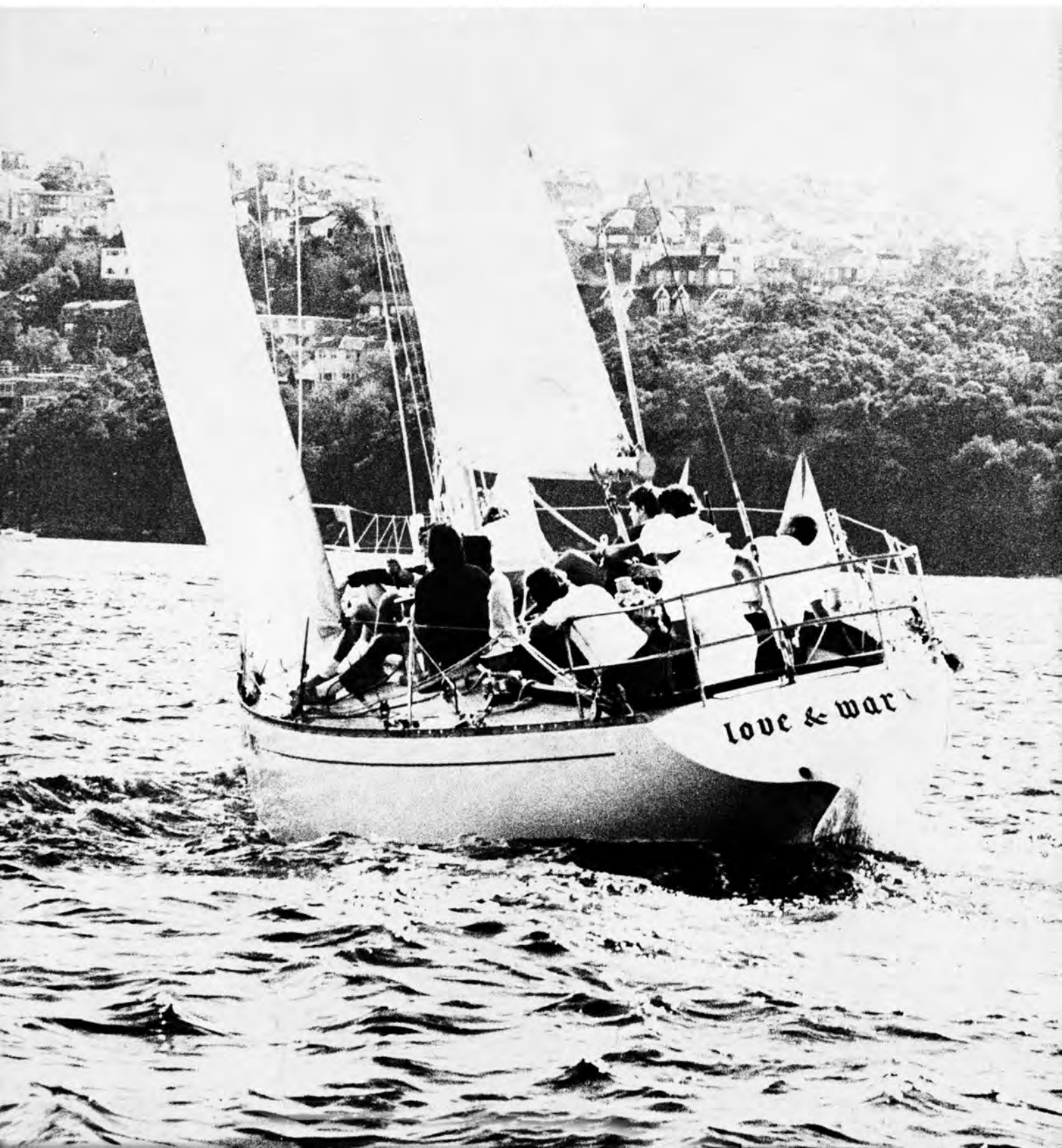


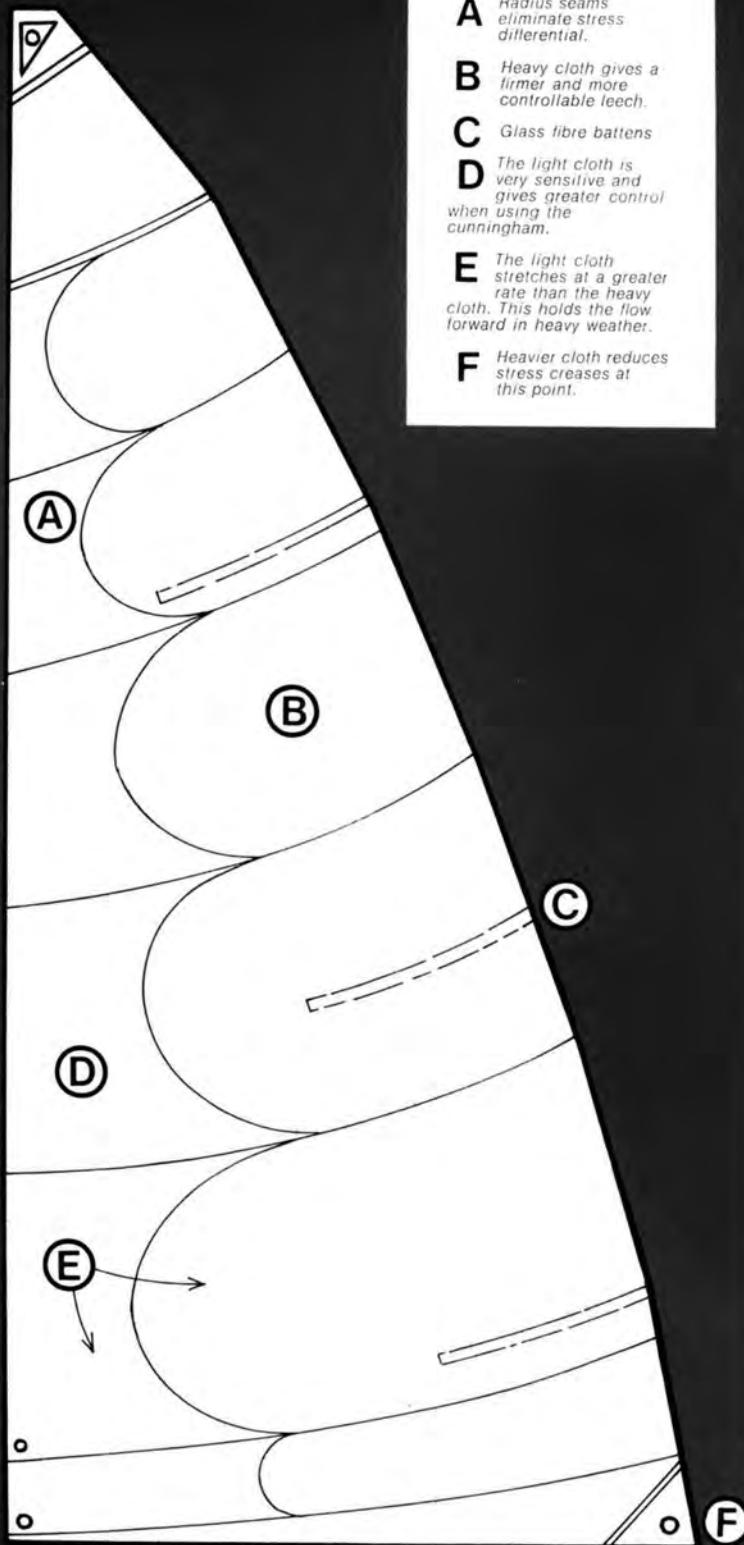
OFFSHORE

NUMBER 20

OCTOBER 1974

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OFFSHORE

OCTOBER, 1974
NUMBER 20

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Love and War
(photo by David J. Colfelt)

