

# OFFSHORE

NUMBER 24

JUNE 1975

PRICE 50c



*SOLO on the beach at Fraser Island.*  
(photo courtesy Sydney MIRROR)

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# OFFSHORE

JUNE 1975  
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In this issue . . . Jack North leads off with some timely history of *SOLO*, and we are indebted to Boy Messenger and David Dickson from the *MIRROR* who kept tabs on Vic Meyer and supplied the cover photo and those on pages 2-3 . . . Basil Catterns raises an old issue that continues to smoulder at the C.Y.C.; if Basil's comments evoke some constructive thought (rather than "reaction" as seems the form at Annual Meetings) then these pages may prove to be of long term significance to the Club. Along these lines the Sailing Committee recently sent a questionnaire to all boat owners, the results of which are to be mailed with this issue of *OFFSHORE* . . . John Harris (*Love and War*) has some comments on Admiral's Cup selection methods and on John Dawson's article in *OFFSHORE*, April 1975 . . . a new one tonner from his father's son, Scott Kaufman . . . Finally not in this issue but rather surrounding this issue and future issues of *OFFSHORE*: Advertisers in the current climate are necessarily critical of their advertising dollars spent; if you want *OFFSHORE* to survive in its current form, please mention at every opportunity when patronizing our advertisers that you saw their ad in *OFFSHORE*.

Ed.

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# Solo's Sabbatical in the Sand



Photos Courtesy MIRROR

In 1955 *Solo* burst onto the scene like a comet. This 56 foot steel cutter was built by Vic Meyer who used to say that he drew up an accommodation plan and asked Alan Payne to design a cruising yacht around it. Be that as it may, she marked a turning point in Australian yacht racing. Her lines combined the best in our own traditional designs with the latest overseas ideas and have a strong affinity with the Tasman Seabirds and *Grete*.

The lines are all that remain unchanged, for Vic has altered everything inside the ship even to the original accommodation layout. His constant search for perfection has lasted for years.

*Solo's* first race was a Ladies' Day affair sailed in a screaming westerly. She won handsomely and her head was well and truly wetted in the C.Y.C. bar that night, as anyone who was there will never forget. Then she went from strength to strength. You name the race and *Solo* has won it, most probably. Gladstone, Montagu Island, two Hobarts and just about everything else have been gathered into her collection of scalps. Her record of twelve hours start to finish for a Bird Island race, set in 1956, still stands. So do some of her other records.

*Solo* was dramatic, and not only for her eye-catching appeal. She was the ideal boat for a hard-driving skipper like Vic Meyer, who never stinted a penny on her and always expected perfection from his crew. She was a powerful racing machine, very comfortable below and, as they say in the navy, a good feeder. But she was hard work as anyone who has spent a four-hour watch taking the stretch out of her yankee jib sheet can tell you. Also she did not have that cow-catcher bulwark around the bow in her early days, and life on the foredeck was hard, wet and exciting.

*Solo* thrashing through gales or screaming along under a huge kite with water flying everywhere will remain in the memories of hundreds of yachtsmen. To the end of her serious racing career it was an axiom that if a new yacht couldn't hold *Solo*, it was a waste of time and money to build her.

In the early 1960's cruising began to overlap; eventually *Solo* influenced the Australian cruising scene as thoroughly as she had jolted ocean racing. She sailed around the continent, north about, not as the first yacht to do so but certainly as the most efficient. The Pacific Islands began to know her, and later she set out on her first round-the-

world voyage. At that time she was converted from a cutter to a yawl, a change that made for much easier sail handling. This was necessary, for Vic had taken to sailing with girl crews who, he claimed, are much less given to arguing.

With all that mileage under her keel *Solo* has had her share of incidents, such as a prolonged stranding on the Barrier Reef, an almost total shipwreck at Punta Arenas, South America and a dismasting in the Indian Ocean. After the Punta Arenas wreck many would have written the yacht off, but not Vic. He had her shipped to Hamburg where new plates were welded into one side. Then he sailed her back to Sydney by way of Capetown. Later, in 1972-74, another world-girdling voyage was sailed west-about.

Early in April last the yacht left Sydney for Cairns, taking only one crew member, 25-year-old Olga Akacich. Monday April 14th was overcast with no offer of a chance to get a sight. That night the radar and echo sounder broke down, through battery failure it is believed, but there seemed to be no cause for immediate worry. Although a squally sou'-easter was blowing everything pointed to *Solo* being well offshore.

Leaving the auto-pilot in charge for a while, Vic attempted to get the radar going. But while plunging through a squall she went through the surf and onto the beach at Fraser Island at a spot about ten miles south of Happy Valley. The tide was well in and when it receded *Solo* was high and dry.

There she remained for over a month, and recent photos showed her to be well embedded in the sand. A plan to bulldoze a channel to the sea was not practicable, and an attempt to tow her off had failed.

On Thursday May 15th *Solo* was towed in to a hero's reception at Mooloolaba after a month high and dry on the beach. Vic Meyer was reported to be going to marry his crew "as soon as we can get to Cairns". Joe Mills, who operates Happy Valley, a resort on Fraser Island, said Olga had impressed everyone with her loyalty, staying with Vic in uncomfortable and often trying conditions during the thirty-day vigil.

*Solo* was refloated by Brisbane salvage expert, Joe Engwirda, after a two-day operation which had only one anxious moment — when she was caught side-on by a large breaker a few minutes off the beach. Once clear of the breakers, a diver inspected her and found the only apparent damage was to the rudder. She was towed by Mr. Engwirda's barge to Mooloolaba 50km south.

*Solo* has had twenty spectacular years on the club register under the same ownership, and her story is a vital part of Australian yachting history. Incidentally, she was named after Vic Meyer's old home town, Solothurn, in Switzerland.

— Jack North



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# trouble in twofold bay

*Aralla (alongside R.Y.C. of Tasmania in Hobart)*



*Aralla* was built by the Tasmanian Government as a Fisheries Research Vessel (50' x 12' x 6') in 1928 by Niven Bros., at Battery Point. The hull is inch-and-a-half Huon Pine; she is a motor sailer, sloop rigged with a L2 Gardiner installed in 1948.

We had been down to Hobart from Broken Bay and were returning across Bass Strait when we ran into a force 7/8 northerly with a nasty short lumpy sea. The old ship took a lot of punishment for two days and three nights during which time a leak developed in the engine room. The pumps had to be started up every half hour, eventually the bilge pump stopped working — blocked with what appeared to be old caulking cotton.

We took the Jabco Water Puppy out of the toilet and converted it to a bilge pump using the trouble lamp lead and two lengths of plastic water hose. Subsequently, relating this episode to a friend, he remarked "You really had no need to worry; the most efficient pump in the world is a frightened man with a bucket."

After what seemed a very long time we arrived in Eden at 5a.m. on Thursday morning and moored up. Naturally the first need was a slip and a shipwright. On enquiring it was ascertained the slip was fully committed until the following Monday with trawlers being surveyed. I pleaded our need and the fact we had to stand a continuous pump watch. Mr. Killmore, Manager of the slipway, was kindness itself but explained there was just nothing he could do for us until Monday morning.

I rowed back in the dinghy to where we were moored and told the crew about this unhappy state of affairs. The engine room bilge continued to fill every half hour, so we had no choice but resign ourselves to standing a watch over the weekend.

Thursday afternoon after lunch the Skipper of a Hobart yacht in port rowed over to pass the time of day and to tell me that Mr. Killmore had been looking for a dinghy to come out to us at lunch time but there was no dinghy available. As you might imagine, I was over the side and rowing ashore in five minutes flat.

Mr. Killmore told me that during his lunch he had been concerned about our having to pump for the next four days and said we could stop the leak in five minutes — following his instructions. We would not be able to go to sea but at least pumping would not be necessary up until the time of slipping. He explained that it was on this account he came looking for me after lunch.

He then enquired if we had a diver aboard; I told him we had goggles but no competent underwater man among the crew of four. On hearing this, full of efficient bustle he grabbed a piece of dunnage on the shed floor, started up the saw and cut a pole about 8' long and 2" wide. He then went into the office and produced a plastic ice cream container. He nailed this to the 8 foot stick with a piece of the same dunnage placed inside the ice cream container.

In the meantime he had sent me scurrying to get a cardboard carton and fill it with sawdust from under the saw bench. This done, he instructed me on how to use this odd looking assortment of bits and pieces.

"Now, you know the plank you think is sprung? Well you get in the dinghy and have your fellows pull you along the

## trouble in twofold bay

side in stages. At each stage you fill the plastic container with saw dust and cover the container with a piece of cardboard or timber. Having done this you invert the container and slip it under the water, remove the cover, and push sawdust and container under the boat to where the sprung plank is. The pressure of the water will keep the sawdust in the plastic until you have it in position. Turn the container up and the sawdust will float out, and while this is happening you run the container and sawdust along the sprung plank. The sawdust will be sucked in between the planks at the point of leak/leaks where it will lodge, swell, with the result - no more leaking".

At the time it seemed to be about the tallest story I had ever been told; my face must have been a study.

Thanking my friend, off I went again in the dinghy, back to the boat with the salvage gear I had been given. When I arrived I explained its use to the crew. They made some rather rude remarks, but nevertheless we set to as instructed. After about the third application I became most proficient in sinking the sawdust and swishing my stick and sawdust fore and aft, well under the hull. You may believe it or not as you wish, but the incredible fact is the leak stopped in less than five minutes nominated by Killmore, and we did not pump at all from then until we went on the slip three days later.

It transpired we had not sprung a plank but had, in the rough Bass Strait going, spewed out about three inches of caulking along the stern post.

The best method of applying this remedy is to fill a plastic bag with sawdust, dive beneath the boat with goggles, and dipping into the bag rub handfuls of sawdust along where the suspected leak is.

The moral of this story is: when you go to sea in a wooden boat, keep your sawdust dry.

— Ron McCathie

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So you want an ocean racing club, do you? Well You've got one, as you confirmed at the recent Annual General Meeting. But the big question is – are you prepared to pay for it?

The C.Y.C. like every other club in Australia is weathering the storm of the current economic crisis. But unlike other clubs the C.Y.C. will soon have to turn out the watch below to cope with its own special problem – a crisis of identity.

The last Annual General Meeting reminded me so much of the pattern of annual meetings we have had for the past ten years or more. Always there is a vocal minority of angry members who strongly criticise the policy of the Club. In the early 60's it was a serious split, a confrontation and the proxy wars. The meeting hour of 8 p.m. was later brought forward to 6 p.m. to ensure that protest was not further inflamed by the longer session at the bar. But year by year the opposition has gradually reduced until we saw, this year, only a handful of dissenters or "stirrers", as is the label more commonly used.

So what has happened to the stirrers or dissenters? Have they seen the error of their ways, had a change in attitude and are now converted, or have they simply drifted away? The fact that the Board was, for the third time, elected unopposed could be a vote of complete confidence in management – or on the other hand it could be that increased membership costs have forced some members to carefully consider what the C.Y.C. really means to them and have merely opted out.

Somehow or other there has always been this outspoken challenge to some aspect of club policy and often in the bar there is bitter criticism by someone who feels deeply enough about the C.Y.C. to want radical changes of some kind or another. Why this dissatisfaction throughout the Club's history? Is there a basic problem? Let's check back to fundamentals.

Any club is a gathering of people who share a **common interest** and seek to give it expression by sharing a **common activity**. So the C.Y.C., having declared that it is an ocean racing club, wants to attract those who are interested in ocean racing in order to share the **common activity of ocean racing**.

Unfortunately, the activity of ocean racing is almost entirely away from the clubhouse and, with notable exceptions, most yachtsmen are only interested in the activity of ocean racing for a certain period, usually of a few years. The C.Y.C. offers them the activity of ocean racing for a limited time but little else of significance for the long term, unless you are a boat owner who wants to keep his boat on the marina or carry the C.Y.C. burgee at the masthead.

