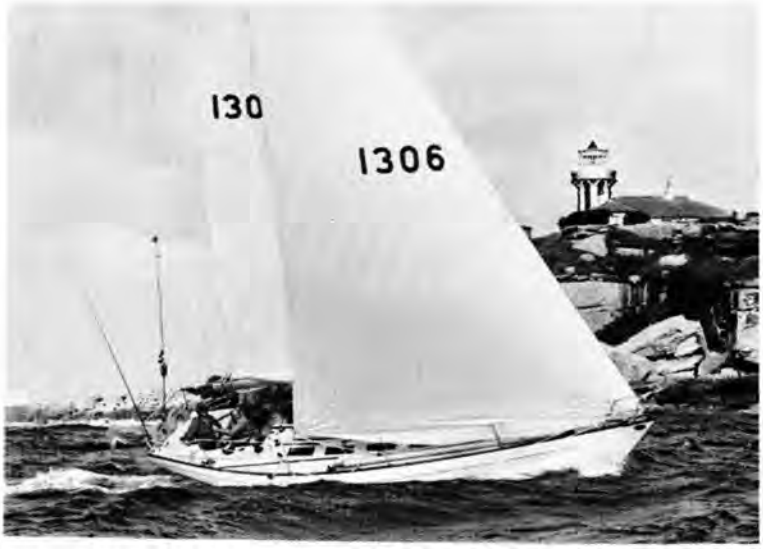
OFFSHORE

NUMBER 18 JUNE 1974 PRICE 30c



Let's talk about Level Racing.

One of the most dramatic happenings in ocean racing this year has been the interest and enthusiam shown by yachtsmen all over the country in "level racing". The Two Ton, One Ton, Three Quarter Ton, Half Ton and Quarter Ton Cup regatta.

We think it is significant that most of the winners of the level racing regatta this year have used NORTH SAILS. Significant but not surprising. Because level racing, like class racing, eliminates the variable of the handicap. And when hulls are more nearly the same size, a greater premium is placed on the other variables . . . the skipper, the crew, and the sails. Most one-design champions choose NORTH SAILS for this reason. And now so are the top "level racing" skippers.

We are not surprised. Just pleased.

2 Ton Cup	**Winner: "Callipyge"**	**The latest North rope luff mitreless genoa.**
1 Ton Cup	**Winner: "Bushwacker"**	**Full North sail inventory, including star cut spinnaker and North's new reefing headsail.**
¾ Ton Cup	**Winner: "Mirara"**	**Full North sail inventory, including star cut spinnaker and North's new reefing headsail.**
2 Ton Cup	**Second: "Mary Blair"**	**Full North inventory.**
¾ Ton Cup	**Second: "Zilvergeest"**	**North star cut spinnaker.**

NORTH SAILS
(Aust.) Pty. Ltd.

879 BARRENJOEY ROAD, PALM BEACH, N.S.W. 2108. PHONE: 919 4044.

VICTORIA:
BOB FRENCH
7 Burong Court, Mount Eliza, 3930.
Phone: 787 2542.

QUEENSLAND:
JIM NEWMAN SAILS & COVERS
70 Randall Road, Wynnum West, 4178.
Phone: 96 4528.

OFFSHORE

JUNE, 1974
NUMBER 18

MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

FEATURES

RACING REPORT

TECHNICAL

Cover: Ahodori II leaves Sydney (page 38)
(Photo by David Colfelt)

'OFFSHORE' is published every two months by the Cruising Yacht Club of Australia, New Beach Rd, Darling Point, NSW 2027.
Telephone: 32 9731
Cables: Seawysea

Advertising : Campbell 'Tiger' Scott, Phone 25 7127
Subscriptions: Aust. & NZ $2.50 p.a., O'seas $2.70 p.a.
Editor : Dan Stojanovich

What price Seamanship?

asks Basil Catterns

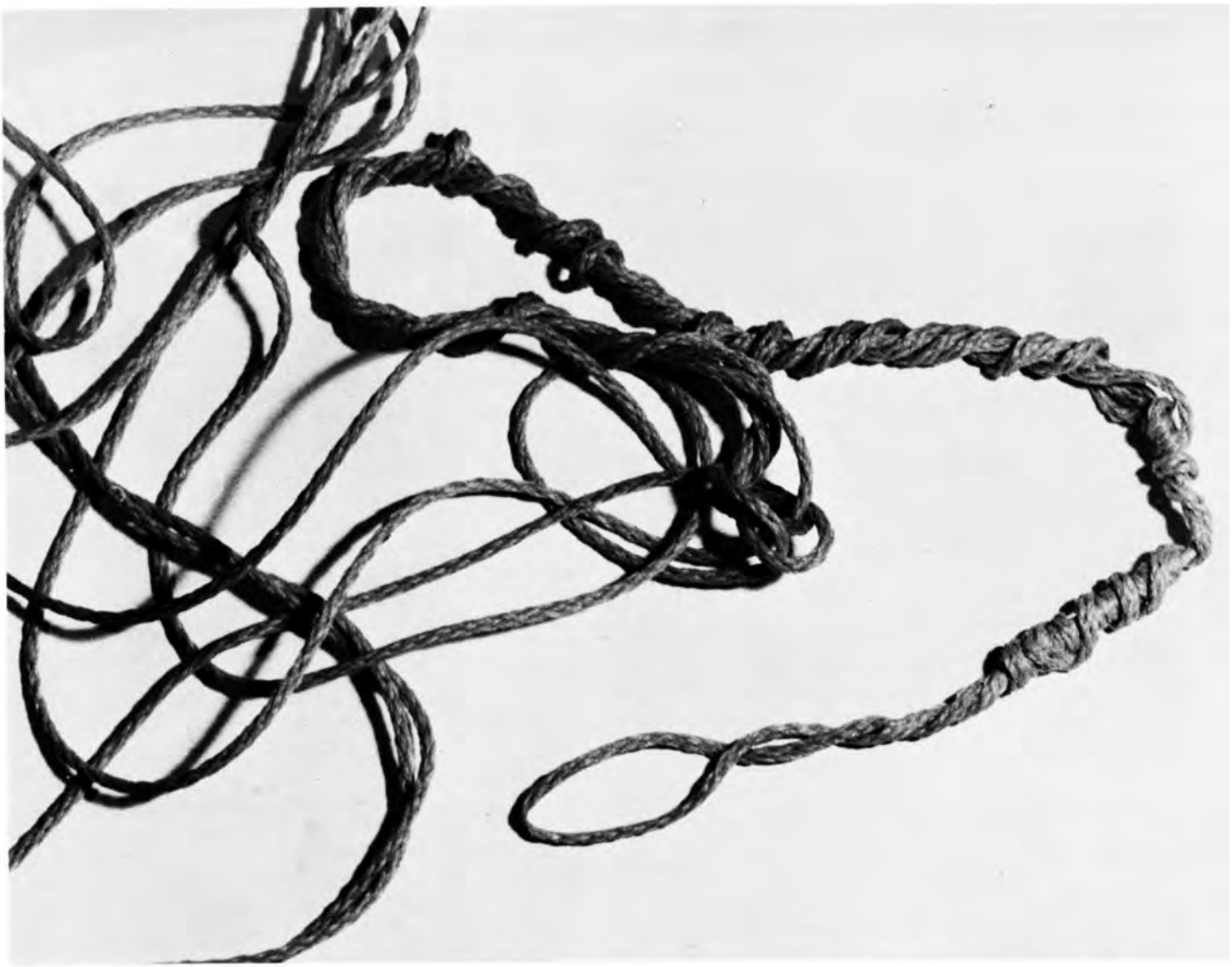
Last Saturday I fished a man's finger out of the Parramatta River. It was tightly embedded in a tow-line, the incredible tourniquet action of which had torn it off.

A speedboat had engine trouble off Wrights Point and a launch of the older type circled to offer a tow. Because of the limitations of a stop-go engine a "line" was thrown from the speedboat and a man in the launch attempted to make it fast to the aft bollard whilst under way.

The line thrown (see photo) was a disgraceful bundle of tangles and the good samaritan paid for his error in attempting to make it fast by losing his finger.

I didn't see the accident but later found the finger embedded in the abandoned rope on my slipway. Immediately the plastic bag and ice routine, a quick call to the hospital doctor and a dash to the casualty admissions with 15 fathoms of line and a man's finger in a jar on the seat beside me.

You can well understand how my thoughts on this weekend revolved around seamanship. Particularly when the Sunday paper featured a story headlined "Tough new rules for safe boating". This announced legislation allowing the Maritime Services Board to tighten regulations for safe boating will be



introduced in State Parliament in August. It was supported by an editorial titled "Those in peril on the sea" which signed off by saying "It is long past time when the Government should have introduced compulsory licensing of boat operators – with "L" plates and "P" plates too, if necessary".

As the boat population surges upward, must we resign ourselves to death and destruction on the water to match the carnage of the roads? This tow-line accident involved two power boats. But how high a standard of seamanship do we yachtsmen set ourselves?

I well remember the night we raced out the Heads in a 36ft. sloop and headed north in a Cabbage Tree Island race. We bounced past Blue Fish Point and as for'ard hand I stood on the foredeck and watched as the spinnaker boom was braced aft. Suddenly it smacked me in the face.

The winch hand, a master mariner and very experienced yachtsman solved his problem of an overrider on the winch by letting the brace fly off, my face saved the forestay and I had plenty of time in hospital to reflect on standards of seamanship.

On another occasion in a 40ft. yawl again heading for Cabbage Tree Island we raced up to Long Reef with a 40 knot southerly square behind us. Carrying a full main and big spinnaker we were really flying and really rolling. I stood at the mast fascinated to see the tremendous pressure aloft pushing the bow down so that the waves broke over the bow from both sides.

I told the cockpit that we were over-canvassed and would be in trouble if we didn't reduce sail. The helmsman, one of our outstanding yachtsmen, laughed and the afterguard huddled in the cockpit echoed his derision with cowboy yells.

Taking up my station at the mast I tried to forecast what would give way first. It was the spinnaker pole. It buried in a wave, buckled like a boomerang on the shroud, tore the pulpit out of the deck and snapped the spinnaker halyard block from the mast-head. Of course, we pitch-poled to a sudden stop and sailed over the spinnaker nicely completing the job of destroying it.

Is this the standard of seamanship we aspire to in the name of yacht racing? Is this what they mean by the "killer instinct" necessary to win ocean races? Often the yachtsman who compromises seamanship in favour of "killer instinct" is most likely not to be the owner of the boat. His standard of seamanship could very well be improved by a liability to pay for any damage.

Personally, I would prefer to see seamanship taken into account as a factor in ocean racing. For instance, we submit each yacht and gear to detailed examinations before the Hobart Race. At present the only idea is to get there fastest. But of two yachts crossing the line together, suppose one has damaged gear or injured crew while the other has no damage to gear or crew. Inspection after the race with rewards for good seamanship would make seamanship an important factor in ocean racing.

This idea may be good for a laugh in the bar but I raise it because I believe yachtsmen can be just as offhand and careless about seamanship as any new chum with his first outboard runabout. The fact is our sport does not elevate seamanship to any degree of significance sufficient to warrant special attention. We run courses on Navigation but not on seamanship. Seamanship is entirely left to the individual.

The day is fast approaching when skippers of all boats will be licensed, when some certificate of proficiency will be required by some authority before a yacht can proceed to sea. This will be forced upon us because we perceive no problem and therefore seek no solution ourselves. ■

...and on the same topic...

The following is an editorial from the Sun-Herald of May 5th, 1974. Entitled 'Those in Peril on the Sea', it makes strong public protest about the standards of seamanship frequently exhibited by those who take to the water along our coastline.

THOSE IN PERIL ON THE SEA

Before you take your car on the road, you must ensure all the safety features are working – brakes, lights, horn, windscreen wipers.

If the tyres are worn or the bodywork badly rusted the car will not be registered and you will not be able to use it.

No one disagrees with these regulations.

They protect both the driver and the public. Why, then, do similar regulations not apply to boats?

Almost every week there are reports of unseaworthy boats getting into trouble along our coasts or people being drowned because boats are deficient in safety gear.

Many venture to sea without proper sea anchors, with no signalling equipment, no life-jackets and no first-aid kits.

Hulls are often riddled with dry rot and quite incapable of withstanding a strong sea.

Similarly, even if your car is in good order, you cannot take it on the road until you prove you are competent to drive it.

Yet there is no test of skill for boat operators, as one of our feature writers points out today, all that is necessary to obtain a power boat licence is a knowledge of boating regulations.

NO WALKING HOME

A man taking his family out in a small boat is in just as much danger as when he takes them out in his car – probably more.

At least in the car they can get out and walk if the engine breaks down!

But if the boat engine fails that usually means a costly rescue operation, and if the weather is uncertain this can place the search and rescue teams at risk.

It is long past the time when the Government should have introduced compulsory licensing of boat operators – with "L" plates and "P" plates too, if necessary.

Sun-Herald, May 5, 1974.

How to really enjoy flying that kite!

A new exciting sport called spinnaker flying has now started on Sydney Harbour. The yacht Tui Manu was recently seen anchored by the stern off Camp Cove with spinnaker flying and supporting a youth on a rope joining the clews. This sport is spectacular and exciting for spectators and thrilling for participants.

In a good steady breeze, you can be lifted out of the water to a height of about two thirds of mast height. We have enjoyed ourselves this way in a breeze from 10—15 knots, which seems to be about the best strength. But a strong anchor and a good holding bottom are required to hold a yacht by the stern in a 15 knot breeze with the spinnaker set.

The pictures published with this article show the method. When tying the rope between the two clews a little experimenting should be done for the reason that if this rope is too short, it will pull the two clews together and it will be hard to keep the spinnaker open, and if it is too long you won't go as high.

