

OFFSHORE

NUMBER 12

JUNE, 1973

PRICE 30c



With thy long levell'd rule of streaming light.

Milton, Camus.

Hood sails: capture the Northern Circuit

In the recent Sydney-Brisbane and Brisbane-Gladstone races, Apollo established a new course record, whilst taking line honours in both events and the handicap in Sydney to Brisbane.

Sister Ships — Rum Runner 1st in the Brisbane-Gladstone race and Bacardi 2nd in line honours in the Sydney to Brisbane race and 2nd in line honours in I.O.R. in the Brisbane to Gladstone race, proving Hood does make a difference.

Why not give Pete a call at the Loft.

Hood Sails congratulate the skippers and crews of these three yachts.



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Bacardi — Peter & David Hankin



Rum Runner — Nicholas Girdis.



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MARINE PESTS ELIMINATED

by "BUTCH" DALRYMPLE-SMITH

Although much has been written about the various organisms which attack wooden boats I feel it is time to deal with the lesser known problems which front the owner of a modern yacht. Though free from the hazards of Teredo worm, mildew and dry rot there are some newer species of recently evolved pests that are a continual menace wherever yachts are to be found.

Polyestermite. A small boring insect whose methodical chomping can be heard as a crackling sound in the bilge of many a yacht in Rushcutters Bay. It may be likened to a submerged cricket. Before long the gelcoat will be seen to craze, fittings fall straight out of the plastic and in severe cases the glassfibre delaminates and without warning the keel drops off. There are occasions when this can be most embarrassing. But the polyestermite can be wiped out by filling the bilge with Hops, Yeast, Malt Extract, Sugar, Citric Acid and Parisian Essence.

This mixture has an enormous appeal to the polyestermites. First of all it inebriates them, the chomping noise is transformed to a gurgling sound which in turn disappears. This is because they get aggressively drunk, fight and kill each other off, thereby saving the keel.

Some of the more sophisticated yachtsmen will immediately recognise the mixture as precisely similar to that which they use for home brew and by happy coincidence this is true. I have discovered that the mixture can be varied. Experimentation is necessary, and naturally the area of the bilge is a consideration. Curiously enough the bodies of the polyestermites give a magnificently piquant flavour to the brew, which, bottled, creates eager demand. I can in fact envisage, ultimately having to breed the polestermites commercially.

Phytophthora dactrophaous — This pest, (commonly known as sail pox) is a virulent fungoid mould which attacks terylene, nylon, polypropylene and most other artifical fibres, a concomitant of our industrialised society. Symptons include sheets and halyards becoming hairy and wasting away, sudden breakage of toestraps and the instantaneous disintegration of spinnakers. Infected sails exude a characteristic damp salty smell and stainless steel luff wires show signs of rust.

Mild attacks of sail pox cause general misshaping of the sail, creases along the inner end of the batten pockets, premature collapse of shy spinnakers, dropping genoa luffs and general loss of power in the boat. In fact many yacht races have been lost because of this insidious disease.

Fortunately the mould cannot cross a dark line which is why crafty sailmakers use a dark thread in the seams thus localising an attack on any particular panel. One skipper of One Tonner even had a dark line sewn across his genoas, thus preventing the pox spreading further down the sail than the top third.

The author as a result of long patient research, is proud to be able to announce the cure to C.Y.C. yacht owners. Sail pox is stopped by completely immersing the sail in unpolluted sea water, a practice that is often seen at both windward and



CRUISE TO Port Stephens

by BASIL CATTERNS.

How many yachts are there in Sydney, immobilised at the marinas and moorings? but still capable of deep water cruising?

They once proudly raced outside and inside. But now, for some reason or other their owners are sick of being the P.B.O., with all that implies.

But there is a way to new enthusiasm, to new stimulus, a way which can be shared by families and friends — cruising.

How about a trip to Port Stephens — a mere hundred miles away? All those who have sailed in the Cabbage Tree Island race should take a leisurely trip up, so should anyone with a seaworthy craft.

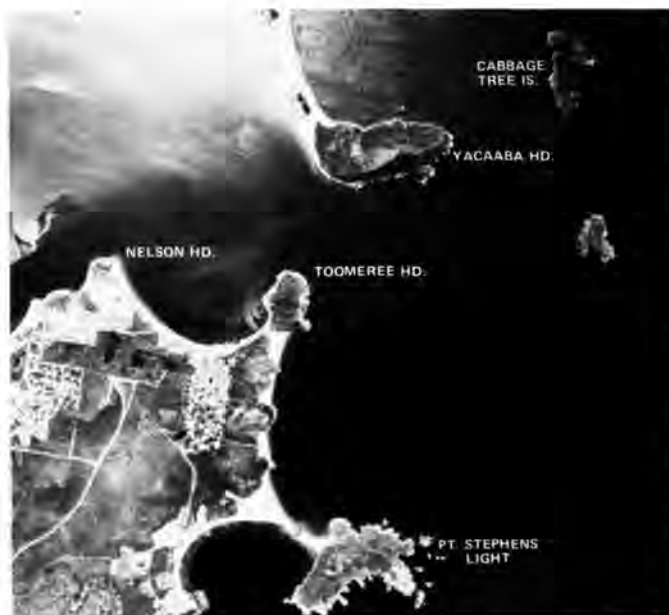
Leisurely is the operative word. Leave Sydney in the morning, spend the night at Coasters Retreat and then off the next day with about 85 miles to go. With a fair wind you will arrive at Port Stephens in daylight. It doesn't matter if you don't, there are no entry problems. Naturally you will have Chart No. 1070 and tide tables with you. The chart is quite clear and the channel markers are easily picked up.

So heading North, past Norah Head, past Newcastle, you finally round Port Stephens light, standing out to avoid the offshore rocks and make up to the entrance where the Heads are more dramatic than those of Sydney. They are three quarters of a mile wide with Yacaaba to the north, a pyramid towering 707 ft. and Toomere 520 ft. on the southern shore. It is best to keep closer to Toomere because the westerly mark inside the Heads is the Signal station on Nelson Head. A glance at the chart will show that northern waters are out of bounds, and middle grounds have beacons just to make sure you get the message.

As you open Shoal Bay you will see the Game Fishing Club on the Eastern side but better for a yacht to make the approach into the bay more from the centre or westerly side. A good landmark is the Shoal Bay Country Club, social H.Q. for Port Stephens. Great spot for those non-seagoing friends of yours to stay. They will have booked accommodation and their car will be a pleasant convenience for occasional shore jaunts.

With clear water and a sandy bottom, you can easily see where you are going and if you can't borrow a mooring make sure you lay your anchor with plenty of line and detail an anchor watch to stay aboard. On occasion, when the tide changes there is a scouring action on the sandy bottom and there is a distinct possibility of the anchor dragging. Don't be caught in Shoal Bay in a blow, it's too exposed.

But a few minutes away, just around Nelson Head, on the port hand, is Little Nelson Bay, a small cove with more protection, deep water, better holding ground and perhaps the chance of a vacant mooring. It is a pretty spot, great for a swim and there are hot and cold shower facilities. From



Entry to Port Stephens, Dept. of Lands Photo.

the bay it is only a short walk to the Seabreeze Hotel at Nelson Bay.

Next spot to westward is the busy shopping centre of Nelson Bay, the heart of Port Stephens. It is the home of the local fishing fleet and the Fisherman's Co-op where you get your supplies of fresh fish; sheer joy. Also a very good public swimming pool is next door.

There are many old mooring chains on the bottom, so anchoring could occasionally be a problem unless you bend a trip line on the pick. It is better to come alongside the big public jetty. Technically you can't stay, better to leave someone on board as watchkeeper. But the author has never had any anchoring problems between the jetty and the Co-op. wharf to west of it. You can row ashore and beach the dinghy. Infrequently a quick thunderstorm will suddenly pounce with stiff N.W. squalls. The minute that happens just gulp that beer at the cheerful Seabreeze Hotel, get aboard and beat the lee shore rap.

