

OFFSHORE

NUMBER 14

OCTOBER, 1973

PRICE 30c



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PETER COLE on Design Trends

with "OFFSHORE"

Offshore interviewed Peter to report his impressions on latest design trends.

OFFSHORE — It would seem that the pre-eminence of Olin Stephens in yacht design is being challenged. Carter and Miller are serious contenders and the fact that a reasonably old boat like Quailo can do so well indicates that the ultimate in hull design under the IOR Mk. III Rule is being approached.

COLE — It would appear that Carter boats are beginning to look more Stephenish, the rule has settled down and is measuring things very nicely. As you say Quailo held its end up and it was encouraging to see as a reserve in the English team a Swan 44. This is a stock boat, not skimmed out at all and fitted with such things as air conditioning and heated oil skin lockers. These boats up to 15/18 knots could hold their own. You have to remember that at Cowes there were a lot of very good boats very well sailed.

If the Australian team had a weakness it was in very light air. This probably stems from the fact that we are not very accustomed to light air sailing, particularly for long periods. We haven't really developed techniques to enable us to compete with the Europeans or for that matter the Americans.

OFFSHORE — How did the Miller boats compare?

COLE — Very well really, they are a great design. Looking back on the series and how it turned out to be a very lightish series, I feel that had the boats had a little more beam and a little more sail for the same rating, they would have been horribly dangerous. In just looking at the boats it was hard to differentiate between some of the Carter boats and some of the Stephens boats. Looking at the bottom of the boats they are getting to be very similar.

OFFSHORE — How does the Miller hull shape compare?

COLE — The big difference of the Miller boats is the treatment aft. They run out a little further, whereas the Carter and Stephens boats are tucked up to reduce the after girth. Forward and in keel design there isn't very much difference.

The big difference was in Salty Goose with a swing keel but they elected to fix that for the series to reduce their rating. Talking to them afterwards I am not sure they were pleased they made that decision. Some of the performances they had in the U.S. with the keel raised running down wind indicates that swing keels could be the thing for the future.

OFFSHORE — It would appear that in spite of all the initial criticism of the IOR it has settled down well now.

COLE — I think so. In the inshore races where performances could be evaluated there was very little between boats. Because of the fluky finish the Fastnet wasn't a fair test. The difference could be one good crew against another good crew or a mediocre crew. It is hard to estimate how much value you put on hulls, sails and crew.

OFFSHORE — How was the Performance Factor received?

COLE — Not very well. The results we found hard to take. For arguments sake, the channel race which should have been a big boat race under our conditions, turned out to be a small boat race. It was a running and reaching race and the distance between boats indicated it should have been a big boat race, but the final results didn't work out that way.



Peter Cole has been a leading sail maker for the last 20 years and has always had a keen interest in yacht design. Several of his designs have been produced namely — Contessa; Cole 43; East Coast 31, and has high hopes for his new Quarter Ton design. He is now using a computer to assist in design.

Peter held all National Championships in V.S.'s and he is a successful ocean racing skipper. At Cowes this year he was on Apollo which broke the Round the Island Course Record, the Cowes-Dinard Record and was the top scoring Australian boat in the Fastnet.

OFFSHORE — With all the criticisms of time on time, time on distance and now performance factors, it would appear the future must be level racing.

COLE — Yes. At least you know where you are at any given time and all the controversy is taken out of it. The little bit I have had to do with Level Racing was great fun. In some of the Half Ton Series I sailed in there was 14 minutes difference between the first and the last boat after 200 miles. That is pretty good racing.

OFFSHORE — Do you think Level Racing will come soon?

COLE — Well we have ¼, ½ and 1 Ton now but 2 ton will not take off as fast.

OFFSHORE — Could you ever see a Series say like the Admiral's Cup being on a Ton basis?

COLE — Well it would be fantastic racing. I'd love to see it. It would be best for designers and crews. Like a giant sized America's Cup.

OFFSHORE — If the Admiral's Cup was run on say a Two Ton limit this would reduce costs in many instances and enable more boats to be built?

COLE — It certainly would reduce the potential cost. The Canada's Cup is run on similar lines, but it is Match Racing/Ocean Racing. It certainly means extremely hot racing.

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An Open Letter to Olin Stephens

from JOHN J. McNAMARA



the authoritative American yachting magazine has graciously given us permission to reprint this interesting series of letters together with its own Editorial summary.

Dear Olin,

I write this open letter to you since you are both a member of the NAYRU Technical Subcommittee and Chairman of the IOR Technical Committee to comment on your, and your Committee's actions relative to Professor Jerome H. Milgram's yacht, *Cascade*. In my opinion, the time could not be more appropriate to draw breath and cautiously analyze what is the real intent underlying the IOR.

Your Committee contemplates unannounced new penalties to split rigs for action in April 1973. If these are accomplished in the same unscientific fashion as was the arbitrary 10% to *Cascade* of November 1972, then the rerating of *Cascade* will take on the aspects of a maritime Dreyfus Affair with too many vested industry interests serving on the drumhead court martial.

There has been a growing concern over professionalism in racing. I believe the *Cascade* affair points up the conflict of the professionals involved who have control of the Rule.

As the father, drafter, proponent, technical watchdog and senior member of the firm that has been the principal design beneficiary of the adoption of IOR, perhaps you first might answer in layman's terms the simple question, "What is the International Offshore Rule intended to do?"

I think there are two possible answers: it is a handicap formula or a rating formula. By a handicap formula, I mean a rule that takes into account the many factors affecting performance of many different types of boats and tries to bring them all down to a numeric measurement for the equating of handicaps. I think of a rating formula as lying at the opposite pole. Here, a designer attempts to pack the most performance into the smallest measurement such as the 5.5s, 6s, and 12-meter classes. Thereby, certain measurements produce certain results.

Until either your Committee or its governing ORC comes forth with a definitive statement of what the rule intends, something that is in between the two poles I have mentioned then outside designers and owners are at a definite disadvantage. Can a designer risk his reputation or his clients' dollars, in an attempt for a breakthrough or must he stay close to the S&S norm?

The present credibility of the offshore sport hangs in very delicate balance. The sport has absorbed the unsettling transition to IOR, but at an emotional and fiscal price to many. Most racers are well aware of the inherent flaws in the time distance tables, and all are aware of the hand of fate on weather in long course races. Now, added to these inherent uncertainties, are the teething problems of IOR. In my view, some of these teething problems might be cleared up by a definite official binding statement about the purpose of the IOR.

If it's a handicap rule, why doesn't it simply say so? The old CCA rule bravely stated in its preamble that it was an attempt to handicap disparate boats. I am not sure this can be truthfully said of the IOR. If it can be, then why are so many excellent pre-1970 ocean-racing boats up for sale or not racing?

Conversely, it can't be said that it is truly a flat-out rating

formula, for if it is, then why has ORC, on recommendation of your ITC, been reacting as a protective society for existent post-1970 boatowners? I find this rather curious in light of the tears that were not shed by the same people for the pre-1970 boatowners.

The reality of the intent probably falls between the two poles, namely that boats are brought up for measurement against a theoretical curve in the mind's eye of your Committee. If so, then your Committee totally controls future development, subject, of course, to rubber stamp by ORC.

Offshore racing is unique among sports in that its governing body is preponderatingly in the same hands as the creative body. This brings credibility problems to a sport that already has artificial aspects.

Your rule has been professionally sponsored, professionally drafted, professionally sold and professionally administered in what is theoretically an amateur sport. It's incomprehensible to a well-informed layman, and unworkable to a designer without a computer. In its very introduction, it states that amendments will be given on 12-month's notice. But when a new arrival drives a Mack truck through your rule on his first attempt, your Committee drops the guillotine on one-week's notice.

In 1970, when you and Dick Carter sold the US yachting public on the international interchangeability benefits to be gained from adoption of the IOR, one of the sales representations then made was that the rule would remain static for a period of three years. Somehow (albeit in this country on a recommended basis), we are already under Mark III, which is represented to be static through January of 1976. This version seems already to have ankles of clay in this spring of 1973.

The reasons I say this are several: first, the arbitrary penalty thrown at *Cascade*; second, the newly declared war on schooners and ketches (I wonder what DeCoursey Fales would have said?); third, the stopgap measures such as the old boat credit in Australia, and the 3.75% credit to any centreboard boat launched prior to 1971, introduced into this winter's SORC with your blessing. Why are these necessary under a rule that is static?

If the pattern keeps up, then your Committee will find itself in the same position as the Committee that presided over the last days of the CCA rule: Namely, that of the little Dutch boy at the dike who ran out of fingers.

In my view, the reality of offshore racing points in one direction: flat-out racing at sea. The days of the comfortable cruiser-racer are gone. Adoption of the IOR assured this. That gutted boats are desirable is debatable. Trying to fall back to a compromise between cruiser and racer will be difficult, if not impossible.

As illustration, may I point to the success of the One Ton boats in the SORC. We are now in an era where small sloops carry thirty-one sails. On to the same race course sails *Cascade* carrying six, no spinnaker poles, no massive battery of winches, no huge headsails to be horsed about by a horde of hungry apes, everything inboard. She raced the Circuit with a complement one-third female. (When this becomes better known, Milgram might have a far wider constituency than your Committee ever considered.)

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Onya's affair with Lord Howe

by HERSELF

After being hauled out, blasted, scraped, painted, unmasted, polished and many more things they do to me each winter, I am at last back and on my way again.

Let me first introduce myself. I am a lovely (sorry for the self praise) red coloured female by the name of Onya of Gosford and owned by a former Dutch man (I really stick my mast out here as he considers himself a fair dinkum Aussie) home builder of Gosford and so my surname came about. My christian name originated from the Aborigines and stands for "spirit of the future".

Anyway, back to my story. For the past week I have been filled up with stores, beer, stores, grog, more stores and finally more grog as my boss has made up his mind to take me to Lord Howe Island and to a place something to do with Balls, oh yes, Balls Pyramid. He confidentially told me (he does this sometimes you know) that he'd had the whole rotten rat race and having noted his erratic behaviour lately I couldn't agree more. In the meantime he talked some other frustrated businessmen, Lloyd Pryke, a dentist, and Richard Davey, a builder, into coming with us. They are both in possession of sisters of mine, white (I would love to be white) 34' steel sloops named "Alimar" and "Barloo".

And so we set out on a clear sunny day, the 3rd August to be precise, for Lord Howe Island 420 miles away, me with a crew of five land lubbers stowed in and on me who, as all men do, first opened and sighted all my secrets making me blush all over, but quickly settling down to a solid bout of seasickness making all sorts of musical noises while calling me bad names. After leaving Brisbane Waters, Alimar and Barloo immediately set sail for the Island, their skippers mumbling something about 72° True which sounded sort of fishy to me, always believing in the truth myself.

However, my boss Pete, as I affectionately call him, took me first to the Royal Prince Alfred Yacht Club, the excuse being to pick up a further member of the crew, but I am convinced that the delicious food and the convivial bar had a lot to do with me being "disroped" as late as 10 o'clock that night. And so at last I left Broken Bay at 11 o'clock or as Pete said 2300

OFFSHORE

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'I had lifted (oops) my skirts'

hours, following Alimar and Barloo, now eleven hours ahead.

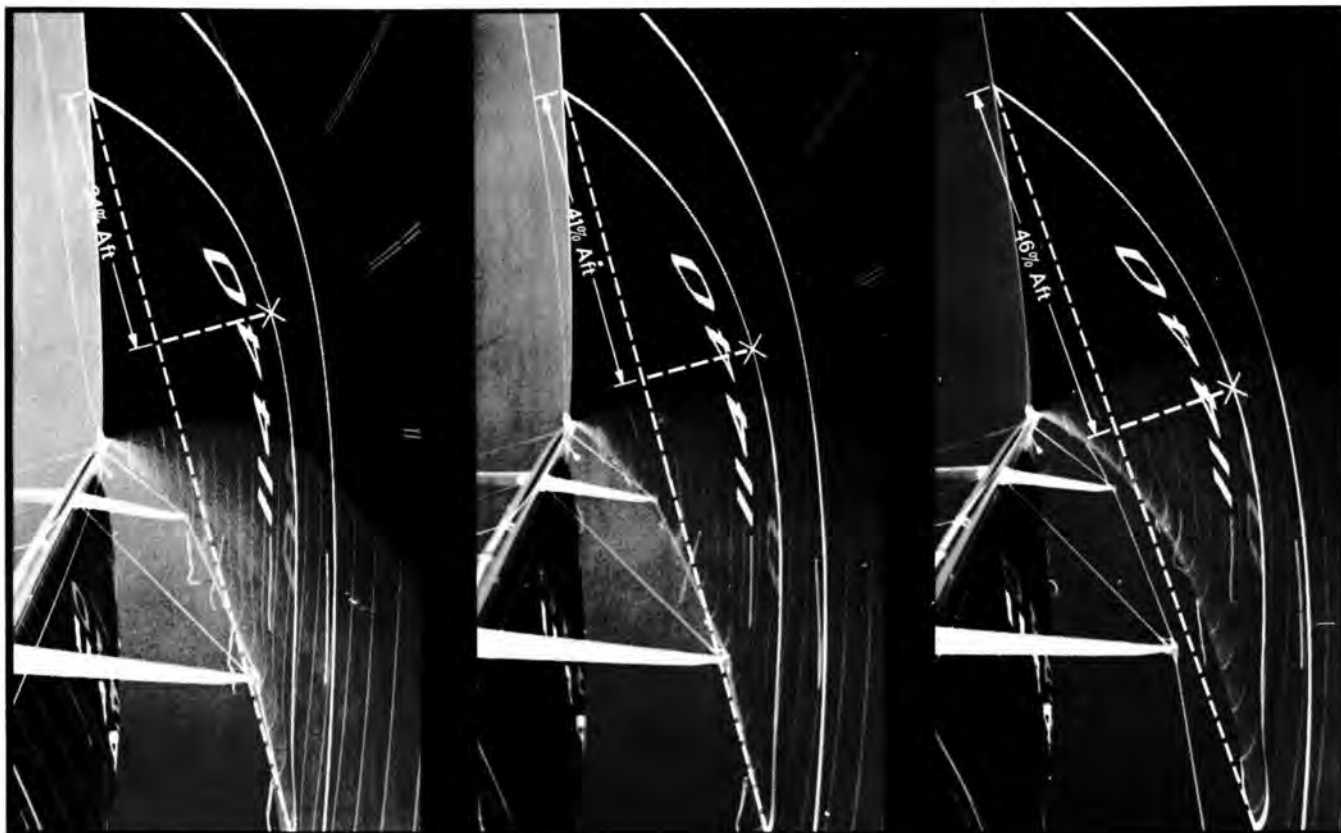
I was so glad to be back in the water that I jumped and sprayed myself in the fabulous 15/20 knot reaching wind, silently enjoying the seasick crew members now really on the brink of death. Pete in the meantime made his radio skeds with Barloo, Alimar and also Nightfall, a beautiful cruiser owned by George and Greta Barton who were at the "Alfreds" with us and friends of Pete from way back. I was so excited about the sail to the Island that I forget the details, I am a bit of a scatterbrain you know. And so we came to Monday 4.26 p.m., a rainy, blowy afternoon, as one of the crew just on a "burly" over the railing excitedly yelled "there it is", just as if he had never expected to see land again. At the time it was blowing around 30 knots from the south east and you can imagine how I had lifted (oops) my skirts and was flying along towards the Island. However nature did not play ball and rain squalls hid the Island from Pete's view making him doubt the parentage of the weather gods.