A lazy line is attached to one clew so that the spinnaker can be pulled in by one side and it will then flag off.

To get started in this flying sport you hold the spinnaker by the clew line and the astronaut dives into the water and places the clew line under himself. Then he works himself to the centre of this line, the spinnaker fills and he takes off.

Coming down is something else; We have not really found the best solution to this, but pulling on the clew line will cause the spinnaker to empty and when you get near the water you jump out. However, in a breeze of 15 knots, this procedure is difficult.

We have found this sport a great attraciton for the kids from 14 years upwards and a thing which the whole family can enjoy. Although there are great thrills there is little danger in a light 8—10 knot breeze.

I suggest you anchor your yacht by the stern in open water in some safe area away from traffic and try this new sport. I will be watching for you.

by MICK YORK

mako series 2 . . .

Mako announce the release of their Series 2 range of yacht instruments. The Series 2 range has unique features in three main areas – the Deck Readout Dials, Mast Head Sensing Unit and the Underwater Impeller Probe.

Mako instruments are designed and manufactured in Australia to world standards, having great accuracy, long term reliability and ruggedness. Mako gives to the ocean racing yachtsman a second choice in top quality electronic instrumentation with the bonus of personalised attention and product knowhow.

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

If you are having a new boat built or thinking of instruments for your yacht, talk to Vern Sheppard for more information and brochures.

MANUFACTURED BY – **PHONE – 27·3953**

MARINE INSTRUMENTS PTY. LTD 213 KENT STREET SYDNEY 2000

David Lewis, Antarctic Voyager

Fifty four year old New Zealand born yachtsman, Dr. David Lewis first started sailing seriously in 1959. That sailing career has since then more than once come very close to a serious conclusion, but never closer than in several incidents during his attempt to sail around Antarctica single handed late last year.

It was a journey that required enormous endurance, more endurance than Lewis wants to put into any other journey he'll ever make.

"It was the most nerve-racking voyage of my life" he confessed. "I have never been as frightened – or suffered so much from loneliness – as I did on this Antarctic trip."

"I don't think that I will ever sail alone again".

And he is no stranger to single handed racing. In 1959 he bought a second hand 25 ft boat in England and sailed it single handed from the Thames up to Norway as a qualifying run for the first single handed trans-Atlantic race in 1960. At that stage he knew very little about navigation, using the tried and true method of stopping fishing boats and asking them where he was.

But in that first trans-Atlantic race he came third, taking 54 days to get from Plymouth to New York.

He sailed back via Newfoundland and the Shetland Islands, a very stormy voyage, on which he based his book "This ship will now sail due West".

After that little bit of adventure he retired for a while to practice up on some medicine while dreaming up some more places to go, the more difficult the better. Eventually, in 1963 came the shakedown cruise for a new 40 ft catamaran – up to Iceland.

This Colin Moodie designed catamaran Rehu Moana, was the first multi hull to be seriously designed for serious seagoing. She was very stoutly built and apart from an experimental mast, drop rudders and keels which were later discarded, "the boat stood up perfectly" says Lewis.

The experimental mast was knocked down on the Arctic circle but they managed to get to an Icelandic port anyway, where they built a mast and sailed back, being dismasted once again on the way back. But even at this stage dismasting was nothing new – that incident was already his fourth dismasting. His first had been just after the start of the first trans-Atlantic race, when he had to come back under a jury rig and start again.

"That starting again", he says, "was one of the hardest things I have ever had to do."

In 1964 he contested the second single handed trans-Atlantic race in which he "didn't do so well", because of a broken boom at the end of the second week. The boom had to be overlapped, leaving him with a very small mainsail. Nevertheless he managed to come in 7th.

On his arrival at Newport in the US he met his wife and children and they set out on a 3 year round the world trip via Magellan straits. This was the first round the world voyage by a multihull, and the boat did prove itself in very stormy waters.

David Lewis, safe in Capetown

By this stage Lewis had decided that it was time to take a rather more serious approach to the problem of finding out where he actually was in the middle of the ocean and so he had become a very interested student of navigation.

This interest had first been sparked during his school days in the Cook Islands by the primitive Polynesian navigation methods, about which he says, "many things have been written by various academic gentlemen who either knew nothing about the sea or very little about the sea in small boats". So he eventually decided to take far greater interest in the navigational area. During the round the world voyage, Lewis carried out a navigational experiment between Tahiti and New Zealand. On this leg, no instruments were used for navigation. However there was one person on board who was taking sights and keeping them to herself, just in case of danger. Only once did she feel compelled to warn Lewis. Apart from that, the whole distance was sailed by eye.

The final latitude at landfall, after some 1600 miles from the Cook Islands to New Zealand, was 26 miles out. Longitude was well out – he had expected to see land three days before.

At that time he had no idea that there were living men who still used such methods, but shortly thereafter he was to encounter them.

After getting back to England and selling the catamaran, he bought a bigger boat, a double ended Norwegian veteran of Antarctic voyages, the ISBJØRN. This he wanted to use in conjunction with a grant he had received from the Australian National University to study the primitive navigation systems of the South Pacific Islanders.

These islanders, the Polynesians in the Santa Cruz group and Tonga, the Micronesians in the Gilbert Islands and especially in the Caroline Islands, still made long ocean voyages from island to island in canoes.

"They have known of compasses since 1902" commented Lewis, "but no self respecting navigator would have one in his canoe".

"They did have some old Spanish ones (about 150 years old), but with some justification, the islanders treated them with some suspicion, as somebody had drunk the alcohol out of them".

1969 was spent in the islands, where possible on the canoes. Four hundred and fifty miles was the longest canoe journey without landsight that they did. This had not been done for three generations, the navigation instructions being passed down from father to son by word of mouth. That journey of 450 miles caused something of a revival of interest in that sort of navigation among the islanders.

"We, the Navigators", published by the ANU press in 1973 was the result of this period, taking the total of books about his various exploits at this stage, to five.

Upon finishing the book he decided upon his "dream of a lifetime" — to be the first man to sail single handed around the Antarctic.

Back in Australia he went looking for a boat to get him to Antarctica. After much searching in both Melbourne and Sydney, he found a suitable vessel at the CYC.

This was a hard chine sloop designed by Dick Taylor in steel, 32 ft overall, 24 ft waterline, 6 ft draft, 9 ft 6 in beam, with a fin keel. She was bought from a CYC member who had raced her in Sydney. The mast and rigging were stronger than was usual for a boat of that size. Unfortunately the boat had a petrol engine rather than diesel but as Lewis said "you can't have everything!"

Nor was there any heating, Lewis having to rely on good clothing and insulating paint on the inside of the boat.

Many modifications were made in two months of very concentrated work. The windows on the coachhouse were covered in steel sheet set a small distance off the actual window just in case of capsize. A perspex dome was put in over the hatchway so that the boat could be steered from the inside. Hasler self steering was fitted and this was very satisfactory until destroyed in the first capsize.

The boom was cut down and the mainsail decreased. The rudder was strengthened with a pipe from the keel to the bottom of the rudder, acting primarily as reinforcement against ice.

An inside steering system was set up with yoke lines from the tiller so that the boat could be steered from the inside with Lewis looking through the perspex dome.

Finally on October 20th, 1972 he left Sydney heading East towards Stewart Island in New Zealand.

His strategy was to get down to the 60th parallel and follow

it along past Cape Horn to the only accessible part, the northern end of the Antarctic peninsula. Then southward to either the US base at Palmer (the closest) or perhaps even further around the coast to the Argentine Islands.

Contacts had been made with various Antarctic bases before leaving. Indeed Lewis had even had some discussions with Sir Vivian Fuchs, head of the British Antarctic Team some 10 years before, when his dream was still in embryo. Most of Lewis' arrangements had been made in conjunction with the British, largely because their base was one of the most accessible, not like the Australian base which was surrounded by impenetrable pack ice.

But he had lots of help from many people. The Royal Australian Navy even made him an honorary liaison officer so as to be able to help him with supplies. The Chileans supplied him with a compelte set of charts which he added to his British set.

But he got nowhere near really using any of the charts before the first disaster struck. On November 29th, 3600 nautical miles from Sydney and still 2,500 miles from his destination, he encountered a gale which he logged as force 12. In retrospect he thinks it should have been logged as a force 13!

"They were tremendous seas — the whole sea was white, like surf breaking, with the waves probably 45 ft or so high".

Icebird part pitch-poled, part rolled onto her starboard side and went right over. Galley shelves were torn from their fastenings and smashed across the cabin their contents ending up with Lewis on the cabin ceiling.

The boat righted herself slowly, with water pouring in the forward hatch which had been smashed. Lewis was up to his knees in water in the cabin. Taking a quick look out he saw the lower 7 ft of the mast leaning over the starboard side together with the shrouds. The rest of the mast had disappeared.

He had to bail madly to save the boat. Later he had to pump himself full of antibiotics to counter the frostbite in his fingers. The last entry in Icebird's logbook for the day was: "Gale moderating, force 10-9. Heavy seas breaking against us. Everything soaked and destroyed. Must rest."

On December 13, in a howling snow storm lashed to sleet by another hurricane force wind, Ice Bird rolled again, but this time he had made sure he was rather better prepared and less harm was done.

The next day's log says: ". . . morale very shaky now . . . no progress. Near despair."

He eventually was able to get up a workable jury rig after much trouble and set on for the US base of Palmer. That last leg of 2,500 miles took one and a half months. The last 10 miles to Palmer took 2 days to windward. He very nearly came to disaster among the pack ice, because he did not dare sleep for the whole of the two days. On January 29th he limped into Palmer.

The Americans pulled the boat out of the water for the winter and helped carry out some essential repairs. Shortly thereafter in February, Lewis was flown out of Antarctica to the Pacific by National Geographic to do some work for them.

Late in 1973 he went back to Antarctica via a British expedition vessel and spent over a month working on the boat at Palmer. The boat had to be gunter rigged due to the short mast which was the best they could find at Palmer. During the year some new equipment had been sent down, such as a new storm jib, a Honda generator, and clothing from a host of

Palmer Station, Antarctica — building the cradle on which Ice Bird spent the Antarctic winter.

sources. He even was able to procure some Aires self steering gear.

It was not until December 12th last year that Lewis was able to leave Palmer because of the very heavy pack ice. Suddenly the ice parted and he "lit out at 5am in the morning", headed for one of the British bases that had not been previously reached that season. Nor was it reached by him. He got within 5 miles of it when the pack ice set in. The people at the base could see him from a hill above the base, but he was stuck in the ice for three days.

Fortunately the hull suffered no damage while locked in this ice. The ice had the effect of keeping the sea calm, with only a very gentle up and down motion when there was a big swell. Occasionally when the tide was high the pack broke up sufficiently for him to move several feet at a time.

But on the fourth day the pack began to move northwards, and he had no alternative but to go with it.

When the ice opened up he would start the engine and try to make some distance, but as he was running short of petrol he adopted the alternative of getting out and pushing the boat

along. However he decided to abandon this after one incident when he himself was abandoned by Ice Bird and he had to paddle the ice floe he was on to catch her again. After that he poled the boat along through the ice when possible.

At the end of the fourth day the ice opened up satisfactorily for him to get out to sea, and he started up the motor, turning his back on the British base and setting off for the Argentine base further around the coast. After sailing all night he ran aground at the Argentine Base the next morning, fortunately on a rising tide.

The Argentinians and the neighbouring Chileans were very friendly and he spent some days with them.

Setting out again he found that conditions were getting very tough. Going around the western side of the Antarctic peninsula and up past the Shetland Islands he encountered fogs, snowstorms, gales and massive icebergs.

Visibility in these fogs and snowstorm was nil. Twice he was only prevented from hitting icebergs by the waves which after hitting the bergs rebounded, taking Ice Bird with them to safety.

He was often forced to drop sail and drift when asleep, hoping that he would not hit anything too hard.

In this abnormally cold season he was among icebergs up to 52 degrees South, even three and a half weeks after he had left an Antarctic base, the British base at South Orkney. The people at the base from a rise above the base could count some 1,000 icebergs grounded on the 100 fathom line.

The biggest Lewis saw were about 5 miles long and probably 600 ft deep. He made very slow progress in this area, since the further North he went, the sooner it got dark and he had to drift to avoid hitting icebergs in the night.

He aimed to pass 1,000 miles South of Cape of Good Hope making first landfall in Western Australia. But 800 miles South West of Capetown he struck a force 12 gale. The log tersely records: **Sunday, February 24:**

0900 hours: 60 knots force 12 gusting 65 SW.
1000 hours: 70 knots force 12 gusting to 80.
1200 hours: Anemometer no longer recording. Am using sea anchor astern and jib. 45 degrees to wind all hanks stripped from jib.
1400 hours: Two knockdowns.
1615 hours: Capsized to port, over and back. Mast broken. Saved what I could. Pretty good below. Well secured.
1700 hours: SW force 10. Barometer rising. Will attempt Cape Town with jury rig when weather abates.
Feb. 25 — Cold coffee. Violent motion. Dismantle wreckage and stored what I could.
Feb. 26 — Spent all day making mast.
1800 hours: Mast up. Drank bottle of wine.

Twenty five days later, steering by hand night and day (as the self steering gear had once again been smashed), the battered yellow Ice Bird weakly wandered into Capetown.

The steering problem had been facilitated by a whip staff, a device used instead of tillers by Spanish sailors in the days of Christopher Columbus. Lewis constructed one out of an ice pick and ropes, getting the idea from some old records of the discoveries of Columbus he had read in the ANU's department of Pacific History. The whip staff enabled him to steer from inside, a necessity indeed, as the only alternative would have been to freeze to death outside.

At 2am, Tuesday March 19th, 1974 Lewis saw the glow of the Quin Light. At 9.30am he could see Table Mountain, and at

noon the following day he entered Capetown harbour.

