

OFFSHORE

VOLUME 2, No. 3

JUNE, 1972

PRICE 30c



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*Ladies Day Race June 3
Club Member's Photo*

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That was some blow, That was

by ROB MUNDLE

Radios were turned on for the 6am schedule. It was blowing outside; the wind was above 40 knots, and it looked like more was coming. The radio schedule opened with the words that nobody enjoys hearing; *Securité, Securité, Sécurité*. Storm warning for yachts in the Brisbane-Gladstone race. Brisbane Bureau of Meteorology reports that cyclone Emily must be considered a major storm of destructive proportions.

Most people have read or heard of what followed. Temperamental Emily threw a fit of rage and pelted the seven remaining yachts with winds of up to 112 mph. The actual story of the race has been written many times, but for this issue of "Offshore" we look at the problems and experiences of some of the competitors. Six yachts actually completed the course. The seventh, Alby Burgin's *Rival*, was towed in to Gladstone with a broken mast.

Eighteen of the fleet retired after receiving early warning of Emily. The other competitors did not know of early morning weather reports and were past the point of no return when they learned of the cyclone. They were the Victorian sloop *Mary Blair* (Peter Riddle) and the N.S.W. yachts *Harmony* (Peter Hopwood), *Makaretu* (Nev Gosson), *Kintama* (Rob George), *Pilgrim* (Graham Evans), *Onya* of Gosford (Peter Rysdyk) and *Rival*.

Peter Hopwood, Peter Rysdyk and Graham Evans recently attended a seminar at Middle Harbor Yacht Club to discuss the effects of the cyclone.

Hopwood said he felt that there was a lot of unnecessary criticism put on skippers for continuing in the race. When he learned of the cyclone early on the morning of April 1 there was only one thing to do . . . keep going. The other choice, which was out of the question, was to spend four days battling south into the teeth of the cyclone trying to reach Moreton Bay or other shelter.

With the wind from the south east the yachts faced an added problem. The coastline was a lee shore, so not only did they have to pick their way around shoals and islands, but also give the coast a wide berth.

He found early weather reports inaccurate. As the wind increased sail was decreased until *Harmony* was bowling along under storm jib. But the pressure was so great that hanks started popping off the luff. Eventually, even that was too much sail, and it was lowered by running the yacht away on a three-quarter course. *Harmony* hove-to under bar poles for 2½ hours when the wind was exceeding 100 mph. The storm boards were put in place and the blister coachhouse tied down to lessen the chance of damage should a wave break over the boat. There were six points he noted after the race:

- It was frightening (an understatement!) having zero visibility because of the rain. You were 15 miles offshore, but not certain of it.
- Always allow for more drift than expected when hove-to.
- A meter-type depth sounder is useless in such conditions because of water turbulence around the hull.
- The lack of ventilation below proved a problem.

- It was an advantage to have a bilge pump which could be worked in the cabin.
- Life lines should be attached to some structurally strong part of the boat.

On the latter point Alby Burgin found himself in the brine and not attached to the boat after *Rival* was bowled over and dismasted. He apparently had the life line attached to a cleat, which broke. Fortunately he was able to swim back to the yacht and the seriousness of the situation was made light by the crew comedian (a must for every boat), who casually asked Alby, as he was struggling back aboard: "What do you want?"

Aboard *Onya* of Gosford Peter Rysdyk had a depth sounder with a read out and he used that and DR to plot his approximate position when the conditions were at their worst.

He kept the yacht sailing until she reached the 19 fathom mark, which put her six miles offshore. He kept that distance off until the weather improved. *Onya* was hove-to with one man on deck and a 3ft x 3ft x 4ft storm jib set. When the breeze was down to 60 knots they began sailing and after awhile, a "white blob" was sighted through the murk. Checking that their race chances would not be jeopardised they asked for lights along the coast to be switched on. They found that the blob was Cape Capricorn light, 26 miles north of Gladstone.

Graham Evans and the crew of *Pilgrim* faced four alternatives when news of the cyclone reached them. They were:

- Round Breaksea Spit and head for Bundaberg . . . which was discarded because of the danger of running onto a lee shore in darkness.
- Shelter behind Fraser Island . . . which was discarded because of lack of information on the area, and the number of shoals in the vicinity.
- Shelter in the lee of Lady Elliott Island . . . which was discarded because of the lack of proper shelter there in such bad weather.
- Head for the open sea . . . which they did.

They sailed for open water primarily because none of the crew had ever experienced conditions as forecast, and they could not envisage possible damage to the yacht. So they wanted plenty of searoom.

They sailed to a position 20 miles north east of Lady Musgrave Island and hove to for 14 hours. During the time they averaged 2 knots drift, which totalled 15 miles more drift than anticipated (which harks back to Peter Hopwood's point).

Two people were on deck at all times, one on the helm, but the yacht laid to the breeze rather well. The men on deck were tied in with safety harness and also roped to another part of the boat (that way, they had to stay on watch!)

Graham said that if faced with similar conditions again he would do exactly the same thing. The false eye of the cyclone passed over *Pilgrim*. The sky cleared and wind dropped for 40 seconds!

tack to page 16

The Deep Freeze

by GORDON MARSHALL



KURREWA IV

With our season now at a close, it causes some of us to remember the time when a Bird Is. Race, the "Deep Freeze", was held on the Queen's Birthday weekend. These thoughts then lead us to the tragic Sunday when Ron Robertson was washed off Kurrewa IV whilst returning to Sydney from Pittwater after the race concluded. He was never seen again.

It's now fourteen years ago and maybe some of our newer members are not aware of this unfortunate accident.

In those days the race started at 10.30 a.m. on Saturday morning, and the writer, sailing on Glen Carr's "Solarno" recalls the glorious conditions of a shy spinnaker reach up the coast with a light westerly blowing. It was not a fast trip however, since the wind never exceeded 8-10 knots and we ultimately rounded the island shortly before midnight. The

westerly freshened during the night and it was finally a hard beat into Broken Bay, to the finishing line. Next morning broke with a chill wind, still from the west probably about 20 knots, and the fleet was huddled together at the Basin.

Several boats amongst them Kurrewa IV, lifted their picks and set off for Sydney at around 0900. We on Solarno began to emulate this procedure, but on getting out into Pittwater proper, found the wind uncomfortably cold and strong with just the slightest tendency to back into the South West.

Fortuitously, we decided against continuing, but instead, motored up Pittwater to the Alfred's at Green Point.

Meanwhile, Kurrewa IV and Catriona were hard reaching down the coast towards Sydney. At around Midday, Kurrewa was off Bluefish when the wind dropped out altogether, and Bob Wallace, at that time on the tiller called to the crew below who were having lunch, to start the motor. Very quickly however, the wind built up from the south to 50 - 60 knots and Ron Robertson, the skipper, came up to take over from Bob whilst he and Freddie Thomas began to take headsails off. By this time the boat was on her ear under full main and they were bearing off out to sea, just off North Head. The main split, luff to leach, whilst they were topping the boom to get it off, and the boat was now bare headed with a wildly flapping main.

Suddenly, a large sea swamped the cockpit from windward, and Ron was washed out. A cork filled life ring was thrown and he was seen to climb into it. Bob Wallace was sent to the first cross tree to watch Ron whilst they tried to get the boat about; a manoeuvre which, under the prevailing circumstance proved both difficult and time consuming. By the time they got back to the point of M.O.B. he was no longer to be seen. A half hour search proved fruitless and it was then decided that help should be sought and they made for the Harbour entrance.

The old Captain Cook, a pilot Boat, had been alerted by witnesses on shore and she passed Kurrewa off Camp Cove, headed out, hailing assurances that they would find their man. Unfortunately, she was unable to get to the scene when confronted by the huge seas outside the Heads, now built up by the wind.

Catriona, meantime, some miles behind Kurrewa, herself was experiencing difficulty, and they sought the semi-lee of Fairy Bower where they stood-to all night with engine running.

A search through the night by tug, organised by Ron De Chateau, Bill Northam and other friends of Ron's also proved fruitless. No sight of Ron or the life ring was ever seen again and so closed an unfortunate chapter of yacht racing out of Sydney.

It was simply a case of being caught with too much gear on, and lifelines not being used. As it transpired, Kurrewa was sprung badly in the area of the mast step, and had begun to take water badly by the time she came up at Watson's Bay. Finally, back at the Squadron, emergency pumping took place until she was able to be slipped for repair. Under different circumstances, she may well have been lost at sea, perhaps with all hands.