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

Advertising : Campbell 'Tiger' Scott, Phone 233 1411

Subscriptions: Surface Mail: Australia \$4.50, Overseas
\$6.00.

Air Mail: Australia \$7.00, New
Zealand \$8.00, Overseas \$12.00.

Editor : Dan Stojanovich



Mast Overboard

Many years ago it was my misconception that until you have lost your mast at sea you haven't come of age. But having experienced several such incidents since, I am convinced that it is not an experience one should look for — in fact it should be guarded against at all costs!

Without fear of contradiction, I would say that in most cases where a mast is lost at sea it can be put down to carelessness, lack of knowledge or attention to detail.

While all care must be taken to guard against this mishap, equipment should be carried aboard to cater for such an accident if it should happen.

I am a very strong believer that in these cases every effort should be made to collect all the gear back on board and not to cut everything adrift, as happens in so many cases. However, these decisions can only be made at the time, depending on the circumstances of sea conditions.

The main detail to watch on any boat is that all gear is serviceable and this includes nuts, bolts, pins and all other fastenings connected with the rigging. If these points are regularly checked, there is little need for emergency equipment as parts can be disconnected in an emergency without much trouble. However, it is advisable to have a pair of wire-cutters large enough to cut the main rigging away if necessary. In these days of stainless

Debris cleared and broken mast securely lashed, *Magic* continues north under jury rig using the spinnaker pole as a mast.



steel rigging and particularly in the case of solid bar it is not possible to cut this rigging with shears, and this is what is behind the safety regulations stipulation that 12 high speed hacksaw blades must be carried.

The speed with which the broken mast is retrieved or cut away depends on many things. As well as sea conditions and shore room it can depend on hull construction, as there is danger of severe damage to the hull of a wooden boat, whereas a steel hull will suffer little damage.

For those who have never experienced a broken mast at sea, rest assured that you can't imagine how much clearing up there is. You begin to wonder where all the rigging and gear came from, and it can take many hours before the situation is under control.

Then comes the problem of jury rig and making for the nearest port. I believe that the last thought that should go through your mind is that of rescue, particularly after reading the article concerning John Alsop in 'OFFSHORE' August issue, as his troubles and danger to his vessel only seemed to start when what seemed like an unnecessary rescue was at hand.

If the mast is broken off near the top, like the 8 ft we lost in the Hobart race one year in *Nimbus* (the ship which was tragically lost in that recent terrible gale), you can lash new blocks to the existing stump and shorten the sails by tying knots in them as we did with our spinnaker. We finished the race by crossing the line about a day late.

If the whole mast is lost such as shown in the adjoining photographs, the boom or spinnaker pole can be rigged as a mast and sails of some form or another can be rigged on the jury

Magic under shortened sail on Sydney Harbour one day in the early 60's. Skipper Mick York on the helm.



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Top: Skipper Mick York at the time

Alongside Royal Prince Alfred Yacht Club at Newport and the major task of clearing the rigging is under way. Dick Rawson with jury rig shorts helps Mick York dismantle the gear (below).

Mast overboard cont.

mast as long as you can set a course to shore which doesn't call for windward work.

There is very little more advice which can be given to assist in rigging jury equipment, as this depends so much on the circumstances, but I sincerely believe that necessity will create a way of overcoming the problem, as long as you don't take the easy way out and start a 'May Day' situation.

The advice I can give is therefore primarily that care and attention to detail and regular inspection of mast and fittings is essential. In particular, such an inspection should be undertaken before any major ocean passage.

The accompanying photographs cover the dismasting of my sloop *Magic* during a Broken Bay race about 1960. We were running with a shy spinnaker in a 16 knot westerly when the mast was torn out by the thrust of the spinnaker pole. The mast fell overboard to starboard and quick action was needed to get all the gear aboard before the mast punched a hole in the hull.

Later the weather deteriorated. This was the black week-end when well-known yachtsman Ron Robinson was lost overboard from *Kurrawa IV* in that terrible southerly gale.

Fortunately we were able to make it back safely, but as the photographs show not without some earnest work and weather scars.