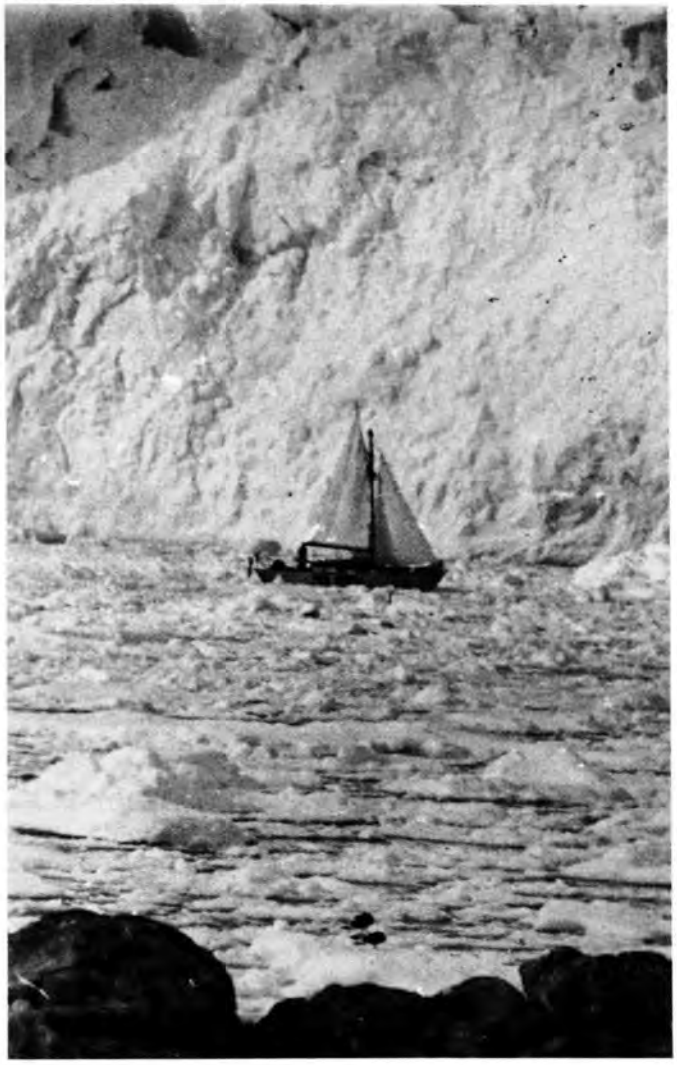
And that is where Ice Bird is now — battered, worn and rusting. Dr. Lewis thinks that even though he didn't complete the whole voyage as planned he has done as much as he wants to. He was the first to sail around the Antarctic single handed and get back even though he did not quite get back to Sydney. His son Barry is going to South Africa later this year to get Ice Bird back into shape, and will sail her back to Sydney single handed early next year.

As for David Lewis, he is to write another book on this his best ever voyage. His present project is a study for the ANU of primitive land navigation systems of the Australian aborigines in the central Australia deserts. After that there is a project in the Hawaiian islands on canoe navigation which is to involve a voyage from Hawaii to Tahiti and back. Lewis hopes to be one of the navigators.

Perhaps he will go back to Antarctica, but he will never go there alone again. Next time he says, the ideal would be to have something more like a steel 50 footer with half a dozen crew, just for a cruise for the summer . . .

Dr. Lewis shared the Royal Yacht Clubs seamanship medal with Sir Francis Chichester in 1968. It is rumored that he is to receive another in the near future. It has not been earned easily. ■

Palmer Station scenery



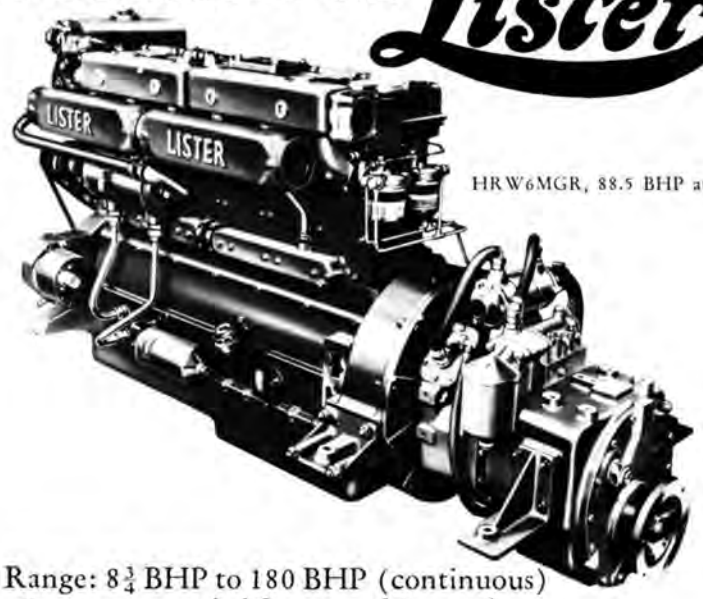
Ice Bird safe at last in Capetown.

Trials off Palmer Station, Antarctica.

We've been building marine engines longer than most.

ST3MGR, 26.5 BHP at 2,200 RPM with hydraulic gearbox

That's about the time it takes to make one as reliable as Lister



HRW6MGR, 88.5 BHP at 2,200 RPM with hydraulic gearbox.

Range: 8¾ BHP to 180 BHP (continuous) air or water cooled for propulsion and auxiliary duties for motor sailers, yacht club tenders, fishing conversions and wherever there is the need for muscle to swing a big prop. Raised hand starting is standard and always there even if you order electric starting. Contact us for technical advice.

HAWKER SIDDELEY

R.A. LISTER AUSTRALIA

Head Office: 65 Marigold Street, Revesby. N.S.W. 2212. Tel.: 771 4911
Qld.: 65 Ipswich Road, Woolloongabba. 4102. Tel.: 91 2258
Vic.: 10 Nicholson Street, East Coburg. 3058. Tel.: 36 9124
S.A.: 108 Rundle Street, Kent Town. 5067. Tel.: 42 4482
W.A.: 151-153 Guildford Road, Bassendean. 6054. Tel.: 79 4100
Tas.: South—R. L. Ditcham Pty. Ltd.; North—Glasgow Engineering Pty. Ltd. N.T.: S. G. Kennon & Co. Pty. Ltd. N.G.: Hastings Deering (New Guinea) Pty. Ltd.

How safe is your boat's name? plus further points on salvage

from David Catterns

In general, an owner may call his boat whatever he pleases. This is subject to the laws of obscenity and libel.

The Yachting Association of New South Wales will register most names of boats, irrespective of whether other boats already have the same name. The Yachting Association will not register names which appear obscene or libellous or which would be likely to bring the sport into disrepute.

Yacht Clubs exercise a similar function of censorship. They have the legal right to impose whatever conditions they please on the placing of yacht's names on their Register.

When a boat is sold, her new owner may call her any name he likes, including her former name. It is possible, however, for the contract of sale of the boat to provide for this. If it is desired, the contract could provide specifically that the new owner may or may not retain the former name. Such as agreement could be verbal or in writing, but it would save arguments if it were in writing. The purchaser could also undertake to bind future purchasers in a similar manner.

As all yachtsmen should realise, if an owner names his boat after his mistress, or changes a boat's existing name, bad luck will follow.

Some further questions on Salvage

Can a ship be subject to a claim for salvage when she is at anchor or streaming a sea anchor?

Yes. Whether or not an anchor is out is merely **one** of the facts relevant in assessing the gravity of the danger to the ship. The danger must represent a "just cause of present apprehension".

In one case, a sailing ship had lost both her main anchors and cables and had damaged her bow planking. She has a small single anchor out, but no attempt had been made to repair her. She was towed in by two tugs. It was held that there was sufficient danger to support the tugs' claim for salvage. Although there was no apparent danger, it was unlikely that the small anchor would have held in a gale. The shore was described as a "perilous coast".

Does it matter whose line is used?

No. It is commonly thought that if a ship in distress passes her own line to another standing by to help her, that is a "tow" situation as distinct from salvage. This is not the case: towing a ship in danger into safety, no matter whose line is used, is a salvage service.

Lloyd's standard form of Salvage Agreement provides:

> "The contractor may make reasonable use of the vessel's gear anchors chains and other appurtenances during and for the purpose of the operations free of costs but shall not unnecessarily damage, abandon or sacrifice the same or any other of the property."

Is salvage payable if the attempt to save a ship fails?

In general, no. Salvage is usually payable only if successful. This is why salvage awards are often substantial. In a case of extreme danger to a ship and her crew and to the rescuers, an award of up to half or even more of her value might be made.

This principle is known as "no cure – no pay". Lloyd's standard form of Salvage Agreement contains a clause to this effect:

> "The services shall be rendered and accepted as salvage services upon the principle of "no cure – no pay" and the contractor's remuneration in the event of success shall be . . . ".

What should a yachtsman do when seeking help at sea?

If the circumstances permit, he should attempt to make an agreement for a fixed amount on the basis of "no cure – no pay". If possible, this should be in writing: if not, it is preferable to have the crew witness the agreement being made and to put it in writing or note it in the log as soon as possible.

When a yacht has been saved, the yacht's insurers should be contacted before any negotiation takes place with the salvor.

The amount of work done by the crew of the yacht in distress in participating in her salvage would help to lessen the amount awarded to the salvor – provided, of course, that the crew's efforts did not make the salvor's task harder. ■

"A birthday cake !! – and I thought you blokes had forgotten what day it was."

Traditions of the C.Y.C.... a trip through history

With Basil Catterns

Naturally, being young the Cruising Yacht Club does not have a vast backdrop of tradition, nevertheless in a short thirty years there have been established a few simple traditions. In the years ahead, others will result and members can do nothing but good in ensuring their maintenance and development.

The Club has established the unwritten but recognised tradition that, unless exceptional circumstances prevail, the term of office for its Flag Officers will not be longer than two years. Thus is recognised the need for a continuous infusion of new ideas and fresh thought at the same time assuring willing and able committee workers a chance to attain the highest office.

Of far reaching effect, no person becomes or can regard themselves as permanent. Should an officer be found lacking, two years is not too long to await his stepping down whilst the embarrassment of contended election is minimised.

To be found nowhere in the Constitution, this code was expounded by M.E. Davey and agreed to by earlier Commodores.

Throughout the years, members have been singularly averse to the wearing of yachting caps, particularly when worn with a white cover. Reasons are difficult to pin-point although there has always been reticence on the part of sailing types to be grouped with that minority who seemingly adore fitting themselves out in all the trappings one quite rightly associates with the Navy. Perhaps the protective qualities of a cap are inadequate under our summer conditions.

Club officers do possess such caps for strictly formal occasions,

but years ago decided they were easier to maintain sans white cover besides being more distinctive. In future when queried as to the unadorned cap you will know the answer.

Unobtrusive in the Clubhouse is a very ordinary piece of Masonite on which are inscribed the words "Coasters Retreat" and in smaller type is attested the fact that such sign is the product of Blotto Grotto Sign Co.; incidentally, as far as can be ascertained the Company only ever produced one sign.

Produced originally as a joke, the sign has become meaningful to an extent that it is referred to in House Rules and most notices as to bar trading.

Our initial delapidated and small but cosy clubhouse was the haven for those just in from the sea or who had been working on their boats. Came the day stage one, the lounge of our ultimate Club, was built, and with it a realisation that here members should be able to entertain their guests without embarrassment to themselves or to those in sailing or paint bespattered gear. Quite rightly it was decreed that that section of the original structure containing the bar would be set aside for those not conforming to dress required after 7 p.m.

One Saturday evening, several yachts completed a Bird Island Race at a late hour and with the bar still open decided to re-sail the race in inimitable style. Night became morning before several members decided, the night being hot, sleep would come just as easy on the coir flooring as aboard their boats.

The then Vice Commodore surveying the scene and recumbent bodies remarked as to the place looking like Blotto Grotto. Such a statement naturally roused all to discussion, during which it was pointed out that the Club had fondly been thought of whilst several boats lay at anchor in that small section of Pittwater known as Coasters Retreat where many races finished. In fact Coasters Retreat was a haven after the sea, just as was the bar.

Several days later Coasters Retreat was born when the sign appeared over the bar indicating a place where yachtsmen could gather in their most disreputable rig as long as shod and reasonably clean.

As to the masonite, it came from the demolition waste of the original verandah and today would be the only piece of the old structure in existence. What could not be consumed by white ants was engulfed in fire. All this happened in 1958.

In 1964, the evening prior to demolishing the last of the old structure, a party was held. During the evening and with some ceremony the sign was taken down and handed for safe keeping to the Blotto Grotto Sign Company whose manager was present in that capacity and as originator of Coasters Retreat.

Instructions to the effect that refurbished sign should reappear in an appropriate place in the new clubhouse when completed were given and in due course this was done.

To this day, crews can gather under this protective sign without recourse of dress regulations, stipulated for more decorous parts of the building.

On looking at Hobart Race records one is struck by the fact that all Commodores of the Club have sailed their own boats to Hobart. It is now regarded as a traditional prerequisite to taking the helm of the Club.

Members may have noticed that persons unsuccessful in election to the Board, with few exceptions appear as members of sub-committees. This is done with a purpose — to have offered for election is indicative of a willingness to serve the club — they are given just this opportunity. ■

Hugh Treharne and his
Congressional Cup Crew
would like to thank their
sponsors in the event
Tooth's Breweries and Corrigan's Express
for their very generous support

TOOTH & CO. LIMITED

Brewers of fine beers since 1835

Corrigans

Express

Congressional Cup - Aussie upset!

