

OFFSHORE

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FEBRUARY 1975

PRICE 50c

PATRICE III slams her way to windward in a forty knot breeze and an awkward bumpy sea between Tasman Island and the Raoul under headsail only, having lost her main a number of hours earlier in this year's Hobart. (Photo Courtesy Brian Curtiss & Associates, Hobart)





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OFFSHORE

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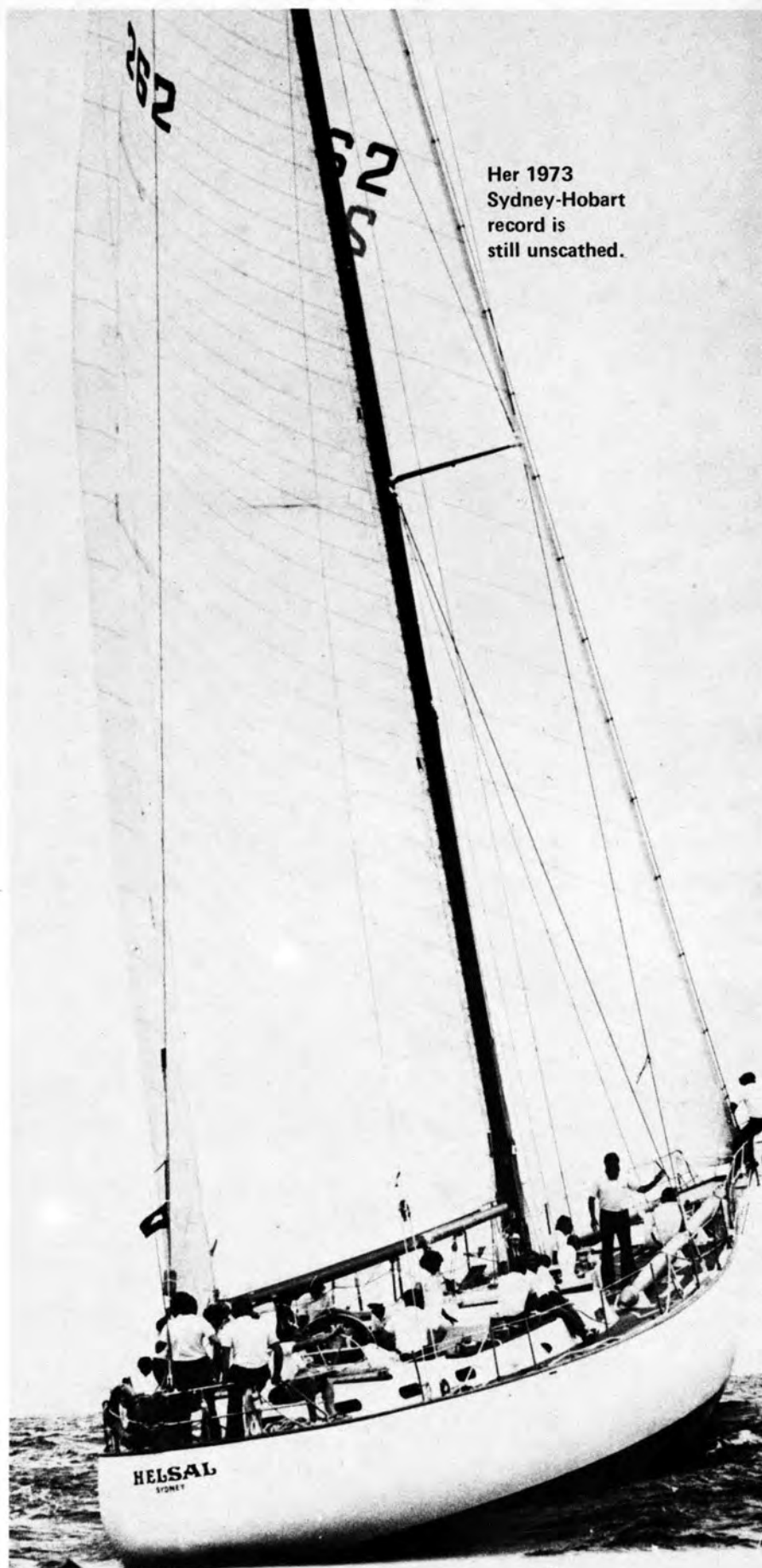
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(by courtesy Brian Curtiss & Assoc)

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Her 1973
Sydney-Hobart
record is
still unscathed.

HOBART 1974!

ALL'S FAIR FOR A SHIP OF DREAMS

Sail, ship of love, upon the tide
Upon the winds and foam
And tho' my spirit flies with you
My body stays alone.

The errant breeze that fills your sail
Will soon blow through my hair,
the slow waves that caress the shore
Will whisper how you fare.

The shining sun that burns your nose
Will try to warm my heart
And try to dry the salty tears
That unexpected start.

My thoughts are free to go to sea,
In dreams I love you more,
For the silent song we need to sing
Is a song of love, not war.

With 63 entrants, the 30th Hobart had the smallest fleet since 1966. Quality, however, was not lacking as there were a number of Admiral's Cup hopefuls and crack smaller yachts participating. Particular interest in the race for line honours centred around the four 70ft-plus maxis — *Ondine* (USA), *Ballyhoo*, *Buccaneer* (NZ) and *Helsal*. They finished in that order with "little" 57ft *Apollo* home 5th.

Weather conditions experienced varied from yacht to yacht, of course; here's what we had on *Taurus*. For the first 24 hours the breezes were light and variable ne-se. On the second afternoon and night the fleet managed to cover useful ground with ne up to 20 knots. The morning of the 28th was ssw 15-25 knots which gradually faded to nothing in the afternoon. Around midnight a sw 25-35 knots came in and quickly turned to the w (inshore of us they had more nw) and there it remained for Day 4 — 35-40 knots with some puffs of 50-60. We were fairly wide and the seas were quite lumpy. Spent much of this day under No. 3 and tris'l (after we had popped some main slides and then jammed the tris'l up the track).

On 30th conditions were a little easier with wsw 10-30 until "1915 approaching Tasman Island, usual welcome — 3 bags full". Had 30 knots on the nose across Storm Bay and then a calm for an hour or so in the river.

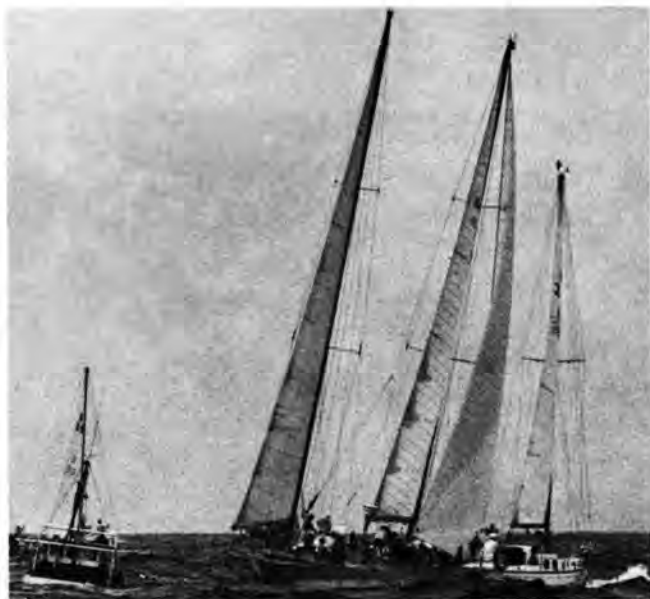
The final placings indicated that the race was on the whole a fair one with five of the newer Admiral's Cup yachts being among the first eight.

Peter Kurts' *Love and War* confirmed the tip in the race programme that "it would be no surprise if she took this event". Runner up was the favourite John Kahlbetzer's newly launched outstanding performer 53ft *Bumblebee III* — up there, despite two involuntary 'stops', first on the Sow and Pigs Reef in the harbour and later by a whale off Gabo Island.

It would have been very encouraging to the smaller yachts to see the 30ft Joubert Currawong half-tonner, *Granny Smith*, take 3rd place. The CYC's modified 6th root formula has shown that it gives the smaller boats a chance of winning. A 4th by Ted Kaufman's *Mercedes IV* demonstrated that she should readily come into calculations for the Cup team. Next, Jack Musgrove's *Fantasy Rag* (*Ragamuffin*) pointed out that she could do quite well without her Sydney crew (her Hobart placings now run 3.17.2.11.5.9.5).

Alan Bond's *Apollo III* was not 100% ready for the race having only been recently launched, but this says all the more for her 6th. *Vittoria* — 7th — always well sailed under Lou Abrahams, was the first of the "older boats" (launched 1970) in the placings. Next the aluminium S & S 47ft *Patrice III* doing creditably despite having to finish without her main (there was a sequence of bust, reef, bust, reef, bust, I understand).

To finish the commentary at the 9th place — *Taurus*. What a consistent record this yacht has had. She has now left the CYC register for Geelong under the ownership of Dr "Sandy" Kelso and takes with her a Hobart "score" of 6.5.13.4.9. She was 12th over the line this time, just before *Vittoria*; those that beat her were only the "heavies" and the "newies". She gave many CYC members some great sailing.



Ondine III required a second look, appearing very like two boats as she left the Heads.

To run through some details of the race in the traditional day by day method:

26th December — Sultry and hazy conditions with light breezes — the fleet managed to get down past Wollongong.

27th December — In the AM the bulk of the fleet had somehow made it to the vicinity of Point Perpendicular. The race was really ready to start again; we had 28 yachts in sight! *Ballyhoo* was leading off Ulladulla with the rest spread back 60 miles. By the evening sked with the ne force 3, *Ondine* had taken the lead from *Bumblebee*; they were some 100 miles north of where *Helsal* was at the same time the previous year.

28th December — The morning sked revealed that the leaders were well into the Strait in ssw conditions. At the afternoon report, *Love and War* was leading according to the Honeywell Mark III computer time sharing service via Cleveland, Ohio. At the evening sked *Ballyhoo* was leading *Ondine* by two miles with *Bumblebee* 51 miles astern. The fleet was spread over 136 miles with the Papuan entry *Red Boomer II* east of Gabo Island.