— from MICK YORK

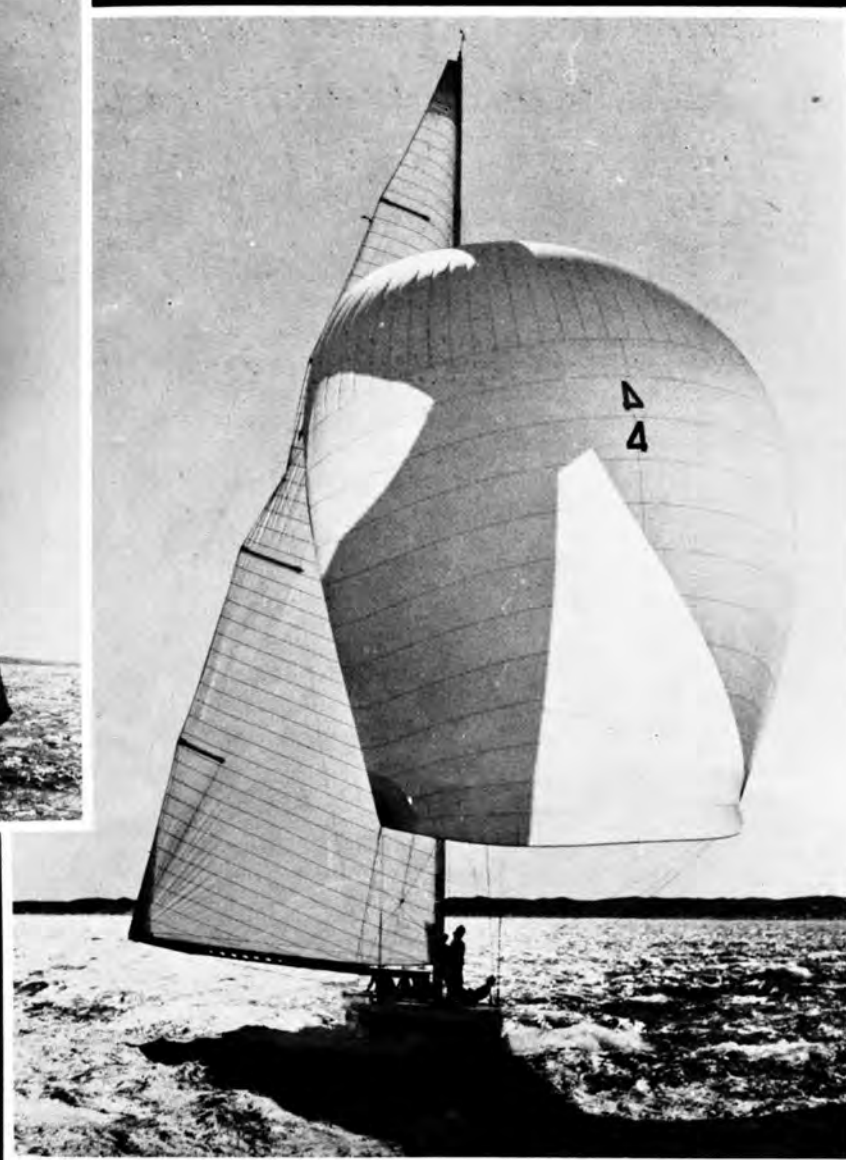




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A Definitive Guide to Yachting

In which, for the benefit of newcomers to the sport, John Brooks attempts to explain some of the more exotic terminology in current usage

Aquaphobia: Literally, fear of the water. A medical term applied to Skippers and Navigators, all of whom hate to get wet.

Abaft: Used when greeting other vessels. e.g. 'Abaft there you lubber.' Often heard on Ladies Day where it is used to describe Lady Skippers of ample proportions e.g. 'Abaft the beam'. (c/f OAC 332, I.O.R. Aft Overhang Component).



Abaft

Cap Shroud: Various forms of fashionable headgear invariably worn by those members of the fraternity collectively described as "hairless, Mexican and otherwise". High overboard loss rate and practically uninsurable. Old and worn examples which have survived a few weeks or more are much prized as evidence of the owner's racing experience.

Gybe: (See Rule 35 — 'Hailing' A.Y.F. Handbook.) Form of debate used in close racing. Most often heard in the vicinity of rounding marks but not confined to those areas alone. Many gybes are heard on the starting line where loud imprecations are regarded as an essential part of the procedure. It is also regarded as good form to ignore such imprecations when they are directed in your direction.

Heavy: (Adj.) (See also BMAX 310 I.O.R. Beam Maximum). Term used to describe well known yachtsmen who are overweight. (c/f FGO 327 I.O.R. Forward Girth Overhang). e.g. The latter day Peter Green, Tony Cable, David Lawson before he started work, John Dawson before and after he went on a diet.



Cap Shroud



Gybe

Kite: A common practice in all yacht club bars referring to members who write numerous cheques after 1700 hrs on Friday. Also a term of derision between Skippers as in, "Why don't you go fly a ———, " etc.

Kicker: Crew member responsible for waking the watch below for sail changes etc.

'CGF': 711 I.O.R. Centre of Gravity Factor. Used in measuring the stability of member leaving the Club bar late Friday night. One of the important measurements at the local Police Station.



C.G.F.

'D': 337 I.O.R. Rated Depth. (See also DB and DC.) Middie, schooner etc., also 'Highball'. Wide range of definition according to location but generally defined as rated cubic capacity of glass in hand. A particularly destructive form is encountered by Admiral's Cup yachtsmen in England where one form of 'D' is known as a 'Pint'.

'DB': 508 I.O.R. Base Draft. Exact filling of glass to achieve 'D'.

'DC': 514 I.O.R. Draft Correction. Correction to 'DB' after argument between yachtsman and bartender.

'DMT': 324 I.O.R. Draft Measured Total. (c/f 'CGF') Final tally of Base Drafts consumed by yachtsman as established by reliable measurer. At this stage it is sometimes difficult to find a reliable measurer, but a rough estimate can be made by taking into account the Centre of gravity factor. N.B. Exact measurement can be established by taking the 'Breathalyser' Test but this can adversely affect the yachtsman's rating, not to mention his freedom of movement.

Reach: (c/f Chunder and various other colloquialisms.) A canine quality observed in some yachtsmen describing the peculiar habit of leaning over the nearest rail and barking at the water. These same yachtsmen exhibit strong desires to return each weekend and repeat the exercise, which is one of the great mysteries of behavioural science.

Close Reach: Wherein the character concerned just makes it to the rail in time.

Broad Reach: Same exercise but in this case, trying for distance.



REACH!!!

Runner: (Not to be confused with Road Runner.)

A member of the crew of large yachts whose primary duty is to relay arguments between the Skipper and the Foredeck Captain when they can't, or don't want to, hear each other. Usually blamed for late or premature spinnaker sets.

Sextant: (c/f Dormant) Term used to describe condition of crew in latter stages of a long ocean race. From the latin 'sex' — meaning six, e.g. after six days at sea the entire crew became sextant. Also the reason why virtuous members of the opposite sex in Hobart head for the hills shortly after Boxing Day each year.

Sheet: A commonly used yachting expression as in "He was three sheets to the wind". When an American yachtsman uses the term it means something else entirely, as do most other English words.

Starting Boat: A sea bird of the harbours and inlets genus. Very shy and usually can only be spotted on weekends when it alights on the harbour. On such occasions it is immediately attacked by aggressive yachtsmen, which is why it is so nervous. On long race weekends its plaintive ethereal mating call can be heard up and down the east coast. Mating call: "Hellow all yachts, hellow all yachts, this is Offshore calling all yachts . . ."



Runner



New Lister diesels for "Hurrica 5," 50 years old Bermudan ketch.

"Hurrica 5" is a 38 ton, 58 footer owned by Mr. John Shaw of Mona Vale, N.S.W. She was built in 1924 by Fords of Berry's Bay, Sydney, to a design of Camper Nicholson for ocean cruising. Constructed of New Zealand kauri with teak deck and oregon masts "Hurrica 5" shows no signs of her age or her exciting service in the last war when she carried an armament of guns sailing in the island waters.

A Lister 88.5 bhp HRW6MGR2 propulsion engine with Lister hydraulic gear box and 2:1

reduction gear give her a speed under power of 9 knots. Her auxiliary services are provided by a 15 bhp type SW2MA Lister auxiliary generating set.

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Around Hawaii (and good times!)

I don't know if many of you have heard of it, but I am sure you will hear a lot more of it in the future. It is a great race, and destined to be a must in the International Racing Calendar. But no matter what the race is like, it's an unbeatable good time!

with a time of four days, twenty hours, twenty-three minutes and twenty-three seconds (4:20:23:23). This was a record time, beating *Silversword's* 1972 time by 22:05:57. *Carrie Ann IV*, a Ranger 33, was the handicap winner with an actual time of 6:07:57:48 and a corrected time of 4:10:17:56.