OFFSHORE

MAGAZINE OF THE C.Y.C.A.

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

Telephone: 32 2128 Cables: Seawyse

Editor: E.L. Thompson

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



THE PERILOUS VOYAGE OF DAMIEN

by JACK NORTH

Damien was launched in April, 1969. A month later she set out on the journey which brought her to the C.Y.C. marina by way of Iceland, the Amazon river, Cape Horn and a lot of other places.

Damien was designed by English architect, Robert Tucker, especially for this voyage; her hull was built in France by Nautic-Saintonge and the fitting-out was done by her crew, Gerard Janichon and Jerome Poncet. The third crew member is Trognon, a charming part-Persian cat who joined the ship in Capetown. His name translates as Rubbish or Garbage.

From preliminary design to launching took five years and a lot of thought, but the two Frenchmen have had to make no alterations to the general scheme since. Her vital statistics are length, 33'8", beam 10'3" and draught 4'6". She is cold-moulded mahogany in four layers and a 15 horsepower petrol motor (a French Couach engine) gives her six knots in smooth water. Most yachts of that size are pretty stereotyped in their cabin layout. Damien's galley, with kerosene stove, is in the doghouse, to port of the companion way; the navigator's seat and desk are to starboard with a quarterberth leading into the stowage space aft. The saloon has settee berths either side and the whole interior is well supplied with grabrails.

At the fore end of the doghouse is a cast iron stove which burns coal or wood. Experience in the Arctic showed inside heating was necessary so the stove was obtained in the Argentine. This was kept going most of the time in the Southern Ocean and they steered from within the cabin. Normally the yacht is tiller steered or put under charge of a wind-vane self-steering apparatus, but a portable wheel and wheel-ropes, when rigged, enable the helmsman to steer from the companion way in coal-fired warmth and shelter. A perspex dome in the main hatch gives him an all round field of vision.

Damien left La Rochelle in May 1969, her furthest north being Spitzbergen. On leaving the Arctic ice she coasted down the Canadian and U.S. eastern seaboard, arriving in the West Indies in December 1969. There she stayed for eight months while Jerome recovered from a kidney operation and the yacht was repaired after a collision with a power boat. A cruise to Brazil led to a trip to Manaus, a thousand miles up the Amazon River. This is believed to be the furthest any yacht has gone up the river and the upstream passage lasted a fortnight. It took only a week to come back.

Reaching the southernmost tip of the South American continent they rounded Cape Horn from east to west, in smooth weather. While coming back through the passage to the north of Horn Island they were arrested by a Chilean Navy patrol vessel whose captain was suspicious of two yachtsmen sailing territorial waters without a pilot. Things were cleared up but the delay meant that Damien missed the early part of the summer for her southern voyaging.

On passage to South Georgia she struck screaming weather and was rolled over three times before reaching the island. Between South Georgia and Capetown she was rolled twice more, snapping her mast the second time and completing the journey under jury rig. Most people would have had enough by then, but not Gerard and Jerome. Together with Trognon the

cat they set out for the Antarctic. In February 1972 they reached their furthest south, at latitude 63S. This is not the record for a sailing vessel but it probably is for a yacht of Damien's size. A combination of huge seas, appalling weather and ice forced them to turn back without reaching their objective, Adélie Land. Being rolled over twice in those waters must have helped them to make the decision and they were glad enough to have a spell at the Australian National Research Base at Macquarie Island. The next leg of the voyage was to Hobart, and then Sydney where they arrived during late April, 1972.

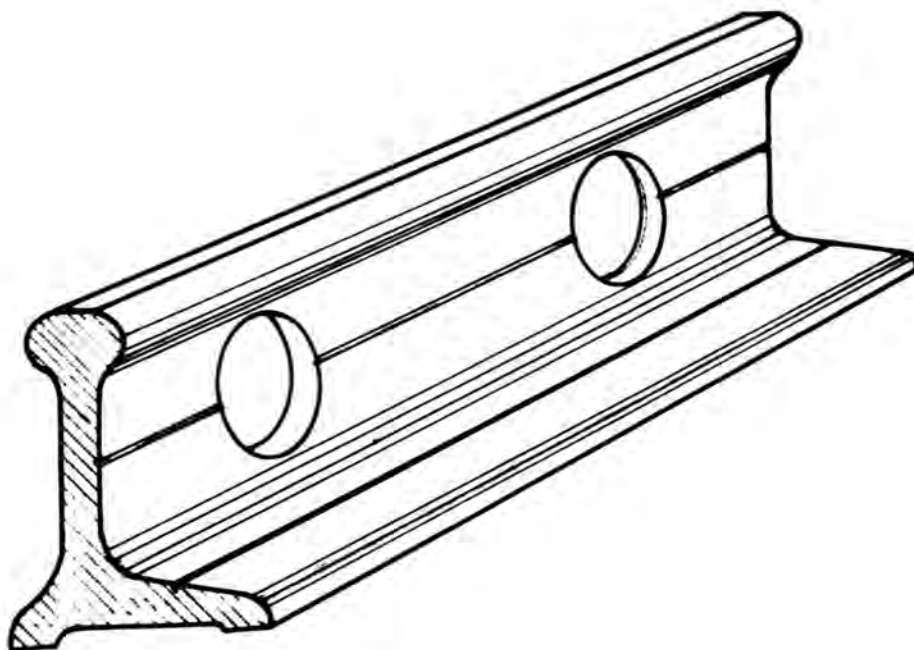


Damien arriving in Hobart from Macquarie Island after her voyage in Antarctic seas Modern Boating Picture

People who sail rough waters must expect trouble and Damien has had her share, with nine rollings. The first time was off Greenland, the next in the Gulf Stream, with three more between Cape Horn and South Georgia. Two more rolls shortly after leaving South Georgia and a couple more within two hundred miles of Adélie Land set a record which no one really wants to equal. On one occasion she was upside down for four minutes or so and on another she pitchpoled.

Since leaving La Rochelle the yacht has covered about 30,000 miles, crossed the Arctic Circle and nudged at the Antarctic. She has visited places where no yacht has been before and still has a long way to go. Gerard and Jerome have the Barrier Reef and Pacific Islands in their future plans and hope to sail south again next summer, to the Bellinghousen Sea and Graham Land. This area is south of Cape Horn, and also south of the Antarctic Circle. From there they will probably return to France after one of the most remarkable cruises in yachting history.

Before leaving Australia they wrote a series of articles covering their trip and these will start in the June issue of Modern Boating. Apparently they saved their colour film but it is not known if they had any of the unfortunate cat.



ALSPAR TOE-RAIL TRACK

MARK 1

Two sizes of Alspar Extruded Toe-Rail Track are now available. The larger of these tracks (Mark II) has now been in use for over a year and has proven to be eminently successful.

Extruded in high strength Aluminium Alloy, the track has a multiplicity of uses, some of which are as follows:

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- Tracking positions for 'Tall boys' and staysails.
- Halyard stowage attachment points.

Mark II track has a base width of $2\frac{1}{8}$ " , an overall height of $2\frac{1}{4}$ " , is designed for $\frac{7}{8}$ " diameter holes and two lines of bolt or screw fixings. This track has been used on such yachts as "Pilgrim", "Mark Twain", "Quee-Queg" and "Meltemi" and is suitable for yachts from 36 ft. to 65 ft. O.A.

Mark I track has a base width of $1\frac{3}{8}$ " , an overall height of $1\frac{3}{4}$ " , is designed for $\frac{3}{4}$ " diameter holes and a single line of bolt or screw fixings; It is suitable for use on yachts up to about 36 ft. O.A.

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NAVIGATION NOTES

New Navigation Tables

Anyone involved with Celestial Navigation will be familiar with "The Tables of Computed Altitude and Azimuth." These were published by the British Ministry of Defence as H.D. 486 in latitude groups of 15° , and by the U.S. Oceanographic Office as H.O. 214 in latitude groups of 10° . These tables became accepted as the most commonly used volumes for sight reductions by the major Navies of the world.

Their publication has ceased; no further copies will be printed.

They have been replaced in identical versions, by H.D. 605 and H.O. 229 by the British and U.S. authorities respectively with 15° of latitude per volume. At the time of writing, the British version was not yet available for purchase in Australia but the U.S. version, H.O. 229 can be purchased from John Donne & Son, Little Bourke Street, Melbourne (though they carry limited stocks only).

