

OFFSHORE

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Australia's Last Challenge? Page 10



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TO BEGIN



FROM its simple beginning in 1945, with a bank balance of \$68 at the end of the first financial year, the C.Y.C.A. has become one of the leading yacht clubs in the world. In both Olympic and classic ocean races Australian yachtsmen have established themselves as champions. The C.Y.C. has done its part in this proud achievement.

Important though our role has been and will be in the development of ocean racing it is only a part of our basic role, that is the encouragement of yachting in its own right and all those who participate in this sport of sports.

Sails and wind and water—they are the elements that bind the skipper and crew of the finest ocean racing machine in common accord with the skipper of a one man dinghy. The day that this camaraderie disappears then yachting will have finished, for there will be no crews. Part of all this is the development of social contact. Women, too, play their unsung

role in yachting and more will become activists. Maybe we shall yet see the Liberation Movement with a Yachting Sub-Committee.

The C.Y.C. in its consciousness of the need for a complete inclusive yachting concept therefore promotes social activities on a wide plane.

Now we feel the need as we have grown bigger for better communication between us, all of us. There are nearly 1000 members, we can't see each other nor sail with each other as much as we would wish.

But we all want to know what is going on. We want to know the things that will stir memories and make the nostrils quiver at the thought of the rolling sea and the sharp whip of a face full of lashing spray.

To that end we have produced this "Offshore" the first of many to come and we feel sure that it will fulfil its objectives. Above all please regard it as a Forum. Don't wait for an official meeting to tell your story—write about it and let others air their views, too. Let us make it what we want it to be—a means of communication.

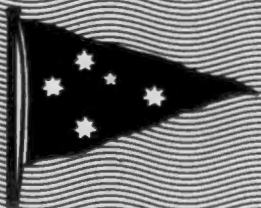
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OFFSHORE

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THE ONE TON CUP

The C.Y.C.A. now holds the magnificent One Ton Cup after Syd Fischer's win in New Zealand with "Stormy Petrel".

The Cercle de la Voile de Paris has indicated that it favours the holding of the next series in Sydney in December 1972, prior to the Sydney-Hobart race.

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

The 1972 series will be only the third time the One Ton Cup has been contested outside Europe. The first was in 1953 at Long Island, U.S.A., and the second in Auckland this year. This is quite remarkable considering that the history of La Coupe Internationale du Cercle de la Voile de Paris dates from 1898 when it was presented to the club for international competition in the restricted One Ton (Registered) Class, whence the origin of its English name.



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

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

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

The new breed of One-Tonners raced for the Cup for the first time at Le Havre in 1965, with 14 yachts from 8 countries. The winner was "Diana III", a Sparkman and Stephens design, owned by Hans Albrecht who flew the burgee of the Danish club Skovshoved Sejlklub.

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

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

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

"Optimist" held the trophy in 1968 in Heligoland against 21 yachts from 11 nations, and in second place was "Rainbow II", a Sparkman and Stephens design, sailed by Chris Bouzaid from New Zealand.

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

Chris Bouzaid's ideas were right, and "Rainbow II" won an exciting series, including four firsts, in Heligoland for the Royal New Zealand Yacht Squadron. "Optimist" was the runner-up, amongst the 12 yachts from 8 countries. Thus, the One Ton Cup left Europe for the Antipodes, and the R.N.Z.Y.S. set about the tremendous task of planning, organising, and attracting overseas entrants for the 1971 challenge coinciding with the Club's Centennial year.

The efficiency of the R.N.Z.Y.S. may be judged by the presence of 17 contestants from nine nations comprising Australia, Canada, Germany, Great Britain, Hong Kong, Italy, New Zealand, Sweden and Switzerland. Of the fourteen overseas entrants, only five yachts were chartered in New Zealand.

It is history now that Syd Fischer won the One Ton Cup for the C.Y.C.A. in Auckland in the fibreglass "Stormy Petrel", designed by Sparkman and Stephens to meet the new rating 27.5 feet I.O.R. "Stormy" was first in the two long races and one of the three 30 milers. Runner-up in the series was Hans Beilken in his new 40 feet Carter design "Optimist B". Third place was taken by the N.Z. yacht "Young Nick" owned by Alan Warwick.