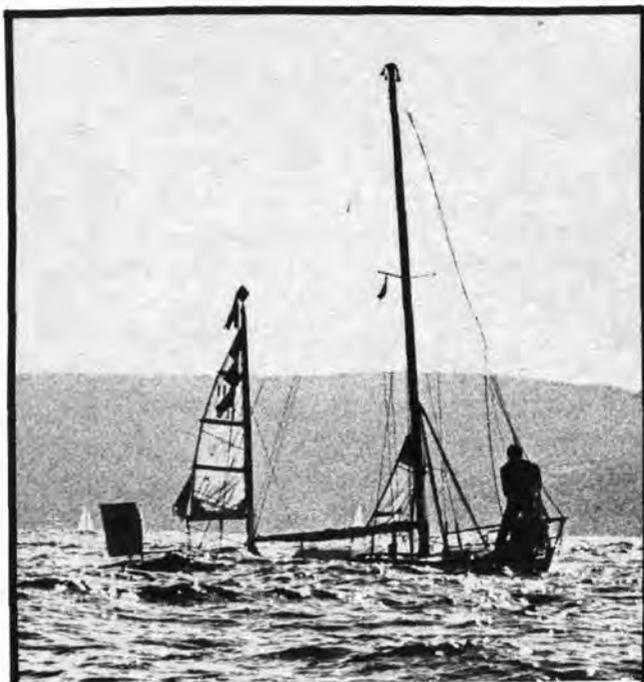
In my opinion, the C.Y.C. problem is that if the common interest is Ocean Racing you don't need a waterside complex at Rushcutter's Bay in order to share the common activity of Ocean Racing. All you really need is a small secretariat with an inexpensive office anywhere in a cheaper part of the city and some arrangements for use of a starting boat etc.

The C.Y.C. on New Year's Eve is always a dismal scene because the club has gone to Hobart.

# What Price Ocean Racing?

The Royal Ocean Racing Club of Great Britain, which has been friend, guide and mentor to the C.Y.C. down the years, still operates from London city and has not acquired an expensive waterfront facility on which to base its ocean racing activity.

As I see it, our problem has always been with us. The name Cruising Yacht Club is, within the terms of today's Trade Practices Legislation, deliberately misleading. Certainly it is misleading to the many cruising yachtsmen who visit Sydney and are surprised and disappointed to find that the Cruising Yacht Club is not interested in Cruising Yachts.



photos by David Colfelt

*Yoh Oaki, owner/skipper/builder of the 21 ft. ketch Ahodori II, visited Sydney on his world voyage via San Francisco, Easter Island, Buenos Aires, Capetown. A Japanese hero, his boat is now permanently displayed in the EXPO Pavillion. Leaving Sydney on the last leg of his voyage home to Osaka, he was heard to say that he was saddened at not having met a greater number of C.Y.C. members.*

How did this happen? The following extract from the cover story of the original C.Y.C. JOURNAL Volume 1 No. 1 of August 1952, by Mr. Peter M. Luke, Honorary Editor and first Honorary Secretary, highlights the original aim of the Club's foundation members to preserve the character of the C.Y.C. as catering for a broad yachting interest.

I regret that, owing to his absence, Mr. A.C. Cooper is unable to add his contribution to this first issue of the club magazine, for it was at his suggestion that the club was originally formed. At the time there were a large number of cruising-type yachts whose owners did not compete in any of the existing races conducted by the various clubs. Mr. Cooper felt that, if a club could be formed to provide some organised events, it would encourage cruising as distinct from Saturday afternoon "around the buoys" racing.

An inaugural meeting of nine interested persons was held, and a motion carried to form the Cruising Yacht Club.

Following the staging of several successful Broken Bay races, the first Sydney-Hobart race was held. The wave of enthusiasm for blue water racing caused by this historic event has converted the peaceful idea of a cruiser's club into a flat out ocean racing club.

It should not be forgotten, however, that there are a great many yachts on the club register which are not engaged in the longer off-shore events.

It is to be hoped that this magazine may help to increase the number of yachts participating in club events. At its launching, we, the club founders, are gratified to see further evidence of interest in yachting and wish it every success."

Shakespeare gave us the seven ages of man, and in yachting circles it is generally suggested that as a man grows his desired boat grows with his age.

At first he needs to learn to sail in small boats. Other yacht clubs have junior training programmes, but there is no Rushcutter Bay sailing club activity at the C.Y.C. We have six junior members instead of 60 or more.

As he grows up he will experiment with outboard runabouts or gravitate to class racing dinghys or crew on harbour racers. The C.Y.C. is not interested in this young man or his friends and their developing boating interest and activity.

But somehow or other (maybe he is a surfie, maybe he went outside on a fishing boat) he gets a taste of the salt water and, like so many before him, he hears the call of the sea. He starts dreaming of the yacht he would like to own, and every year the L.O.A. grows a foot longer.

So now he graduates to ocean racers and is eligible for the ocean racing club. Unfortunately for the C.Y.C. it is all done far away from the clubhouse. With the exception of a highly successful navigation course, there is no seamanship or crew training programme or other regular activity to attract him. He only visits the club if the skipper is a marina boat owner or moors it nearby. In any case the club becomes just another bar at which to pause as he steps ashore. He avoids the trouble and expense of becoming a member because clearly the club is not really interested in him or his girl friend or young wife who is waiting for him to come home from the sea.



*Is the C.Y.C. marina a Club facility for all members or a privilege for some?*

## What Price Ocean Racing

Maybe our elusive crew man is successful in getting his first real boat whilst young. Others come to the C.Y.C. late in life. Having joined the select company of boat owners they seek the joys of competitive ocean racing and the right to carry C.Y.C. identification. So for some years they indulge the "killer instinct" and the masochistic pleasure of "tearing up dollar notes under the shower". The problem is that only some have marina berths, only a minority make regular use of Club facilities (that is, when they are not away sailing in an ocean race) — and always a significant problem, the waiting wives.

But to most men the interest in active ocean racing passes after an amount of hard won experience and heavy investment in time and expense. How many Hobarts do you do before the novelty wears off? For how many years do you neglect home and family before you have to give it up? Certainly the comforts of cruising begins to have more appeal as you get older, but the Cruising Yacht Club says "Sorry sailor — our **only activity is ocean racing**".

Then when he reaches that stage in life when he can no longer endure the hassles with crews, and our ancient mariner finishes up with a motor sailor or a comfortable cruiser. What does the C.Y.C. offer him — the opportunity to serve on a committee or, to a few, perhaps a marina berth. He and his wife are most likely to prefer entertaining on board, or some place else, because his lifetime of experience as a seaman is now of benefit to his grandchildren; the club and he have nothing much in common anymore.



As I see it, the Cruising Yacht Club, by its dedication to ocean racing, is committed to a floating membership which joins, stays a few years and then moves on. 70% of members have been members for less than 10 years. Only 6% of members have been with the club for 20 years or more. Unless the input of new members is dramatically increased, the cost pressures of today could very well put the club in crisis.

As a film producer would say, *The scene fades and we dissolve into the future. The scene is the 5th Annual General Meeting of the Ocean Racing Club of Australia (incorporating the C.Y.C. — Receiver appointed). Commodore Joe Blow is speaking to a record membership roll-up, and the camera moves in close-up for a series of quick shots of the many women who are present as members.*

*Commodore Blow in making his report recounts the tremendous success and expansion of the new club since it took over the debts of the old C.Y.C. and has now completed the first full year in the magnificent new club house with a total of over 3,000 members.*

*The Ocean Racing Division, still the main activity of the club, has developed and expanded under the leadership of the Rear Commodore — Racing, who is shortly to make his report. With the dramatic growth of interstate membership because of the attractive interstate fee, the Ocean Racing Club burgee is now to be found in all yachting ports on the Australian coast. The club success in winning the latest Admiral's Cup Challenge and the recent round of level rating regattas was a direct result of organising the Ocean Racing programme on a national basis.*

*The exciting growth of the Cruising Division was a direct result of the decision of the new club to appoint a Rear Commodore — Cruising, with the major task of organising all activity other than ocean racing. In his report to follow, Rear Commodore Bluewater will outline the activities of both offshore and inshore sections, particularly the well established Academy of Seamanship which now has a long*

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waiting list, and, of course, the very successful club cruise to Port Stephens at Easter. He will tell you of the response to the newly formed Ferro-cement Group, the Multi-hulls and the Motor Boats who now have regular meetings and discussion groups at the club house. It is particularly heartening to see the tremendous enthusiasm of the growing junior sailing group where our young boys and girls, having graduated from the Club Training Programme, are now representing the Club in a number of dinghy class championships.

Commodore Blow rounded off his remarks by recalling that when his "save the club" committee first approached the Official Receiver of the old C.Y.C. it was able to gain a stay of proceedings by submitting a document which had as its basis the concept of an offshore club with the widest possible appeal of "love of the sea". Around this idea of the common interest of seamanship in the very best tradition, a wider diversity of interest could be developed with a much wider scope for activities which would attract a much wider membership, resulting in a viable club operation.

He chuckled as he recalled the bearded young man, a poet from Penshurst whose sailing experience was limited to the Manly Ferry but whose poem "Offshore" had won the hearts of the membership committee because it graphically told of seamen who love the wide blue water. Now he was cruising the Pacific in his own boat, and it carried the O.R.C.A. burgee.

No doubt the fact that the Receiver had a study lined with books on the sea and a fine collection of prints of old sailing ships helped him reach the decision to allow the "save the club" committee a chance to prove what they could do.

Commodore Blow's voice grew with emotion as he said "We set out to rebuild this club by reaching out to everyone who felt a growing attraction for the irresistible call of the sea. As my father always said: the brotherhood of the sea breaks down all racial and social barriers. Rich or poor, clever or not-so-clever, we are all the same when we face the same problems of the restless sea. To have been shipmates with someone in a time of testing is to know the strongest bond of friendship there is. I am glad to be with my shipmates here tonight."

As the film producer would say, you can now cut, and perhaps all of that peep into the future deserves to finish up on the cutting room floor. The point your correspondent seeks to make is that it is not enough to leave all the problems of survival in the harsh realities of today's world to your hard working Board of Directors. This is a May Day to you lot out there in the darkness of clubland. What do you want of your club?

Four years ago this OFFSHORE magazine was introduced by Commodore Bill Psaltis and his committee in order to build communication within the C.Y.C. After four years of one-way communication your time is running out. So this piece is deliberately controversial in the hope that some spark of response generates some discussion amongst club members, and hopefully some of you will write to the Board and/or the Editor of OFFSHORE and say your piece.