CLASS A

Blackfin 75 ft Ketch
Ricochet N-41
Kolohe CAL-40

CLASS B

Carrie Ann IV R-33
Paragon CAL-33
Heu'ilani Albin 30

our attempt!

Our trip to participate in the race was put together by the inimitable Dick Gooch of Middle Harbour Yacht Club, and a challenge was issued for the Royal Hawaiian Yacht Cup by a team of three boats loaned by Waikiki Yacht Club members. Eighteen crew and about 20 supporters went, or as reported in the Honolulu press, 'Eighteen Aussie crew and their rooters are here for the Challenge'.

The hospitality was superb! We were met at the airport by a bus, some charming hostesses and a garbage can full of iced Mai Tai's (off to a good start). We took with us some Aussie beer and wine plus 4 sheep which we barbequed whole at our Australian party night, voted a great success by the yacht club members.

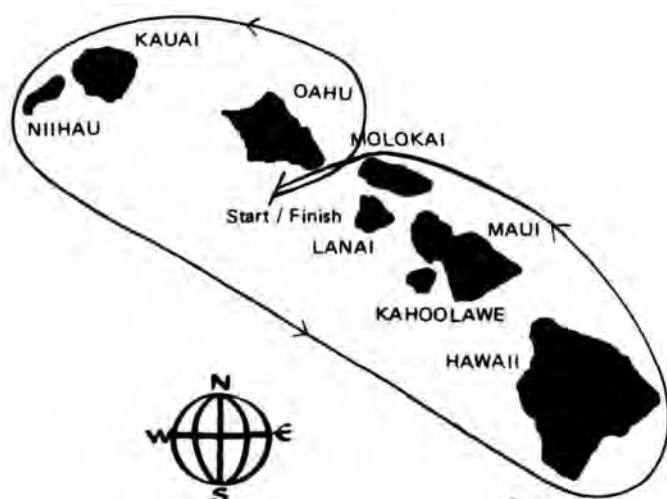
We put in a hard week preparing the boats for the race, but alas our preparation was not good enough. We were beaten by the local boats and crews. I think we underestimated the calibre of the race as we thought it would be an armchair ride with gentle trade winds on the beam for most of the race. As it turned out we were on the wind for a good proportion of the time, in both light and variable conditions and finally with wind up to 50 knots on the nose.

Chutzpah with Dick Gooch (skipper), Tige Thomas, Richard (Sighty) Hammond, Peter Hopwood, John (Steamboat) Stanley and yours truly.

Kimo Sabe a Ranger 33 with Vic Enlish (skipper), Buster Brown, Ron Adams, George Mottle, Dick (Trader) Ellis, and Carol Hopwood.

Blue Mist with Warren Johns (skipper), Mike Summerton, Greg (Grog) Gilliam, Len (have a chat) Bourke, Bruce Ramsden, Warwick Rooklyn and Bob Ross, not our Sydney Bob Ross, but owner of *Blue Mist*.

Chutzpah won the last Transpac Race and was built for just this purpose. She is a down wind flier, 36 ft overall and 6100 lbs all up weight. But we retired from the race after completing two thirds of the course. We experienced winds of up to 50 knots and could make no headway as the boat went sideways in these conditions. In my opinion if she had about 1200 lbs extra lead on the keel and a little more lateral resistance she would be a great all round performer. I feel sure it would not detract significantly from her down wind ability.



course distance: 776 Nautical Miles.

history of the race

Unlike many great ocean races, the Royal Hawaiian Cup Race is not a downhill spinnaker run. All points of sail are featured on warm waters swept by Hawaii's world famous trade winds. Hawaii's islands form a background of incomparable beauty for this unique and challenging race.

The first sailing of the Royal Hawaiian Cup, Around the State Race, was held on August 5, 1972. First to finish was *Silversword*, a Morgan-54, with a time of five days, eighteen hours, twenty-nine minutes and twenty seconds (5:18:29:20). *Nalu III*, a CAL-33, was the Handicap Winner with an actual time of 6:8:5:53.

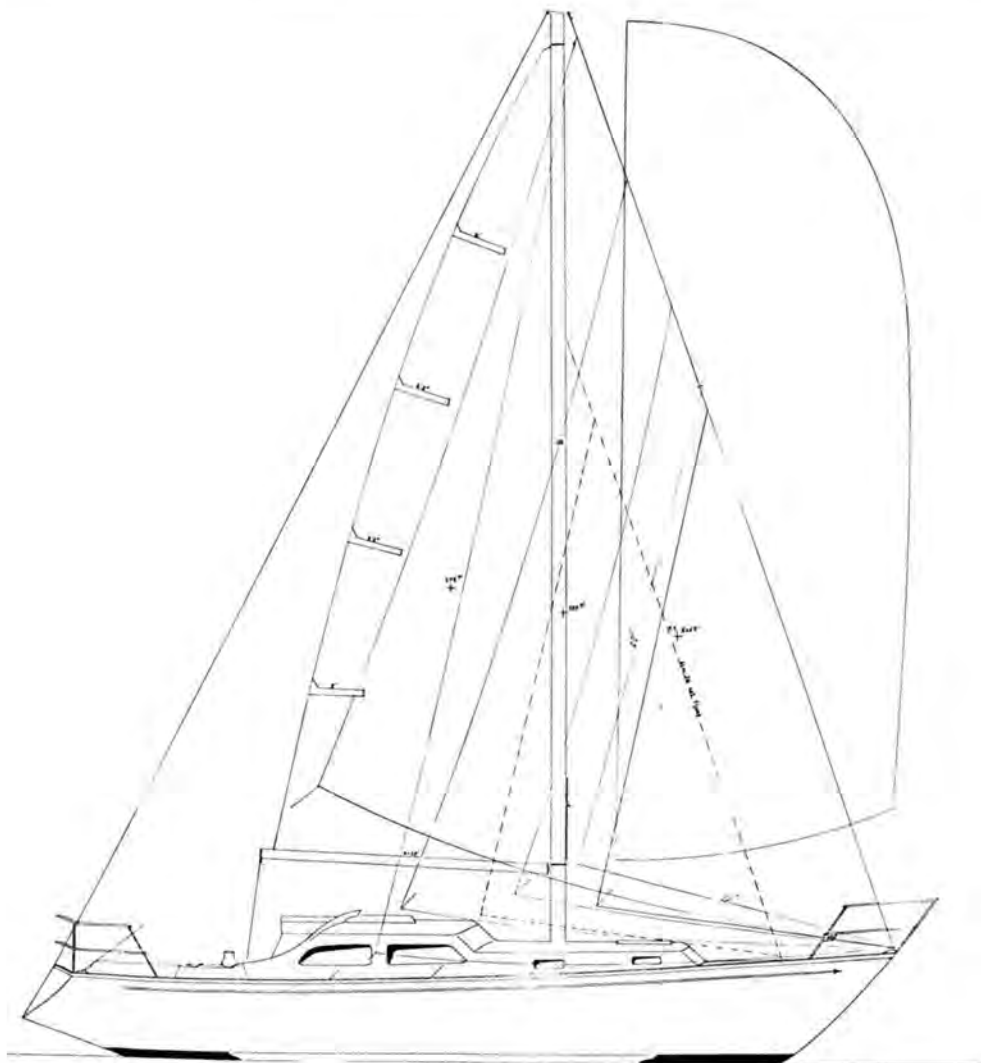
CLASS A

Silversword M-54 1st
Encore COL-43 2nd

CLASS B

Nalu III CAL-33 1st
Altercation II R-33 2nd

The second sailing of the Royal Hawaiian Cup was held on August 11, 1973. First to finish was the 75 ft ketch *Blackfin*,



