched and shuddered and a loud rumbling and

bubbling noise startled us. The yacht behaved as if she was in a washing machine.

A split second later and five people were attempting to emerge from the companionway all at once. All sorts of wild thoughts raced through my mind — a rogue reef after all — here? — in the 60 fathom area? absurd! What the !!!

I had won the race to the cockpit, and you should have seen the look on the startled faces of the honeymooners at the wheel.

They were close together, mouths open wide, eyes popping and looking straight *above their heads*. There above, about half the height of our 40ft mast, high above us was poised this great whale's tail; About 15 feet across, and it seemed to pause there; then down it came with a woosh into the water alongside the ship.

Half the ocean seemed to cascade into the heeling mainsail and thump into the cockpit.

All of us let out a gasp and sighing sound as we caught our breath but, ever tried to speak with a wide open mouth? A peculiar sound all right: it was surely.

The boat lurched onwards through the tumbling foam and slid down into the quiet waters again. Several seconds later we looked aft and there saw the huge pile of turbulent water about 3 or 4 feet high and 20 feet or so across; the whale's wake as it crashdived vertically.

We found our voices at last. We had sailed right on to a basking humpback whale, and brother, did we give him a scare. I got the feeling the whale was thinking the same thing.

Between gasps and squeals, we started all talking at once. What an experience! We re-lived those few seconds over and over again.

In fact some four hours later we sat around the dinner table talking about — yes, you've guessed it.

Perhaps it's just as well that those giants of the sea aren't so plentiful these days. Yes sir, a sleeping whale demands his privacy and I reckon he can have it too!

We are indebted to Dr. W.H. Dawbin of the Dept. of Zoology, University of Sydney for this magnificent photograph of the humpback whale. ■

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Geoff Lee and her crew was virtually all Chiefs and no Indians. It contained some of the best known ocean wallopers in Australia and they combined well to drive one of the original Cole 43s to fourth overall. Taurus was well up with the leading boats for the entire race. She received no lucky breaks and her final position was the result of a race long effort, as may be gathered from the fact that the next Cole 43 to Taurus finished 14th overall.

IMPROBABLE & PACHA

If it seems an unlikely combination to compare the efforts of a 43 footer and a 55 footer in this race but examination shows they had something in common. Both boats are known internationally; both are known to be fast running and reaching boats. There any resemblance ends, but they had an identical race to Hobart.

Pacha was in sight of Improbable for the last half of the race and Improbable closed to within two miles off the Tasmanian coast before wind and sea rose to Pacha's liking and she took off to widen the gap again. Nevertheless Improbable dogged Pacha's track up Storm Bay and the Derwent where they finished 5th and 6th over the line demonstrating what a downhill flyer the little Gary Mull design really is.

Overall Improbable scored 5th and Pacha dropped back to 16th. In port David Allen's friendly crew proved worthy ambassadors for 'American yachting and the definition of a 'Texas Half-Mile' came in for much good natured discussion in Pacha's main cabin after the race.

MATIKA & SKYLARK

As an indication that the hot boats did not have it all their own way in this race, Matika and Skylark are perfect examples. Matika had always been a well sailed boat, particularly in the Sydney-Hobart and this year was no exception. Her overall placing of 15th had assistance from the age allowance but with a few modifications this Swanson 36 is basically a ten year old design and she beat many newer and bigger boats off the stick, coming in ahead of Pilgrim and Bushwhacker among others.

What can one say about Skylark? Joe Ward has persevered with this half tonner for 3 years without achieving outstanding handicap results. Perhaps with the new rig he has found the right configuration and Billy Ratcliffe's sailing wisdom is a force to be reckoned with on any boat. Whatever the reason Skylark placed first in D Division and 18th overall and this against a strong representation of new boats in her division. Skylark also left bigger and normally faster boats such as Hustler and Balandra in her wake and this crew obviously made a race long effort.

INCA

Inca's experience was something most skippers have nightmares about occasionally. Death at sea is not uncommon but it is rare in ocean races and previously unknown in the Sydney-Hobart. The skipper's decision to send the boat on from Jervis Bay as a gesture of respect will be approved by most yachtmen. Inca was the focus of an unprecedented scene on her arrival at Constitution Dock. She received the usual welcome crossing the line and coming through the canal. As she nosed past the bridge the prescribed cheers and fog horns were let loose by the earlier arrivals until it became obvious which yacht this was. Thereafter Inca motored across the dock to her berth in absolute silence which lasted almost exactly a minute.

It was a sad moment and completely spontaneous. Burgees and

► 19

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Speeding to her record breaking line honours win
in the 1973 Sydney-Hobart Race