At 8 that night we were close enough to let the depth sounder find the bottom and so giving Pete a fix between "RDF beacon" and "Sounder". He also took my main off and under heds'll only I stumbled along at 5 knots in the confused sea and gusting wind. I soon rounded Phillip Point and Elisa Point where I was peacefully put at anchor behind the high rocks of Malabar.

It had been Pete's intention to go around to Ned's Beach through the Admiralty group of islands but my depth sounder packed up and it would have been too dangerous without knowing the depth. There I lay exhausted but happy in the

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YACHTING NOTES

COASTAL NAVIGATION COURSE

A Notice was sent out recently to all Members inviting entries for a coastal navigation course which will be conducted by our Sailing Secretary, Hedley Watson.

The course is intended to introduce students to the basic principles of coastal navigation, and will concentrate on those methods of position fixing best suited to small yachts.

Lectures will be held each Tuesday, starting on October 9th and will take 6 weeks before Christmas and 6 weeks after Christmas.

The subjects to be covered during the first 6 lectures are:

1. Use of charts
2. Dead reckoning
3. Position fixing by compass bearings
4. Position fixing by horizontal and vertical angles
5. Set, drift, and leeway
6. Pilotage

The exercises will be based on charts Aus. 197 — approaches to Port Jackson and BA1070 — Port Stephens. Students will need a set of nautical tables, Nories or similar and suitable drawing instruments. Most of the material will be based upon Nichol's concised guide Volume 1, but students are not being asked to purchase this book unless they feel that they want to follow the subject further in their own time.

The second part of the series will cover (1) Deviation and Variation (2) Mercator Sailing (3) Tides, Tidal Streams, Soundings (4) Regulations for Preventing Collision at Sea (5) Radio Detection Finding (6) Test Paper. The whole course is very modestly priced at \$12.

The Club is hopeful that a lot of Owners and budding navigators will benefit from the course. Accurate navigation is not only essential for safety purposes, but also for efficient racing.

WINTER SEASON — The number of block entries was comparable with last year in 10 Divisions.

However, the number of starters was slightly down due to Admiral's Cup year and the number of boats away from the Club in the Northern Hemisphere. We have had a very warm mild winter and most races were sailed in light to moderate conditions.

The new alternate courses were a success giving more windward work, but they have been modified and are included in the new Sailing Program.

Winners of the various divisions were:

SOLING DIVISION: Patrice 11, Solander, Seventy Three.
HALF TON CUP DIVISION: Flamenco, Defiance, Lezah.
OFFSHORE A: Taurus, Callipyge 11, Balandra.
OFFSHORE B: Marsude, Warri, Duet.
OFFSHORE C: Sirocco 11, Rabelais, Clontarf.
OFFSHORE D: Emma Chisit, Stardust, Tuskar.
HARBOUR A: Solemnity, Southern Cross 11, Sassa.
HARBOUR B: Thunderbird, Larriken, A La Bristol.
HARBOUR C: Yellowtail, Triona, Montego.
HARBOUR D: Cottontails, Eleanor Rigby, Savoir Faire.

RACE TO NOUMEA

The Sailing Committee is seeking entries for a race next winter to Noumea in conjunction with the Nautile Club of New Caledonia.

The last race to Noumea took place years ago and what a trip

it was. All the crews had to do from Sydney to gay Noumea was to ease or harden sheets all the way; for the whole thousand miles of it. Even to day not many of the crews will divulge the mischief that went on with the fun loving New Caledonians.

If you have a little more time there is a ton of Pacific Island cruising in that area, just have a look at your Atlas, then start planning.

The idea is to start the race in the beginning of May or June 1974 when it gets cool in Sydney waters and the normal prevailing winds are westerly and later from the south-east.

The lucky ones who would like to polish up their French, have an extended cruise or indulge in the aforesaid mischief, had better contact the Sailing Secretary for further details, and half your luck.

At one time the New Zealand boys raced to Noumea from Auckland and C.Y.C. is asking questions about a coincidental race. That would really be something, but of that more later.

NEW SEASON

The New Season opened on 8th September. The emphasis is on Level Racing and there is provision for Class Racing in the 4 I.O.R. Divisions.

It is hoped that this will be the first step in providing strong Level Racing Classes in Australia.

The C.Y.C. Programme provides the major events of the Southern Cross Cup during December and the Level Rating Regatta in March. The March series will incorporate National Championships for each class subject to there being sufficient entries.

The M.H.Y.C. Sydney-Brisbane Race will follow the National Championships and will be an additional incentive for owners to bring their boats to Sydney.

The new Offshore Marks (See June Offshore) were laid on the 23rd August. The Eastern sea mark had disappeared 48 hours later.

COURSE MARKS

The Committee has decided on a firm principle that no course will be set around marks which have not been confirmed.

Certain Members are loaning power boats to be used as mark laying and sighting boats for short ocean races which will contribute greatly to the success of these races.

The C.Y.C.A. Sea Mark which is described on Page 23 of the Sailing Programme is a variable mark which will enable Olympic type courses to be set when winds are suitable.

SOUTHERN CROSS CUP 1973

The fourth biennial Cup series will be held in December, with the objective, "to encourage overseas and interstate yachtsmen to visit Sydney, by providing a wide variety of offshore races in conjunction with the Sydney-Hobart Race".

The series will consist of four races commencing on Saturday 15th December. These will be two offshore 30 mile races; a 180 miler and the Hobart.

Challenges close on October 15 and nominations of yachts on November 15. At the time of going to press, only the Yachting Association of N.S.W. had issued a challenge. A N.S.W. Com-

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YACHTING NOTES

mittee comprising W.L. Fesq (Chairman), A. Wildman, V. Eb-sary and T. Halvorsen has been appointed. No special selection series will be held; the committee will give regard to Admiral's Cup performances and several local races including the Montague, Flinders Islet and Cabbage Tree. The team will be announced on 13th November.

There are indications of considerable interest from Victoria, South Australia and Western Australia. Although nothing has yet been heard from Tasmania and Queensland.

A New Zealand team can be anticipated to defend their 1971 Cup which followed their 2nd place in 1967 and a third in 1969.

A U.K. team seems certain as it has been reported that Prospect of Whitby and Quailo III have already been picked, with 3 or 4 others hoping for the 3rd berth. The U.K. sailed to second place in both last two challenges.

There are hopes that we might also see a U.S. team and there has been comment that Japan, Hong Kong and Noumea could be represented.

Members of the successful German Admiral's Cup team expressed interest in coming here after their win, but it seems that time, money and organisation might be against them.

At this early stage, therefore, we can only give tentative indications which if they materialise we should see a hard fought international series.

WELCOME NEW MEMBERS

Ian Frank Forbes; Charles Stuart Livermore

TASMAN SEABIRD NOSTALGIA

If John Keelty's plans are successful, Sydney's fleet of 10 or more Tasman Seabirds will have a get together at Store Beach in November. Guest of honour will be the class's designer Alan Payne.

Alan created the class specifically with local conditions in mind and they were immediately successful, being the dominant class in the early sixties, having wins in every ocean race.

The era of the Seabirds certainly represents a stage in our ocean racing development. For they were perhaps the last class which an amateur could build in full confidence that it was an up-to-date design that could win major races. The next developments, of course, were to successful production designs often in fibreglass (the Swanson era), through to the present stage where large sums are needed for professional designing and construction of "this year's models" — when last did we have a backyard-built winner?

What an interesting background the Sydney group of Seabirds have. Cherana won the Hobart in 1959 for Russ Williams; the present owner John Keelty has her in immaculate condition. Joanne Brodie won the heavy 1960 Montague and was the only yacht to finish along with Solo. Ron Hobson also had a 3rd with her in the 1961 Hobart.

Kaleena, the second Seabird to be launched, was 2nd in the '60 Hobart for Horrie Godden, but was a 'no place' favourite in 1963. Maris, owned by Jack Earl, had a 5th in 1961 and soon after left for thousands of miles of world cruising.

Two celebrated sparring partners should meet again; Ronita and to page 13

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Half Ton World Series

Notes from Geoff Peacock, who chartered a Scampi class yacht "Mom" for the series.

FIRST RACE (35 miles)

The race was sailed in very light winds, between one and five knots, and the placing throughout the race varied constantly as yachts were affected by the frequent wind shifts. Conditions favoured the super-light European yachts, which showed up well in the drift conditions. Our place was 41st.

SECOND RACE (Short Olympic Course)

Winds were again very light (5-8 knots), and yacht performances were very similar to the first race. Our place was 34th.

THIRD RACE (110 miles)

Once again a drifter. We missed the start and were almost the last boat away. During the night the breeze picked up to about 15 knots, and we improved our position to about 25th. However, the wind dropped at dawn, and so did we. Shy kites were called for, and we, unfortunately, had no starcut. Our final place was 37th.

FOURTH RACE (Short Olympic Course)

A fresh breeze dropped off to about 10 knots at the start, and although we started well, we watched other yachts sail past us and away. We were 38th at the first mark.

A few successful tactics on the reach and run put us in 24th position at the end of the first lap. At this mark, three yachts forced room illegally, and got through inside us. We hoisted a protest flag, but subsequently withdrew the protest.

Shortly afterwards, we lost about 12 places when a headsail sheet jammed on the winch. We had to circle until the sheet was cut away! On the wind again, we became involved in a luffing match, and after that incident we withdrew from the race.

FIFTH RACE (200 miles)

In this race the breeze suited us for once, with 25-35 knots most of the time. On the first leg, despite losing the mainsail for 10 minutes, with Phil Edmonds up the mast retrieving it, we were 6th at the mark, with Plum Crazy lying 7th. During the second leg, Phil was up the mast again, this time to retrieve the genoa halyard. The third disaster occurred when the log failed, and the mark took us unawares. We rounded 7th, with Plum Crazy 8th.

Our position worsened on the 3rd leg, which was a 70 mile beat, changing to a shy reach. As the starcuts went up, we went through the fleet, with a lightening breeze not helping.

The 4th leg consisted of a reach, turning to a run with a freshening breeze. We improved to arrive 28th at the mark.

A 70 mile beat into a 35 knot breeze helped on the 5th leg enabling us to improve our position to 18th at the windward mark. The last leg was 15 miles downwind, and we took full advantage of the kite, running well and finishing 15th.

Tig Thomas of "Plum Crazy" is still touring Europe, but we've had a brief note from him, saying in part "The racing was exciting, testing, clean (for us) and a wonderful experience. In that company, 10th overall out of 55 starters didn't look bad.

The Danes finished up creating a "Pacific" team out of the two Australian and one Japanese entry, and we finished a close 3rd out of 7 teams."

it's a steal



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Apparent wind indicators are extremely important in getting the maximum from your yacht. Whether beating or running the Electro Marine Systems' model API helps you sail more proficiently. Features a well damped needle for recording subtle changes in wind direction. Reads accurately to 20° port and starboard. The masthead unit is extremely lightweight and is sensitive to the slightest breeze. Dial lighting as in our other instruments is designed to maintain night vision. Our API can be remotely switched for console or pod mounting. **Price \$148.20***



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PETER COLE continues:

OFFSHORE — Was there anything interesting in new sail developments?

COLE — Yes. Charisma came out with a mainsail using a new fibre, called Beta Fibre. It is still in its infancy as far as sail people go. The sail left a little bit to be desired, but they were working on it. Perhaps in the future it will be something to contend with.

OFFSHORE — There was some publicity here about Bob Miller using a minimum of headsails, the main variations being the length of the foot. How did this work out?

