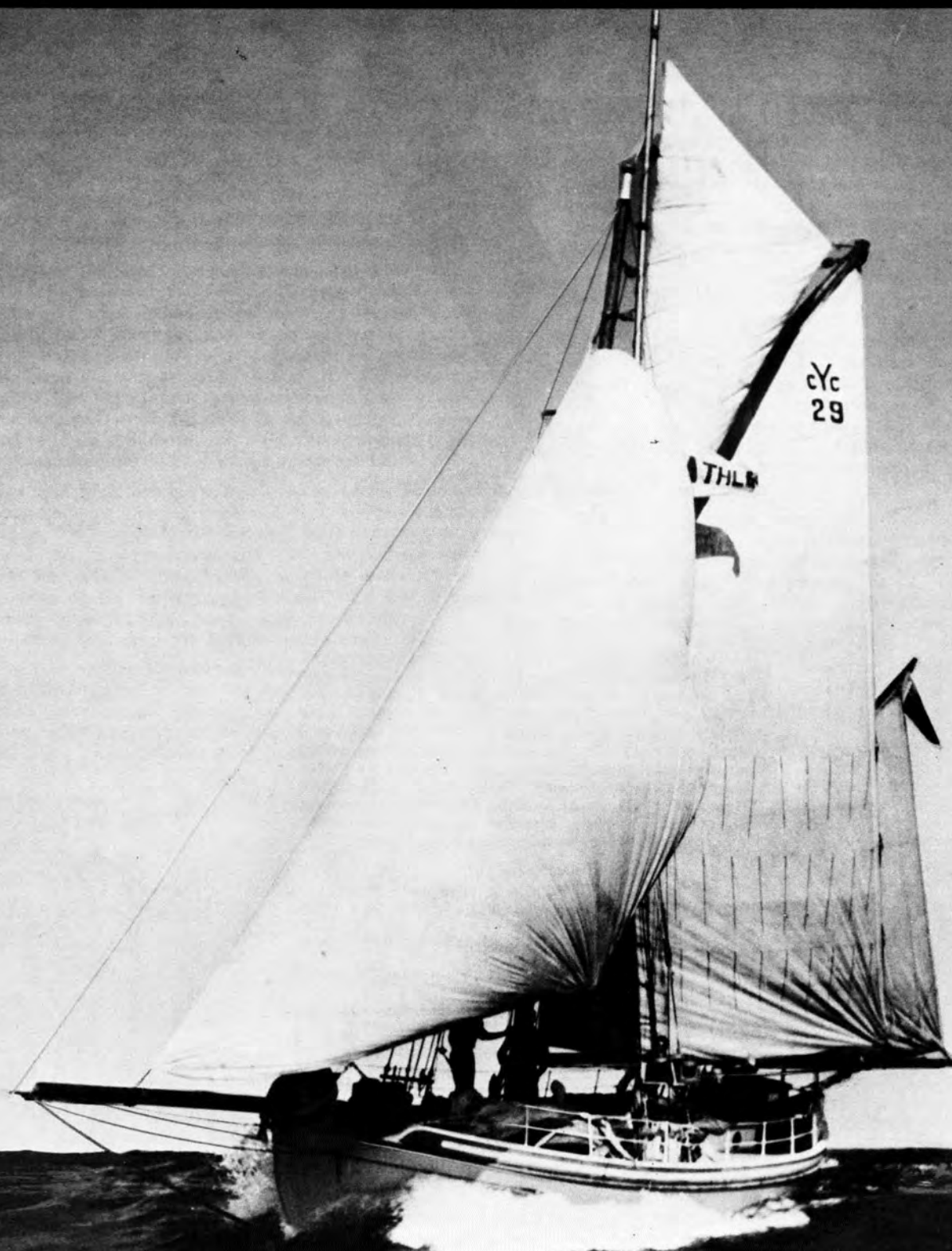


OFFSHORE

VOLUME 2, No. 5

OCTOBER, 1972

PRICE 30c



"Kathleen"

BOAT SPEED INSTRUMENTS

FOR YACHTS



Mako offer a full range of boat speed, incremental speed, and distance run instrumentation for the ocean racing and cruising yachtsman. The navigators control unit and 4" cockpit readout dials match the Mako range of apparent wind indicators — showing wind speed, 360° and close haul wind direction — to present a comprehensive range of electronic instrumentation. The Sydney yachts Bounty, Ginkgo, Meltemi, Onya of Gosford, Pajen, Plum Crazy, Queequeg, Scampi, Skylark and Warri are all equipped with Mako gear. For informative brochures, prices and availability contact Miller & Whitworth.

N.S.W. Distributors — Miller & Whitworth Pty. Ltd.
109 Old Pittwater Road, Brookvale. Phone 939 1055

Manufactured by
Marine Instruments Pty. Ltd., 213 Kent Street, Sydney.



HOW TO BE A FASHIONABLE SEA DOG

by TONY CABLE

The clothing required for ocean racing has been altering rapidly over recent years, so that nowadays certain items previously not worn, have come to be considered almost as essentials, e.g. seaboots, and there is now quite a trend to fashionable 'in' items. Just after the War, jungle greens and other services gear were thought to be quite appropriate. The old waterproof that had served well on the Kokoda Trail, was also felt to be adequate for seagoing. But today, the 'in' yachtsman has to turn out in much more fashionable attire. The following, points out some of these developments and describes a few of the up-to-date items the 'now generation' yachtsman seems to need.

Footwear provides some good examples of these points. Up to around the time of the '62 Cup Challenge, bare feet were the rule, even when sailing in the colder Tasmanian waters. But the 12 metre crews gave the lead to the wearing of blue canvas deck shoes, which soon became standard 'in' gear. They had to be faded and dog-eared, of course, for like navy coloured shorts, they had to show a necessary age, in order to distinguish the 'veteran' yachty. It must be acknowledged however, that stalwarts are still about who claim "that bare feet grip better" and are often the ones who wear thongs ashore.

The next trend was to the hyper-priced leather American deck shoes; anyone wearing these was certainly one cut above his mates. The rationale for wearing these was that they were so . . . so . . . comfortable and really the (unbelievable) price was not all that much, when their life was double (sorry, quadruple) the canvas ones. Indeed, their service could be much longer than this, when worn only around carpeted bars; in which case they still had to have a used-at-sea salty look.

The new importance given to 'looking the part' should not be overlooked. One of our Admiral's Cup team members was seen, unfortunately, strutting around a Cowes pub in a brand new leather pair; some of the Pom team assessed the Australian team by these feet and their morale soared. The adage is,

'even if you aren't much good at the sport, at least look as though you are'.

The next footwear trend is predicted to be towards the "training shoe" type (they should preferably be in crew colours). There will not necessarily be any practical reason for wearing these, although the fashion leaders will nevertheless justify them on such grounds as: they help one to run around the foredeck faster; they are nice and sturdy (or nice and soft); they grip faster (or a bit slower); although more expensive than bare feet, they are less expensive than other types; or, more expensive, but better value.

Lots of this new gear has been brought back from overseas; particularly seaboots, which are being seen more and more. To compensate for the weight reductions from such innovations as aluminium masts, some yachts can now carry eight pairs of boots. For those who feel that the black ones look too much like dairy boots, there should be no problem in finding a colour and style to suit. There is even a tie-up type; might be fun to see a chap with a pair having a hard swim when he can't get the knots undone. Referring to shades, white was last year's fashion, while pale blue is now the rage; pity it's not a safety colour for those inclined to float feet up!

With the '62 Challenge came another prestige garment — the "Speedo" jumpers, with their discreet yacht name and flag on the breast. Anyone sporting one of these, had a distinct status, even when the wearer was merely from a training squad. These are by now somewhat depreciated currency, having been issued to rather large numbers, but their owners, nevertheless, still gain considerable kudos in trotting them out on special occasions. Such an event is never on the early morning watch when covered in oilies. More likely, when a chap takes his girl friend for a sail and modestly says that it was the only sweater he could find as he rushed out of the house. In

parade to page 7



Aegean Sea... Sailor's Paradise

by HUGH GALLAGHER

The annual Aegean Rally sponsored by the Hellenic Offshore Racing Club from their premises at Turcolimino takes place in late July. Now in its ninth year, its purpose is to stimulate yachting in the Aegean Sea. The Greek Government has actually donated four well-equipped Swan 36 racers to this club for the free use of its members. Small boat racing is virtually absent in Greece and therefore the queue of young men with some basic experience clamouring for a place on the big boats, which is a normal part of the Sydney scene, is quite lacking. This deficit of course can only be temporary but we met several young Australians there living the life of Riley.

This year 25 yachts raced from Vouliagmeni, the Newport of Athens, to Samos and then Chios Islands near Turkey and home again, a course of about 400 miles.

"Mistress Quickly" was a female associate of Falstaff's in "The Merry Wives of Windsor", who was fast, lively and broad of beam. She is also a 54 ft. sloop, Primrose and Illingworth design, built in Italy 5 years ago and registered in Bermuda. She is a 10.5 metre cruising yacht. She was skippered by W. Whitehouse-Vaux, two Italian paid hands, Franco and Salvatore, one bikini-clad cook and five Australians, but the real driving force was provided by a well known Sydney Yachtsman. The Captain was bilingual and was also the Godfather to Franco and Salvatore. We were less gifted and had occasional minor difficulties in communicating during the race. "Get the spinnaker down quickly" could be understood as "let the spinnaker halyard go suddenly".

As part of one's training program it is essential to arrive in Athens some days early in order to develop the right psychological approach. What joy it is to reach Athens in high summer with an average temperature of 26°C when it is winter at home. It is not necessary to take the Marvels of Antiquity too seriously. One can swim in great comfort at the Athens Hilton where it is alleged that Duchesses and Heiresses come out to the pool at 4.00 p.m. In the late evening a quiet drink in the rooftop bar goes well. One just ignores those birds and beasts of prey eyeing one another off and concentrates on the floodlit ancient monuments on the dark hillsides.