Since these tables will be used by this year's C.Y.C.A. Navigation Class students, the writer has obtained a copy of Vol. III so that its format could be examined. We can report as follows:—

Whilst the information contained therein is fundamentally similar to the "old" tables the layout is significantly different and in first usage its extraction seems more difficult and clumsy. This is not however, the true situation. When one becomes used to the procedure, information extraction resolves itself into straightforward steps.

The main change of procedure with these tables comes about because declination is tabulated in 1° increments over the whole range 0° to 90° whereas the old tables used $\frac{1}{2}^\circ$ steps and a chosen range. Because of this "Dec. Diff", (which must always be positive), may be as large as 59 min. Thus interpolation becomes appreciably more significant.

To achieve the accuracy desired, a totally new concept of interpolation has been inbuilt, and four pages of the tables are used to achieve what was possible in the old tables with two. For extreme accuracy, and in certain circumstances, a "new" column headed "Double Second Diff. and Corr." may be used and detailed explanations are contained in each volume.

In the preface one sentence gives a clue to the reason for the changes — "Their completeness and utility suggest their possible broad application to the solution of many space age problems in closely associated fields of science and technology." Other explanations suggest that tabular accuracy is within 40 yards in relation to altitudes and one fortieth of a degree for Azimuths. This, of course is more than ample for marine use. The table's calculations were, naturally enough, computerised, and then fifteen channel tapes were used to operate photo compositing equipment. In this way, each character was photo set to complete each page, "without being touched by human hands."

All in all these are beautifully produced tables, and the U.S. version is handsomely bound with a "mock" leather look. At \$7.70 list price, they are a good buy as compared to \$9.78

By D.R. to page 8



COLUMBIA 22'

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NAVIGATION NOTES from page 7

for the old H.D. 486. In any case, whether we like it or not, these are the tables which all new navigators must use, and whilst the die-hards are bound to be critical initially (human nature being what it is) the tables are a logical and predictable step forward in today's space-age technology.

Guide to Meteorology

Every yachtsman should try to get a copy of "Clouds Wind and the Weather" issued by Dunlop Australia Limited.

This informative and splendidly printed 36 page booklet gives a wide cover of weather indicators and how they may be interpreted. Meteorological terminology is clearly defined and illustrated in colour.

Twenty-four named cloud formations are printed in full colour, each illustration with printed indication of what it portends. The booklets are issued free by Dunlop.

Notice to Mariners BA 317 & AUS. 128 Ranges of Lights

These notices have been issued recently, and advise that from now on, geographical ranges will be progressively removed from British Admiralty Charts (Geographical range is the physical range for an observer's height of eye of 15'). For the next few years, therefore, Admiralty Charts will show ranges as either geographical, luminous or nominal. Once all geographical ranges have been removed, the alternatives of luminous or nominal will remain. (Luminous range is

deduced from the intensity of the light. Nominal range is the luminous range when meteorological visibility is 10 miles i.e. when an object can be seen at 10 miles in daylight).

Australian charts have been showing nominal ranges for some time, and the practice will probably become universal. Visibility in Australia, however, is usually much better than 10 miles, so the ranges shown may be pessimistic. The error, of course, will usually be on the safe side.

The moral of this story is that ranges of light should be confirmed from the List of Lights, as this is the *only* reference to the type of range used on the chart. This may be even more important for lights with varying intensity sectors, such as Macquarie and C. Schanck lights.

Why the new complication? Because in many N. Hemisphere regions, visibility is often less than 10 miles, so that the old geographical ranges could be dangerously misleading (particularly for the ill-informed). Just another new system to get used to.

NEW SAILING DIRECTIONS

Yacht owners who have been trying to keep the 1963 Edition of Sailing Directions for New South Wales Coast up to date will be glad to know that the Maritime Services Board of N.S.W. now has the 1969 Edition for sale at a price of \$4.00. This volume contains a lot of useful general information for mariners as well as essential navigational details for those proposing to enter N.S.W. ports.

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Big Eyes on Small Craft

by G.H.O.B.

This year has been characterised by a lively interest in small craft and attempts are being made by various government instrumentalities, national and local, to handle common problems on a more integrated basis.

Promotion of Safe Boating.

The President of the Maritime Services Board, Mr. W.H. Brotherson, announced that it had been decided to constitute a body to be known as the N.S.W. Council for the Promotion of Safe Boating.

Y.A. of N.S.W. is one of the eight interested organisations invited to send representatives to the Council and Mr. P. Taylor, President, with Mr. T. Mooney, Secretary, will act in that capacity.

The inaugural meeting was held on March 23 and other meetings have been held since. At the meeting held on May 16, five sub-committees were formed in the following categories:—Promotions, Recommended Equipment, Education, Design Construction, Fire Protection and Evaluation of Accidents.

The latter is interesting. Its function will be to investigate the causes of boating accidents, but not in the legal sense. Where possible, reports will be made on causes just as reports are made in other areas on car accidents. It is hoped that patterns may develop which in turn will be of assistance to the other committees all of which in due course submit their reports to the Council. These if approved, will be given to M.S.B. It will be a long patient haul before benefits become obvious but it is a necessary and good start.

MARINE OPERATIONS CENTRE

Already established with headquarters in Canberra it has detailed maps and charts and full electronic and computerized equipment. It quickly swings into action on receipt of relayed distress signals. The Centre is manned 24 hours a day by co-ordinators experienced in search and rescue work. These specialists initiate and co-ordinate marine search and rescue operations, as well as prepare and disseminate emergency notices to mariners. The Department of Shipping and Transport is responsible for the Centre whose phone number is Canberra 497260 and this will be listed in all Capital City telephone directories. As well, the Centre will handle the Commonwealth's Coastal Surveillance Service which is to be set up later this year.

STAY IN THE HARBOUR, SAILOR.

Another authority is examining a report which amongst other things suggests off coast limits for small craft. What equipment is to be carried, qualifications for skippers which determine how far off shore they can go and so on. A leader in the "Australian" 29.5.72 whilst admitting the problem of search and rescue condemned the suggested plans as being utterly impracticable. Actually it is quite simple. All that is needed is a line of coloured and numbered buoys strung along the coast. Blue for 5 miles out, yellow for 10 and Red for 15, after that you're on your own.

Boats could be issued with L, P and S.G. (sea going) plates. A flotilla of patrol boats could then order back anyone who

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crossed their own lines. If a boat needed rescue the numbers on the buoys could be radioed to Marine Operation Centre in Canberra and the rest would be simple and of course, inexpensive. Offenders could have their plates withdrawn and forced to anchor in the polluted Parramatta for penance. In due course the buoys would be stolen, the cost of patrolling would be much greater than rescue, someone would find out that a bad sea is just as bad if not worse five miles out as the one twenty miles out and the whole thing would be discreetly forgotten. The displaced departmental personnel could be signed on as yacht crews to find out what it's all about.

RESCUE INSURANCE POSSIBLE

The Department of Shipping and Transport is concerned about the fantastic cost involved in the rescue of small boats. This was accentuated by the quoted cost of \$200,000 in searching for the missing ketch "One and All" off the Queensland coast last year. This figure could of course be challenged — R.A.A.F. aircraft are consistently doing training exercises and whether they are running around in circles or actually looking for someone is surely within the compass of the defense budget. It has been alleged that the operation was not as successful as it should have been. Nonetheless it was an expensive search by any standards, and they all are. Ways are now being explored to have a plan by which craft owners will contribute to some kind of rescue fund.



A FAMILY AFFAIR

There'll be no shortage of yachts in this family both fathers-in-law being yacht owners. Pictured at the wedding reception held at C.Y.C.A. April 20 are: Ron and Nita Cottee, Neville and Kay Cottee, Joy and Jim McClaren.

* * * * * BIG DEAL FOR SEABIRDS

Best ever fashion parade "Focus 72" is being organised for Thursday September 14. Greta Barton reports that it will be a stunning fashion lunch time spectacular which will cover everything under the sun for the coming season. Topline models will parade and for extra zest male models will present the men's gear.

Greta will advise more precise details as we get closer to September. This message is your advice to book early — and be sure.

* * * * *

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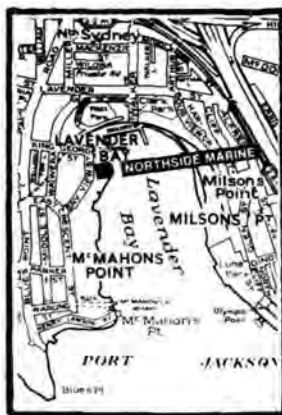
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FLARES AND ROCKETS
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New T.C.F. and Age Allow

The following is a report of the special committee appointed by the Yacht Association of New South Wales to establish a more equitable system of handicaps for ocean racing.