RACING REPORT

Ordering breakfast was one of the many problems facing the CYCA's crew at this year's Congressional Cup.
"Can I have someone translate?" asked Greg "Grog" Gilliam, after not being able to decide on the shape or form of hash browns or breakfast cakes.
"What train's late," asked the waitress.

After managing to obtain boiled eggs which came out of the shell, in a bowl with a prune attached, the crew staggered, somewhat hungry, out into the foggy morn to prepare for the the first day of racing. The team, sponsored by Tooths Brewery and Corrigans Express, was led by Hugh Treharne, who had been honoured with an invitation to the event from the Long Beach Yacht Club, of California. With him were Grog, Scott Kaufman, Norm Flodine and Rob Mundle, all of whom race with the club, and two well-known Californians, Burke Sawyer and Billy Petersen.

The Congressional Cup event is the world's major match racing series and the impressive trophy is prized like the America's Cup. Among the nine competitors Treharne and his crew were to face were Bill Ficker, who brought two Australian America's Cup challenges to an end; America's Cup contender helmsman, Sydney-Hobart winner and all-round champion yachtsman Ted Turner; famous and now vintage American yachtsman, Arthur Knapp and a host of American match racing champions.

The day before the first race Treharne and his team had their first practice session. What a disaster. The boat was like a Chinese laundry in rush-hour most of the time. It didn't help confidence at all.

Nor did the dense fog on the first day help morale. The only consolation was that the wind was light and would be just right for the baggy mainsail on their Cal-40.

The series was contested in Cal-40's this year. They are 40ft. sloops vaguely similar to Tasman Seabirds. The race committee has the crews draw for boats and headsails. Hugh, Ficker and Turner caused a further draw for spinnakers after all three arrived with nice new spinnakers for their yachts. Personal sails had previously been allowed in the series. Turner was to be the first of the nine races for the Australians. The "Voice of America", as he is known, was as vociferous as ever, singing "Victory at Sea" loudly enough for all on the dock to hear.

But it was to be some time before he could try for his first victory. The fog closed in as the yachts left the harbour and it took up to 90 minutes to find the start boat, moored less than a mile offshore.

For three hours the crews sat and watched fog. Nothing changed . . . it was just thick, grey, cold fog. Suddenly it lifted and there was a mad scramble for a start. Hugh outmanoeuvred Turner at the start only to see him lead at the weather mark by little more than a boat length. Approaching the leeward mark Hugh pulled off probably the greatest move of the entire series. He steered his yacht up to be outside Turner coming to the buoy. Turner's team thought they had it made, but Hugh managed to draw ahead by just a few feet then gybe across Turner's bow and get the inside running on the buoy. The Turner team were so shocked they forgot about the buoy. When they realised what had happened they were almost on the mark . . . what a mess. So the CYCA's burgee went away to a 2 minute 18 sec. win.

The wind remained light for the second race . . . but the fog didn't stay away long enough. The Committee called for a finish after four of the five legs. At that stage Hawaii's Greg Gillette was 15 secs. astern of Hugh, so it was another Australian victory.

With only two of the scheduled three races decided, it was hoped that four of the six mile races could be sailed on the second day. But that wasn't to be so. The fog was thicker than ever and for six hours the yachts milled around the starting line before the committee sent them home. The Australian yacht was named Flying Cloud, but that fog was ridiculous.

On the third day the Committee decided to shorten the windward-leeward course to three miles with the hope that they could get close to a winner. That they did . . . and Bill Ficker began to emerge as the man to beat. He beat Treharne and became one of three to beat the Australians on the day. Things didn't look good.

The final race for the day for Hugh was called off. He hoped the rot had stopped.

It had. The next day he went out and trounced all three opponents. Someone upstairs was smiling. The rest of the races had not gone as expected and the whole pattern was changing. Ficker was still going to win . . . but the other places were wide open.

When the final race finished the disappointed Australians accepted fourth place. But then the tally of wins showed they were third. Another count put them second. THAT was final. It was Ficker first, Treharne second and Turner third. Treharne's reception at the dock after the race matched Ficker's. After being unknown a week earlier he had been recognised as one of the world's leading match racing exponents.

Ficker's crew, among many others, agreed that their toughest start in the entire series was against Treharne.

The entire crew were elated and thankful to Tooths Brewery, Corrigans Express and the many people who helped make the challenge possible.

Roll on next year!

from ROB MUNDLE.

Brisbane to Gladstone ~ 1974

A fleet of 29 starters including Sydney boats Apollo, Helsal, Love and War, and Onya of Gosford commenced this year's race on Easter Friday. The weather was fine with a light Nor-easter getting the fleet away.

Love and War had an excellent start and within a few minutes of the gun had made a considerable break on Apollo and Helsal in the light weather. The rest of the racers were strung out among the big spectator fleet.

But with the breeze freshening, Love and War was quickly run down by Helsal – really flying under an enormous star-cut spinnaker.

As the boats rounded the Moreton Island mark and proceeded up the coast towards Caloundra, the breeze was puffing 20 plus. (Where are the lovely 15–20 knot South East tradewinds we are supposed to get?) The breeze eventually eased late in the afternoon, with the leading three boats opening up a tremendous lead in the preceding fresh windward work, only a few miles separating them.

During the night the breeze varied both in strength and direction – the punt was whether to be out at sea or stay in close. Sunrise saw a very light breeze shifting to the North West over a flat sea. Apollo which had lead Helsal from the Moreton Island mark came inshore to get a predicted South Easterly change. So did Helsal – but the forecast was wrong!

The wind eased and faded completely late Saturday afternoon, with the leaders between Breaksea Spit and Sandy Cape. A frustrating dead calm prevailed, but towards midnight both Helsal (which had been anchored against the current) and Apollo edged around the Breaksea light with the change of tide and reached towards Lady Elliott.

At the same time, the leader on handicap, Love and War, spent a fruitless 12 hours going back and forth off Sandy Cape light.

By the 0630 sched. on Sunday, both Helsal and Apollo had opened up a further 20 miles on Love and War, and the smaller boats had closed up by the same amount, effectively putting Love and War out of handicap calculations.

And here comes Mulala . . . . .

It was quite obvious that this boat was going to win. Clem Masters had been plugging away in the light stuff, using all his local knowledge.

Sunday, both day and night, was nothing but countless sail changes in breezes of 2 to 10 knots. Apollo finished about 11 pm in very flukey conditions followed by Helsal shortly thereafter. Love and War came in just before 5 am on Monday, to lead on handicap (at that stage).

Peter Kurts knew however, that his position would not last long, as he had picked up the 18 knot South Easter about 14 miles from Port Curtis, and that that breeze was in to stay. The race could only be won by the smaller boats who romped home in front of it.

His old boat Mulala was next to finish and had the race "shot" on handicap. ■

Queens Birthday Cup final L.O.P.S.

The extremely heavy and cold southerly conditions which prevailed during the week before the start of this year's "Deep Freeze" were no doubt responsible for the fleet being restricted just about to those yachts with chances for the Blue Water Point Score.

Seven yachts started in four divisions on Friday night when heavy seas were running and the breeze was 25 knots gusting to 35 knots from the S.E., with frequent rain squalls. Spinnakers were set for the start and the reach up to the Heads. Pilgrim miscalculated, and was recalled, but soon regained her position.

Love and War was first to Flinders Islet, and then rocketed away. At the Saturday morning sched, when conditions were moderating, she was nearly back to Port Hacking, when the rest of the fleet was still at the island. As conditions eased further, final backing to a light north easter, Love and War took line and handicap honours, with Taurus coming second. Talisman the smallest yacht in the fleet, was forced to retire when engine trouble led to flat batteries.

RESULTS

OVERALL	Love and War	Taurus	Pilgrim
DIVISION 1	Love and War	Taurus	DNS
DIVISION 2	Pilgrim	DNS	DNS
DIVISION 3	Tui Manu	Boomaroo III	DNS
DIVISION 4	Granny Smith	DNF	DNS

■

Division 5 Ocean Race

Five yachts braved the strong conditions for a 55 mile race to Lion Island, S.E. Seamark and return. Pabria was forced to retire before clearing the Heads, leaving the other four to fight it out.

With a sustained effort during the hard work from Broken Bay to the S.E. Seamark, Aurora won the race convincingly from Bootlegger and Sascha. Stardust, which won the season's ocean point score, suffered gear trouble, and brought up the rear of the fleet. Line honours were taken by Bootlegger.

RESULTS

DIVISION 5	Aurora	Bootlegger	Sascha

■

Incident packed Sydney to Mooloolaba!

Sixteen yachts commenced the annual Sydney Mooloolaba race at 1300 hours on April 3rd last. After a very impressive start, Love and War (Peter Kurts) was first out of the heads followed by Onya of Gosford (Peter Rysdyk), Apollo (Jack Rooklyn), Helsal (Tony Fisher) and then the rest of the fleet.

The largest of the yachts in the fleet had a lot of difficulties winding themselves up to maximum speed in the light Nor-Easter of 5 knots. Consequently Apollo and Helsal were not clear leaders until they had cleared Long Reef.

From then on throughout the afternoon both of these yachts fought for the lead, and at sunset Apollo was half a mile in front of Helsal and leading the fleet.

During the night the leaders were drifting off Bird Island. It was a relief to all concerned when a light South-Easterly of 3 to 5 knots sprang up as the race had begun to look like one of the longest in history, with almost no chance of the two Hobart victors breaking last year's record.

But the radio sched on Thursday morning revealed that Apollo had taken a clear lead of 10 miles over Helsal and Love and War, who had been battling for 2nd and 3rd places for most of the night.

These three yachts were all in the vicinity of Port Stephens while the remainder of the fleet was sailing its own race some 25 miles further South, led by Onya of Gosford.

During the second day the South-East breeze freshened and by midday gusts of 35 knots had been recorded, thereby sending the yachts towards the finishing line at a great rate.

At this time yours truly correspondent was lucky (unlucky?) enough to be part of the crew of Helsal. During Thursday afternoon, Apollo's lead had been reduced by about 7 miles from Helsal, and Helsal had in turn cleared out from the rest of the fleet, Love and War being about 10 or 12 miles astern of Helsal.

And then it happened . . . . a bolt worth less than 50 cents disintegrated, with the result that Helsal's steering was no longer! The concrete monster careered out of control with 6,000 square feet of kite flogging in the breeze, not to mention the 12 metre mainsail!

Question: how do 19 Indians (who had suddenly become yelling chiefs) get the bloody thing off?

Eventually more by good luck than good management, Helsal was running North under bare poles. By evening sched the steering had been repaired and the sails were again being set. Apollo had once again cleared out, while Love and War was right on Helsal's heels.

That night Helsal's good fortune continued. The 12 metre boom broke in half and Love and War moved up to 2nd place.

On the 3rd day the three leaders were North of Ballina and racing towards the finishing line at Mooloolaba while the rest of the fleet was spread along 60 miles of the NSW coast. It appeared that Apollo had a chance of breaking her own race record and that only gear failure or becalming could halt the furious pace she was setting.

Luckily that did not happen. Before midnight on Friday Apollo took line honours, breaking her existing record by half an hour. Love and War finished at 0500 hours on Saturday, followed 10 minutes later by Helsal.

Now the remainder of the fleet was spread over 90 miles of both NSW and Queensland coastline and they were having their own problems in the hard running conditions that were to last for the next 36 hours. Nevertheless all yachts finished by midnight on Saturday night.

Final IOR positions were Cadence, Harmony, Love and War.

On behalf of the competing yachts, many thanks to the Mooloolaba Yacht Club its members and patrons for the hospitality and full usage of the facilities that was so generously offered.

from SPENCER EASTON ■

New Zealand moves into the Big Time - going for Admiral's Cup

New Zealand will challenge for the Admiral's Cup in Britain next year in a $120,000 step up into the world of big-boat offshore teams racing.

The New Zealand Yachting Federation has lodged the challenge with the Royal Ocean Racing Club and the tobacco company Dunhill has agreed to put up $60,000 of the money required.

Trials to select three boats and crews to go to Britain will be run jointly by the Royal New Zealand Yacht Squadron and the Royal Akarana Yacht Club from December on.

Careful Planning

The boats will be shipped to Britain in April next year with an expected 30-man New Zealand contingent following by air early in July. They will work up in the English Channel for a month before the four-race series starts, the first weekend in August.

The decision to launch what represents one of New Zealand's biggest international sporting campaigns was made after months of careful planning and sponsorship negotiations.

Dunhill flew special events manager Mr Peter Huntley from London to Auckland at the weekend to finalize arrangements.

The Squadron and Akarana jointly requested the Federation to issue the challenge.

But these clubs insist that a campaign of this magnitude is quote beyond the resources of any single club or group of clubs.

The challenge will be mounted on a national basis through an Admiral's Cup challenge committee which has been appointed to co-ordinate the fund-raising and preparation.

Approached NZ

Dunhill became involved as sponsors of the Cup series itself.

It realized that New Zealand was a significant omission from Admiral's Cup fleets and made approaches to its associate company in New Zealand to help finance a Kiwi challenge.

bottom next page ▶

Financial Times 1975 Clipper race

TWO MORE YACHTS, both from Australia, have indicated they are entering the Financial Times Clipper Race — a round the world race from London to Sydney via Cape of Good Hope, and back to London via Cape Horn. Josko Grubick of Adelaide and of the Royal South Australia Yacht Squadron is building a ketch-rigged vessel of nearly the maximum size eligible under the race rules. Designed by Alan Buchanan of Jersey, the hull will be of sandwich construction and measure 72 feet on the waterline and 83 feet overall. It will carry a full crew of twelve and rate 68 feet.

The other potential new entrant is Jack Rooklyn, present owner of that unusual boat Apollo I, formerly skippered by Alan Bond. Jack Rooklyn's yacht is also to be of nearly maximum size. It is being designed by Bob Miller of Miller and Whitworth, Sydney, and will rate 68 feet and measure 72 feet along the waterline. The hull will be of aluminium and will carry a sloop rig.