COLE — This has been tried before. It is quite successful in smoother waters. It doesn't seem to work quite as well in a seaway. In a bit of breeze at sea it is difficult to sail in the groove all the time. A tall narrow headsail is fairly critical to the angle of attack. I think for our conditions a compromise is the answer. In a seaway you need plenty of power as low down as possible to stand the boat up.

OFFSHORE — Are mainsails still generally minimum size?

COLE — Mainly minimum although there does seem to be a bit of a move afoot to take the plunge and increase them a bit. There is a lot of development in the 1/4 ton with 3/4 and 7/8 rigs. Prospect of Whitby tried a 15/16 or 7/8 rig and didn't have any joy with it at all. She was eliminated in the English Trials. She went to masthead and went very much better. She is virtually the same hull as Saudade and now has the same rig.

These two boats to windward for some reason or other seem to point 2 or 3 degrees higher than most other boats. The rule still favours large fore-triangles and big spinnakers.

OFFSHORE — New deck layouts look exciting. What are your impressions?

COLE — There are miles of new deck layouts. Quite a lot of thought given to reducing windage, winches on deck or below deck. Some of the boats I think have gone too far. Frigate for arguments sake had everything coming back to the cockpit and the cockpit wasn't over large. I could imagine a mad scramble during a spinnaker jibe. Everything went back aft to the same area. There was a bank of winches right across the bridge deck. I don't think this a good thing.

Some of the other boats were very well laid out with centre cockpits and coffee grinders.

There is a lot more attention given to the sheeting of headsails with inboard tracks. Boats that didn't have inboard tracks in light weather were barber hauling. It would seem we haven't reached the end of this. Some of the sails were being set on 7 degrees which seems horribly fine.

OFFSHORE — It seems fairly general that halyards are taken below decks?

COLE — Yes. Some of the bigger boats still have them above decks, probably to get at them and operate more quickly. Things like main halyards which are only operated for reefing purposes are all below decks.

OFFSHORE — Any new ideas on winches?

COLE — Linked winches seem to be fashionable. There were various comments that they weren't all that much faster. They do scatter the guys around. The guy tailing can at least keep out of the way of the winders. Every time you go through a gear box though you get a frictional loss so that if you apply two guys where you were only applying one you are not getting twice the power.

OFFSHORE — What impressions have you about crewing?

COLE — Very difficult to answer. There were a lot of very good boats very well sailed.

OFFSHORE — It would seem that to have any chance nowadays in international events you have to get your team together very early.

COLE — I might get trodden on for this, but I think in any crew you can have too many experts. I think you need a few experts and the rest Indians. Experts are great so long as they can be moulded into a team. I feel in some areas we had a lot of very good guys who didn't necessarily mould into a good crew.

OFFSHORE — The good performance of Apollo is an example of what can be done with a good crew. Apollo has done very much better than it has ever done before.

COLE — We didn't have the pressure on us that the team had. We did a lot of training. We didn't have any personality problems. We were a boatful of Indians, who all tried to do our best.

OFFSHORE — We are going to find it difficult to be favourites again for the Admiral's Cup.

COLE — The competition is very keen. Besides the European nations there is South America, Brazil, Argentina. You name it. For arguments sake you talk about Stephens and Carter, but some of the German Frers Jr. designs are good. He had a couple of great boats. One called Wa Wa Too an aluminium boat was a light air flier. Probably it was a little bit new to get the best out of it. It was a really great boat. Some of the Frans Maas designs were impressive. We will have to do a lot of homework to be in there next time. It seems to be hotting up every year; it is not going to be easy.

TASMAN SEABIRD NOSTALGIA *from page 9*

Joy Too. Under Ron Cottee and Jim McLaren respectively, this pair raced against each other innumerable times.

Others at the meet should be the steel Tui-Manu, built by Mick York; Calypso and Carousel and the former Queensland boat Safari, with two 2nds, a 3rd, 4th and 5th in Gladstone's to her credit.

There are perhaps a couple more Seabirds tucked away in Sydney that haven't been mentioned — add these to others interstate such as Pagan, Gip & Julie, and the fleet is large even for today's production run standards and certainly undoubtedly successful.

STOP PRESS — U.K. SOUTHERN CROSS TEAM

The UK team will be Prospect, Quailo and Morningcloud and team captain will again be Arthur Slater. The yachts will leave UK on October 10th and are due in Sydney towards the end of November. Crews will arrive in the first week of December. Prospect has been very much faster since going to masthead rig and in fact beat her sistership Saudade in two out of their three meetings. Quailo, big boat of our AC team, is very fast in fresh breeze and has increased overlap for better light weather performance. Morningcloud fills the third place and is also very fast in the stronger air. She does not seem quite as fast as her predecessor in the light stuff.

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AWA... LEADERS IN COMMUNICATIONS



ONYA'S Affair *from page 5*

beautifully clear waters under anchor watch until the next morning. The evening sked showed that Barloo and Alimar would not arrive until early Tuesday. In the meantime Pete, while talking over the radio with an old friend by the name of Clive Wilson, had made arrangements to be shown the way into the lagoon as I am sort of, excuse the expression, deep of draft and need 7' of water. This was arranged for 11 o'clock in the morning and while we were motoring to our rendezvous with Clive in "Lulawai", the sails of "Alimar" showed on the horizon, so we decided to wait for her and just before noon we were both safely moored, myself near the entrance of the lagoon and "Alimar" in the "Hole" near old Settlement Beach.

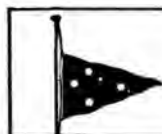
Well, in my travels I have been taken to some lovely places but, vessels and other friends, this Lord Howe is really something. First of all the people. Now you can imagine I am not keen on people as a rule. Usually those who sail on me shake the living daylights out of me, but these Islanders, they are different, friendly, hospitable, honest. The Island is so beautiful, tranquil and peaceful with the majestic Mount Gower (2933 feet) and Lidgbird (2547 feet) guarding it. The turquoise water of the lagoon, the fish at Ned's Beach you feed by hand, Old Gulch, the picturesque Admiralty group of Islands, the good old Sunderland flying in twice a week and the millions of palm trees waving in the wind. And while I lay recuperating in the lagoon, Pete and his now amazingly, non seasick, lively crew did the Island, making friends during the Island's famous "Choir practice" at the Bowling, Golf and R.S.L. Clubs.

The Islanders were so pleased about me and my sisters coming for a visit that they put on a "fish fry" for the yachties with the whole Island, all 250 of them there to celebrate.

But there comes an end to everything and Pete started to get itchy feet (to be honest my keel was feeling funny also). So on Monday morning after having received a specially prepared 4 day weather forecast Pete went all busy-body like and by 0900 we were on our way. You know we really always "pick them" with 50 knots winds and really naughty seas. Not that I minded a bit of wind, especially if you remember that I did my thing in Cyclone Emily last year with winds of 112 m.p.h. When eventually the weather eased, she turned, the wind I mean, from south west to north east and away we went under spinnaker turning the day into a 192 mile, 24 hour run, resulting in us hitting Lion Island on the nose at 5 o'clock in the afternoon. After that exciting run I insisted on a breather and as Pete had to wait for the high tide next morning anyway, we had no argument about it.

I have to say the land loving crew, now busily throwing yachtie terms about, did the right thing. They gave me a thorough clean up, polish and shampoo and when we arrived at Gosford that morning I looked my usual sexy self again.

And as my crew, now full of big stories, are showing wives and friends over me I already am itching to go again. When and where? I don't know. As the obedient female I am, I just wait for Pete to tell me.



A.R. Lakeman



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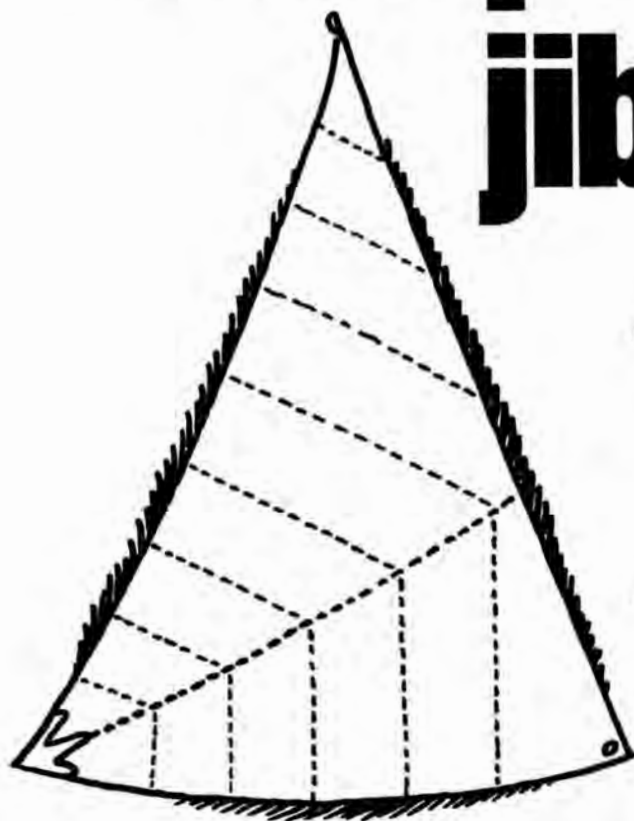
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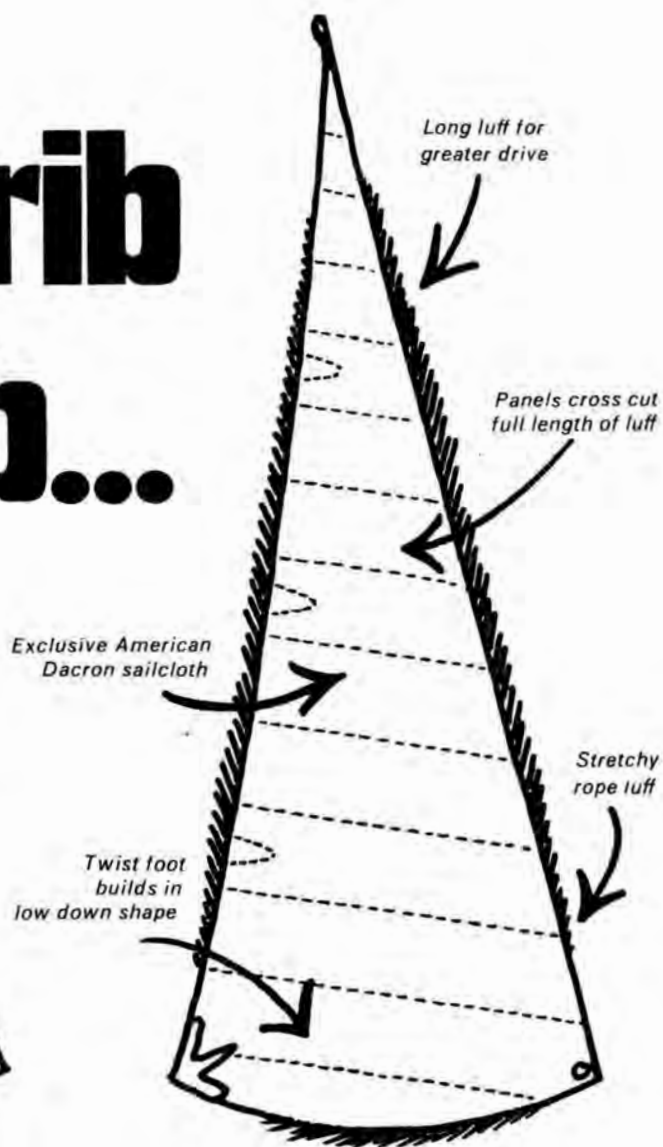
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Luff length shortened to reduce heeling and overlap retained for drive. *Fine in theory but not in fact!* Drive comes from the full length of the luff area and not from overlap. Wind tunnel tests prove that in heavy weather overlap area is inefficient area and the short, squat genoa distorts through bias stretch. Distortion reduces drive and pointing ability, backwinds mainsail and restricts use of mainsheet traveller. And the main genoa area is hidden from wind in every trough.



M & W 'Skinny-rib' Jib

Luff lengthened to a calculated percentage of forestay to achieve maximum drive and foot reduced to eliminate overlap and increases efficiency. *Fine in theory and in fact!* The longer luff and short foot produce a high lift, low drag sail with more drive and higher pointing ability (sheeting angle as little as 8° possible). Sail shape distortion is reduced to a minimum and correct mainsail slot relationship cuts down backwinding. Tacks quickly and heeling is reduced because of narrow 'skinny-rib' shape. And only M & W know all the secrets to building this sail successfully—proved by Gingko and Apollo II in the recent Admiral's Cup series.



Nobody puts more research, creative thinking and craftsmanship into building faster racing sails than

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Designers of the Australian
12-metre Challenger for the
America's Cup, 1974



Run down on Safety Equipment

by ALAN CAMPBELL

Not all members were able to attend the "Yachting Symposium" consisting of 14 lectures spread over 6 nights. The lectures with discussions were led by experts in their field and were most appreciated by those fortunate enough to attend. Because of its timeliness we reprint here Dr. Alan Campbell's address on safety equipment.

Dr. Campbell opened his talk by referring to the splendid safety score of the C.Y.C.A. which, he said, must be maintained not only for the Club's good name but to avoid possible interference by government regulation. Already other users of our waters are grouped licensed and restricted. But, he warned, there have been some near misses, stories of which leaked out even up to years after the event. There are even dark rumours of new boats and crews having to produce certificates of competence before they can race.