Port Stephens is not only a beauty spot but a splendid expanse of water for cruising with plenty of safe anchorages for any size yacht. There are miles of bays and inlets to explore.

It all starts from Nelson Bay westwards as the chart will show. Past lovely sandy beaches and picnic grounds up to Soldiers Pt. A hire boat shed on the westernside of the Point has petrol, and bait. You can come into the jetty at high tide or anchor a few yards off. Walk up the small hill to the caravan park for hot showers. There is also a new hotel in this area — 'The Salamander'.

Across the wide waters North of Soldiers Point there is a serene and almost a completely landlocked bay — Fame Cove. You can get there in ten or fifteen minutes, keeping a lookout for Fly Rock to starboard on the way.

But enough, go and discover for yourself. Up Tilbgergy Creek, see the old historic home at Tenilba in Swan Bay, up the river to Karuah, sleepy hollow on the Pacific Highway at the western extremity of Port Stephens. You will be motoring in these well marked waters.

For variety and a really great day, sail back to and out of Port Stephens up to Broughton Island 12 miles North East

No clear form from U.K.

by ROGER MOTSON

The majority of the UK Admiral's Cup contenders are now in the water and tuning up. Most yachts have had some problems and as yet no one is standing out from the other thirty-seven.

Prospect was launched on April 7th from the Berthon Boatyard at Lymington and one week later Morningcloud slid into the water at Cowes. Her launching was sadly marred by an accident in which the wife of one of the crew fell on to the concrete slipway. Whilst 'Cloud was being launched the first Solent Points race was taking place in almost flat calm conditions. The race was just completed within the time limit and gave Frigate, the Ydra-like Carter design, her first win; production Swan 44's filled the next four places.

At Easter the Lymington-Poole race took place in capricious breezes. A running start brought many of the fleet to the first mark together. The light breezes against the tide on the short windward leg favoured those who went on starboard tack from the mark and they came out well ahead. A long reaching leg made little change to the placings but after the leaders rounded Poole Bar buoy a short squall brought the rest of the fleet up again. A beat in fading breezes against an increasing tide really shuffled the pack. Frigate won again and seemed to be showing herself as a light-air flyer. The return race on the following day in heavy breeze to windward saw the 1971 Mark II designs Carillion and Bismarck (ex Prospect) take the first two places with Frigate well down the fleet.

In the second Solent Points race from Lymington some yachts managed to carry spinnakers all around the course! The wind was light and variable and one of the seven Swan 44's won.

The first ocean race was the Seine Bay Race on May 4th — a 225 mile race starting at Southsea with a 20 mile Easterly leg to the Owers lightvessel, an 80 mile Southerly leg to the Le Havre lightvessel, a 40 mile Westerly across the Le Havre bay and then 80 miles north to finish at Southsea. The smaller boats were started first and got the best of the breeze to the Owers but the critical leg was the southerly one to Le Havre. Many navigators found themselves in trouble with the exceptional spring tides running on the French side of the Channel. The new Noryema, launched only the previous weekend, got it right and on a course to windward of most others picked up a freeing breeze as well. The westerly leg was a stiff beat in a short disturbed sea and all the fleet had to change to smaller and smaller headsails as they went further into the bay. A broad reach in strong wind brought the big yachts home fast

and Noryema was first at the finish and overall. Morningcloud and Prospect both misjudged the tides and finished well down, as did Frigate.

The third Solent Points race again had a running start and ideal sailing conditions of sunshine and a steady 15 knot breeze. The course was out of the Solent to the Nab Tower and Prospect, Morningcloud, Quailo and a Swan 44, Zumbido, all got away from the rest of the fleet. Prospect was leading on corrected time at the leeward mark but shortly after going on the wind one of her spreaders buckled forcing her to retire. Morningcloud went on to win with the Swan 44 second and Marionette (a Mark III Cervantes) third. The previous winners, Frigate, Noryema and Carillion all finished down the fleet.



PROSPECT new contender for the "Cup". Copyright photo.

So with only two races to go before the trial races start there is, as yet, no clear pattern developing. Frigate, Morningcloud, Noryema and Prospect each have had their moments and one or other of the Swan 44's is well-placed in every race. The new Oyster (David Powell) and Carter 39 (Sammy Sampson) have yet to do their first race and will have no chance to experiment with their sailplant or trim before the trials.

Further indications of increasing competitiveness in the Admirals Cup is the presence of French, Dutch and German yachts in these early races. The crews fly in from Europe each weekend to race and fly back on Sunday nights. In the last four series America, Australia and the UK have always occupied the first three places in one order or another — will this year see the pattern broken?

By the time your crews arrive they will know the U.K. selection, the date of which will be July 2nd.

OFFSHORE

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APOLLO DIARY ... Sydney — Brisbane

by JOHN McLEOD

Wednesday: 1145 hrs 11th April, 1973. 15 minutes extracting odd crew members from bar; 1200 left marina, ran the mile, checked the logs and off to Middle Harbour. Arrived at start with plenty of time (this led to a couple of cases of severe shock but they soon recovered). After the normal milling around with about three minutes to go, a ferry packed with spectators came nosing through the fleet effectively slowing down a couple of yachts which could have pushed us up, and thereby giving us a clear line right on the gun with Jack on the helm and Bobby Holmes conning him down the harbour.

Pilgrim won the start but by starting on the opposite tack had to pull under us and we were away at about 8.5 knots. We cleared Dobroyd Point eased sheets a couple of inches and came up to 9 knots. Bob Holmes held on well clear of the Heads to clear the slop and then we came on course to Port Stephens. Set the 1½ oz kite and let her go: this gave us another knot.

Approximately 1630 we peeled to ¾ oz kite and discovered the kite hoist had frayed to the last strand. Don Tracy had just finished a new splice when the other halyard went, again at the head and the ¾ dropped into the water. We gathered it on the stern and re set the 1½. This cost us about 5 minutes, we then blew out the 1½ oz which was replaced by the 2.2 and later changed back to another 1½ oz. All this kept us pretty active. 1400 Thursday we gybed off Charlotte Head. At first light Bill Egerton went aloft, reeved an outside halyard and we were complete again. Ran into calm at Tacking Point and lost approximately one hour, then the wind came back and we settled on the ¾ oz kite and off again. A point I would like to make here was that whenever a kite was to be set or changed Bob Holmes was given the say so. His reply in each case was 'put up the big one then we will work out which one we want' — somehow the big one always stayed up. At 1530 the ¾ oz kite ripped across a seam, we replaced it with the 1½ oz. No drama for the rest of the day. We tried a bit of weight forward, Bob sent us all up to the eyes of Apollo at this stage doing about 11.5 knots. It looked like a bad case of B.O. with Bob on the helm and Jack and his bunch of bandits way up in the sharp end eating anything they could lay their hands on. Stan Darling announced our first days run as 208 miles but he was probably 100 yards out.

After sitting down to yet another of Tom Sharples first class roast dinners the Tall Boy Halliard went and it was again up to

Don Tracy for instant repairs. The next obstacle was the Solitary Islands which Stan took us through with (as he said) no problem. The writer was on the helm and at one stage the depth sounder showed 11ft. leaving us approximately 4-5 ft under the keel. I gained confidence from the calm expressions of the unaware crew. As we came to the start of the passage Bob Holmes kept up the big kite on the theory that the faster we went through the less time we would have to get into trouble. At this stage speed was down but still moving better than 7 kts.