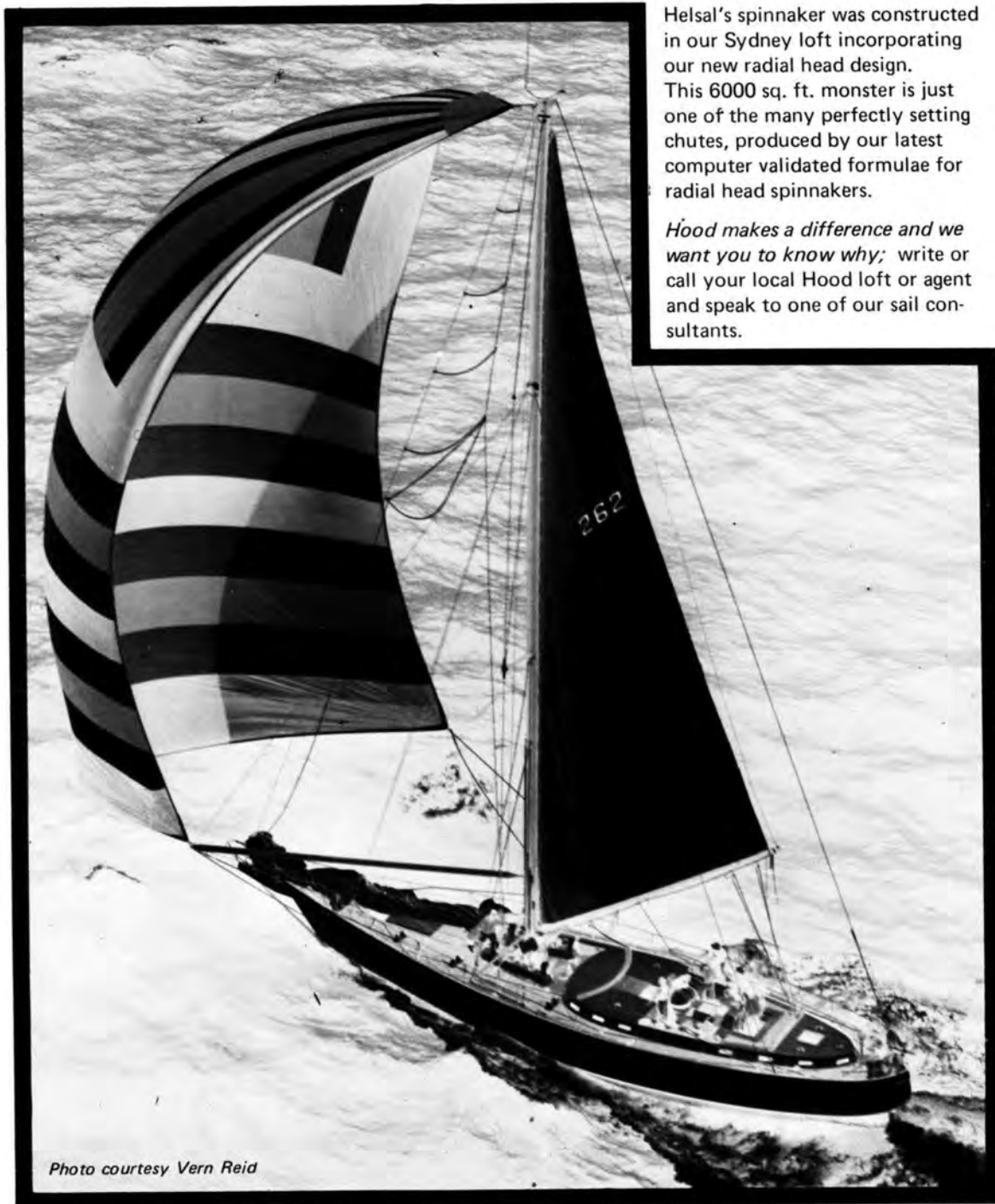


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ARTHUR SLATER with OFFSHORE

Arthur Slater — Captain of the victorious British Southern Cross Team is well known in Australia. He represented Britain in the Admiral's Cup Team in 1963-65-67-69-71. He missed selection in 1973 possibly because of insufficient time to tune his latest 'Prospect of Whitby'. He later got her going and won the RORC Class 1 Points Championship. This was Britain's third attempt to win the Southern Cross.

Offshore — Your early competitive sporting career was motor racing?

Slater — Yes, I raced motor cars for ten years, Jaguars, Aston Martins, Sunbeam Talbots — that is how I lost a leg. I was also racing International Dragons — and when I lost a leg I kept falling out of the Dragon so I thought I had better get myself a bigger boat and that is how I got into International Offshore racing. That was 1959 — I had raced motor cars and sailed dragons for ten years and before that I had been racing dinghys as well, so the emphasis was on the yachting side.

Offshore — When did you build your first Prospect?

Slater — In 1962 in Norway, a Sparkman and Stephen design in mahogany, a beautiful boat and we did very well with her.

Offshore — You have been in the Admiral's Cup team every year since?

Slater — No, I missed out this time with the new Prospect. We started with a 7/8th rig and found that was a mistake, so we altered the rig, and the boat has gone like a bomb ever since.

Offshore — You have sold Prospect?

Slater — Well yes and no, there is a buyer wanting her and I have said 'Look, I will make my mind up by the 28th February and if I decide to sell you may have it'.

Offshore — I think most yachtmen hope that the IOR has settled down and that boat swapping is declining. Apparently you don't think so and you want to buy a better boat. Is that true?

Slater — No, not altogether. Every time you build you learn a little. I have built eight boats in fourteen years including four Prospects. Over the period you get to know the idiosyncrasies of the boat which make it go faster and which the designer never builds into it, so I only get a hull shape from the designer and do the rest myself with my crew.

Offshore — Do you think the IOR has settled down now?

Slater — Oh yes, as far as the International rule is concerned there will be only very minor changes. It has produced some very good boats, and on the whole, it is working pretty well despite the critics. One thing that may change and it applies only to the Admiral's Cup, is that they may narrow the gap so that eventually it will have a rating of 33-40 feet. At the present moment the rules of the Admiral's Cup do not allow One Tonners in like they do here. We stop at 30' and One Tonners are definitely banned because they rate so well that given certain conditions they can always beat the big boat.

Offshore — Can you ever see the Admiral's Cup as Level Racing, say Two Tonners or something like that?

Slater — No, there will always be a range of ratings. I think this has to be if you want to attract international entries. The Americans are for big boats, the Brazilians and the Argentinians are the same. Germany, France and Scandinavia like small boats. There will always be a predominance of 40 footers and in England it is getting that way too.

Offshore — Was this Southern Cross series up to standard?

Slater — Yes, the racing was good. I have really only one criticism. In England if you break the rules, invariably you retire, but out here, you have got to protest. We all now and again, break the rules and if we do, well okay, we retire, pull our flag down and go home, but not so in Australia or New Zealand. All over the world there are people who do not know the rules sufficiently well, and they do not know the finer points and possibly the spirit of the rules.

There has got to be improvement in the Southern Cross race organisation. If you want to race on an international standard, then you must bring in experienced organisers as we had to do in the U.K.

The starting line and the finishing line are not good enough. I appreciate that there are problems in deep water, but even inside Sydney Harbour for the 180 mile race, the committee boat was moving 25', so no one could possibly get a correct start within 25'. I always reckon to start on in five over the line as I try to hit the line two or three seconds behind the gun. If the boat is moving 25 or 30' you can't do that. It is quite practicable to put a stern and forward anchor down in shallow water.

Offshore — Is it the same with the finishing line?

Slater — Yes, the finishing line for the inshore races constituted a buoy and the moving boat allegedly moored on a bearing. Ragamuffin ran alongside it for eight seconds before he could tack; the boat was moving with it and Syd Fischer raised hell and I did not blame him. At the finish, we had a line about two lengths of a cricket pitch.

Offshore — Are there any other aspects of the organisation you would like to comment on?

Slater — Well we got kicked out of the first race as you know, and we received a penalty of two hours. It stated in the rules there would be a penalty of two hours, but the penalty for being over the line on the Cape Town to Sydney leg of the Whitbread race, which is something like 4,000 miles, was two hours. We got two hours penalty for a four hour race.

At the most it should have been 5%. Don't discourage people and have them become unhappy with the organisation.

Offshore — Are the British changing their mind towards radio reporting of positions; is it worthwhile or not?

Slater — Yes it is, probably once a day rather than two or three times a day. It started off as being a safety device which in itself is very good but now it is all part of gamesmanship. On the last day of the Sydney/Hobart, we had Love and War and Ragamuffin reporting themselves some 6 or 7 miles ahead of us, but when we came to Tasman Island it was just the reverse.

Offshore — Was this lack of knowledge or gamesmanship?

Slater — Who knows? Ragamuffin was about two miles behind us and Love and War 6 or 7 miles, so Love and War was 14 miles out in their navigation, but I don't wish to stress the point. It has already been discussed in Offshore.

Offshore — We found here that in the International One Ton Series in which there was no radio reporting, that the public showed little interest in the race. The boats went off and there was no information until 4 or 5 hours before the finish when

► 20

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ensigns were lowered to half mast and while this was not, strictly speaking, correct flag etiquette it is from such precedents that traditions are formed.

Inca's brave fight back through the fleet was much admired but there was no making up for her loss and she took 63rd place and the respect of all.

All in all the 1973 Sydney-Hobart was a fascinating race. Some favoured boats failed, some unlikely dark horses achieved outstanding results, but basically the best boats and crews had the success they deserved. We saw Syd Fischer make a last ditch stand with Ragamuffin and a few other owner-skippers make all-out efforts pending selection or completion of new yachts. A strong overseas entry provided colour and hot competition and there were enough spectacular incidents and controversial performances to keep winter long discussion.

The Southern Cross Cup departed from the Tasman for the first time and the race played its part in the continuing climb in standards of Australian offshore yachting. Media coverage together with public interest increased and as the offshore end result of one of the most popular participant sports in Australia the race continues to grow in popularity and stature.