Not just a pretty face this lady turns it on in all departments as a cruiser no other 32 ft. yacht can compare with her roomy interior. She sleeps six in comfort and her galley will be mum's favourite. As a racer she will excite the serious sailor with competitive spirit. She digs in and really goes. Australian Half Ton Teams who chartered Cavaliers for the recent Level Rating Regatta in New Zealand returned with enthusiastic praise. Already over sixty Cavaliers are afloat. This is a real success story in just over two years. As a cruiser to race or a racer to cruise she can't be bettered. Available in various stages of construction.

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L.W.L.	24'	Main	175 sq. ft.
Beam	9' 9"	Genoa	315 " "
Draft	5' 3"	Spinnaker	750 " "
Displacement	4 Tons		



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Kimo Sabe (a sister ship to *Carrie Ann IV*, last year's winner), ably sailed by Vic, his boys and Carol, took 3rd place in Class B. She was the only Aussie boat to finish. I might add that approximately half of the fleet retired. Vic says she is a great boat.

Blue Mist an Islander 36, retired from the race about half way between Niihau Island and the Big Island of Hawaii. Warren tells me they were leading on handicap at that stage, according to radio reports. But *Blue Mist* started to pull the chain plates and deck, which had not been modified, as had been done with others in her class. She was apparently revelling in the 25 knot to windward conditions at the time and sailing straight down the Rhumb Line. I believe she can be easily strengthened to handle the conditions she likes best. Warren says conditions were so pleasant and warm day and night that the watch on deck never wanted to call the off watch (something new?).

how it ran

Off to a good start — 0639 hrs July 27th. Champagne Breakfast complete with a 10 piece Dixieland band. What a way to go!

Race starting time 1100 hrs. Dixieland band on the water and Stewart Cowan owner of *Chutzpah* in charge of a large motor cruiser with the loudest P.A. system playing Waltzing Matilda, Tie Me Kangaroo Down Sport and Pass the Billy Round Boys so that all Honolulu could hear.

sailing instructions

Leave the State of Hawaii to Port. Distance 776 Nautical Miles.

sailing gear

1 Sun Hat, shorts (if required) and plenty of suntan oil.



the race!

We started in a 10-15 knot E.N.E. breeze which meant a work round Diamond Head with the wind freshening. Two sail reductions were needed in *Chutzpah*, she is pretty tender. But we felt we held our own even though these were not our conditions. *Kimo Sabe* dropped back a little and *Blue Mist* seemed to do reasonably well, with a genoa we had loaned her from *Chutzpah*.

We worked to the eastern most point of Oahu and then had a tight reach up the northeast side of the Island and a light square run at night across the Kauai Channel to the Island at Kauai. Down at Kauai found us in company with XYZ the eventual winner, a John Lidgard design built by John in New Zealand. *Scaramouche* a sister to *Ragamuffin* was about 5 miles ahead at this stage. We had light variable breeze and a large number of boats bunched up at Niihau Island.

We then ran into a storm area with some very ugly clouds. 'Sighty' Hammond did his best work at this stage and sneaked us right inshore still holding a shy spinnaker with a genoa under it and ready for any conditions. We got through and ended up 3rd boat in the fleet with *Scaramouche* and *New World*, a large schooner, with a 64 ft. rating, only just ahead.

At this stage the wind went into the east and lightened all the following day. We were holding our own and leading on handicap until about south of Oahu, XYZ and *Calia 3* were with us, behind *Guinivere* of 34.1 ft rating.

But then we found all kinds of holes in the breeze. There were lines of cloud with 15 to 20 knots under them sometimes from the east, sometimes from the southeast.

Unfortunately we did not find enough clouds and next morning found that *Guinivere* had jumped 50 miles on us XYZ, 40 miles and *Calia 3* some 20 miles. Must have had good clouds.

They went further ahead the next day.

We had light leading and running on the 5th day of the race until approximately 0300 hrs.

We had experienced very big seas with no wind for several hours so we knew there was something ahead. It eventually hit us right on the nose about 30 knots and gradually freshened up to 50 knots. We were down to storm gear in *Chutzpah*, with the off duty watch sleeping on the weather rail (this was general practice when on the wind). Dawn found us nearing South Point on the Big Island of Hawaii tacking back and forth out to 50 knots and then back to the edge of the lee.

At this point we found *Altercation II*, a Ranger 33, sailed by Don Johnson, inshore of us in 3 knots of wind with a spinnaker up. It was an amazing situation, us in 50 knots on the wind and D.J. (as he is affectionately known) with a spinnaker in 3 knots and only a couple of hundred yards apart. *Altercation II* eventually came out to us and while trying to take a photo of her we infringed the port and starboard rule. Conditions as they were, made it very difficult to go about and we left it a bit late. D.J., great sportsman that he is, did not raise the protest flag (a Mai Tai we owe you, D.J.).

This is about where it ended for us. At approximately 1030 hrs *Altercation* retired (she was in the Hawaiian team) and discretion being the better part of valour we gave it away also. At this stage we had been tacking for hours and only made good a couple of miles, our grog was all gone, our food low and about 80 miles of these conditions were still to go before sheets could be eased.

A quick sharp calculation showed: $80/1 = 80 \text{ hrs} = 3\frac{1}{2} \text{ days}$.

The boats that did get around had a wonderful kite ride home in 25 to 30 knots. *Scaramouche* was first home with XYZ the overall winner. The placings were Class A, XYZ first, *Ricochet* (N41) second, *Esperance* third.

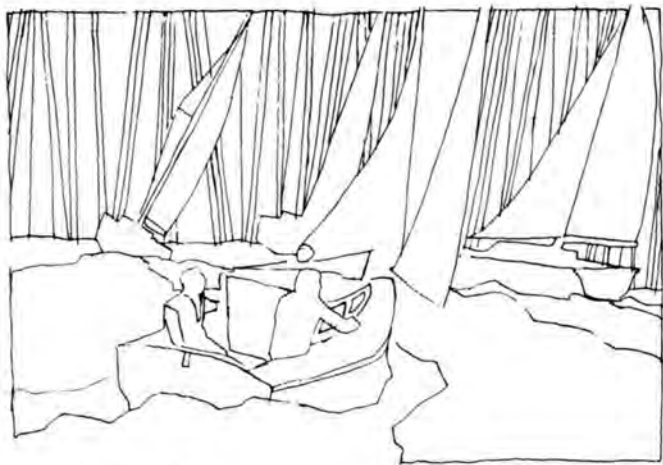
Class B *Carrie Ann IV* (Ranger 33) first, *Nalu III* (Cal 33) second, *Kimo Sabe* (Ranger 33) third. XYZ and *Nalu III* won the team section for the Waikiki Yacht Club.