Dr. Campbell went on: "Safety equipment is a vast field of which we all have more than a passing knowledge, but tonight I am going to concentrate on the changes in the safety requirements that are effective this season, leaving adequate time for a Liferaft demonstration by R.F.D. to follow. We appreciate their coming along tonight as it is always interesting to familiarise ourselves with the contents of this otherwise mysterious container which we own, yet hope never to have to investigate on our own account.

"A complete new check list has been prepared which will vary in many respects from the old form. It will not be as specific and will refer only to the relevant paragraphs of the A.Y.F. Regulations and C.Y.C.A. Special Regulations in conjunction with which it will be checked.

"An innovation is the introduction of 4 categories of ocean races:—

- CATEGORY I Ocean Races of over 400 miles (Sydney to Hobart)
- CATEGORY II Ocean Races under 400 miles (Montagu Is. Cabbage Tree, Bird Is. and Tom Thumb Is.)
- CATEGORY III Ocean Races for Division 5 yachts (around offshore marks, Lion Is. and Botany Bay)
- CATEGORY IV Ocean Races close offshore in daylight (Short Ocean Point Score events)

"At the time of inspection an owner will nominate the category to which his yacht is to be inspected and on satisfactory completion, a certificate will be issued which will be current for the season. A yacht inspected to Category I is eligible to enter all races, Category II can enter II, III and IV races only and so on, but a yacht in, say Category IV, cannot enter other Category races without further inspection to that Category.

"Apart from this, largely administrative, the changes are:

NEW PUBLICATIONS — current A.Y.F., I.O.R. and C.Y.C.A. Programme

COCKPITS. Volume is defined and limited. At the time of inspection owners will be required to state their cockpit volume and this will be compared to the maximum volume formula determined from L., B. & FA. taken from their copy of their rating certificate.

COCKPIT DRAINS. New yachts for Category I and II built from this year on will be required to have 4 by $\frac{3}{4}$ " outlets or their equivalent. There is little difference in the equivalents as the old requirement of 2 by 1" outlets is only 0.2 sq. in. less.

STORM COVERING for all glass over 2 sq. ft. in area i.e. port-hole of 9" radius or windows 2 ft. x 1 ft. Such areas of glass are rarely seen and plywood or perspex emergency covers with means of fixing are required.

SEA COCKS are required on all hull openings including cockpit drains unless they are integral with the hull.

SOFT WOOD rubber or synthetic material plugs to be available to fit all sizes of hull openings. Heretofore these were considered an alternative to No. 5 but now both are compulsory.

TOILET. Though most yachts were so equipped they were not previously specified but now a permanently installed toilet is a requirement for Category I and II while a fitted bucket is acceptable for III and IV.

BUNKS also now specified as permanently installed, not less than 6 ft. long for half the number of crew, for Category I, II and III.

A COOKING STOVE for Category I, II and III.

A GALLEY including sink for Category I and II — Galley facilities for III and IV.

WATER TANKS to be permanently installed for I, II and III. Suitable containers for IV. However where Category II yachts are being inspected to Category I suitable containers will be accepted for the difference provided that they are fastened down in accordance with 12.1 (Ballast) to the satisfaction of the inspection officers.

ANNUAL CERTIFICATES are required for fire extinguishers. Owners are reminded that B.C.F. extinguishers are not acceptable within the minimum requirements. They are a good extinguishant, clean and once started can be turned off but are found impracticable in confined spaces.

GAS APPLIANCES must be installed according to the regulations of the Statutory Authority. Methylated spirit stoves are recommended but if gas is used the Marine Code of the Liquefied Petroleum Gas Association is an excellent guide in their installation and use, it is available from the Association, Norwich House in O'Connell Street.

BILGE PUMPS for Category I and II now comprise 2 permanently installed manually operated pumps and one for III and IV.

TWO FLASHLIGHTS, one of which is suitable for signalling, water resistant with spare batteries and bulbs. Suitable for signalling would require one to have a non-locking switch which would return to the off position when the pressure is released. **SEXTANT**, tables and suitable timepiece are specified for Category I.

LEAD LINE or echo sounder.

FOR CATEGORY I AND II RACES a log or distance measuring device is required.

SPARE RUNNING LIGHTS and power source for Category I and II events. In the case of power failure of navigation lights some alternative is required. Whether this be suitably coloured cellophane to go on torches or a battery operated combination light showing red and green sectors is for the owner to decide.

YACHT'S NAME on miscellaneous buoyant equipment such as life jackets, oars and cushions. Portable sail number. The old distress signal was a sail number on an orange background — this would be ideal or alternatively, in the event of an emergency, for identification purposes the number on a sail could be displayed.

to next page

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on Safety Equipment

SAFETY HARNESSES. A true harness is now specified with non-magnetic metal components. This excludes the previously accepted length of line with a suitable snap hook at one end. **PEALESS TYPE WHISTLES** must be attached to all life jackets.

LIFEBUOYS are as before except that lifebuoys of any shape of kapok or cork construction or of any hollow construction and made from non buoyant material are not acceptable. This virtually limits lifebuoys to foam or balsa suitably covered to protect the soft buoyant material. A high intensity buoy light is also specified but these are not available in this country at the moment but the present Danbuoy light will be acceptable till the correct light becomes available.

HEAVING LINE. 50 ft. of suitably weighted line of floating type is required to be readily accessible to the cockpit.

WEATHER CHART FACSIMILE RECEIVERS have been added to the list of banned electronic aids.

ANCHORS CHAINS AND WARPS. These have been related to sail area and should be carefully checked, keeping in mind that the weights suggested are the minimum acceptable.

FLARES. There is some variation in the flare requirement, the main one being the carrying of two white flares by all categories, their purpose being to call attention to one's presence without denoting any hint of urgency or need for assistance.

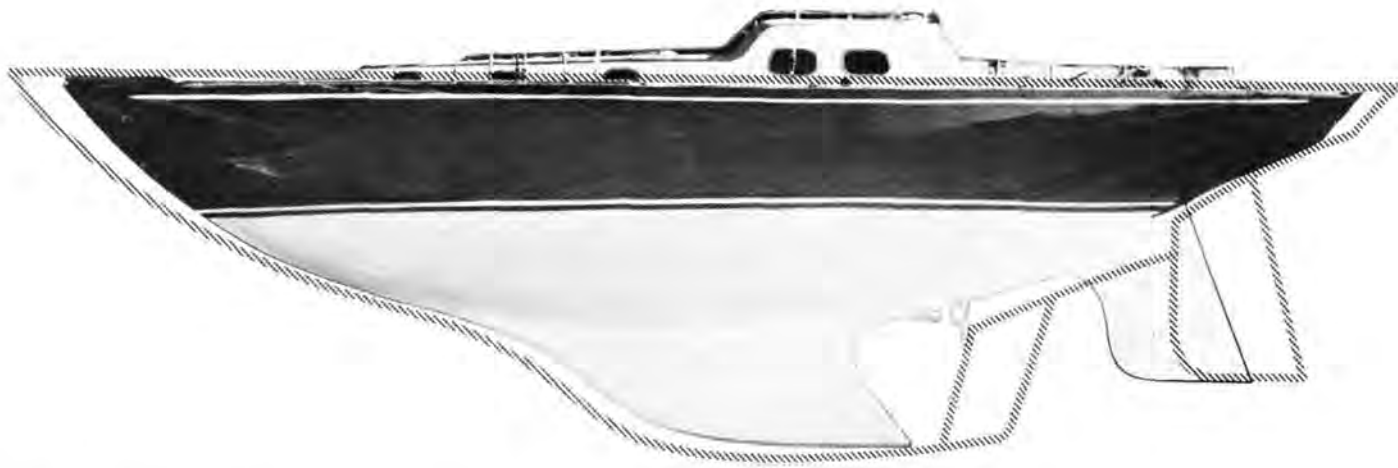
"Many inspections will have been carried out this month prior to the Montagu Is. Race and this should help reduce the backlog before the Sydney to Hobart Race. All owners can assist greatly by arriving before the appointed time, having all stowable gear laid out ready for inspection and being familiar with the location of all equipment that has to be sighted. An inspection for Category I should not take 15 minutes, but if the boat has to be searched from stem to stern for various items which may or may not be present, an hour can easily be wasted with consequent inconvenience to the inspectors and all subsequent yachts waiting their turn.

"Whilst this certification is current for the full season, in order to see that the standard is maintained it is intended to carry out frequent spot checks of equipment at the conclusion of races throughout the season, so when hailed by the finishing boat, please come alongside (with all due respect for the Club's property — and your own) and be prepared to take an inspector aboard.

"Any deficiencies so detected will incur disqualification unless an acceptable explanation appears on the declaration.

"Safety at sea is of paramount importance to us all and it is the beholden obligation of all skippers and crew to see that all regulations are fully observed in the spirit in which they were formulated so that in the event of any mishap all can be sure that every possible precaution has been taken.

"Before finishing I would like to add a few words on ventilation at sea of which so often there is too much on deck and far too little below. In the effort to keep the water out air is also excluded and the resultant air mixture below is anything but comfortable. However it is not dangerous to the health but should a petrol motor be running, either charging batteries or motoring home after a race any escape of exhaust gases below can quickly produce a death chamber which is quite insidious in its onslaught. The drowsiness and nausea that accompany carbon monoxide poisoning are all too readily attributed to fatigue and sea sickness; coma and death will follow if the space below is not quickly and adequately vented.



The rejuvenation of ANGELA II dotted lines indicate old profile.

Modifying the underwater shape of racing yachts is becoming quite an accepted way of up-dating. If it is an aluminium yacht, this is all the easier. Once the designer, E.R. Taylor, indicated what should be done to Angela II, it was a simple matter to cut a section of the keel off and weld a new pre-fabricated shape on.

Angela II has just undergone such a modification at the C.Y.C. Designed initially with a rudder on the keel she proved hard to steer. The rudder on the keel became her trim-tab when she was fitted with a skeg and rudder further aft.

As a result she used to drag a lot of water when running although this did not stop her from coming second in the special Sydney Harbour point score last year.

After a couple of trial sails with the new modifications, it is evident that her down-wind performance has greatly improved while she has lost none of her remarkable windward ability.

Her lead ballast, some 3½ tons, was previously bolted into the hollow aluminium keel. The lead was fibre-glass encased and there was no evidence of corrosion anywhere in the aluminium hull. But because of the ballasting system, the yacht virtually had a 6 ft deep bilge with the attendant disadvantages.

Under Ron Scott's supervision this was overcome by pouring the lead into the keel and sealing it off completely from the bilge. As an added benefit her engine bed is now 6" lower.

Her owner-skipper, L.R. Lenning is very pleased with the modifications. Angela II now not only performs better, but also has a sweet bilge.

Designed for ocean racing, the yacht combines cruising comfort with considerable racing efficiency. Although considerably lighter than yachts of similar size built from other materials the hull has tremendous strength. This is ensured by close spacing of aluminium angle stiffeners and strategic placing of four full height bulkheads. Hull plating generally is 1/8" and 3/16" in the keel area. The hull is completely smooth and exceptionally strong because all hull plates are prestressed to follow the exact contours of the design.

Angela II's dimensions are 36' overall, 24' designed waterline in measurement trim, 9'11" beam and 5'9¼" draught. There is ample free board for buoyancy and for keeping dry. Fitted with a diesel engine she has a speed in excess of six knots and cruising performance of more than 15 miles per gallon.

Angela II has been designed to produce high performance in light air conditions, while her high ballast ratio endows it with tremendous stability for heavy weather racing or cruising. These advantages are a direct result of the low structural weight of aluminium. The entire hull, deck and coachhouse, without fittings, weighed only 30 cwt when launched. Originally commissioned in 1968 her accommodation has been arranged to suit racing and cruising. According to her skipper, she sleeps six comfortably and twelve affectionately.

Her basic specifications are as follows:—

Hull constructed from marine aluminium alloy

Framing 2" x 1" angle at 2' centre:

Stringers 1½" x 1" angle at 6" centres approx:

Main plating 1/8": Deck plating 1/8": Keel plating 3/16".

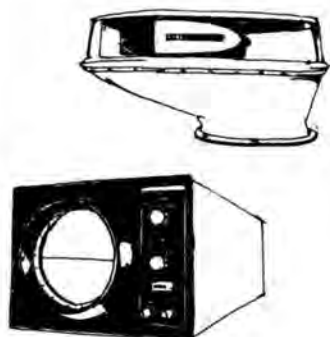
The hull is stiffened at bow and at mast by gussets and bulkheads; the deck and deckhouse are fully integral with the hull.

SAFETY EQUIPMENT . . . from page 18

"The First Aid Kit is one of the most vulnerable pieces of equipment and is quickly depleted by the grazed finger during an ocean race or the headache during a Sunday afternoon sail. The first aid kit, intact, is for emergency use at sea — it is an expensive item and should be left sealed till it is really required. For general use a small supplementary kit can be aboard with little more than sunburn lotion, iodine, Band-aids and some aspirin. The first aid kit has been varied with the Categories, the only difficulty being encountered is obtaining the Ship Captain's Medical Guide (1967 Edition or later). As before, if this is unobtainable the manual of the St. John's Ambulance Association in Australia required for Categories IV, III and II will be accepted for Category I.

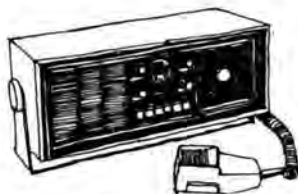
You deserve navigational instruments that reflect today's technology

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.