In this respect a Hobart report cannot be complete without

CELESTIAL TRIBUTE

Gordon Marshall has been walking around the Club with a broad smile on his dial lately. It transpires that three of his Celestial Navigation Course students acquitted themselves with honour in the Hobart.

John Wigan navigated Ceil III, 1st Overall in Division C, Bill Thompson, Taurus, 2nd in Division B and David Hocking Skylark, 1st in Division D. A fine tribute to all of them.

acknowledging the work of the sailing committee and its sub-groups which made the race the smoothly organised event it was. Their work begins months before the start and continues long after the participants are suffering from Cascade throat, an affliction which sometimes affects the organisers too. Without exception they are a dedicated group and the fine results they achieve are indicative of the many hours of work they put in and the collective wisdom of their own racing experience.

Age allowance did not produce any apparent inconsistencies in the results although 60 of the fleet received such allowances. Of the first ten yachts on corrected time only those placed 4, 5, 8, 9 and 10 had age allowance.

In the divisions, age allowance yachts came 2nd in A, B, C and D as well as a 3rd in D. There certainly does not appear any reason to modify the age formula as it is presently applied.

EDITOR

MARINA BERTH POLICY REVERSED

The decision of the board of the C.Y.C.A. to re-allocate marina berths consequent on the completion of the extension to the No. 1 marina was reversed at a meeting of the board on January 30. It was felt that many of the objections made by boat owners were valid.

Many owners of power vessels give valuable service to the club, in fact it would be impossible to conduct short offshore races without their assistance.

Berths will be allocated to members strictly in order of application.

As a general policy, because of the essential nature of the club's activity, marina berths will be allocated in the ratio of one power boat to seven sailing yachts.

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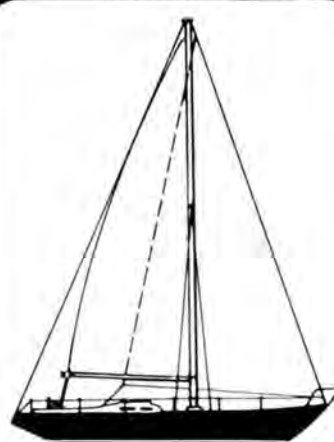
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17 • Arthur Slater with Offshore

they started to appear near the Heads. From a publicity point of view I don't think this is good.

Slater — From that point of view, this radio sked is a good thing. It has already been considered in England, I think it will come, probably on a daily basis. I had to have three radios, one for Australia, one for England and one for America because one does not comply with the other's rules and vice-versa.

Offshore — Were you impressed by the New Zealanders?

Slater — They are very good indeed. They sail their boats hard and I think given the right boats, they will do very well. They are pretty dedicated in their sailing and the keep fit side of it at sea. They are quite capable of going over to England and taking the Admiral's Cup.

Offshore — It would appear that Australia is very weak at the moment?

Slater — Yes it is, I think Australia has a problem, and it is being aggravated to some extent. The Southern Cross lacks international interest and so they have got to bring boats in from somewhere. Really Australia had tantamount to 5 or 6 teams because the Hongkong side was really a bit of a farce. If you took the best three you would be internationally better off. 'Rags' has been a wonderful boat, but she has had it, and Syd plans to build a new one and this will strengthen the position. I believe there is also another Sparkman and Stephen boat being built so I think probably, certainly for 1975, Australia should be stronger than she is now.

Offshore — It makes it very difficult compared to the U.K. where you have, say 20 or 24 new boats built for the Admiral's Cup when we have only say 5 or 6.

Slater — Yes, there were 37 contenders for the three places and of those, 28 were new boats so that there is a very definite keenness on getting in.

Offshore — You will continue on the international circuit?

Slater — I think so, yes. I think I am stuck with it for a few years anyway, as I really enjoy it.

Offshore — Have you got any thoughts on techniques, developments etc.?

Slater — I believe that it is not necessary to have a specialist boat. You need a boat just above the average, a crew which is above average and sails slightly above average. The whole combination giving you 2 or 3% better than the other bloke. Now to achieve that you have got to work at it, deck layouts, sails, and more than anything, on crew practice. In Prospect we start on 1st April and we work until October. The crew has got to commit itself every weekend for six months which means wives and girl friends get a bit wild from time to time, but if you want to win, and that is the only reason I race, you have to accept that decision.

We found for instance on the last Prospect, that it was far better to have six of our own regulars rather than bring in two or three raw people. We won four offshore races out of five with only six in a boat designed to be operated with ten.

Offshore — How many helmsmen do you carry aboard Prospect?

Slater — Three. We run a different ship from most people. We run the helmsman on one watch system, and the niggers

on the other. The crew work three on three off. The helmsman will have 1½ hours on and 3 hours off. Now if things are very heavy or very light, we halve that to ¾ of an hour, in fact at times we have it down to as little as 20 minutes where real concentration or brute strength is needed. It is imperative that the helmsman be fresh and whilst there is a bit of a bind from time to time on behalf of the Indians, I insist on it because I think it is worth it. I am lucky to have some very good lads on the boat and they have the will to win. When I first got this Prospect with the 7/8th rig the morale of the boat completely dropped. After re-rigging, we took it out the first time in the Round the Island Race and finished second and from then on, we have had no trouble.

Offshore — What do you think of the Miller boats?

Slater — I think the Miller boats are very good for this side of the world. They are designed to go down wind and they certainly do. We have proof of that with Ceil III. She was surfing down wind whilst we with heavy displacement weren't. She was doing as much as 14 knots against our 11. They go wonderfully well on surfing conditions, which we don't get in the U.K., we get a short chop, a short sea. In European conditions the ability to go to windward is greater and more important than the ability to surf.

Offshore — You are quite experienced in our conditions now?

Slater — Yes, but it is a different technique altogether. We learned a lot the first time and we brought some special sails this time, fuller cut and we barber haul quite a lot now, a technique which works very well. It's regrettable I think, that on this Sydney/Hobart race we were never on the wind at all. We turned right at the Heads, put a spinnaker up and stayed with it till we turned right to Tasman Island.

Offshore — This Sydney/Hobart is quite a lottery really, with the varying conditions of the Derwent?