— Basil Catterns



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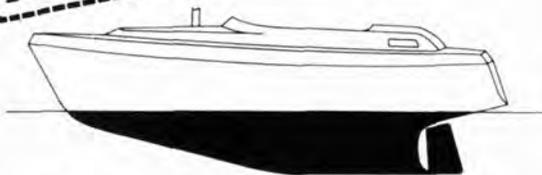
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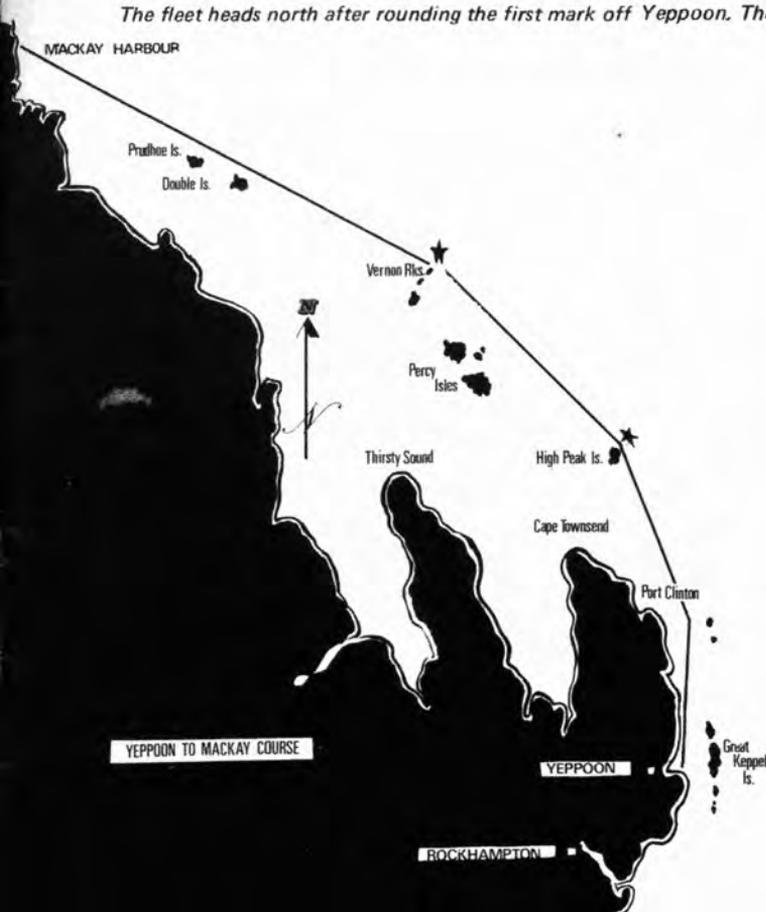


# The First Yeppoon to Mackay Race



The fleet heads north after rounding the first mark off Yeppoon. The ill-fated *Solitaire* is on the extreme right.

Rockhampton BULLETIN  
photo



## Unlucky 13 Haunts Race

The Inaugural Yeppoon to Mackay Ocean Yacht Race turned into a battle of the big ones in many respects. Firstly there was a battle for line honours over the 180 miles to Mackay between the two big boats, a 43ft Sydney Sloop, *Williwilli*, skippered by John Hawley from the Middle Harbour Yacht Club, who defeated by 60 seconds the 53ft Mackay ketch, *Heemskerk*, skippered by John Donkin. It was a battle of the big waves, over 20ft high, whipped by big winds from 30 to 45 knots. The race was conducted by the Capricornia Cruising Yacht Club which was formed just 9 months ago. It started on Saturday, 3rd May from the Central Queensland coastal resort of Yeppoon just north of the Tropic of Capricorn.

The course followed the scenic coast for five miles passing many excellent vantage points which were packed with spectators. Yachts then were to proceed north to round High Peak Island Lighthouse on the main northern coastal shipping channel, then to Vernon Rocks Lighthouse, and to Mackay with the finishing line between the beacons at the entrance to the Mackay Harbour.

Fourteen entries were received; however, strong south-easterly winds for two weeks before the race prevented the

## Yeppoon to Mackay



*Williwilli leads Heemskerck soon after the start of the Yeppoon to Mackay Ocean Race.*

Mackay trimaran, *Valauranne*, from reaching Yeppoon in time for the start. Thirteen started, and it may be argued for years that this was an unlucky number that caused organisers and families many hours of worry and concern during the weekend.

The method used to start the inaugural Yeppoon to Mackay Ocean Race is believed to be a first in Australian Yachting. The starter was 25 miles inland in the studios of 4RO, Rockhampton's Commercial broadcasting station. All yachts had transistor radios tuned to 4RO for a 15 minutes countdown, and simultaneously when the starter gave the "go" tone, the Yeppoon Coastguard fired a white parachute flare from one of the launches marking the starting time.

A strong wind warning was current when the fleet crossed the line and spinnakers were broken out in the 30 knot south easterly winds. Trouble struck the fleet as they headed out of the protection of the Keppel Island group, and two of the smaller yachts, the 24ft sloop *Tiki II*, and the 23ft sloop *Sombrero*, were dismasted when hit by a strong wind squall. The baby of the fleet, the 19ft *Caprice*, was soon left behind by the larger yachts and in the rough going decided to retire from the race and return to the protection of the Rosslyn Bay Boat Harbour. The remainder of the fleet reported a wild and exhilarating run up the coast with *Williwilli* reaching 22 knots down the face of the high seas. Even the 30 footers were reaching speeds up to 15 knots. The 30ft Rockhampton sloop *Spitfire VII* held a narrow lead on *Williwilli* and *Heemskerck* late on Saturday afternoon when she dived through the top of a high wave and dropped into a deep trough bending her rudder level with the bottom of the boat, forcing her retirement. On the 4.00p.m. radio sked, most skippers learned with alarm that the High Peak Island Lighthouse was not working, and with the dark night and rain squalls the island, which was the major rounding mark in the course, would be impossible to see.

The 27ft Rockhampton sloop *Scintilla*, skippered by Capricornia Cruising Yacht Club Commodore, Harry Parker, was running close inshore and was caught in a

40 knot rain and wind squall which cut visibility to zero. Her crew decided to retire to the protection of Island Head Creek as they had no chance of obtaining a position fix with the lighthouse not operating. Other yachts which went further to seaward set courses to give the island a wide berth. The failure of this lighthouse caused the crews much concern and confusion during this wild night at sea and was undoubtedly the reason for the 32ft Mackay sloop *Solitaire* hitting Denton Reef at 3.30a.m. on Sunday morning. Her crew spent the night on the side of the yacht and at day break launched their inflatable dinghy in which they spent two days waiting for rescue.

Unfortunately *Solitaire's* mast had exploded on impact with the reef, and they were unable to get a radio message of their plight to either the Ampol Mother Vessel *Seeker*, or the Yeppoon and Mackay Coastguard who were keeping a 24 hours radio watch on the fleet. A search aircraft found *Solitaire* on Monday afternoon and diverted the Barrier Reef Tourist Cruiser *Coralita* to the reef at first light on Tuesday. The rescue operation was first class and the crew were plucked from the sea by the *Coralita*, transferred to a seaplane and returned to Mackay. *Solitaire* was a write-off. However, the rescue of the crew was a brilliant example of co-ordination among *Coralita*, R.A.A.F., Mackay Air Sea Rescue, D.C.A., Mackay Hospital and Doctors, Happy Bay Resort and many more people.

Throughout Saturday night the battle of the giants continued and as day dawned, *Williwilli* was approaching Mackay harbour closely followed by *Heemskerck*. *Williwilli* crossed the line at 6.09a.m. to establish a record for the course of 19 hours and 54 minutes, a record which could stand for many years. *Heemskerck* finished one minute later. No further yachts crossed the finishing line until 4.30p.m. when the 40ft ketch *Silhouette*, skippered by David Morine, representing the Ponsonby Yacht Club of New Zealand, finished. She was followed by the 24ft sloop *Al-Cyone*, skippered by Ernie Skennerton from the Port Curtis Sailing Club, Gladstone, and *Gilden*, skippered by Peter Rule, which is a 19'6" Red Witch sloop from Mackay. The crews of *Al-Cyone* and *Gilden* sailed a great race in the heavy conditions with *Gilden* covering the last 120 miles under storm jib.

(continued page 16)



*Crew of Williwilli at sendoff function, Keppel Bay Sailing Club, Yeppoon.*

**NEW RELEASE**

# North's Tri-radial cut spinnaker

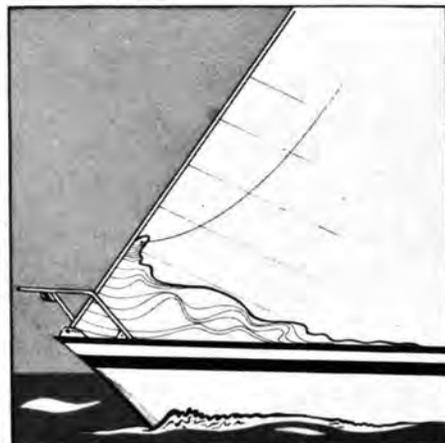
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## Yeppoon to Mackay

The next yacht to finish was the 22ft Mackay Bluebird sloop *Teal*, skippered by Wal Shepherd, which light aircraft had searched for during Sunday. *Teal* took a course well clear of Vernon Rocks, approached Mackay from a more northerly direction and sailed most of the course under a well-reefed mainsail and storm jib. The last yacht to cross the line was *Cottontail*, skippered by David Newman from Gladstone, which finished at midnight on Sunday having sailed well to sea during the wild Saturday night.

When the handicaps were adjusted, *Williwilli* won the Bremner trophy by 26minutes from *Heemskerk* with *Al-Cyone* taking third place. Once in Mackay the crews of all yachts were welcomed into the homes of Mackay citizens and all have declared they will be in it again next year.

The race has attracted Australia-wide attention and covers some of the most interesting waters on the tropical coast. Next year's race will follow the Brisbane to Gladstone race by about two weeks and many of the competitors in this event are expected to take part in the Yeppoon to Mackay event.

Story supplied by  
Ian Renton  
4RO, Rockhampton

### YEPPOON TO MACKAY RACE 1975 OFFICIAL RESULTS

VESSEL	TROPHIES WON	ELAPSED TIME	CORRECT TIME	PLACE
<i>Williwilli</i>	Bremner Trophy C.C.Y.C. Trophy Mackay C.Y.C. Trophy Fairway Motors & Marine Trophy	19.54 hrs.	997.35mins.	1
<i>Heemskerk</i>	Courts Trophy C.C.Y.C. Trophy	19.55 hrs.	1023.40mins.	2
<i>Silhouette</i>	Central Electrics Trophy	30.20 hrs.	1348.62mins.	5
<i>Al-Cyone</i>	Kerry Herron Trophy C.C.Y.C. Trophy Hydro Marine Trophy K.B.S.C. Trophy	32.03 hrs.	1229.70mins.	3
<i>Gilden</i>	4MK Trophy C.C.Y.C. Trophy	33.36 hrs.	1263.63mins.	4
<i>Teal</i>	C.C.Y.C. Trophy	35.58 hrs.	1406.46mins.	6
<i>Cottontail</i>	Oriental Hotel Trophy C.C.Y.C. Trophy Cook on Last Yacht	36.32 hrs.	1698.80mins.	7
<i>Sombrero</i>	<i>Scintilla</i>			
<i>Caprice</i>	<i>Tiki II</i>		Withdrew	
<i>Spitfire VII</i>	<i>Solitaire</i>			



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KJ-HS

I would appreciate space to reply to John Dawson's article in OFFSHORE April 1975, on methods of selection of Australian Admiral's Cup Teams both because the article within its own parameters cries out for a response and because the basic question raised is obviously important and interesting — at least if you find the Admiral's Cup scene important and interesting!

Let us firstly examine critically the article on its own grounds. I don't know who picked the heading, but surely one must assume it appeared through editorial fiat and was not chosen by the author of the article. [*It was editorial fiat — Ed.*] For anyone from *Patrice III* or any other Admiral's Cup trialist, either successful or otherwise, to make even an implicit suggestion that they can view the subject with any pretence at objectivity is plainly naive and would be a gross over assessment of ones powers of critical appraisal. The wounds are still weeping!

Let us be quite open about it — the selectors may well have misjudged their selections. I feel personally (and subjectively) that they did not.