Friday 13th. (it was good to us) off Cape Byron 0737, 1½ kite torn at 0749 and replaced with star cut, running by now a bit short of these sails that go out the front. Bill up the mast to replace another halyard. All happy with morning sked and a fast race seems sure, except it's not over yet. Close to coast and set course for Cape Morton Apollo loping along at 11 kts. At about 1400 Stan gave us 187 miles for the second 24 hours. Better have a drink.

Another roast dinner, race going well and looking really good. More wind coming from the south, boat flying, Bob Holmes gives a yell — '14 knots', then gives a louder yell — 'change to the 2.2 kite.' How the ¾ oz stood it don't know; we are now square and standing high on course for the wind change, anticipated by Don Tracy. No change, crew all set up, we start to gybe when the sheet frees itself from the clew, headsail up, kite down and we find we are hard on the wind for the last 100 yards to the line. Very dark and cannot see anyone. A gun and It's all over, time 23 - 39 - 05 (Our Time).

All the crew congratulate Jack and he does the same to us. I do not think we had ever seen such a great crew. Some one announces we have only drunk one dozen since we left. There will be an inquiry over that — But on the other hand? Officials out and we are treated like kings — if that means eating and drinking too much. I do not think any of us has seen a greater reception anywhere than that which we received from the Mooloolabar Yacht Club.

Thanks Jack Rooklyn, Stan Darling, Bob Holmes, Apollo, and the Mooloolabar Yacht Club, and the rest of the crew. P.S. We are going next year, why don't you?

LINE HONOURS; Apollo — fastest run ever
1ST. Rum Runner; 2ND Bacardi; 3RD Apollo.

All yachties will have been saddened to hear of the recent death of Bert Dolan.

Bert's Custom House Hotel has been the meeting place and watering hole for many sailors after the Hobart over a number of years. Prior to owning this pub Bert of course had the Franklin just along the way.

He was the perfect publican and hospitable host to some funny people and extraordinary events. A wedding at 1000 for two people who had met the night before; keeping the beer up to some unusually thirsty yachtsmen (100 beers at a time) or finding a comfortable bed on the bar floor for those who did not quite last the distance, as well as being a sort of censor to sea shanties sung that were not quite Sunday school material.

Regardless of how the House looked after the doors were closed the night before, Bert and his pub always came up the

same way next day — smiling, with Ma by his side.

The end of the road will never be quite the same without him.



We are indebted to the Saturday Evening Mercury, Hobart, for permission to publish their cartoon.

YACHTING NOTES

1972-73 SEASON POINT SCORE RESULTS

The Queen's Birthday Cup Race to Flinders Islet on May 4th-5th was the last point score race of our summer season and all point score results are as follows:—

LONG OCEAN POINT SCORE

Bluewater Championship (Divs 1,2&3 I.O.R.)

Division 1 I.O.R.	Ginkgo (G. Bogard)
Division 2 I.O.R.	Ginkgo (G. Bogard)
Division 3 I.O.R.	Matika (A. Pearson)
Division 4 I.O.R.	Zilvergeest II (A. Murray)
½ Ton Cup (Level Racing)	Plum Crazy (M. Bowen & G. Thomas)
	Plum Crazy (M. Bowen & G. Thomas)

Division 5 Ocean Point Score Sprightly (E. Flynn)

SHORT OCEAN POINT SCORE

Divisions 1, 2 & 3 I.O.R. Overall	Caprice of Huon (G. Ingate)
Division 4 I.O.R.	Talisman (I. Irwin)
Division 1 Arbitrary Handicap	Caprice of Huon (G. Ingate)
Division 2 Arbitrary Handicap	Melite (I. Brodziak)
Division 3 Arbitrary Handicap	Lolita (N. Cassim)
Division 4 Arbitrary Handicap	Talisman (I. Irwin)
Division 5 Arbitrary Handicap	Emma Chisit (A. Gay)

QUEEN'S BIRTHDAY CUP

The last long race of our season on Friday evening, May 4 started in a dying westerly. With the Admiral's Cuppers, Ragamuffin, Ginkgo and Apollo II being prepared for shipment overseas, the race settled down to a battle between

Queequeg and Caprice of Huon for line honours.

The fleet of 18 carried a westerly to Flinders Islet, most of them requiring a short inward dig off Wollongong to make their rounding. The first to head back North were Hustler and Caprice, but soon after, the order was Caprice, Queequeg, Minna and Balandra. Off Bondi Caprice held a comfortable lead of ½ mile to Queequeg but at South Head this had shrunk to 50 yards in the fickle conditions, and Minna was closing fast. At this stage there was a light nor'easter outside the Heads whilst the nor'wester still held in the Harbour. The space in between was a vexing area of calms, and the four leaders closed on each other as they battled to get through. The run down the harbour saw Queequeg in the lead to get the gun 1½ minutes ahead of Caprice and another 10 minutes to Minna.

Time correction gave Caprice a handsome margin of 1 hour 24 minutes over Queequeg and ultimately seven boats separated these two in the overall placings.

Meanwhile the small boats were doing well in the light conditions and because of the slowness of the race several were contenders for overall honours. Flamenco and Skylark, the Half Tonners, had a show, whilst Zilvergeest II and Lolita in Div. 3, and Matika in Div. 2 all had their hopeful moments. Time however ran out and "Wingy" sweated the hours at the Club to finally get his first overall win for the season on a "Long" race.

The final placings were:

Overall — Caprice of Huon, Flamenco, Matika

Div. 1 Caprice of Huon, Minna, Queequeg

Div. 2 Matika, Pilgrim, Melite

Div. 3 Zilvergeest II, Lolita, Boomaroo III

Div. 4 Flamenco, Skylark, Talisman

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BRISBANE — GLADSTONE RACE

After the cyclone traumas of the 1972 Brisbane Gladstone race it was indeed surprising to find a record number of entries for the '73 event.

This year's race, although a little on the slow side for most competitors, was in direct contrast to the furore caused by "Emily" in '72.

An hour before the start a fresh SW piped in after several days of calm conditions and it looked a dream run ahead.

After an exciting start, made particularly so by the close presence of the too eager spectator craft Apollo led around the first Moreton Bay mark from Bacardi, Rum Runner, Makaretu and Onya.

Spinnakers were set for the run out of the bay and the wind began to drop; within 30 minutes of the start the drift had begun. Most boats were becalmed waiting for the new sea breeze. It finally came gently from the NE and it was to stay in that general direction for most of the race.

As in the Sydney-Brisbane race Apollo got the break on the rest of the fleet and soon disappeared over the horizon out of Moreton Bay leaving many of the smaller entries stranded on the turning tide. It took most of the fleet until the next morning to clear Moreton Bay channel.



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When we say 'dual-circuit' we mean two entirely separate master cylinders. Should one fail, the other takes over.

Independent suspension

The 280E has independent suspension on all four wheels. Hardly surprising as Mercedes-Benz were the first to introduce 4 wheel independent suspension for production cars in 1931. It lets you distinguish yourself through tricky bends, ride smoothly over the bumpiest track; it gives you straight-line stability on highways, even in a sudden gust of wind.

Power steering

The power steering on the Mercedes-Benz 280E is gentle. While other motor manufacturers put power steering in their cars because it was fashionable, Mercedes-Benz engineers were perfecting what is now acknowledged to be the world's best power steering system.

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parking you can turn the wheel effortlessly—the 280E will turn in little more than twice its own length.

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pact absorbing front and rear sections. In 1963 Mercedes-Benz fitted dual-circuit brakes. Hundreds of cars have been wrecked in controlled tests to make a safe car even safer. If you would like to read more about Mercedes-Benz safety, write to us and we'll send you a free booklet by return post.

Governments all over the world are forcing car manufacturers to include more safety devices—many of them invented by Mercedes-Benz. The 280E contains more self-imposed safety features than any other car.