Shops open from 8.00 a.m. to 12.30 p.m. and then re-open at 4.30 p.m. The dining hour is from 9.00 p.m. and the open air cafés really hum much later. Rejuvenated by that 4 hour

siesta Greek families really live it up in the late evening. This is not just the young at heart, the whole family seems to do this. To have a quiet beer in Constitution Square at midnight when it really seethes with people does make you think how the siesta would improve Sydney.

The first leg was 185 miles of reaching and running through the Cyclades, past where Icarus did his thing, to make a landfall at Samos in the dark. The expected Meltemi from the North West was late and the winds came from the South. A Greek destroyer sheepdogged the fleet. Not far south of Athens the temple of Poseidon is easily visible from the sea. Sailors customarily offer the Sea God a libation off this point in the hope of a safe voyage. We could not neglect such a well established go-fast technique. It might seem fortuitous to some but the wind strength did improve and Dolphins appeared for company. In the sunshine the water has a green translucency and the skies a watery blue. There are just so many brown islands with bare hillsides, patches of olive groves and flat roofed whitewashed villages.

Pythagorei village the birthplace of the original Triangular Man, welcomed the fleet with attractive simplicity. Maidens offered wine and bread to each skipper at the dock. "Fill deep thy bowl with Samian wine" wrote Byron and at 25 cents a bottle this was quite feasible. The brass band did its bit, the local girls their traditional slow, graceful dance trailing hankchiefs the camaraderie and singing became more intense, with crews eventually throwing each other off the dock. All was well till Salvatore threw a plainclothes policeman in. His prompt arrest showed his mistake. What a scene of high drama in the gloom with crews of several Greek yachts threatening to tear the policeman apart as one bewildered Italian who spoke no Greek was led off gesticulating mournfully. The Godfather got him off the charge and he was soon back to the bosom of Mistress Quickly.

The Istanbul Yacht Club held a reception at Kuradasi across the bay on the Turkish mainland where the marina facilities are enormous. Greeks and Turks conversed in English. A few hours in the hot sun going over the ruins of Ephesus was a real effort.

The second leg at night was a beat to windward into the Meltemi but the drifter and floater and spanker went up frequently. Rockhopping below the Turkish cliffs with the full moon low on the horizon was entralling. Conditions were so flukey. It was a pleasure watching the dark wind patches dancing in the moonbeams and hoping they would come our way. After 85 miles the klaxons were going as we came into Chios Harbour. It was just a port and had none of the simplicity of Pythagorei.

For the third leg the morning was beautiful and we got a good start standing inshore for the land breeze. We reached all day and at sunset were off the strait between Andros and Tinos islands. It is only 1½ miles wide and Bill Whitehouse's navigation was as good as Captain Hornblower's because it popped up dead ahead out of the haze which made the vague mountain shadows seem continuous. There was a gaggle of boats miles to windward. Alas the wind went and the long

Reach to page 5

OFFSHORE

MAGAZINE OF THE C.Y.C.A.

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

Telephone: 32 2128 Cables: Seawysea

Editor: E.L. Thompson

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





THE FIRST CENTURY

The problems of professionalism are not new to the sport of yachting. Sydney Amateur Sailing Club's records show that the amateur/professional question faced the club in 1884.

The air was cleared simply, and quickly. The following passage was inserted in the rules:

"The word 'Amateur' shall exclude all fishermen, oystermen, boat builders, sail makers and persons gaining or having gained their living on the water, or any person who is or has been employed in or about yachts, boats or ships as a means of livelihood, or any person who has received any monetary consideration for his professional knowledge."

This information came to light when SASC club members investigated the club's history. Their aim was to promote the club's centenary celebrations, scheduled for October this year.

What has come to light is one of the most colorful histories of any club . . . a history, which ironically, stemmed from races between fishermen from upper Middle Harbor, to various places on the main harbor.

The story goes back to the early 1860's. West of where the Spit Bridge is now situated was an area known as Blackwall . . . an area which abounded in bream and schnapper. It was too far from the city for amateur fishermen to visit at any time but weekends.

Over the years the practice evolved for the fishermen, both amateur and professional, to race from Blackwall, and thus put more interest in the long haul back to the city. Initially they were individual challenges to destinations where two or more boats were anchoring. And (please note CYC handicappers) starts were not given in minutes, but by eye . . . like "down to the point", "till you get round the Spit", or "till you are out of sight".

It was great fun. And, in 1862, when the Australian Yacht Squadron was formed, the fishermen, more out of devilment than anything else, formed "The Blackwall Sailing Club". And what a club . . . membership was unknown, subscriptions were nil, there were no overheads or books to keep. And the rules were easy to follow . . . there were none . . . only an obligation to pay your debts after making wagers on the race.

The Blackwall Sailing Club flourished for about ten years. In October 1872 these fishermen and a sprinkling of yacht owners who had occasionally met in Rose Bay for races, banded together and formed the Sydney Amateur Sailing Club. The principal yacht owners were Captain J.H. Amora, owner of INEA, Mr Boake, owner of ZINGARA, and Mr Melville, owner of FIREFLY. The Club's first meeting took place in Tom Kearey's Hotel at the top of William Street. Capt. Amora and Mr Bransby were appointed Commodore and Vice-Commodore.

About ten years after its foundation the SASC amalgamated with the Double Bay Amateur Sailing Club, and built its first club house at Dawes Point. But, only a year after the building was erected in 1883 . . . at a cost of £1,100 . . . the land was resumed by the Government.

Also in the 1880's the question of professionals raised its head.

The controversy raged for some time and almost caused a split in the club. It was solved with the acceptance of the passage quoted earlier.

In 1972 the S.A.S.C. is recognized as one of the keenest yacht racing clubs in Sydney and has 400 members and 220 yachts on its register.

The S.A.S.C. will celebrate on October 22 with two races for "gaff riggers". They will make an entrancing sight with famous name yachts causing nostalgic memories for older yachties.



S.A.S.C. Headquarters Mosman Bay acquired 1962

from opposite page

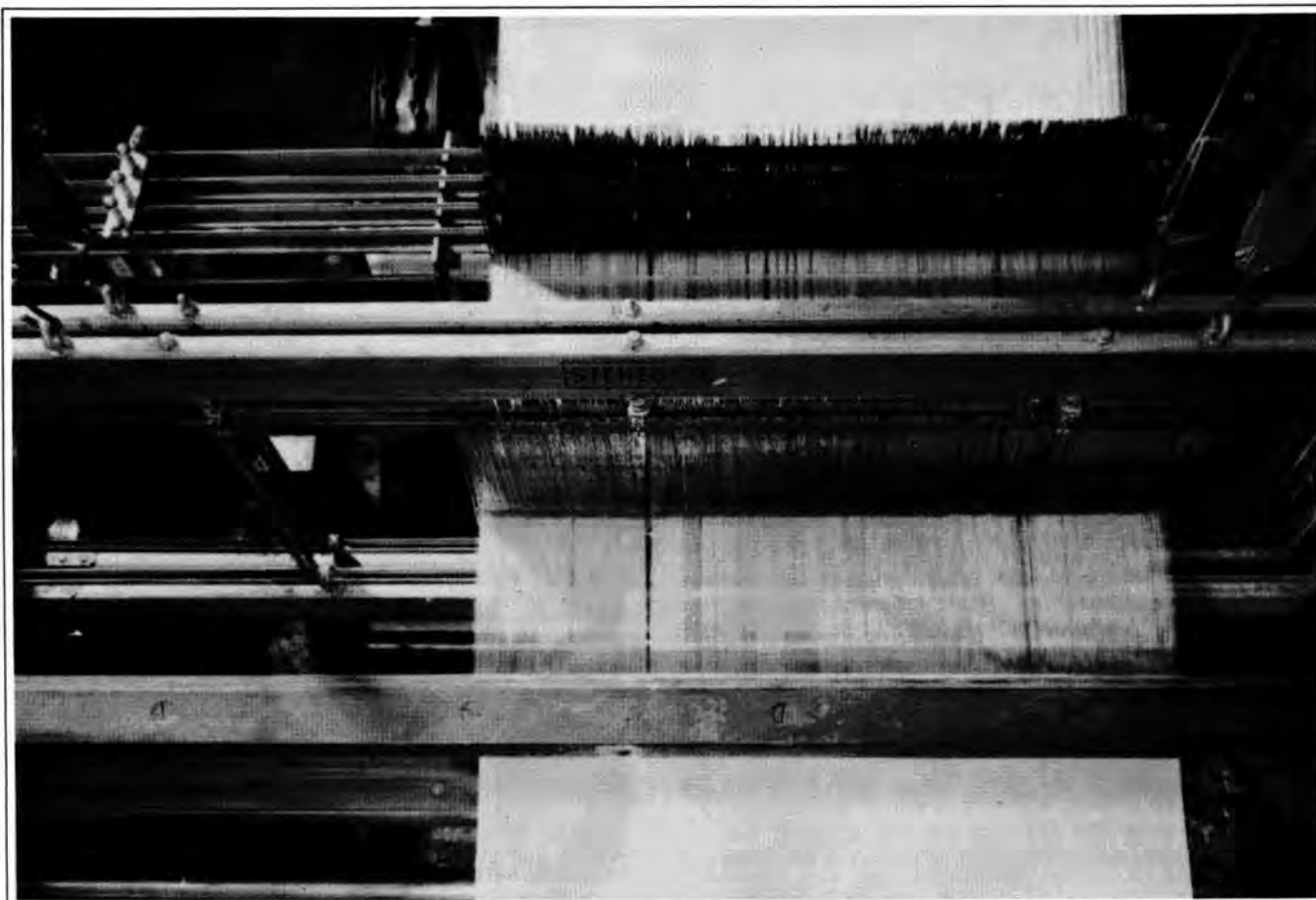
night passed with just bobbing about. The next morning was in the nineties and the headway meagre. By now we were not far from Poseidon's temple but entreaties did us no good. After pulling ropes all night long and then all day in the hot sun with sweat up to the ankles, one becomes of the firm opinion that the role of a Christian galley slave in these waters in the bad old days is not a job one could recommend to anyone.