Ballyhoo ghosting her way through the maze of spectator craft, was first away.

29th December — wind at 25 knots and rough seas. In the morning *Ondine* was leading by 36 miles. The newly launched *Ragamuffin* was reported a retirement with shroud trouble. The afternoon sked had *Ondine* off Maria Island with *Ballyhoo* 23 miles astern. The handicap calculation gave *Love and War* leading *Bumblebee III* (a good prediction!). At the evening sked *Ondine* was off the Raoul with the *Buccaneer* 80 miles behind. Then came *Bumblebee III*, *Helsal*, *Apollo* and *Apollo III*. *Pania II* was 260 miles back 24 miles south of the half-way mark.



Poster displayed in the C.Y.C. Press Centre details radio relay hook-up via satellite to computer in Cleveland, Ohio.



The crew of the new *Ragamuffin* almost disappears behind the swell outside the Heads. She later retired with spreader trouble.

30th December — By lunchtime *Ondine*, *Ballyhoo*, *Buccaneer*, *Helsal*, *Apollo* and *Bumblebee* had finished — last year 41 yachts had finished by the same time.

By evening *Mercedes IV* and *Patrice III* were close to the finish with *Volante*, *Vittoria*, *Hustler*, *Superstar*, *Taurus*

Hobart 1974! Cont'd.

and *Willi Willi* near Tasman Island in quite heavy seas. Some 15 miles north were *Koomooloo*, *Bacardi*, *Balandra*; most were to finish early on the 31st.

Ondine's elapsed time of 3.13.51.93 was well outside *Helsal's* record of 3.01.32.09 — the light conditions early had precluded a fast run.

This brief description would be amiss if it did not note the performances of *South Pacific*, the most successful radio relay ship so far. She kept station in the middle of the fleet notwithstanding the uncomfortable conditions and later held back with the tailenders. Further, she undertook a "mother ship" role, when rounding Tasman Island she picked up *Warri's* message that she had lost her rudder (only 40 miles from the finish!) She had them in tow after only 48 minutes.

To report on post race activities, the 6th Quiet Little Drink resulted in a final tally of a record 8003 beers with the whip around result in \$400 being donated to the Darwin Appeal and \$50 for the Spastic Centre. I can't remember whether a good time was had by all.

Tony Cable

1974 Sydney-Hobart Race

OVERALL RESULTS

1. Love and War	48 Avalon
2 Bumblebee III	49 Buccaneer
3 Granny Smith	50 Conquista
4 Mercedes IV	51 Cordon Bleu
5 Fantasy Rag	52 Saracen II
6 Apollo III	53 Helsal
7 Vittoria	54 Catriona M
8 Patrice III	56 Volante
9 Taurus	57 Red Boomer II
10 Koomooloo	58 Honeywind
11 Ndumsky	
12 Ondine III	DIVISION A
13 Polaris	Love and War
14 Poitrel II	Bumblebee III
15 Apollo	Mercedes IV
16 Ballyhoo	Fantasy Rag
17 Appaloosa	Apollo III
18 Bacardi	Patrice III
19 Nike	Ondine III
20 Gumblossom	Apollo
21 Zilvergeest III	Ballyhoo
22 Matika II	Superstar
23 Ali Baba	Balandra
24 Superstar	Willi Willi
25 Duet	Anaconda
26 Dorothy II	Savant
27 Balandra	Hustler
28 Brutta Faccia	Buccaneer
29 Huon Chief	Helsal
30 Mark Twain	Trevassa
31 Binda	Volante
32 Lollipop	Red Boomer II
33 Pandora	
34 Wild Goose	DIVISION B
35 Pintado	Vittoria
36 Brumby	Taurus
37 Antagonist	Koomooloo
38 Bushwhacker	Polaris
39 Onya of Gosford	Bacardi
40 Willi Willi	Pandora
41 Pegasus	Antagonist
42 Ruffian	Ruffian
43 Corroboree	Corroboree
44 Anaconda	Avalon
45 Savant	Catriona M
46 Cavalier I	Honeywind
47 Hustler	

DIVISION C
Poitrel II
Appaloosa
Nike
Zilvergeest III
Matika II
Ali Baba
Duet
Dorothy II
Brutta Faccia
Huon Chief
Mark Twain
Binda
Wild Goose
Bushwhacker
Pegasus
Cordon Bleu
Pintado
Saracen II

DIVISION D
Granny Smith
Ndumsky
Gumblossom
Lollipop
Brumby
Onya of Gosford
Cavalier I
Conquista

RETIRED
Sirocco
Come by Chance
Ragamuffin
Warri
Pania II
DID NOT START
Leda
Nathalie
Japarra

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and STAFF . . .

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Yacht	Finishing Time	Elapsed Time	TCF	Corrected Time
30/12/74				
1 Ondine	01-51.93	3-13-51.93	1.0642	3-19-22.68
2 Ballyhoo	04-52.35	3-16-52.35	1.0426	3-20-39.51
3 Buccaneer	12-24.90	4-00-24.90	1.0477	4-05-00.84
4 Helsal	12-50.72	4-00-50.72	1.0672	4-07-21.20
5 Apollo	12-52.80	4-00-52.80	0.9521	3-20-14.37
6 Bumblebee III	13-03.85	4-01-03.85	0.9044	3-15-47.09
7 Apollo III	14-58.93	4-02-58.93	0.9125	3-18-19.27
8 Love & War	16-27.33	4-04-27.33	0.8503	3-13-25.04
9 Fantasy Rag	20-53.04	4-08-53.04	0.8604	3-18-14.53
10 Patrice III	21-30.37	4-09-30.37	0.8613	3-18-52.35
31/12/74				
11 Mercedes IV	00-19.28	4-12-19.22	0.8236	3-17-12.76
12 Taurus	04-34.98	4-16-34.98	0.8078	3-18-56.67
13 Vittoria	04-36.60	4-16-36.60	0.8064	3-18-48.52
14 Superstar	04-59.33	4-16-59.33	0.8328	3-22-05.83
15 Polaris	05-01.68	4-17-01.68	0.8087	3-19-24.34
16 Volante	05-04.95	4-17-04.95	0.9419	4-10-30.74
17 Willi Willi	06-05.30	4-18-05.30	0.8529	4-01-18.36
18 Hustler	06-37.42	4-18-37.42	0.8665	4-03-19.28
19 Bacardi	06-37.55	4-18-37.55	0.8095	3-20-47.38
20 Koomooloo	06-42.32	4-18-42.32	0.7931	3-18-58.37
21 Anaconda	07-32.73	4-19-32.73	0.8540	4-02-40.55
22 Balandra	07-56.23	4-19-56.23	0.8147	3-22-27.24
23 Savant	10-37.00	4-22-37.00	0.8325	4-02-44.90
24 Pandora	13-01.48	5-01-01.48	0.7866	3-23-11.88
25 Ruffian	13-03.83	5-01-03.83	0.8085	4-01-52.81
26 Huon Chief	14-04.40	5-02-04.40	0.7763	3-22-45.93
27 Brutta Faccia	14-16.25	5-02-16.25	0.7742	3-22-39.72
28 Antagonist	14-36.95	5-02-36.95	0.7898	4-00-50.52
29 Mark Twain	15-35.67	5-03-35.67	0.7681	3-22-55.98
30 Ali Baba	16-05.75	5-04-05.75	0.7556	3-21-46.01
31 Nike	16-52.32	5-04-52.32	0.7431	3-20-47.54
32 Matika	16-55.12	5-04-55.12	0.7488	3-21-32.35
33 Bushwhacker	16-56.00	5-04-56.00	0.7774	4-01-07.39
34 Poitrell II	16-58.95	5-04-58.95	0.7353	3-19-53.98
35 Binda	17-49.27	5-05-49.27	0.7546	3-22-56.68
36 Duet	17-50.47	5-05-50.47	0.7484	3-22-10.77
37 Wild Goose	17-55.73	5-05-55.73	0.7638	4-00-11.07
38 Avalon	18-28.97	5-06-28.97	0.7969	4-04-47.64
39 Pegasus	18-43.82	5-06-43.82	0.7688	4-01-25.82
40 Granny Smith	18-47.98	5-06-47.98	0.7016	3-16-57.76
41 Appaloosa	19-33.57	5-07-33.57	0.7265	3-20-40.32
42 Corroboree	19-33.72	5-07-33.72	0.7703	4-02-15.66
43 Zilvergeest II	20-03.63	5-08-03.63	0.7263	3-21-02.07
44 Ndumsky	20-08.12	5-08-08.12	0.7101	3-18-59.33
45 Dorothy II	21-13.48	5-09-13.48	0.7308	3-22-26.24
46 Trevassa	22-19.92	5-10-19.92	0.8063	4-09-05.20
47 Cordon Bleu	22-51.82	5-10-51.82	0.7742	4-05-18.87
48 Red Boomer II	23-14.40	5-11-14.40	0.8047	4-20-06.48
1/1/75				
49 Gumblossom	00-59.90	5-12-59.90	0.6990	3-20-57.95
50 Pintado	01-31.20	5-13-31.20	0.7224	4-00-27.29
51 Lollipop	03-30.18	5-15-30.18	0.7016	3-23-04.13
52 Brumby	03-42.58	5-15-30.18	0.7127	4-00-43.21
53 Onya of Gosford	04-50.42	5-16-50.42	0.7101	4-01-10.21
54 Catriona M	08-01.02	5-20-01.02	0.7564	4-09-54.52
55 Cavalier I	09-35.58	5-21-35.58	0.6987	4-02-55.86
56 Conquista	10-23.12	5-22-23.12	0.7101	4-05-06.47
57 Saracen II	12-19.85	6-00-19.85	0.7096	4-06-25.03
58 Honeywind	13-42.00	6-01-42.00	0.8162	4-22-55.22

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The Third Race to Tasmania

The wind was boxing the compass in the most exasperating manner, with a leaning towards the south. The start became one of those hop, step and jump affairs as the wind played tag with the fleet. Consequently the start was a bit ragged, but as usual they all made for the windward end of the line, which resulted in a collision between two of them, and a third dealt rather roughly with the starter's launch.