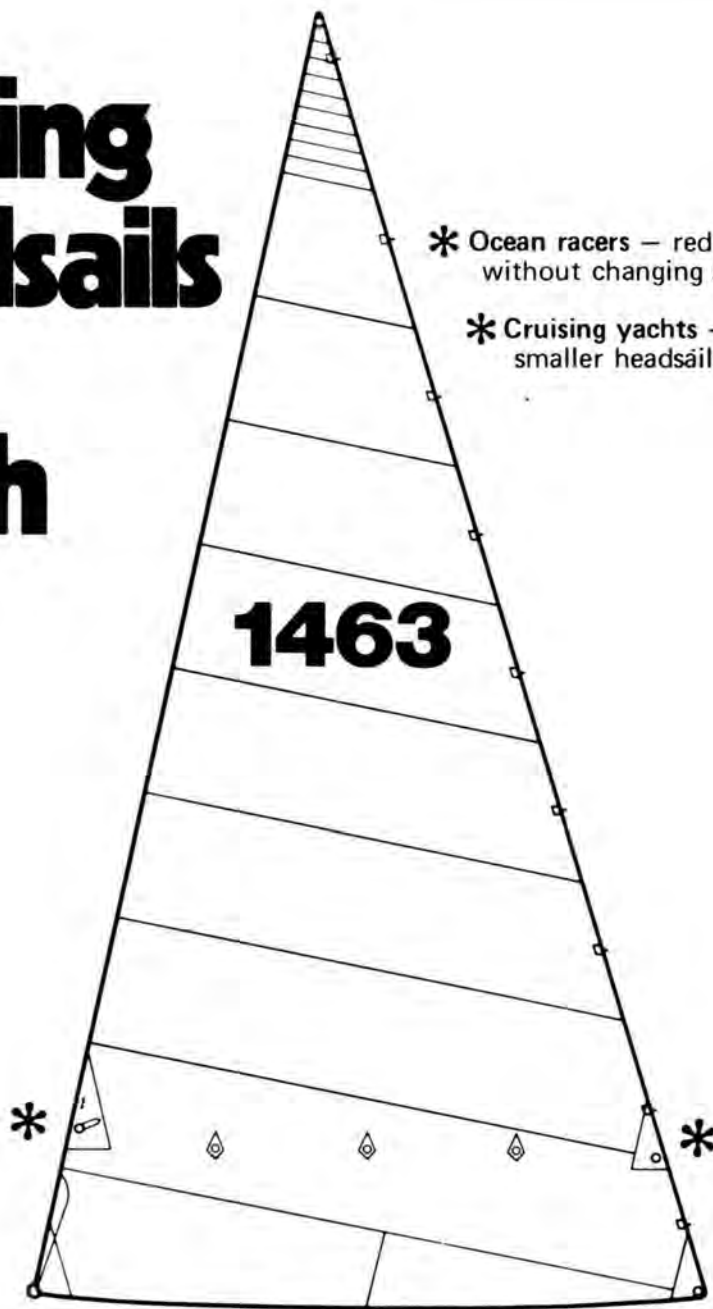
Slater — It is a lottery, but you can ensure against certain events happening. We had Magnus Halvorsen with us this time as a navigator and again he contributed much to our success. It is a pity that you don't put a marker about 100 miles out and make it a trial like the Fastnet. If you make a mistake in the Fastnet you can recover. Here if you make one mistake and lose an hour or two and it is a single down wind race, you have no chance. If they could put a dog's leg in it somehow it would be a tremendous improvement.

In the Fastnet we start off south, we go west, we go north, we come due south, we come east, and then we finish up going north again. You do get an opportunity to use every angle of sailing and this is where you get a less specialised boat than say the Miller boat, although I must confess I am considering a Miller design as he has certainly improved tremendously over the last two or three years.

Offshore — It was disappointing this year we didn't have more international entries in the Sydney/Hobart.

Slater — Geographically you are in a bad position, but again there is another factor. The Southern Ocean Racing Circuit which takes place in America in February to some extent clashes with you. So one has to choose between the Sydney — Hobart, the Southern Cross or the SORC and consequently the Americans, Brazilians, and Argentinians tend to go for the SORC, which is a pity. ■

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Some indication of the growth and interest in ocean racing in Victoria is gained from the following figures:—

- 1) 20 of the Hobart fleet were from Victoria.
- 2) A further 28 yachts raced to Devonport.
- 3) Another 8 were attracted to Hobart via the west coast.

From the local point of view the big disappointment in the Hobart was Vittoria's move from 5th to 33rd, as the result of a penalty at the start. The only yacht of the 20 to do at all well was Mary Blair in 10th place. The results were simply not there this year.

The Devonport race was won this year by Tamboo. This fine yacht is still owned and sailed by Bob Green who is the senior measurer for the O.R.C.V. Line honours went to Monsoon after a race long duel with Rage — less than four minutes separated these yachts at the finish.

Interest in the West Coast race to Hobart was very low this year, no doubt due to the attraction of the Southern Cross Cup. Line honours went to Tawarri II skippered by Bill Croft.

West Australian Yachts... offshore

May we first of all record our thanks to all those C.Y.C. members and their wives who gave our boys such wonderful hospitality during the Southern Cross Cup races. One of the social highlights was the sail up to "Chez Psaltis"; our thanks to Bill and Margaret.

We would also like to express our gratitude to Commodore Murray Drew and his flag officers in Hobart for their unforgettable hospitality and help.

On December 14th whilst the Southern Cross races were hotting up, the Royal Perth Yacht Club held their annual Cape Naturaliste and Return race. In this John Flower won his first major ocean race in Command, a S. & S. 30; Tangora 2nd was also first on I.O.R. Reveille came 3rd.

Seventeen classes sailed this year at the Cruising Yacht Club's Annual Cockburn Sound Regatta. There's some mighty sailing going on in the West.

When Peter Packer commissioned Bob Miller to design a 40' version of Ginko he certainly did not foresee the ensuing hectic nine months. Rampage was built locally by Frank Crockett and Lars Erickson. A full crew turnout every weekend speeded the work and she was launched on November 1, 1973. Shipped to Sydney she had time only for one short crewed race before starting in the Southern Cross series and yachtsmen don't have to be told what that programme would have involved.

Peter didn't do well in that first race but he learned about the ocean set and tidal flows. Then the Hobart, clearing the heads in company with Kingurra, Ceil III, Balandra and Bushwhacker. John Farmer who sailed with Rampage said 'Peter was happy to have a fresh reach across Storm Bay as it was his first opportunity to test her in a blow'. It also gave the crew good practice with headsails and reefing. Rampage held the breeze to the finish, sixteen minutes on corrected time behind Prospect. Peter still has great faith in the old formula, one third crew

Average crew age on this powerful 46ft. ketch was 49 — which promptly earned them the title of the "Geriatric Crew". Age obviously proved no barrier despite weather which ranged from calms to gales. Tawarri II raised some eyebrows when she finished as she carried a large aluminium dinghy and cray pot firmly lashed to the foredeck with two large 'couta hung on the stern rail! The race was won on handicap by Appaloosa (T.R. Spence).

Local yachties will be watching with interest the performance of Bacardi and Superstar in the ANA weekend Advertiser Trophy series to be conducted by The Royal Geelong Yacht Club. Bacardi (Peter Hankin) and Superstar (Keith Farfor) will form part of Sandringham and Royal Brighton Yacht Club teams respectively. These two yachts should test Vittoria's domination of bay and offshore racing.

The ½ ton scene is still very active. Moves are well in hand to establish lines of communication between Victorian and N.S.W. ½ ton associations.

Some quite progressive ideas will be discussed by both groups including a regatta type event to be held at Eden. This should attract yachts from Sydney, Melbourne and probably Tasmania. Another plan is to have crew and yacht exchanges, e.g. a Currawong skipper and crew from Melbourne would travel to Sydney to sail a similar yacht in races there and vice versa. Obviously events such as these will require careful planning and aggressive promotion. It is to be hoped that such ideas are supported.

JOHN ROSS

one third boat and one third luck. He intends shortening the mast to make her more manageable down wind and when he has Rampage fully harmonised you will be hearing a lot of her.

P.N.G.

The Rabaul Yacht Club was formed shortly after the Japanese left the town to the Australians who promptly decided that a communal watering hole known as a club was required. A kunai hut was built in 1947 close to where the present club stands and so The New Britain Club was formed.



From then on the history of the Rabaul Yacht Club is somewhat hilarious and on occasions acrimonious. There were the inevitable financial difficulties, to the point where the Club Manager, Bob Clarke walked around the town with yesterday's cash in hand to buy supplies. With luck he'd have enough at the end of the week to pay himself and the 'boys'.