# OBJECTIVE? SUBJECTIVE?

## THAT'S SEMANTICS

## IT'S A SELECTORS' SELECTION

A reply to an article appearing in OFFSHORE, April 1975

Specifically I take issue with the author's points as follows:

1. It is stated that the "unofficial" point score was "representative of the total performance of each yacht ...". Well of course this assertion is easy to make but obviously it begs the whole question. At best the point score was a representation of performance, but whether a true or false representation is surely what the argument is all about. And even if true this time would it be true in the future? The last sentence: "If this [the point score] was not to be used, why were the crews of the two third boats keen to be second by half a point and not third" is, put politely, silly. Other descriptions come to mind. To say "if this was not to be used..." is a fraud on the selectors. There was *never* in the 1975 trials any "if" about it. The selectors stated, ad nauseam, off the record and on it, that selection was certainly *not* going to turn on pointscore.
2. There are many answers to the question of why the third boats were keen to be second by half a point, but none of these answers takes the matter much further. Not least an answer would be "pure competitive spirit."
3. Certainly evaluation should include an assessment of *potential*, but on what evidence can one assert that this was not done in the series just past. All the major contenders had and have potential for improvement – really any boat does. To imply that *Patrice's* potential was in anyway greater or more likely of fulfillment is a brave "evaluation" to make. Although, perhaps if Syd Fischer's crew had sailed her....
4. To assert that the point score should have to be used because the selection was so close again begs the question.
5. There is certainly merit in the argument that the selectors see only the short races, but one can take issue on the "poor start – good finish argument." [Refers to proposition that selectors criticize poor starts, but if boat finishes well on corrected time, regardless of start, the results are there.] I suggest that this is one area where a point-score selection could mislead. It is one thing to start badly in a trial with ten starters, a few of which may be basically non-competitive and finish well up, another altogether to fight from the rear of the fleet at Cowes. Surely starting technique must be closely looked at by the selectors with this, at least, in mind.
6. The weather for the trials was light and variable. So what? Perhaps one could acknowledge that light flukey weather can bring flukey results?
7. Quoting the author, "...the three pre-selection favourites were still in the final three spots most of the time. *Therefore* the races *must have been* representative." The premise and conclusion are just totally unrelated.
8. In New Zealand, where the first three boats on points were selected, it was specifically decreed that general evaluation, not points, would be the determining criterion for their 3rd boat. In fact the third boat on points was picked, and the feeling apparently now is that this was a mistake – *Corinthian* should have gone. You can't please all the people all of the time it seems!
9. The point is made that boats earning most points, not their sizes, win the Admiral's Cup - agreed. But let us

## Admiral's Cup 1975

not presuppose that the results (not points) did indicate that two boats of the same size should be taken.

What of the future? I have an inherent fear of selection based on a system other than a points system — not that I believe a points system is inherently flawless... far from it. Who appoints the points system? Is the one used in the actual Cup races in England going to produce Australia's best team for English conditions when applied in Australia? If the leading points scorer loses its mast (perhaps through the incompetence of a competitor) as its about to wrap up the final race and is thus edged out of the final 3 placings — what then? I feel, on balance, that an inflexible points system has too many potential flaws and should definitely not be used. I see no merit in "taking the weight off selectors' shoulders" — leave it there!

The alternatives do raise other problems however, such as the competency of the selectors, their keenness and appreciation of "what it's all about," and we do see the bogey of the "Old Boy Syndrome" — *Bad luck about your boat not performing, but I'm sure you'll do well with Phillip watching.* However these sorts of worries have been inapplicable to date, and our selectors have done at the least a workmanlike, honest, job. (One does worry a little, 'though, about remote control selection from W.A., and it's a trend we could do without.)

As long as our selectors are, in the future as they have been in the past, the right men (or women) for the job, we can surely go beyond a purely points system. Let us leave the question of who selects the selectors!

In fact, on reflection it may be difficult to better the system used. A trophy awarded on a purely points basis, both to add spice to the series for the competitors and to give a guide to selectors, but with the trials run on the clear understanding that the selectors (and not the points) are to be the final arbiters, may be difficult to improve upon.

One hesitates to raise this, but having selected the boats, what of the crews? Should the crews of the selected boats automatically become selected crews? I for one am glad of the present system, or I'd be unpacking my bags. The present system however would be unthinkable in football, rowing and almost all other sports. This of itself doesn't mean that the present method is wrong for ocean racing, but at least we should consider the possibility that it is out of date. Crew selection would be extremely difficult in many many instances, and cases of injustice would probably multiply. This is already the case in, for instance, football. Clearly in ocean racing, in many ways a unique sport, individual brilliance for a specified time or specified task is often not nearly enough. Further, unless you are closely involved in a particular crew, it is often virtually impossible to assess the full worth of an individual.

Nonetheless, don't *you* think it is a strong possibility that our present team could do better with *some* crew changes. The pre-Admiral's Cup selection trials fence-sitting, politicking, boat jumping, crawling and back-stabbing is already a "joy" to behold; imagine the excitement if there were post-trial crew selections! There would be selectors with a burden indeed. Personally I believe that day will — probably later rather than sooner — come. It should be interesting!

Remember *Minna*? In the penultimate trials this boat was sailed enthusiastically by what I still consider was a good but, on international standards, totally inexperienced crew, guided by Bill Ratcliff's driving force. The boat on its merits managed to beat *Ragamuffin* in I.O.R. (with *Rags'* age allowance deleted) to be third in the Hobart behind *Ginko* and *Appollo II*. On an Admiral's Cup points system she thus managed to edge *Ragamuffin* into fourth place overall. *Ragamuffin* was picked in the team, and without any shadow of doubt, rightly so. This was a clear example of a points system producing an inadequate result.

"Evaluate" may be defined as "Find the number or amount of". The question still remains — amount of what? There is an oft-repeated assertion that "arse beats class". But how do you "evaluate" that — on points?

— John Harris



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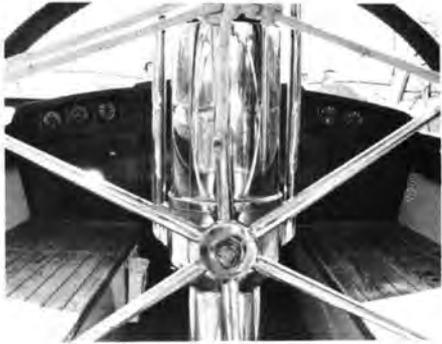
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# A New One Tonner from Scott Kaufman

This design had its origins immediately after the 1974 One Ton Cup with discussions on the relative merits of the most successful boats in that series. The next stage was a careful study of the I.O.R. characteristics of current one tonners and setting up certain I.O.R. parameters for a new design. Limits on sail area, length, engine installation and stability were set before any lines were drawn. The hull form basically comes from smaller quarter-ton sized boats where beamy, wide-sterned boats have proven to be successful.

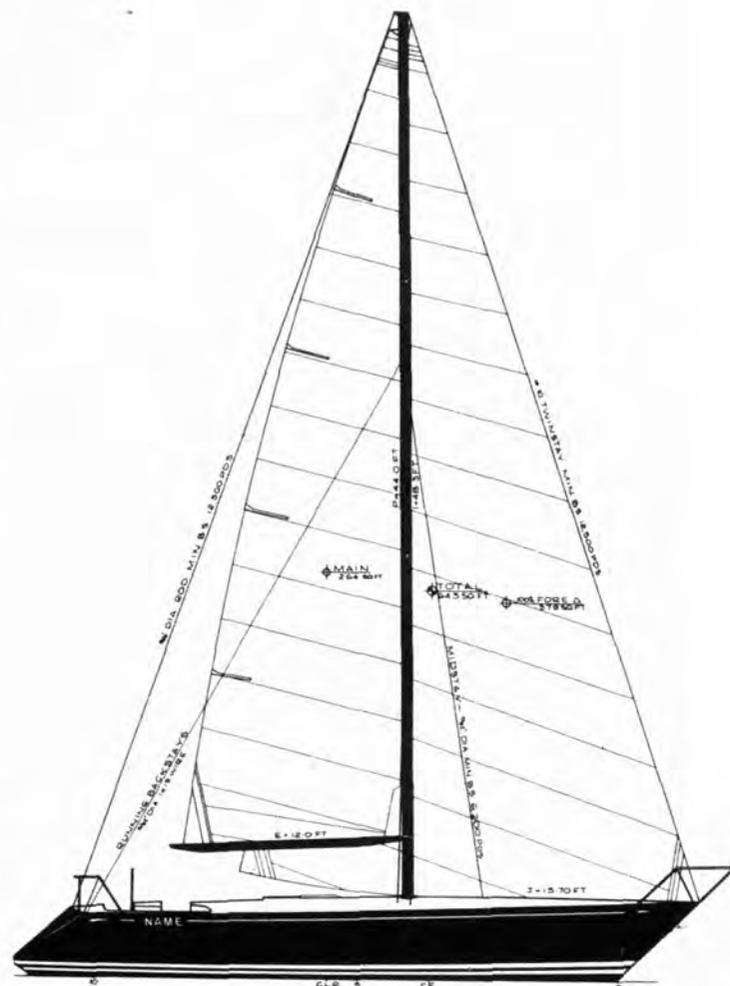
From the original design a model was made and tank tested at the Stevens Tank at Hoboken with the designer particularly interested in the wave system and flow around the appendages and stern. The tank test results indicate that this design should be at its best in light to moderate airs to windward and fast in all conditions off the wind.

Although the hull is quite beamy (maximum beam is 12'1"), the waterline beam is very narrow in comparison. I believe that this combination leads to good speed in light airs and additional stability in fresher breezes. The hull is long at 37.7' but the overhangs are generous and the I.O.R. L is very similar to other successful boats. The projected sail area is 805 sq.ft. which I believe is very large for the displacement of 13,400 pounds in I.O.R. conditions. The ballast is some 7,500 pounds of lead with gives a ballast ratio of 56% and an I.O.R. righting moment of 910 foot pounds. The ballast ratio and additional heeled beam should ensure a stiff powerful boat.

Careful weight studies were carried out for several hull materials (laminated wood, foam core fiberglass, C-flex) and these indicated that aluminium is not the lightest material available to build a one tonners hull from. However the safety and strength of aluminium are appealing enough to overcome the few hundred pound weight difference. Once the decision to build in aluminium had been made, no effort was spared to reduce the weight of the aluminium structure. Lightening holes have been drilled wherever possible and any stock-sized angle used was milled down to match the mathematically calculated strength requirements. The hull has been plated in three different thicknesses of hi-tensile 5456 H-321 aluminium plate; ¼" plate at the garboards; 3/16" plate amidships; and 1/8" plate fore and aft plus an 18" strip along the sheer.

## TECHNICAL

The hull is longitudinally framed with eight ¼" x 7/8" x 3/16" longitudinal frames each side. These frames are spaced on 9½" centres amidships but in the bow the spacing is reduced to 4½". Transverse strength is provided by seven major web frames and three secondary intercostal frames. Floors are spaced every 12" and these extend to either the first or second longitudinal depending on the loads to be taken. The backbone is a miniscule 3/8" thick by ¾" deep; it is not intended to take any load but just to provide a good base to join the hull plates together.



LENGTH OVERALL	37.7'
WATERLINE LENGTH	23.24'
BEAM MAX	12.09'
DRAFT	8.00'
DISPLACEMENT IOR	13,400 POUNDS

DESIGN BY  
ONE TON CUP YACHT  
78  
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800 SQ FT  
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NEW YORK, N.Y.

The deck is an old-fashioned laid deck comprising one layer of 3/16" plywood and two layers of sitka spruce. In all it is a complicated building process but one that will be strong, light and asthetically pleasing.

Because of the beamy stern, there is room for four berths aft plus sail stowage. The quarter berths are fixed whilst the pipe berths hinge up or down as required. With four more berths amidships it will be possible to sleep four people on the weather side. The navigation table is close to the main hatch to speed communications and to make it easy for the navigator to take a quick look at the chart before taking his place back out on the weather rail. Foreward is an enclosed canvas hanging locker and an unenclosed head.