Sydney yachtsmen can look forward to seeing further advances in yacht design and exciting offshore racing at the 1972 One Ton Cup Challenge.

HALF TON CUP

The next challenge will be run in July this year by the British J.O.G. and the Royal Thames Yacht Club in the English Channel off Portsmouth.

Half ton yachts have a maximum I.O.R. rating of 6.60 metres (21.7 feet) and the rules are under the control of the Societe des Regates Rochelaises, in France. Overall length of these yachts is about 30 feet.

The U.S.A. had its first race on Ton Cup lines recently, although the yachts raced under the old C.C.A. rule instead of the I.O.R. A Cal-27 won this series for Half Ton yachts.

An Australian challenge has been made by the C.Y.C.A. and Mr. Ted Kaufman will be chartering an English Yacht for this series.

QUARTER TON CUP

Here the rules are slightly different to the other Ton Cups in that entrants must be production yachts of which a minimum of three have been made or, alternatively have been built prior to the previous years contest.

The maximum rating is 5.50 metres (18.0 feet) I.O.R. and yachts are usually about 25 feet overall.

La Rochelle in France is the venue for the next Quarter Ton Cup in September, 1971.

UPPER LIMIT

The Bermuda Race committee some years ago fixed the maximum size of entrants at 73 feet L.O.A. and this resulted in maximum size ocean racers like, "Ondine", "Stormvogel", and "Buccaneer", which have all raced to Hobart, plus a number of others like "Windward Passage" in the U.S.

With the introduction of the I.O.R. Rule, the Americans have decided to fix a new limit of 70 feet Rating, which is the same as the R.O.R.C. has decided on. It is understood that existing 73 footers will require only small alterations to meet the new rating, and new boats can be designed without the chopped off ends created by the old L.O.A. restriction.



NAVIGATION NOTES

Pilot Books

Admiralty Pilot Books are revised and reprinted at approximately ten yearly intervals. Of particular interest is the just released revision of Australia Pilot Volume II, Fifth Edition, 1969.

This book, which is familiar to all Sydney-Hobart navigators, covers the South and East Coasts, from Cape Northumberland in South Australia to Port Jackson, including Bass Strait and Tasmania. Copies are now available from the R.A.N. Hydrographic Office and Agencies.

* * * * *

Navigation Course

Gordon Marshall, the navigator of "Caprice of Huon" will be conducting a Celestial Navigation course at the Club commencing Tuesday, 22nd June, 1971.

The course is of an advanced nature, designed for members already familiar with the principles of Coastal Navigation, and will be held on 10 or 12 consecutive Tuesday evenings from 8 p.m. to 10 p.m.

Applications should be made on the special Horizons form available from the office.

**STORMY PETREL — "had the best mast in the fleet —
a well-tapered, two panelled, Australian Alspar that
made some of the others look rather clumsy."**

**—Jack Knights on the
One Ton Cup**



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COASTERS RETREAT

Back in the early days of sail on the N.S.W. coast, right up to the more modern "60 milers" steamships doing the coal run from Newcastle, "Coasters Retreat" became a haven and safe anchorage for ships in bad weather.

Situated on the northern shore of Pittwater in the general area now loosely known as "The Basin" and like its counterpart "Refuge Bay" on the opposite shore of the peninsular, "Coasters Retreat" soon attracted visiting yachtsmen who appreciated the beauty and seclusion of this splendid anchorage.

One such yachtsman was John Royle who built a house there which was aptly named "Coasters Retreat". John Royle for many years was host to visiting yachtsmen and always a popular event on the sailing calendar of the C.Y.C. has been the Paul Royle Memorial Race, for a trophy donated by Mr. Royle, which finishes at "Coasters Retreat".

It was inevitable that with such fond memories of John Royle's hospitality a sign "Coasters Retreat" should be erected in the tiny annex that served as a bar in the early boatshed premises of the C.Y.C.

As each succeeding clubhouse extension has marked the growth of the club it has been the unanimous wish of members that the "Coasters Retreat" sign be given pride of place in the bar and preserved as a symbol of the strong bond of fellowship inherent in the word "shipmates".

I remember being hoisted up the mast of good old "Astor", when we were anchored in the lagoon off the little island of Rapa, about 800 miles south of Tahiti, to do a little scraping back of the old varnish, and looking down to find that the yacht was surrounded by natives in their little outrigger canoes.