With all this the small band of dedicated enthusiasts who never stopped working. Now the R.Y.C. is happily financial and busy. Between Fireballs, G.P. 14, Arrows, Open Classes, Sailfish, Yachts and Powerboats they have no less than 102 club events during the ensuing season.

A Wild Ride in the West

by JOHN FARMER

This year's "Albany Race" was sailed against strong headwinds gusting up to 40 knots along the south coast and three of the 10 boats retired, two with broken masts. The Albany sloop *Mistress* lost her stick 20 miles south of Cape Leeuwin in big seas and had to be towed in.

Apollo II skippered by John Fitzhardinge won this race from Tangaroa — a brilliant Wagstaff half tonner, and Kim Swarbrick's *Touche*. Apollo's elapsed time of 65 hours was 25 hours longer than the inaugural Albany when Fitzhardinge set the race record in his own 42 foot plywood yawl *Theanna* and here's how that happened.

After a great deal of discussion the intrepid skippers of five local offshore cruising yachts gathered on Friday 15th March, 1968 at the starting line outside Fremantle harbour. The sailing instructions advised all boats to proceed to Albany leaving Australia to port. The fleet comprised *Theanna*, a hard chined plywood yawl, *Starfire* of Perth, veteran of 3 Hobart races, *Reliance*, an old S & S design, a *Carmen* named *Cicely June* and *Corsair*, skippered by Peter Packer.

This unsophisticated little band of enthusiasts set off to find their way around Cape Leeuwin, one of the stormiest capes in the world and 'the Leeuwin' certainly was true to form. The first day saw most boats safely past Cape Naturaliste, but very early on the second day the wind veered north-west and freshened quickly. By 0300 hours it was blowing 45-50 knots and the seas had built up considerably. Any spinnakers which had not been dropped, blew out. *Corsair* was running down on

Hamelin Bay with the remains of her storm kite streaming from her mast head and the high cliffs on this dangerous lee shore were coming up far too fast. At the last moment during a momentary lull, the halyard was let go and *Corsair* sailed over her kite whilst eager hands gathered it in.

Later that same morning the light house keeper at Leeuwin registered a wind speed of 75 knots, and the seas had become mountainous. *Corsair* which was rounding the Cape fell off the largest sea any of us had ever seen — it blotted out a wintry sun and loomed higher than our spreaders with an ugly white curling top. *Corsair* fell on her beam ends and I was tossed like a piece of jetsam over the furled boom into a boiling sea. As she shook herself like a wet terrier, I managed to grab a trailing jib sheet and only just scraped back on board, that was a moment, that was.

The south coast was a scene of wild magnificence as the wind settled down to a steady 45 knots with occasional gusts up to 55 from the west-north-west. As night fell on the second day we approached the white topped rocks — two huge chunks of granite towering some 140 feet out of the ocean with large seas breaking at their base and shooting great plumes of water right over their tops, an awe inspiring sight which none of us will ever forget.

Theanna recorded speeds over 20 knots during the trip from Cape d'Entrecasteau to Albany and she subsequently set a record elapsed time of 40 hours, for the 380 nautical miles, a time which has never been beaten.

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OFFSHORE, February 1974, 25

Level Racing Regatta

by TONY CABLE

Between March 15 and 24 the C.Y.C. will be conducting an inaugural Level Rating Regatta, incorporating the first Australian Championships for Ton Cup Classes.

There will be five classes: Two Ton (maximum rating 32.0 ft.), One Ton (27.5), Three Quarter Ton (24.5), Half Ton (21.7), and Quarter Ton (18.0). These will be subject to a minimum of 5 starters in each class.

Significantly these Australian championships will be the first held in the world under new international rules for these classes.

The events will also be important in that they represent a major move to this new era in ocean racing — exciting developments from the designers; the interest of "off the stick racing"; and added incentives for owners who can now also do some non-handicap racing.

The C.Y.C. proposes to run the Level Rating Regatta every year in March and will also conduct any of the individual class national championships. (It is presumed that the A.Y.F. would adopt the attitude that the winner of a championship, e.g. Half Ton, could nominate his Club for the next year's race or could allow the C.Y.C. to conduct it.)

The organisers will have quite a job ahead of them with five fleets to control, but the recent Southern Cross series over offshores Olympic courses, (for a couple of races) and the Club's long experience in hosting large numbers of visitors should ensure that the conduct of the Regatta will be smooth.

At the time of going to press, some of the arrangements for the

series had not been finalised. There will be 4 or 5 races; 2 or 3 of them will be 20-25 milers over olympic courses, with a medium length and long race. The distances will range from the Quarter Tonners having their longest race of about 150 miles and the Two Tonners their long one of approximately 300 miles.

As yacht owners always seem to place their entries at the last minute, the size of the fleet is not known yet, but officials are anticipating at least 50 entries. Slow coaches will have up until March 1 to place late entries at a fee of \$5.00.

The rejuvenation of Kathleen

Reg Stephenson walked into the C.Y.C. just before Christmas. He was on a holiday trip from Rabaul, had a few hours in Sydney en-route to Victoria and, he did what any yachtsman would do, dropped in to look at all the boats.

Reg carries his metal Rabaul Yacht Club badge which has No. 1 inscribed on the back of it, foundation member of the very active Club which now has three hundred and eighty members. Amongst others they have fourteen yachts ranging from 25' to his 45' ketch and they all compete in the Club Ocean Races. Reg won the Blue Water Trophy and the overall point score with his boat and you won't believe, but it is none other than one time Jack Earl's Kathleen so historically associated with the C.Y.C. (see story in October '72 Offshore).

It appears that Reg was prowling around the coast of New Britain and spotted a battered old ketch anchored off the mouth of one of the rivers. Captivated by her lines he went on board and found that she was the mother ship for a crocodile shooting team. Prior to this she had a chequered career around the islands on all sorts of commercial ventures. Used only as a power boat for years Reg painted a graphic picture of what she looked like.



After much tok-tok, Reg bought her and Peter Hood, Wawick's brother, went to work. In eighteen months the old Kathleen was back to form. The only difference is that she is now Bermudan rigged. For old times sake Reg entered her in the 1967 Hobart Race not expecting to be in the front line, after that he kept her in Victorian waters for two years then sailed her back to Rabaul where she still is.

Kathleen, built with spotted gum garboards and the faithful huon pine topsides is now forty years old; it looks like many more years before her epitaph will be written.



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U.K. Report on Southern Cross

by ROGER MOTSON

A strong finish by all three UK yachts in the triple-point scoring Hobart race takes the Southern Cross Cup to the Northern Hemisphere for the first time.

Our campaign for the Southern Cross Cup did not get off to a good start. The crews arrived two weeks before the start of the series for a longer tune-up period than 1971 when we fared very badly in one inshore race because of insufficient experience of the swell in light air. Although our crews arrived in good time the yachts did not; a delay in departure from England and a strike in Melbourne finally gave us only five days sailing before the first race in which our campaign suffered a further setback. After an excellent race in force three to four breeze Prospect was awarded a two hour penalty for a starting infringement and Quailo and Super Star could only manage a 10th and 9th, respectively. Prospect's penalty took her from first to last and we trailed the New Zealanders by 37 points.