The eventual winner "Mania" passed us during the night but we caught them briefly off Patroklos rock. This is also known as Donkey Rock because everybody gets stuck there. A few gentle puffs and "Mania" disappeared over the horizon to our chagrin. "Ivanhoe" a 74 ft. Austrian ketch also dashed past inshore. We crossed the line winning 3rd place in 1st Division, 3rd place overall and Best Foreign Boat.

"Mania" and "Errante" 1st and 2nd are both Sparkman and Stephens design, the latter sailed by Commodore John Vartis. To our surprise and delight even individual crew members got 2 medallions and a manuscript at the prizegiving.

Plate-throwing in the Zorba style can only be done when one is really moved from the heart by the music, otherwise the Greeks consider it done by slob. In ignorance and after agreeing we could afford 50 cents per head for plates, our representative threw two plates in cold blood. Although the Songstress leapt like a startled fawn no-one was impressed. However a Greek involved in a mixture of passion, the grape, and broken crockery got the plaudits of the crowd. "Bottoms up" toast sounded strangely like "Skinnyarsis".

Truly the Aegean is a yachting paradise.



Here, before your very eyes, is the death of a myth.

There are some people who say that Hood sailcloth panels are narrow because Hood looms are narrow. We would like you to know better. So we're showing you something we've never made public before: an actual picture of a Hood loom in action.

It shows a narrow panel of sailcloth on a wide loom. And we've got two mills full of looms equally wide turning out panels equally narrow.

That's the truth.

We've been making sailcloth this

way for years. We use the entire power of the loom on just a fraction of its capacity. The effect is like a woman's leaving her spike heel print in a linoleum floor, while a man's broad heel makes no mark at all.

Our object is concentrated power. It is one of our techniques for producing the most powerful sailcloths in the world, more than 30 special weaves for special purposes. It's why our sailcloths need no post-weave doctoring to make them suitable for use on sailing yachts.

And it's why we'll continue to weave narrow panels until we can make wide panels with equal characteristics.

We're working on it.

Hood makes a difference. And we want you to know it.



HOOD SAILMAKERS, INC.
Little Harbor Way
Marblehead, Mass. 01945

Costa Mesa, Calif. • Chicago, Ill. • Annapolis, Md. • Jericho, Long Island, N.Y. • Vancouver, B.C. • Kingston, Ont. • Lymington, Hants, England • Nice, France • Sydney, Australia • Auckland, New Zealand

HOOD SAILMAKERS (AUST.) PTY. LTD.

Careening Cove, N.S.W.,

Telephone: 9290700.

FASHIONABLE SEA DOG *from page 3*

between such airings, they seem to be well preserved, as it is still possible to see odd "Gretel '62" prominently displayed.

Oilies provide another interesting topic. To look like a real ocean racer get hold of oilskins proper. They might be a little smelly and sticky, but your image is guaranteed. I am not sure where they are available these days, but a council worker might give a clue. Modern types are available in a wide range of styles and colours. Do try to select a shade that matches your boots. It might be worth remarking that a safety colour may again be desirable when choosing your oilies wardrobe. The '62 Cup squad had a nice camouflage — sea blue tone — so that if a chap went over, he would never again be seen by his irate captain. If you want to cause confusion, wear only a cheap plastic raincoat and they won't know whether you are an old swell or a new hand.

Crew uniforms are now the rule, with the objective that each outfit should outdo the others in distinctiveness and brightness. The great variety seen at the start of a Hobart, puts the Melbourne Cup jockeys to shame. Once one is in Hobart, the style is never take one's shirt off (for days), thereby you can be instantly recognised as one from the fleet (as if your beaten up shoes, don't give you away anyhow!).

The shirt can even be worn home on the plane, although one wonders what the non-sailing cabby thinks of his passenger, in his iridescent green shirt with "Mary Maid" emblazoned across his breast.

Next, hats provide some illustrations of trend changes. The

old rusty canvas fishing hat has given way to sports car driver type towelling ones (preferable in crew colours). The really smart chaps wear jaunty Carnaby Street styles, with peaks that do not necessarily keep the sun out of the eyes. Skipper hats, once acquired from the R.A.N. in 1944, are now likely to have been got from bus drivers. As always, they can make a skipper look like a seaman from way back, even if his crew know otherwise. Actually, I haven't worn one as my only command was an O.K. dinghy without crew to order about or impress and further, as I spent most of my time aboard it upturned, rather than in the cockpit, such a hat would have looked rather undignified. The caps may be worn with varying amounts of badges and braid. I suppose that if you have an 80ft. line honours champion (inevitably!), you are entitled to sew on as much fruit salad as Macarthur had as a field marshal.

Other gear now commonplace in the 70's, includes white socks with coloured tops (preferably in crew colours); imported canvas trousers, ideally in maroon, for some reason, otherwise faded navy. More and more linen yachting kerchiefs are being worn by the trendy set who enjoy sailing with wet rags around their necks; many find that the ones printed with 'how to do knots' quite handy. Today, shirts can be worn that previously would have been considered too feminine. Now it is acceptable to wear three-quarter length sleeves, pirates stripes and tie-up fronts; the laces provide a bit of a giggle when caught in a winch. Leather yachting gloves are also coming in, for protection of lemon soft hands and from the severe cold in Australia.

to page 8

HALVORSEN, MORSON & GOWLAND

Polo Avenue, Mona Vale. N.S.W. 2103. Telephone: 997-6393.

P/L.

Designers and builders in wood, fibre glass, steel or aluminium of large yachts and cruisers.



S&S 34 and S&S 30



HMG 31 Cruiser Sailer



HMG 43' Sports Fisherman



Custom Built Ocean Racer

"Kathleen" first circumnavigator from C.Y.C.

by ROD McAULEY

The war had just finished and Jack Earl decided the time was right to sail around the world. Between 1933-39 "Kathleen" had been built in the Parramatta River. During the war Jack, his wife Kathleen and the two Earl off-spring Maris and Mick patrolled the N.S.W. coastline in the big ketch, surveying, mapping and patrolling for the war effort. In 1945 Jack decided it was time to head off — around the world.

Sydney to Gladstone in 5 days — on board, the full Earl family plus navigator Don Angus, Mick Morris and Jack Day. A month cruising through the Barrier Reef to Thursday Island. Wife Kathleen and the family farewelled there — ketch "Kathleen" heads for Indonesian waters. Post war visas to enter Indonesian territory were unobtainable, but "Kathleen" made a very happy anchorage at a small uninhabited island called Dana. "We shared it with a bunch of goats and lots of turtles. Turtle stew is delicious!"

Dana Island to Christmas Island where "Kathleen" took on His Majesty's Mail for Cocos-Keeling Islands. Included in the mail was a cheque for the season's copra sales, made out to Mrs Clunies-Ross. The official Mail Packet "Kathleen" received a twofold welcome when she arrived in Cocos. The crew became the guests of the Clunies-Ross family and were duly installed in "four poster beds and all that sort of stuff" — in the Ross mansion. A very pleasant month spent — then westward to Rodrigues, Mauritius, Reunion — south to Durban and around the Cape of Good Hope to Cape Town. "Got a hell of a belting on the way to Cape Town. They have a gale every 48 hours there — and we copped one of them right on the nose." "Kathleen" and the crew were given VIP treatment by members of the Royal Cape Town Yacht Club. — "Girls came playing guitars — and more girls to paint the boat. It was fantastic".

Northwards up to the Islands of St Helena, where Napoleon was exiled and eventually died. Another month of sight seeing, relaxation and lots of painting for Jack. Guests here of Sir George Joy — more four poster beds and the added comfort of Government House.

St Helena to Ascension Islands — a big US base during the war — then across the Atlantic to Recife in Brazil. — "We arrived at the start of the Mardi Gras season. No one came out to clear us so we anchored and rowed ashore. Found a few partying officials — made presents of some cigars and a few bottles of OP rum and soon "Kathleen" was receiving all the courtesies of a visiting warship. A chauffeur driven car picked us up at the wharf one day, took us into the best hotel in town — and three days later we emerged very much the worse for good living and hospitality.

North again to Trinidad, Granada, St Vincente, Martinez, Puerto Rico, Santa Domingo, Jamaica — and so on, and so on. — "The West Indies were unspoilt in those days — few hotels, no tourists, only an occasional visiting yacht — it was a beautiful part of the world".

Through the Panama Canal to Colon — the Galapagos Islands and then 3050 miles to the Marquesas in 16½ days! — "we had everything up — main, mizzen, spinnaker, mizzen stays'l, jackyard tops'l — even Mick Morris's singlet! It was incredible

sailing. Mick Morris had a full time job sewing up the old balloonier spinnaker, it kept ripping under pressure".

Horse riding in the Marquesas, then across to the Tuamotos and then to Tahiti. — "it was really a great place then. No airstrip, no liners, just dancing and feasting. We stayed for — a good long time!"

Tahiti — Morea — Bora Bora — the Cook Islands — Tonga — south to Auckland and eventually, west across the Tasman to Sydney. "If you look carefully at the photo you can see 2 or 3 sheets on the balloonier genoa. It kept tearing, but we set it as we came through the Heads and home again. Kath. had made a present of this sail before we left — it had done a mighty job alright. I don't remember who took the picture, I think it was Peter Luke".

"Kathleen" was home again. The first cruise by a yacht flying the CYC burgee around the world had been completed in exactly 18 months.

Fashionable Sea Dog (from page 7)

Those who agree that gear should be selected for utility rather than fashion, would support the recommendation of a friend of mine, who advocates underpants in crew colours, they serve the purpose of giving crew identity yet are not overly ostentatious.