There was also a multi hull Round the State Race starting half an hour before us. Mike Farley, ex sailing master of *Black Finn*, was stirring and said 'Why don't you Aussies get on a fast boat. I'll be going round the course sitting back in my deck chair drinking Mai Tais doing 25 knots. We saw Mike coming back in the Trimaran 10 minutes after the start with a broken mast. We gave him plenty.

Incidentally, *Spirit of America* the big Tri built in Australia went round in the fastest time.

After retiring we sailed up past Lava flows to Kalua Kona a port on the leeward side of the big island, a very beautiful place, not far from where Captain Cook was killed. From there we sailed to Lahaina on the Island of Maui.

The mountains on the Big Island are nearly 14,000 ft high and we found that the lee extends for between 30 and 50 miles. The trades were fresh 25 to 30 knots on the windward side and speeding up on the sides of the island to 50 in parts, but on the Kona (leeward) Coast not a breath of wind for up to 50 miles to sea.



further sporting

Lahaina was a wonderful place.

Steamboat met his Dreamboat.

I met Dhona a beautiful girl with a ring in her nose, she lived in a tree house.

'Sighty' and I met a lady from Georgia and in reply to her question of "what're y'all doin' ova heah?" our honest and straightforward 'Sighty' said "Sailing in a race."

She came back with "Selling rice!! Y'all Chinese or somethin'?" A laugh a minute in Lahaina

And so back to Honolulu. Parties at Jane and Stewart Cowan, Bamboo's (renamed Boomerang by us), Val and Mel Landells (I'm sorry we lost your hat, Val), Leslie and Bob Ross's.

Thanks to all you great people and to Dick Gooch who did such a wonderful job, to all the people in our party especially

our breakfast cooks. Thanks also to the Commodore of the Waikiki Yacht Club, Bob Stengle (Bob lived and sailed in Sydney for some years). To the Flag Officers and members, to Eddie and Ben the amicable bar tenders (Eddie pours a good scotch and soda), Mike Farley who took us sailing, drinking, kite flying and halyard riding, Barbra Filipy who was always on hand to help, Richard Main of the Black Velvet Whisky Co., for our uniforms and grog, Sam Samford of the Golden Guinea Restaurant for the lovely hostesses, Dick Norstrom of the Waikiki Marina hotel for the accommodation, Bill Rice for our trips to Pearl Harbour, Geoff Pugh for the bus and Pearl Harbour Cruise, to the American Coast Guard for their co-operation for locating *Kimo Sabe* who had not been heard from for several days due to radio failure. Special thanks to Stew Cowan, Bob Ross and George Ladd who lent us their boats and to the people who helped us this end to make the trip possible with contributions —

Fesq & Co., Tooth & Co., Gilbey's Aust., Pan Am, Jack Rooklyn, Sir Leslie Hooker, Caltex Oil, Bill Baker, W.D. & H.O. Wills, and Sir Peter Abeles.

Also to the members and friends of the Middle Harbour Yacht Club who made the farewell night a roaring financial success. My apologies to anyone left out. It was a great race and trip, and I believe the Waikiki Yacht Club is sending a party out to contest the Sydney-Brisbane Race and the Brisbane-Gladstone Race. I know we will have plenty of helpers to look after them and wild horses won't keep me away from Hawaii next time.

I feel the C.Y.C. could put a team together for next time or join a composite team.

from Don Mickleborough



'OFFSHORE' is especially fortunate in being able to secure the following example of lyrical talent contributed by Richard 'Sighty' Hammond. It is a new verse to the *Southerly Song* written at sea on leaving Lahaina on the Island of Main Hawaii.

*We sailed into Lahaina a great little port,
Where Donnie met Dhona a beautiful sort
With beads round her neck and a ring in her nose
She lives in a tree house where the wind hardly blows.*

(Chorus)

*Wowzers shout, mothers yell,
Look out for the Southerly Floating Hotel!*



Don Mickleborough and Dhona.

North sails have the shape built in...

they don't have to stretch into shape
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To be sure the materials we use exactly match

the design of the sail that it's to go into, we test every lot of cloth to determine the stress-strain properties in several directions and **if the cloth isn't exactly right it's returned to the manufacturer**, something a sailmaker who makes his own can't do. And we have a continuing major program studying the relationship of cloth properties and specific sail performance so that we can go ahead to even faster sails. Finally we demand our sailcloth have super fatigue properties. The ability to retain its strength through many hours of hard sailing. We give all our cloth a brutal fatigue test. If the properties change excessively, back it goes. We only use the most durable and longest lasting fabric made. As a result **our sails last as long or longer than any sails available in the world today.**

North sails are faster because we have better sailcloth than any of our competitors and because we understand the sailcloth/sail design relationship much better.