"The committee was formed as a sub-Committee of the Yachting Association of N.S.W. Offshore Racing Committee in an endeavour to determine a more equitable handicap system for Offshore Racing Yachts of varying ages.

This Committee consisted of Messrs. P. S. Cosgrave, K.S. Moss, G.P. Newland, M.E. Davey and G.E. Marshall.

After examining a number of suggested systems without satisfaction, it was decided to plot the results of a number of truly sailed races over a period of years in order to establish the relative capabilities of yachts.

When this was done a clear picture emerged giving results which were confirmed by the findings of some overseas authorities. In brief, there is a clear indication that yachts at the lower end of the rating scale, and to a lesser extent those at the top end of the scale, both need a degree of assistance in relation to the nearly flat T.C.F. curve produced by the present (R.O.R.C.) formula.

A performance curve was drawn from the plots of actual best performances, and the suggested new T.C.F. formula was constructed to produce this curve.

The Committee also recognised that while the new T.C.F. formula using the I.O.R. Mark III Ratings could equitably relate boats of similar ages, there is some adjustment needed to equitably relate boats of varying ages. From the same background data was determined the degrees of reduction in T.C.F.'s for boats of varying ages.

It must be stressed that there is absolutely no alteration to the *Rating* (in Feet) as calculated by the present I.O.R. Mark III Rule, and consequently no added expense is entailed.

It must also be stressed most strongly that this system of T.C.F.s. will not and is not intended to help the poorly geared and badly sailed yachts, but it is anticipated that it will more equitably handicap the sound, well crewed and sailed older yacht, and enable it to be more competitive in open Offshore events."

The graph shows the relationship between the R.O.R.C. T.C.F. and Age Allowance, and the new Y.A.N.S.W. formulas.

The C.Y.C.A. has adopted the new Y.A.N.S.W. formula for T.C.F. and Age Allowance system, and the important clauses of the new General Conditions No. 105 are as follows:—

HANDICAPS, RATING AND TIME ALLOWANCE

1. I.O.R. RACES

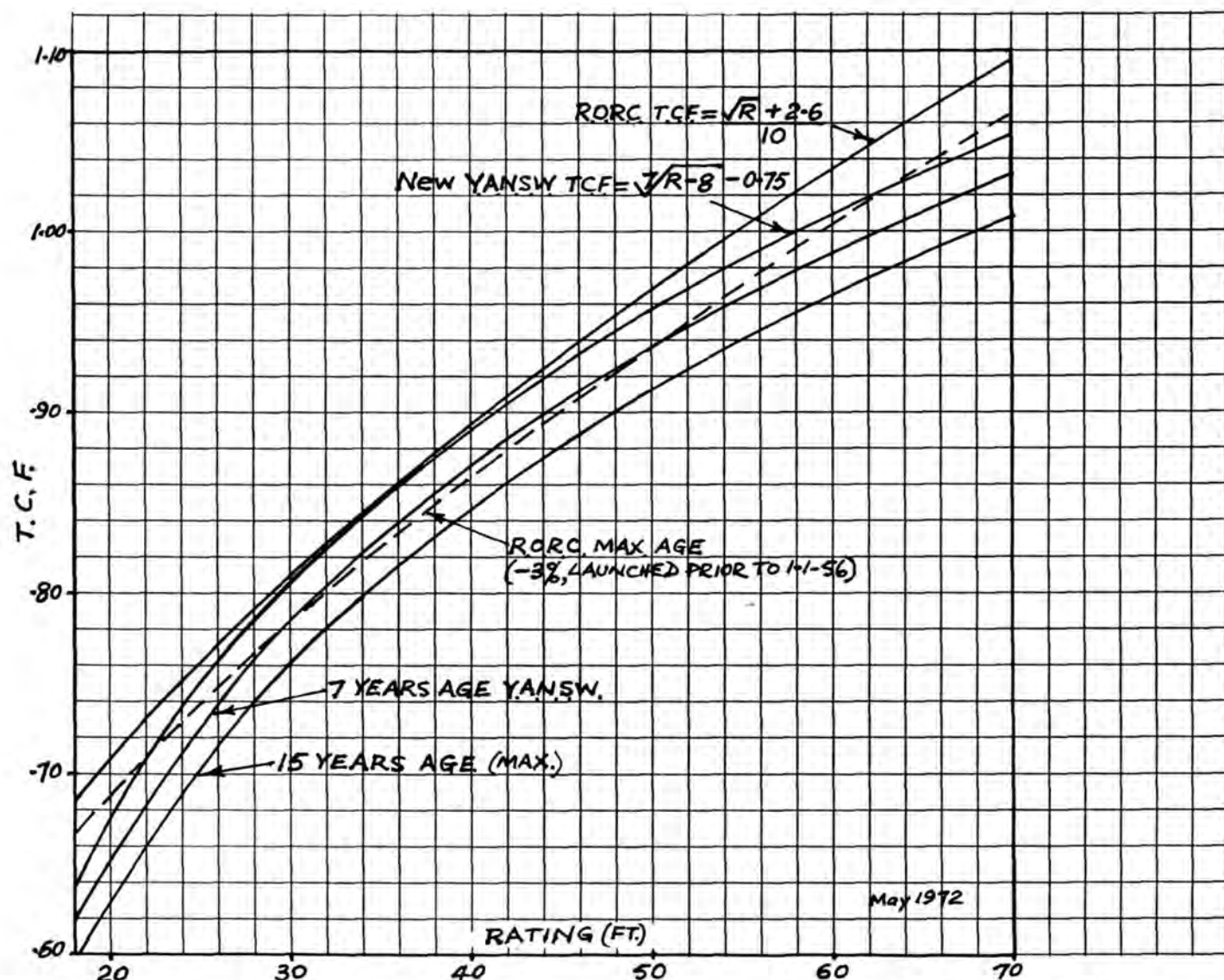
(a) I.O.R. races conducted by the C.Y.C.A. will be sailed on time allowance by I.O.R. Mark III Rating. Time allowance will be by Time Correction Factor according to the formula $T.C.F. = \sqrt[3]{R - 8} - 0.75$

In the case of trials for international competitions, the time allowance used shall be that of the competition.

(b) To (h) inclusive, as before.

(i) AGE ALLOWANCE

Yachts will be granted a reduction in their T.C.F.'s for age as follows:—



(i) The normal age allowance will be a 0.0030 reduction from the T.C.F. for each year of age as calculated below, up to a maximum of 15 years.

(ii) Age allowance will not be granted until a yacht is classified as being 3 years old as determined below.

(iii) A yacht having an age allowance will have its age allowance reduced by the factor for one year for each win in its Division in I.O.R races included in either the S.O.P.S. or L.O.P.S. This reduction will apply to subsequent races in the particular series only, and will be same for Division and Overall.

Such reductions in age allowance will be carried forward to the following season.

(iv) The age of a yacht shall be calculated from the date of launching. However, yachts which were launched more than twelve months after the date of their final design plans will be eligible for predating for age, which will normally be twelve months after the date of the final design plans.

In these circumstances it is the responsibility of the owner to produce the plans or obtain documentary evidence from the designer for submission to the Sailing Committee.

Also, an owner's application for predating of the age of a yacht must be accompanied by details of any modifications made to the hull since the date of the final design plan, and in such cases the Sailing Committee reserves the right to allocate a date later than twelve months after the date of the final design plan as the date for calculation of age.

For the purpose of determining age, years shall commence on 1st January, and a yacht will be deemed to be one year old on the 1st January following either the date of launching or the base date explained above.

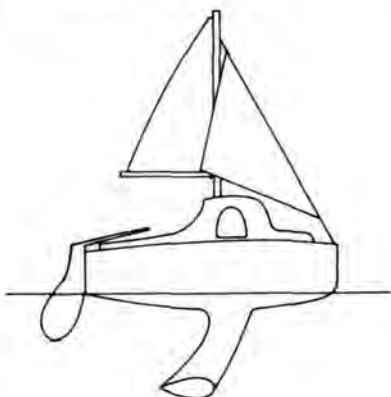
Age allowances shall be allocated as at the nominal commencement of the season (1st September), and shall be fixed for the whole season, except where any modifications are made to the hull, or Division race wins are recorded.

The decision of the Sailing Committee shall be final in all matters concerning age allowance.