With these two entries the Australian challenge will stand at three and the total entries so far at nine. The closing date for the entries is at the end of May next year, 1975, and the race starts on August 31st, 1975. The third Australian entry, already announced, is a 65 foot staysail schooner. The other entries have come from France, the Netherlands, New Zealand, Poland, the United Kingdom and the United States.

The aim of the race is to test the performance of modern ocean racing yachts of the maximum sizes recognised internationally for competitive purposes, against the performance of the fully-rigged wood Clipper Ships of about 100 years ago. Patriarch made the outward passage in 67 days and came home in 69 days. Cutty Sark made the same voyage in 72 and 73 days and Thermopylae in 75 and 77. ■

Whitbread 1973 Round-the-World Race Results

In the Whitbread Round-the-World Race, the final winner on handicap was Sayula II of Mexico. The full results of the Rio-Portsmouth leg have not been received yet, but the details of the other legs are as follows:

Portsmouth — Capetown
1. Adventure
2. Sayula II
3. Trente Trois Export

Line Honours — Burton Cutter

Capetown — Sydney
1. Sayula II
2. Grand Louis
3. Kriter

Line Honours — Penduick VI

Sydney — Rio de Janeiro
1. Adventure
2. Sayula II
3. Kriter

Line Honours — Great Britain II

Rio de Janeiro — Portsmouth
1. Adventure

Line Honours — Great Britain II ■

The crews of the Admiral's Cuppers will be responsible for raising $30,000.

The remaining $30,000 will be obtained through a national fund-raising scheme to be launched later this year.

The Admiral's Cup series is sailed every second year and culminates in the classic 605-mile Fastnet race from Cowes, around Fastnet Rock on the southern tip of Ireland and back to Plymouth.

It started in 1957 with a fleet of nine boats representing three nations.

Last year 48 yachts competed representing 16 nations.

In terms of New Zealand offshore racing, the Admiral's Cup is the obvious next step to follow the successes in the One Ton Cup and the Southern Cross Cup.

New Zealand sent three Admiral's Cuppers (they range from between 42ft and 56ft and 56ft overall) to Sydney in December and was thwarted in its bid to defend the Southern Cross Cup only by the tragic death of Inca crewman John Sarney.

In that series, however the Kiwis proved they can move up into big-boat racing and foot it with the best in the world.

There are new Admiral's Cuppers being built in Auckland, Tauranga, Whangarei and Levin to swell the probable trials fleet to 10 boats.

With Barnacle Bill sold to ex-All Black Ron Jarden in Wellington, most of New Zealand will be involved in a bid to win what has become ocean racing's most prestigious trophy.

from ALAN SEFTON ■

Anyone for a One-Tonner?

TECHNICAL

OR HOW DO YOU BECOME THE OWNER OF A YACHT THAT WON THE SYDNEY-HOBART ON HANDICAP LAST YEAR AND WAS THIRD ACROSS THE LINE IN THE SAME RACE AND NOT BE FINANCIALLY EMBARRASSED BY THE COST?

Well, the Anderson Brothers, Ken, Ron and Peter, decided that the only way they would achieve this objective was to build one themselves.

To them, this was not an original thought, as they had built two similar yachts over the last four years. The last one was Lowana II, a one-off, fibreglass one tonner, both designed and built by them to the I.O.R. Mark II Rule. It was subsequently updated to Mark III by increasing the mast height and adding more sail. They even tinkered with the ballast but found it unsatisfactory in light airs.

As for the strength of construction, they are now firm advocates of fibreglass, having been through two Sydney-Hobart races and a good bash to Lord Howe last year. They were pleased with its performance as no movement or flexing of the hull was noticeable. This was to be expected as they had designed in excess of Lloyd's specification.

Hence, they decided that whatever basic design was adopted, it would have to be built of fibreglass.

Why a Miller and Whitworth 40?

Firstly, they inspected the two boats Ceil III and Rampage with a fine toothcomb in Hobart. Then they weathered a nasty night at the entrance to the Dunnally canal on the journey home (in company with Ceil III), and finally tied up alongside her in Eden, weatherbound for three days. There seemed no getting away from her!

They returned to Sydney, had a round table conference and decided to scrap plans for a C & C Canadian two tonner, sell Lowana II, and approach Miller and Whitworth for the design of an M & W 40.

Very quickly they saw Lowana II to a good home (the Royal Prince Alfred at Pittwater) and began the business of planning the new boat.

Their initial discussions with Miller & Whitworth were most fruitful for although M & W had not designed a 40 in glass, they approved of the Anderson ideas and could see they had the knowledge and ability to build the lines in glass. And if they were to build one, then they might as well build more! Both parties agreed!

From an out and out racing yacht the Andersons decided to compromise with the deck and the accommodation. To please everyone you have to have a yacht to appeal to the racing heavies, yet suitable for those who want to cruise. They compromised, but did not change the lines or the rig. They can match timber weight for weight in glass with the correct scantling design and yet achieve more interior room. (What other 40 footer had the possibility of two double berths for whatever?)

OTHER CHANGES

THE RUDDER

The original design called for a spade rudder with a pronounced rake. Ceil III was built this way and sailed well. But it had three basic problems. It cavitated, it stalled and it needed some hefty heaving to control the boat at speed. It was calculated that the boat moving at speed in excess of 8 knots needed at least 170 lbs. to move the rudder 35 degrees.

So, the rudder was reshaped with less rake. The reshaping created a counter balance rudder and moved the centre of pressure of the rud 3" further forward. This balanced rudder worked extreme., well as was evidenced by Ceil's Hobart win. Rampage was fitted with the same balanced rudder.

However, Bob Miller was still seeking to improve the design and had the co-operation of the elated Bill Turnbull to allow further rudder developments in the form of a skeg fitted to the leading edge. From all reports, Ceil is handling better than ever.

As the Anderson design called for wheel steering, they moved the rudder post further forward under the canoe body, left the skeg in front and changed the rack of the transom back to the original. Effectively, it makes the construction task easier; it moves the centre of effort of the rudder only 6" forward and it should create an "end plate effect" with the rudder under the canoe body. They may even experiment with a semi-balanced rudder at Bob Miller's instigation.

KEEL BOLTS

Timber boats usually have the problem of hairline cracks developing between the lead and timber. Timber works, cracks develop, and no matter how often you retention the keel bolts, the same problem arises. Fibreglass is different. It cannot be compressed. As in their previous boats (no hairline cracks) they are to use mild steel galvanised bolts rather than special one-off, stainless steel bolts. The strength is the same as stainless but the cost saving is surprising. Try buying yourself a bag of stainless steel machined bolts.

What they do is to calculate the bolt stresses and the friction on the lands of the nut and bolt thread. They can then predetermine the force required to act on the nut to physically stretch the bolt. The bolts are then always in what is termed "live tension" with still a long way to go before failing. As the bolts are cast in the lead, there is no machining of the lead casting thus they need no expensive antimony to add to the casting to make it machinable. Again, saving cost and time in the overall construction at the same time eliminating the hairline cracks.

The only exposed portion of bolt in the bilge is easily covered with fibreglass and sealed from water and air. If you ever want access to the bolts, you simply break open the covering.

RIGGING STRESS

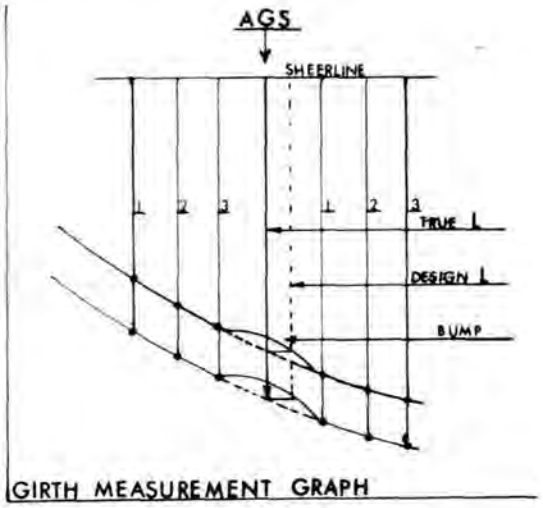
M & W have their chain plates for the shrouds anchored directly on the hull with a simple stress transfer system of under deck rigging taking the load to the base of the mast.

Although a similar design would be satisfactory in fibreglass, from experience and in view of working their design on Lloyd's specifications, the Andersons have opted for the main stress to be applied to the bulkhead and the load to be then spread uniformly to the hull. They still maintain the rigging transfer to the bottom of the mast. They have also decided that as they have only solid matter between the keel and mast base, they can stand the mast directly on the keel. Where the timber M & W's needed a complicated space frame to support the mast, the Anderson design needs only a simple plate attached to the keel bolts for location and a shoe attached to this.

BALLAST

Ceil III goes well on all points of sailing with all crew weight other than the helmsman in the centre of the boat. But to please themselves and potential purchasers of a production model, the Andersons placed the cock pit aft and the galley and navigation areas aft. In fact, they adopted the standard conventional layout of most boats this size.

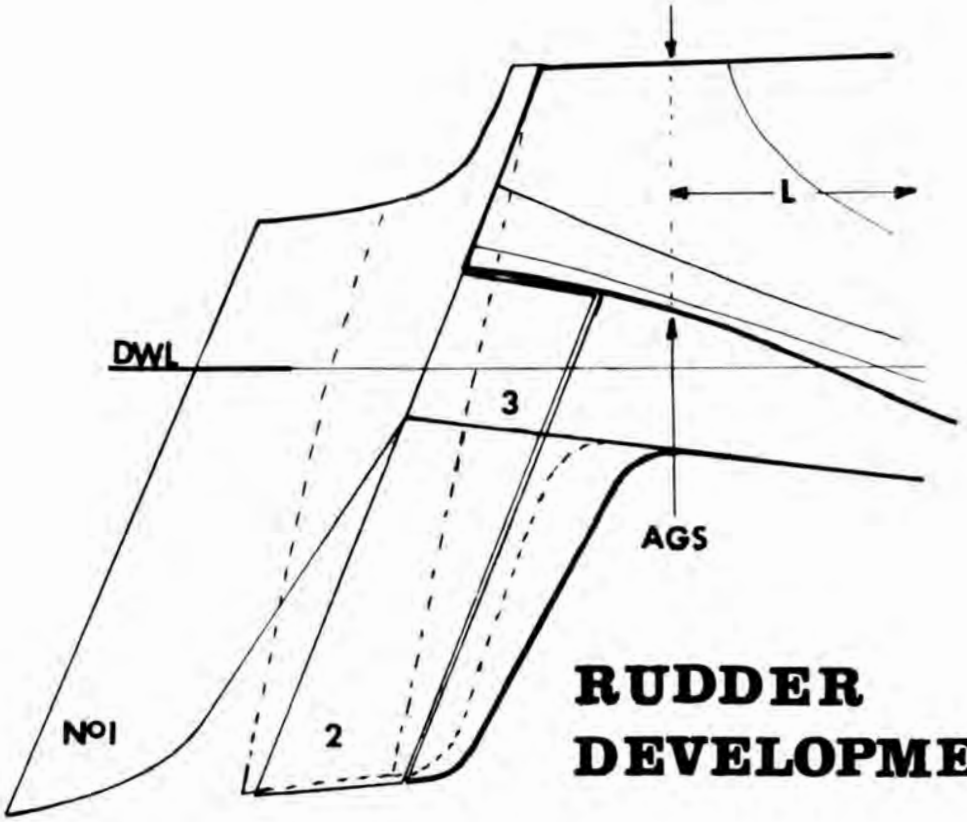
The problem was then how to combat the extra weight aft of two crewmen, half a cook, several winches and a wheel steering set up weighing 100lbs. Nothing seems hard to Bob Miller, you simply move the keel forward a few inches. You also move the motor forward and some of the tanks. Naturally, you have to maintain the same measurement trim for the rating and yet still get that weight forward for racing.