The more I scraped, the more they looked on in amazement. It was beyond them what this seemingly pointless operation was all about. You scrape off what seems to be a perfectly good coat of varnish and then set about painting on another coat that looks exactly like what you have just scraped off. It took a bit of explaining to them—particularly as they spoke French and we; 'Strine'. Paint and varnish was unobtainable on this remote island. Maybe the schooner which arrived once or twice a year, would have some for them, but they were never sure. So our actions needed justifying. I wish I could remember the answer. It would do to pass on to a lot of those curious onlookers who seem to invade the C.Y.C. regions around Hobart preparation time. Know what I mean?

Whatever happened to the barbecues at Flat Rock the Club used to run? The older members will remember them well; there must still be a hard core of eating and drinking types around the club who would like to poke their oilskinned bottoms into the crowded circle around the barbecue and listen to the latest. And how about the sing songs around those same fires when the lusty voices of half-sozzled yachties gave forth legends of deeds at sea (and on the land, also) that would fair make your hair stand on end.

Hey, and whatever happened to the mixed barbecues we used to all attend, freeze at, sing at, drink at, etc. at? When you think about it, there are a lot of fairly recent members of our club who haven't really been initiated to all the riotous goings on that used to make the C.Y.C., well—different. I'll bet there's not a member who wouldn't be in if it all started again. Give them another use for some of the glittering flotilla that grace our marina. Just picture it. Admiral's Cup contender used for ferrying birds and grog to an organised do. It would be good, wouldn't it?

Was in a bar once in Papeete—one of those pretty scungy little dives that you can find close to the waterfront, but with a ton of atmosphere and cold Hinano beer, when Jack Earl's name came up. It appeared that Jack's yawl rigged Tasman Seabird, "Maris" had stopped off in Tahiti for quite a while, en route to Honolulu, and the whole Earl family had painted the town red. When I said I knew them, my stocks went up sky high, sort of—"if you know Jack, Kath and that black haired b—d son of theirs, Mick, then you're alright with us", type of acceptance.

Jack had been doing a bit of painting—as usual being too much the perfectionist and too little the economist—and if ever there was an Australian yachting family who deserve an honorary 'goodwill for Australia' type status bestowed upon them, it is the Earls. Foundation member of our Club—Hobart race veteran—world girdling cruising man and a gentleman to boot. Good for you Jack Earl—you're a credit to us all. It's a pity that the same can't be said about certain other internationals who hail from the same home marina.

"Astor" was moored in the lagoon at Bora Bora. The whole scene was something out of a James Michener novel, it was fantastic. Two of the crew had gone ashore to barter with the natives. Gazzo and Sandy—the two boating experts and the two most hard faced bargainers of the lot of us. There was a yell from half way across the lagoon and we spotted an outrigger canoe being handled like, well, no native 5 year old child would admit to such lack of expertise in the handling of such a basic craft. The yell meant they had bought the canoe. They had traded two empty oil drums for this sea going bathtub—and they were sinking, fast. On shore, the happy trader banged his oil drums. In the canoe, Sandy and Gazzo bailed furiously. On board "Astor" we nearly killed ourselves laughing. The two had been nicely taken for a ride—but on Bora Bora no one really cared, least of all the two marine buyers from Down Under. Oh yes, their names—both members, Sandy Schofield, since member of Dame Pattie's crew and Gary Wheatly, currently sailing master of the American converted ocean racing 12 metre yacht "American Eagle". Seems the Bora Bora bit got them both off to a good start.

While I'm on the subject of "whatever happened to—", how about some thought to the re-introduction of "Mugs Jug" race day? Will never forget the sight of Peter Fletcher, all toggled up in top hat and tails, stoking the boiler of a grimy old coal burning steam tug, right outside the old clubhouse. The boiler was getting up steam to drive her in full glory out to participate in this one-day-a-year mad race the club used to conduct. This same ancient smoke producer was capable of producing a jet of water that Peter and his crew would direct at each and every boat that came within range.

Hood again!

*"Regamuffin", "Koomooloo" and "Salacia II"
...our 1971 Admiral's Cup Team.*

As in 1969, all three Australian representatives will carry Hood Sails from our loft at Careening Cove.