The second race was the short offshore race in which we really needed to make up some leeway but once again we were frustrated in our task. A different breeze well offshore put several boats four to five miles ahead (including Tequila which started 15 minutes after the cup boats) on the windward leg to Flinders Islet and a subsequent alteration in the wind made the rest of the race a processional reach. A 6th, 7th and 11th still left us 65 points behind.

The third race was the second round the Olympic course and after the three legs around the triangle our three boats were all well-placed on handicap. The fourth leg changed the whole race. The breeze died to almost nothing and the current increased to over two knots. Our sympathies were with one of the smaller yachts which sailed over 30 miles on their log before completing this 5 mile leg of the course. We dropped a few places on the leg but all three boats finished before things got really bad and we pulled back 10 points on the day.

We had several days before the start of the Hobart race to consider our position; although now in second place ahead of NSW and Hong Kong we were 57 points behind the New Zealand team and therefore needed to beat them by an aggregate of 19 places in the Hobart race, a seemingly impossible task. The start of the race was the most keenly contested local pundits had seen.

Superstar was first across the line and well placed to weather, Prospect hit the line within seconds of the gun in a safe leeward position and Quailo, although late at the line after being baulked by another yacht, had plenty of speed and soon broke through. The UK trio stayed in front with Pacha in close company and Quailo was first out of the Heads. Apollo and Siska came through to leeward as we approached the mark boat and Prospect and Superstar were 5th and 7th out. All three yachts headed out to sea. Quailo got well clear ahead of Prospect but Superstar hung on our tail like a clam for the rest of the first day. We managed to pull out a couple of miles during the first night and a couple more during the second day. Our noon to noon run for the first 24 hours was 207 miles. In the evening of the second day the wind chopped and changed for a few hours putting us on the wind, then off, then on again before finally settling in the north-east. We lost sight of Superstar during this episode but after a difficult night's sailing in light air found Quailo and Pacha in sight the following morning.

By noon another 193 miles had been tucked away and from our position 45 miles offshore we gradually started to close the gap between us and the Tasmanian coast. The third night was not so kind to us and Quailo and several other yachts a little to seaward of us had better breeze and gained a few miles.

As we approached Tasman Island the breeze was filling in all the time, so we dropped the spinnaker at the corner and entered Storm Bay with a reacher. This turned out to be the right decision as it was blowing 40 knots in the gusts. We added a genoa staysail for part of the leg and covered the 32 miles from Tasman Island to the Iron Pot in a few minutes over three hours.



Quailo, 9th in Hobart Race: "The Mercury" photo.

The dreaded Derwent spared us most of its tricks with the wind staying pretty steady until in sight of the finish. Quailo was already in having crossed the line fourth and Superstar finished within two hours. As night fell the UK team was the only one with all three boats home which can, and this time did, count for so much as our opposition fought up the Derwent in the dying breeze. When Ceil III finished at 12.05 am Prospect's chance for individual honours slipped away but by the following morning the UK's hold on the Southern Cross was firm.

We are not insensitive to Inca's sad loss which I know has been referred to elsewhere in better terms than I could.

SYDNEY-NOUMEA

Preliminary Notice of Race Handicaps, I.O.R.; Rating Limits, 24 ft. to 70 ft. Notice of race and entry forms will be issued this month.

OFFSHORE signals

There was a great deal of planning, organisation and hard work behind the Southern Cross Cup races. The sailing Committee's main problems lay in the short races. They took the hard way, rather than the easy way, by starting and finishing offshore, in relatively deep water.

From experience gained during the 1972 One Ton Cup the Committee drew up a detailed plan of campaign. First requirement was the powerboats and these were obtained through the generous assistance of Keith Storey, David Shmith, Dr. Morven Dan and Trygve Halvorsen. When a last minute engine failure put Tryg's Beleena out of action, the Royal Sydney Yacht Squadron came quickly on the scene with Chance and Era. This gave us a fleet of Peterlyn, Marabou, Silver Mist, and one Squadron boat for each race. Each one was in radio contact with Peterlyn and Marabou who, having radar, were a great help in accurate mark laying.

Six inflatable marks were used, 4 for the course, including starting and finishing lines. Two spares were carried on Marabou, Chance and Era, in addition, each boat carried dayglo panels and sufficient flags to cope with any problem which might conceivably arise during the race. With a windward leg of 5 miles, the Committee felt that yachts should have some assistance in finding the marks, so that the motor yachts stood by each mark until the whole fleet had passed. In addition, rounding times of yachts were taken and radioed to the Club so that the press could have a clear picture of the progress of each race.



*Its no use hiding Morrie — we know you're in there!
— c'mon up on deck!*



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The starting line for each of the shorter races was laid in a mile wide slot extending some six miles East of the Heads. Ted Kaufman, as officer of the day, first had to decide where to lay the starting line, then he had to call the breeze accurately so that Gordon Marshall in Keith Storey's Marabou could lay the windward and wing marks.

With the breeze fluctuating, this is always difficult, but in both races a good windward course was set.

During the second short race, the wind dropped off necessitating a shortened course. This was achieved smoothly by the use of radio. The Committee boat, Peterlyn, then stood by until midnight as the last of the competitors trickled over the line.

Certain problems were encountered with the starting and finishing lines, which, it will be appreciated, are not easy to lay accurately in deep water.

A recall and a subsequent protest involving the start of the first race indicated that some of the yachts were not confident that the Committee was properly located at the start (see Arthur Slater's interview, page 17). With this in mind, the starting procedure was changed in order to clarify the problem.

The lessons learnt during this Series will be of great value during the forthcoming Level Rating Regatta, when we shall be coping with 5 classes in consecutive starts.

► 32

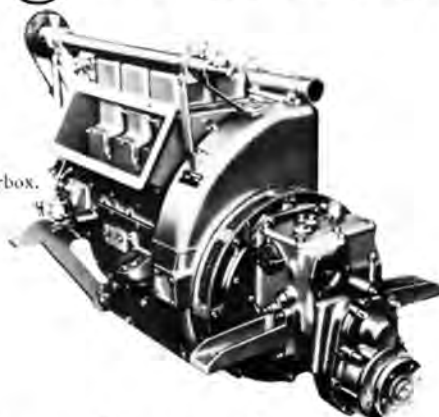
PEN DUICK VI DEPARTS

After frustrating weeks in Sydney Pen Duick VI and her crew of 14, one of which is a Priest, finally left for Rio on Feb. 5. Eric Tabarly and his crew made a fine impression at the C.Y.C., all with their quiet friendly courtesy.

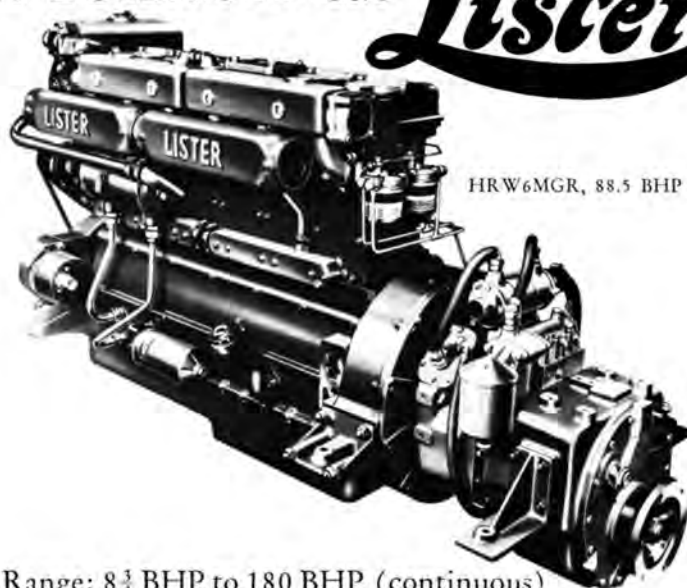
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The trauma of Friday Night starts

by JOHN ROSS

You start the week on Monday really looking forward to Friday night. So what's new you say. Ahh, but on this particular Friday there is a long race for your J.O.G. division. Up until Thursday everything goes fairly smoothly, like any normal week. Then comes Friday, the day you have been looking forward to so much. And then . . . disaster. You have a meeting with your largest client in the morning and everything goes wrong. Nothing you say or do helps. He finishes the meeting mumbling the name of your major competitor. You return to your office to try to sort the mess out. Your nerves are just starting to become noticeable. You miss lunch . . . even worse you miss a few relaxing beers in the pub with the boys.