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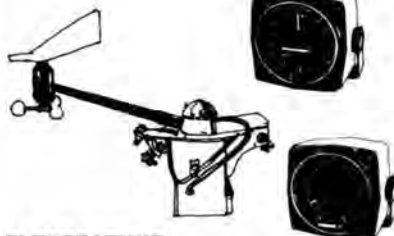


ELECTRALOG

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 Electralune installation also comprises of two fully transistorised electronic instruments: — Electrawind — which

measures apparent wind speed having three ranges 0-12/24/48 knots. Electra-vane — 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 confusion and error. Com Electradepth 1 instrument is a neon display using density flash tube optical system to direct sunlight, objects — shown can be displayed in relation to the

ELECTRATH

— Accurate electronic instrument designed for use by yachtsmen to

ELECTRACO

— Instrument for depth, wind speed

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EMIMARINE

MELTEMI wins Aegean Rally

The splendid achievements of Bill Psaltis in "Meltemi" winning the Aegean Rally is certain to develop new interest in Australia in this classic event organised by the Hellenic Offshore Racing Club. Legendary tales of racing and cruising the idyllic Greek Isles have enlivened many a conversation at the C.Y.C. On this occasion 12 Aussies were able to say "eat your hearts out" before grabbing their duffle bags and heading for Athens.

35 boats competed, mostly luxury cruising yachts but a dozen or so fast ocean racers. The smallest, "Lollipop" a 26 ft sloop gained a second place whilst a 73 foot yawl "Baccara", the largest in the fleet, was third overall.

The race commenced at 1000 hrs on Saturday 18th August at Vouliagmeni with the first leg approximately 140 miles to the Port of Skala on Patmos. After a 3 days sojourn on this beautiful island the second leg commenced at 1800 hrs on Wednesday 22nd August with a course south west to Paros roughly 100 miles away. A rest of 2 days at Paros before starting the final leg on Saturday 25th and finishing back at Vouliagmeni on 26th.

The presentation of prizes was made at a reception at the Athens Hilton Hotel on 27th August. All crew members were called forward in turn and presented with a beautifully produced medallion and certificate.

Praise for the quality of all material produced and the splendid organisation of the entire Rally programme have been high on the list of talking points from the returning yachties. One anecdote colourfully described by Mick Hogan and Reg Lange is the all time record broach of their 56 ft sloop "Mistress Quickly" when the spinnaker carried away out from Patmos. They described this as being — cross-trees in the water long enough for crews on other yachts to go below to get cameras and focus for a good shot. ("Offshore" will be glad to publish this photo. Where is it? ED)



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It's no coincidence that so many top boats are finished with Dulux Marine Durethane. This uniquely strong polyurethane gloss enamel sheds water with an absolute minimum of resistance—lets a boat develop every last fraction of a knot her design and handling allow. And the glass like gloss comes in 14 beautiful non yellowing colours. Dulux Marine Durethane sturdily resists impact, abrasion and salt water corrosion. Whether you are preparing for the Admirals Cup or pleasure cruising, use Dulux Marine Durethane on your timber, aluminium or fibreglass craft. It's part of the edge the top boats enjoy.



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C.Y.C. Ensign Quest



The Adjudicators,
C.Y.C. Ensign Quest.

Dear Sirs,

I heartily concur with Rick Dowling's suggestion to incorporate the Southern Cross. At the same time I do not recall having heard that Canberra has acquired the Southern Cross or made a take-over bid for it.

Although I have not researched the question I find it hard to believe that use of the Cross will be unacceptable provided the end result presents no real similarity or conflict with the National and other flags and ensigns.

I am pleased to submit two somewhat amateurish attempts which may provide an idea suitable for development by a capable designer.

Pursuing the overall concept a little further, I wonder if the A.Y.F. could become interested in creating an Australian Yacht Ensign to remove us from the ridiculous Merchant Marine category into which we have all been dumped, no doubt as a result of mere expediency. — Keith H. Storey, Marabou



JACK EARL WRITES:

The sketch on the left is an attempt to keep Mr. 'Rick' Dowling's suggestions of the Southern Cross in such a way as to pass the authorities. The one to the right is an embellishment of the same idea.

Jack Earl also submitted two C.Y.C. insignia designs for club consideration. Unfortunately our black and white printing does not do justice to either of the colourful submissions. The C.Y.C. gratefully acknowledges the entries — Editor

OUR FRONT COVER

Sails inspired Utzon's internationally famous Opera House and it is fitting that the C.Y.C.A. should pay tribute.

The picture is reproduced by the kindly permission of Qantas. It may be noted that the ferry in the foreground is 220 feet long.

HOUSE NEWS

NEW CATERERS — We welcome Salvatore Fleque and his wife who have recently taken over the club's catering concession. Under their expertise, which includes house catering at the Easthills Golf Club, we trust we shall welcome you all as regular diners at the club.

ANNE MARSHALL has been retained as catering consultant to the House. She joined the catering sub-committee who interviewed applicants for the concession, and her presence at committee meetings has ensured a 100% roll up at each meeting. We thank Anne for her expert guidance.

DARYL ISLES recently received an offer he couldn't refuse and the beautiful Minna has gone to Adelaide. His consequent resignation as Chairman of the House came at a time when he had moulded the committee into an enthusiastic unit, and our thanks for his selfless dedication to the task were recorded at the August meeting.

JOHN ROCHE is no stranger to the Chair of the House and his appointment as Chairman for the remainder of this year will ensure that Daryl's good work is continued.

FILM nights are always popular, and in the last few months we have seen some great films including Chay Clyth's epic voyage in British Steel and the construction of Royalist, a 110 ton square rigged training vessel. Members who know of films on sailing subjects, which might be of interest are asked to advise the Committee accordingly. Their assistance would be greatly appreciated. The Club is now able to obtain full length feature films, if members are interested in viewing these films would they please contact members of the House Committee.

PRIME MINISTER EDWARD HEATH has kindly offered to donate a half model of Morning Cloud. Other Hobart Race winners have already been asked to donate half models of their boats and their offers are now rolling in.

DINING ROOM. A reminder that the Dining Room is now open for lunch and dinner on Thursdays. Lunch 12.30 — 2.30, Dinner 6.30 — 9.30.



ELVSTROM SAILS (Aust) AT COWES WEEK ON BUMBLE-BEE II

The Australian Elvstrom Sails loft was chosen from the sailmakers of the world to outfit this 43' Vanderstadt Spanker for the '73 Cowes Regatta. This fibreglass stock design was launched only a week prior to the Cowes Dinard Race. Mike Fletcher, head of Elvstrom Australia, flew to Cowes to set up & tune the gear to the boat. As a result she finished 5th in No. 1 Div in a fleet which included most of the Admiral's Cup Competitors. Owing to this & other big boat successes, Elvstrom Sails (Australia) are moving to a new & larger loft. We are now better equipped to handle your big boat sail problems. Call us now if you want to go faster.

ELVSTROM SAILS (AUST)
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Ph. 61-7201.



Photo by
Beken of Cowes

BUMBLE-BEE II

OFFSHORE, October 1973 25

or Cowes

THESE MILLER & WHITWORTH SAILS HELPED MAKE 'GINKGO' TALK OF THE ADMIRAL'S CUP FLEET!

A brilliant design by Bob Miller, Miller & Whitworth's Design Director, magnificent sails and equipment, and superb crew work, all made Ginkgo one of the most formidable and talked about yachts ever to enter an Admiral's Cup contest. We thought that you would be interested in the inventory of sails a yacht of this calibre carries, so we have listed below all those sails especially designed and made by Miller & Whitworth which Ginkgo carried aboard for use during the series.

HEADSAILS

MAXIMUM GENOA 758 sq. ft. 8 oz. Contender Terylene. Mitre-cut and incorporating a large skirt, stretchy rope luff and cunningham eye. Shaped for use in medium weather and flat sea.

CROSS-CUT + MITRE GENOA 758 sq. ft. 6½ oz. Bainbridge American Dacron. An exclusive Miller & Whitworth sail design developed for Ginkgo. Features cloth panels cross-cut for full length of luff to guarantee constant entry angle, mitre from clew to mid-point of sail to flatten trailing edge, twist foot to build in low down shape and stretchy rope luff.

MEDIUM GENOA 653 sq. ft. 8 oz. Contender Terylene. Mitre cut with stretchy rope luff. Cut flat for use in moderate to fresh weather.

'SKINNY-RIB' JIB 412 sq. ft. 12 oz. Contender Terylene. Another exclusive Miller & Whitworth breakthrough in sail design. This sail aroused more interest than any other sail at Cowes. Built to almost maximum luff length with virtually no overlap and cut flat with leech battens to allow sheeting at 60° giving better pointing ability than conventional heavy weather Genoas.

REACHING GENOA 760 sq. ft. 7.25 oz. Vectis English Terylene. Cut full with high clew to balance leech and foot tensions while sheets are sprung and with wire rope luff to set flying when reaching with wind abeam.

DRIFTING GENOA/SPINNAKER STAYSAIL 625 sq. ft. 2.75 oz. Contender Terylene. When set at bow used as wind-seeking headsail in drifting conditions. Also used tacked down 1/3J from stem and at a special eye app. 2 feet above the normal tack to convert into a maximum overlap spinnaker staysail. One of the handiest sails carried.

INTERIM JIB 200 sq. ft. app. 10 oz. Contender Terylene. Flat/medium fullness with wire rope luff to set flying and keep yacht moving at speed during sail changes. Also used as heavy cloth staysail under flat reaching spinnaker.

SPINNAKERS

FLOATER 1530 sq. ft. ½ oz. Bainbridge American Test 404 Ripstop Nylon. Cut flat with small shoulders to ensure setting in ghosting conditions.

M & W EMU 980 sq. ft. 3/4 oz. Carrington & Dewhurst English Nylon. A recent sail development by Miller & Whitworth which provides an enormous lightweight staysail set flying from the masthead and on the opposite side to the spinnaker. M & W Emu is sheeted through the end of the main boom with the mainsail set or partly lowered. It gives ultimate speed downwind in all conditions.

ALL PURPOSE SPINNAKER 1700 sq. ft. 3/4 oz. Carrington & Dewhurst English Nylon. Cut flat with radial head and wind grabbing shoulders for reaching or running in fresh conditions.

MAXIMUM RUNNING SPINNAKER 1720 sq. ft. 3/4 oz. Carrington & Dewhurst Nylon. Cut full with radial head and wind grabbing shoulders for running in all conditions.

REGULAR SPINNAKERS (2-off) 1650 sq. ft. 1.5 oz. Bainbridge American Ripstop Nylon. Workhorse spinners incorporating radial heads designed for general use in a broad variety of conditions.

TALL BOY 270 sq. ft. 2.75 oz. Contender Terylene. Designed to take advantage of the gap between spinnaker and mainsail running and 3/4 reaching.

MAINSAIL

375 sq. ft. 9 oz. Bainbridge American Dacron. Features zipper and twist foot for low down shape control, 2 sets slab reefing points, cunningham eye.

STORM SAILS

STORM JIB 168 sq. ft. 12 oz. Contender Terylene.

STORM SPINNAKER 1000 sq. ft. Bainbridge American Force 9 Ripstop Nylon.

STORM TRISAIL 132 sq. ft. 12 oz. Contender Terylene.

Not one of these three storm sails was used — unfortunately!



Nobody puts more research, creative thinking and craftsmanship into building faster racing sails than

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*Designers of the Australian
12-metre Challenger for the
America's Cup, 1974*



THE JOY IN CRUISING

by BASIL CATTERNS

"BELIEVE ME, THERE IS NOTHING — ABSOLUTELY NOTHING — HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS. SIMPLY MESSING . . ."

This philosophy so splendidly expressed by the Water Rat in "Wind in the Willows" has been embraced by yachtsmen the world over. Others have added their own special expression of this deep emotion of men who believe happiness is a boat.

Humphrey Bogart, who shared a great love for his yawl Zacca with his other great love Lauren Bacall, years ago expressed it beautifully, "the last real freedom left to modern man is to be at the helm of his own boat".

More recently ("Daily Mirror" 29 July 73), Sydney journalist Ron Saw expressed it with considerable emotion when he wrote:

"a dream is about to come true. I'm about to sail around the world in my own yacht".

He described his crew thus:

"A mimsy assortment, a brillig bunch, but each of us driven by the same fires, led by the same longings: the need to sail across large oceans in a small boat, to feel fear and relief, joy and awe, exhaustion and relaxation, reality and escape, heaven and hell. Is it too romantic to sum it all up as adventure? I think not. Dear God, I hope not.

Is it too romantic to want to see, rather than just hear about, Bali and the Seychelles, Laurence Marques and Rio and Diego Garcia? It could never be."

Ron Saw's dream is a dream shared by lovers of the sea, around the world. Particularly so the cruising men who are more concerned with the unchanging requirements of the sea than with the changing compromises of racing-handicap rules. They are satisfied with what are essentially old-fashioned ships, old-fashioned gear. Beached though he may be by responsibilities ashore, the cruising sailor can still feel a certain smugness about his boat. She can take him across an ocean whenever he is ready to go.

C.Y.C. DEVELOPMENT OF RACING AND CRUISING

The following extract from cover story from the original "C.Y.C. Journal" Volume 1 No. 1 of August 1952, by Mr. Peter M. Luke, Honorary Editor and first Honorary Secretary, highlighted the 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 had converted the idea of a cruiser's club into an all 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.

In 1948, Prominent C.Y.C. Club Member, Mr. Reg Groat donated a perpetual trophy for the best cruise overseas. To this has been added the C.Y.C.A. Plaque plus a C.Y.C.A. Plaque for the best cruise in Australian waters.