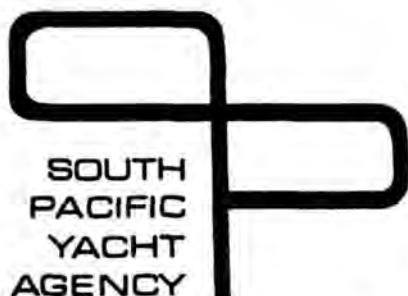
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YACHTING NOTES



ONE TON CUP - U.S. CHALLENGE

The North American Yacht Racing Union has advised that U.S. yachts will be challenging for the One Ton Cup in Sydney in December 1972. Mr. George R. Hinman has been appointed Chairman of their One Ton Cup Selection Committee.

Also in the U.S., the Ida Lewis Yacht Club is running a One Ton and Half Ton Series off Newport, Rhode Island, between September 9th to 16th for the "Sail" Cups, donated by "Sail" magazine. The performance of yachts in this series will serve as an important guide for the U.S. selectors.

In New Zealand, there is some doubt about the availability of the latest three designs, which formed the winning Southern Cross Cup team in December 1971. It is reported that "Pathfinder" has been sold, "Wai-Aniwa" is up for sale, and plans for "Runaway" are uncertain. However, the New Zealanders have an impressive number of One Tonners from which to select, including "Escapade" and "Young Nick" which represented their country, together with "Wai-Aniwa", in the last One Ton Cup in Auckland in February, 1971.

In Australia, a new yacht (called "Clay Target") has been launched in Brisbane by Peter Anderson to the design of Stuart Rodgers, an expatriate living in the U.K.

She is different from most One Tonners in that she has a centre board, and this gives a draft of 6'8" down and 3'6" up. Other dimensions are 35 ft. L.O.A., 28 ft. 4ins. L.W.L. and 10 ft. 8 in. beam.

The C.Y.C.A. has recently posted the Notice of Race and Entry Form to all owners and clubs which are known to have an interest in this year's series, and this contains some modifications made to the Rules by the Cercle de la Voile de Paris. Interested parties who have not yet received the Notice of Race should advise the club urgently.

Challenges by Yacht Clubs close on 9th October, 1972 at the C.Y.C.A., and Nominations of yacht entries by Yacht Clubs close on 9th November, 1972 at the C.Y.C.A.

Some Australian and New Zealand yachts may be available for charter for the period of the series, and interested overseas persons should write to the C.Y.C.A.

HALF TON SERIES TO PROVIDE A FEAST OF BOAT-FOR-BOAT RACING

The R.S.Y.S. has announced plans to hold a Half Ton Series from December 10 - 17 in conjunction with R.P.A.Y.C., C.Y.C.A. and M.H.Y.C.

This series will not clash with the One Ton Cup races to be held between December 9 - 20.

What it amounts to is boat-for-boat racing on nearly every day of the period nominated above. If you are unlucky enough not to be participating then being a spectator will not be so

Sail to page 17

ANTI-FOULING?

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BARNAKILL antifouling additive!

Available in two specifications, (1) Barnakill and (2) Barnakill 'Super'. Barnakill is a composite anti-fouling additive which is added to any ordinary anti-fouling paint and gives it over 30% more active life.

Most boat owners are plagued by the period expense of slipping and anti-fouling at least twice a year. Now this task can be halved. Simply add one pack of Barnakill or Barnakill 'Super' to each gallon of your favourite anti-fouling paint as directed and paint in the normal way. Now watch that hull stay clean for longer than you ever believed possible!

Barnakill and Barnakill 'Super' are composites of several biological compounds which supplied in inert, non toxic, non-polluting powder bases mix readily with any anti-fouling paint but which cause the paint surface to be lethal to all marine growth. So, long after the active ingredients of anti-fouling paint have dissolved in the water and gone, Barnakill continues to render the remaining paint surface inhospitable to growth. Only when the last of the paint is ablated will the effect cease.

Barnakill is recommended for all boats.

\$6.25 treats 1 gal Anti-fouling.

Barnakill Super especially designed for wooden and fibreglass boats – gives maximum possible protection.

\$8.50 treats 1 gal anti-fouling.

NB: 'Super' Barnakill is not recommended for use on metal boats – best results will be obtained with standard Barnakill.

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That was some blow, That was from page 3

Aboard Makaretu Nev Gosson and the crew had few anxious moments. But one experience brings a point for consideration in future races. Feeling very secure aboard the strongly constructed steel ketch, they kept some sail aloft at all times, and watched the wind gauge stay jammed on 80 knots. They did not have enough sea room to lay a-hull, so sailed until they sighted shore, then tacked, sailed offshore and plotted their course. Makaretu was carrying a storm jib and reefed mainsail. Like the majority of offshore boats, Makaretu has her life raft securely fastened on the deck. But a huge wave broke over the boat, tearing it away and washing it overboard.

The crew could see the raft, in its fibreglass pack, and sailed back to it. But in the conditions they could not retrieve it because there was nothing like a handle to attach a rope to, and haul it aboard.

Nev and others believe that two things must be looked at in the future:

- A safer method of stowing life rafts on yachts
- A suitable method of recovery should they be washed over the side

Rob George says that had he heard the forecast of the cyclone earlier he would have considered sailing Kintama for shelter. In future he would carry a transistor radio to catch night time weather reports . . . thus saving the yacht's batteries.

It is thought that Kintama was leading the fleet when the cyclone moved in. And as a result she almost came to grief on the rocks off Bustard Head. While trying to find their real position they ventured towards the shore and where they thought Bustard Head light was. Great excitement. There it was through the driving rain. But with that a wave picked up Kintama and hurled her sideways. It was the surf around the rocks at the bottom of the headland. Miraculously the yacht skirted the rocks and the crew managed to sail her clear. But a while later Kintama was almost claimed again when she was surrounded by a breaking surf (not capping, but breaking!). It was believed that they had passed close to the six-fathom bank off Gladstone.

The weather cleared and Kintama sailed for Gladstone. Much to the surprise of the crew she was first home. And much to the relief of everyone concerned, all seven yachts reached Gladstone.

It was a great tribute to the seamanship of the crews, the organisation of the Queensland Cruising Yacht Club, and Australian ocean racing safety regulations in general.

What would you have done with Emily?



Clutha (Cliff) Donald Fraser

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YACHTING NOTES *cont'd*

bad as the racing should be sensational.

Details of the five races in the Half Ton Series are —

Sunday, 10th December:	1ST RACE: 20 to 40 miles offshore
Monday, 11th December:	2ND RACE: 20 to 30 miles on olympic course
	3RD RACE: Ocean race of approx. 100 miles
Friday, 15th December:	4TH RACE: 20 to 30 miles on olympic course
Sunday, 17th December:	5TH RACE: Ocean race of approx. 200 miles

The R.S.Y.S. are hopeful of attracting entries from New Zealand where a strong Half Ton fleet recently contested the first South Pacific Half Ton Trophy.

1973 ADMIRAL'S CUP

The C.Y.C.A. has agreed to the request of interested yacht owners to promote an Australian Challenge for the next Admiral's Cup Series in England in August 1973, and a fully autonomous Admiral's Cup Committee has been formed under the chairmanship of Mr. B.C. Psaltis for the purpose of organising the challenge. Other members of the Committee are Messrs. S. Fischer, L. Abrahams, R. Adair, G. Reynolds, T. Halvorsen, D. O'Neil and R. Kirby.

The Committee estimates that at least eleven first class yachts will contest the proposed selection trials off Sydney in November and December, 1972. Yachts will need to measure from 29 to 45 feet rating to the I.O.R. Mark III to meet the R.O.R.C. limits for the 1973 series.

The Committee will immediately set about raising a minimum of \$40,000 to cover the costs of shipping yachts, air travel by crews, and accomodation in the U.K.

SHORT OCEAN POINT SCORE

A packed house of some 200 people attended the S.O.P.S. Prize Giving Dinner Dance at the Club on 18th May. Commodore John Bleakley presented the prizes for race placings to 51 yachts.

The top point scores for the best eight of eleven races for the season were as follows:—

DIVISION 1

Meltemi (B.C. Psaltis)	138	Bacardi (P. Cole)	126
Corroboree (J. While)	124		

DIVISION 2

Pilgrim (G.N. Evans)	137	Stormy Petrel (C. Curran)	127
Cherana (J. Keelty)	124		

DIVISION 3

Skylark (J. Ward)	101	Talisman (I. Irwin)	93
Samiel (C. Iacono)	83		

DIVISION 4

Sprightly (E. Flynn)	98	Kahala II (W.R. Carpenter)	83
Mystic III (N.D. Chidgey)	82		

WINTER SEASON — 1972

The C.Y.C.A. Winter Season commenced with Ladies Day on Saturday June 3rd, followed by the first harbour point score race on Sunday, June 11th, and thereafter every Sunday until August 27th.