Styles of going-ashore gear, depend on one's social interests. If casual, then crew shirt and thongs are fully acceptable. Although, we do know that at certain functions, foul weather gear is advised. If, on the other hand, formal occasions are preferred, then reefer jacket (with plenty of brass buttons), club tie and captain's cap (if applicable), will be very nice. Regrettably, in this rig you will look identical to the others and not express your individuality as you can in your purple boots.

In choosing one's gear it is not politic to out-dress the skipper. The fearless leader seems entitled to look rather more nautical and dashing. I once had a captain who had an imported oilie with a little tube in it that he claimed was part of the built-in life jacket. We all coveted this attractive gear, knowing that we would be sure to live if the time came. However, we resisted purchase knowing that it was important to him as an authority symbol. But was that tube really a valve, or a pipe to a whisky flask, or even to a sick bag? He could have made good use of both!

The above comments are, of course, made only in the interests of faster sailing and do not reflect against our more flamboyant shipmates. Good shopping to all, whether it be at the disposal store or boutique.

GOOD NEWS FOR THE BLUEWATER MEN

There's a new wharf and jetties costing \$900,000 to start soon at Ulladulla. Approved also is the construction of breakwaters at Narooma entrance costing more than \$800,000 over three to four years. Someday you will be able to enter Narooma without worrying too much about you will.

EPICRAFT**INTRODUCE NEW****EPICRAFT**

HYDRON[®]

SPEED COAT

for sail and power boats
proven performance • increases
effectiveness and life of anti-fouling
paints • increases speed • saves fuel


EPICRAFT *HYDRON SPEED COAT is a semi-permeable, insoluble, hydrophilic acrylic coating. Applied over most conventional anti-fouling bottom paints, EPICRAFT *HYDRON SPEED COAT controls the release of the anti-foulant, resulting in improved performance and longer life. Anti-foulant enhancement and fluid flow friction reduction have been fully demonstrated.

APPLICATION INSTRUCTIONS: EPICRAFT *HYDRON SPEED COAT is a clear, colourless hydrophilic acrylic coating. It is applied over most conventional leaching epoxy, vinyl and graphite anti-fouling paints to extend and enhance anti-fouling effectiveness and performance. It may be applied over thoroughly dried compatible undercoats, or directly to clean, dry fibreglass (wet sanding gelcoat will improve adhesion). The coating should NOT be applied over alkyd base paints or 'soft' eroding coppers or bronzes which require quick launching after coating.

Just prior to use, mix the EPICRAFT *HYDRON SPEED COAT and catalyst (small plastic bottle) by stirring well in the quart container. The mixture will be yellow (it will bleach out after curing) and will gradually darken in the can, which should be protected from direct sunlight and applied within 30 minutes. It can be applied at any surface temperature between 4° Celsius (40° F.) and 65° Celsius (150° F.) and should be well brushed out. The coating should cure at least three hours in daylight before launching. One coat will afford close to maximum benefit, but one extra coat may be applied when the first coat is tack dry for additional benefit. Do not sand hull between coats or after coating. EPICRAFT *HYDRON SPEED COAT should be removed by wet or dry sanding before refinishing with other coatings. Patching small areas should be preceded by dry sanding the damaged area when dry. One pint covers approximately 150 sq. ft.

CAUTION: Once mixed, EPICRAFT *HYDRON SPEED COAT is light sensitive. If interruptions occur during application the container should be shielded. Excessive exposure to direct sunlight will thicken and turn the mixture a dark greenish brown colour, in which condition it should be discarded.

**CONSOLIDATED CHEMICALS PTY. LTD., P.O. BOX 48, BOTANY, N.S.W.****Phone 666-6877**

**MORE HYDRON
FACTS PLEASE**  **TO**

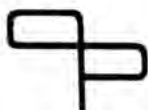
Name Address Postcode

MARAUDER 24



THE BEST SMALL FIBREGLASS YACHT

Value, performance, Safety and Comfort



SOUTH PACIFIC YACHT AGENCY
23a King George Street,
Lavender Bay. 929 2927

AGE ALLOWANCE

Since our report in June's "Offshore" an Age Allowance Committee has met weekly, considering applications for the coming season. In the process, guidelines have been established so that other clubs may examine their boats and adjust their T.C.F.'s in a manner consistent with the C.Y.C.A.

Whilst a yacht's age is normally determined by its launch date, it may be predated if the final design plan can be shown to be more than one year old at the time of launch. However, modifications to the yacht since launching may cause its launch date, for the purpose of allowance, to be post dated. In this latter area of examination guide lines have emerged, they are:—

Modifications which should not cause post dating of the launch year —

(1) Alterations to sail plan, mast and rigging. (2) Alterations to ballast. (3) Alterations to deck layout and fittings. (4) Alterations to profile which do not constitute changes to girth stations under the I.O.R. (including removal of or fixing of a trim tab or altering the position of a rudder). (5) The addition of skegs, where the skeg does not continue outside the 4% buttock line at either of the after girth stations. (6) Variations of the sheerline from the original design. (7) Alterations in keel shape, including draft, not affecting I.O.R. CMO.

SPECIAL CASES — Yachts whose alterations do not comply with the above cases, for which no penalties (post dating of launch date) are to be applied, shall be regarded as special cases, and such alterations considered on their merits.

The following yachts have been granted Age Allowance (A.A) as of 1.1.72.

Patrice — launched 1970, predated one year, A.A 3 yrs.
Caprice of Huon — launched 1952, granted max. A.A 15 yrs.
Koomooloo — launched 1968, A.A. 4 yrs.
Karingal — launched 1965, predated 3 years, A.A 10 yrs.
Lolita — launched 1949, granted maximum, A.A 15 yrs.
Boomaroo — launched 1971, predated 2 years, A.A 3 yrs.
Corroboree — launched 1964, predated 1 year, postdated 1 yr. A.A 8 yrs.
Duet — Considered as a standard Swanson 36, A.A 5 yrs.
Clansmen — Standard yachts to this design granted an A.A 7 yrs.
Balandra — launched 1965, A.A 7 yrs.
Saracen — launched 1962, A.A 10 yrs.
Trevassa — launched 1971, predated 9 years, A.A 10 yrs.
Alcheringa — launched 1965, predated 4 years, A.A 11 yrs.
Pacha — launched 1969, A.A 3 yrs.
Joy Too — (and other standard Tasman Seabirds) A.A 13 yr.
Kintama — Considered a standard "Sigma 38" A.A 4 yrs.
Franklin — launched 1963, predated 4 years, A.A 13 yrs.
Nirimba — launched 1966, predated 6 years, A.A 12 yrs.
Sylph VI — As "Nirimba".
Maria — launched 1970, predated one year, A.A 3 yrs.
Southerly — launched 1939, granted maximum A.A 15 yrs.
Melite — Considered a standard "Swanson 36" A.A 5 yrs.
Quando — As above, A.A 5 yrs.
Ragamuffin — launched 1968, post dated one year, A.A 3 yrs.



TOM MORRISSEY
and **STAFF . . .**

of

"SEGRAVES"

**AUSTRALIA'S FOREMOST
YACHTING UNIFORM SPECIALISTS**



offers to all boating personnel
a complete

AQUATIC CLUB CLOTHING SERVICE

Stocks of Bermuda Jackets with Club pockets, Cream Trousers, White Uniform Shorts, Shirts, Stockings and Shoes, Caps with Club Badges, Sailing Waterproof Jackets and Formal Wear (Mess Jackets with Club Buttons and Epaulettes, Dress Trousers and Accessories, readily available.

BE CORRECTLY DRESSED

SEGRAVE PTY. LIMITED

213 George Street, Sydney — 27-2245
(4 doors from the Newcastle Hotel)

"SEGRAVES" have opened another shop at
136a Liverpool Street, Sydney.
(opposite Mark Foys' Steps) 'Phone 61-8225.

Special Discount to bona fide members of registered clubs.



The Story of Alain Colas

BOB ROSS writes: *Few present-day members may remember the slender, quiet, young Frenchman who after his first taste of offshore racing aboard John Borrow's "Camelot" five years ago was given the sack!*

Recently, he won the singlehanded Trans Atlantic race . . . Alain Colas, 28, a freelance journalist who now lives at Clemecy, Central France.

In 1967, he was lecturing in French at Sydney University and was trying out for a berth on Camelot. Paul Pinnock, who was sailing with John in those days, recalls: "Alain sailed with us right up to the second race of the Southern Cross Cup Series."

"He slipped over and fell heavily on the deck. John lost his temper with him and threw him off the boat. There were language problems, and John sometimes made unhappy, snap decisions about people. The rest of us were disappointed; We liked Alain."

But Colas, who was later to prove his tenacity in winning the Trans Atlantic over the hotly-favoured Jean-Yves Terlain and his 123' Vendredi 13, kept at it.

He gained a berth on the big New Zealander "Kahurangi" for the Sydney-Hobart. In Hobart, Eric Tabarly offered him a berth on "Pen Duick III" for a cruise to Noumea.

Colas went through a cyclone with Tabarly on that voyage. Inspired by the tough Frenchman singlehander, Colas gave up his university position to return to France and write a book about Tabarly. Gradually he became deeply involved with Tabarly and his boats, and a chronicler of their deeds through articles he wrote for Yachting magazines.

Finally he bought Tabarly's 70' Trimaran "Pen Duick IV" for himself. He revisited Sydney for an abortive trip south following the Sydney-Hobart fleet in 1970. She had to turn and run before the big blow that year, her sails in shreds. "I was overconfident and poorly prepared", Colas said later.

The lessons of that race must have helped him beat the Atlantic.

Alain's book about his hero, Tabarly, has yet to appear. The story of his own life is shaping as a good tale in its own right, even if he did fall overboard "Camelot."