When you look at a 280E in the showroom look at these points. Inside: All protruding parts are padded—even the key head is flexible. The inside mirror detaches on impact.

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YACHTING NOTES

Along the coast of Fraser Island the light E to NE breeze persisted and within 24 hours of the gun 100 miles separated the yachts. Despite the poor breeze not many of the crews were complaining. The seas were flat, the sky clear, and the beer cold.

The race soon split into two 'divisions'. Apollo, Bacardi, Rum Runner and Onya in the first group with the rest of the fleet battling it out well behind. Rum Runner and Bacardi had a close tussle all the way never more than a couple of miles between the two for the whole race.

Apollo was first to finish on Sunday evening six hours ahead of Rum Runner and Bacardi. Onya finished early on Monday morning.

As is the custom a great welcome was turned on by the locals in Gladstone and effervescent Brisbane Mayor Clem Jones was on hand to personally welcome each boat and crew.

The race was one of the slowest on record — so slow in fact that the reception and prize giving scheduled for Monday night had to be postponed until Tuesday.

There were some interesting scenes in the Commercial pub when Don Mickleborough insisted on buying jugs of rum (without Coke) and an un-named member of Onya's crew insisted on trying to drink them — unaided. The rum won.....

Line honours went to Apollo and placings were:

1. Rum Runner, 2. Bacardi, 3. Apollo.

BILL WRIGHT

FOUNDERS' CUP

Friday evening March 30th found 28 of our ocean racers assembled for the 90 miler to Bird Is. and return. A good start in a brisk nor'wester and J. Rooklyn's Apollo was leading the fleet in what was to become a record elapsed time passage.

The wind held from the west to the Island and all the yachts carried kites for the full distance.

Apollo was first around with Rags 20 minutes behind and the other pair of our Admiral's Cup trio, Ginkgo and Apollo II, together, 5 minutes further back.

These positions held on the homeward leg with the wind going to the southwest and freshening off Tuggerah. Apollo finished at 0702, clipping 39 minutes off the previous record held by Solo since 1956.

Meanwhile, at the back of the fleet, a closely fought battle had developed with the ½ Ton Cuppers. This was the "long" race in their series to choose a crew to send abroad to the World Championships later this year.

Plum Crazy led a group at the Island, which included Jack Savage's Pajen and Peter Cole's Shenandoah, together with Defiance. Granny Smith, Endeavour, and Scampi A were about 15 minutes between the leaders as they turned for home.

For these boats, the sou'wester was already in, and a course of 180°m. was the best they could lay with the rhumb line being 190°m.

Granny Smith and Endeavour pulled away onto 170° to 175° and romped through the night whereas the others held up hard and ultimately took a dig into shore searching for smoother waters.

The seaward pair rode a 1½ to 2 knot southerly current all the way down to Sydney Heads and Granny Smith carried a reef and a No. three jib in the fresh going. She took line honours in Div. 4 two minutes ahead of Endeavour III and twelve minutes ahead of Plum Crazy.

Final placings:—

Overall & Div. 1 Ginkgo, Ragamuffin, Apollo II
Div. 2 Pilgrim, Matika
Div. 3 Zilvergeest II, Diamond Cutter
Div. 4 Granny Smith, Endeavour II, Plum Crazy.
GORDON MARSHALL

ADMIRALS CUP DOINGS

SPONSORS: The five major sponsors supporting the 1973 Challenge are: CAGA, Qantas, Rothmans, Tooths and Tooheys.

The team: Ragamuffin, Ginkgo and Apollo 2.

The crews: Gordon Reynolds — Team Manager; Syd Fisher — Team Captain.

RAGAMUFFIN: Owner/skipper, Syd Fisher, Hugh Treharne, Bill Lawler; Tony Ellis, Jack Christoffersen, Ian Treharne, Mike Summerton, Bruce Gould, John Noakes.

GINGKO: Owner/skipper, Gary Bogard; Bob Miller, Dennis O'Neil, Richard Hammond, Pod O'Donnell, Dick Sargent, Carl Ryves, Allan Norman, Scot Kaufman.

APOLLO 2: Owner/skipper, Alan Bond; David Forbes, John Bertrand, John Anderson, John Phillips, John Longley, Ron Packer, George Waring, Jim Hardie.

FUND RAISING

The big farewell for the crews will be held on June 30th — the night that Sir Garfield Barwick will draw the winning tickets in the two Art Unions run in support of the 1973 Admirals Cup Challenge.

Present indications are that the actual drawing will be held in the C.Y.C. Club House — with a closed circuit television relay being made to a large audience in the Ford Pavilion at the Showgrounds.

The 750 tickets at \$100 each for the Rolls Royce look like being a sell-put. But there's still a lot available in the \$1 ticket lottery — with a trip to the U.K. for two — a Torana car — and a heap of spending money as the big prize. Tickets available at the bar and from the office. Anyone who would like to become a ticket seller will receive a free ticket for every book they sell. So hop in while they still last — and support our Admirals Cup team. They are representatives of one of, if not the top, ocean racing club in the world.

CELESTIAL NAVIGATION COURSE

Gordon Marshall reports that there has been a good response to the establishment of our 3rd Annual Celestial Navigation Course and by the time this magazine goes to press the class will be under way. It's good to see yachtsmen of the calibre of Keith Storey, Jim Robson-Scott, Kevin Shepherd, Jim McLaren and Jules Epstein, being prepared to brush up on their navigating techniques, together with the tyros who are studying Celestial for the first time. We hope you all enjoy those cold mornings on the cliffs at Bondi doing your dawn star sights.

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Cruise to Port Stephens

from page 4

Yacaaba. Oh there's some mighty fish around that island. Captivated by the whole area you may wish to stay another four days—; then think of the Myall Lakes.

There have been numerous ventures into the Lakes, and it would be a good idea to do a little research before tackling it. In 1964 four yachts, Tui Manu (Mick York), Lilith, drawing 5' 3", (Tommy Thompson), Ondine (Nick Cassim) and Scarab (Kevin Dalton) startled the locals by arriving at Bulahdelah on December 31, after a fascinating trip up the river, their masts literally separating the overhanging trees. An hilarious New Year's Eve was the occasion for establishing the Bulahdelah Yacht Club, the executive positions being smartly grabbed by the four skippers. Jeanette York promptly designed and made on Tui Manu's sewing machine the club Burgee.

Kevin Dalton made a competent chart of the Lakes area and the whole story was written up in "Seacraft" early in 1964. Now dated, and shifting sand banks may have altered depths, it is still worth reading for general background information.

Kosti Symons, skipper of Cassie relating his trip into this beautiful area (Modern Boating, July '71) advises a draft of 5', he says, "If you draw 4' to 5' it can be a fun challenge, a bit of spice to make it there and back. If you draw less than 4' and you don't go you're crazy."

Don't forget that it is fresh water so you float deeper. You get a shock when you start to swim in it after a life time's experience in salt water.

First leg of the trip is the run up the Myall River to Tea Gardens, along Schooner Channel which is shown on your chart. Tie up at the wharf opposite the hotel, make sure you are secure — the tide really races. Even if time precludes your going the whole excursion this day trip is worth doing. At Tea Gardens visit the Fisheries Inspector, talk to the local boatmen and the helpful boatshed people, and they will give you the latest. So many have gone into the Myall Lakes in the last few years that you won't suffer for want of guidance. Previously recommended research is basically for local colour.

The trickiest part of the trip is getting to Tamboy, the centre of the local prawning industry. To be in the "Everglades" setting when the prawn shoot is on is a memorable experience. Spend the night at Tamboy, it is a good anchorage and if the prawns are "on" go ashore and buy some. They're cooked on the spot and until you have one of those you just have not eaten a prawn.