Sunday, June 11th has been nominated as "Commodore's Day" and the Commodore will invite V.I.P.'s to view the racing from an official vessel, dressed with flags for the occasion.

The C.Y.C.A. is providing 11 Divisions for the Winter Harbour Races:—

1. Special Division: For Admiral's Cup contenders using I.O.R. Mark III, T.C.F.'s.
2. One Ton Cup: For yachts not exceeding 27.5 feet I.O.R. Rating.
3. Half Ton Cup: For yachts not exceeding 6.6 metres (21.6 feet) I.O.R. Rating.
4. Solings
5. Offshore A: Mainly ocean division 1 yachts. Offshore yachts must carry the specified equipment for S.O.R.
6. Offshore B: Mainly ocean division 2 yachts.
7. Offshore C: Mainly ocean division 3 and 4 yachts.
8. Harbour A: International keelboats, etc.
9. Harbour B: Larger Harbour Yachts.
10. Harbour C: Smaller harbour racing yachts
11. Harbour D: Centreboard boats mainly.

The Sailing Secretary has requested that owners lodge Block Entries as soon as possible to assist in the administration of the expected record fleet.

UNIQUE YACHT RACE

The Gosford Aquatic Club a member of Y.A. of N.S.W. aims to popularise yachting in the Brisbane Water Area. The first event is an Ocean Race from Sydney Harbour — Terrigal — Lion Is. on Friday Oct. 20 at 20.00 hrs. for yachts up to 7' 6" draft. Motor cruisers will escort yachts to the Club at Gosford.

A Bay Race for the same yachts will start on Saturday at noon. V.C.P. will again escort yachts back to sea, Saturday night Sunday A.M. and P.M.

A district tour will be arranged for the ladies followed by a Cabaret Dance on Saturday night. Full clubhouse facilities are available to all. Attractive race trophies and Memento Bulkhead Plaques for all entrants.

Well looked after mooring facilities are available. Entry forms and sailing instructions from Lloyd Pryke, Gos. Bus. 25 1491 Pr. 25 2217 and Peter Rysdyk, Gos. Bus. 25 1091, Pr. 84 2408

OFFSHORE signals

Dear Sir,

On behalf of the House Committee, I have been asked to reply to Mr. Bob Satchell's "signal" in the April issue of Offshore.

The sub-committee whose function is maintaining (and improving) the standard of food, wine and entertainment in our Club have already collaborated with the Chef and our House Manager on the substance of new food menus and wine lists. These will be presented shortly in new and more attractive designs.

The idea of serving several luncheon specials for \$1.00 has been discussed. The feeling is, that the patronage for these types of meals, on Wednesdays and Fridays, would not be sufficient to warrant the expense of the extra equipment needed.

The crew meals served before races on Friday evenings, Saturday and Sunday afternoons are good value for 80 cents. This service for such a small price is maintained because of the restricted menu.

Constructive criticism of the type offered by Mr. Satchell is always welcomed by this committee whose aim is to satisfy the majority of members. However, with our limited kitchen facilities we would like the support of members in our policy of quality not quantity.

RON FALSON: for the House Committee

Dear Sir,

One night recently I visited the club when a brisk westerly breeze was blowing. As I walked past the park I was quickly aware of a mad rattling from the marina and the moorings. Dozens of halyards were clanging on dozens of aluminium masts all over the bay.

I wondered if the local residents are annoyed about this noisy tattoo and I still wonder what happened to the old standards of seamanship which always required halyards to be made up clear of the mast.

BASIL CATTERNS

The C.Y.C.A. navigation class would like to express its deep appreciation to Vice Commodore Jim Bridgland for tendering his yacht "Alcheringa" for an over night celestial navigation exercise on the beautiful Saturday night of 29th April. She is a most functional yacht for such purpose, being sea kindly and stable, enabling good dusk and dawn starsights to be taken.

The Club is truly most fortunate in having such a "big" generous man as Jim for a Flag Officer.

The Australian Yacht Development Association is making good progress with the plans for a Quarter Ton Cup Yacht. Full details will be given in August issue of Offshore. Meanwhile Mr. Jim Rae, Bus. 92 6081 and Home 43 6665 will be happy to give details.

All kinds of boats



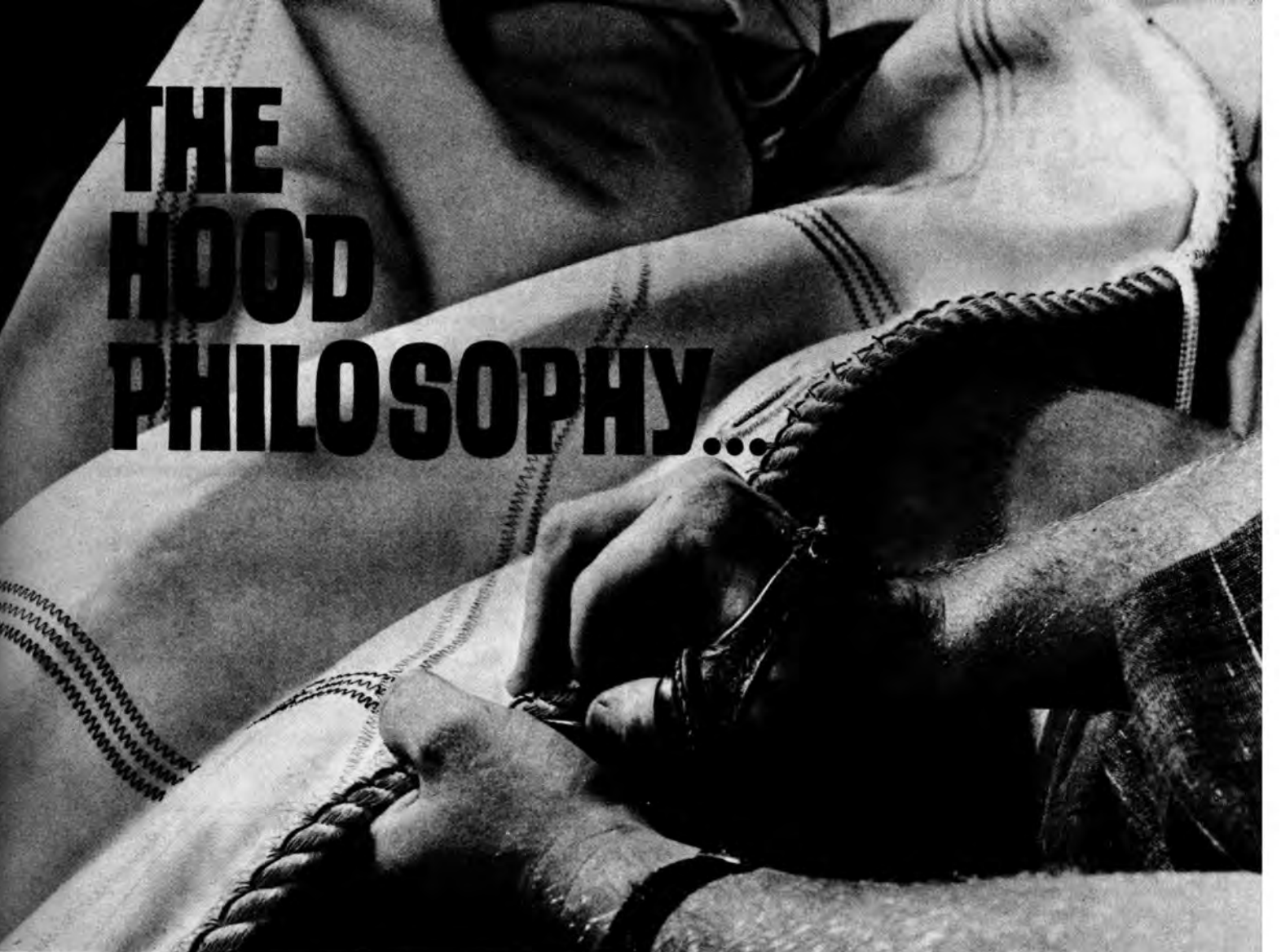
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And, aerodynamic shape is important. In fact, it's the biggest single factor affecting a sail's performance. It's what gives a sail its drive.