COLUMBIA 22'

How to sell your wife on a Columbia yacht

Your wife's probably not interested in Columbia's racing performance, fin keel, balanced spade rudder, high speed hull, how she holds on course and responds to the tiller.

She wants a modern toilet, comfortable bed, plenty of cupboard space, pretty curtains and all the comforts of home, including a kitchen sink!

So pander to her. Tell her Columbia's got the lot. And if you have to call the galley and dinette 'the kitchen', go ahead. Tell her about the luxurious carpets, teak trim and comfortable bunks (beds to her) even in the smallest Columbia.

And if she's still not sold, you'll just have to buy one and surprise her.

Columbia 22', 27' and 34'



Caribbean Columbia

A DIVISION OF THE INTERNATIONAL GROUP
Fernree Gully Road, Scoresby, Victoria. 3179

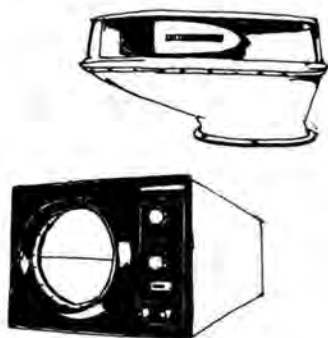
AUSTRALIA'S LARGEST MANUFACTURER OF FIBREGLASS BOATS
Melbourne—Sydney—Brisbane—Adelaide—Perth—Port Moresby.

N.S.W. DISTRIBUTOR: Spit Bridge Marina
The Spit, Mosman. Phone 969 4244, 969 8686
Open 7 days a week.

NPCY5/S

You deserve navigational instruments that reflect today's technology

Your yacht deserves navigational instruments that give you the advantage of today's technology. Instruments which are reasonably priced, easily fitted and accurately log your speed, distance covered, soundings, wind velocity and direction. Year in, year out, in all weather conditions. Robust instruments built by EMI Marine professionals, under scrupulous checks at all stages of production. Proofed against destructive salt air. With design features and quality you've a right to expect but seldom get.



ELECTRASCAN

— Yacht's radar — scanner.
• Light weight — P.P.I. display: 33 lbs — 16 kilos • Low power drain: 120 watts 10a at 12v nom. • Auto alert alarm • Solid state modular cards.



ELECTRAPHONE MK II

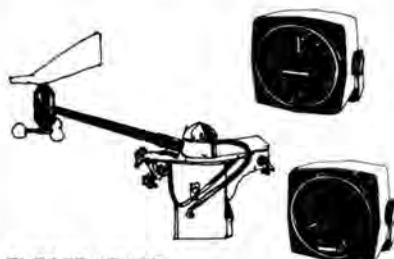
Radio/telephone
• Lightweight, rugged and robust • Fully transistorised • Low current (receiver)
• 5 marine channels plus broadcast band
• 20 watts R.M.S. power into back-stay or 12' whip aerial • Super sensitive receiver with automatic noise limiter.



ELECTRALOG

Speed and distance recorder.
• Fully transistorised • 3 speed ranges 0/6, 0/12, 0/24 knots with distance recorder indicating down to 0.01 of a nautical mile. • Flush mounted for use in open cockpit • Stirrup mounted for convenient location • A repeater instrument of similar size can be included to provide an alternative reading of yacht's speed at navigator's position.

An underwater impeller unit is contained in a special skin fitting which includes an integral valve enabling the unit to be sealed against sea water when the impeller unit is retracted for cleaning and maintenance.



ELECTRATUNE

Mast Head Unit
The Electratune installation also comprises of two fully transistorised electronic instruments: — Electrawind — which

measures apparent wind speed having three ranges 0-12/24/48 knots. Electravane — which measures the apparent wind angle relative to the yacht's position at any given time.



ELECTRADEPTH 1

Electradepth 1 is a fully transistorised electronic depth sounder employing modern printed circuit techniques and silicon solid state devices, plus internal electronic illumination to assist navigation at night. It has two ranges 0-60 feet and 0-60 fathoms. As range is selected there is an automatic change of characters and colour to avoid confusion and error. Electradepth 1 has an

underwater transducer unit in a special skin fitting which includes an integral valve sealing the unit against sea water when retracting the piezoelectric transducer unit for cleaning and maintaining.



ELECTRADEPTH 11

Electradepth 11 is a fully transistorised electronic instrument with two depth

ranges 0-60 feet and 0-60 fathoms with automatic change of characters and colour to avoid possible confusion and error. Comp. Electradepth 1 this instrument is a neon display using density flash tube optical system giving direct sunlight. In objects — shoals can be displayed relation to the sea

ELECTRATHERM

— Accurate electronic thermometer designed for use by yachtsmen to measure



ELECTRACONS

— Instrument cluster for depth, wind strength

meet and
 with
 nge of
 d colours to
 e confusion
 mpared with
 this
 a new type of
 using rotating high
 ube with a special
 giving readings in
 Intermediate suspended
 als of fish, vegetation, etc.
 ved simultaneously in
 sea bed.



ERM
 lectronic thermometer
 use by ocean going
 measure sea temperatures.



NSOLE
 cluster showing speed,
 length, wind direction.

Contact E.M.I. for your nearest distributor:



NSW (Sydney)	76 0411
VIC (Melb)	81 0211
QLD (Bris)	52 5271
S.A. (Adel)	46 3031
W.A. (Belmont)	65 5433

EMIMARINE

COASTERS RETREAT



Ever wondered who designed our Club burgee? The answer is Jack Earl — one of the foundation members of the CYC. It seems that a group of the early members were having a meeting, "either in cafe or at Peter Luke's place", when the business of a burgee was raised. Jack being the artist of the group was asked to submit a selection of designs. The Southern Cross motif layout was selected and the CYC burgee was born. Originally the stars were 5 pointers — "easier to cut out and sew", but since those early days a modification to the astronomically correct 7 pointers has taken place.

Incidentally, it is appropriate that Jack Earl became the first CYC member to fly our club burgee on an around-the-world cruise. That was way back in 1945 in Jack's ketch "Kathleen" (see cover photo). That same burgee, or rather the remains of it were presented to the Club by Jack at the end of that epic voyage. Its honoured place is now above the main entrance to the dining room.

Looks like Constitution Dock is going to be a bit crowded in early January next year. The C.Y.C. of Victoria is planning a Melbourne to Hobart race, starting about the same time as our Sydney to Hobart gets under way. Two fleets converging on dear old Hobart at the one time — the Derwent Sailing Squadron trying to out-host the Royal Yacht Club of

Tasmania! Surely the only real winner of this sort of competition will be the shareholders of the Cascade Brewery!

Talking of cruising, we've also been promised a photo or two for the magazine by Laurie Le Guay. Laurie arrived back from a world cruise a few weeks ago with tales of a wonderful trip. Who wouldn't have had a great time, particularly with a crewmember as delectable as the beautiful Susan Cooke. We're going to try for a photo of Susan as well, so here's hoping.

Latest news from the Boat Niggers' Underground, through Hax Hazelwood (Miami branch). John Boulton is cruising Balearic Islands off the Mediterranean coast of Spain in Aura. Jim Burke reported on returning to Sydney that Boulton, entrepreneur of events extraordinary in Hobart last year, will be back in time for Christmas. Gulp.

Norm Hyatt is en route to Rio with Sorcery from Europe, a 4,100 mile trip.

And Max reports that Bill Snaith's new Figaro, a two-year-old design was considered to be out-designed before she hit the water, indicating the advances now going into the American offshore scene. He says the custom boatbuilders are going in heavily for aluminium.

All kinds of boats



Australia's largest listings

BOB HOLMES

**Current Rating =
AUSTRALIA'S LEADING
YACHT BROKERS**

It costs you nothing to find out what your yacht is worth.

**BOB HOLMES BOATING SERVICE PTY. LTD.
NEW BEACH RD., DARLING POINT.
Telephone: 32 2178. A.A. 451 8870**



How would you assess this photograph of Val Solly, crew member on John Keelty's Cherana. Does it express the will to win syndrome, grim determination, high concentration or just plain fear?

Cherana came third in the Offshore B Point Score only a few points behind Nand and Marco Polo. What effect did the three Seabird crew the boat carries, have on the result? Can you imagine the driving force of Estelle Myers (who took Val's picture) herself skippering Cherana in one of the Edward's Ladies Day Races to second place, Kate Gallagher skippering Beverley into 3rd place in C.Y.C. June 3 Ladies Races, with Eileen O'Brien as runner up crew learning how to be a tough yachtie.

On top of this, these Seabirds, scrape and rub down and paint, sharing full maintenance work with the male crew. So perhaps both John Keelty and Val Solly are a bit scared.

Over the next couple of months, keep an eye out along the marina for one of the largest and most interesting yachts (without masts) to come our way. The 96' steel, twin bilge keeler schooner, Tau. Tau in Fijian means friend — and that certainly applies to the owner/designer, ex Hobart yachtie, Colin Philp. Colin designed and built Tau alongside the fabulous motel/boatel "Trade Winds" (he also built and designed the motel!) in Suva, Fiji. Jack Earl will be giving Colin a hand to bring Tau to Sydney where she will be rigged and fitted out for world cruising. And while Tau is here, also look out for Colin's wife Ana, a very beautiful Polynesian woman — related to Tongan and Fijian royalty — mother of the three Philp boys, Colin, John and David.

Another chapter of the C.Y.C. story closed when Ronita sailed away to her new home in Port Hacking. She was launched from the club slipway on the 25th February, 1961, having been built in a Bondi backyard by Ron Cottee and Jeff Clist. That was in the heyday of the "Seabirds", when yachts like Joanne Brodie, Kaleena, Maris, and Cherana were always among the leaders.

Ronita did not go to Hobart on her first Christmas afloat; she sailed to Lord Howe Island in January 1962. But she did enter the race for the following year and eventually sailed in seven consecutive Hobarts. The last was in 1968 when she had to retire due to the masthead fitting carrying away in that blow off the Gabo.