These yachts have proved themselves to be our finest ocean racers. Their sails are equal to the best in the world. Nothing short of a major disaster will stop them winning this series.

We all agree that the sailing at Cowes is pretty tough, but our boys are just as tough—their sails are even tougher! We wish them luck.

*Hood Sailmakers (Aust.) Pty. Ltd.,
Careening Cove, N.S.W.
Telephone 929.0700.*

**Hood
sails**



ABOUT US

The Board of the C.Y.C. has appointed a House Manager, Mr. Noel Bungate, who comes to us with a background of many years hotel experience and, we are pleased to say, he is also a "Yachtie", having sailed 18 footers from Double Bay and currently sailing in a Diamond. Walk up to him and say, "Hi! Noel, I'm Joe".



The House Committee Chairman, Jim Bridgland, paid a well earned compliment at a recent meeting to members of the Yard Sub-Committee headed by John Roche. They have been doing a great job on cleaning up the outside of the Club. All they need now is more helpers—any volunteers?

The Committee was very pleased at the roll up for the S.O.R.P.S. prize giving and dinner. It was a sell-out, and from what we could see everyone had a ball including our accordionist, Gus Merzi. He must surely be one of the happiest musicians we've had in the Club for some time.

Our members with other clubs

For instance, one of our oldest standing members, Ernest Merrington, won the S.A.S.C. 1st Division Summer Points Score in "Thurloo". Ernest has been a member since 1948 and is consistently one of the best performers with the S.A.S.C. Congratulations Ernest, from the C.Y.C.

Other members to do well in the "Amateurs" last year include Fred Wrobell ("Thunderbird"), Roy Tutty ("Zephyr"), Lindsay Shaddock ("Good Intent") and E. North ("Thresher"). Keep up the good work boys.

Club member, Clive Roughley, in "Skipjack" really killed them in this year's State Bluebird Championships. For a change these races were held on the Olympic course off Palm Beach and "Skipjack" finished with three wins and a 4th place in a best of 4 out of 5 series which is great going. You may remember in the last winter series "Skipjack" cleaned up the 2nd Division.

Congratulations Clive and to your successful crew, Lionel Shipway, Bruce Young and Ian Noble.

Quite a number of our members race with the "Royals", "Middle Harbour" and the "Amateurs". Here we report what some of them have been up to.

Ladies Auxilliary

The Ladies Auxilliary was formed in 1963 with the object of giving associate members and wives of members the opportunity of getting together and entertaining their friends at the Club with the accent on an enjoyable rendezvous. It has been a great success story of many champagne luncheons, Parades, increasing numbers and memorable days at the Club (and busy Poker Machines!) Our first President was Margaret Psaltis, then Nita Cottee, Lorita Rydge, Russ Johnston and now Margaret again.

Join us on Thursday July 8th—when Lee Dalley will present an exclusive summer preview parade by leading Australian fashion designers—champagne of course, and one of Val's delicious buffets.

NOON—TICKETS \$4. Phone bookings C.Y.C.

P.S. We often sell out, so don't delay.



Mrs. Betty Findlay, Hon. Sec. to the L.A., better known to C.Y.C. members as Betty Hamer. Betty was formerly Asst. Secretary to the C.Y.C. a position she held for many years.

How to get rid of pollution—

The business luncheons at the C.Y.C. are a sheer joy, the soothing moving spars themselves are a relaxation as you watch the harbour, and only two miles from noise and pollution.

	BAR HOURS	DINING ROOM
Monday	5.00 p.m. to 8.00 p.m.	—
Tuesday	5.00 p.m. to 8.00 p.m.	—
Wednesday	10.00 a.m. to 12.00 p.m.	Luncheon & Dinner
Thursday	5.00 p.m. to 8.00 p.m.	—
Friday	12.00 p.m. to 12.30 a.m.	Luncheon & Dinner
Saturday	10.00 a.m. to 12.30 a.m.	Luncheon & Dinner
Sunday	10.00 a.m. to 10.00 p.m.	Luncheon & Dinner

The House Committee also reports that on Friday nights the regular dinner dance is now featuring the music of the Vince Blackburn Trio.

AUSTRALIA CHARTERS J.O.G. YACHT

The Captain James Cook Trophy for Junior Offshore Group Yachts to be held in England in July has an Australian skipper entrant in the International Series.