During the afternoon there is something to panic about on all your other clients . . . things aren't delivered on time, people have let you down, somebody forgot . . . and so it goes on. You think about calling the skipper to say you can't make it . . . but you don't.

By 5.00 p.m. you just about have all the minor problems under control at great cost to your nervous system.

Then the boss says he wants to see you. He wants to know what you personally are going to do about that problem your very important client has. He then smiles sweetly and says "Have a good weekend."

It is nearly 6.00 p.m. when you leave the office running late to join the yacht and on the verge of a nervous breakdown. You find the rest of the crew are also late.

Then there are all the last minute jobs to do that last weekend you said there would be time to do on Friday night. You were wrong again. Somehow a form of order gradually emerges and there is just time to grab a meal. You eat it so quickly the plate does not even cool down . . . hardly the way to do justice to a delicious steak. This is washed down with a quick ale and then back to the boat to try and make the start on time.

You manage that, but only just and then concentrate on getting out of the harbour intact by trying to miss the Sow and Pigs. When you get outside there is a nice fresh breeze with a fair bump in the sea. Just the weather for the "joggie" you sail on. She demonstrates her liking for it by bouncing about all over the place as only "joggies" can.

Then you begin to feel the cold sweat over your skin, you can't think of anything but an overwhelming sensation of nausea, you become even more depressed than you were earlier in the day, you have a feeling of incapacitation, there is a salty taste in your mouth, you salivate and swallow and then, relief . . . and you wonder why?

Some hours later when you feel better you think about all the Fridays just like that. You think wouldn't it be great if there were more long weekends, then you could start long races on Saturday night giving yourself time to get over the horrible week before. But you know that is impossible and you know something else . . . you would not change it anyway because deep down you really like it and would not miss out for anything.

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28 OFFSHORE signals



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Thompson's losing it!
The York article was in
the December issue and
there were no drawings.

OF AUSTRALIA

USE AND ANCHORAGE

Y

James H. Balch
COMMODORE
ROXAS BLVD., MANILA, PHILIPPINES

SECRETARY

In a most ungallant moment the editor overlooked acknowledging Jeanette's artistry in the drawings illustrating husband Mick York's article in the October issue. For this he is truly contrite.

Offshore in error. In the story — 'Run Down of Safety Equipment', October edition, it was stated that — "specified high intensity buoy lights are not available in the country at the moment". Although not known at the time it now transpires that such lights were available as they are now.

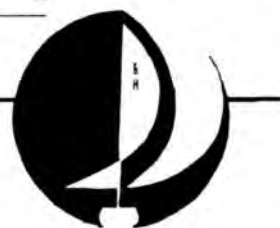
All reports are enthusiastic about the Alan Bond-Bob Miller exciting possibility, Southern Cross. Her builders Halvorsen, Mawson and Gowland have played their part in magnificent fashion. Photo by courtesy The Australian.



Captain R.J. Scrivenor
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MARINA NEWS

by JACK NORTH

December and January set the record for the number of visitors at the marina. Apart from Southern Cross Cup entrants, and arrivals for the biggest Sydney-Hobart fleet to date, there were the yachts of the Whitbread Round-the-World fleet and a large number of cruising vessels from overseas and interstate.

It was fitting that the staysail schooner "Gazelle" should be at the marina during the 29th Hobart Race season. She was the last yacht designed by Captain John Illingworth and also, it is believed, the last one he ever sailed in, for he was aboard for her trial run shortly after she was launched. The builder was Raymond Labbe of St. Malo, who built several of John Illingworth's personal yachts, including Myth of Malham.

Owner Bruce Webb entered this 47 footer in the 1972 single handed Transatlantic, finishing eighteenth out of forty on handicap. The yacht remained in United States waters for six months before returning to England, making the Atlantic crossing from Bermuda in sixteen days.

With Hugh Welbourn as his only crew member, Bruce Webb sailed with, but not in, the Whitbread Round-the-World Race, arriving in Capetown on 1.11.73, to take 15th place for that leg of the event unofficially. Gazelle's average daily run to Capetown, over 54 days, was 150 miles.

There was plenty of work to be done in the five complete days they had in port, and Hugh Welbourn did most of it. Bruce spent three days in hospital with a kidney complaint. However, Gazelle got away with the fleet and arrived in Sydney on Christmas night. Again she could have been fifteenth on handicap and her time from the U.K. was 101½ days, not counting the few days in Capetown. It is interesting to note that Sir Francis Chichester, in "Gypsy Moth V", took 107 days for the journey in 1967.

On Sunday, 13.1.74, the schooner left for Rio, far in the wake of the other round-the-worlders. She probably has little hope of catching them but her performance to date has been excellent, when one remembers that she has only a two-man crew.

Gazelle was designed for single-handed sailing and has some interesting equipment. At the foot of the foremast is a NECO davit hoist which is, in effect, a two-way electric winch. Any halliard can be led to this. Although this, and other electric winches, may not be used in the Whitbread Race, its advantages for single handed sailing are obvious. Being controlled from a long, wandering lead, it enables the lone sailor to go up either mast in a bosun's chair.

Another electric winch is fitted abaft the cockpit to back up the hand sheet-winches. The batteries are kept charged by a generator attached to the propeller shaft, which spins while the yacht is under sail. For the record her working sail area is about 2,000 square feet which increases to about 2,500 under spinnaker. But a poled out headsail is her more usual rig downwind, twin spars being affixed to the foremast for this purpose. A Perkins 4108 diesel provides auxiliary power.

She has various self-steering systems but one, a Gunning Wind Vane gear, as used on Gypsy Moth V, was torn off by a savage sea in the Southern Ocean. Her Sharpe Auto Pilot can be set either to a compass course or by masthead windvane. From the inside steering position in the main saloon the helmsman obtains his view through the dog-house windows. Bruce Webb prefers not to have the astrodome favoured by so many single handers.

Gazelle's crew, Hugh Welbourn, held the U.K. National 12-footer championship for 1967.

The Victorian ketch, Manana (or Manyana) is an example of the Seven Seas class designed by Jan Kok of Amsterdam. Built of fibreglass by Cresta Glass of Blacktown, she is 37' by 11'6" by 5'6" and an 80 h.p. Ford 4 cylinder diesel gives her a cruising speed of 8 knots.

She left Melbourne on 30.12.73, arriving at the marina four days later. On the 9th January she departed for Lord Howe Island, New Zealand and the Pacific in general. Hawaii, the Cook Islands and Christmas Island are in her proposed itinerary. Her crew consists of her owner and four others.