I believe that the engine location has several positive advantages. Firstly, by positioning it foreward, valuable accommodation space aft becomes available. Secondly, the propeller is in an area of disturbed water which hopefully reduces the drag. With the hull making a small amount of leeway when going to windward, the turbulence from the propellor does not flow over the rudder as in most propellor installations. There are of course no direct advantages from the I.O.R. rule with this type of installation, but it is apparent that most one tonners end up with 300 or 400 pounds of lead in the bow to trim them by the bow for measurement. A careful longitudinal weight study was carried out and I believe this keel/engine combination will produce less pitching than a keel further foreward and an engine way aft. In all I think that this engine installation will be very successful.

The deck layout required some careful thought in view of the beam aft. A 60" diameter wheel was necessary to let the helmsman get out far enough to see the genoa. The wheel is set in a trough in the cockpit sole to retain a comfortable standing position for off the wind steering. The two four-man life rafts stow in the box immediately foreward of the wheel and the mainsheet is located on the front face of this box. A wide passageway running across the boat should facilitate movement from gunwhale to gunwhale when tacking. Although the genoa sheets are not turned to windward, the primary winches are very close to the centerline, and I feel that this layout has many advantages because of its simplicity. A small tailing cockpit provides the tailer with his own clear area to work in whilst tacking and also a comfortable position to trim the jib from



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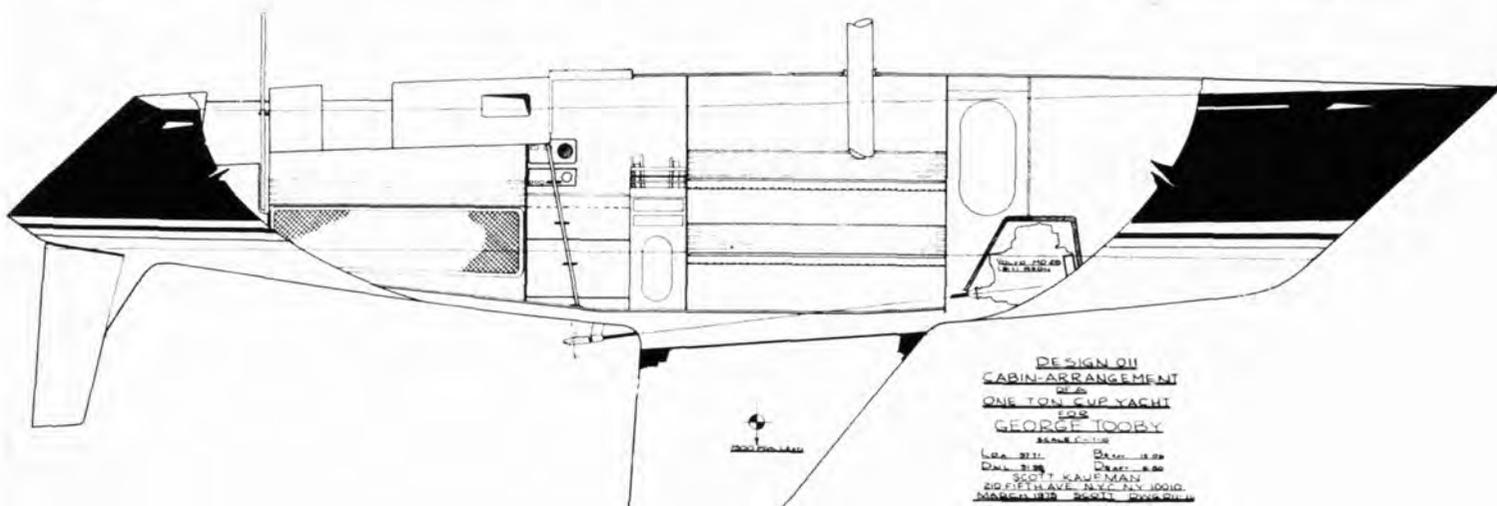
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In such a competitive class as this is clearly necessary for the designer to try and produce the fastest design possible. To do this some risks must be taken. In this design I have experimented with the hull shape but not to such a degree that sail area or stability have strayed from the current norms. As with George Tooby's other boats one can be sure that this one will lack nothing in its preparation or equipment. Bob Derektor is producing a yacht far above the normal quality of today's one tonners, and so the boat's success or failure will depend upon the design and how it is sailed.

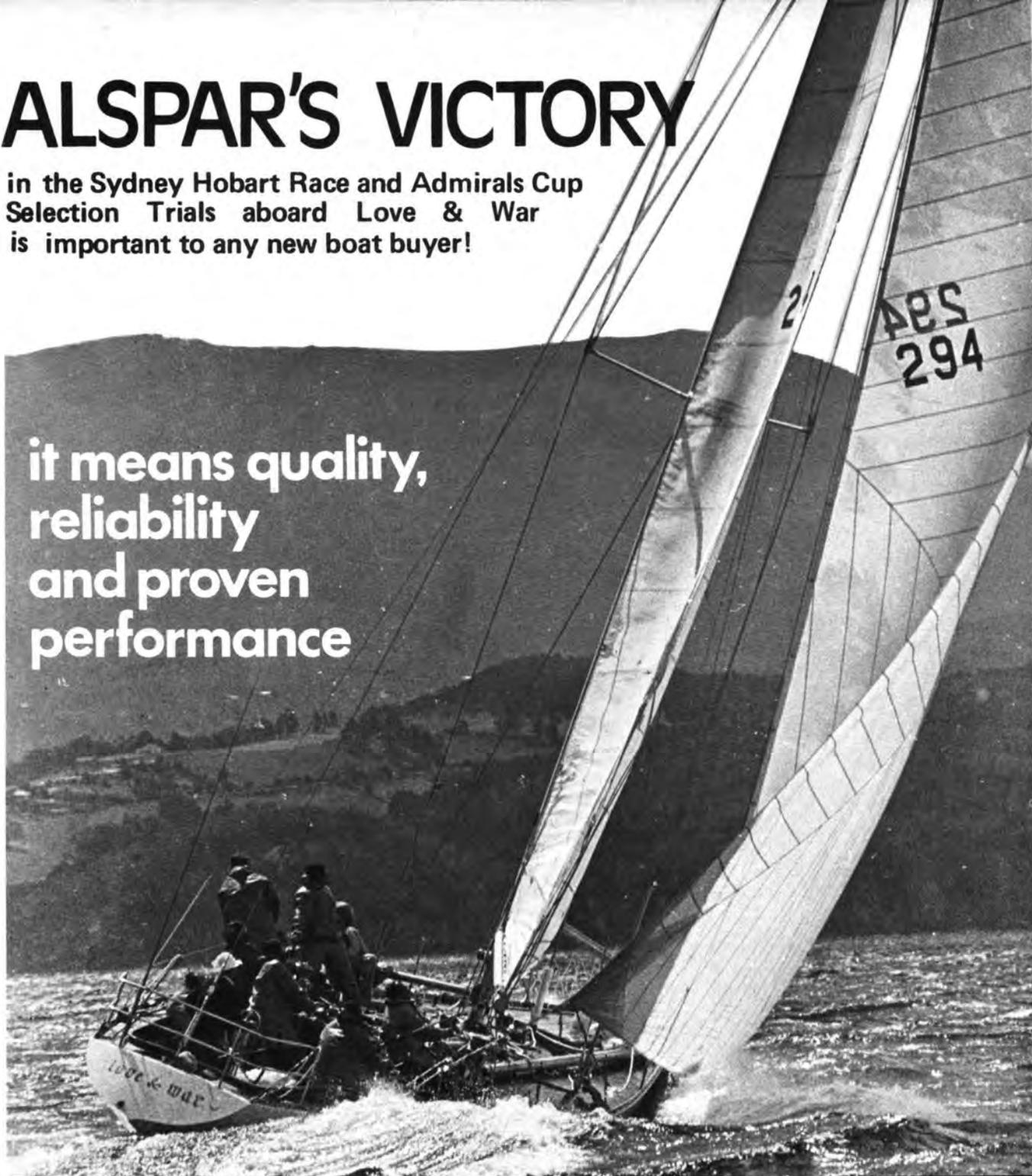
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# Watson's Knaviguessing Know-how

Before carrying on, let's have a look at the solution to the last brain teaser. What did it say?

Sailing the windward leg, where the windward mark bears  $045^\circ$  (magnetic) from the leeward mark and breeze is NE (magnetic) we calculate the set to be running  $180^\circ$  (magnetic) at 2.5 knots. Boat speed is 5 knots, no leeway. We think our compass is correct, whereas it has a deviation of  $3^\circ$  W. Calculation of set was made on port tack only (tacking angle  $90^\circ$ ). The first reach is  $270^\circ$  (magnetic) and we allow the set found and also assume no deviation. Boat speed is 8.4 knots, no leeway. Actual deviation  $3^\circ$  W. If the visibility of the mark is 0.3 miles, what will be its magnetic bearing when sighted? And what was the actual set?

The essence of the question is the course made good on the second leg. Obviously, we will have allowed the wrong set. Look at what actually happened on port tack during the first leg.

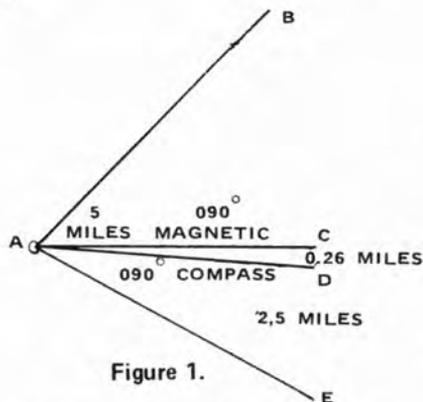


Figure 1.

AB = Course to windward mark. BA = Breeze  
AC = Track through water on port tack.  
AD = Course thought to be steered on port tack.  
AE = Track made good (actual) DE = Current found  
CE = Actual Current

It can be seen that we have underestimated the set. What effect will this have on the second leg? The CYC offshore Olympic-type course has a 2.8 mile leg. At 8.4 knots, we expect to do this in about 20 minutes.

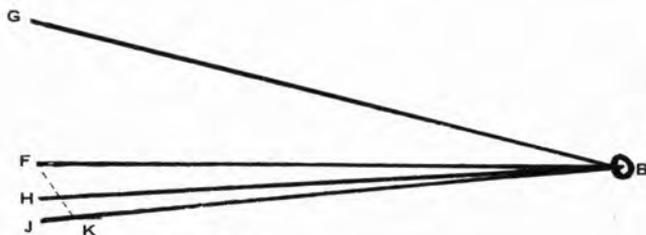


Figure 2.

BF = Track to be made good from windward to wing mark.  
wing mark.  
FH = Error due to incorrect compass course  
GH = Component allowed for set found (2.5 knots).  
HJ = Balance of set component (.26 knots).  
K = Position when mark sighted.

The actual set was 2.76 knots, and the magnetic bearing of the mark when sighted was  $316^\circ$ .

In order to round the mark, we will have to douse the kite.

In many yachts, a square run in a light breeze can be a loser. Tacking downhill is the obvious answer, so long as you can work out your VMG (velocity made good towards the next mark).

Try this one for size: Course from windward mark to leeward mark  $180^\circ$  magnetic. Breeze is north magnetic at 10 knots. Optimum apparent breeze is  $75^\circ$  on the quarter ( $15^\circ$  abaft the beam). Set is  $090^\circ$  magnetic at two knots. Length of the leg 5 miles. If we elect to sail on starboard with optimum breeze and average 5 knots through the water, at what distance from the leeward mark should we return to a  $180^\circ$  magnetic course? Our speed running square is 3 knots.

— Hedley Watson

Address your answers to Watson's Knaviguessing Know-how. C/ OFFSHORE, C.Y.C.A.