The Trophy for Yachts of between 16 and 24 feet waterline was originally presented by the J.O.G. of Australia in 1968 for competition between teams of three yachts from each nation to the Admirals Cup similarly.

In that year Australia sent three Yachts to England to compete for the Cup which was won by the French Team.

This year only one crew will represent Australia. They will sail the chartered "Langston Lady" a 29 ft. fibreglass by Angus Primrose. The difficulties of transporting craft as well as the mounting cost stops Australia from sending its own boats.

Sydney J.O.G. sailor Ken Nicholson at present resident in London chartered "Langston Lady" and will skipper her with well known Sydney Yachtsmen Chris Iacono, Paul Carey, Peter Yeomans, Phil Edmonds and John Currie.

Ken Nicholson knows the English waters well and is a first class skipper. He navigated Windjammer, one of the Australian competitors in the 1968 series.

Whilst the Australian will not be competing in the teams event they should do well in the individual races. The first race of the four to be sailed in the English Channel from Cowes will be to Le Haure on July 9.

Our Front Cover

The Australian team "Koomooloo", "Ragamuffin" and "Salacia II" are now on their way on the Scan Austral Lines ship *Troubador* with "Salacia II" pictured as she was lifted aboard.

This could have sad connotations for Australian yachtsmen. Container ships which do not carry deck cargo could well be the end of the conventional cargo ships on the Australian run. If so it could put us out of future contests.

Meanwhile the United States, the holder of the trophy, has chosen a powerful team of fairly large yachts. They are "Bay Bea", a 48 ft. Sparkman and Stephens design similar to "Ragamuffin", "Carinya", which was a member of the successful 1969 team and is a 48 ft. aluminium McCurdy and Rhodes design, and "Yankee Girl", a new 57 ft. design by Sparkman and Stephens.

A television cover of the series may be undertaken by a British firm using helicopters and boats, and if this goes ahead we may see the Admiral's Cup racing on our screens via satellite.

The programme for the Admiral's Cup is:

Friday, 30th July	—	Channel Race of 225 miles
Monday, 2nd August	—	30 miles
Wednesday, 4th August	—	30 miles
Saturday, 7th August	—	Fastnet Race of 605 miles



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HORIZONS

Southern Cross Cup

The sailing committee reports that the biennial Southern Cross Cup series for international and interstate teams of three ocean racing yachts will be held by the C.Y.C.A. in December, 1971.

The inaugural series in 1967 was won by the New South Wales team of "Calliope", "Mercedes III" and "Moonbird", from New Zealand and Tasmania. In 1969, the N.S.W. team of "Boambillee", "Mercedes III", and "Ragamuffin", narrowly beat Great Britain with "Crusade", "Morning After" and "Prospect of Whitby". The New Zealand Team was third with "Rebel", "Renegade", and "Outrage".

The dates for this year's challenge in December are:—

Friday, 17th	— Royal Sydney Yacht Squadron Cup—180 miles
Monday, 20th	— Royal Prince Alfred Yacht Club Bowl—30 miles
Wednesday, 22nd	— Middle Harbour Yacht Club Cup—30 miles
Sunday, 26th	— Sydney to Hobart Race 630 miles.

International and interstate teams will be represented on the Protest Sub-committee for these races. The Sailing Committee is looking forward to having entries from Japan, Great Britain, New Zealand, and U.S.A., as well as State teams from Western Australia, South Australia, Tasmania, Victoria, Queensland, and New South Wales.

New Divisions 3 and 4

With the commencement of the next offshore season in September, the current Division 3 will be regrouped into two divisions at the suggestion of the J.O.G.A.

The new Division 3 will comprise yachts from 21 feet I.O.R. to 21.7 feet I.O.R., and other yachts having L.W.L. from 21.0 feet to under 24 feet. This includes Half Ton Cup yachts.

Division 3 yachts must also comply with the proposed amended A.Y.F. and Y.A.N.S.W. Safety Regulations for yachts under 24 feet L.W.L. competing in races under 200 miles. It is mandatory under C.Y.C.A. Special Regulation No.22 for these yachts to have an inboard engine, generator, battery and minimum quantity of fuel.

Third division will race in all the long ocean races with the exception of Montague Island and Sydney-Hobart, however yachts which are of 24 feet L.W.L. or over, may compete in the races over 200 miles if they carry the required extra equipment.