However, we were too busy wending our way lineward to pay much attention to other folk's misfortunes. But we nearly got into trouble ourselves when *Mistral*, the 65-ft schooner — who had caught a good puff of uncertain wind — came charging down on us with her mainboom squared off ready to swipe our mizzen. Forceful language made them wake up to the danger just in time, but it was with bated breath that we crossed the line to break out the balloon for the short reach to the Heads. There was the usual swell between the Heads, with the wind slightly east of south, making it difficult to lay the course, and we thought we were rather clever to get out on one tack.

To get the benefit of the southgoing set we stood well out before we changed over to a more southerly course. The day was a pleasant one, the weather was fine, and the yachts spread out as the wind held us to a modest 4/5 knots. It lightened during the night and we sailed on under a brilliant moon — what I would call a perfect "first night".

At 7 o'clock next morning we sighted Cape Perpendicular and a couple of sails, but they were difficult to identify. The wind freshened, headed us to settle in the south. At midnight on the second night we were se of Montagu Island. Here the breeze worked round to nnw to gradually disappear, and we were becalmed off Twofold Bay in the morning. *Mistral* was sighted further out; two cutters could be seen inshore and another on our port bow.

Gabo Light was abeam at 2100 hours and we streamed the log for our departure across Bass Strait. We had now been out 2½ days and made good only some 250 miles.

By this time the crew had settled down to sea routine. We were seven all told, arranged in two-men watches of four hours each, with the usual dogwatches in the afternoon. Theoretically this meant four hours on and eight off, but it never worked out that way in practice. Sail-changing, cook-

ing and all the other jobs that crop up during a race cut into one's time. We did not carry a cook so we took it in turns to be Galley Slave. *Horizon* does not sail on her ear to any great extent and, as she is fitted with a substantial table with fids, we did not have to practise that hoary custom of eating off the cabin floor.

We picked up a fresh nor' easter shortly after midnight, and were soon logging 7½ to 8 knots under full sail and spinaker. The wind piped up. At 0400 we had a wild southwesterly on our hands, the real Bass Strait's variety, with a heavy sea and rain squalls, the kind of weather that has given the Strait its sinister reputation. We carried on under working canvas for a while, but as conditions worsened we lowered the main to continue under mizzen and headsails, still making a good 7 knots. It was a hard blow; the weather wallahs had it at 40 m.p.h. It eased about noon the following day, when we reset the main.

During the forenoon watch a lump of sea crashed in over the starboard quarter and washed Phil, who was at the tiller, out of the cockpit. Fortunately he caught hold of the guardrail as he went overboard, and hung on till we got him back again, which took the united efforts of three of his shipmates.

We heard over the wireless that night that three of our competitors had retired, one because her crew were helpless from seasickness. Fortunately we have suffered very little from this tribulation. Now and again a greenish tinge may appear through the stubble and tan, but the crew are a keen, determined lot. They have their different ways of dealing with the scourge; one crawls into his bunk with a good supply of blankets, another goes on deck to get the full benefit of the blow, and at least one pins his faith on rum.



... Fortunately he caught hold of the guardrail as he went overboard, and hung on till we got him back again, which took the united efforts of three of his shipmates ...



... They have their different ways of dealing with scourge ...

A falling barometer had been warning us that something special was brewing, and we got it off the Tasmanian coast. We were heading for Cape Forestier as our landfall when we ran into dirty weather, with visibility so poor that we were unable to take an observation. But we were travelling, had the spinnaker up again and doing from 7 to 8½ knots — and 8½ knots is just about *Horizon*'s maximum speed.



... So here was our large new spinnaker flying out like a gigantic snowflake, to lay itself on the billowing waves ...

During the first dogwatch the spinnaker halyard parted at the masthead block. It was a new wire halyard but had probably chafed on the edge of the sheave. So here was our large new spinnaker flying out ahead like a gigantic snowflake, to lay itself on the billowing waves. Somehow or other we managed to get it in without damage. We were having a lively ride at the time. The masthead was scribing great circles across the darkening heavens, but Marc went up in the bosun's chair, the halyard was fixed and the spinnaker reset. The barometer dropped to 29.30.

At 1900 a heavy squall from the west hit us, and the main jibed with the starboard runner foul of the crosstree. It

took some time to get the runner unsnarled and in the meantime *Horizon* was being battered by that squall. I looked at the mast, at the thundering seas breaking in a welter of foam all round us, and wished myself somewhere else.

The squall eased after a while. But at 2100 hours the wind increased from the nw to gather force through the night. We were again under ordinary working canvas, then only mizzen and stays'l. It blew very hard that night and next day, with a heavy, vicious sea, and the barometer went down to 29.10 before it started to crawl back again.

According to the Tasmanian weather reports we were now tackling a 70-mile gale. *Morna* got it off Maria Island where her main was blown to ribbons and about 5-ft of track was ripped off her mast. *Eolo* lost her main and jib; as her skipper put it, "One moment they were there, then they were not." *Defiance* lost her main and had to seek shelter behind Schouten Island to get her stormsail up. *Mistral* suffered heavy damage to her gear. *Active* had all the slides ripped off her main, her track was damaged, and she had to go for shelter to lick her wounds. She subsequently retired. *Wanderer*, the 56-ft gaff schooner, suffered considerable damage and was forced to retire. All in all, a pretty devastating effort by Aeolus.

We were south-east of St. Helens when we got the full blast of it, and threw away any chance we may have had by heav-

ing to. But we were very wet, very cold, and, more important still, the steadily falling barometer seemed to tell of worse to come. So we hove to. We were then reasonably comfortable; we did some solid cooking, had a good rest — and stayed there too long. It was late in the afternoon when we got under way again. It was still blowing hard, with a wicked sea.

Next morning we made our landfall, off Freycinet. The weather continued bad with dark, heavy clouds hanging over the inhospitable coast but *Horizon* was again logging around her maximum speed, and we had great hopes of getting in that night. Then we had another wild night; the wind

Third Race to Tasmania Cont'd.

howled like a banshee, the implacable sea into which the bowsprit churned at each second came sluicing green over the foredeck, the deckhouse, the cockpit. Electricity from the over-charged atmosphere crackled in the rigging.

Nearing Tasman Island at noon, the barometer took another nosedive; heavy weather from the south-west rolled up. We had to reduce canvas, hoping it would blow itself out and enable us to get into Storm Bay. But another burst, with heavy rain and black clouds, blotted out everything. This lasted for a couple of hours, when it cleared somewhat, and we headed for the coast once more. The wind had created an impossible sea. The waves came from everywhere with their tops blown off in all directions, and it was bitterly cold. We looked to the southern horizon expecting at any moment to find the Antarctic Ice Barrier rolling up on us.

The wind went into the east, lightened, and at 1830 we passed Tasman Island and stood into Storm Bay. At Cape Raoul we were becalmed for four hours, when another nor' wester came down from the mountains, making it a dead beat over a foul tide.

From there it is only some 45 miles to the finish which is, after all, a small slice of 680. So we considered ourselves home, or nearly so. But progress was slow. The wind piped up a bit in the Bay, but it was slap on the nose, and we met a strong set coming down the river. Off the Iron Pot, which marks the entrance to the Derwent River, the wind again left us. The light is some 11 miles from Hobart and it seemed as if we should never get there. Calms and catspaws tried our patience and the cold was biting into us. But at last we rounded the corner, the sun came through the rain clouds, a nice puff obliged and *Horizon* sailed sedately across the line.

The preceding story by Sverre Berg, CYCA Commodore 1952-53, appeared in the September 1953 edition of "Seacall", the original CYC magazine. The story has been condensed by Jack North, who thought this tale of the third Hobart Race (1947) was still good reading and timely. The winner of that race was *Westward* with an elapsed time of 5 days, 13 hours, 19 minutes and 4 seconds. *Westward* revisited the CYC marina last month under a different name (see Jack North's column, "Marina News").

The above story features Sverre Berg's *Horizon*, who finished 18th with an elapsed time of 6 days, 23 hours, 46 minutes, 36 seconds. There were 28 starters in the 1947 race, a record that stood until 29 yachts crossed the line in 1956.



... The masthead was scribing giant circles across the darkening sky ...

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RACING REPORT

Admiral's Cup 1975

Here Come the Kiwis

Twelve yachts are contesting the 1975 New Zealand Dunhill Admiral's Cup challenge selection trials. The nine-race series of trials to select three boats to represent New Zealand at Cowes in August is being held from 7th January until 9th February. The Fleet includes five local designs from the boards of Aucklanders, Laurie Davidson, Bruce Farr, John Spencer and Chris Robertson and Wellingtonian, Hal Wagstaff. They are taking on the big reputations of boats from the boards of Sparkman Stephens (six) and Dick Carter from the US.

Corrected time is being calculated on the TMF basis for the nine races. There are three thirty-milers, two fifty-milers and one 100-miler scoring single points. Starting and finishing on Auckland's Waitemata Harbour the fleet will race over various Hauraki Gulf courses.

There are three longer offshore courses. Two of those count for double points, the first is a 250-miler that takes the fleet right outside Great Barrier Island. The second double pointer is the traditional Auckland Anniversary weekend race of 318 miles to White Island in the Bay of Plenty organised by the Royal Akarana Yacht Club. The series will climax with a 560-miler counting triple points that will take the race fleet from Auckland outside Great Barrier Island past North Cape to the Three Kings Islands and return. A good performance in this race is vital to rate any chance of selection in New Zealand's first Admiral's Cup Team.

The nine-race selection trials series follows an extensive programme of turning races and observation races held every weekend through October, November and December. *Inca* (Evan Julian) the maroon S & S 45-footer that spear-headed New Zealand's 1973 Southern Cross challenge, and a new 42-footer *Snow White* (Bob Graham), designed by Laurie Davidson, were the two boats to head the fleet on corrected time placings in the lead up to the final trial series.