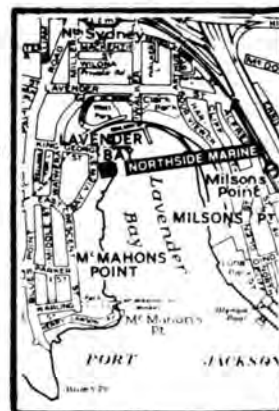
She served her time as club flagship, when her owner was commodore in 1965 and 1966. Like all the "Seabird class" she is a comfortable yacht and Ron Cottee was always generous with his invitations to come for a day's sailing. For that reason not only her racing crew, but many who never actually raced in her will remember her with affection. The new owner is J. Bickley and if Ronita serves him as faithfully as she served Ron Cottee he should be well satisfied.

JUST EVERYTHING IS AT



NORTHSIDE (SHIP CHANDLERS) PTY. LTD.

ANCHORS, COR AND DANFORTH
ANDREW ELECTRONICS
E.M.I. ELECTRONICS
EPIGLASS PAINTS AND
ANTIFOULINGS
MARLOW YACHT ROPES
ORMISTON WIRE ROPE
MARLIN WET WEATHER GEAR
TAFT WET WEATHER GEAR
STOVES
SINKS
PLASTIC TUBE
NYLON VALVES
NYLON SKIN FITTINGS
TOILETS
PUMPS, WHALE AND HENDERSON
LIFE JACKETS
LIFE BUOYS
DAN BUOYS
FLARES AND ROCKETS
MOORING BUOYS
CHAIN
SHACKLES
FICO FITTINGS
RILEY FITTINGS
RONSTAN FITTINGS
SAPPHIRE FITTINGS
GIBB FITTINGS
FENDERS
FLAGS



Open 7 days a week.

KING GEORGE ST., LAVENDER BAY,
McMAHON'S PT., NEW SOUTH WALES 2060.
TEL. 929 2009



OFFSHORE signals

SEABIRDS' FASHION DAY

A capacity audience enjoyed every moment of the Fashion Parade at the C.Y.C. mounted September 14th by Grace Bros.—who also provided the delightful decorations of white palm trees and spring flowers.

Sportswear, beachwear and day-wear were shown, plus glamorous long dresses for after five.

Champagne and Val's delicious smorgasbord, made it all a day to remember.

Prizes for the raffle were generously donated by Grace Bros.

SEABIRDS FLUTTER

MELBOURNE CUP FEVER AT THE C.Y.C. ON TUESDAY 2ND NOVEMBER 1972. THERE WILL BE SWEEPS GALORE. MAKE UP A PARTY AND JOIN US FOR A SMORGASBORD LUNCH AND SEE THE MELBOURNE CUP RUN THROUGH YOUR CHAMPAGNE GLASS.

THE CLUB WILL OPEN AT NOON. BOOKINGS AT THE CLUB — 32.3936 — \$4.50.

Dear Sir,

I was delighted to receive an elegant and unexpected trophy for a win in the winter series. On behalf of my crew and myself would you please pass on our thanks to your Committee, and particularly to all officials on the starting boat for ensuring a most enjoyable series. I hope that we will be able to take part again next year.

FRANK MAGAREY

Dear Sir,

I notice that we are to expect regulations issued by the Department of Shipping and Transport, governing the use of small boats.

The Maritime Services Board wisely set up a "Council for the Promotion of Safe Boating". The council consists of organisations connected with boats and maritime affairs; its function is to make recommendations to M.S.B. who will also have one eye on other State regulations. It is hoped that someday these will be constant.

This is a very practical approach to small boat problems and will probably avoid the mess made by the Queensland Government when they attempted to issue small boat rules. I wonder if the C.Y.C. could try and get A.Y.F. to suggest to the Department of Shipping and Transport that they approach the subject as M.S.B. have done. Unless they do we are in danger of what may be complex overlapping.

First signs of this are already apparent. The M.S.B. produce an excellent 78 page book with extra colour insert "Boating

in N.S.W." which is given free to registered boat owners and the Department of Shipping and Transport issue a 114 page book, wider in range than the M.S.B. issue, for \$1.00. It too is first class.

Why two publications — one State one Federal? For all I know every other State also issues its own publication and it does seem unnecessary.

C.R. SCOTT

Dear Sir,

As the end of this Winter season is nearly with us my crew and I would like to congratulate David Goode and the starters boat crew on their excellent performance. The starting flags fall right on time all the time.

CLIVE ROUGHLEY

HOUSE COMMITTEE REPORTS

There will be a combined One Ton Cup Presentation Night and Club Christmas Party at the A.J.C. Club Rooms, Randwick, on Thursday December 21. A semi-formal evening at which the One Ton Cup will be presented to the winning nation. Over 400 expected at this function, book early.

Civic receptions will be given by the Sydney City Council and Woollahra Council on 7th and 8th December for competition in the One Ton Cup series.

In the past few months there have been many highly successful functions such as the Winter Party Night and a variety of Film Nights.

There are plenty more planned for the future — watch your notices as well as your "Offshore".

Dear Sir,

Reference to "Loss of Merlijn" (August 'Offshore') highlighted the risks of collision at night and listed "seven lessons to be learnt by yachtsmen". These included; having white flares and a strong signal lamp near at hand; and checking navigation lights frequently.

I suggest that a torch, flashing directly on to the mainsail is a simple and effective way of saying "look out — here is a yacht". The whole area of the sail becomes a large illuminated sign, visible for miles.

BASIL CATTERNS

AHOY! NEW MEMBERS

J.R. Bain: N.W. Baird: J.C. Carr ("Scampi"): A.G. Conolly ("Rani II"): J.P. Deller: J. Hodges: A.P. Howard: R. Landis ("Clandis"): J.A.M. Minnett ("Paelex"): P. Shipway.



ONE TON CUP

Due to the fact that challengers by Yacht Clubs for the One Ton Cup in Sydney, close on October 9th, 1972, after "Offshore's" press deadline, we have inserted a separate enclosure giving full details of all challengers.



NORTH SAILS

help to win Olympic gold medals for Australia.

North Sails were used on 9 Olympic medal boats — including 4 Gold Medal Winners:
Star Class (Aust.) — Headsail and Mainsail. Dragon Class (Aust.) — Headsail.
Tempest Class — Headsail and Mainsail. Finn Class — Mainsail.

choose the medal winning performance sails for your boat . . .

NORTH SAILS

AUSTRALIA PTY. LTD. 879 BARRENJOEY ROAD,
PALM BEACH, 2108. N.S.W. AUSTRALIA.
TELEPHONE: 919-5383.



YACHTING NOTES

LADIES DAY

Saturday, 2nd September, proved to be an ideal day for the final event of the winter season, the Ladies Day Harbour Race.

Fifty six yachts started, in eleven divisions, in a light sea breeze which gave elapsed times of between 1¼ and 2 hours for most of the fleet.

An unexpected complication occurred at the start, when the "Seabirds" found themselves manoeuvring between three starting lines — our own, starting to the west, with Sydney Amateurs and the Flying Squadron, both starting to the north-east. Some near misses resulted, but happily nothing worse.

Division winners were:

SPECIAL Miss Vera Stevens — Minna: O.T.C. Mrs Jenny Milgate — Duet: SOLINGS Mrs Dorothy Thomas — Skye Mist II: HALF TON Mrs Margo Savage — Pajen: OFFSHORE A Miss Lesley Green — Balandra: OFFSHORE B Miss Frances Beaumont — Pimpernel: OFFSHORE C Miss Nance Lowe — Eric the Red: HARBOUR A Miss Jan Halvorsen — Teal: HARBOUR B Miss Karen Buckton — Sassa: HARBOUR C Miss Margaret Vivian — Wai-Manu II: HARBOUR C Mrs Susan Scott — Politesse.

Commodore John Bleakley enjoyed himself immensely at the prizegiving. For once he didn't have to shake 33 horny hands!

ADMIRAL'S CUP SELECTORS

Dates have finally been settled for the Admiral's Cup trials. The Admiral's Cup Challenge Committee announces these days for the evaluation series.

Friday 24 Nov. 1972—200 m: Monday 27 Nov. 1972—30-50 m. Wednesday 29 Nov. 1972—30-50 m: Friday 1 Dec. 1972—90 m. Sunday 3 December or Monday 4 December, 1972 to be reserved for a possible additional race of optional length at the discretion of the Selectors.

Tuesday, 26 December, 1972 — Sydney—Hobart Race.

It is anticipated that at least 17 boats representing four States will be vying for selection in the three boat team.

Entries will close on Wednesday, 1st November, 1972.

The Yachting Association of N.S.W. Offshore Racing Committee has appointed Mr H.S. Mason, Mr J. Robson-Scott, Mr T. Kaufman and Mr G. Warner as Selectors.

The Selection Committee have requested all entrants in the evaluation series to supply an accurate log for all races contested for the season.

The Challenge Committee is also pleased to announce that so far it has had encouraging offers of support from previous sponsors and it is anticipated that many new sponsors will be supporting the Challenge.

WIND SPEED AND DIRECTION

The Hepplewhite Saxon 70 — designed to project beyond the influence of mast and sails. Indicator dials housed in stainless steel and plate glass, reading wind direction, plus a magnified scale that reads from right ahead or right astern to 50° either side, plus wind speed in knots. The Saxon 70 is a particularly reliable and sensitive instrument.

SPEED, DISTANCE AND ACCELERATION

The Hepplewhite Regulus log with its slim probe angled at 30° for low drag and antifouling characteristics marks a major advance in under water measurement. Accurate — reliable and the unique accelerometer tells you instantly if the boat is being sailed to best advantage. Stainless Steel and Plate glass instrumentation for clear reading — underwater unit easily withdrawable at sea for instant cleaning or replacement — Solid state throughout — no mechanical or electrical parts to arc, wear or clog.