Division 3 yachts will race initially on arbitrary handicaps, but those rated to I.O.R. will also be eligible to win a Division 3 I.O.R. trophy as well as the overall trophy in each of the long ocean races, but they will not be included in the overall pointscore.

Division 4 will comprise yachts from 18 feet L.W.L. to under 24 feet L.W.L. which are not included in Division 3. This division will compete in short ocean races within a radius of 25 miles of the start, or a maximum of 50 miles in one direction at sea.

An alternative course will be signalled only if the weather makes the rounding of Bird Island dangerous.

Late Entries

In order to encourage the submission of block and individual race entries in time to allow for proper administration, the Committee has decided to impose double fees for late entries next season.

Winter Harbour Races

The first of eleven Sunday harbour pointscore races and two Ladies Day started on May 29.

If last season is any guide, we can expect a total of over 100 starters in these enjoyable races. The Committee has provided eight divisions, comprising Offshore A, B & C, Harbour A, B & C, One Ton Cup, and Solings.

Ocean Courses

One of the suggestions made at the recent Boat Owners Meeting which has been ratified by the Sailing Committee is the use of specific courses in the long ocean races. Next season the courses will be:—

Woollahra Cup, 180 miles	— Cabbage Tree Island
Ron Robertson Memorial Trophy, 90 miles	— Tom Thumb Islands
Halvorsen Brothers Trophy, 90 miles	— Two Islands, with Bird Island first
Janzoon Trophy, 90 miles	— Tom Thumb Islands
Founders Cup, 75 miles	— Bird Island, finish in Pittwater
Flinders Cup, 90 miles	— Tom Thumb Islands
Queen's Birthday Cup, 90 miles	— Bird Island



See that launch! Give way to that skiff! Mind that headland! You've been drinking again! etc., etc., etc.

A Sailor goes Wrong

A year ago I would have said it was impossible, six months ago I would have thought it highly improbable, but now today it is a fact.

I have bought a motor cruiser, "hot water" boat, a stink-boat, a gin palace, a craft of degradation and iniquity, according to some of my sailing friends who now regard me more in sorrow than in anger.

I must therefore speak up in my own defence, for what man can for long withstand the continued and unrelenting verbal assaults from a lady, especially if the aforesaid lady is one's lawful wedded wife.

It all starts with some innocent remark such as "It's alright for you, you loafer, off on the Bird Island Race one week-end, Newcastle another, then down to Jervis Bay on a jaunt, but what about *me*. Why don't you get a boat you can take me on. You know I can't come on those old sailing boats".

The strong type replies "Yes my dear that's just what makes the sailing boats so interesting".

The weaker type, like myself, tries to pass the matter off by mumbling, "Yes darling some day I'll buy a nice cosy boat that you can come along on and make nice savouries and mix up the cocktails".

You don't really mean it, of course, but with those few fateful words the whole destiny of your life is altered.

That's the peculiar thing about wives. Once you say that you

will do a thing, they regard it as a promise. It wasn't long before my better half began reading out nice advertisements from the "Boats for Sale" column.

Oh well, I suppose there's no harm in just going to look at one. Not to buy it of course but just to sniff and say "no good". This worked for a while but then the wife began to get rather suspicious and ask, "why for, no good?". This was often hard to answer so I then developed the great "dry rot technique".

This was a real winner for a time.

I would just poke knowingly at the timbers with the point of a penknife and then whisper, "positively riddled with the rot my dear".

But woman's curiosity is never satisfied.

It wasn't long till she had her own knife and prodded and poked everywhere I did and then demanded to know just where the dry rot was. I could see the writing on the wall.

However, I was still lucky enough to arrive at two boatsheds just after someone else got in first and bought the boat.

Nevertheless, the strain was beginning to tell and I felt I was rapidly weakening.

Then came the day when I saw a boat I felt I would really like to own. It was chock full of every conceivable gadget, even including an electric razor and two places to plug it in.

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A story related by Fred Lender in "Seacall" the unofficial logbook of the C.Y.C.A., No.7, volume 2, July 1953.