From the speculation and conjecture only one of the twelve contenders has been spoken of as a certainty amongst Auckland's waterfront sages. *Inca* (Evan Julian), if not an outright certainty, has been correctly recognised as the

yardstick, the boat to beat. The twelve boats in the first New Zealand Admiral's Cup Trial Fleet are:

<i>Agressor</i>	(Vic Colson, Whangarei), a 40-foot design by Dick Carter. Built in timber by Alan Orams, Whangarei, in 1974. Rating 30.0.
<i>Barnacle Bill</i>	(Ron Jarden, Wellington), a 42-foot design by Sparkman and Stephens, skippered by Ray Haslar. <i>Barnacle Bill</i> was built in 1972 from timber by Keith Dobson, Tauranga. Rating 31.7
<i>Corinthian</i>	(Russ Hooper, Auckland), a 50-foot design by Sparkman and Stephens. Built in aluminium by Steel Yachts and Launches Auckland. Launched in 1974. Rating 38.5.
<i>Gerontius</i>	(Graham Eder, Auckland), a 42-foot design by Bruce Farr. Built in timber by Gary Wheeler, Auckland. Launched in 1974. Rating 35.5.
<i>Inca</i>	(Evan Julian, Auckland) a 45-foot design by Sparkman and Stephens. Co-skippered by Roy Dickson, also built in aluminium by Steel Yachts and Launched in 1973. Rating 33.7.
<i>Koamaru</i>	(Brian Miller, Wellington), a 41-foot design by Sparkman and Stephens. Built in wood by Jorgensen Sons, Picton. Launched late in 1974. Rating 30.3.
<i>Lisa</i>	(Ron Wilkie, Auckland), a 41-foot design by Sparkman and Stephens. Built in timber in 1973 by Brin Wilson. Rating 30.0.
<i>Natelle</i>	(Keith Wright, Auckland), a 45-foot design by Sparkman and Stephens. Originally called <i>Satanita II</i> , launched in 1969. <i>Natelle</i> was built in timber also by Brin Wilson. Rating 33.1.
<i>Quando</i>	(Jim Edmonds, Auckland), a 48-foot design by Chris Robertson. Was built in timber by the designer in 1974. Has been rated 39.7.
<i>Snow White</i>	(Bob Graham, Auckland), a 42-foot design by Laurie Davidson. Built from timber by Nigel Armitage, <i>Snow White</i> was launched late in 1974. Has very competitive rating of 32.0.
<i>Vulcan</i>	(Les Evans, Wellington), a 50-ft design by Hal Wagstaff. Launched in 1972, the only steel boat in the fleet was launched in 1972. Rating 41.0.
<i>Whispers of Wellington</i>	(Geoff Stagg, Wellington), a 40-foot design by John Spencer. Launched in 1974, built from timber by Don Senior. Has been rated at 31.0.



Inca
... the
boat to
beat

Here come the Kiwis!



Quando



Aggressor



Corinthian



Barnacle



Vulcan

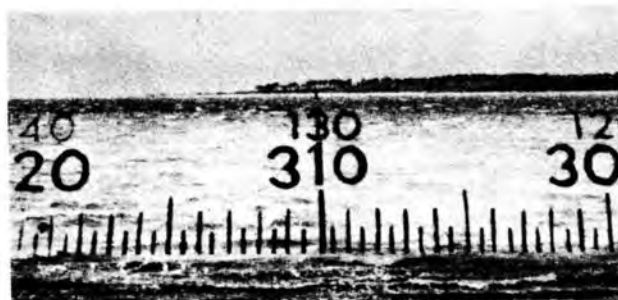


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Here Come the Kiwis!

Apart from *Inca* and *Snow White*, the issue for selection is expected to rest between another four or five boats.

Barnacle Bill, another 1973 Southern Cross team member, now owned by a Wellingtonian, Ron Jarden, but skippered with smooth efficiency by Ray Hasler, who Australian



Snow White
— impressive
right since
her maiden
race.

offshore men will remember was navigator on *Pathfinder*, the 1971 Hobart winner, and *Quicksilver* in 1973. Late last year *Quicksilver's* owner, Brin Wilson, died. It is most unfortunate that this 41-footer is not racing in the series. Another boat to attract a lot of pre-trial attention, is *Gerontius*. This boat has a relatively high rating of 35.5 for a 42-footer, but the designer, Bruce Farr, is confident of his concept and agrees he has been influenced in his design by the tremendous success of his small boats, especially the eighteen footers. For a young man he has already had considerable success with his quarter and half-ton designs. *Gerontius* is crewed by a bunch of talented small boat men who may be poised to spring a major surprise with a boat that is really an unknown quantity. Like *Gerontius*, *Koamaru* is a contender whose real potential has not been measured. *Koamaru* has a bigger fig but is similar in pedigree to *Quicksilver*, so if the crew can cope with the rush and deadlines, then they could have a boat capable of a major surprise. *Quicksilver* has beaten *Inca* for instance in the lead up races.

Snow White has impressed right from her maiden race. Like *Koamaru*, it has been a race to meet the deadline of early January, but Bob Graham has a very experienced crew around him including designer Laurie Davidson. *Corinthian*, Russ Hooper's S & S 50-footer, attracted considerable attention even before she was launched last May. It has not been an easy task for the owner and crew to convert potential into performance. So much has been expected from this magnificent looking boat, but the brains trust aboard including Chris Bouzaid and Bevan Woolley have made considerable changes between the observation trials and the series proper in a last minute attempt to ensure a place in the New Zealand team. *Cont'd page 20*



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"Bee" might also be a sad loss for the Australian team selectors if for any reason she does not get a chance to represent the country officially as one of the "three" in England.

Add to this the trauma of *Love and War*, who just lost her mast, and the problems of making a new spar (with power cuts), and the associated rigging and timing problems with-in time for the first trial. Peter Kurts must be one of the happy owners who are pleased that trial dates have gone back.

However, let's forget about the politics, "ifs" and "buts" and look at the form of the trialists. The most recent long ocean race, the Hobart, compares favourably with the Fastnet, the last of the Admiral's Cup races. In the last



As we make ready to go to press it is still not clear whether *Bumblebee III*, probably the greatest find since *Mercedes III* and the first *Ragamuffin*, will be available for the selection trials which are now scheduled to commence on March 6. Apparently this is a result of her owner having made prior commitments in respect of earlier trial dates and now not being able to fit into the latest programme.

Bumblebee III as a yardstick for our other hopefuls in the trails would certainly be missed, especially at starts where Mike Fletcher has been giving helmsmen plenty of practice and keeping them on their toes in recent races, particularly 30-milers where a good start is so important. On form the

Hobart, eight of the eleven Admiral's Cup boats entered and they finished on corrected time.

First	<i>Love and War</i>
Second	<i>Bumblebee III</i>
Fourth	<i>Mercedes IV</i>
Fifth	<i>Fantasy Rags</i>
Sixth	<i>Apollo III</i>
Eighth	<i>Patrice III</i>
Twenty-fourth	<i>Superstar</i> (<i>Ragamuffin</i> dnf)

Love and War, *Bumblebee III* and *Mercedes IV* — the first three and not a bad AC team. *Cont'd page 18*

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Bright Hopes Cont'd

Love & War — with a win in last season's LOPS, the 1974 winter harbour series and now the Hobart by quite a margin on corrected time.

Bumblebee III — we have already praised her and her previous record speaks for itself. A great effort in consistency to be second in such a long race.

Mercedes IV — won the Montague and although the exceptionally light weather in the first two days of the Hobart must have been right down her alley, she went well to hang on to the bigger boats in the heavy reaching across the "paddock".

Now to the other four in order — *Fantasy Rags*, *Apollo III*, *Patrice III* and *Superstar*.

Fantasy Rags — A great performance by the old "Rags". She must be there with a chance, but on paper if she can make the team we may as well not go, unless the Victorians are so many times better ocean racers than her old crew.

Apollo III — gave a very commendable performance, in her first race, to be fifth Admiral's Cup boat and like everyone else we expect her to do well in the trials. Her rating seems to be the "biggest handicap" but we understand this is being most critically examined in respect of reducing it substantially.



Geronimo
— the latest
arrival

Patrice III — a little hard for me to comment on without bias. However, fact, she did blow her Kevlar main 60 odd miles from the finish and this made it pretty difficult particularly up the river. From what I hear from other competitors she will be up amongst it.

In the case of *Ragamuffin* there is not much we can say. However, like *Apollo III* all agree that she will still be a force to be reckoned with when the chips are down — more so if current modifications to reduce her ratings are successful.

Superstar was most disappointing and seems only an outside chance.

Of boats that did not complete we have *Meltemi* — now perhaps a little long in the tooth. *Leda*, untried, looks strong and fast downhill but the 3/4" rigs bring doubts. *Geronimo* — still to arrive.

Apart from the boats, the present economic situation in Australia is causing the Admiral's Cup Committee concern in regard to fund raising. At least one major sponsor of past challenges has withdrawn and things are looking pretty grim as far as cash is concerned. Club members are asked to give as much support as they can at the various fund raising functions organised by skippers and their crews.

Now to the trials and what should be some great ocean racing.