A superb example of marine instrumentation.

Goldbery Marine

90 Pitt Street, Sydney Phone: 286 146
or your local marine store

Write for specifications of these magnificent instruments.



WINTER POINT SCORE

After a series which saw more than 100 yachts starting on 12 successive Sundays, the Winter Point Score closed on the 27th August, with eleven division winners, but many, many more runners up hard on their heels.

Interest ran high right up to the final race, as evidenced by the 103 starters and the furious activity which surrounded many yachts during the final week. Crack helmsmen were eagerly lobbied, new sails broken out, bottoms scrubbed — everything that could gain those vital few seconds which would make the difference between winning and losing.

In only two divisions could no upset take place, Offshore A and Harbour D, which had been well and truly annexed by Shimaal and Diana.

In other divisions, up to eight yachts were capable of taking out the point score trophy, and no forecast of the result could be certain due to the fluctuating conditions on the Harbour which had been a feature of the Winter Season.

All went well on the day (no protests which could affect point score results), and the eventual winners were:

SPECIAL DIVISION Bill Psaltis — Meltemi: **ONE TON CUP** Innes Brodziak — Melite: **SOLING** Harry House & Partners — Mistress Kate: **HALF TON CUP** Syd Fischer — Aqua 30: **OFFSHORE A** Cam Earl — Shimaal: **OFFSHORE B** Dick Chapman — Nand II: **OFFSHORE C** Jack Landis — Clandis: **HARBOUR A** Les Wildman — Unalass: **HARBOUR B** Jack Buckton — Sassa: **HARBOUR C** a tie between Bill Grant's Hobo and RANSA'S Roebuck: **HARBOUR D** Graham Sibley — Diana.

Trophies were presented at a special function at the Club on Saturday 23rd September, which rounded off a wonderful season, and left every skipper waiting for another opportunity next year.

GOSFORD RACE

Peter Rysdyk reports that so far there are eleven entries for the race starting from Sydney Harbour 10 p.m. Friday Oct. 20. Late entries phone Peter, Gosford 25 1091 or private 84 2408.

MARINA NEWS

On the 5th of September the ketch 'Why Knot' reached Fremantle at the end of her delivery voyage from Hobart and some days ahead of schedule. This 40' motor-sailer was described as the most sophisticated forty footer in Australia when launched early in July. She was built by Barry Wilson who made the complete trip in her, with owner, Maurie Moller of Perth.

She called at C.Y.C. on her round cruise and left on July 29 with Peter Cosgrove on board as far as Cairns. From there 'Why Knot' had a placid trip around the top and back to home.

Some well-known yachts have left the C.Y.C. fold lately: Mistress to Broken Bay, Cavalier to Gladstone and Akala to Melbourne. Commodore John Bleakley has chartered Warri to replace Akala and will be sailing her in the One Ton Cup Trials.

The perfect pair . . . for smaller craft



ATTRACTIVE! LOW COST! RELIABLE!

**Specifically designed for all pleasure craft
and small fishing vessels**



- Fully solid state circuitry
- 12v or 24v. No adjustment required
- No valves
- 6 push button channels 2 to 6.5 MHz plus broadcast band
- Do-it-yourself installation
- Supplied complete with 3 channel crystals, whip-aerial with lead in and earth plate, ready to install
- Fully type approved for voluntary fittings
- 25 watts of high efficiency transistor power

- Solid state, high definition Recording Echo Sounder
- 12 volts internal battery or ship's supply
- 0-80 fathoms in 4 x 20 fathom ranges
- White-line, fix marker and zero adjust controls are standard
- Incorporates flashing light direct readout
- Supplied complete with spares, trunion bracket, vinyl cover, power lead and recording paper
- 25 hours continuous running on each paper reel
- 200 kHz high efficiency transducer

For further information please contact

MARINE DIVISION

67 Lords Rd., Leichhardt NSW 560 8644

Backed by Competent Australia-wide Service from the following Depots Agents:

AMALGAMATED WIRELESS (AUSTRALASIA) LTD., 47 York St., SYDNEY, N.S.W. 2 0233
 • Derby and Kings Sts., NEWCASTLE, N.S.W. 2 5166 • 5 Fitzwilliam St., PORT KEMBLA, N.S.W. 74 2510 • E.P. Div., 108 York St., SALE, VIC. 2874 • 73 Jane St., West End, BRISBANE, QLD. 41 1631 • E.P. Div. Unit 2B, The Market, Keane St., CURRAJONG via TOWNSVILLE, QLD. 79 6155 • A.O.I.C., AAA Hangar, Airport, CAIRNS, QLD. 53 1301
 • 5 North Parade, PORT ADELAIDE, S.A. 47 4822 • 24 Forsythe St., WHYALLA, S.A. 45 8975 • 123 Murray St., HOBART, TAS. 34 3836 • 42 Frederick St., LAUNCESTON, TAS. 31 5466 • 9 Pakenham St., FREMANTLE W.A. 35 2881 • 55 Morgan St., PORT HEDLAND, W.A. 3 1384 • Cnr. Ross Smith Ave. & Phillip St., Fannie Bay, DARWIN, N.T. 81 9248 • E.P. Div., C/- Nabalco, GOVE, N.T. • E.P. Div., Palms Court Bldg., PORT MORESBY, PAPUA. 3177 • E.P. Div., Kamerere St., RABAU, N.G. 2537 • A.O.I.C. MADANG, N.G. 2373 • E.P. Div., Box 13, LAE, N.G. 2149

AWA... LEADERS IN COMMUNICATIONS



YACHTING NOTES

C.Y.C. YACHTS DO WELL IN JOG CHAMPIONSHIP REGATTA

C.Y.C. yachts performed very well in the J.O.G. Championship Regatta conducted by the R.S.Y.S. over the long weekend. After the four race series was completed (the second race having been abandoned) results were as follows —

The Captain Rowntree Trophy was won by Emma Chisit sailed by J.O.G. President and C.Y.C.A. member Ashley Gay. Second was Plum Crazy (subject to protest), third Scampi A sailed by John Carr and fourth Adni from R.P.A.Y.C. The Teams Arbitrary Handicap event was won by the C.Y.C.A. No. 1 Team (Skylark — Joe Ward, Scampi A and Emma Chisit). Second was R.P.E.Y.C. and third was the C.Y.C.A. No. 2 team of Sprightly — Ted Flynn, Stardust — Buster Richard and Clandis Jack Landis.

The clash between half tonners competing in the series produced no clear cut conclusion. Pajen would have been the most successful yacht in this group but for her withdrawal from the fourth race which removed her chances of winning the Captain Rowntree Trophy.

MONTAGU ISLAND RACE 29th SEPTEMBER, 1972

The Royal Prince Alfred 350 miler to Montagu Island, off the Southern New South Wales coast and back to the harbour, attracted 39 starters. This race is the first of the season's long ocean point score and is generally an unpredictable affair. Miserable overcast conditions set the scene for the 5.00 p.m.

start off Clarke Island with a 15-20 knot east south easterly. The best starts were gained by Ginkgo, a new Bob Miller 45 footer owned by Gary Bogard, Pilgrim and Meltemi. By the heads Ginkgo was leading a revamped Ragamuffin and Pacha with Queequeg (Rick Dowling) and Pilgrim (Graham Evans) close behind.

With calm seas and lightening winds the leaders made one leg to Kiama and took a short dig out to lay Montagu. By the Saturday morning sked Ginkgo was off Wreck Bay, south of Point Perpendicular leading Ragamuffin, Queequeg and Pacha. Ginkgo lead narrowly around the island from Ragamuffin and Pacha with the Cole 43's Bacardi, Polaris, Taurus and Minna, Meltemi, Pilgrim, Koomooloo in close company. The leaders ran shy to Jervis Bay and the breeze went south to give a fast passage back to the heads. Ginkgo gained line honours from Pacha, Ragamuffin and Queequeg.

RESULTS

Line Honours and Overall Winner and First in No. 1 Division Ginkgo — Gary Bogard: 2nd Queequeg — Rick Dowling: 3rd Ragamuffin — Syd Fischer.

No. 2 Division

1. Pilgrim — Graham Evans: 2. Maris — Vince Walsh: 3. Matika — Anthony Pearson

No. 3 Division

1. Senyah — Geoff Foster: 2. Harmony — Peter Hopwood: 3. Calliope — Charles Middleton.

EVERYTHING FOR THE YACHTSMAN

YACHTING ACCESSORIES

SAFETY EQUIPMENT

BARLOW WINCHES

— POWER OR SAIL

FREE DELIVERY TO ALL METROPOLITAN AREAS

WE ARE AS NEAR AS YOUR TELEPHONE

PETER GREEN SHIP CHANDLERS PTY. LTD.

POLO AVENUE, MONA VALE. Tel. 997 5243

AND AT ROCKY POINT ROAD, SANS SOUCI. Tel. 529 9534

R.O.R.C. CHANGES TIME ALLOWANCE

The Royal Ocean Racing Club has just announced that it has dropped the T.C.F. $\approx \sqrt{R} + 2.6$ formula for the 1973 season, in favour of a Performance Factor System. This follows only four months after the Y.A.N.S.W. elected to change to a more equitable system of time allowance and age allowance in the face of diminishing fleets under the old formula (See "Offshore", June 1972).

The new R.O.R.C. Performance Factor System takes into account the yacht's rating, her time over the course, and the course distance, and is claimed to maintain fair competition in average conditions, as well as permitting any size of yacht to win in extremely slow or fast races.

A new scale of age allowance is under consideration by the R.O.R.C. for incorporation in the new system.