After Tamboy it is pretty straightforward going to Bulahdelah, then back into Myall Lake; Boolambayate Lake, up to Bungwahl; across the Broadwater, over to Mungo Brush. The very names invite you to go and see, and feel. Feel with your lead line, the minute you are a little uncertain. Even if you do go aground it is only mud or weed, you are soon off. The place abounds with little fish, sometimes they get into the engine suction inlet; be prepared for this.

I haven't mentioned the golf and bowling clubs, the hospitable R.S.L. and really beautiful ocean beaches. There are, too, plenty of beaches around the bay foreshores. Port Stephens is bigger than Sydney Harbour and compared to Sydney is uninhabited, that is why you relax and live.

HOUSE NEWS

Lunch and dinner facilities have been extended to include Thursdays, the bar being open from 10 a.m. to 10 p.m. Another chance to get guests away from the polluted city and have a visual treat at the scene time.

● Congratulations to Bill Bailey who recently collected a \$400.00 jackpot. This is the third time the magic signals have popped up in the last five weeks.

● Lead the yachting fashion parade, be admired, be sexy. At the bar a hot line of crew singlets for summer, and warm skivvies for winter. The C.Y.C. burgee is printed on their fronts and, if you wish, yacht names on the backs. Singlets \$3.00, Skivvies \$4.50, both inclusive of printing.

● *Half model yachts of Australian Admirals Cup competitors are being purchased. They will be used as an attractive addition to the Club's decor. The club would be grateful to any members who may wish to donate the cost of any of these models, and this would be recognised in a suitably designed plaque. Please contact Mr. Livesley for further details.*

● The new House Committee had a long session in its first meeting and many new projects have been planned. They will be announced as they get nearer to fruition. One new development envisages a children's play area, the old dinghy shed being planned for this role.

● The Club was at its best on Sunday 13th May for one of the most successful Mother's Day lunches ever held at the C.Y.C. And they turned up — 'mums' from a few months standing, to one very senior and sprightly 'mum' who made it a double celebration and blew the candles out on her 79th birthday. It couldn't have been a more pleasant day, with the sun streaming in and the Bay looking a picture. The food was good — no shortage of 'what you fancy' from the bar — and a very happy atmosphere left no doubt that those present were enjoying themselves.

Perhaps the nicest little touch of all was the sheaf of carnations at each table when the 'mums' arrived, a gesture that was very much appreciated.

● Members are requested to ensure that their visitors, are signed in the visitors' Register in accordance with the liquor act:— Membership cards must be produced upon request. It is illegal to take liquor off the premises after 10.00 pm Mon to Sat:— All liquor required for Sundays must be purchased and moved off the premises by 10 pm Saturday.

SEABIRDS WANT MEN

Greta Barton writes 'Well fellows you have seen our regular pink notices announcing fun days at the club but stressing "for girls only". These have bought quite a lot of happy comment. Now, in answer to many requests we are turning on a special show on Monday 9th of July and we would be delighted to have you join us at 7.00 p.m. for champagne cocktails. Jacques promises to excel himself with an exciting dinner. Then, piece de resistance, very chic models will parade in the latest spring gowns. You had better come to the gracious occasion.

Rig: Naturally you will be wearing a black tie, and please book by Monday July 2 sending the modest \$5.50 at the same time.

YACHTING NOTES

DANGEROUS LIVING

There is a very high proportion of fires and explosions on inboard petrol engines. In U.S.A. they represent only about 12 per cent of total boats but they account for 86 per cent of all fuel fires and explosions reported to the Coast Guard. An alarming ratio of one fuel fire or explosion for every 2900 inboards compared with every 130,000 outboards. Research is now going on to find out why.

In the meantime these potential killers need constant observation and attention, above all watching for leaky tanks and petrol lines. Anyone who doesn't take a good close sniff and inspection before starting is asking for trouble. Ideally you will have a gas sensor or an exhaust fan.

A magnificent safety device rarely seen is the installation of a petrol cock at the tank end which can be turned on and off from deck level. It goes without saying that the bottom of the tank and all line fittings should be clearly visible, similarly that fuel should be turned off at the tank at all times when the engine is not being used.

Acid content in petrol can in time eat through a copper tank and doubtless a stainless steel one. It starts at the lowest end with a weep and then when you least expect it, the fatal drips.

The dangers of propane gas used for cooking or refrigeration are or should be well known. It hardly needs mentioning that any boat needs hatches and skylights opened well before any attempts are made to operate inboard engines or gas cooking stove. Naturally everyone turns off the gas at the source as

well as the stove when it is not in use.

Burning Rubber Smell.

The crew of a well known Sydney yacht complained whenever she was motoring to the starting line that there was a slight smell below like burning rubber.

They lifted the engine cover and looked at the generator belt drive, felt the heat of the cylinder head, fiddled with the wiring etc., but still the smell. The owner suggested the stern gland and gave it a few extra pumps of grease, and then the smell would be forgotten until the next weekend.

The smell persisted when charging the batteries during the Hobart race and still no diagnosis. Motoring down the Derwent River on the way home after the race, there was a sudden appearance of fumes below. Back to Hobart for repairs.

Who would have thought that the exhaust pipe had a flexible rubber insert half way along the line and that the engine cooling water was connected into the tail end of the exhaust pipe well aft of the rubber insert?

Result was that the rubber insert was in contact with the full blast of the hot exhaust gases. It is now a flexible metal connection.

Even so hot exhaust lines in such systems are dangerous, the proper system is the one where the exhaust line is waterjacketed. Not only does it save burned hands or arms it also quietens the exhaust.

This yacht had a diesel engine and the exhaust emissions from diesels are reputed to contain only one-tenth the carbon monoxide and one-half the nitric oxide of petrol engines. However, the fact remains that exhaust gases are toxic and one cannot afford to take any chances with them.

Spontaneous Combustion

Not to be overlooked is spontaneous combustion. We read about it and in ignorance overlook its possibilities as far as a yacht is concerned, but it can and does happen.

Chemical action does the trick. Any oily or paint soaked rags stowed in a warm place start to oxidise, that is to combine chemically with the oxygen in the air. The action produces heat which in turn speeds up oxidation which increases heat. The process is continuing and the next thing you know you have a fine chance of the seaman's great fear, fire.

Yacht Names

Every one is intrigued by the intriguing name and there are plenty about. Come on, members satisfy curiosity, — send to the editor how you arrived at your boat's name.

"Lowana II" Three brothers and a father, all with a finger in the pie as far as the name of their new yacht was concerned — and what did they finally agree to — the name of the street they live in "Lowana" — "Lowana II" is of course the second of the family yachts named after that certain street in Beverly Hills.

"Kintama" 38' Sparkman & Stephens Sloop. Owner: Robert George. To get straight to the point, "Kintama" means, in Japanese, "Golden Balls". Now, how this came about is a long story, and it goes something like this. A long time ago, while he was on a business trip to Japan, Rob was in a ——— Hell, why don't you ask him to tell you the story next time you spot him in the bar — its fantastic!



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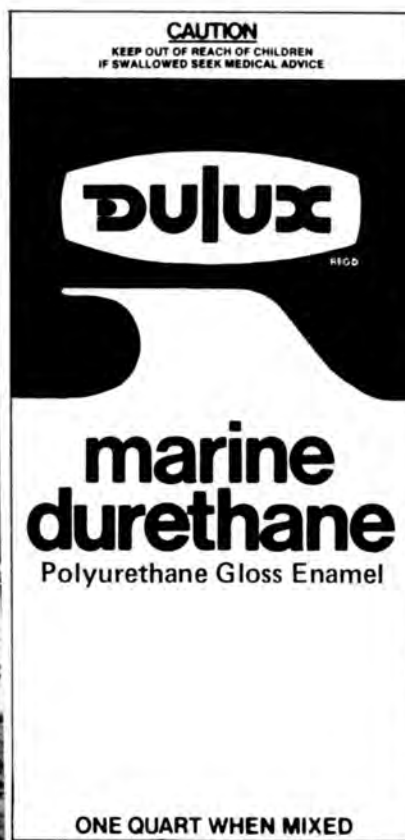
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YACHTING NOTES

URGENT NOTICE

Radio Communications — Change to Single Sideband Mode of Transmission.