John Dawson

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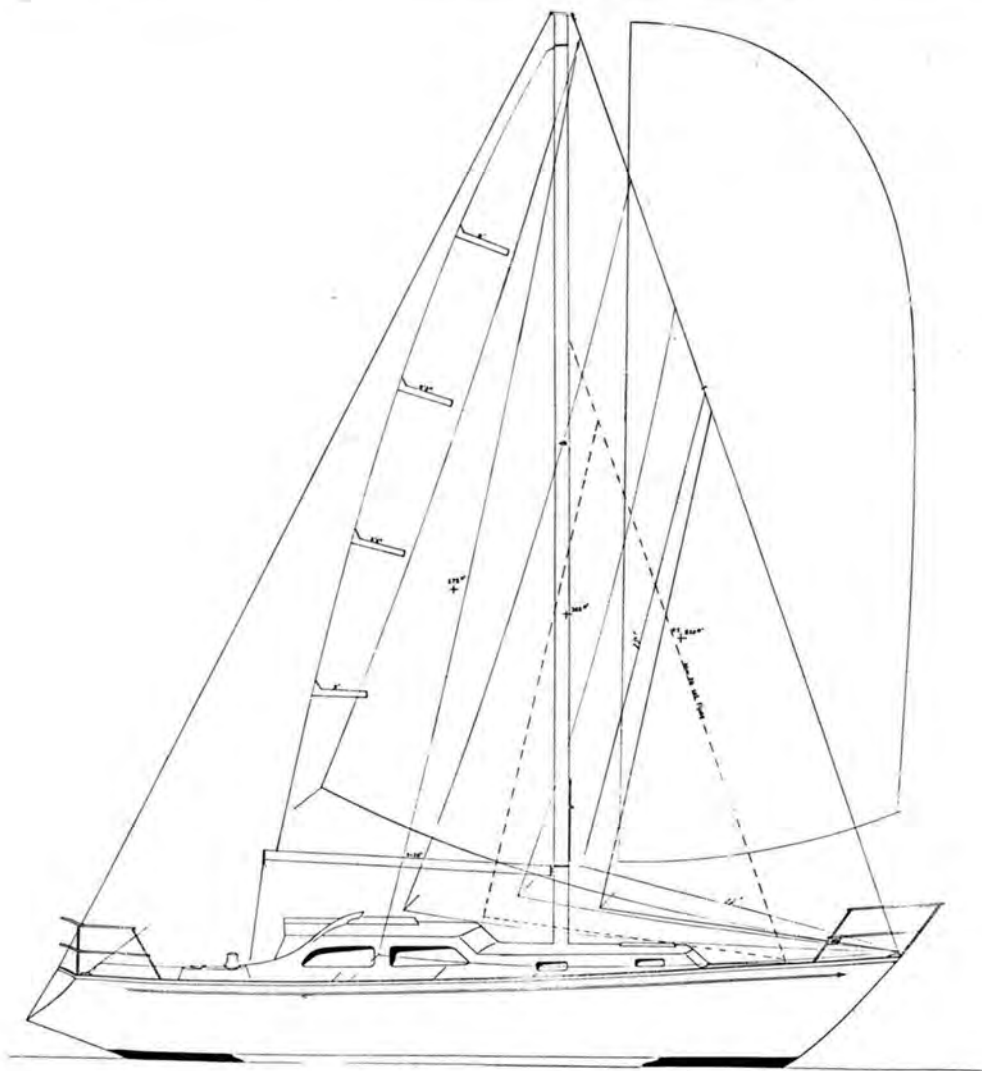


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The commitment at Cowes this year has evolved from a gradual progression of participation and success in the Southern Cross Series. New Zealand yachtsmen had shown considerable interest in the Admiral's Cup and victory in the 1971 Southern Cross Series by one-tonners *Pathfinder*, *Runaway* and *Waianiwa*, confirmed that New Zealand could certainly cope with top level team ocean racing, but the one tonners rated below the Admiral's Cup lower limit so New Zealand had no challenge to offer in 1973. Over the next couple of years things changed rapidly. Several Admiral's Cup-type boats were built, and in 1973 New Zealand was represented in the Southern Cross Series by *Inca* (Evan Julian), *Barnacle Bill* (Doug Johnstone), *Quicksilver* (Brin Wilson). All Sparkman & Stephens' designs, the crews on these boats carried New Zealand's hopes of performing well against the established world rankings of the British and Australian boats.

After the first three races New Zealand had a 57-point lead and going into the Sydney-Hobart, victory looked a formality, but the death of *Inca* crewman, John Sarney, and the subsequent loss of vital points because of the time lost extending from the tragedy, cost New Zealand victory. Despite the disappointment, New Zealand's offshore men had established a base to work from and prove they could compete successfully against the best in Admiral's Cup-type racing.

New Zealand's effort in this year's Admirals Cup Series won't be a half hearted wild colonial effort. Thorough preparation of the last two Southern Cross challenges are a recent indication of how New Zealand can mean business when it comes to the sharp end of competitive offshore racing. The nine-race trial series organisation publicity and coverage, even the fund-raising by the crews has been comprehensive and extensive. The early planning and organisation should ensure that New Zealand is well represented at Cowes in 1975.

Progress After Six Races

Overall points after six races placed three boats clearly ahead of the remainder of the fleet.

1	<i>Barnacle Bill</i>	(6/1/1/5/1/2)	74 points
2	<i>Inca</i>	(8/3/2/1/3/1)	71 points
3	<i>Gerontius</i>	(2/2/4/2/6/6)	65 points
4	<i>Natelle</i>	(7/5/6/8/8/3)	48 points
5	<i>Koamaru</i>	(1/11/3/10/9/8)	46 points
6	<i>Snow White</i>	(5/7/11/4/4/4)	45 points
7	<i>Corinthian</i>	(4/4/8/3/11/9)	44 points
8	<i>Aggressor</i>	(3/9/5/9/10/11)	39 points
9	<i>Lisa</i>	(9/10/7/6/7/7)	38 points
10	<i>Whispers</i>	(10/8/9/11/2/5)	37 points
11	<i>Quando</i>	(11/6/10/7/5/10)	32 points
12	<i>Vulcan</i>	(12/dnf/dnf/12/12/12)	4 points

Dropping the worst performance reduced *Barnacle Bill's* points to 67, *Inca* to 65 and *Gerontius* to 58. *Koamaru* leads the remaining nine boats on 44, *Natelle* 45, *Corinthian* 42 and *Snow White* 41.

Admiral's Cup Wine Offer.

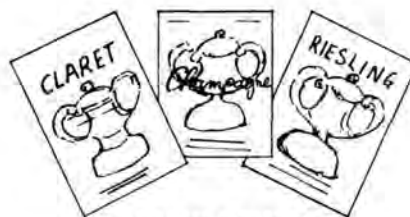
The Admiral's Cup Fund Raising Committee has now on offer Selected Bin Wines (White & Red) plus Champagne at very reasonable prices to boost the foundation's chances of wresting the Cup in '75. Here is an opportunity to help the team and enjoy yourself at the same time. The wines are from a famous "yachting" wine maker and are thoroughly recommended. Delivery will be free in all metropolitan areas excluding Perth, which will be F.O.R. ex-Adelaide. All country deliveries will be F.O.R. Yachting associations in country areas should apply for bulk deliveries through the Admiral's Cup Challenge Committee, Sydney. This offer will be extended to December 31st, 1975. Your prompt order will assist the team greatly. Cheers!

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1975

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OFFSHORE SIGNALS

Inquiry on Morning Cloud Loss

The Coroner's inquest into the loss of *Morning Cloud* absolved everybody concerned from any blame. It now appears that the 45 foot triple-skinned, Olin Stephens-designed ocean racer was picked up and thrown bodily to leeward on two separate occasions. The first time it happened, at around 11 o'clock at night, September 2, both men on deck were hurled overboard. Only one was recovered since the lifeline of the other broke. This wave caused a "certain amount of structural damage to the boat. We took in a certain amount of water."

The boat, under close reefed main only, was put about to search for the missing man, Nigel Cumming. They travelled back for between five and ten minutes on the reciprocal course till they were certain they had over-run the place where the two men had been washed overboard.

After that they returned to their original course still searching for Cumming. A flare they then tried to fire was simply carried away on the gale. They had been on the old course again for four or five minutes when once again they were sent crashing bodily to leeward by a giant wave. This time internal damage was more serious, "deckbeams were torn out or split, the forehatch was torn off, there were three feet of water in the boat." This second wave carried another two men overboard, Robert Taylor who was secured by a life-line and hauled back on board, and Ted Heath's godson, Christopher Chadd, who, having just come up from below, was not yet harnessed to the yacht.

Because of the damaged state of the *Morning Cloud*, it was not possible to put about to look for Chadd and the decision was then taken for the five survivors to launch the one serviceable four-man life raft and abandon the yacht. They drifted slowly shorewards for the next seven hours, were capsized in the surf off a beach near Brighton, and finally rescued.

When the hulk was recovered by a

fishing vessel over a week later, the lead keel had disappeared and most of the starboard side and starboard deck were missing. The large translucent forehatch was missing too. It looked as if the yacht had broken along the starboard floor ends whilst the deck beams had broken away along the line of the long cockpit-main hatch structure.

Reprinted from "SAIL" Magazine December, 1974.

New Chart of Gosford's "Brisbane Waters"

The Gosford Aquatic Club, organiser of the annual Lord Howe Island Yacht Race, has produced a new chart showing the entrance channels to the cruising wonderland called the Brisbane Waters leading to Gosford, Woy Woy, Saratoga, Booker Bay and many other picturesque places.

Accurately following detailed aerial photographs, the Club has produced a worthwhile informative service.

Central Coast Radio Station 2GO (1310 on your dial) once again showed its community spirit and printed 6000 copies which are now available free of charge by sending a stamped addressed large envelope to 2GO Radio, PO Box 564, Gosford 2250, or Gosford Aquatic Club, PO Box 358, Gosford 2250. Mark your envelope "Channel Chart" to avoid misunderstanding.

Removal of Fish-hooks

The fishing season is now here and with it the inevitable increase in requests for the removal of fish-hooks from various parts of the body. The usual method for removing these hooks in casualty departments is to infiltrate the area with local anaesthetic, push the barb through the skin, cut off the barb, and remove the remainder of the hook. There is, however, a quick and effective method for removing hooks by using a piece of string. I do not think it is well known but as it saves time and trauma and

can be done at the water's edge (as I did today) I think it could be more widely used. The method is illustrated in the figure:



(1) A piece of string about a yard (or a metre) long is tied to form a loop. (2) The loop is passed over the hook and held as close to the skin as possible with the index finger of the left hand. (3) The middle finger and thumb of the same hand depress the eye end of the hook, which disengages the barb and ensures that during removal the flat outer edge of the hook presses against the skin. (4) The string is taken in the right hand and given a sharp pull with a good follow-through and the hook is removed through its point of entry. Advice to have a tetanus toxoid injection is a sensible precaution. I have used this method many times and large hooks are as easily removed as small ones. Its adoption may help our overworked casualty officers, as any doctor can use this "magic" string whenever a small boy, on the beach or by the river, asks, "Please, sir, can you take hooks out?"

Reprinted from British Medical Journal, 6 July 1974.

For the Wine Connoisseur

The Admiral's Cup fund raising committee is promoting a special wine bottling in conjunction with the famous wine maker Thomas Hardy and Sons of South Australia.