I was fascinated. I sidled up to the wife and tensely whispered "This is it . . . I'll make him an offer". She gave me a baleful look. "Not enough headroom", she said and walked away. To have my newly discovered enthusiasm so sharply curbed was a blow on the raw. I got back into the car and sulked; resolutely refusing to inspect any more boats that week-end.

However, fate works in strange ways.

Nothing more was said about boats but next day we went for a drive to Broken Bay and when passing a boatshed my wife said "Why don't you see whether they have anything here".

The boatman thought he had something that the owner would sell as he lived too far away from the water. When we went aboard the craft we both knew it was "it". Prodding and headroom tests were successfully passed and a few days later negotiations were concluded and off we set for Sydney in command of the good ship "Sophie".

We have had our boat some weeks now and it is a strange new experience for someone who has spent a lifetime in sail. The tang of the salt spray has been exchanged for a faint whiff of petrol fumes.

Things are cosy and easy but nevertheless there is something lacking. Something that was part of me seems to have gone.

Do you think I like to sit like a pansy in a clean white shirt instead of my good old polo-neck sweater; do you think I prefer to twiddle with a lever instead of going out on the bowsprit to change a headsail; do you think I like to nibble a savoury and sip a whisky and soda instead of having a gorgeous repast of boiled sausages and beer.

Do you think I do?

My b----- oath I do.

* * * * *

Ahoy! C.Y.C. Members

You can all tell some pretty tall tales; on the night watch, when propping up the weather rail of "Coasters Retreat" or on the long free sheeted run. Great imaginative stories, great true stories, full of drama, narrow escapes from the wet embrace of Davy Jones, you know what we mean. You've learned a lot from experience, how to compromise with a surly engine and some smart tips for the galley department. You probably have some pretty good unusual photographs in your locker at home.

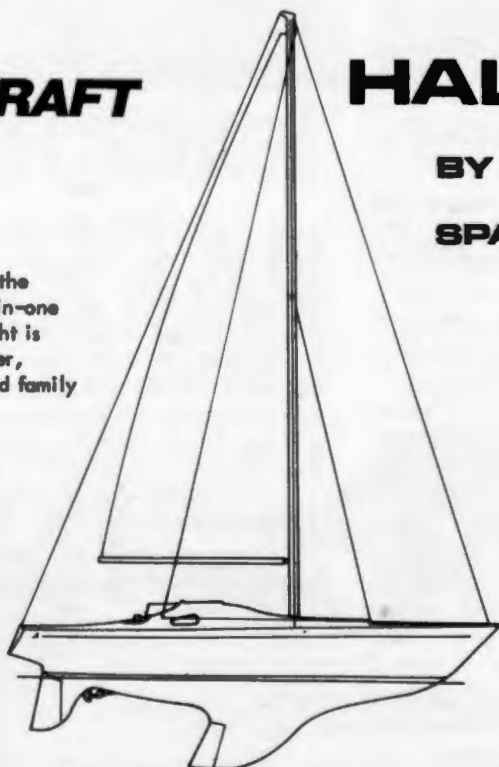
So—what about it? Help to crew "Offshore"—post your offerings to the editor or leave at the C.Y.C. Office. Please advise if you wish any material returned.

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Letters to Editor

Duties of C.Y.C. Members

The General policy of C.Y.C.A. is formulated by your elected committee, a body of experienced men dedicated to the task of making the C.Y.C. a successful club in every meaning of the phrase.

But members have duties and responsibilities too, just as they have as citizens of Australia. It is not enough to sit back and criticise the club or indeed wait until the annual meeting to say something.

The committee are human, they are fallible and they know it. The "Letters to the Editor" column is now made available to you to say your piece. No matter how gusty it may be, say it, and that includes comments on "Offshore" itself.

As the Commodore has stated in the foreward to this issue, our "Offshore" is to be regarded as a Forum. So this is a challenge to you; members, do your duty.

Editor

Are We Hospitable?

Dear Sir,

In most respects the C.Y.C. is a great club. But do first class facilities and a functional clubhouse necessarily make the hospitable, friendly club for ocean racing yachties that we would all like the C.Y.C. to be?

From my experience, this club's international reputation for hospitality to overseas visitors isn't as good as it should be.

To arrive at a foreign port under-sail, to be the guest of the yacht club of another nation is a thrill and an honour. The sheer weight of hospitality afforded to Australian yachtsmen whilst they are overseas is just sheer joy.