In the June 1972 edition of "OFFSHORE", yacht-owners were advised of the following timetable for the compulsory change-over to the S.S.B. mode of transmission promulgated by the PMG:—

- (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.

The Club has now been officially advised by Radio Branch that the first phase of the change-over as set out in (a) and (b) above has been extended to the 1st of January, 1974.

Yacht owners who will be commissioning new yachts prior to the 1st January, 1974, will no doubt choose to fit D.S.B.

equipment in view of the present cost of S.S.B. equipment and its limited power when used for compatible AM (D.S.B.) transmission and, indeed, they are advised to do so as such equipment can be retained in use until the 31st of December, 1977.

However yacht-owners are warned that most manufacturers have allowed production of D.S.B. equipment to run down and, accordingly, are advised to place orders for suitable equipment as a matter of urgency.

GEORGE BARTON

Radio Communications Officer

RESULTS LADIES DAY RACE 26th May, 1973

SOLING DIVISION: 1. Patrice 11, Miss A. Brenchley.
2. Kobbe, Mrs M. Brown; 3. Viking, Mrs F. Evans. **HALF TON CUP DIVISION:** 1. Scampi A, Miss J. Spicer; 2. Skylark, Mrs V. Ward; 3. Lezah. **OFFSHORE 'A' DIVISION:** 1. Erica J. Mrs J. O'Halloran; 2. Balandra, Lt. Col. B. Maxwell; 3. Caprice of Huon, Miss C. Ingate. **OFFSHORE 'B' DIVISION:** 1. Melite, Miss S. Brodziak; 2. Duet, Miss T. Carey; 3. Pilgrim. **OFFSHORE 'C' DIVISION:** 1. Pimpernel, Miss L. Sullivan; 2. Joy Too, Mrs Cottee; 3. Sirocco II, Mrs Anne de Graff. **OFFSHORE 'D' DIVISION:** 1. Sprightly, Miss C. Dowsett; 2. Tuskar; 3. Cagou II. **HARBOUR 'A' DIVISION:** 1. Southern Cross, Mrs J. Mutton; 2. Teal, Miss M. Stewart; 3. Skye, Mrs M. Diesner. **HARBOUR 'B' DIVISION:** 1. Pankina, Miss M. Hathaway; 2. Larriken, Miss S. Schneider; 3. A La Bristol, Miss S. Beach. **HARBOUR 'C' DIVISION:** 1. Wai-Manu II, Mrs M. Dorrington; 2. Skipjack, Miss P. Martin; 3. Wyambe, Mrs L. Smith.

Don't let anyone say that our Seabirds are not interested in yacht racing. No less than 55 turned up as skippers in the Ladies Day Race on Saturday May 26.

Unfortunately, owing to P.M.G. delay, programmes post dated May 22 did not arrive, in many cases, until May 28. But duplicates were on the starter's boat and away they went.

MARINE PESTS ELIMINATED

leeward marks, in any race of the winter series. It can be seen that sail pox is an organism which only likes salt in mild form. Consequently if sails are not completely immersed in pure salt water whilst racing it can be done by simply dunking the sails elsewhere. But this should not be done in Rushcutters Bay since unpolluted water is vital for the process.

Aluminiant — As its name suggests the aluminiant is very very small and it attacks relentlessly all grades of aluminium and stainless steel. Its nests can be seen under the baseplates of stainless steel fittings as well as around screw threads and pop rivets, appearing as a whitish powder which, unhappily, cannot be re-cycled. It is of course composed of millions of the little larvae.

The accepted treatment involves the use of vegemite or water pump grease which is the same stuff before the chemical brown colouring has been added. A trail of vegemite must be smeared from the affected area across the deck and down the mooring warp. The ants love vegemite and with military precision follow the trail down the warp and onto the jetty, pile or boat next door.

Note. The only natural enemy known to aluminiant is the polyester mite, so in the event of a double infestation the vegemite trail can be led into the bilge where the ants and

termites can fight it out for themselves.

From the foregoing I do not want it to be concluded that my activities are solely devoted to artificial fibre constructions. I am most concerned too about wooden vessels which after all not only use fibre cordage but suffer from Teredo as well as the problems common to both types of craft.

Slimus Perignatus — This acts as a hydraulic brake on hulls and is generally regarded as a fact of life rather than a challenge to the marine biologist. Although the result is some time off yet I am working on a panacea for all these combined problems. I have already found a certain common sex urge, and I only need to discover a high powered aphrodisiac, and the problem is solved. It would induce wholesale miscegenation and then, through excess sex drive, they would all die from utter exhaustion. But alas, I haven't found a major formula yet.

Professor Emeritus "Butch" Dalrymple Smith is internationally famous for his marine biology research. He is a professional consultant to many universities, who however, to safeguard their ethical principles have asked him not to disclose their names. The Professor naturally observes their soft sanctions.
ED

from page 3

New developments for extra speed off the wind



'Emu'

Ginkgo is seen here carrying the latest development by M. & W. for extra speed when running square. Why 'Emu'—because the Emu is Australia's fastest runner, and that's just what this new sail is. The 'Emu' is an enormous lightweight staysail with at least twice the area of the mainsail. It does not affect a yacht's rating in any way. It is set on the opposite side to the spinnaker and sheeted through the end of the main boom with the mainsail set, or partly or wholly lowered. The M. & W. 'Emu' is a completely new concept for extra speed downhill.



Starcut Spinnaker

Miller & Whitworth have developed their Starcut spinnaker design so that it performs as an oversize Genoa without penalty under IOR. Because cloth panels radiate from each corner, bias stretch is considerably reduced, enabling the spinnaker to be sheeted much flatter and with the wind up to 45° ahead. When set with wind ahead of abeam, the spinnaker boom is bounced down hard on the deck and the sheet lead positioned length 'J' from the mast, thus converting the Starcut into an oversize Genoa.



Radial Head Spinnaker

A new development, seen here on Apollo 11, which gives a magnificently efficient spinnaker when shy without reducing sail area when running. Wind-grabbing shoulders and a shallow head with flat leeches (to keep the slot open) are achieved by tapered panels running vertically from the head down approximately one third of the spinnaker. These panels eliminate bias stretch by 80%. Result—faster reaching and running and far fewer sail changes. A must offshore.

For full details of these and other recent M. & W. developments in racing sails contact Robert Thompson at:

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*Designers of the Australian
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YACHTING NOTES

in a light S.E. breeze. This was the first time that a race had been sailed over the new CYC courses.

Some faced bad luck because an un-scheduled 30,000 ton freighter moored on a course buoy and tide swing made a longer course for them. We were too far away to hear their expletives.

The races were sailed with considerable skill, the highlight of the day being Michele Stewart's second place in Harbour "A" race. Michele is 9 years old and 4'9" tall. At this rate she shall soon be skipping an Admiral's Cupper.

NEW CRUISING DIVISION

A Cruising Division has been formed for those members who are tired of racing and just simply want to "Snooze, Booze and Cruise".

There are a great number of yachties who would like the "Cruising" part of our Club's name to be taken seriously and Nick Cassim, Harvey Drew, Jimmy McLaren, Bill Burcher and Joe Ward have formed a Cruising Sub-Committee which will encourage cruises in company both locally and further afield.