But, more important still, is the sail's capacity to retain its aerodynamic shape. *This depends solely on the stability of the cloth.*

The sailmaker can do nothing to prevent distortion if the cloth is unstable.

It's for this reason, that *"a sail can be no better than the sailcloth that goes into it."*

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COASTERS RETREAT

Don't suppose you'll believe we have a member who sails in a lagoon, not a lake, a lagoon?

It happened that I was detailed to add up some of the answers in the questionnaire sent to members a few weeks ago. One question was about where you sailed — harbour or offshore? The answers were there, one or the other, in some cases, both. O.K. fine, until I picked up one answer "lagoon". So I think, smarty pants eh! big deal, great fun, very amusing, sails on a lagoon. A kick in the pants for the great Cruising Yacht Club.

But I have a second look and I am embarrassed, the man does sail on a lagoon — Kevin Ardill . . . and he lives at Lord Howe Island and he does sail on a lagoon, on account that's what they have to sail on!

Latest despatch from the USA branch of the "Boat Niggers' Underground": John Boulton, the wandering Sydney sailor who has been soaking up the sweet life and whatever else falls off the rich man's table on yankee hookers since 1967 or so, is currently the sailing master of Aura . . . an aluminium 48-footer by S. and S. which won class B in the S.O.R.C. this year and was second overall. He's also to be remembered as organiser of a very scenic ferry ride up (or was it down) the Derwent at the end of the last Sydney-Hobart. It seems the Boulton was having a new set of sails rushed to him by air when an elephant broke loose in the aircraft and chose to try and destroy Aura's new mainsail with urine, and worse!

For the aeronautically minded, it happened aboard a 747 Jumbo. As it had to.

Other news from the boat nigs: Norm Hyatt still aboard Sorcery. Gary Wheatley, actively engaged in putting together a marina in San Juan, Puerto Rico, has been sailing in between in some major events with Ted Turner on Running Tide.

Last month the C.Y.C. Navigation Club was conducting an exercise at sea. They had left the marina at 4 p.m. on Saturday afternoon in "Alcheringa" to take star sights that evening and again next morning.

About 10 miles off Sydney Heads, after the members had taken their sights, Gordon Marshall, who was conducting the exercise, began his run. He took Venus, setting in the West, then Regulus in the North, and began to take Spica, low and rising, in the East. He called his first altitude to Mac Stewart who was keeping his time, then the second altitude, and was heard to mumble when reading the micrometer for the third sight . . . "This damned thing is rising fast" On taking his fourth sight he lowered his sextant with a perplexed frown, and, peering intently into the darkening sky, exclaimed . . . "it's now getting visibly brighter; it must be a bloody aeroplane."

Gordon had been carefully measuring the sextant altitude of a Boeing 707, coming up over the horizon with its landing lights on, in preparation for a touchdown at Mascot.

So poor Gordon was the butt end of a lot of cheerful banter all of which only meant that he too could be human and, of course, fallible.

Having become fed up with the relatively high I.O.R. rating of Zilvergeest II, and its ineligibility for the current age allowance, Alan Murray, after a lot of research set about having some 8 inches more beam and bustle moulded on with micro-bubbles. Just as the work was approaching completion in Rushcutter Yacht Service, the Sailing Committee resolved to adopt a more equitable T.C.F. formula and a generous age allowance for next season. Zilvergeest will lose much of the new age allowance because of the hull modifications. A bystander was heard to suggest to Alan that "he was like the man who bought a suit with two pairs of trousers and then burnt a hole in the coat."

Paul Pinnock was asked what they were carrying in the big blow on the Gladstone Race. "Rosary beads — double reeled!"

The new style wind indicator for the Gladstone Race is coupled to a tape player. The dial goes up to 100 knots apparent wind, and then the tape player plays "Abide With Me."

After sailing on Red Rooster (the 43' lifting keel ocean racer) in England Butch Dalrymple-Smith was trying to get a ride on an eighteen foot skiff.

"Ever sailed on a fast centreboard?"

"Yes".

"But what size spinnaker did it carry?"

"Seventeen hundred square feet."

"....."

You may be pardoned for thinking the sailing programme for the ensuing season is a device to enable you to know what's on and what to plan for.

But it is also an indicator for other important functions. For example, we know of a most enthusiastic yachting who never misses a race, no sir, never. He just loves ocean racing, with a great passion.

Well, this same blue water man has a bird. Obviously he doesn't see much of her, at least on the weekends. However, the two of them decided to get married which in turn precipitated a date problem — when?

Would you believe, he fished out the race programme marked the no-race weekend dates, passed it over to his bird — and said "Any one of these dates darling — you name it."

Time ran out at the Clock Hotel recently. One of the club's eligible bachelors, Paul Pinnock, was to go the way of all good sailors, and get married. A quiet little drink was arranged . . . at the Clock Hotel, for 6pm. to farewell him from 'the ranks'. The selected guests arrived and drank, and drank, and drank, until they were forced to leave at 10pm. Ask Paul if he enjoyed his little Buck's Party. He doesn't know, primarily because he didn't make it. He started his celebrating a little early in the day and at 6pm he was home in bed, asleep, and feeling a little worse for wear.

NEW SAILING SECRETARY

Hedley Watson, our newly appointed Sailing Secretary, brings with him a wealth of experience of the sea. Born in Barry, South Wales, he attended the Welsh College of Advanced Technology before going to sea as a cadet with the British India Company in 1949.

The B.I. took him on regular trading runs to ports in the U.K., Europe, East Africa, Persian Gulf, Pakistan, India, Burma and Australia. In 1953 he gained a Second Mate's Ticket.

Hedley settled in Australia in 1956 and joined the Union Steam Ship Company of New Zealand as a Second Mate on trading runs from the mainland to Tasmanian ports, including the west coast. After four years he moved to Tasmania and joined Wm. Holyman & Sons as a Chief Officer, and the next year obtained a Master's Ticket.

In 1963, Hedley came ashore and joined the Australian Stevedoring Industry Authority with which he worked in the capacities of Port Inspector, Board of Reference, and Senior Survey Officer in Melbourne, Albany (W.A.) and Sydney. Later he became the first Manager for Seatainer Terminals Ltd. of the new White Bay container terminal, and more recently has been with a firm making fibreglass boats.

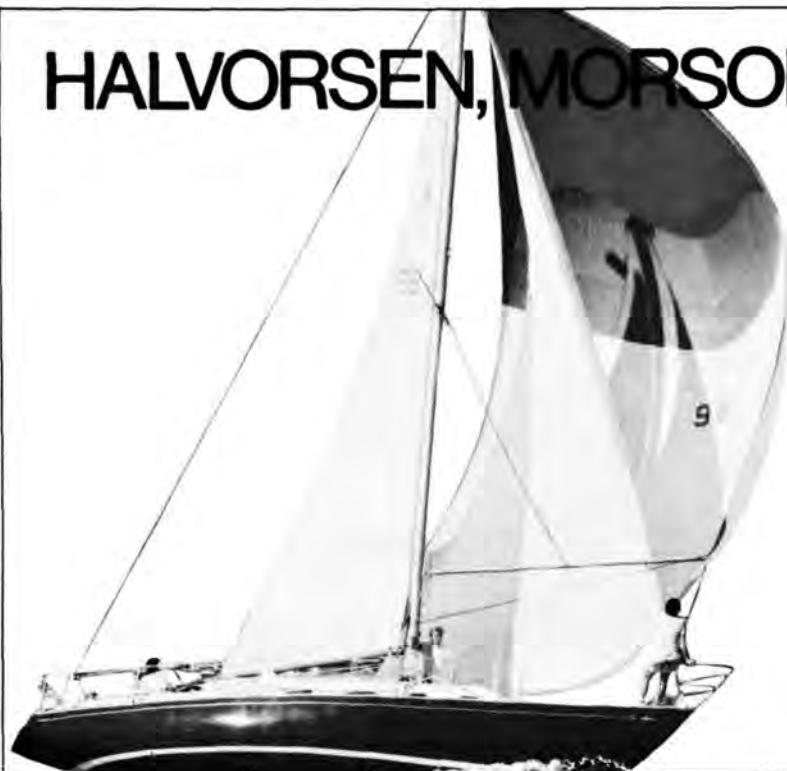
Hedley is married to a delightful Chinese girl Lean Ying (Lotus Blossom) and they have a daughter 2½ years.



He is a keen sailor with experience in racing small boats in the U.K. and Australia, and currently owns a 21 foot sloop "Alcheringa".