Available with its own distinctive specially printed Admiral's Cup label is a selected 1973 vintage reisling and fine 1973 light Australian claret. Both are available in packs of 1 dozen bottles for only \$15.80. There is a small 40 cents delivery charge in capital city/metropolitan areas, except Perth, where freight is payable from Adelaide. There will also be a specially selected champagne available.

Order forms are available from the Cruising Yacht Club or from the Fund Raising Committee, P.O. Box Q115, Queen Victoria Building, Sydney, N.S.W. 2000.

OFFSHORE Signals

Safety Warning on Marlin Harnesses

Sirs — We have detected a problem in our Marlin Safety Harness and in the interest of all concerned would be very grateful if you could have this WARNING NOTICE placed on your notice board and if possible include it in your newsletter.

Marlin International
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Despite careful testing — Marlin International have had brought to their attention a deficiency in the Marlin safety harness, under certain conditions of practical use.

In the interest of PERFECT SAFETY Marlin urges you, as a matter of immediacy, to return your harness to Marlin International, 13 Reynolds Street, Balmain, or to your nearest Marlin agent, when a modification will be made, free of charge.

Preliminary Notice of Race — The Royal Sydney to Tonga Yacht Race 1975

His Majesty King Taufa'ahau Tupou IV of Tonga has requested the Cruising Yacht Club of Australia to organise a yacht race from Sydney to Nuku'alola, Tonga (distance approximately 1930 n miles), as part of the celebrations to mark the centenary of His Country's Constitution.

It is proposed that:

- (i) the race be named "The Royal Sydney to Tonga Yacht Race 1975"
- (ii) that it will commence in July 1975
- (iii) that a trophy be presented by his Majesty in gala circumstances.

Eligibility: Yachts must be self-righting, single hulled vessels of a thoroughly seaworthy type having an IOR Mark III Rating of not less than 24 feet and not more than 70 feet (the Race Committee shall take into account in the rated length "L" under IOR Mark III when deciding the eligibility of yachts), and on the register of a yacht club recognised by a National Authority. Chine yachts with topsides and bottom constructed of plywood of a thickness less than

(LWL in feet) $\frac{2}{1200}$ inches may not be considered.

Crew: A complete crew list shall be provided for the consideration of the Race Committee and shall include a competent celestial navigator.

Entry Fee: One hundred dollars (A\$100).

The purpose of this preliminary notice is to determine whether sufficient entries can be anticipated to afford this race the dignity the occasion demands.

Would Club Secretaries please, in the first instance, contact any of their members whom they consider may be interested, and supply names, addresses and details of yachts to the CYCA as soon as possible.

Pacha Lowers her Racing Pennant

Although the beautiful sleek burgundy hull is still as prominent as ever on the harbour these days, *Pacha* has disappeared from the racing scene and is now seen mostly under her cruising gear.

The end has therefore come, for the present anyhow, to the ocean racing career of Bob Crichton-Brown or "the

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boss" as his crew affectionately called him, and to one of Australia's most famous boats. The decision to stop racing was made before the start of the current season, last September.

Bob had two ocean racers before *Pacha* — *Saracen* and *Balandra*, — the latter being a member of the only successful Admiral's Cup challenge team — 1967. *Balandra* also held the Montague Island race record set in 1969 which was just broken last year.

Sir Robert was Commodore of The Cruising Yacht Club when *Pacha* won one of the toughest Hobarts in many years in 1970 — a rare distinction for a Commodore. He has been to Hobart 10 times. His approach to racing was like his approach to business — impeccable. Business pressure was one reason that RCB decided to give up racing.

Early this year, members of his last crew and representatives of previous crews, accompanied by their ladies, gave Sir Robert and Lady Crichton-Brown a farewell dinner at Tattersalls Club. On behalf of the gathering Peter Green presented Bob with a beautiful half model of *Pacha* — the topside of the model being covered with exactly the same paint as on the "Burgundy Beast" itself.

John Dawson

Our New Zealand Correspondent — Peter Montgomery



Peter Montgomery has been a familiar voice as the NZBC Yachting Commentator on the Commercial and National Sports Radio Networks in New Zealand for the last five years. All major international and national yachting events, ranging from small boats to offshore racing, have been comprehensively covered by the NZBC with Peter as commentator. This coverage involves being on a vessel following the race and repeating

"live" every 30 minutes, or more frequently if necessary, to inform listeners of race progress

Peter was based at the CYC for the NZBC during the 1972 One Ton Cup and the 1973 Southern Cross. He has also covered yachting and other sports on NZBC Television and written for New Zealand's 'Sea Spray.'

Because he has joined the ranks of the talkers instead of the doers, his yachting participation has largely been confined to crewing for Roy McDell, father of the McDell brothers, Kim and Terry, on the world champion 18-footer *Travelodge*. Roy never seems to find his sons available to sail on his 40ft K Class *Waiomo*.

Our New Correspondent for Bermuda



Mrs Margot Cooper is originally from Nova Scotia, Canada, where she cut her sailing teeth on a local 23ft class design called a "Bluenose". Margot married the team manager of Bermuda's yachting squad for the Tokyo and Mexico Olympics. "Because of my husband being, at that time a Finn sailor," Margot notes, "I became a boat race watcher rather than a crew, and an expert on telling everyone what they ought to have done (after the race was over)". She has been President of the Bermuda Optimist Dinghy Association for the past four years.

Although this is an "off" year for the Bermuda Race, Margot will be keeping us informed on any pertinent Bermuda news and may well, if history repeats itself, be on the spot in her native Halifax to report on the Marblehead to Halifax race.

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INTER-STATE REPORT

Southern Scuttlebutt

J. Ross

Melbourne — Hobart

All reports on the Melbourne-Hobart West Coaster indicate that promotion of this event was a big success from the point of view of the sponsors (Swan Insurance) and the ORCV.

The West Coaster received almost unprecedented publicity in the Melbourne Press. Unfortunately, not all of this was entirely accurate, but the general effect was favourable. The start was covered live by ATV 0 who recruited VYC President, Barry Scott, and Jock Sturrock as special commentators. The combined start with the Devonport fleet at St Kilda drew substantial crowds to the foreshore to watch the event.

A special "Cock of the Bay" trophy was provided for the first boat to complete the 22 miles to the West Channel Pile Light. This was won in convincing style by the South Australian Cole 43 *Minna*, skippered by Jack Williams.

The West Coaster was re-started at 7 pm at the heads (also covered by television) and again *Minna* showed signs of what was to follow. She made a perfect start and quickly opened up a lead of half a mile over the rest of the fleet. During the race she was passed by *Banjo Patterson* in heavy reaching and running conditions. When the breeze eased, *Minna* closed up on *Banjo Patterson* and in a very close duel in the Derwent, crossed the line one minute twelve seconds ahead. *Banjo Patterson* was followed by *Mary Blair*. *Minna* took 1 hour 17 minutes 13 seconds off the race record, held previously by *Mary Blair*. The race was won by *Pagan*, a veteran Tasman Seabird, skippered by Reg Hare from the RYCV. Second was the Tasmanian half-tonner, *Astrolabe*, skippered by

Melbourne — Hobart

Derwent Sailing Squadron Commodore, Bob Gear. Third was the Victorian half-tonner, *Pajen*, sailed by Fred Short and family.

Devonport Race

In the Devonport race, *Tamboo* from the SYC sailed by Bob Green made it two in a row with a fine win.

Tamboo is a 1958 S & S "Hestia" design and is still proving more than a match for newer yachts. She is always carefully prepared and well sailed and this, combined with her second over the line and low rating, resulted in her second overall win in two years in the Devonport race.

Second was *Vandal*, an East Coast 31, also from Sandringham Yacht Club and skippered by ORCV Commodore Jim Vickery. Third was *Dragonfly* from the Port Dalrymple Yacht Club and fourth, Noeleen II, an M & W 30 skippered by Ken King from the SYC. Line honours was taken by Westwind from Port Dalrymple Yacht Club — a fine effort for her first race.

As reported last issue, the Devonport race made up the first leg of a four-race series initiated this year and given the name Bass Strait Circuit, by the ORCV. Ten yachts completed the four-race series. Results for the series were *Vandal* first, *Tarquin* (Fred Trewarth) second and *Dunedoo* (Fred Finlay) third. *Vandal* put together three firsts and a second to win convincingly.

This year Swan Insurance intend to support both the West Coaster and the Bass Strait Circuit so these events seem assured of a bright future.

Interstate Challenge Series

Nine Victorian JOG yachts took part in the interstate challenge series held at Eden during January. *Providence*, a Defiance-type half-tonner, skippered by Tommy Stephenson of the Sandringham Yacht Club, was clearly the fastest yacht at Eden. Results from the Victorian JOG Association's point of view, were quite encouraging. *Elizabeth*, skippered by Tim Crispen from the Sandringham Yacht Club took first place overall. The Victorian



Winston Churchill at S. West Cape during the Melbourne-Hobart race this year. Apparently the only trouble she had during the entire race was for a few minutes only with this wrap—unfortunately a plane came over at just the wrong time.

JOG number one team of *Providence*, *Tasqua* and *Elizabeth* was third in the teams event. The Victorian yachtsmen were unanimous in their support of the JOG Interstate Challenge becoming an annual event, to be held at Eden.

Queenscliffe-Grassy

On Saturday, 25th January, the ORCV ran their annual Queenscliff to Grassy (King Island) event. There were

only eight starters and these yachts faced tough, gale force conditions for the race. *Pajen* took line and handicap honours from *Pagan* and *Nellie Zander*. *Brumbie*, a new Adams half-tonner, owned by Peter Robinson, was forced to retire when only half a mile from the finish with gear failure. The other four starters retired earlier due to the very hard conditions.

J. Ross

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During the last summer sailing season Mako gear helped Australian yachtsmen win races in the U.K. — Ginkgo and Apollo II, in Denmark — Plum Crazy, in the Aegean — Meltemi, and lastly in Australia aboard the Sydney to Hobart winner — Ceil III.

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TECHNICAL

Geronimo on the Warpath

The last of the Australian Admiral's Cup Team hopefuls to arrive on the scene is Geoff Lee's new Olympic M & W 484 *Geronimo*. She is a 48½ft drawn out *Ginko*, incorporating the latest in Miller & Whitworth thinking.