This listing is engraved on the handsome trophy in the trophy cabinet at the C.Y.C. On the walls opposite are the framed burgees carried on Kathleen Gillett II, Sarong, and Solo, their battered remains mute testimony to the many days at sea.

Cup donor Reg Groat was popular as the friendly skipper of the new yacht Akuna in the early cruising events of the C.Y.C. and it is a strange coincidence that this boat is now the well known Lolita owned by Mr. Nick Cassim C.Y.C. Committee man and currently the energetic organiser of the very successful rendezvous cruises. Lolita still carries the original name Akuna engraved on her rudder.

This recent series of cruising events is attracting a growing fleet of yachts of all sizes and types.

The Clontarf trip on 17th June attracted 9 boats despite the bad weather and cockpit barbeques were a successful innovation with enthusiasm not dampened by the rain.

The cruise to Northwood Bay on 21st July was really a memorable occasion. Fifteen boats towed their dinghys and tacked in a gentle breeze before turning on engines and mooring together in perfect weather in an idyllic location in the Lane Cove River. Barbeques ashore in the park enabled a real party atmosphere. It was a unique and enjoyable experience.

Latest cruise to Tarban Creek on Sunday 16th September was also a great success despite the bad weather which kept many boats at their moorings. However 9 boats made a fast trip up the Parramatta River with a 20 knot south-easterly and were rewarded by leaving the rain behind them, sailing under the arch of Tarban Creek Bridge and finding a delightful and very secluded mooring at Harvey Drew's Hunters Hill jetty.

Harvey provided barbeque facilities ashore at his waterfront home and the friendly conviviality once again gave cruising skippers and their crews the great experience of mooring together.

This series of rendezvous cruises is designed to encourage members and their friends to visit areas which they would be unlikely to include in their cruising routine.

The enthusiasm already displayed indicates that the Cruising Division is able to function separately from the main Ocean Racing Division. In addition to the rendezvous cruises it is envisaged that it will hold its own social functions, symposium and lectures with subjects of interest to cruising people.

A long range programme is not possible but coming events are a harbour cruise on the 14th October and an overnight cruise in November.

The Cruising Committee are anxious to obtain starters for extended cruises at Christmas to Lake Macquarie, Port Stephens, Lord Howe Island or any other suitable cruising venue. Nick Cassim would be pleased to hear from interested skippers by phoning him on 211.3888. Also Harvey Drew is sailing to New Zealand on Boxing Day and would welcome the company of other boats.

to Olin Stephens *from page 4*

Isn't it possible that you are penalizing a good development for the wrong reasons? Isn't the real problem one of measuring all the "free" sails on all the boats? Rather than overreacting to one exploitation, might not your Committee be better employed in assessing the impact of all the sails now carried. Your Committee seems to be fostering massive foretriangles. You are as aware as I of what is now packed into these foretriangles. It's getting to the point where soon some crew in some night's squall is going to take a very long swim.

Huey Long has told me that Dan Strohmeier is launching a fund solicitation in the name of IOR to assess scientifically and independently the actual effects of sail area. If your Committee makes interior amendments in April, might you not face the prospect of retracing your steps or taking the wind out of Dan's money-raising endeavors?

I have seen certain correspondence relative to the penalization of *Cascade*. In your November 29, 1972, letter to Dan Strohmeier, you state, "My point of view is that it is important to be fair to all the competitors of whom Jerry is one, but not the only one." I find this extraordinary. There's nothing in the IOR about fairness. There aren't that many years between *Cascade* and *Dorade*. What did *Dorade*'s competitors say about fairness? That you would base your actions on a desire for fairness points up the inherent conflicts of your several positions. Of the 130-odd boats in this winter's SORC, your firm had 38 designs entered. Dr. Milgram had one.

I am told (and I welcome correction if I have been misinformed) that the NAYRU Technical Committee of which you are a member met in New York prior to the November ORC meeting in London. At the NAYRU meeting, *Cascade*

was discussed in detail. The January "Yatching" states that it was the consensus of the meeting that "the effective date of the above minor change (eliminating the negative RSAT) should not take effect before April 1 in order to provide opportunity to test the effectiveness of the cat-ketch rig during the SORC."

Apparently, you didn't feel bound by the NAYRU consensus for one week later in London, the ITC chaired by yourself recommended that a flat 10% be added to *Cascade*'s rating and this was passed by the ORC. I have been told you approved the penalty. If so, it points out the difficulty of being on committees at several levels. One might contend that the final action was taken by ORC but such a contention does not recognize the polarity and charisma of your well-earned reputation.

This brings us to the topic of how the *Cascade* penalty was legitimately accomplished. Part 1 Section 101 of the Rule, as provision for uncovered eventualities states, "It is the intention of the Council that the Rule should be stable but allows for revision from time to time as research or new developments may show this to be necessary. To this end, it is proposed that amendments to the Rule shall normally be subject to twelve months notice, but this shall not prejudice the right of the Council to declare an immediate alteration in exceptional cases."

Doesn't this really say that the intent is for a stable Rule but that the Council can amend it at any time for uncovered exceptional cases? (If so, this is far from what was sold to the US yachtsman.) I assume the legitimacy of the ORC action rests on Rule 101. What I do not see is how the cat ketch suddenly became an uncovered exceptional case. Section

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PARK AT REAR, ALEXANDER LANE



866E of the same Rule written at the same time specifically discusses the rating of schooners, yawls or ketches which carry neither headsails nor spinnakers. It takes a certain agility to move the Section 866E printed in January 1970 to an uncovered exceptional case in November 1972. It takes either agility or power.

I would like to say publicly that I have deep personal respect for your long-demonstrated skills. I am aware of how hard you have worked to bring IOR about. But I believe also that you and the several other designers involved in administration of IOR have conflicts of interest. I personally feel the longer growth of the sport would be better served by having the government of the IOR in non-industry hands. When technical problems arise, they could be brought to an advisory committee of rotating technical experts. I stress the word advising and the absence of the word consenting. I don't think policy should originate at the technical expert level and I believe that it is grossly unfair to have people with commercial involvement in a position of prior knowledge of future changes in advance of the participating public.

In closing, I feel that Dr. Milgram's *Cascade* has been done in for the wrong reasons in the wrong way and that your Committee is underwriting existent owner-protective policies. From what I have seen, I think it has become graphically clear that IOR is a flat-out development rule in an escalating spiral of hulls of the month and rigs of the week; that it has become a paradise for Committee member designers and a Nirvana for sailmakers. The time is at hand for the ORC to rethink what has been wrought and to set down in clear terms a rule with a healthy and desirable philosophy and then to see to it that the printed word of the Rule is kept.

Sincerely yours, John J. McNamara Jr.

Following this letter the Editor of SAIL reported that Olin Stephens declined to reply on the grounds that he felt he was not the correct person to do so.

IN THE WAKE OF McNAMARA

Your decision to publish "Don" McNamara's letter to Olin Stephens in your May issue was a disappointment to me.

I am as critical about certain aspects of the IOR as anyone. But to attack Olin Stephens and question his integrity and intent is incomprehensible to me.

The evolution of Mark III has been a series of international compromises. We have Olin to thank that many parts are not less equitable to all. Over the century-plus that US yachting has flourished, we have been fortunate in having had great professionals to speak for and guide those of us who can only follow yachting as an avocation. Where would our sport be without the Herreshoffs, the Paynes, the Aldens, the Rhodes, the Burgesses and, in more recent memory, Olin Stephens and his contemporaries?

I'm certain that Mr. McNamara was voicing his frustrations and possibly the displeasure of Dr. Milgram when he unsheathed his poison pen. But had he imagined himself in Olin's position for a moment, I'm sure he would have been less caustic.

Let's criticize the rule through NAYRU to the ORC, but treat our dedicated professionals with respect lest we end up in their shoes.

Thomas K. Fisher, Detroit, Mich.

• •

Bravo J.J. McNamara. I agree that the "professional" IOR Technical Committee has tailored a "new boat complex" into

the present Mark III. Too many excellent racing yachts are now on the market as "cruising auxiliaries."

In principle, I agree that an open loophole in the Rule (giving unfair advantage) should be equated. However, let's do that according to the rules. The IOR Technical Committee has wholly directed, if not limited, yacht design creativity in their efforts against Dr. Jerome Milgram.

I wonder if Olin Stephens realizes that he and Dr. Milgram are designing to the same end result: a boat that exploits every advantage of a given rule.

Thomas E. Lilleberg, Chicago, Ill

* *

You are doing a great job of putting the finger on the professionalism that has hurt the sport of sailing so much for so many of us. With Thom Harrison's (SAIL, Feb. 1973) and Don McNamara's letters, and Streber's wry comments, you are doing the sport a great service.

The professionals and essay writers won't be hurt; they will still have their following of people who buy their victories with the newest boats, hottest gear, best factory team, strongest deck apes.

What a ripoff! The pros rammed IOR down our throats and everyone is supposed to buy new or get out. So be it. The sooner the split comes the better. The merchandisers have designed ugly boats and fostered even uglier spirit.

Let the thousands of us who own older boats have a rule that equates boats, and that gives us at least a theoretical shot at winning. Then we will get back to having some fun racing around boats, new or old.

Alan D. Chesney, Beverly Farms, Mass.

* *

I read with great interest John J. McNamara's open letter to Olin Stephens.

The IOR seems to me to be a development rule. A separation of development level classes and stabilized level classes appears to me the practical solution of using the IOR in both ways. Stabilized level classes will give the amateur sailor an opportunity to equalize boats and stop the present nonsense of the "boat of the month" and the "rig of the week," as Mr. McNamara formulated it so well.

Kurt A. Hoehne, M.D., Niles, Ill.

* *

I have to confess that at one time I thought John J. McNamara, Jr. a snob. Now, after his open letter to Olin Stephens, I feel he is a friend. Let's hope sailing gets more like him. Let's take the Rule away from professionals, just as in this country we always hope to keep the professional soldiers out of politics.

When this happens, I may come back to sailing actively.

Nils Lucander, Brownsville, Tex.

* *

From the hallowed halls of the New York Yacht Club to the Harvard Club in Boston, I have heard many favourable comments regarding John J. McNamara's open letter to Olin Stephens.

I think it was an excellent job and I couldn't agree more. I suggest that it appear in other yachting periodicals. The contents of this well-written letter should be read by all interested parties, which means that other magazines should cooperate in printing it.

George F.B. Johnson, Jr., Greenwich, Conn.

to next page

to Olin Stephens

"SAIL" EDITORIAL

Changing Tacks to New Winds

There are shifting winds within our sport that call for a change of tack. In no place are they more visible than in the International Offshore Rule (IOR) where controversy remains heated and the course vague.

The visionaries of IOR saw in it a way equitably to rate ocean racing boats everywhere and thus encourage a great brotherhood in competitive sailing which would reach into all the oceans of the world.

What these same visionaries failed to state adequately was what else the IOR was intended to do. Should the yacht designer take the written Rule and design his boats to take full advantage of the Rule? Or should he feel that as a designer he has been given a special trust to produce boats within certain noble concepts — sea kindly, safe, fast, and even beautiful?

And perhaps more important: what about the people who like to race sailing craft? Shouldn't any administration of a rule be directed toward letting them enjoy their sport at levels appropriate to their skills and the money they can afford?

These questions have never ceased since the introduction of IOR; and along with them have come renewed charges of commercialism. For adoption of IOR not only provided owners with an opportunity to race their boats throughout the world, but also it gave designers and manufacturers a new and lucrative world market. If a new design did well anywhere, the chances of profits for both her designer and builder were virtually assured.

Both the International Technical Committee (ITC), which recommends technical changes to the Rule, and the Offshore Rating Council (ORC), which ratifies those changes, are staffed by men of integrity who are generous of their time and experience. But if credibility is to be achieved in these changing times, it is increasingly clear that the composition of ITC must be altered.

Despite the needs of the past, it has now become undesirable that ITC be comprised principally of designers. The technical expertise of designers is obviously needed; but, as members of ITC whose recommendations are mostly "rubber stamped" by ORC, they expose themselves to charges of commercialism. This suspicion might presume that they are likely to know in advance of other designers what the rule changes will be, or simply that being an ITC member gives them a "charisma" that is likely to affect a client's decision as to whom he goes.

One possible answer would be the provision of a paid professional technical committee with access to designers, but answering only to the governing body of the Offshore Rating Council which has a wide ranging membership. The time has come for ORC members to examine these questions and act when the Council meets later this year.

MERVYN DAVEY COMMENTS

Mr. McNamara is obviously carrying a torch for Dr. Milgram's "Cascade" and has heaped all his vituperation onto the shoulders of Olin Stephens whom he holds responsible. As most of his readers will be ill-informed, any stirrer is bound to have his followers amongst the disgruntled and those who think that their own interests have been affected. Naturally the tallest poppy is the easiest to shoot at and I am inclined to think that

this letter would be actionable in N.S.W.

Regarding his charges of professionalism, the International Technical Committee consists of six members drawn, two from U.S.A., two from the U.K. and two from Continental Europe.

They are—

Olin J. Stephens U.S.A.
Marcel Leeman Benelux
Peter Nicholson U.K.
Gustav Plym Scand.
Tom Young U.S.A.
Major de Glover U.K.

Of these six only Olin Stephens and Peter Nicholson are professional yacht designers and Peter is certainly not in the S & S camp. These are all men of the highest integrity and experience in the sphere of yachting and if Mr. McNamara has ever been chairman of a committee he would know that you cannot sway men of this calibre against their better judgment.