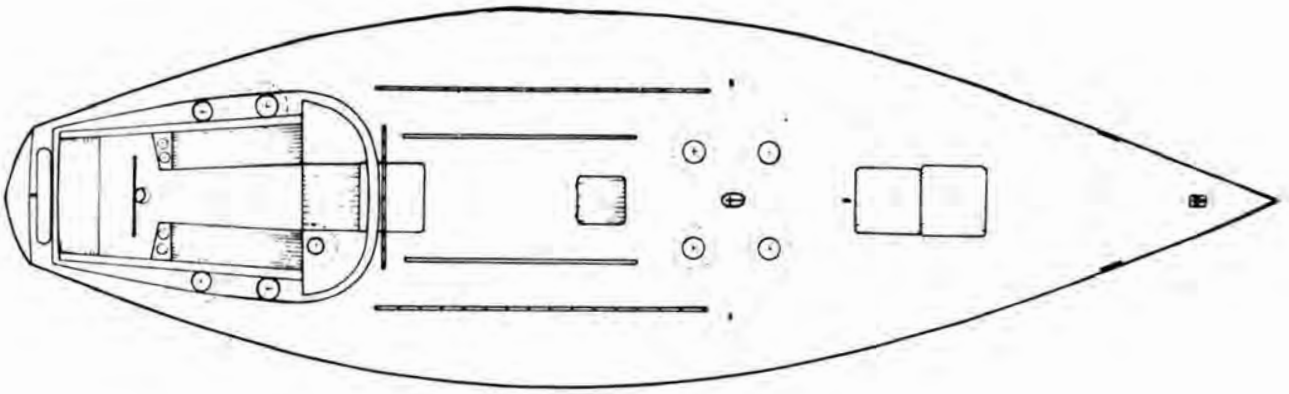
GIRTH MEASUREMENT GRAPH

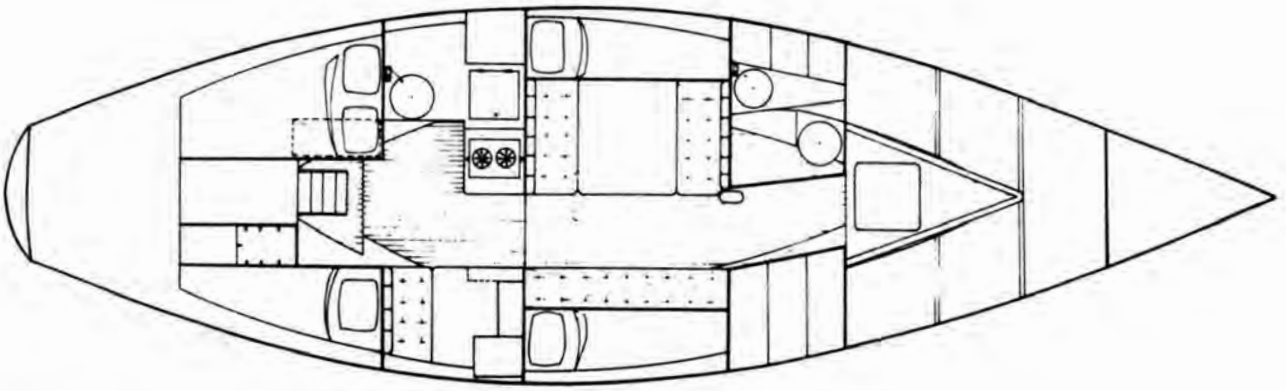
THE RULE

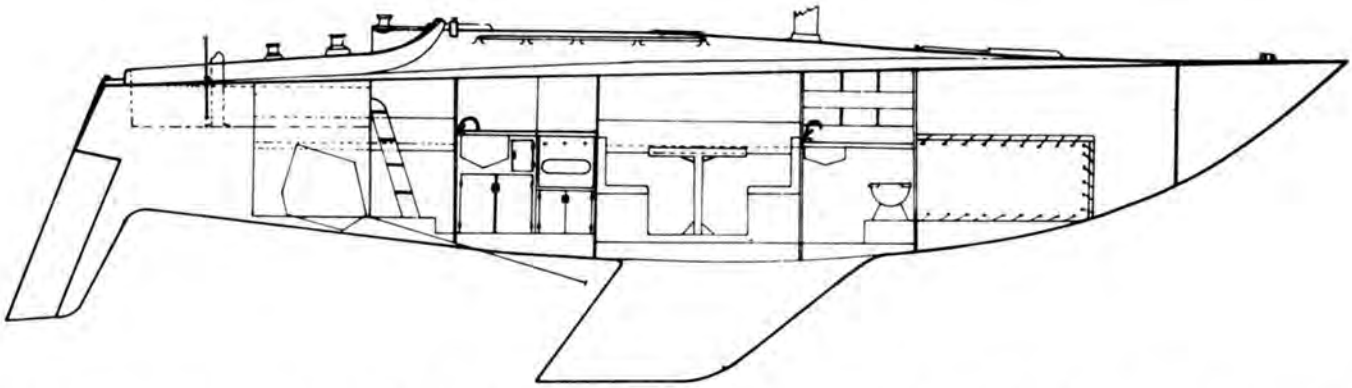
When you set out to build the biggest one tonner afloat and design the largest sail area it will carry, you are naturally sailing close to the wind. As the Andersons are all well aware, the I.O.R. is subject to interpretation by both measurers and designers and Bob Miller is no exception. His designs are "tight" within the rule but not extreme or rule cheaters. Who was that nasty person who said rules are made not to be bent, but to take a fair curve?



RUDDER DEVELOPMENT







As an example, all designers want to reduce the length of "L" in the formula as it is critical. There is little you can do with bow lines to bring in the Forward Girth Station toward the centre of the boat but you can make small adjustments to the aft lines of the boat. You simply pinch in the afterbody at the point where the girth station will fall (see the diagram). This brings in the After Girth Station and so reduces "L". Sparkman and Stevens have adopted this as standard practice on most of their boats and Miller with the M & W 40 is no exception. Some other designers have carried this to extremes and suffered the wrath of the Offshore Rating Council. Fortunately, our august body of measurers are fair and equitable and can appreciate the problems of designers and builders.

Hot off the press is the latest interpretation of that particular section of the rule (section 303.3). It states that "Extra girths located as deemed necessary to determine the proper aft end of L". The interpretation states that if there is any doubt as to a fair curve not being a fair line, i.e. a bump at that point, then the measurer should resort to graphing a series of measurements fore and aft of the bump. Using the graph, the bump can theoretically be bridged and a point established where the A.G.S. should fall.

It will be interesting to see the results of the first two production boats in glass compared with the timber versions. The design refinements of these boats should enable them to live up to their predecessor's reputations.

The first out of the mould will go to Jim Robson Scott, a member of the C.Y.C., Deputy Chairman of the Offshore Racing Committee, N.S.W. Yachting Association and present owner of Poetrel II. The second is to be raced by the Anderson brothers themselves. They are promising plenty of action in the coming summer season.

— Editor, from information courtesy of Ken Anderson

Kevlar-cloth Special Hood

With all the fuss about Kevlar sail cloth in the Americas Cup preparations, we thought it would perhaps be appreciated by our readers if some erudite comment were to be made about just what Kevlar cloth was really like.

Hood Sailmakers have very kindly given us this full report on the special cloth.

With the conclusion of the SORC, a crucial stage in Hood's research and experimentation with Dupont's Kevlar (Fibre B) has come to a close. We have passed the most important test, the racecourse, without major incident. From what we have learned there and the data we have gathered in the lab, in our mills, and on the loft floor, we believe we are close to a major breakthrough in modern sailmaking. At such an important juncture it is appropriate that we detail our findings, so that you may be better appraised of its potential impact upon yacht design and racing.

As with most new fibres introduced into sailmaking, Kevlar was not designed for sailmaking. As an experimental fibre, Kevlar was synthesized by Dupont for the tyre industry. In an effort to develop a material to replace the steel belts in radial tires, Dupont manufactured a product with 5 times the tensile strength of steel but with the handling properties of simple Dacron thread. Heat resistant, light and stretchless, Kevlar meets the needs of the tire industry perfectly. Coincidentally, it has an application in sailmaking.

In designing and weaving sailcloth the intent is to construct a weave that will complement the strains experienced in the final product, the sail. These strains vary greatly; the strains in a low aspect, light genoa are far different from those on a high aspect #3 genoa; similarly the strains on a mainsail are different to those on any headsail. For example, in a mainsail, the main sheet generates the greatest strain; it radiates out of the clew and reaches up into the leech. To withstand this strain; a good mainsail cloth must be very strong and resistant to stretch in the fill (threads running across the panel); it can be relatively weaker in the warp (threads running the length of the panels). Generally, mainsail cloths therefore are unbalanced: the cloth is stronger in the fill than it is in the warp. Conversely, genoa cloth is generally balanced. The strains of a genoa are not unidirectional but radiate out of the clew, head, and tack meeting the thread line of the cloth at all angles. Not only must the fill and warp be strong, but the bias (any line oblique to the thread line) must also be resistant to stretch.

At Hood, we, longer than any other manufacturer, have been designing and weaving Dacron cloths to best compliment the needs of each particular sail. To accomplish this requires a long, painstaking, and often frustrating process. First, the fibre, whether Dacron, nylon, polypropelene, etc., must be prepared; rarely can the raw fibre as it comes from domestic and foreign suppliers be put directly on the looms. Sometimes, as many as five or six steps must be taken before the thread or yarn can be used in either the fill or the warp.

# of contention Report

Next, and perhaps most crucial, the cloth must be woven. In order that it have the best finished characteristics, the weave must be extremely tight; the sley (number of warp threads per inch) and the pick (the number of fill threads per inch) must be as close to the capacity of our specially designed looms as possible. As little as three or four pick or sley can make the difference between mediocre and superlative sailcloth. This is why we weave our cloth narrow. It gives us the ability to weave the cloth much tighter. To date, we know of no other manufacturer that approaches our capacity to weave high pick, high sley cloth. The price is too great. To weave tight cloth requires special weaving machinery, high labour cost and reduced efficiency. Only because we have only to supply ourselves, can we afford this process.

After weaving, the cloth is calendared. By this process it is run over very hot rolls. This shrinks the cloth, making the weave even tighter. Again, tolerances are critical. If all has gone well, the cloth has the potential of being cut into an enduring, shape holding, abrasion and tear resistant sail.

Obviously, we feel this method of cloth manufacture is best suited to quality sailcloth production. Other manufacturers, whom we respect, don't share that opinion. Generally, in the production of their cloth, they employ a somewhat different technique. Sacrificing the tightness of weave, they use different types of synthetic resins to stabilize their cloth to achieve an end product which has high resistance to stretch. For some sailcloth applications, such as light air and small boat sails, this is an efficient and acceptable means of manufacture. In the production of Kevlar sailcloth, however, we don't believe that this technique will suffice.

At first, Kevlar seems to be an ideal fiber for sailcloth; it is strong, it just doesn't stretch, and can be used in a conventional loom just like Dacron or Nylon. However, it has two adverse characteristics, characteristics that almost eliminate it as a fibre for sailcloth. First, Kevlar doesn't shrink under heat. This means that one of the critical steps in the finishing of sailcloth cannot be used. Calendaring cloth made of Kevlar will result in no further tightening of the weave. One of the basic steps in stabilising or controlling the stretch in sailcloth is rendered ineffective. Secondly, and most importantly, Kevlar has the negative quality of having its yield point very close to its break point. This means that when the yarn is pulled, it will not stretch. When a sufficiently high strain level is reached, it will simply break. Consequences of this property are many and the most important of these is that cloth made of Kevlar is highly subject to tear. An axiom of sailcloth manufacture is that the stiffer the cloth the more likely it will tear. Imagine tearing cheese cloth. As you pull, the cloth stretches, each fiber lining up with its neighbor to resist the strain. It is almost impossible to tear. Now imagine tearing a stiff, highly starched sheet. It can easily be done between the thumbs and index fingers of each hand. In this case the starch prevents the fiber from supporting its neighbor. There is no stretch or give. As the fabric rips one thread breaks at a time. It is analogous to the old telephone book trick to rip the whole book is impossible; but succeed in ripping one page at a time and the book falls apart. Kevlar sailcloth, like the heavily starched sheet, will not stretch and hence when overstrained it will tear.

With these two adverse characteristics the weaving of viable sailcloth is difficult at best. For if a good sailcloth is to be made it must be both stable and rugged; and moreover, the characteristics of the resulting cloth, as stated before, must compliment the strains experienced in the sail for which the cloth is designed.

At present these strictures make it unlikely that an all Kevlar sailcloth will be successful. By placing Kevlar in both the warp and fill it may be impossible to produce a cloth with acceptable stretch characteristics on the bias. Superior strength on the thread line and little resistance to stretch off the thread line makes for a very poor genoa cloth and only mediocre mainsail material. The only apparent solution to this problem is to heavily resinate the cloth. However, the resin would probably break down with age rendering the cloth unsuitable.

At present the only way in which Kevlar can be used is in hybrid cloths: Dacron in one direction, Kevlar in the other. In this way the resulting cloth can be calendared with some effectiveness, the weave can be somewhat tightened, and a good cloth produced. In such a material the tightness of the weave becomes all critical because of the negative effects of resination. The quality of the cloth is directly proportional to the tightness of the weave.

continued over page

Hood?
Building Radial Head Spinnakers?
Yes and here's why.

The shape of a fast spinnaker.
We are convinced that a fast chute can be built either cross-cut or radial design. It is not the cut that is important but the shape. With years of building many of the fastest spinnakers in ocean racing, we have learned that the best spinnaker is a sail of compromise. It can be neither too flat nor too full. Its leeches cannot be too round nor can they be too flat. The head angle cannot be too great nor can it be too narrow. And it must perform well from a beam reach to a run.

The Hood elliptical shape.
The spinnaker which has been proven fastest for reaching and running has the shape of half an ellipse. It is relatively flat which means that the sail will reach well. And because it is flat it will project the greatest width and area to the wind for top running speed. It is slightly curled at the leeches which makes the sail stable and easy to fly while spreading the chute's shoulders to their maximum width. A chute with this shape is forgiving; when it begins to luff, just the edge breaks; the whole sail does not go aback.

The old spherical shape.
The elliptical shape is quite different from our competitors' spherical radial spinnakers, whose crossection could be taken from a circle rather than an ellipse. Spherical chutes are, by definition, fuller. While they seem to run well, they are too full for reaching. And the fuller a spinnaker is for a given maximum width, the less width it can project to the wind, and the closer the leeches must be to each other. The leeches of spherical spinnakers are quite flat, making them much more temperamental. When a spherical chute luffs, it may break all the way from luff to leech.

A seagull's eye view of how the Hood elliptical shape Radial Head Spinnaker projects more area than the Spherical Radial Head.

Radial Head vs. Crosscut
But why radial head? The answer is consistency. In our history as sailmakers, we have built many beautiful, fast chutes. But because of the inherent stretchiness of nylon spinnaker cloth, the production of good spinnakers was inconsistent. When building to the crosscut design, especially when using Floater or 3/4 ounce material, we had to carefully calculate the characteristics of the cloth. Often, after testing, the sail would require only minor flattenings to make it right. But occasionally, it would require major re-cutting. The radial method of construction nearly eliminates re-cutting.