She was built by Olympic Yachts, Greece, a large yard which has in the past been turning out Carter designs at the rate of up to one every three days! Lofting to launching was in the remarkably short time of only twenty weeks.

She avoided any traumas during the recent Greek/Turkish clash although at some stages the crew were expecting to hear that she had been commandeered to be a Greek torpedo boat. The trip to Australia was via Piraeus, Ashdot in Israel, trailer across the Sinai Desert, Eylath in the Red Sea, Mombasa and Melbourne.

Geronimo is the first of an anticipated long run of this class. Already five others have been ordered. One of these (No. 4) is for Bill Turnbull of Hong Kong, owner of *Ceil III*. This month she will be delivered to England to be worked up by John Oakeley a director of M & W Europe (an ex-world F.D. champion). She will be in the Hong Kong Admiral's Cup Team, while the others will be trying for the French, Greek, English and possibly German teams.

While *Geronimo*'s British racing green hull and white bands will not be too distinctive alongside *Mercedes IV* and *Ballyhoo*, below she will be a striking red white and blue theme by the Italian Carlo Pagini, who is perhaps the foremost international interior yacht designer in the world.

With a trend these days for owners to require some cruising adaptability along with out and out racing requirements, the Olympic with its fore and aft cabins, both with showers and heads, can readily be prepared for private accommodation.

The hull has a light displacement for its size. Crew weight will be kept well away from her ends — most of the activity will be in the centre cockpit ('gorilla pit') which is surrounded by a low coaming on which is mounted various Barlow winches and jammers (saving weight and space).

The foredeck will be completely clear with the foreguy and cunningham running under the foredeck to their winches at the mast. The spinnaker poles slide into tubes within the coaming, so keeping their weight well back.

There is a separate shallow grinder cockpit with a Barlow pedestal. The helmsman's cockpit has good ledges for his feet and an American Edison steering system. A novel

feature is the open stern which eliminates the need for skin fittings for cockpit drains.

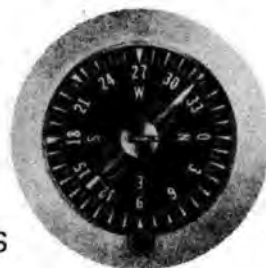
Her mast at 60ft is 5ft higher than *Ginko*'s and follows the trend worldwide to carry larger sail areas; reefing will have to be earlier. The mast is by Proctor to M & W specifications.

The hull will be long, lean and deep chested as *Ginko*, although she will be narrower on the waterline and have a drawn out stern. To windward she should be better in light air.

The sail locker is made up with main and headsails by Hood, Marblehead; Starcuts by Banks (UK) and the rest of the inventory from M & W, Australia.

She has already been test sailed in Greece and there were only a few very minor alterations required by the designers. As with her namesake, *Geronimo*, Geoff, sailing master Mick York and an enthusiastic experienced crew, will be out there to vigorously collect scalps.

Tony Cable



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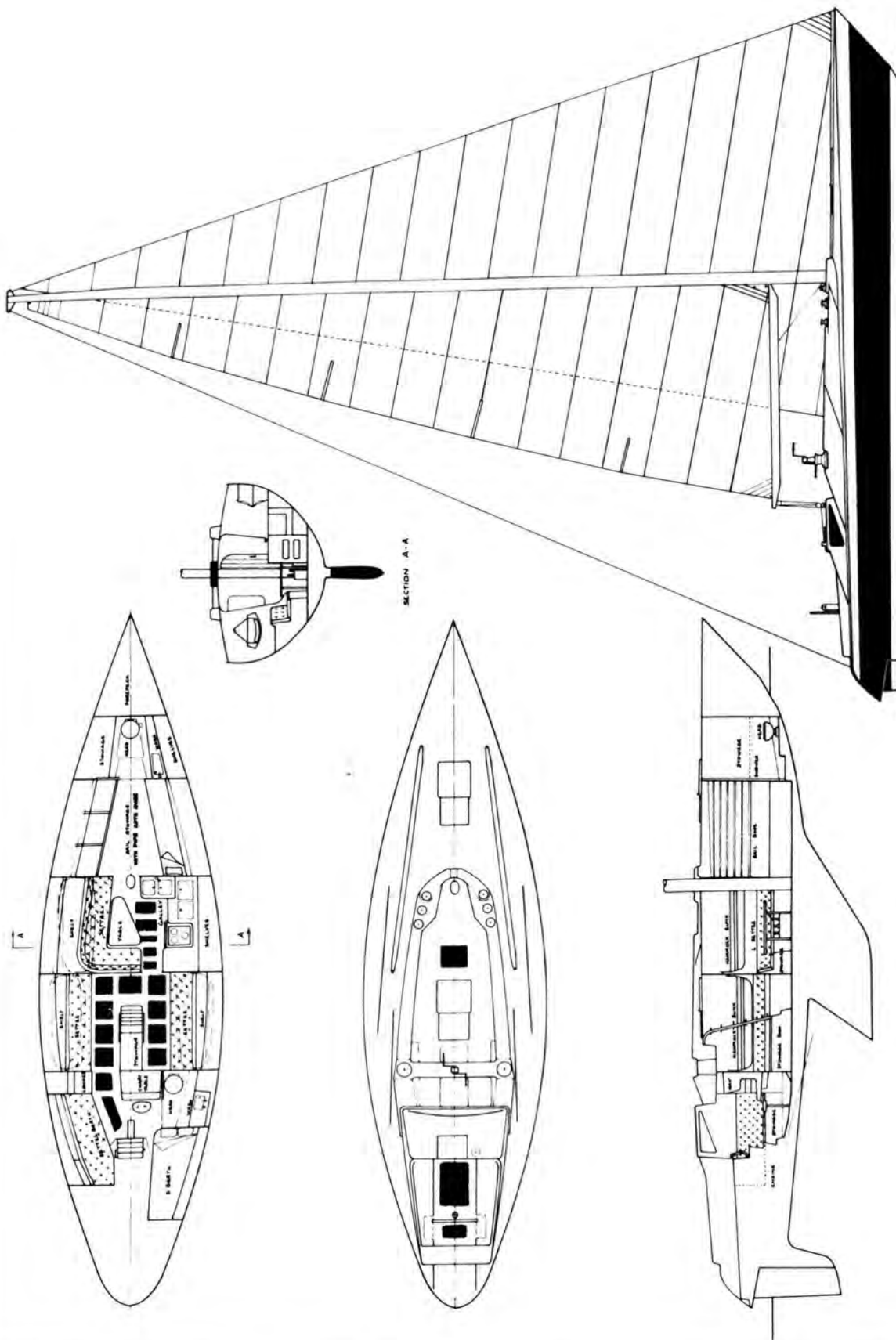
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 Geronimo

CLUB NOTES

Commodore's Report

Dear Members,

Congratulations are due to our Race Directors and Sailing Committee for another very successful Hobart Race.

All members must be proud of the degree of professionalism displayed. Congratulations to Peter Kurts on his fine efforts. The Royal Yacht Club of Tasmania again did an excellent job in Hobart and their hospitality was much appreciated.

Interest in ocean racing remains high with the Level Rating Regatta in February and the Admiral's Cup Trials in early March. The Half Ton fleet continues to grow with new boats being launched every week. It is now evident that with the exception of specialist Admiral's Cup-type boats that the bulk of our future fleets will be One Ton or less. This will lead to keen boat for boat racing.

Accounts for last year have been completed and we are aiming for an early Annual General Meeting. Details will be mailed to you in the near future.

Generally speaking it has been a reasonable year when current economic conditions are considered and I am not pessimistic about the future. Although costs to members must inevitably rise, these increases should be kept within the annual national inflation rate.

J.P. Diamond

Ladies' Auxiliary

Make a note in your diary — our next function will be on Thursday 20th March 1975 at 11.00 a.m. An exciting Film Morning to be followed by a light luncheon — please phone 32 9731 for reservations.

From the Sailing Secretary

OK Sailors back to the salt mines!!

The Hobart is over, boozing and cruising finished for the present, Mum and the kids should be tired of seeing you around the house, so get out and get sailing!

The second half of the Season opened with a "bang", 25-30 knots gusting to 40 knots from the south provided some excitement for the 28 starters, and it was unfortunate that *Love and War* and *September* finished without a stitch on. My sincere commiserations to both skippers and both crews but "c'est la guerre", these things sometimes happen, and in *Love and War's* case perhaps some consolation may be gained from the fact that it could have occurred at a more inconvenient time.

George and Greta Barton absented themselves from the Hobart Race — Press Information Centre for the first time in seven years and took a "Busman's" Holiday, spending most of their time in the Press Information Centre at Hobart, from where George was able to pick up some pointers which will be of use to us in the future. In their absence "Tiger" Scott in charge of a team which included Lesley Rea, Eric Richardson, David Prentice, Rex Barter, Felix Huber, Kerry Roxburgh, Brian Cramp, John Brooks, Jock Rice, Peter Wall, Joe Borg, Amin Christmann, and the ever helpful staff of Honeywell Time-sharing lead by Mr Tim Frost, kept the ball rolling with admirable efficiency and are to be congratulated on a job well done.

The CYCA-JOG Regatta attracted a total of 64 entries of whom only 30 managed to make the starting line for each race. We are assured however, that despite the confusing information received from the weather bureau and the best efforts of our mark layers and the change in wind direction, that the races were enjoyable and competitive.

Our next major tasks are the Level Rating Regatta and the Admiral's Cup Trials.

E.T. (Max) Lees
Sailing Secretary

House Notes

There is not a great deal to report this issue as there were fewer organised functions near the Christmas period. Trading, unfortunately, has been somewhat affected by a noticeable drop in attendances, no doubt a reflection of the economic climate.

The Xmas Barbeque Party was the first major outdoor occasion using the new parking area. The weather was somewhat unkind but everyone agreed that the food and music were great — the formula will be repeated.

The Christmas Day lunch was one sitting only and resulted in a full house. Thanks must go to the staff for working on this day; it must be very much appreciated by the visiting yachtsmen.

The Sydney-Hobart T-Shirts and Crew Shirt Badges sold very well. There are still some of these available at the Bar. They will be offered again for the '75 Hobart. Why not start collecting them; just imagine how you will impress with your '74 shirts worn in the '84 Hobart.