Yachts will be given new T.C.F.'s derived from their I.O.R. Mark III Ratings, and the calculations for corrected time are as follows:—

- CT = (DF-ET)xTCF + ET
where CT = corrected time in hours and decimals
DF = distance factor = course miles/2.75
ET = elapsed time in hours and decimals
TCF = $(\sqrt{R}/\sqrt{R_s}-1.0) \div (1.5\sqrt{R}/2.75-1.0)$
where R = Mark III rating in feet
Rs = Mark III rating in feet of scratch yacht, an arbitrary figure taken near the lower end of the R.O.R.C. fleet so that $\sqrt{R_s}=4.5$.

This system will be used for the 1973 Admiral's Cup races, and consequently the trials for the Australian team will need to be conducted on the same basis.

Meanwhile the North American and Mediterranean Clubs are continuing to use time — on — distance handicapping and it remains to be seen whether they will change over to Performance Factors if the R.O.R.C. System proves successful.

ACTION FOR UNIFORM LEGISLATION

It is good to see a body like the Australian Yachting Federation, which could be excused for being pre-occupied with racing yachtsmen, trying to do something for cruising people.

The AYF will make approaches to the Minister for Customs to relax import duty and sales tax on yachts sailed to Australia by owners intending to settle here permanently and use their yachts in Australia.

At the annual meeting of the AYF in Sydney it was pointed out that the imposition of these taxes discourages many desirable newcomers from settling in Australia — they move on to New Zealand or other Pacific areas where these severe taxes do not apply. It was also stressed that relaxation of the imports for cruising yachtsmen would not be adverse to the interests of Australian yacht designers and builders.

(The tax load varies according to the country of origin of the yacht but if a visiting vessel is disposed of in Australia or overstays her official time, she is liable to pay up to 65 per

cent in base import rates, sales tax and some other overhead charges).

The AYF meeting also dealt with the need for uniform legislation to increase the safety of offshore sport and cruising in small boats, both power and sail. It noted remarks by the Minister for Shipping and Transport, Mr Nixon, that uniform legislation would be prepared. It was decided to send a delegation of three — president Don McIndoe, Kevin McCann and David Linacre — to offer immediate assistance in drafting the national legislation. The delegation will ask the legislation be not promulgated before the AYF has had an opportunity to study and advise on the final draft.

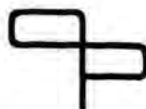
C.Y.C. XMAS CARD

The 1972 Xmas Card has been produced and is now on display in the bar. A full colour reproduction of "Pathfinder" follows the traditional theme of having last Hobart Race winner illustrated. Printed on good quality art paper it is a graciously different card for your friends. The 35 cents price including envelope just clears cost, and we have printed more this year in the hope of avoiding last year's sell out. Just the same, it may be wise to get in early. You may of course write or phone your order to the office.

How many cans of beer, cartons and plastic bags did you take on your last race or picnic day? How many did you bring back?

WE SELL YACHTS

Rob. Mundle &
Butch Dalrymple Smith



SOUTH PACIFIC YACHT AGENCY
23a King George Street,
Lavender Bay. 929 2927

NAVIGATION NOTES

CELESTIAL NAVIGATION CLASS

Gordon Marshall reports that this year's Navigation class was a resounding success and carried on the tradition of enthusiasm and dedication set by last year's group.

Club members may have noticed the group of students each Tuesday evening using the main dining room as their lecture hall. Gordon this year decided to push a little harder, and risked holding their attention for three hours instead of the two hours he used last year. This worked out happily, and the course ran for only nine weeks instead of eleven previously, their hours being 8 p.m. until 11 p.m., quite a stint when studying a subject which can become involved in lengthy detail.

Whilst their activities were most apparent within the Club-house, every student was required to meet Gordon, in pairs, for morning and evening star sights at the Golf Links at Bondi, as well as daytime sun sights on Saturdays and Sundays, as part of their practical curriculum. Their attendance on cold winter dawns is a reflection of the character and dedication so common amongst serious yachtsmen.

The class wound up on a very happy note; almost to a man, they elected to join "The Navigator's Club" which carries on a refresher type of monthly exercise, meeting once a month to compare notes on their current homework.

Since sixty club members have completed the course, it is anticipated that next year we may be able to accept a proportion of the class from other clubs. This will depend, however, on whether or not a further thirty C.Y.C. members wish to enrol and a decision will be made early in '73.

In the meantime, the C.Y.C. will endeavour to arrange to conduct a "Coastal" course next year as well as the "Celestial" since it has become quite apparent that there is a growing interest in a course of this nature.

SUMMER TIME

Yachtsmen will welcome the announcement by N.S.W. Chief Secretary, Mr Griffith, that the State Government intends legislating for permanent daylight saving in summer.

Clocks will be advanced by 1 hour from the last Sunday in October to the first Sunday in March, Victoria, Tasmania, South Australia, and Western Australia will observe the same dates.

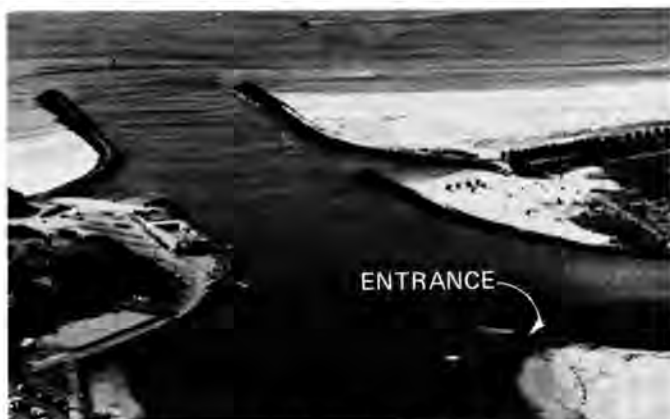
All C.Y.C.A. races will start at the local times listed in the Sailing Program, except for the Sydney-Hobart race which will now start at 1200 E.S.S.T.

WELCOME TO TWEED HEADS

There will be a much greater incentive for a yachtsman to call into Tweed Heads now that the Northern Boat Harbour has been completed.

The entrance indicated by arrow is 50' wide with 6' depth at low water. Inside the depth ranges from 6' to 25'. Mooring facilities are in preparation although not yet determined. Meanwhile be satisfied with anchor drill to flex the muscles after a long trip.

Already established is the Tweed Heads Bowls Club and Twin



Photograph by courtesy of the Tweed Shire Council.

Towns Services Club and tenders are now called for the development of a Hotel-Boatel on the southern end of the boat harbour. The result of this may be a determining factor in the mooring facility arrangements. The whole thing has all the earmarks of a destination ocean race.

AMENDMENT TO MARITIME SERVICES ACT

New Sec. 30G — "Requirements in case of accident" has been issued and it is important to boat owners.

It outlines that in an accident a vessel should stop and give all assistance possible. To persons having reasonable grounds for enquiring, the master of the vessel, defined as anything less than 100', shall produce any licences he may have to navigate a vessel, name, address, and other relevant details.

If required to do so by any officer of the Board or member of the police force shall give full details of place and nature of the accident name and address of witnesses, extent of any injury or damage from the accident.

If an accident has resulted in death or injury or damage apparently exceeding one hundred dollars he must within 24 hours send full particulars to the Board unless he has already given such particulars to an officer of the Board or a member of the police force.

Finally any person who without reasonable excuse fails to comply with these regulations or wilfully furnishes any false or misleading information is liable to a penalty not exceeding four hundred dollars.

BOATING IN N.S.W.

Recently published by the Maritime Services Board of New South Wales is a sparkling new edition of "Boating in New South Wales". The title and the publishing authority could suggest that it would be only of interest to the smaller newcomers. Not so, it is a splendidly produced 78 page booklet covering a very wide area of rules and regulations, light signs and markers, Rules of the Road, distress signals as well as some basic seamanship.

For good measure there is an attractive colour sheet enclosure showing night lights for all types of vessels. The book is a good addition to any on board library.



Photo by Club Member Peter Grinstead

IMPORTANT SLIPWAY NEWS

We aim to win the Summer Point Score!

As the yard that's tuned for racing, we feel **involved** in your racing efforts and achievements, and we know that our efforts will contribute to the success of this season's trophy winners.

Our drive for increased efficiency is well under way, and we are building an enthusiastic, co-operative team. A modernised costing system, and increased supervision will lead to reduced costs, high quality work (and a mad rush of customers).

How will CYC members benefit

Members have already had notice of 15% discount for programmed slip bookings. Name six dates, your dates, to suit your convenience and 15% off. If you've lost your form, then fix it with Bill Bold, Yard Manager.

New feature

Enquire about special arrangements which can be made for slipping-on and off in the morning before the Harbour Races start. This is a really smart special service.

Don't be in the dark

We will always give a firm quote if requested. Hull repairs, painting, varnishing, reconstruction to formula — anything you need — we have the men to do the job, and all work is completely guaranteed.

Profit sharing for members

Everyone knows that increasing production reduces costs. We anticipate increased production and as soon as slipway turnover increases sufficiently, and it hasn't far to go, we aim to progressively decrease all charges.

This is our undertaking to you.

RUSHCUTTER YACHT SERVICE PTY. LTD.

NEW BEACH ROAD, DARLING POINT, N.S.W. 2027

PHONE: 32 2818, 32 1161

Frank Matich talks about Corrigans Express

If you're going to be successful, you need a fast reliable team behind you. People you can trust to do a job properly.

Sure, I drive the car, but that's virtually where my job ends.

I leave the all-important details, the maintenance, the constant checking and re-checking to a handful of dedicated men who work for me.

Vital air-freight consignments of tyres and parts I leave to Corrigans Express and Qantas. They're fast, efficient, and above all, they're reliable.

In fact, I depend on the boys from Corrigans in the same way that I depend on the boys who look after my car. They're all part of my team. I think we're pretty successful.

**speed breeds
speed**



CORRIGANS EXPRESS CO. PTY. LTD.,
SYDNEY Ph: 27 7058; MELBOURNE Ph: 67 8729
A MEMBER OF THE MITCHELL COTTS GROUP