George Swinburne who owns her stated that she is the first Australian yacht to be fitted with VHF.FM radio gear, her set being a Wescom S.S.B. This works eleven channels which include the FM harbour frequency proposed for use in all the world's ports, over a range of fifty miles.

Manana passed through Sydney some twelve months ago at the finish of her previous Pacific cruise.

The sloop motor-sailer Pinjarra which arrived early in January is another Melbourne visitor. Designed by Hartley in Queensland, she is built of ferro-cement and her Perkins 4107 gives her about 8 knots.

Galadriel, a true ocean wanderer from Canada, was built in North Vancouver in 1961. This 9 ton sloop (38' by 10' and drawing 4'6") is a chine double-ender constructed of 1½" ply. A Palmer 4 cylinder petrol motor drives her at about 6 knots and she has few of the refinements of the ocean racers seen around the marina of recent weeks. One winch down aft serves for all purposes.

She is owned by a syndicate and all members have sailed different stages of her voyage which began when she left Vancouver on 18.9.71. The crew varies at each port and she entered Sydney on 4.1.74 with Alan Hurlburt, Roger Bryanton, John Arbuckle and Nancy Dengler.

During the voyage Galadriel has visited the United States, Acapulco, the Marquesas, Cook Islands, Tonga, Fiji, the New Hebrides and the Solomons. She entered Australia at Cairns last August and spent three months at Innisfail before coming on to Sydney.

Her wanderings thus far have been unplanned and her crew says there is no reason to expect any change in this happy state

Marina News

of affairs. The yacht will probably spend six months or so in Sydney before proceeding to Indonesia and, hopefully, the Red Sea or the Mediterranean.

Crusader, also from Vancouver, arrived a few days after Galadriel. A strip planked sloop designed by Seaborn of Seattle, she was launched in 1964. Her designer was responsible for the Thunderbird class which is so popular in Sydney.

The yacht, 48' by 13' and drawing 8'6", is powered by a Perkins 75 h.p. diesel. Her crew varies from port to port, the permanent hands being her owner, Don Sorte, three poodles and a parrot. The fauna cannot go ashore because of quarantine regulations, but Don states that this is no hardship for the dogs. They have never been off the ship in their lives.

Like Galadriel, Crusader left Vancouver in September 1971, sailed down the west coast of North America to Mexico and then island-hopped across the Pacific. Leaving Suva, she made Brisbane on 20.12.73 and continued to Sydney. Don Sorte intends to stay here until the cyclone season is past, before heading for the Barrier Reef and Indonesia.

As the Whitbread Round-the-Worlders set out for Rio de Janeiro on Saturday, 29.12.73, Manureva also left, bound for St. Malo by way of Cape Horn. This mighty trimaran ketch, sometimes described as a floating tennis court, is 70' with a 35' beam and her only motive power is sail. The motor in the after end of her main hull runs a generator.

A single handed speed machine, she is aluminium and painted royal blue (almost black, in fact) with white decks and trimmings. The maze of struts and girders connecting the hulls, although very practical, is about as aesthetic as a gasworks. Not that this matters for she spends long periods in lonely waters where nobody can see her except her one-man crew. Her accommodation is spartan; a single bunk and a stove take up most of the room in her main-hull cabin. Sails fill the forepeak and stores are crammed into the after end. The wing hulls contain nothing, being merely floats.

This giant, built for Eric Tabarly as Pen Duick IV, entered the 1968 single Transatlantic Race. A national strike in France prevented Tabarly from getting his revolutionary charge launched in time and he had only five days for sea trials. These were promising enough and it is said that Pen Duick IV passed a French submarine which was doing twenty knots on the surface.

The first few days of the race were dramatic and the trimaran put back for repairs after hitting a tanker which she overtook. She started again but her rudder troubles persisted and she had to withdraw.

Entering the 1970 Trans-Pac with a crew, she was allowed to start on condition that she let the other 72 competitors get away first. Eight days and thirteen hours later she entered Honolulu, having broken the record by 24 hours. Her average for the course was 11 knots.

Alain Colas who had sailed with Eric Tabarly in Pen Duick III and IV purchased the yacht and brought her to Sydney with the intention of following the 1970 Sydney-Hobart fleet. However, the southerly blow of that year forced him to turn tail, his sails in shreds. 'I was overconfident and poorly prepared', he admitted. Later he sailed the big tri, from Reunion Island, near Mauritius, to Trinite-sur-Mer in 64 days, averaging

150 miles daily. This included a run of 305 miles in 24 hours.

Manureva went on to win the multi-hull section of the 1972 single handed Transatlantic in the elapsed time of 20 days 13 hours 15 minutes (corrected time 16 days 19 hours 15 minutes).

At 1900 hours of 8.9.73 Alain Colas left St. Malo for Sydney, sailing non-stop around the Cape of Good Hope. His daily average to south of the Cape was 175 miles and, from the Cape to Sydney, 200 miles. When Manureva entered Port Jackson after a passage of 79 days 6 hours, green weed fringed her white boot-topping.

Of her eighteen winches, eleven are in the cockpit. Her centre-board is raised and lowered by a windlass on deck and, among other things, an electronic jamb cleat was fitted in Sydney. This automatically lets the sheet go if the yacht heels past a certain angle.

She is a pure racing machine and seems cramped in comparison with smaller boats of orthodox design. Despite her huge area there is little space to move about, unless you like climbing out on girders and things like that, with no handrails, while the ship hurtles along at fifteen or twenty knots.

Alain Colas is no stranger to the C.Y.C. for he was a lecturer at Sydney University in 1967. He had his first taste of ocean racing in John Borrow's Camelot, as told in a previous edition of "Offshore", and then sailed for a season in John Keelty's Menabilly.

Prospect of Whitby is Arthur Slater's fourth yacht of that name. A Sparkman & Stephens sloop (47ft) launched in April 1973, she has been described often and well during her visit with the English Southern Cross Cup team. Like Manureva she is aluminium and designed for racing. There is no other resemblance.

Her ten-man crew lives in a sybaritic comfort quite unknown in the trimaran; a padded armchair for the helmsman is an example of this. The gimballed bunks can be set to any desired angle by a block-and-tackle arrangement from the deckhead. A bare teak cabin sole (no carpet) gives a workmanlike appearance to the whole layout.

The galley is aft of amidships, conventionally enough, but so also are the heads. However, this is not to pander to crew comfort; it is the designed policy of Prospect of Whitby to keep all possible weight out of the ends of her. For that reason the light sails only are stowed forward; the heavier gear is amidships or aft.

Sixteen Lewmar 3-speed winches are placed around the cockpit and mast, those for the headsail sheets being of high ratio and firmly anchored. The donk is a Westerby 4107 diesel.

Tama Hoi (R.S.A.Y.S.) hails from Adelaide and is a very solid looking motor-sailing ketch, having a fishing boat hull. Built in 1958 she is 35' by 11'6" and draws 5'6". A Lister 36 moves her comfortably at 7½ knots.

Rowly Taylor, his wife Anna and their son Monty, aged fifteen months, set out from Adelaide on 7th November last and reached the marina on 19th December. There are a lot of ports on the way and they put into many of them.

Sailing to no set timetable they propose to visit Lord Howe Island, New Zealand, Fiji and the Barrier Reef before returning home.

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