Secondly, the radial design better controls the distortion which often occurs in the head of a crosscut chute. The threadline of the cloth runs from parallel to 45 degrees to the strains coming out of the head of the sail. Because the stretchiness of the cloth varies so greatly between these two angles, it is impossible to consistently cut fast crosscut chutes. On the other hand, by laying the panels and thereby the threadline of the cloth parallel to the strains radiating out of the head, the cloth doesn't distort. Andwithout distortion the head of the sail maintains the fast shape we build into it.

Hood has built more spinnakers that win more offshore races than any other sailmaker in the world. Call or write for a quote on a new Floater, 3/4 ounce, 1-1/2 ounce or storm spinnaker for your boat.

Today we are building elliptical head radial spinnakers that are quite a bit different from those built by our competitors. And they have proven to be quite a bit faster on boats such as HELSAL, VITTORIA, SOUTHERN CROSS 12 METRE, SALACIA II, and many ¼, ½ & ¾ tonners.

Hood makes a difference and we want you to know why.

HOOD

HOOD SAILMAKERS (AUSTRALIA) PTY. LTD.

Hood Sails Sydney, call Pete Cole at the Loft 929-0700
P.O. Box 165, Milsons Point, 2061.
Hood Sails Melbourne: Call Jim Vickery 88-5500
Hood Sails Brisbane: Call Mike Tyquin ... 52-1268 A.H. 68-4494
Hood Sails Adelaide: Call Don King 47-3100
Hood Sails Perth: Call Merton Bennett 31-5564

Hybrids are, by definition, unbalanced cloths especially when one of the yarns is Kevlar. They are therefore, better suited for mainsail cloths. Only by mixing light Kevlar with a very heavy Dacron could a cloth with balanced properties be approached. At the present stage of our experimentation with Kevlar for genoa cloth, it appears that little advantage is gained over all-Dacron sailcloth.

To sum up, the very properties that make Kevlar such an attractive material also render it very difficult to weave and finish. As a result its use in sailcloth may be limited to a very few applications.

We began weaving Kevlar over a year ago when it was first introduced to us by Dupont. Familiar with our expertise in sailcloth manufacture they requested our opinion as to the viability of the fibre in our industry. At that time we began to experiment and test many different weaves and weaving processes. To date we have produced over a dozen different styles of Kevlar cloth. Only recently, however, have we been able to produce sailcloths with characteristics sufficiently above standard to warrant their introduction into the marketplace. Presently we are weaving two weights of Kevlar mainsail cloth, 5.8 oz. and 6.8 oz. To date, only the 5.8 oz. has been tested on the racecourse. Scaramouche, Robin Too II, Dynamite, and Lively all use 5.8 oz. Hood Kevlar mainsails.

Scaramouche is a custom Frers 54 footer whose sailplan measurements are: I=69.50 J=24.16 P=62.84 E=16.50. The aspect ratio of the mainsail is 3.81 to 1 which is relatively high. She is fitted for roller reefing with a tack offset of nearly 10 inches. Her mast is a double spreader rig supported fore and aft by headstay, forestay, forward lowers, after lowers, running backs and permanent back. The mast stands fairly straight with little control over the fore and aft bend other than the permanent and running backstays. From Scaramouche's SORC performance we learned a great deal about big boat Kevlar mainsails. Below are a few of the more salient points:

1. Roller Reefing: Most roller reefing units are designed with a depression to accommodate the luff rope of the sail. This depression proved to be dangerous for a Kevlar mainsail. Because of the depression, the cloth immediately behind the luff tape, instead of the tape itself, took the load of the luff. Fearing such high loading would rip the sail, we rolled a towel into the sail at the gooseneck so that the strain would fall on the luff tape and rope, rather than the sail.

2. Not only on Scaramouche, but on all the boats we equipped with Kevlar sails, we found that small adjustments to luff, leech and foot tension have a pronounced effect, far more so than on a conventional Dacron sail. In order to best trim the sail we felt it necessary to be able to easily control it in all conditions. We therefore would not recommend roller reefing but would suggest jiffy reefing. We'd further suggest that the sail be equipped with a flattening reef; and if possible a droopy boom. The mast should be controllable through an adjustable jackstay, forestay, and running and permanent backstays. We don't recommend a great deal of bend but only enough to eliminate the luff curve, generally from 2 to 5 inches.

3. If we had the sail to build over again we would build it out of 6.8 oz. Kevlar instead of 5.8 oz. which was only available at the time of construction. In the heavier breezes there was a tendency for the draft to move aft. It is not clear in our minds whether this could not have been prevented by better control of mast bend and outhaul tension. As the boat will probably convert to jiffy reefing in the near future we will withhold judgment until the sail can be tried again.

Robin is a Hood custom one tonner that won the Circuit overall. Her sail dimensions are: I=48.63 J=15.56 P=42.51 E=12.40. The aspect ratio of the mainsail is 3.43 to 1 which is quite high. She is fitted with a droopy boom, two rows of jiffy reefing and a flattening reef. She carries a double spreader rig with adjustable jackstay and permanent backstay.

This sail was made from the same material used in Scaramouche's mainsail. During the course of the Miami-Nassau race, this sail ripped near the flattening reef. The cause of this tear was attributed to the spinnaker sheet which was on top of the boom sawing against the leech of the sail. While this rip could have just as easily occurred with the Dacron main, it does point to the susceptibility of Kevlar sails to ripping. It is interesting to note that Scaramouche's sail, again made from the same cloth, suffered no abrasion or showed any signs of ripping. In all other areas Robin Too II's main performed perfectly.

Dynamite is a Hood custom two tonner. She won Class C in the SORC. Her sail dimensions are: I=53.01 J=17.43 P=47.97 I=12.18. The aspect ratio of this mainsail is 3.94 to 1 which is again quite high. She is fitted with a droopy boom, two rows of jiffy reefing, and a flattening reef. She carried a double spreader rig with adjustable jackstay and permanent backstay. After careful measurement of the spar, taking offsets to determine mast bend, her sail was made in three days. The sail was shipped to Florida where it was flown straight out of the bag. The sail was perfect from the onset. It has required no recutting whatsoever. Again, the sail was made from 5.8 oz. Hood Kevlar mainsail cloth.

Lively is a Doug Peterson designed one tonner presently being sailed on the West Coast. Her rig dimensions are: I=46.50 J=15.20 P=41.6 E=11.00. The aspect ratio of her mainsail is 3.78 to 1, and again, this is fairly high. Equipped with a droopy boom, two rows of reef points, and a flattening reef, this sail was nearly perfect when first set. Because no offsets had been taken for mast bend, the luff of the sail had to be recut to better compliment the bend of the rig. In Lively's first race she was arbitrarily rated at 28.5 as she had no official rating. In the 25 mile race, in winds varying from a near calm to 18 to 20 over the deck, the sail performed beautifully. Lively won on corrected time by more than three minutes.

Based upon our research and the information described above, we are recommending to all our lofts that we move carefully ahead in the development of Kevlar sails. It is clear that while the cloth has superior characteristics in many areas it also has certain drawbacks, namely its tendency to tear. We feel confident that we have minimized this problem through the use of a very tight weaving process and the elimination of the need for resin. However, before we recommend it openly to all customers, we must see how the cloth performs in extreme conditions. As of this writing we would not recommend, for instance, that a yacht participate in the Bermuda race with only a Kevlar mainsail aboard. We grow more and more confident with each sail we build. We still feel, however, that it is wiser to be somewhat conservative. If everything should go well in the next one to two months, we will market it openly.

We hope that this brings you up-to-date on the development of Kevlar sailcloth. ■

INTERSTATE REPORT

Easter saw the O.R.C.V. hold a race to Port Fairy on Victoria's West coast. Twenty one yachts started at Queenscliff in a 40 knot south westerly. The yachts were on the wind to Cape Otway and this work in strong winds and rough seas took a heavy toll on the fleet as only five yachts finished. Line honours went to Banjo Patterson – John Jarrett. First on correct time was Mark Twain – Ron Langman, second Vittoria – Lou Abrahams and third Superstar – Keith Farfor.

The O.R.C.V. have received substantial interest from sponsors in Hobart to support this year's Melbourne – Hobart race. The race will be more actively promoted and will finish at Wrest Point. The O.R.C.V. are hopeful of developing the appeal of this race for those owners who for various reasons are unable or not keen on competing in the Sydney – Hobart.

Easter also saw the Victorian J.O.G. hold a championship series at Cowes Yacht Club in Westernport Bay. The development of J.O.G. racing in the Westernport area is being watched closely by many Port Phillip Bay yachtsmen. Good inshore and offshore courses can be laid and there is not the problem entering or leaving the bay which is encountered at Port Phillip heads. When more marina facilities are constructed (the 6' – 7' tide is one problem) then this area will boom.

The two race series (50 miles offshore and 25 miles inshore) was won by Providence – Tommy Stephenson (S & S ½ Ton). Second was Buccaneer III – Cliff Wilkinson (Endeavour 30) and third was Elizabeth – Tim Crespin (Southerly 23).

Ragamuffin is now established here, joining an ever growing list of ex-Sydney yachts. The list, as I remember it, now includes the following – Ragamuffin, Koomooloo, Boambillee, Boomerang VIII, Malohi, Akala, Maria Van Diemen, Morandoo, Pajen and Bacardi. There are probably more. Also based in these waters are Maria and Hotspur from Tasmania and Western Australia respectively. Melbourne must represent a keen market for yacht brokers!

Jim Vickery, President of the Victorian Half Ton Association recently launched his new East Coast 31 at Sandringham Yacht Club. Named Vandal, she is currently undergoing sailing trials and should soon be racing against other half tonners.

On the weekend of May 4 and 5 the R.M.Y.S. ran the Association Cup – the last major event of the season. Teams of three yachts represented 11 clubs from Port Phillip and Westernport Bays. Unhappily, the weather for both races remained very light and flukey. Besides placing emphasis on sailing skill this also called for liberal doses of luck! The results, subject to official confirmation, are –

First – Royal Brighton Yacht Club 35 points

Race 1 – 2 Betty, J. Sturrock
3 Gumblossom, P. Joubert
8 Superstar, K. Farfor

Race 2 – 3 Superstar
7 Gumblossom
12 Betty

Second – Sandringham Yacht Club 52 points

Race 1 – 4 Providence, T. Stephenson
7 Mark Twain, K. Langman
20 Vittoria, L. Abrahams

Race 2 – 2 Vittoria
4 Providence
15 Mark Twain

Third – Royal Geelong Yacht Club 66 points

Race 1 – 6 Assegai, E. Rooms
9 Maria, H. Blakiston
16 Boomerang VIII, A. Kelso

Race 2 – 8 Maria
9 Boomerang VIII
16 Assegai

Race 1 was sailed over a 15 mile triangular course and Race 2 over a 30 mile course. Line honours in both races went to Ragamuffin (R. Spencer).

Ragamuffin hit top form in the 30 mile race and was well sailed through the light, variable conditions late in the race to take handicap honours as well as line honours. This race started at 9.30 a.m., Ragamuffin finished at 4.10 p.m. and the last yacht crossed the line at 9.51 p.m. making a long day of it for the race officials.

Within the fleet of 33 yachts were 6 half tonners. They had little opportunity to race among themselves being mixed up in a fleet of predominately larger yachts. However, Gumblossom and Providence did come to grips with each other and provided an interesting insight of things to come. I believe that both S.Y.C. and O.R.C.V. have included a half ton division in their winter racing programmes.

Another yacht which caused a lot of interest was Tasqua from Newhaven Yacht Club. She is the first of the Tasman 26 quarter tonners sailing down here.

I understand that communications between N.S.W. and Victoria J.O.G.'s is in hand with the objective of holding a championship series at Eden next year, probably during January.

– from JOHN ROSS

From the new Commodore

Dear Members,

The results of the election of Flag Officers and Directors of the Club for the ensuing year are given in detail elsewhere.

The Club in my opinion is fortunate that men of this calibre are prepared to devote the time necessary to Club affairs. Their special talents will be used to full advantage.

A General Meeting will be called as soon as the necessary preparations are completed to consider two matters:

1. Approval of revised Articles of Association to be submitted to the Commissioner of Corporate Affairs.
2. Redevelopment.

I am most anxious that redevelopment take place as soon as feasible, as I consider the facilities of the Club are inadequate.

The first phase of redevelopment will be full utilisation of water allocated to the Club by the Maritime Services Board. This is a most valuable revenue producing asset and will be the financial base on which full redevelopment will be made possible.

Car parking space also has a high priority as parking is extremely difficult and no doubt has considerable effect on attendance at Club functions. Members will be kept fully informed as plans develop.

On all matters concerning the Club I would like members who have any ideas or suggestions to put them in writing. I assure you they will be fully considered, and I am sure that this is the only practical way in which you can participate in the decision making processes of the Club.

Your Board's first pressing problem is Rushcutter Yacht Services, as the Manager's resignation takes effect on May 8th. R.Y.S. has been a continuing problem to the Club's Board over the years and the activities of RYS have been probably the most constant and continuous source of criticism from members. Many thanks from Flag Officers and Directors for your support.

Fraternally,
J.P. Diamond,
Commodore.

Ladies Auxiliary

Mrs. Greta Barton has retired as President of the Ladies Committee after two successful and happy years service. Her place has been taken by Jeannette York.