The object will be that periodically, say monthly, boats will rendezvous off the Club and cruise in company to various local harbour spots where they will raft out and have picnics and general "get togethers". We want all non racing people to get to know each other; feel that they are being catered for.

For the more adventurous, similar types of weekend cruises will be organised to Pittwater, Port Hacking and Lake Macquarie etc. and already a Xmas cruise is being organised to

New Zealand. There has even been talk of chartering boats and cruising in company in the Mediterranean.

The first cruise is being held on the 17th June, whatever the weather and a notice will go to all Club members.

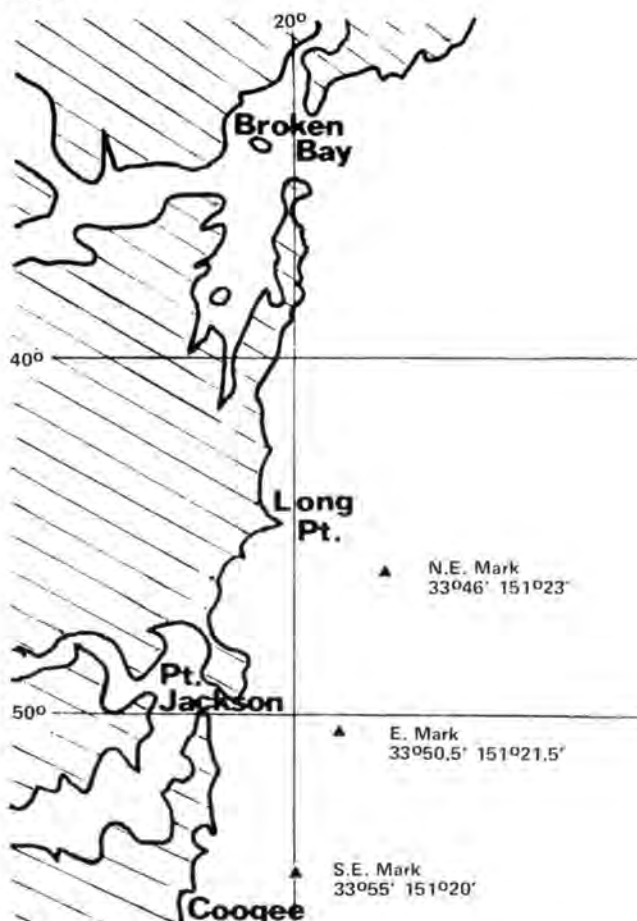
We have many different ideas to make the cruises enjoyable but would like any interested person to ring anyone of the following:—

Nick Cassim 94-2870 or 211-3888; Harvey Drew 89-5028; Jim McLaren 529-6870; Joe Ward 529-8474.

Your comments and suggestions will be most welcome.

There will be no racing and it is hoped that a nucleus of people can be formed for social get togethers in the Club House.

Hope to see you on June 17th so we can talk about it some more.



The Y.A. offshore racing committee will be laying three permanent seamark racing buoys off Sydney Heads. In different positions from previous buoys, they will be located:

South-east, 33 degrees, 55 minutes south latitude and 151 degrees 20 minutes east longitude.

East, 33 degrees, 50.5 minutes south latitude and 151 degrees 21.5 minutes east longitude.

North East, 33 degrees, 46 minutes south latitude and 151 degrees 23 minutes east longitude.

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OFFSHORE signals

After personal consultation in Sydney with Mr Tatsuya Mihashi Vice-Chairman of the Seabornia Yacht Club, Tokyo, it was arranged that the C.Y.C.A. would be an affiliated club with Seabornia. Mr Tatsuya has now written and confirmed the discussions and informs us that the C.Y.C. burgee has now found its proper position immediately next to our burgee in the centre hall of our Club House.

He adds *'Our club will likewise extend Honorary Membership to any member of your Club visiting Japan'*.

Needless to say this warm gesture is heartily reciprocated. Just one more confirmation of the warm internationality of yachtsmen.

Dear Sir,

It seems strange to have been a member of this Club for 15 years and yet, still not have any real idea of what the overall 'policies' of the C.Y.C. are. I speak in terms of future developments, and the principles that are essential to maintain and foster the terms of the original charter of the C.Y.C.

What are the 'policies' of the C.Y.C.? What are our long-term expansion policies. Do we intend to foster junior sailing class and encourage sailing amongst our youngsters? What future plans are there for car parking? Do we intend fostering any cruising events? Is there any firm policy designed to retain the inclusive sailing character of the C.Y.C.?

Are we ever going to have a library even if it is only a lock-up book case in Coasters Retreat or the main entrance? Is our overall yard space to be developed and how?

There are many more questions of this same nature that

concern me. For example, until recently, our main marina was a showpiece, I am sure, the pride of every member of this Club, berthing some of the finest ocean racing and cruising yachts in the world. The character of the main marina has now changed dramatically. Whilst there is a long waiting list for berths along this marina by owner/members of yachts, several vessels of an entirely different character now dominate the main marina spectacle.

There may be good reasons why they are there — I am sure there are — but what are the present and future policies of the Club regarding this important focal point of the C.Y.C.?

I am sure many members have wondered about similar matters. Perhaps "Offshore" could be instrumental in communicating the Club's 'policies' to its members?

ROB McAULEY

AHOY! NEW MEMBERS

Ronald d'Albora; Edward Gill; Andrew Lukas (Anouk); George Milne; Stanley Robinson (Revenir); Brian Steven; Robert Turner (Lightning); John Allan; John Boulton; Richard Cawse; Peter Joubert (Gumblossom); Ross McKay; Nicholas Quinn.

"OFFSHORE" COVER

Governor Macquarie instructed convict Francis Greenway, the then Government architect, to design the Macquarie Light. The beautiful classical design was completed in December 1817 and Francis Greenway was given his emancipation by the Governor at the opening ceremony.

After 65 years it had eroded and the present edifice was built next to it to the same design but 85 feet high instead of 76 feet. The Light of 1,140,000 candlepower is 344 feet above the sea and has a visibility of 25 miles.

It took a long time for aluminium to be used as a basic hull form. From small outboard type craft it is now coming into yacht areas at a great rate, the most recent shining example being Apollo II.

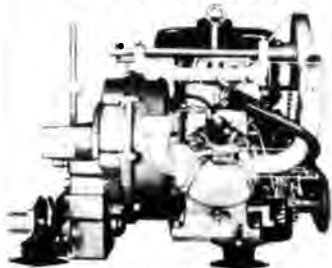
In its train comes hull and spar repairs and to meet this increasing demand Ron Scott, our neighbourly marine engineer, has installed a Transarc Hi-Frequency welding set specially designed for aluminium work. Hull modification, spar and general repairs can now be done on the spot.

Polyurethane is rapidly coming into use for topside painting but yachtsmen should know some technical details before using it. Dulux who market Durethane Polyurethane Gloss explain that it lasts 5-8 years without mechanical breakdown. A gallon which cost approximately \$28.00 is supplied with the requisite amount of catalyst.

It may be used on top of previously well weathered paint. However, before doing so, test a small area with the uncatalysed paint. If any wrinkling is evidenced then the paint would have to be burned off. Before painting a marine epoxy primer is to be used.

A gallon covers approximately 500 square feet and two coats are recommended; rubbing down between all coats is needed for fine finish. The paint is extremely resistant to salt water, detergents, and acids. Careful attention should be paid to given directions. More complicated than old routines, it is worth while to hold a non-fading finish for five years.