At the time of printing we have not received a correct answer to the problem set out in April 1975 OFFSHORE. If no correct answer is received by publication of this issue, the prize for this month's problem will JACKPOT to two bottles of champers.

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CRUISER RACER

SPECIFICATIONS

Rates  $\frac{1}{2}$  ton

LOA	32'		
LWL	24'	Sail Areas	
Beam	9'9"	Main	175 sq. ft.
Draft	5'3"	Genoa	315 sq. ft.
Disp.	4 tons	Spinnaker	750 sq. ft.

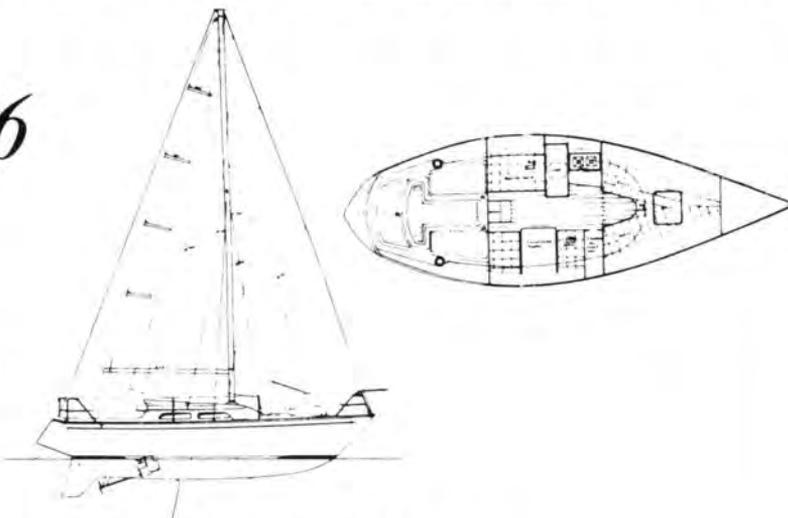
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LOA	25'6"	Main	135 sq. ft.
LWL	19'3"	No. 1 Genoa	270 sq. ft.
Beam	8'9"	No. 2 Genoa	202 sq. ft.
Draft	4'8"	Jib	125 sq. ft.
Disp.	2.1 tons	Spinnaker	595 sq. ft.



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# New Boat Report



Australia's first real life Doug Peterson designed yacht is *Ruthless*, the maroon-and-white one tonner that C.Y.C.A. member Peter Hill launched early this year.

*Ruthless* is officially known as a *Ganbare MK II* the original *MK I Ganbare* being the roughly built and rather plain looking little one tonner that made the yachting world stand up and take note during the 1973 World One Ton Cup in Sardinia, Italy. *Ganbare*, owned and sailed by her young Californian designer, took out four of the five races in that series, and although she was relegated to second place overall for rounding a buoy the wrong way in one race, she won a strong moral victory.

Peter Hill sailed a chartered S&S one tonner in the '73 series and decided then and there to build a *Gabare*. However he ended up building a *MK II*, which is the same design that took out first and third place overall in the 1974 World One Ton Cup in England.

*Ruthless* is a much more attractive yacht to look out than *Ganbare*, being beautifully built in moulded plywood by Ces Quilkey, the master who has built most of Australia's timber Admiral's Cup yachts.

While there have been some rumours that *Ruthless* is a lightweight skimmed out yacht, she is in fact neither a light displacement yacht nor lightly built. At 14,000 lb displacement on a 29 ft DWL she is in the "moderate" displacement class.

Her hull construction is very strong with a three skin lay-up of King William Pine and end grain Oregon. Dynel sheathing on the finished hull gives a skin thickness of one inch which is backed up by laminated frames that are set at 15 in. intervals. The deck is sheet ply, three skins, and also covered in Dynel.

Peter Hill wanted to have both a fast yacht without compromising too much comfort for the times that he wanted to go cruising. For this reason *Ruthless* has a longer cabin and more comfortable cabin layout than her English sister, *Gumboots*, who won the One Ton Cup. By careful weight calculations, Peter and Ces were able to arrive at a cabin layout that gives four berths amidships in the saloon, a good sized galley, and chart table for'ard around the mast. The cabin is simple and yet attractively done out to match the exterior finish of the yacht as Peter says, "Ces just would not have it any other way".

The planning that went into *Ruthless* took a full year, and this seems to have paid off. The yacht has virtually performed well from her first outing. She won her third race, which was in the Level Rating regatta.

The sails are all by Mike Lee of Cremorne who made a name for good racing sails in the Sydney Half Ton class. The spars are by Yacht Masts of Australia, who used the Cole 43 "small" section to build *Ruthless's* mast, which has an I measurement of 48 ft.

All winchs are by Barlow, and the deck winch layout allows all the halyard winchs to be operated from either the big cockpit or from the main companionway.

Because of the big high-horsepower rig that *Ruthless* carries, Peter and his crew have found that it is very easy to overdrive the yacht as the wind gets up. In the Level Rating Regatta the lack of some essential sails and slab reefs in the main cost the yacht a second place on at least one occasion. "In a way we did not give the yacht a fair go throwing her into the Level Rating Regatta untried," says Peter, "but then we learned a lot and now the yacht is sailing a lot faster. Maybe next year our competitors may find us a little bit more competitive".

Since the regatta Peter has been able to weld a good crew together who have learned to get the best out of the yacht and so keep her in the winners lists. In the three major ocean races that *Ruthless* has contested, starting with the Sydney to Mooloolaba, she has placed third overall, fourth overall and third overall and has scored two division wins.

— James Hill



# OFFSHORE SIGNALS



P.O. Box 550,  
Victoria, B.C.,  
Canada.

May 1, 1975

Dear Sir:

I was interested to read in the "Marina News" of your February edition that Ted and Jan de Villa had made a safe crossing in "Hohoq" arriving at Sydney in January.

I originally brought "Hohoq" from Denmark to Victoria, B.C. in 1957 by deck cargo and cruised and raced her around this area for some years until I sold her in 1965. She was originally classed as a 55 sq. metre but she underwent a number of changes both as to rig and cabin arrangements. I believe Ted de Villa shortened her mast somewhat before leaving Vancouver as the mast-head rig we were using was hardly appropriate for ocean sailing.

Her original motor was an Albin 2 cylinder gasoline/kerosene horror which I replaced first with a 4 cylinder Waukesh motor and subsequently with the Watamota which apparently still serves.

If Ted and Jan de Villa are still in your area would you please give them our congratulations and best wishes for their continuing travels. Both my wife, Kay, and I have thought about them often and are delighted to know that "Hohoq" is in such good hands.

Yours truly,  
D. Angus



## "Onya's Cannon"

Popular Hollywood television personality William Conrad, better known as the television series "Cannon" detective of oversize proportions, was hosted recently on *Onya of Gosford*.

Conrad, a yachtsman himself in California, mentioned to the Management of Channel 9 that he would love to see Sydney Harbour the Yachtie Way, so skipper Peter Rysdyk provided some good, Aussie hospitality and drove Conrad around our pride and glory.

## Radio Equipment — Important Notice

The Australian Post Office Radio Branch (Regulatory and Licencing) has advised the Club that its previous prohibition against the licencing of new or replacement ship station double sideband equipment for use in the Maritime Mobile Service has been modified to the extent indicated below.

The only exception to the policy mentioned was where the ship station was fitted only for the use of 2182 kHz for distress, urgency and safety messages.

Double sideband ship station equipment will now be licenced where such equipment is fitted for use not only on 2182 kHz but for operation on a club domestic frequency such as 2032 kHz. The frequency mentioned is not only this Club's domestic frequency but is also the domestic frequency of R.S.Y.S., R.P.A.Y.C. and M.H.Y.C.

The Club proposes to make the appropriate amendments to Special Regulation 107 and Sailing Instruction 218, so as to provide for the use of

2032 kHz as an alternative to 2524 kHz for category 2 races.

Yacht owners who are at present precluded from racing in category 2 because they are not equipped with radio as required by A.Y.F. Safety Regulation 10.6.2. may wish to avail themselves of the relaxation mentioned. In that event, the ship station must be licenced in the name of the Club and further enquiries should be directed to the Sailing Secretary.

Suitable equipment is available from Amalgamated Wireless (Australasia) Limited and enquiries in this regard should be made to Mr. Jack Payne, telephone number 5608644.

— George Barton

## Australian Yachtsman of the Year



For the first time in history the Australian Yachtsman of the Year Award went to a yachting administrator.

The winner for 1975 was Kevin McCann, chairman of the Olympic Planning Committee of the Australian Yachting Federation.

The award went to Mr. McCann for his outstanding efforts in obtaining unprecedented financial support and sponsorship for Australian yachtsmen to travel overseas to compete in world championships and international regattas.

The Australian Yachtsman of the Year is chosen by Modern Boating magazine on behalf of Ampol as the Australian yachtsman who in the past 12 months has achieved the most for Australian yachting, both in Australia and overseas.

The nominees for the Australian Yachtsman of the Year for 1975 were: Frank Bucek (Geelong, Vic), winner of the 1974 world International Cadet

dinghy championship in Spain; Miss Mandy Wilmot (Sydney) winner of the world Cherub title in Britain; David Porter (Sydney, NSW) Australian and World 18-footer champion; Graham McKellar (Belmont NSW) who won the world 16 ft skiff title; Bob O'Sullivan (Perth WA) who won the world Moth title in Sweden; Miss Nicky Bethwaite (Sydney) runner-up in the Cherub worlds; Ian Brown (Sydney) defending world Moth champion and a close runner-up this year; Kevin McCann (Sydney) chairman of the Australian Yachting Federation's Olympic Planning Committee and manager of the team to the C.O.R.K. Pre-Olympic Regatta; Peter Kurts (Sydney) owner/skipper of *Love and War*, winner of the Sydney-Hobart race and No 1 selection for the Admirals Cup; Magnus Halvorsen (Sydney) navigator of *Love and War* whose victory gave him a personal record of six firsts and six seconds in 24 Hobart races.



300 dozen beautiful "Cold Golds" will earn solid friends for Tooth's when the Team joins the mad dogs et al in the noonday sun.

photos by Rick Castor

### Admiral's Cup Yachts Packed Up

At the time OFFSHORE goes to press The Admiral's Cup Yachts have just been loaded on board the *Moreton Bay* bound for England — despite the fact that there is still a considerable gap between the funds raised to date and those needed to cover the horrendous expense of sending the team to represent Australia. Team Manager Allan Brown has stated on several occasions that the future of Australian Challenges must be in doubt if financial support is as difficult to obtain as it has proved this year.

All Team members and the Fund Raising Committee have worked hard to raise what cash they have. Every one of the crew members has been heavily "taxed" by the fund raising effort (both financially and by dint of individual labours). The Admiral's Cup Wine Offer probably has proved most popular (still available); Rolls Royce tickets have sold slowly in the current economic climate, and those with an appreciation of odds should be rushing to buy tickets before the draw on June 20th. The odds are shortening all the time as it is unlikely 1200 tickets will be sold.

QANTAS has stepped in as principal Sponsor and will be flying the Team to Cowes (with the assistance of a grant from the Commonwealth Minister for Sport).



One for you . . . . .



. . . . . and one for me . . . . .

It is a known fact that Australian yachtsmen travelling overseas need to have their ration of Australian beer (substitutes will not do), and to this end Tooth's Breweries have generously donated 300 dozen "Cold Golds" to refresh the Team in its hours of need. The "Cold Gold" was loaded on the boats before they were put aboard the *Moreton Bay*.

Other sponsors who have generously donated gear for the team have been Taft Australia (track suits); Marlin International (wet weather gear); Union Carbide (three waterproof flashlights for each yacht); Ecks Soft Drinks (50 dozen drinks); Addidas (have made available to the Team at cost deck shoes, track suits and T-shirts); the Team is also indebted to the many unidentified supporters who have taken tickets in the Art Union and supported the various other fund raising activities.