As secretary to both the Sailing Committee and the Publications Committee, Hedley is going to have a lot of administration to do this year, and we wish him all the best.

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Radio Communications—Change in Frequencies

by GEORGE BARTON Radio Communications Officer

As advised by circular last year yacht owners are reminded that as from 2400 hours on Friday 30th June 1972 the frequency of 6280 kHz will cease to be used for any purpose by Coastal Radio Stations and from the date and time mentioned the following arrangements will apply:—

- (1) Coast Stations will make initial call on 2182 and 4136.3kHz and then use 2201/4136.3kHz (dual transmission) for the broadcast of weather reports, warnings and traffic exchange. Prior to closing this 2 and 4mHz schedule, coast stations will announce that they are changing to 6204kHz for any further calls. This will be implemented by the coast station making a brief "all ships" call on 6204kHz station that it is listening out for any ships requiring service on 6204kHz.
- (2) Storm/Gale/Strong Wind warnings will be broadcast by Sydney Radio on receipt on 2182kHz, and broadcast every 3-minutes past each even hour until superseded or expiry of 6-hour time limit. Navigation warnings, when on hand, will be broadcast during Sydney Radio's listed schedules.

C.Y.C.A. has applied to Y.A.N.S.W. for the earliest possible amendment of A.Y.F. Safety Regulation 14 and yacht owners may anticipate that as from 1.7.72 the following frequencies will be compulsory:—

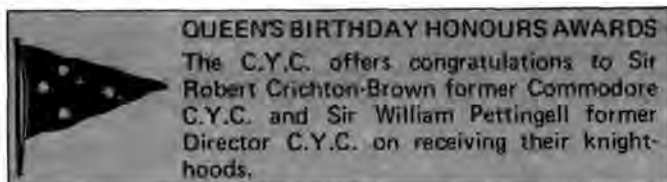
- (a) 2182kHz
- (b) 2284kHz (except for Division 3)
- (c) 2524kHz
- (d) 4136.3 OR 6204kHz.

It follows that yacht owners should take the following action:—

If 6280kHz is still fitted it should be changed immediately to 4136.3 OR 6204. If the equipment installed is capable of accepting crystals for both frequencies yacht owners are advised to retain transmission capability on both 4136.3 and 6204 kHz; if not, 4136.3kHz should be the frequency of choice as it is anticipated that it will prove to be the best all-round frequency for general use in Australian coastal waters.

Change to Single Sideband Method of Operation

It is apparent that there has been some mis-understanding on the part of yacht-owners regarding the compulsory change-over to the S.S.B. mode of transmission. The following is the time table notified by the P.M.G:—



QUEEN'S BIRTHDAY HONOURS AWARDS

The C.Y.C. offers congratulations to Sir Robert Crichton-Brown former Commodore C.Y.C. and Sir William Pettingell former Director C.Y.C. on receiving their knight-hoods.

- (a) as from 1st July, 1973, *no new or replacement* D.S.B. equipment shall be installed at any coast station or in any ship station;
- (b) as from 1st July, 1973, coast stations must be capable of providing a service with ship stations which use either the D.S.B., or S.S.B. mode of transmission;
- (c) transmission by all coast and ship stations in the D.S.B. mode shall be discontinued *on frequencies above 4 MHz on 31st December, 1977, and on frequencies below 4 MHz on 31st December, 1981.*
- (d) ship stations using frequencies above 4 MHz which change to S.S.B. prior to 1st January, 1978, must retain a capability until that date of communicating with other stations which employ the D.S.B. mode on such frequencies.
- (e) ship stations using frequencies below 4 MHz which change to S.S.B. prior to 1st January, 1982, must retain a capability until that date of communicating with other stations which employ the D.S.B. mode on such frequencies.

It follows that **all existing equipment** may be retained until 31.12.77.

A HAND TO NEW MEMBERS

James Baldwin ("Sorcery II" — C & C): Jonathan Phillips: Eric Richardson: Leo Byrne: Arthur Harrison ("Cynecia" — Stella): Ronald Stevens: Patrick Toolan: David Colfelt: Anthony Albert: Harunobu Takeda ("Vago I" & "Vago II" — Sloops): Dr. Christine Spence: Richard Mallyon: Graham Needham ("Thunderbolt"): Graham Neale: John Watson: Garth Stewart ("Teal" 30 Square Metre): Robert Dickinson ("Monsoon" — Sloop): Mrs. A.P. Allan: Mrs. K.C.D. Roxburgh. JUNIOR MEMBERS: "Sandy" Schofield announces that his latest addition to the family, Nathan Paul, born Wednesday 10th May shows all the prerequisites of a tough "forard" hand and he, "Sandy", states that young Nathan will be provided only with yacht toys with that end in view.

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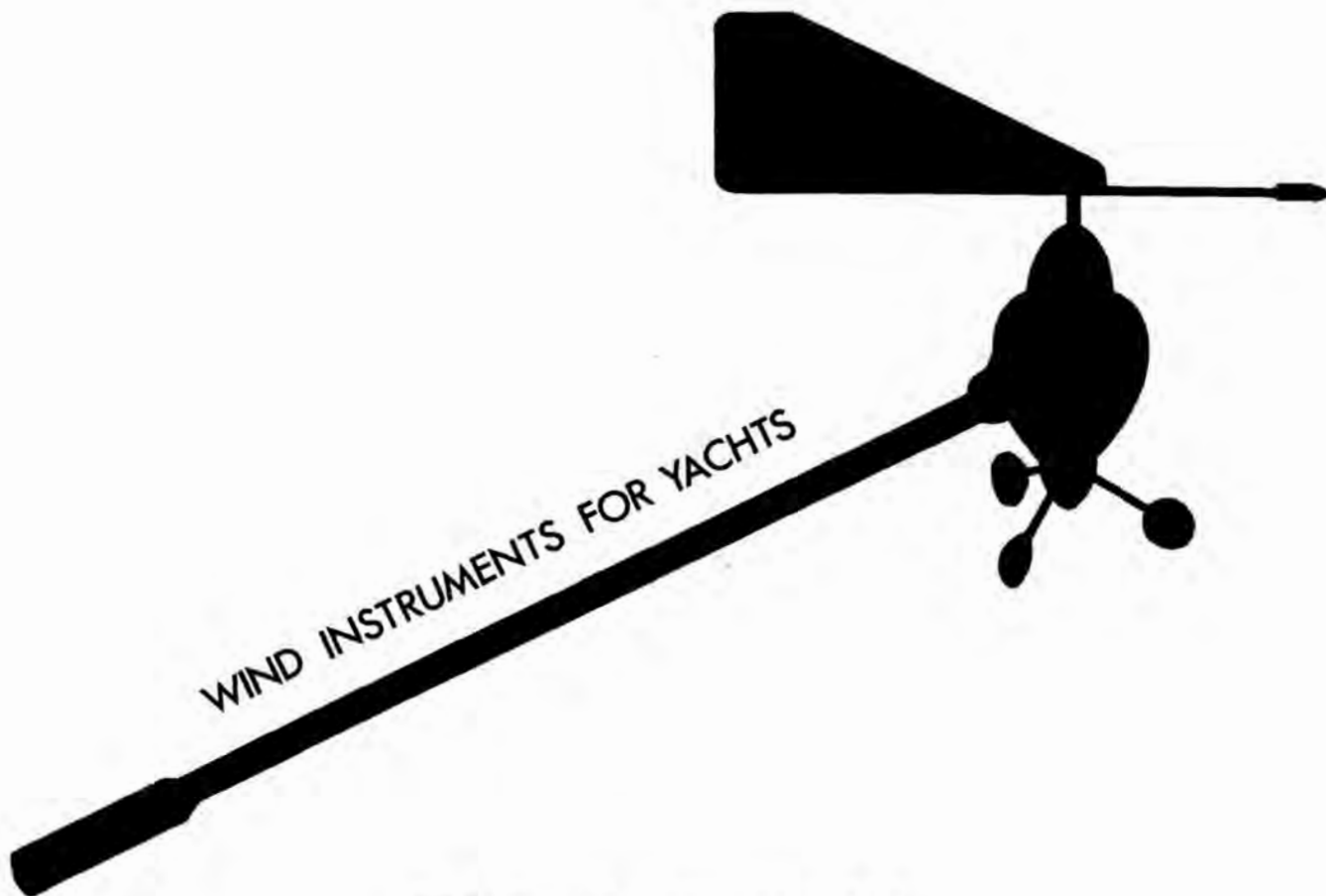
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