But I'm afraid this style of welcome isn't being experienced by many of the 'foreigners' who make our C.Y.C. one of their ports of call. That's a sad statement to make, isn't it?

Dick Logan, back from a Trans-Atlantic race and a full season at Cowes, having received great hospitality from numerous Yacht Clubs throughout America and the Mediterranean, talked a lot about this sad situation. Dick came up with a scheme which I think is a beauty.

How about forming a "welcoming committee for visiting overseas yachtsmen", a group of members who would represent our club in extending a personal welcome to the skipper and crew of every overseas yacht. Members could take it in turn, like a roster system.

Would it be too generous to suggest that the club buys at least one dinner and a round of drinks for every international crew who came to visit us.

I reckon our reputation for being the friendliest ocean racing club must at least be on a par in importance with us being the most successful, don't you?

Rob McAuley

Lookout



"Superston" open barrel turnbuckles with various end combinations made by Ronstan in Australia.

Sizes 3/8" 1/2" 5/8" prices varying from \$10.76 to \$31.81

The manufacturers state that "Superston 40" gives increased tensile strength (94,000lb/in) over stainless steel (90,000lb/in) as well as superior fatigue and stock loading strength. Also that this type of turnbuckle is the only design approved by overseas naval architects (Sparkman & Stephens) in particular. Positive locking rings avoid possibility of loosening locknuts the open construction allowing visual assurance of adjustment levels.

N.S.W. Distributor Dick Sadlier Agencies the turnbuckle being available at all Marine Stores.

New Model Electric Toilet

Gross mechanical laboratories Inc. U.S.A. announce an electric "EB Model" Yacht Toilet designed to operate on either 12 or 24 volts. The manufacturers have been making electric toilets for fifteen years and claim these foot operated units are trouble free and simple to operate. A recirculator tank can be fitted later if required if and when anti-pollution laws are brought in. This will someday save someone a lot of trouble.

They are 14 1/4" high, 15" wide and 16" from front to back weighing 571 lbs. These models have already been sold in Australia at an approximate price of \$295.00 plus Sales Tax

Australian Distributor is W. Kopsan & Co. Pty. Ltd., Sussex Street, Sydney, who advise that the units will shortly be available at Marine Stores throughout Australia.

New Aid to Tacking Speed

Swivelling in all directions, in addition to the conventional pivoting action, this new design of Genoa Sheet Block gives all the flexibility of a loose mounted block without its inherent disadvantages. With the sheet running off freely at any angle there is no need to use a second block in trailing the sheet in line and return to the winch. Thus there is no abrading action on the sheet. Positioning is via a spring loaded plunger pin and locking screw. With "Superston" and stainless steel construction strength is assured. Models are available for 1" to 2" ropes—all to suit 1 1/4" x 3/16" track. Prices from \$19.60 plus sales tax.

(Manufactured by A. A. Hall Pty. Ltd., Balmain, Sydney—available through marine suppliers).



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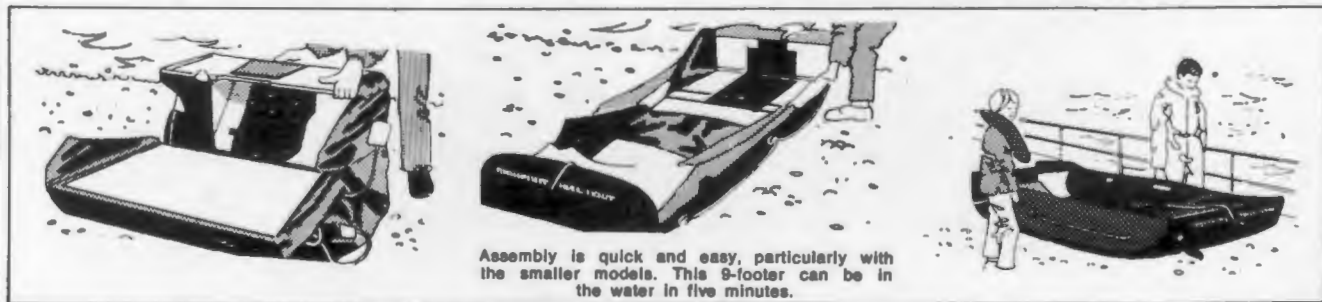
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