With the Level Rating and Admiral's Cup Trials coming up there should be increased Club usage, both events will incorporate social nights. The Level Rating Presentation Dinner-Dance was packed out last year so book early.

On February 22 will be the Admiral's Cup Fund Raising barbeque — tickets \$5.00. A lot of organisation has gone into making this a night well worth attending. Come along and lend your support.

Details have not yet been finalised but after the series there will be a Cocktail Party (or somesuch) to announce the Admiral's Cup team.

Tony Cable

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Your Publications Committee



Tony Cable

A member of the CYC since 1964, Tony is on Geoff Lee's *Geronimo*. He's done eleven Hobart "classics", is founder with John Dawson of the "Quiet Little Drink". Tony has been with the Publications Committee for two years. He is a management consultant.



Campbell Scott

"Tiger," a member of the CYC board and is our voluble Chairman. With his quick tongue and sense of humour, he has been a first-rate advertising salesman for *OFFSHORE*. Tiger is a management consultant and a cattle grazier.

John Dawson

(no picture)

John Dawson has been a member of the Publications Committee for the last two years.

He has done every Montagu and Hobart race (except one) for the last eight

years, as well as two Gladstones. He is currently sailing on *Patrice III*.

John is a paper company executive in the newsprint and pulp industry.



Basil Catterns

Basil Catterns has served on the Publications Committee since its original formation in March 1971. After six years of overseas service in the 2nd AIF (Major, MC), he was a frequent visitor to the old boatshed club-house in the early fifties, joining the CYC in 1964. He has raced and cruised extensively, including four Hobarts. He is Director of an international advertising agency.

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Publications Committee

John Brooks

John Brooks joined the Publications Committee in 1973. He races regularly with the CYCA offshore fleet, the last two years as navigator on *Pacha*. In his spare time he is a Qantas Captain flying Boeings on international routes.

David Colfelt

Editor of *OFFSHORE*, David sails his Hood 23 over and under the water and lately, due to his lack of prescience about the weather (along with the weather bureau), has kept the sail shop in business. He is a pharmaceutical company executive, and he takes pictures for *OFFSHORE*.

Support the 1975 Australian Challenge for the Admiral's Cup

A commencement has been made to raise funds for the Australian challenge for the Admiral's Cup. Our target this year is \$90,000 and that will just cover the transport expenses of our team and the three yachts.

The owners of the selected yachts bear the major expense of the challenge by providing their yachts and personally paying many expenses including race entry fees, boat maintenance and slipping charges. They are therefore contributing the major portion of the total cost of the challenge.

Australia is recognised as a leader in world yachting. We ask your support to ensure our continued participation in this world ocean racing classic.

This year we are again conducting an art union for a new Silver Shadow Rolls Royce motor car now valued at over \$39,000 and we are offering you tickets at \$100 each with a limit of 1250 tickets. This offers you great odds. If you can't take a ticket on your own we suggest you form a \$5 or \$10 syndicate with your crew or friends and share the pleasure of winning this great prize.

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"Hurrica 5" is a 38 ton, 58 footer owned by Mr. John Shaw of Mona Vale, N.S.W. She was built in 1924 by Fords of Berry's Bay, Sydney, to a design of Camper Nicholson for ocean cruising. Constructed of New Zealand kauri with teak deck and oregon masts "Hurrica 5" shows no signs of her age or her exciting service in the last war when she carried an armament of guns sailing in the island waters.

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MARINA NEWS

by Jack North



A member of the Club since 1954, Jack North sailed intensively for many years. Nowadays he is happy to just mess about in boats and do a bit of work on the Publications Committee. His speciality is "Marina News".

About eleven years back Stan Field bought a yacht and renamed her *Hihifo*. This Tongan word means westward, which is most appropriate, as the yacht was *Westward*, winner of the 1947 and 1948 Hobart Races. A 42-foot cutter designed and built by Jock



Westward (Hihifo)

Muir at Hobart, she was owned by C.D. Gibson of Tasmania in 1947 and 1948. Her record of two consecutive wins stood until 1965, when *Freya* sailed to her third Hobart victory.

Under Stan Field's command *Hihifo's* cruising has included a non-stop run from New Zealand to South America, in 1965. She is now on the final leg of a long Pacific cruise, her Australian port of entry being Thursday Island. Having arrived at Sydney about mid-December, she will leave for Melbourne whence she sailed some six years ago.

She has that solid, comfortable look that Tasmanian builders of that era got into their boats, and contrasts strongly with the stark lines of new ocean racers berthed nearby. The contrast accentuates the revolutionary changes in Australian offshore racing over the last thirty years.

A first-hand account of the 1947 race, given elsewhere in this issue, demonstrates that the style of racing has altered just as drastically as the style of yacht.

Some yachts, like *Ondine III*, cruise around the world to take part in races. On the other hand there are boats that just cruise entering any race that happens to be going in the right direction. *Red Boomer II* is in that category.

A Sixty foot ketch from the board of Len Randall, she is designed and rigged for cruising and comfort. A 1000 hp Parsons diesel gives her power for about eight knots. She was launched in October 1971 in Port Moresby, having been built there by her owner, Bill McNeill.

Leaving Port Moresby on 31.10.74, *Red Boomer II* called at Thursday Island, Cooktown, Cairns and the Whitsundays before heading for Sydney. She arrived at the CYC marina on 6.12.74. Her crew, which

varied at different ports, included Bill's 13-year-old daughter, Yvette and 10-year-old son Andrew. However they were packed off to Perth by train before the yacht sailed in the Hobart race.

At the time of writing *Red Boomer II* is bound from Hobart to the West, hoping to arrive in time for the Albany-Fremantle race. The children will rejoin the ship in Fremantle for an Indian Ocean cruise which is scheduled to include the Seychelle Islands.

Sundancer, a ferro-cement sloop of 46ft 3ins, was built by her owner Mike MacKay to a Hartley design. Launched in 1973 at Invercargill, New Zealand, this roomy cruising yacht is powered by a 100 hp Ford diesel; 500 gallons of fuel give her a steaming range of 3000 miles at 6½ knots. Sailing from Invercargill during July 1974, she cruised the east coast of New Zealand before crossing the Tasman, to arrive at the marina on 14th October.

When the yacht *Seawind* was reported missing in December Mike MacKay took his ship to sea to look for her. The search was not successful although *Sundancer* covered 1750 miles during the three weeks she was away. No slightest clue to *Seawind's* fate was ever found.

Mike and two others form *Sundancer's* permanent crew, and additions are made as occasion arises. The projected voyage takes in Darwin, Singapore and Suez, but this could be subject to changes.

Shiralee, a 30-foot fibreglass sloop, was built by Choy Lee of Hong Kong. Her motor is a Volvo MD3B diesel.

Crewed by Hal Prewer and his wife, Margaret, *Shiralee* cleared Hong Kong on 14.1.74, cruising through the Philippines and the Carolines. After calling at Port Moresby and Cairns she arrived at the marina in mid-December.

Marina News

In the San Bernadine Straits where she met a typhoon, she was fortunate enough to follow a Philippine fishing boat into one of those little havens that only fishermen know. Hal Prewer expected to spend 48 hours or so there, but the fishermen told him it would be eight days before he could venture out. They were right.

Shiralee is expected to reach Vancouver about September 1975, her proposed route being via New Zealand, Tahiti and Honolulu. From Vancouver her crew hope to sail her on to Alaska.

The Canadian cutter *Hohog* was built in Denmark in 1938 to a design by Aage Utzon, father of our Opera House designer. With pitch pine planking on oak frames she is a double ender of 32ft 8ins by 9ft 8ins and draws 5ft 9ins. Her name *Hohog* refers to a bird in Canadian Indian mythology. A Ford Wamotat petrol engine will probably be replaced by a diesel while she is in Sydney.



Hohog

With Ted and Jan de Villa as her crew the yacht left Vancouver in July 1972 for Hawaii. From there she island-hopped the Pacific, her calls including Fanning, Penrhyn, Manihiki and Suvarov Islands among others, as well as New Zealand. Last August she sailed in the Noumea to Port Vila race, winning Division B and coming third overall. Her first Australian port was Moolooloobah and, having touched in at Coffs Harbour and Port Stephens on the way, she berthed at the marina on the 8th of January.

Ted and Jan intend to spend the summer months in these waters before returning to the tropics. The Solomons and Indonesia are likely ports of call before the yacht heads for Europe.

Windhaven, a 70-foot ketch from Auckland, was designed by Col Wylde, built of kauri with teak superstructure and launched in 1949. A Deutz 8 cylinder diesel can push her at ten knots although her cruising speed is lower. The flying bridge above the wheelhouse gives her the appearance of a motor-sailer but she is principally a sailing vessel, designed as such, and occasionally exceeds nine knots under sail.

The motor is in a spacious engine room which also houses a generating plant that gives the ship a 240-volt electrical system. Even so, there is enough space left over to stow the children's push bikes.

Children are an important part of *Windhaven's* crew; six of them vary in age from seventeen years to eighteen months. Their parents, Jim and Shirley Smith, own the yacht and a third adult completes the ship's complement.

Sailing from Auckland in May 1974 *Windhaven* proceeded by way of Suva, the New Hebrides, Cairns and Moolooloobah to Sydney. She should call at Norfolk Island and the Bay of Islands before returning to her home

port, after which a further long cruise is likely.

Another Auckland visitor was *Taranui II* crewed by Dave Rumble,



his wife Jillian and eleven-month-old Jason. This fifty-foot ferro-cement ketch built by M.A. Houchen at Hamilton, New Zealand, is powered by a 75hp Perkins diesel.

In April 1973 *Taranui II* sailed by way of the Loyalties and New Caledonia to Sydney, where she remained until January 1975. A planned departure on 15th January was delayed owing to cyclonic weather, but she eventually sailed for New Zealand. A further cruise to the Mediterranean and the Greek Islands is being considered.

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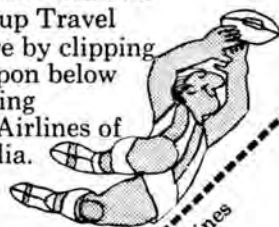
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