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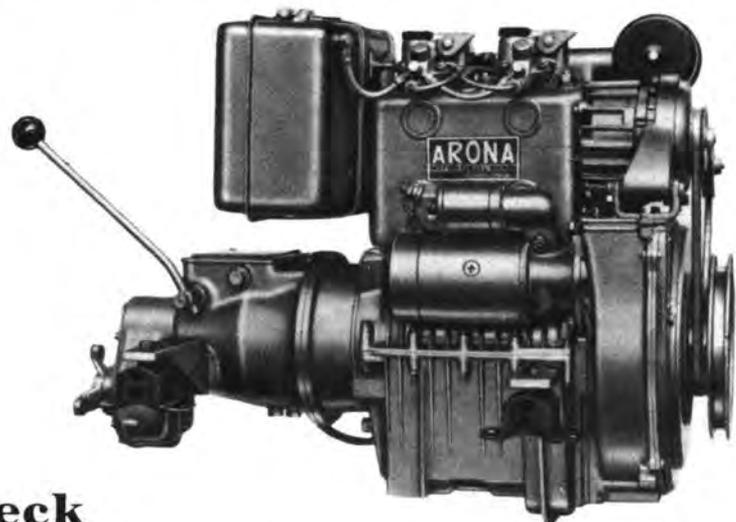
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# CLUB NOTES

## Dining Room

18a Drummoyne Ave.,  
Drummoyne. 2047  
21st April, 1975.

Dear Sir,

Last Friday night my wife and I entertained some of our friends at the dinner dance at the CYC and I would like all club members to know that the music was delightful, the food was superb and the low cost of the evening was staggering.

The only part that I was upset about was the poor attendance.

We agree that awhile back the food at our Club was not too good but I can assure all members that this is now excellent and a delightful evening can be enjoyed at the CYC.

All members should look to using the Club for entertaining their clients and friends at the Wednesday luncheons and Friday night dinner dance and if these can be attended by the crowds we have been used to, we should be able to run our affairs without the necessity of levies.

Mick York

## Notes From the General Manager

**Engineering Concession.** It will be of interest to boat owners to learn that the Board of Directors has agreed to let an engineering concession in the C.Y.C. slipway workshop area. The company concerned is called ALMARINE and is under the management of Mr. Kevin Fleming. It is now available for business and handles engines, electrical, refrigeration and rigging work.

**State of the Club.** Some areas of carpet are about to be replaced in the club house, external painting of the Flat is complete and, as funds become available, more maintenance will be undertaken. Efforts are being made to improve the environs of the Club but, as our cleaning staff is small, I appeal to all members to assist in this task.

**Club Funds.** Most clubs are experiencing difficult financial problems in these days and we are not without our share. Members can assist in preserving and developing the Club's facilities by increasing their patronage and bringing others to lunch or dine and wine, or just for drinks. A very real effort in this direction is needed from all members if we are to survive.

J. Gledhill

## Sailing Secretary's Report

Congratulations to the winners of the annual L.O.P.S., O.P.S. and S.O.P.S. Series. We trust that all entrants, whether winners or not, enjoyed the racing and assure you that our best efforts are at present directed towards arranging an even better balanced programme for 1975/76. In this the Sailing Committee is being assisted by the many valuable suggestions expressed in replies to the questionnaire which was forwarded to all boat owners of this Club and to all boat owners who are not C.Y.C. members but who raced with us last season.

Our particular congratulations must go to Allan Murray, who started and finished *Zilvergeest II* in every race in the Blue Water Series and who was placed a very creditable fourth, and to *Kingurra*, *Moonbird*, *Salacia*, *Sandpiper* and *Defiance* all of whom started in every race in the S.O.P.S.

Well! Autumn's gone, Winter is upon us and it looks as if we are headed for a "bumper" crop of boats in the point score. As this is written, with three weeks to go to the Commodore's Day, we have 86 entries, and we can safely predict that all previous records will be broken.

From all competitors may we ask the following favours:

- (1) Please do not make "false" runs *across* the line before you are due to start. This practice causes considerable confusion.
- (2) We do not normally use a distance mark so, please, when making that "brilliant" barging start that gives you the alternative of colliding with another yacht or yachts or ramming the Starter's Boat, please adopt the first alternative. The second has been tried, and it makes the Race Officials nervous.

E.T. (Max) Lees

## Ladies Day

Ladies' Day May 25th saw a unique Offshore "A" contest in which Mrs Mo Corrigan (*Aquarelle*) came first and Mrs Helen Fisher (*Helsal*) with a crew of 78 (seventy-eight, including two jazz bands which played all the way around the course) came second.

After the race the jazz bands continued to play in the yard for the benefit of barbecuers and, later still, in the Club House where there was dancing for the first time in a long time on a Sunday afternoon.

It looks as though the Winter Series is off to a good start.



Les Bass

## New Member of Publications Committee

Les Bass, a recent member of the C.Y.C., has joined the Publications Committee. Les is a keen 3rd Division yachtsman who, until he moved to Sydney, was a member of the Royal Melbourne Yacht Squadron and was on the Executive of the Endeavour 24 Yacht Association. He has been in the journalism and communications fields for the past 20 years. He is a senior consultant with the advertising company, J. Walter Thompson Pty. Ltd., in their Marketing and Public Relations Division.

## Sailing Secretary's Secretary to Wed

Leslie Rea, who is well known as Max Lee's able secretary and assistant in all matters of racing, will be wed on June 6th to Bill Morgan-Harry, one of the senior members of Geof Long's staff at Rushcutter Yacht Services.

Leslie Rea



Bill Morgan-Harry





**Royal Club's Trophy 1975  
Most Points on Club Handicap**

in 5 races sailed on 18/1, 15/2, 8/3, 12/4, 26/4.

YACHT	POINTS
<b>Division 1</b>	
1 Kingurra	63
2 Caprice of Huon	49
3 Bumblebee 3	30
4 Patrice III	27
4 Trevassa	27
6 Mercedes IV	21
7 Ragamuffin	9
8 Love and War	1
<b>Division 2</b>	
1 Moonbird	73
2 Salacia	57
3 Warri	29
4 Duet	9
<b>Division 3</b>	
1 Boomaroo III	104
2 Sandpiper	70
3 Poitrel	50
4 Matika II	48
5 Ali Baba	44
6 Carina	38
7 Zilvergeest II	31
8 Cherana	17
<b>Half Ton Division</b>	
1 Defiance	82
2 Plum Crazy	72
3 Justine	37
4 Concubine	20
5 Granny Smith	14
6 Onya of Gosford	13
<b>Division 4 (J.O.G.)</b>	
1 Cyrene	123
2 Librian	110
3 Stardust	89
3 Sascha	89
5 Emma Chisit	87
6 Fair Lady	68
7 Talisman	60
8 Makana	36
9 Invincible	30
10 Intension	26
11 Pabria	2

**1974 - 75 Final Short Ocean Point Score  
Division 1,2 & 3**

Raced on Club Handicap

YACHT	BEST 10 RACES
<b>Division 1</b>	
1 Love and War	130
2 Kingurra	124
3 Mercedes IV	118
4 Bumblebee 3	90
5 Patrice III	80
6 Caprice of Huon	79
7 Apollo	75
8 Trevassa	67
9 Ragamuffin	38
10 Ruffian	25
11 Balandra	24
<b>Division 2</b>	
1 Moonbird	158
2 Warri	139
3 Salacia	120
4 Bushwhacker	110
5 Duet	59
6 Corroboree	25
<b>Division 3</b>	
1 Boomaroo III	208
2 Sandpiper	179
3 Poitrel	169
4 Carina	157
5 Zilvergeest II	151
6 Matika II	101
7 Ali Baba	98
8 Cherana	85
9 Pegasus	41
10 Saracen II	27
11 Rabelais	23
<b>Half Ton Division - Raced on Level Rating</b>	
1 Defiance	206
2 Plum Crazy	184
3 Justine	158
4 Butterscotch	143
5 Granny Smith	117
6 Concubine	100
7 Onya of Gosford	81
8 Flamenco	73
9 Tranquility	50
10 Hot Bubbles	13

**1974 - 75 Final Short Ocean Point Score  
Divisions 1,2 & 3 combined**

Raced on Time Allowance by I.O.R. Rating

YACHT	BEST 10 RACES
1 Love and War	443
2 Boomaroo III	421
3 Poitrel	408
4 Moonbird	404
5 Salacia	389
6 Warri	384
7 Kingurra	378
8 Carina	351
9 Mercedes IV	332
10 Zilvergeest II	331
11 Bushwhacker	285
12 Patrice III	269
13 Matika II	253
13 Bumblebee III	253
15 Trevassa	228
16 Caprice of Huon	222
17 Ali Baba	217
18 Apollo	203
19 Cherana	201
20 Duet	190
21 Corroboree	104
22 Balandra	84
23 Ruffian	74
24 Pegasus	66
24 Saracen II	66

**Divisions 1, 2,3 and Half Ton L.O.P.S.  
1974 - 75**

YACHT	BEST 7 RACES
<b>Division 1</b>	
1 Patrice III	7949
2 Love and War	7175
3 Mercedes IV	7113
4 Bumblebee 3	6133
5 Apollo	3083
6 Ruffian	2927
7 Caprice of Huon	2080
8 Trevassa	502
<b>Division 2</b>	
1 Pandora	6183
2 Bushwhacker	6128
3 Duet	5584
4 Corroboree	624
<b>Division 3</b>	
1 Zilvergeest II	9389
2 Ali Baba	8588
3 Pegasus	5201
4 Matika II	4653
5 Poomaroo III	4117
6 Harmony	3972
7 Saracen II	836
<b>Half Ton Division - Raced on level rating</b>	
1 Lollipop	4237
2 Granny Smith	3451
3 Onya of Gosford	3391
4 Plum Crazy	2017
5 Concubine	770

**Blue Water Long Ocean Point Score (overall)  
1974 - 75**

YACHT	BEST 8 RACES
1 Patrice III	12522
2 Love and War	12037
3 Mercedes IV	11547
4 Zilvergeest II	11268
5 Bumblebee 3	10818
6 Ali Baba	9935
7 Duet	7767
8 Granny Smith	7044
9 Pegasus	6931
10 Bushwhacker	6852
11 Matika II	6701
12 Pandora	6659
13 Apollo	6202
14 Lollipop	6092
15 Ruffian	4977
16 Onya of Gosford	3484
17 Saracen II	1671
18 Corroboree	1506
19 Trevassa	1378
20 Ragamuffin	202

**Division 4 (J.O.G.) S.O.P.S.  
1974 - 75**

YACHT	BEST 12 RACES
1 Stardust	295
2 Cyrene	288
3 Librian	277
4 Emma Chisit	269
5 Plastic	267
6 Sascha	265
7 Talisman	248
8 Fair Lady	229
9 Makana	210
10 Pabria	158
11 Invincible	153
12 Basilisk	99
13 Intension	50
14 Incubus	14

# INTER-STATE REPORT

## Southern Scuttlebutt

The Ocean Racing Club of Victoria has announced details of their winter racing programme. Five races between 25 and 30 miles will be held in Port Phillip Bay commencing Sunday, July 6th with the final race on Sunday, August 31st. Three of these races will be started at the Sandringham Yacht Club and the other two at Hobson's Bay Yacht Club. To complete the programme there will be one long race, the details of which have yet to be finalised. This race is traditionally from Queens Cliff to Apollo Bay but problems experienced in recent years with the race may mean a change of programme. The alternatives being considered are a short ocean race starting at

Queens Cliff and finishing at Flinders with a rounding mark to be decided or a 50 mile bay race. Trophies will again be provided for Divisions 1, 2, Half Ton and J.O.G. It is also probable that the Victorian Yachting Council will use these races to select Victoria's Southern Cross Cup Team. With the overall improvement shown by Victorian ocean racing yachts of this season, this series should be keenly fought.