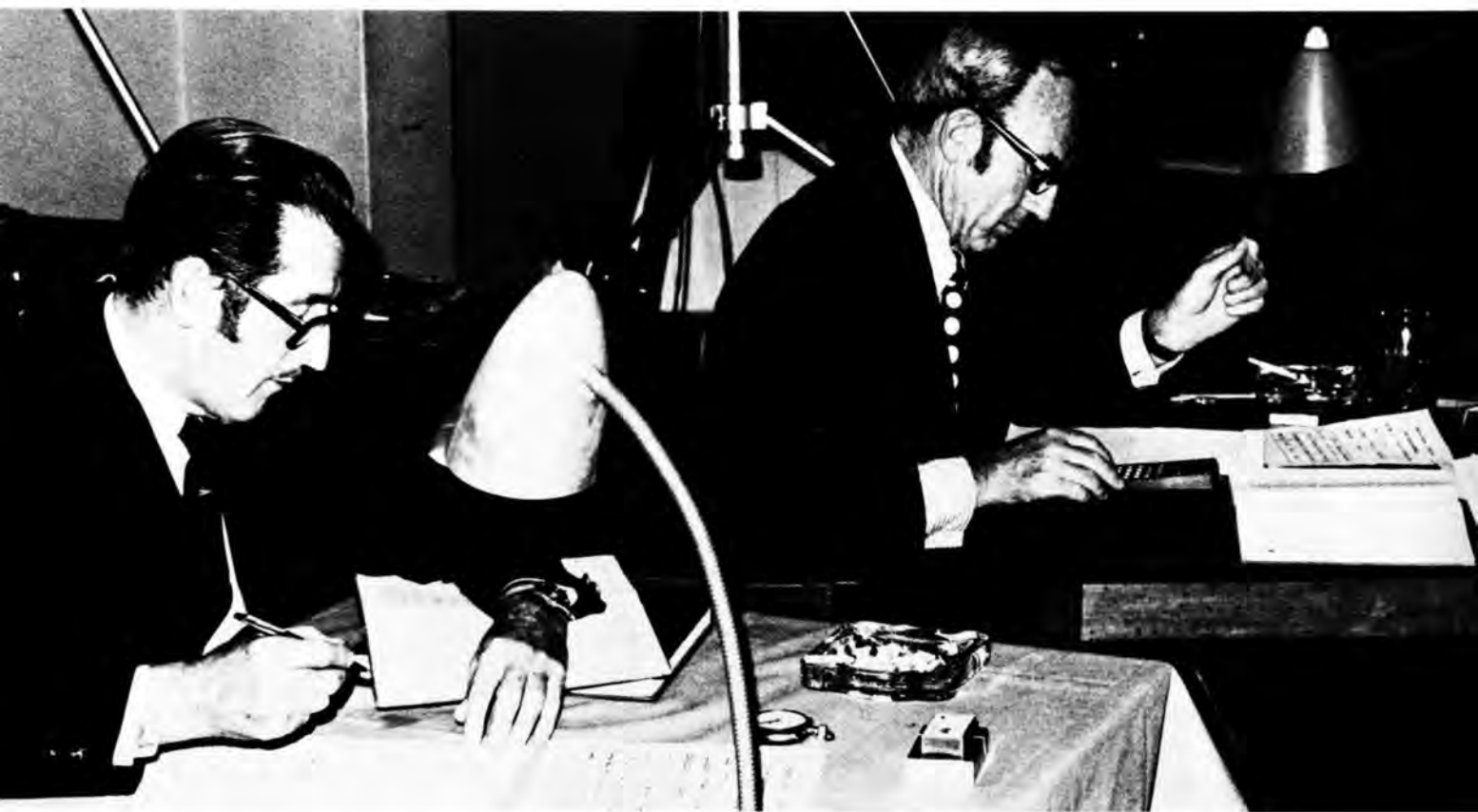
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Man vs Machine at C.Y.C.A.

An account of the navigational contest between C.Y.C. Commodore Joe Diamond and Navigational Instructor Gordon Marshall.

On Tuesday, 10th September, a buzz of excitement and anticipation ran through the group gathered at the C.Y.C.A. to witness the navigational contest between Commodore Joe Diamond and Gordon Marshall, who teaches several navigation courses.

"The contest arose initially", said Gordon, "after Commodore Joe came back from the Noumea Races having used a Hewlett Packard 45 calculator for his celestial work, and very enthusiastically suggested throwing your tables away and going over to calculators." Gordon considered that this was a little ahead of time and during a friendly discussion a challenge arose which was accepted.

Addressing the gathering prior to the contest, Keith Storey said that the reason for this function was a change in the International Offshore Rules, in which for the first time the use of hand held electronic calculators is permitted during an ocean yacht race. This rule is adopted by the Club and given expression in the Sailing Instructions for the coming season. It is in keeping with the practice of the Club to debate and pursue subjects of real practical value in yacht racing and ocean

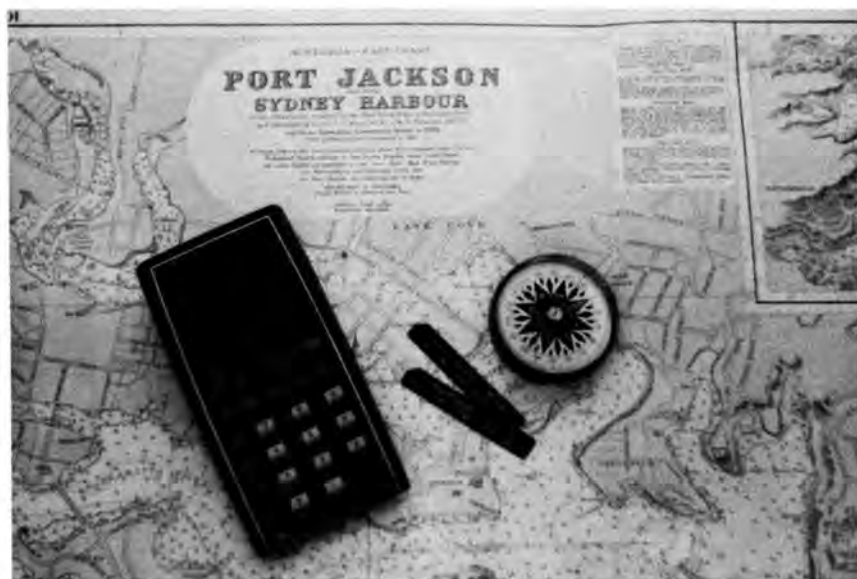
cruising in particular.

The contest was to be position finding from a classical three star sight such as one would do at sea. Commodore Joe would use the calculator to arrive at his position and Gordon would use the tables, time and accuracy being the important factors. Both contestants explained the basic methods they would use. Gordon explained that one of the problems facing lecturers of celestial navigation classes is the mortality or dropout rate that occurs. He has given a lot of thought to this and has devised a method to minimize dropouts. He said there is nothing mysterious or difficult about celestial navigation.

Commodore Joe, whose mathematical background was obvious, disagreed with Gordon and said the celestial triangle is not simple and that sight reduction is a complicated calculation. Many methods over the years have been tried to simplify it. Mathematically the equations have been manipulated to ease the solution using logarithms. Mechanical solutions have been devised using elaborate slide rules and spheres. These methods while making the solution relatively easy, do not provide the required degree of accuracy.

The modern method of solution is to use precalculated tables. These tables give an accurate solution which can be readily taught to navigators as they do not require any mathematical understanding on the part of the user. The only disadvantage of

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the tables is that they are very bulky and many volumes are required.

"The electronic calculator requires a complete understanding of the problem if it is to be used effectively. All information is entered directly into the calculator and the only reference necessary is to the initial data and the daily page of the almanac.

"The calculator is not for the navigator who is not prepared to get a mathematical understanding of the problem. For this type of person the tables are infinitely preferable. The navigator who has the complete understanding will get a good deal of satisfaction from using the calculator. He will probably not save any time, for with his degree of proficiency he can probably use the tables just as fast.

"Therefore the joy of using the calculator, and it is a joy, is that the solution is from first principles and as such gives a good deal of satisfaction.

"Throw your tables away and enjoy yourself. No, put them in the drawer for one day you will have a flat battery and you will need them!"

The contest then began with Keith stating the particular circumstances of the sight which was taken from the Sydney-Hobart Race, 1973.

"The race started on 26th December, at 1100 ESST which is GMT 000, 26th December.

"They have been sailing now until 0400 on Friday, 28th ESST, which is 1700 GMT, Thursday 27th.

"From their logs and DR they know that they have travelled 260 miles in 41½ hours which gives them an average speed of 6¼ knots over that distance, and they find themselves approximately 40 miles S.E. of Gabo Island.