When Mr. McNamara infers that the firm of S & S was the principal beneficiary from the I.O.R., he seems to forget that S & S designs have dominated ocean racing for the last 40 years under both of the old rules, formulated by amateur committees.

In the case of "Cascade" I am quite sure that, if she had been built 5 years ago, the Rules Committees of the C.C.A. and R.O.R.C. would have taken similar steps to ensure that she was adequately rated.

Mr. McNamara's letter was written before the April meeting of the Offshore Rating Council when new rules relating to two masted yachts were approved.

Mr. McNamara's further criticism of the I.O.R. as outdated pre 1970 yachts is not new. 1968 would be a better date to quote as it was then the breakthrough in design, incorporating the separate rudder and fin keel took place and the superiority of the modern yacht is mainly due to this development. People who work by dates blame the I.O.R. but this type of yacht was showing its superiority and was developed under the old rules.

Generally we must expect progress and everything is going for a new yacht. Even 1973 swimmers are faster than the 1970 vintage. This is no fault of the I.O.R. and has always been the case with the older rules. If provision were not made to amend the rule from time to time the older yachts would be outdated even faster. How good is a five year old 12 metre? You have to ballast them up to 13 metres to use them as a trial horse. Hence the adoption in Australia of a scale of age allowances to keep the older yachts racing, whilst recognising that under the I.O.R. or any other rule, new yachts with the most modern equipment will be faster than their older sisters.

In conclusion, I do not consider that Mr. McNamara's letter has contributed anything constructive to the sport of yachting, or that his hobby horse, the Cat Rigged Ketch is the ideal racing yacht of the future whose star has been eclipsed by resolution of the Offshore Rating Council.

This letter could well have been ignored.

MERVYN DAVEY is Member for Australasia of the Offshore Rating Council.

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NEW BEACH RD., DARLING POINT

to Olin Stephens

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MERVYN DAVEY is Member for Australasia of the Offshore Rating Council.

John Brooks on the Admiral's Cup

Cowes week regatta and the Admiral's Cup Challenge combine bi-annually into what many regard as the world premiership of offshore racing and if the frenzied atmosphere prevailing during Cowes week and the weeks preceding the start of Admiral's Cup events is any criterion, it is exactly that. Take the scene at C.Y.C.A. on Boxing Day morning, multiply by ten, sustain for three weeks and you begin to get some idea.

Australians were everywhere. In addition to the team itself, Apollo 1, which had a great season in England, and the new Spanker class Bumblebee 2 carried the flag; a local Swan 40 was raced by Pacha's crew, the usual content of Aussie 'niggers' appeared on the big American boats and a host of freelancing Aussie crewmen were scattered throughout the entire fleet. I suspect we were outnumbered by the British but I doubt if the same could be said for the Lager consumption. Australians also figured in the British, Irish and South African Admiral's Cup teams.

There was very little controversy this year to the disappointment perhaps of the world yachting press. A rumour that the Americans were disappointed with Lightnin's performance and wanted to replace her with the powerful Chicago based Aura remained a rumour. A possible protest against Morning Cloud which fitted a larger prop for a rating reduction, allegedly after the time limit for final ratings, never eventuated. Gingko's crew had some anxious moments as the measurers pondered I.O.R. MK 3 interpretations of her stern and rudder, and for a while modifications seemed a possibility. Sighs of relief all round when she passed fit for action.

I watched several boats being measured prior to Cowes Week and thought some of the methods employed left a lot to be desired. Merv Davey would never approve.

Despite the fact that one or two boat teams were banned this year a record entry of 16 national teams gathered for the fray, with the Australian Team favourite after an excellent performance in the Dinard Race, but with 48 mostly new boats involved, pre-series favouritism was mostly academic.

Friday 3rd August — Channel Race, 220 miles.

The Admiral's Cup division got away at 3.30 p.m. in a 20 knot south-westerly in calm sea conditions. Lightnin' broke the start and did well to re-cross in a minute and a half, but this cost her second place. It looked like being a fast race and this proved to be as the wind throughout merely shifted from SW to WSW and back to SW again, freshening to 35K in the late stages as a gale warning eventually started to come true.

A generally triangular course, there was surprisingly little windward work and the leg home from Le Havre was a reach all the way for everyone but the leaders. This produced fast times from the entire Admiral's Cup fleet and with the handicapping system in use it favored the lower rating boats. The first three placings on corrected time rated 29.7, 30.4, 29.0. The winner was Revolution (France), an odd looking boat which was never heard of again for the rest of the series. The results put the big boat U.S. team way down despite Ted Turner's 3rd in Lightnin' and the first list of team standings looked startling with Germany, Holland and Italy at the top. Australia was well placed in 4th only 20 points behind the leader with Gingko 5th and Apollo 2, 12th. Rags was forced to sail without her new Starcut, an essential sail for this race, and finished 24th, but it was interesting to note that none of the boats ahead of her on corrected

time had a higher rating. Morning Cloud protested Lightnin' over a starting line incident but it was dismissed on the unusual grounds that a protest flag was not flown until 5 minutes after the incident, which considering the crowded start seemed a little technical.

Monday 6th August — Solent Course.

The SW gale which started towards the end of the Channel race was well developed on Sunday and the day's racing netted seven dismastings and numerous other reports of major and minor damage. Apollo 1, which collected fastest time that day reported 50K over the deck beating to windward. By Monday morning conditions had moderated only slightly with the result that all racing except Admiral's Cup was cancelled.

Cangaceiro (Brazil) did not arrive on the starting line and the reason why was slightly sensational and probably libellous for the purpose of this article.

At 10 a.m. the teams got away beating into a SW wind gusting to 35K, forecast to moderate, and an adverse set of 4K. It was no place for beginners and I watched the start from the relative safety of the Hotel lounge (licensed).

Quailo, well sailed by Peter Nicholson, beat bigger boats to the windward mark but could not hold her lead downwind as Saga overhauled her, then Charisma with better spinnaker handling got by. Further back Apollo 2 and Gingko were locked in a tight race with Matrero and Saudade and the field started to spread out.

At the end of the first round Gingko led Apollo 2 through in a scene reminiscent of Sydney racing, but that was the last time. Almost from that moment on Alan Bond's crew really got Apollo 2 in the groove, consistently beating Gingko from then on in the Solent. Second time around and Gingko lost some time in headsail changes and went aground but nonetheless flew home to finish 7th. Ragamuffin never made a mistake and in a display of fine sailing finished 5th behind Apollo 2.

The winner Saudade (Germany) was proving to be the 'go' boat in the field. A hull sister to the new Prospect of Whitby the Australian team could be thankful that Arthur Slater didn't get Prospect going well enough in time for British team selection. As if to underline this, Prospect went out on Tuesday for the Britannia Cup and beat a class field that included many Admiral's Cup boats, amongst them Apollo 2. As it was, Quailo's 3rd place had moved Britain up to 3rd in the team standings and Australia had advanced to 2nd, 12 points behind Germany.

Wednesday 8th August — Solent Course.

A race full of incidents and errors proved to be a good day for the three leading teams. Monday's near gale conditions had abated to SW at 15K and the start took place in perfect sunny sailing conditions.

Salty Goose and Saga led the big boats around the first mark followed closely by Quailo, which was displaying great windward ability in the Solent. At the head of the lower rating boats came Saudade, leading Apollo 2 and Rags, with Gingko well back in the field. The British team were doing well and at the end of the first round were all in the first ten. But it is off the wind that the Miller boats excel and Gingko charged up to close with her team mates while the British team suffered from poor kite handling, particularly Quailo. But for this Britain might have scored even more points in this race. As it turned

out they top scored with 130 points with Morning Cloud 2nd and Frigate 4th.

There were numerous protests that day and another bad day for Brazil as Wa Wa Too sailed the wrong side of No Man's Land Forts, which were a mark of the course, and was followed by team mate Saga. Saga realised her mistake and returned to re-round losing many places in the process, while Wa Wa Too eventually retired.

Saudade proved herself with yet another 1st, well supported by Rubin 6th, but consistent team performance inshore had moved Australia to six points behind Germany, later increased to seven as a result of a protest. The teams' ability around the buoys and Gordon Reynold's training drills had paid off and the Australian team were praying for moderate to strong conditions for the Fastnet.

Saturday 11th August — Fastnet Race 605 miles.

I don't know if the Australian team really did pray for heavy conditions but whatever they did, they should not have done it as they got the opposite result. The sea stayed flat calm and the winds remained light throughout, veering from SW at the start to easterly, where it stayed for days when it was blowing at all.

It was impossible to follow the progress of this race while taking part. The Admiral's Cup boats had a radio schedule of sorts but listening to the news reports on the broadcast band one would not know there was a race on at all as there was virtually no reference made to it during the first few days.

The race was a lottery for all concerned. The British team, supposedly superior in light conditions, lost out when Morning Cloud trailed in 30th. She must have had all the bad breaks as the lower rating Frigate finished 8th, with Quailo 6th. Australia, favoured in the press and elsewhere to overhaul the Germans in the offshore event, managed 12th (Gingko), 15th (Apollo 2) and 16th (Ragamuffin), to hold on to 2nd place.

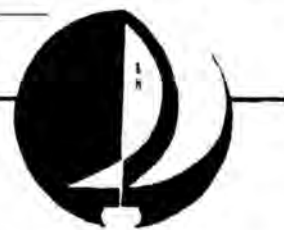
The Germans, leading from the first event, proved it was no fluke and increased their points lead for a well deserved win. Saudade, clearly the top boat of the series, came home 7th for a record of 4,1,1,7. She was well supported by Carina and Rubin, 10th and 11th. A 5% penalty for Carina allegedly over the line at the start was not applied and it would have made no difference to the final results.

On Friday the crews held their 'quiet little drink', and while the talk was still coherent (3815 for those who recognise the significance of the figure), it was generally agreed that Germany's win over the big three of ocean racing was a good thing for the event and that 1975 would be bigger and better with even more fierce competition. This year Italy had shown plenty of potential and the South Americans showed up with well prepared boats and great enthusiasm (apart from one unfortunate lapse), and must have profited from the experience.

All in all it was a great series and with the promise of more to come I hope I am there in 1975, if not to compete then at least to watch, the grand-daddy of all ocean racing series.

Thinking of buying a better yacht ?

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If you are thinking of buying or selling
your own boat call in and see Bob
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BOB HOLMES

NEW BEACH RD. DARLING POINT
N.S.W. 2027

OFFSHORE signals

Dear Sir,

In "House News" (August "Offshore") reference was made to the establishment of a Library at the same time calling for donations of reading material or cash.

I am prepared to donate my magnificent "The Tall Ships Pass" by W.L.A. Derby. It is a beautifully printed volume of over 400 pages with 96 illustrations. But I shall only do this if I know that my book won't be stowed away in magnificent isolation and unavailable to others.

Could you tell me what progress if any has been made?

REG LANGE

YOU CAN'T LOSE.

If you are one of those generous perpetual trophy donors then you are a winner whenever a yacht wins the 1st Division "C" and "D" in the Sydney-Hobart race. Or, closer to home in the Ocean Racing Point Scores, no trophy has yet been donated to 1st in No. 3 Division L.O.P.S.; 1st in No. 4 Division L.O.P.S. and 1st in No. 5 Division O.P.S.

Trophies generally consist of Cups, Rose Bowls, Trays etc which have space for the engraving of names of winning yachts as well as the donor's name. They're not expensive but every yachtsman loves to have some tangible recognition of his skilled efforts. The C.Y.C. is grateful to those who provide this.

MARINA EXTENSIONS

As announced in the last issue of "Offshore" approval had been given to extend the No. 1 Marina. Hedley Watson drew tentative plans allocating 31 new berths which were accepted by the Board of the C.Y.C. Dick Taylor an engineer and member of the C.Y.C. then took over the production of working drawings and specification. His efforts were clearly efficient and the M.S.B. quickly approved the plans. The C.Y.C. Board has expressed keen appreciation of his help.

The tender of Sydney Bridge and Wharf Pty. Ltd. for \$29,890 (approx.) has been accepted; finance arranged by the bank amounted to \$30,000 repayable over four years. Work commenced on Monday September 10, and it is believed that the extra berths will be ready in December.

The extension will be wider than the present marina and will have no handrail on the North side with all services set under the walkway. An interesting aspect of the design is a low key lighting system which permits a clear night view of the harbour from Rushcutter Park.

SEABIRDS RACE RESULTS

The race held on August 25th was a real test for the skippers. The light almost non existent W.N.W. zephyrs meant a very slow race. Prizes were given by Commodore Jim Bridgland at the club after the race. Seems as if Jim was the grand prize winner since he managed a warm kiss with each given prize.

SOLING DIVISION: Battle Axe VI; HARBOUR A DIVISION: Southern Cross; OFFSHORE A DIVISION: Callipyge II; OFFSHORE B DIVISION: Melite; OFFSHORE C DIVISION: Zilvergeest II; OFFSHORE D DIVISION: Emma Chisit; HARBOUR C DIVISION: Skipjack; HARBOUR D DIVISION: Savoir Faire.

Basil Cattern's letter published in August "Offshore" makes some excellent points. Yes we do have very definite plans to improve our clubrooms located in the new development. However your comments have prompted us to re-arrange the present layout except for the old wooden steering wheel which was unfortunately stolen.

We have taken the specific items to which you refer, out of store and those which we believe to be appropriate are now displayed around the club. At present space is our problem, and other items previously displayed are now in store awaiting re-location in the new development. You will all be aware that the House has written to all past Hobart Race winners and Admiral Cup representatives requesting that they donate half models of their vessels. The response has been marvellous, and a progress report on this project will be made in the next issue.