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COASTERS RETREAT



Having a barbeque at Forty Baskets last Sunday when I noticed quite a traffic around the oyster covered rocks at one particular spot. All men, and they seemed extremely interested, kneeling down closely inspecting the oysters. So I too had a look and what a look. Sitting athwart the cockpit of a speed launch moored about 20' from the rocks was a beautiful bird, really, and she was topless and how she was topless. The editor of 'Playboy' would have gnashed his teeth over the second rate lot he has been publishing had he seen this one.

Never did find out how good the oysters were, don't think anyone did.

•
"A race isn't won until . . ."

Tig Thomas of Plum Crazy fame told a sad reversal of the above saying after his joust with the vagaries of ocean racing in the recent Founder's Cup.

He had rounded Bird Is. in the lead and proceeded to match race his immediate competitors all the way home to seemingly lead at the Heads. At the stage he smugly remarked to the crew as he looked back at Pajen, about ½ mile astern, "Well, that's a decent margin to win a race by".

Imagine his surprise on arriving at the finishing line to find Granny Smith and Endeavour III all snuggled down and waiting. It seems that whilst the "Prune" was covering the others like an America's Cup veteran, these two had slid off to sea, ridden the southerly current, then made the 10 mile loser into the

Harbour sufficiently ahead that they were unrecognised in the distance.

We can excuse him for shouting at Jack Savage, still finishing down the Harbour as the Plum motored back to the Spit . . . "You think you're second don'tcha!!! Well wait 'til ya get to the finishing line."

Never mind Tig, it's all in a night's racing.

•
Len Esdaile, whose yachting life has almost entirely centred around the graceful 6 metre, has lately taken to the joys of a 5.5. If a Book of Yachting Records is set up Len claims an early entry. It appears he was in the Royal Prince Alfred Yacht Club bar at Newport at 10 p.m. on Easter Thursday, on Friday he was breasting the bar at the Lake Macquarie Yacht Club after having done over thirty miles at sea, crossed the ocean bar at Swansea Heads, through the Swansea Bridge when it opened for him and then the run to the Club, all told some 40 odd miles.

His claim: a Bar to Bar record -- any challengers?

•
We've been called some curious names but one of the best was a business letter addressed to the Crewsing Yatch Club of Australia. Nothing madly funny about it but it did come from a V.I.P. business man. You can't help being intrigued, just how could a name get twisted like that.

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MARINA NEWS

Another husband and wife crew turned up at the C.Y.C. marina early in April. Clive and Nancy O'Connor, with their three year old daughter Carol. Sea moppets are just part of the marina scene these days.

They came in Chi Squared a stock fibreglass Shark class sloop 24' over all, 6'6" beam and 3' draft, by C.C. Yachts, Ontario, Canada. Although fitted with bow and stern pulpits she had no guard rails and for good measure, no engine. She looked so small in the pen at low tide, that we stared in wonder and admiration at the courageous couple who had sailed her here.

They left Ontario on October 1st, 1971, visiting the Bahamas on the way to Panama Canal, and going through those locks is a hazardous venture for a small boat at any time.

Clive and Nancy reported a calm passage, calling first at the Galapagos where they met Colin and Rose Swale with their small children 4 and 2½. At Suva they met Norma and Sheila Martin of Shebassa themselves not long away from the C.Y.C. marina.

So Chi Squared becomes a member of that exclusive club of small boats who pound the seas from Panama to the C.Y.C.

Another member of the fraternity is "Mauna Kea" which arrived on 10.11.72 after calling at the Galapagos, Marquesas, Tuomotus, Tahiti, Raratonga, Fiji and Noumea. At the time the marina was crowded with One Ton Cuppers, Hobart racers and suchlike and "Mauna Kea" had to be accommodated elsewhere. But she was at the marina for a week or so before leaving in April.

This ketch rigged Nicholson 38, fibreglass, and her Perkins 4107 gives her seven to eight knots. Both wind vane and electronic self-steering gear are carried and she is sailed by another husband-and-wife crew, Peter and Beate Kammler, a delightful German couple. They bought the yacht in England in 1969 and placed her on the registers of the Potsdamer Yacht Club, Berlin and the Club Nautico, Spain.

In October, 1970, after a spell in the Mediterranean, they cleared Gibraltar for Barbados by way of the Cape Verde Islands. Leaving the Caribbean in December 1971 after a year or so in those waters, they proceeded to Panama and onwards, the longest run being 22 days for the 3000 miles from the Galapagos to the Marquesas. When leaving Noumea they meant to call at Lord Howe Island but as Beate developed a sudden and agonising toothache the yacht pushed on for Sydney at all possible speed; they were not sure whether there was a dentist on the island. "Mauna Kea" is now heading north along the Barrier Reef with Bali in mind, before crossing the Indian Ocean and returning to Europe.

Coastal voyagers are frequent visitors. The Fremantle ketch, "Madelon", passed through during early May on her way to the Barrier Reef. Likewise, the 45 ft. sloop rigged motor sailer "Taralye" arrived from Melbourne on Thursday, 10th May, leaving for Moreton Bay the following Sunday. With a 65 h.p. Thornycroft diesel she should be ideal for the Gold Coast where her owner, Bob Rollington, now lives. Lucky fellow.

"Janus Lee" is a 30 ft Tahiti ketch with an iron keel of 1½ tons and a further 1½ tons of railway sleepers as inside ballast. Of conventional wooden planking she was built in Victoria in 1960 and later purchased by Geoff Broadhurst who sailed her round the world. On this voyage which began in 1967 he passed through Sydney and north of New Guinea before heading westward on a cruise that lasted almost four years. In Vila he sold the boat to the present owner, Wally O'Shea.

Wally, his son Peter and daughter Pauline, with Barry Lewis, left Vila on 24.12.72 using the motor to outpace a cyclone howling in the Banks group. The Perkins 4 cylinder has a range of 600 miles at six knots and brought them to the Isle of Pines and well clear of the cyclone path. "Janus Lee" made her landfall at Port Stephens on 15.1.73 and tied up at the C.Y.C. marina the next day, returning to New Hebrides during May.

It is not often that a man sells two yachts both at the same time and this explains why John Gilliam is, temporarily at anyrate, sad about Weatherly and Koomooloo. Weatherly in which he has done some fine cruises goes to Rod King at Middle Harbour.

Koomooloo, rated by many as the most beautiful yacht in the Harbour is going with Ron Young to Sandringham Yacht Club where she will add considerably to the Club's strength. Meanwhile John is looking around for a cruising yacht in the 50' area. He says he wants to see more of the Islands before he has to be helped on board.

Many CYC members still won't believe it but "Merv" Davey has sold Tradewinds. A few hours after the Hobart boys left on Boxing Day she was towed by Broken Bay by Windsong IV. There she will have a refit, we said refit. Michael Laws well known editor of "Sea Spray" bought her, but he is cagey about his plans.

Keith Moss and John Roche now have a 5.5, Vanessa and David Mutton has another 5.5, Southern Cross. Not to be outdone Vince Walsh has indulged in a slippery Soling, Sirocco.

A fully carpeted engine room and you have fair indication of what a luxury vessel the 45' Seafox II is.

George Fox had her built as a charter boat equipped with a 170 H.P. R.R. diesel and a 5KVA (240v) Yanmar auxilliary.

Seafox II has every possible navigation aid including radar. For the passengers, T.V. radio, piped music, electrical fans, hot showers, an ice making machine (you know how the Americans like ice). An electric washing machine, in fact there is no suffering. The two berth cabins are really spacious. If you want water skiing a speed boat is provided, so if fishing gear for less strenuous exertion.

The boat cruises at 10 knots and is on a P.R. run around the East coast having done 2500 miles on her maiden voyage from Southport. On board is George Fox and his wife together with Bob Ray and his wife also charter cruise operators. From Southport. Seafox II does 7 day cruises with jaunts up to Cooktown.

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