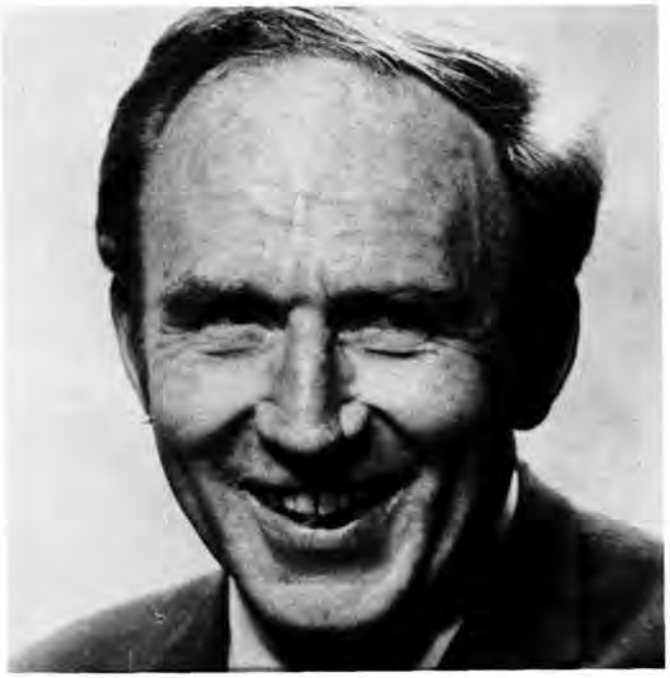
Remember our very successful Dinner Party and Fashion Parade last July.

Following many requests from members, we are organising another for July 1st.

Watch for details in pink notice.

CLUB NOTES

FLAG OFFICERS



Above: J.P. (Joe) Diamond, Commodore
Below: Tony Pearson, Rear Commodore

Graham Evans, Vice Commodore

Noumea Race Starter's Report

Two minutes before the start and Helsal's jib would not unfurl, so down it had to come, the wool was pulled off and up it went just in time for the gun, with the lead boats off down the harbour with spinnakers flying. Tui Manu was first over the line closely followed by Harmony with the rest of the fleet bunched together.

Helsal even five minutes after the start had no spinnaker up (the crew still getting to know each other?) but was nevertheless pulling steadily from near the rear of the fleet. Tui Manu and Boomerang II had got off to good starts and were leading the fleet, with Apollo however working her way up through the fleet to take the lead ten minutes after the start of the race.

Helsal meantime was having the same trouble with her kite as she was with the jib. Twenty minutes after the start of the race she was still undoing the wool from the kite. While the kite dipped in and out of the water Apollo was steadily pulling away to a commanding lead followed by Tui Manu and Boomerang II, with Hustler very close.

At 12.27 Helsal's kite finally went up and she, Alcherringa and Harmony made a very attractive sight sailing side by side with spinnakers just up in the lightish breeze, first one pulling slightly ahead of the others then falling back in turn.

Further back in the fleet there were some sagging spinnakers, but all in all the fleet was fairly close together, except for Apollo which got out the Heads a clear half mile ahead of the others. Hustler was second out followed by Boomerang II, Widgeon, Helsal, Harmony, Tui Manu, then Alcherringa and Banjo Patterson, followed by Sunbird.

But Apollo cruised back into Sydney Harbour on Saturday morning after having broken a cap shroud 300 miles out on the second day. At almost the same time Helsal gave up as well, when she was holed beneath the waterline due to some floorboards not being properly located and punching through the hull as the boat drove on.

At last report (0700 Tuesday 4th) Widgeon was just ahead of Banjo Patterson.

Vote of thanks

The Publications Committee would very much like to express its thanks to its past chairman Joe Diamond for the effort and concern he put into that not always easy job. Campbell 'Tiger' Scott is the new chairman.

The Committee wishes Joe the best of successes as Commodore of the Club. It would seem that the Club has come upon not the easiest of times and there are many pressing problems. From what we saw of Joe in the Publications Committee we have every confidence that if anyone can home in on the crux of the issues, it is Joe Diamond.

Best of luck Joe, and once again, our sincere thanks.

Our new editor

Our new editor is Dan Stojanovich. Presently a crew member on Commodore Joe Diamond's Duet he developed his love of wind and water in various skiffs.

Now working as an editor for Rydge Publications, he was before that a member of the recently announced Sydney Area Transportation Study. Hopefully his experience, an Engineering degree plus a Masters Degree in Business Administration will stand him in good stead in getting OFFSHORE to be THE magazine of offshore racing and cruising in Australia.

MARINA NEWS

by JACK NORTH

•

Cornelius is a typical Australian pearling lugger, built of jarrah on spotted gum ribs. Her registered tonnage is 33 tons, and her gross 36, while her displacement is not known. Iron ore from the Kimberleys forms her ballast, this is solidly battened down in the bilge.

She has the traditional lugger rig of a bald headed ketch, that is, she is a gaff ketch which does not carry topsails above the gaffs. By racing yacht standards she is sluggish to windward and her best points of sailing are with the wind free. She is easily handled despite her heavy gear. The running rigging is all rope and the buffers under the main and mizzen booms are made of old diving air hose. The tiller can be controlled by a rope bridle; this common lugger practice enables the helmsman to stand at the side and watch while the divers come up or go down.

Like all of her kind she has a good reputation as a seaboat and, in her working days would remain at sea for up to three months at a time. A schooner mother-ship collected the catch of all luggers and took it back to Broome. This catch was pearlshell and the pearling luggers formed one of the last fleets of working windjammers until the plastic shirt button forced the pearl button into the museum. About ten luggers still work out of Broome.

Cornelius, 53 ft between perpendiculars, is said to be about twenty years old. A Lister diesel J.P.4 which gives her seven or eight knots is just about amidships; the engine room forms the division between the after and forward cabins. There is no hold.

Owner Geoff Hoffmann and his wife, Nancy, left Broome in the middle of last September, arriving in Sydney before Christmas. They intend to cruise with or without extra crew, but several things will be altered first. While retaining the gaff rig, her new sails will be of greater area, and this probably means that the masts will be lengthened.

That flag which had some people wondering is the ensign of the Island Sailing Club

•

Ferro cement cruising boats have become popular, and of these, the Sydney sloop Si Bon is an interesting example. Built by her owner Bill Robinson at Caringbah, she was launched in October 1971.

The 3/4" concrete is plastered on to steel frames, but Bill has said that he would use heavy chicken wire instead of the weld mesh used in this one. Chicken wire provides just as strong a job with less time and effort.

The boat itself is 38' by 11'6", and with a registered net tonnage of 14.07 is powered by a 57 hp Ruston Rover diesel which gives her over 7 knots.

She is an after cabin design with a conventional layout in the main saloon which contains a main dinette to port and a settee berth (convertible to a double bunk), to starboard. The foc'sle and after cabin each have two bunks.

She is spacious, well finished and equipped, and should be good for the general cruising for which she was designed.

•

Several yachts have passed through on the yearly pilgrimage to the Barrier Reef sunshine, among them the yawl Marina. Built of steel to a Robert Clarke design, she is 43 ft overall with a beam of 10 ft 6 ins and was launched in Adelaide in 1961 by Josco Grubic. A 70 h.p. BMC Commodore diesel gives her an easy six knots cruising but she can reach 8½ knots at full bore. The higher speed doubles the fuel consumption.

When she first left Adelaide in 1968 she became a Sydney yacht at Middle Harbour. However, in January 1974 her present owners bought her and took her back to South Australia. Encountering a heavy Bass Strait westerly on the way they were well satisfied with her performance. The four owners, Stan McCloud and Bob Forrest with their wives Helen and Terry are the main part of the crew which sailed from Adelaide on 7th April last. Scott and Bradley Forrest, aged 7 and 5 years, form the rest of the ship's company.

The passage to Sydney was slow, partly through lack of wind, but also because they pulled into places like Victor Harbour, Portland and Sandringham. Off Bermagui they found their first real breeze of the trip when a strong southerly pushed the yacht up to Sydney, to arrive on the night of 17th May.

The Barrier Reef is their immediate goal but they hope to continue on around the world.

•

If you look back to the December issue of *Offshore*, page 40, you'll see an advertisement for small scale replica models of the famous schooner yacht America of 1851. Pat Corrigan of Southern Cross Yachts Pty. Ltd. is well pleased with the result, the most far flung order from this ad coming from Italy. The purchaser was the president of the IYRU, Dr. Beppi Croce.

Perhaps this is one of the more off-beat snippets of America Cup news, but it does show that *Offshore* gets around and is read by the right people in the yachting world.

• The ketch Ahodori II arrived at the marina on 5th April, having sailed around the world. She is a 21 foot plywood boat and relies entirely on sail, having no motor. Yoko Oaki, her owner, builder, skipper and crew, is modest about his remarkable achievement which began when he left Osaka, Japan, in April 1971. Sailing east, he made one of the rougher winter Cape Horn roundings, and the little yacht was battened down and left to sail herself at one time.

Her first Australian port was Kiama which she made after a 94 day passage from Capetown.

Ahodori II being towed out to contine her round the world voyage (Photo by David J. Colfelt)

Fjord MS 33

Unlike most motorsailers, the MS 33 is easily manoeuvrable and a very good sailing boat. All equipment has been carefully chosen, and the interior has been planned down to the smallest detail.
The MS 33 has a powerful diesel engine, capable of giving her a top speed of well over 7 knots. Her sailing abilities and her safety as a family boat have both had excellent reports in the trade and sailing press.

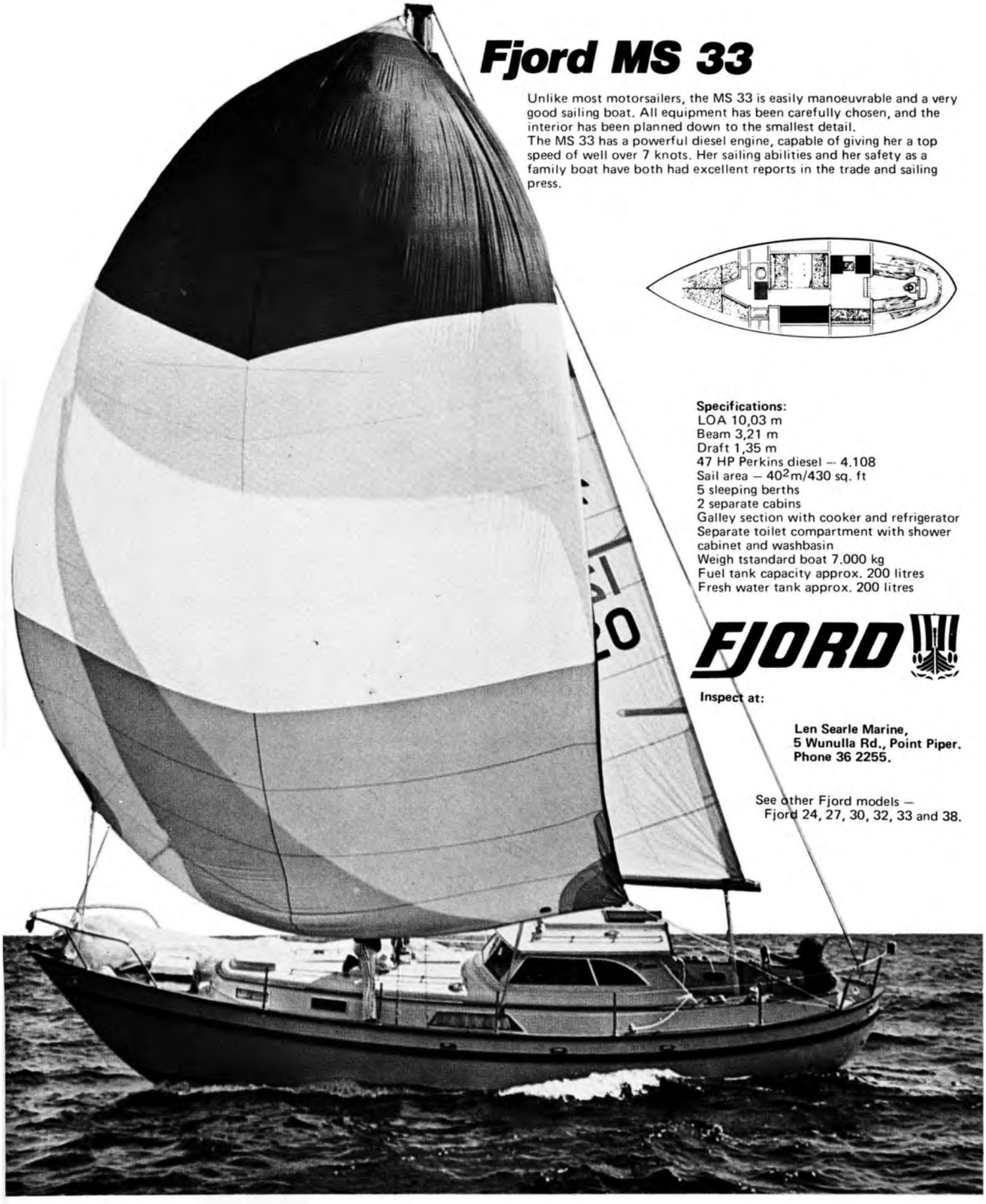
Specifications:
LOA 10,03 m
Beam 3,21 m
Draft 1,35 m
47 HP Perkins diesel — 4.108
Sail area — 40^2m/430 sq. ft
5 sleeping berths
2 separate cabins
Galley section with cooker and refrigerator
Separate toilet compartment with shower cabinet and washbasin
Weigh tstandard boat 7.000 kg
Fuel tank capacity approx. 200 litres
Fresh water tank approx. 200 litres

FJORD

Inspect at:

Len Searle Marine,
5 Wunulla Rd., Point Piper.
Phone 36 2255.

See other Fjord models —
Fjord 24, 27, 30, 32, 33 and 38.



get the message...

Speed and efficiency is what we've built our business on. Our speciality is air-freight and container consignments.

We have offices in Sydney and Melbourne, plus special air-freight offices at Mascot and Tullamarine.

We can advise you instantly on all aspects of importing and exporting, complex tariff and duty rates. We'll give you the facts . . . hard and fast!

We can get your goods to and from any part of the world in double-quick time.

Next time you have a problem, try Corrigans Express . . . it's faster!

Corrigans Express

SYDNEY, telephone 27 7058;
MELBOURNE, telephone 67 8729