In addition, we have for instance a section of Rani's mast which awaits mounting and location in the new clubrooms and Nick Cassim has donated a sextant. Any suggestions and offers members wish to make to the House Committee are most welcome, and all will receive prompt and careful consideration.

HOUSE COMMITTEE

FOR THE RECORD . . . See page 27

To date the C.Y.C.A. Cruising Trophy has been awarded as follows:

YEAR	YACHT	OWNER	FOR
1948	Kathleen Gillett II	J.E. Earl	World Cruise
1952	Lahara	D. Ashton	Tasman Cruise
1953	Horizon	S. Berg	Lord Howe Cruise
1956	Malohi	N. McEnally	Suva & Noumea
1960	Sarong	E.J. King	World Cruise
1961	Solo	V. Meyer	Tahiti & Noumea
1965/66	Solo	V. Meyer	Circumnavigation
1967	Kaleena	H.E. Godden	New Zealand and Noumea
1970	Solo	V. Meyer	South America
1971	Sarabande	J.B. Diethelm	Indian Ocean
1972	Pacha	Sir Robert Crichton-Brown	Cruise to U.K.

A ROUGH SPORT

Hey, they couldn't be serious on the wording on our new 'Coasters' in the bar, could they!!

No names — no pack drill, but yachting is getting a pretty rough sport these days. In the last three weeks — one split head — a boom to blame; one busted forearm — a victim of a winch failure; one broken mast — result two broken ribs to an in-the-way-crewman. And Hospital Benefits fees going up all the time!

Welcome guest at the bar the other night, well known Olympic and cross Channel swimmer, Linda McGill looking both fit and lovely according to all the well known bar 'bird' connoisseurs.

Why is everyone switching to North genoas?



Lightnin', North American One Ton Champion

Photo by Rosenfeld

Because they go faster. That's why.

Class A racing machines like *Bonaventure*, *Charisma*, *Phantom*, *Yankee Girl*, *Sassy*, *Congere*, and *Salty Goose* know that their #1 genoas are by far their most important sail. So they rely on North. They know that these are the fastest genoas they can buy.

There are several reasons for North's proven superiority. One is the miterless construction which allows the shape to be built in from head to foot. Our testing has consistently shown that genoas with a uniform shape carried all the way down are faster than genoas whose lower area is flat with the draft forward.

Not only are they faster, but North genoas offer

additional advantages. They stretch less, for one thing. Which means that a North genoa can be used over a wider range of wind conditions. A 40-footer, for example, can effectively use her 4½ oz. North genoa in winds ranging from 4 knots to 14 knots. That means fewer sail changes. And because there is less stretch, you don't have to adjust the halyard as often. Or the sheet. Or the sheet leads.

But you don't have to own a "Class A" I.O.R. racer to enjoy the benefits of a fast North genoa. They are equally effective on Quarter-Tonners. And everything in between. We would like to talk to you about putting a faster genoa aboard your boat. Just call your nearest North loft. Collect.



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PAPUA YACHT CLUB *Port Moresby*

We recently received the Papua Yacht Club's 1973 Year Book in which there was some surprising information. The Club celebrated its 51st birthday in June last year. It was wiped out by a surly bomb in a 1942 air raid and was ultimately replaced by the building pictured here. The total membership was 979 in 1972 and they are positive of hitting the thousand mark this year.

The boats are mainly Sharpies, Fireballs, Corsairs, Herons, Cadets and of course, Catamarans. Firm safety regulations are laid down from the 'A' class yachts down to the smallest

OFFSHORE signals

dinghy and all races are sailed under I.Y.R.U. Racing Rules. As an additional precaution the following Safety Hints for Sailors are published in the Year Book:

1. Never take chances and always use common sense.
2. Always carry buoyancy, life jackets, bailers and paddles.
3. If you tip your boat over, keep calm and stay with your boat until rescued. Be wary of trying to swim ashore — it's further than you think.
4. Learn to sail in light winds.
5. If your boat begins to heel (or lean) too far, let out the main sheet a little or point your bow more nearly into the wind.
6. Never go to sea if a storm is threatening — the wind blows much harder than you think.
7. Never go to sea near dusk or at night — if anything goes wrong you can't be seen, and it is a long while until daylight.
8. Keep your boat bailed dry — water is very poor ballast.
9. Remember that rope burns if it runs through your hands too quickly.
10. Never tie a knot on a cleat.
11. Always wear sandshoes — they not only protect your boat and stop you from slipping, but they are essential if you do happen to end up on a reef.

Power boats are there in all shapes and sizes and we quote "The so called 'stink boats' (which by the way, do not really stink — though this might apply to some of the crews) now form a sizeable fleet within the yacht club". Then the Year Book goes on to say what an essential part of the club they are.

It may be that one of these days the Papua Yacht Club will initiate a race to Port Moresby with some fascinating stops on the way up; that would be quite a race.

MESSAGE FROM PAPUA YACHT CLUB

From context of letter received: "The readers of "Offshore" can be assured that visiting yachtsmen are always welcome at the Papua Yacht Club and I think they should find our facilities for the visitors well up to standard. The Club is at present enjoying a most successful year with increased membership and significant improvements either in hand or planned."

W.S.G. Bateman, Vice-Commodore

STOP PRESS

Montague Island Race:

1st Harmony, 2nd Granny Smith, 3rd Tampico II.

MARINA BERTH OCCUPATION

Marina berths must not be occupied without prior agreement of the General Secretary. Apparently vacant berths may well have been allocated to yachts in transit and it should be obvious that berths can only be handled through a central authority.



TOM MORRISSEY
and STAFF . . .

of

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The first round the world race for fully crewed Class I yachts was started by solo circumnavigator Sir Alex Rose at Portsmouth on September 8th. The twenty competing yachts were surrounded by an estimated 2000 spectator craft and several thousand ashore. Bookmakers' favourite 6-1 is Chay Blyth with his paratroop crew in Great Britain II, an 80' Alan Gurney development of windward passage, built in glass fibre. The new alloy Pen Duick VI with Eric Tabarly is 8-1. My money will be on Tabarly whose ocean racing experience must count more than having sailed the course backwards before. They are expected to arrive in Sydney at the beginning of December so the marina should be pretty crowded with the Southern Cross teams there as well. It's a shame the round the world yachts couldn't have time to do the Hobart race before heading off to Rio. After all what's another 650 miles when you are doing 28,000!

PS. Watch out for the Mexican entry Sayula II (a dark green S&S 65' production boat). Butch Dalrymple-Smith is aboard.
from ROGER MOTSON, UK

• • •
The Whitbread race is the first of its kind. There was a race organised by the London Sunday Times in 1968 but the boats were smaller and carried only one crew: they had to sail round the world non stop. Only one boat Subaili owned and sailed by Robin Knox Johnston managed to complete the trip and became the first solo circumnavigation yacht.

This time the yachts range from 45' to 79' and have three stops, Capetown, Sydney, thence via Cape Horn to Rio de Janeiro and on to Portsmouth.

The competing yachts will stop and be restarted together at Capetown and Sydney and will stop and be restarted from Rio de Janeiro according to their handicap, so that the yachts should arrive at the middle or end of April 1974. Hopefully the restart dates will be first week in November from Capetown; mid-December from C.Y.C. Sydney and early March from Rio de Janeiro.

So you have a race estimated to take eight months to finish. Yachts may stop at any port on the globe to land injured or unwell crewmen. Crews may be changed at the three nominated stop ports.

To quote Robin Knox Johnston 'The crews will have to manage to remain compatible for eight months in very trying conditions and this will, I think, be their biggest hurdle.'

At the time "Offshore" went to press, the leading yachts were (on handicap) PENDUICK; SAYULA II and 33 EXPORT.
Editor.

ADMIRAL'S CUP ART UNION.

The results were drawn and announced at a grand party on August 31st at CYC. Sherri Anderson swore she was going to win the Torana but she missed poor girl and it went to J. Seward, Greenacre, N.S.W. We offer our congratulations and motoring of the type Mr. Nader would approve. As far as we can see "Bill" Thompson was the only member of the CYC to collect. He won a coffee percolator which is a sobering thought.

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MARINA NEWS

JACK NORTH writes:

● Koomooloo Two is one of a very few full-powered motor vessels among the sixty or so windjammers that inhabit the marina. Designed by Trygve Halvorsen and built by Halvorsen, Morsen & Gowland Pty Ltd, she is 43' by 15' and draws 4 ft. Twin G.M. V8 diesels give her 22 knots under perfect conditions but her cruising speed is 14 knots. At this speed she has a fuel range of 700 miles. On her Christmas trip to Hobart she averaged 11 knots for the voyage and owner Norman Rydge states that she has covered about 9,000 miles since built.

At 9 a.m. of Friday, 8th June, she left the marina for Mackay, arriving at 9 a.m. of the 12th after a passage of exactly four days. Her crew, apart from Norman Rydge, were Peter Cosgrave, Gordon Dunn and Adrian Gray. At the time of writing it is proposed to leave Gladstone for Sydney on 21.9.73 with the same crew, except that John Keown will sail in the place of Adrian Gray. While on her Barrier Reef cruise Koomooloo Two has had several crew changes arranged on a convenient roster.

The whole trip has been described as glorious with nothing unusual except near Dent Island, where a 30 knot south-easter was pushing against a strong tide. This raised a sea as sloppy and choppy as anyone could remember encountering.

Sailormen tend to regard motor cruising as problem free, but it does have problems of its own. Night navigation must be accurate when proceeding at speed through strange channels. While the sailing yacht lookout can wonder whether a blacker patch in the night is a piece of land, a cloudbank or just sleepy imagination, the umpteen-knot motor cruiser must know at once for he'll be up to it in a minute or so.

● The limelight naturally falls on ocean racers and long distance cruisers. But as the C.Y.C. caters for all tastes other boats, which form a powerful sector of the fleet, deserve far more attention than they receive. For instance, when I mentioned September Song to the editor the other day he said he'd never heard of her. And this from a man who has walked past her a dozen times a week for years.

September Song is a good representative of the family cruising yacht. Owned by Tom Palmer she was built by Chris Fiumini to an Alan Payne design and launched at Kogarah Bay in December, 1965. A somewhat radical double-ender, she is 37' overall with a beam of 11'2"; her outside ballast of 4 tons 2 cwt is carried on a draft of 6'2". A beautiful example of the boatbuilder's art, she is built of oregon, glued and splined.

Her 4 cylinder Perkins diesel has a fuel range (30 galls) of 350 miles at 6 knots. This motor, under the cockpit, takes up remarkably little space, being connected to the propeller shaft through a Borg-Warner gear box and Walters V-Drive.

Although September Song sailed in the 1967 Hobart race and has entered most of the local shorter events, she has never been intensively raced. Tom Palmer and his family have cruised to Port Stephens occasionally, and more frequently to closer ports. They are quite happy to be just messing about in boats.

● Benedic, a fibreglass ketch designed by Van der Stat, was launched at Southern Ocean Shipyards, Poole, U.K. in June 1971. She is 71 feet overall with 17'6" beam and draws 8'6" on a 56 ft. waterline. Her Perkins 6 cylinder diesel (115 h.p.) powers her at about 8 knots on a range of 1,000 miles. Owned by an overseas company, she is on charter to Australian interests.

Below decks are all the to-be-expected fittings of a luxury yacht; an ice-making machine is the gadget that springs immediately to mind. And when the weary sailor doesn't like the angle at which he is sitting, he simply pushes a button so that hydraulic gear will raise and lower his seat, or lay it back to a more comfortable reclining angle. (Stop that muttering, ancient mariner! It wasn't really better in the days when you were grateful for a heap of wet cotton sails to lie on.)

Colin Betts joined Benedic in England a couple of years ago and, leaving the U.K. in October 1971, sailed her to Australia, to reach the marina in early September this year. This leisurely passage took in many ports and it was only in January 1973 that the yacht passed through the Panama Canal.

Most of the trip was in trade wind conditions, the worst weather being met between Lord Howe Island and Sydney, when a few seams of the mizzen split and the boom was fractured.

The entire passage from England was sailed with a permanent crew of three. The yacht has moved on to Pittwater.

LOVE AND WAR

When this new S & S "machine", owned by Peter Kurts, was launched a few weeks ago, the name, certainly raised a few eyebrows, as well as attracting in a very short time a record number of nicknames around the bar. One bandied about was "KISS" — keep it simple, stupid, — and even the owner agreed this was appropriate from the outset.

However, during a short talk with "OFFSHORE", Peter did give us the actual derivation which we are sure readers will be most interested in and we quote — Love and War — "All is fair in love and war" — ocean racing to him is a love/hate affair — a confrontation that cannot be avoided — unquote.

Built by Quilkey in 4 skins of oregon to the same design as the German SAUDAIT, who scooped the pool in the Admiral's Cup, L & W underwater is probably closest to Queegue in shape — fine forward and plenty of buoyancy aft for local comparison.

Her vital statistics are length 47.00 ft. beam 13.50 ft. draft 7.50 ft. fitted with an Alspar mast 60 ft. (above deck). The "donk" is a Perkins 4/108 which is connected to a V drive gear box. Sails are quite a mixture — the honours being shared by three sailmakers. Winches are Barlow with two linked 40's to accommodate quick trimming of the genoa.

One luxury not too often seen in new ocean racers today is a laid deck. Down below she is comfortable without a lot of fancy decor compared with similar size boats. L & W will crew with 9 or 10.

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