The O.R.C.V. recently announced results of the Summer Aggregate. First was *Pajen* — Fred Short; second *Bacardi* — John Gould and Bill Rockliff; third *Vittoria* — Lou Abrahams. *Pajen's* win was well deserved as she was extremely well sailed by Fred Short, his wife and family. To complete a successful season, Fred recently bought *Mary Blair* from Peter Riddel.

The fund raising campaign in Melbourne is now well on the way to help raise the \$10,000 which is estimated will be required to cover the cost of the crew of *Providence* from Sandringham Yacht

Club to represent Australia at the world half-ton Cup Series to be sailed in Chicago on Lake Michigan from October 4th to October 14th.

As reported previously, the V.Y.C. is spearheading an attempt to have the Australian Level Rating Championship held in Melbourne next year. Some concern has already been aroused by speculation regarding the likely dates that this event would be held if the submission is successful. The date being considered to start the event at the moment is mid January. Some owners feel that this will clash with the J.O.G. Regatta to be held in Eden from January 7th to 13th inclusive. Others feel the mid-January start simply does not allow enough time for Hobart competitors to get to Melbourne. It is hoped that some dates can be arrived at which will not clash with other events and give owners and crew time to prepare their yachts.

— John Ross

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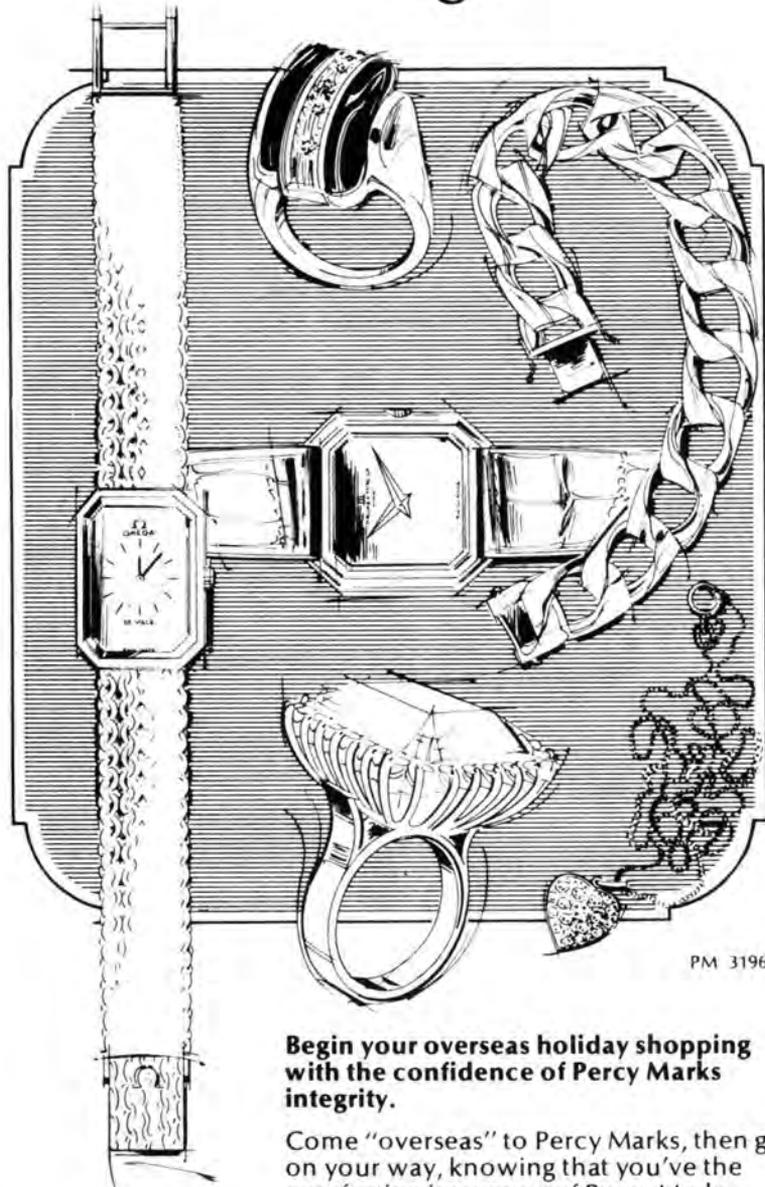


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At the meeting of the Board of Directors on 28th May, 1975 it was confirmed that:

- Ladies may join as Full Voting Members, on payment of appropriate fees, with the qualification that they should have an active interest in sailing.
- Ladies may join as Associate Members provided that they have an active interest in the Club. Associate Members may not vote.

J. Gledhill  
General Manager

# MARINA NEWS

by Jack North

The staysail schooner *Julie J* wears the pennant of the Lagoon Boat Club, Corio, which is near Geelong on Port Phillip Bay. A 36 footer built in Hobart about twelve years back, she is 11 ft beam with a 4'6" draft that allows her to enter most places a cruising yacht should want to go. The 56 h.p. Perkins diesel gives her ample power.

Her coppered bottom is huon pine, the topsides being of oregon. As she is canoe sterned with the cockpit set as far aft as it will go, little of her length is wasted below decks. Bearing-out booms fitted on the foremast carry twin genoas, and she is reported to be a good, comfortable sailer.

*Julie J* left Queenscliffe on the 21st March last and arrived at the marina during the morning of the 5th April after a pleasant passage which took in Refuge Cove, Eden, Bermagui, Ulladulla and Kiama. Her crew to Sydney were Bill and Clyda Ashby, Eileen Westworth and Karel Moor. Karel will probably have to return to Melbourne while the others continue to the Barrier Reef.

But cruising to a happily vague schedule is not the prime object of this voyage. Some years ago Clyda Ashby suffered a crippling illness which meant that she could get around only in a wheelchair. However, she could move independently in a yacht with plenty of grabrails, so she abandoned the wheelchair for the sea. The wheelchair is carried for shore excursions, and that unusual davit on the port quarter is there to enable her to be hoisted on board. Some remarkable things have been achieved by yachtsmen visiting the marina, but this courageous attack on a physical handicap deserves special recognition.

A solid cruising yacht, *Mistral* of Adelaide measures 37' x 14' on a 6 foot draft. A scaled-up Colin Archer design with an inboard rudder, her

keel is concrete, her planking 1½" jarrah and her donk a Perkins 4107.

The hull was built in Adelaide by two Germans with long-distance voyaging in mind. But after the launching in 1961 they sold it to Jack Watkins who completed her with, among other things, a deep-freeze and hot-and-cold running water. Sailing from Adelaide in 1971 he and his wife have cruised as far north as Townsville, and sometime during this period the rig was changed from sloop to cutter.

*Mistral* is very dry and comfortable and, although no racing machine, she won last year's Townsville to Brampton Island race on handicap.

Jack Watkins has ideas of selling the yacht and obtaining one with different accommodation layout for an extended cruise far from Australia's shores.



*Windsong*

*Windsong* has been around Rushcutter Bay for years. A clipper stemmed Herreschoff ketch, she was built in Melbourne in 1959. Her hull, huon pine on spotted gum frames, is 48 feet by 12 ft 8 in. and draws 5 ft 10 in. A Ford diesel lives in a spacious engine room under the cockpit.

On deck and below this classic example of the yachtwright's art is fitted with taste and maintained with care; her sturdy elegance compares well with even the best of the plastic boats.

Greg Ellers who bought *Windsong* recently is preparing to sail to Cairns, the Solomons and so on, for the next year or so. The crew will be his wife Jenny, his brother Roger, six-year-old son, Matthew, and five-year-old daughter, Kelly. The sixth crew member, Penny Gilland, will be the children's schoolteacher, a most unusual rating in a yacht.

Jenny Ellers is daughter of Colin Haselgrove, who owned and skippered the South Australian yacht *Nerida* which won the 1950 Hobart race. He also sailed *Cooroyba* into second place in the 1955 race.

*Ta-aroa*, a 40 foot Tahiti ketch, is said to be a larger version of *Ingrid* who won the 1952 Hobart race. Designed by John Aitken, she has been bought by another yacht designer, Allen Blackburn. His crew for the trip to Sydney consisted of himself, his wife Peita and four-month-old Paul, and they reported an uneventful passage when they arrived on 10th May last.

Allen designed the new three quarter tonner, *Quadrille*, described in last April's OFFSHORE, and he intends to set up in practice as a naval architect in Sydney.

Colin Deeker built himself a Herreschoff 28 ketch, named her *El Marie* and cleared from Auckland about three years ago. Sailing by way of the Fijis and Noumea he arrived in Sydney in April 1974. The yacht, built of kauri, came through some dirty weather at times, and Colin speaks enthusiastically of the way she handled it. He gives full marks to the Herreschoff design.

In Sydney he did the welding on Neville Gosson's new aluminium sloop *Leda* and then crewed in that yacht for the Admiral's Cup trials. At the time of writing he is heading back for New Zealand by way of Lord Howe Island.

The gall cutter *Suroja* arrived from Auckland on 24th April last having set out from New Zealand on the 11th of that month. A new ferro-cement boat built to a Kerskens design, she has the features of a traditional Dutch cruising yacht. Double ended, she draws about 5 feet with centreboard up while her other dimensions are 50 ft by 16 ft. Solid bulwarks give her a generous freeboard, and a large outboard rudder, controlled by hydraulic steering and an auto pilot, adds a bit to her length.

A teak deck is bedded on two layers of ½" plywood and her spars are massive and beautiful. The box-section bowsprit is hollow and foam-filled.

Her Gardner 6 cylinder diesel ran all the way across the Tasman aided by a headsail, the mainsail not being used at all. She carries 990 gallons of fuel and 550 of fresh water, which means she can stay a long time at sea under power alone.

Robert Rykers, his wife, Susie, and two sons, Jaro (12 years) and Roja (10 years), form the crew. They probably have more spacious accommodation than most yachtsmen visiting the marina.

They intend to stay in Cairns for some months to complete the fitting of lockers and other internal equipment. After that, well the world seems to be their oyster.

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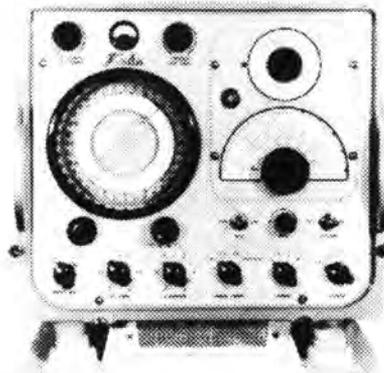
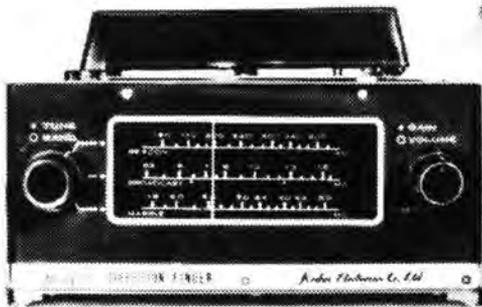
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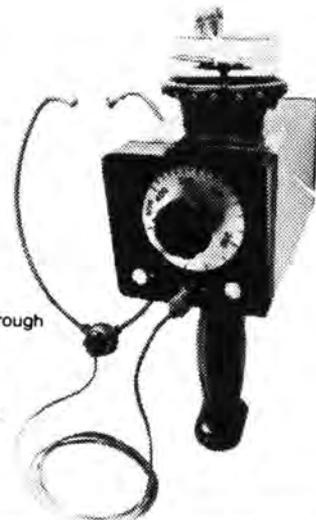
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