Now we are to suppose that Commodore Joe and Gordon have taken sights at the identical time and of identical objects. There was a N.E. breeze and they could not see through the sails, so they chose three stars in the Northern sky and I have provided information as follows:—

	Spica				Regulus				Betelgeuse			
DR	37° 40S. 150° 30E				37° 40S. 150° 30E				37° 40S. 150° 30E			
	D	H	M	S	D	H	M	S	D	H	M	S
GMT	27	17.	34.	40.	27.	17.	37.	57.	27.	17.	43.	25.
Sextant	37° 21.6'				40° 8.9'				15° 29.7'			
Angle												
Observed												
Approx.	072°				001°				291°			
Azimuth												
H. of E.	6'				6'				6'			

They have not seen this exercise in detail so they have had no opportunity to practice using these sights. The scoring will be on the basis of starting with 100 marks and for every minute of time that the loser is behind the winner he will lose ten marks, and for every mile that each of the three lines of position are out of place, they will lose 5 marks."

The two timekeepers, Barry Vallance and Joe Hooten, took up positions behind the contestants and at the call for silence they were away!

During the hush that followed we were able to closely watch each contestant since a close-up monitoring of their working was relayed on four closed circuit television screens.

Gordon's hand shook a little at first but a sureness of touch was obvious as he progressed.

Commodore Joe, absorbed in his button pushing was unaware that Gordon had finished slightly ahead, but continued trance-like to press on to his own solution. However he good naturedly conceded defeat on time and Keith Storey examined the triangles and announced the results.

Time taken to reduce sights and obtain observed position:—

	Joe Diamond	12m. 11 sec.
	Gordon Marshall	8m. 41 sec.
Scores:	Joe Diamond	Gordon Marshall
Started with	100	100
Time penalty	33	—
Accuracy penalty	7	3
Final Score	60	97

Actual Observed Position	37° — 50' S.	150° — 25' E.
Result by Both Contestants	37° — 50' S.	150° — 26' E.

After a champagne toast, Commodore Joe's triumph came when, beaming, he addressed us once more. "Now I'll show you where the calculator really shines. It is not just a multiplier and divider but quite a complicated machine, invaluable and fascinating, in fact "unbelievable." He took us through the absorbing routines of navigational problems and their solutions.

The H.P. 45 has four registers available and nine memories. Most of the quantities involved in navigational problems are vectors i.e., they are described by two quantities, a bearing and distance, or a course and a speed.

The H.P. 45 has a key which converts a polar vector into two components i.e., a course and distance into a diff. lat. and departure. These two quantities appear in the register and can be stored separately by pressing a single key.

Additional vectors can be converted and added or subtracted, the sum being carried in the memories. Memory is recalled to the register, and by pressing a key to convert to polar, the cumulative course and distance is calculated.

This principle is used to calculate course made good when a current is present.

The apparent wind direction on the next leg of a course is calculated using a similar procedure.

The vectors concerned are boat speed and direction, true wind speed and direction, apparent wind speed and direction. Each vector is converted into a N/S component and an E/W component and added or subtracted as required.

The H.P. 65 is a more complex version of the H.P. 45, and is the smallest machine that you can programme. It is capable of absorbing 100 programmed steps, but is thought a little more complex than is necessary for most yachtsmen.

Gordon joined with Commodore Joe to say that at no time had he knocked a calculator, even admitting to using one, and had actually introduced the Commodore to the Hewlett Packard. He is turning in his present H.P. 35 and getting the larger H.P. 45 and said that later on in the celestial courses, when enough students have acquired calculators, a course will be run on how to apply the calculator to what is otherwise being done with tables.

Hewlett Packard are to be thanked for their participation in the evening and for supplying of information, the TV monitoring screens and technical data about their calculators — of which they can be justly proud.

— from JOAN WALES

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Little blue boat...

...our zealous *Zilvergeest II*

Just through the locker corridor on the right hand side of the C.Y.C. marina lies a small 30 foot blue hulled yacht. To many visitors around Hobart time she looks just like a little pleasure cruiser, and people are simply horrified to learn that in fact *Zilvergeest II* goes to Hobart.

For the record the former *Maid Rosalinde* has been in the 1971, 72 and 73 Hobarts managing a 3rd in Division D in 1972. Her predecessor *Zilvergeest*, meaning "Silver ghost", was built from plans purchased by owner Alan Murray from Peter Fletcher for a Van de Stadt "Plympt" design.

Alan Murray, a quiet, genial figure around the waterfront was always interested in competitive sports. He represented N.S.W. as an athlete, but never could win a place in a national championship.

Murray who was a Sunderland captain during World War 2 gained experience later used for sailing while flying out of Plymouth. In 1960 he bought a VJ dinghy in order to teach his sons to sail. He learnt to sail but his sons lost interest. I feel sorry for them!

1963, a year a lot of old salts remember, saw Alan and *Zilvergeest* on the way to Hobart. He openly admits he died of fright in Bass Strait and Storm Bay, like most small boats he was in the gales the longest and finished second last.

Alan modified her stern in 1965 and finished 7th overall in the classic. Unfortunately the design rated badly under the R.O.R.C. rule and try as he might, he never managed a place in 3rd division of the L.O.P.S. all the time he had her. Usually, the smallest boat in the fleet, *Zilvergeest* made her way to the Apple Isle in 66, 67, 68, 69.

In 1971 Alan purchased *Maid Rosalinde*, a Warwick Hood design, from Barry Finch and had her modified and renamed *Zilvergeest II*. This is where we started.

Zilvergeest II was 3rd in the L.O.P.S. in 1972. However, with a smile the skipper informs me that he has the doubtful honour of winning the J.O.G. trophy for the most number of starts for the least number of points on three occasions. Relentless in his approach and regardless of results, Murray's ambition is to win

one L.O.P.S. race overall — the best to date being a 3rd in the 1972 Woollahra Cup.

At 61 he, in his own words, "was rather pleased by perseverance" to come second in the ¾ ton Australian Level Rating Regatta.



Zilvergeest II.

He gets great pleasure in trying to make a 1966 design competitive with the new boats.

Skipper Murray is now looking forward to racing the new Miller and Duncanson ¾ tonners with their crews of "heavies". He has just added 670 lbs of internal lead ballast to the "little blue boat".

In conclusion Alan Murray says "The greatest fun, to me, is the striving for success — the actual result is secondary". Alan will keep racing as long as his long suffering crew can stand him.

Alan Murray and *Zilvergeest II*, what I call a "real ocean racing team of Heavies".

— from JOHN DAWSON

Now available as a privilege offer to readers of this magazine . . .

The Ocean Racer first aid kit

-as specified for AYF classes 1,2,3 & 4.

Every yacht entering ocean races must carry a comprehensive first aid kit to comply with safety regulations. The Ocean Racer meets the specifications laid down by the AYF for classes 3 & 4, and includes a sturdy, marine yellow polypropylene case (with a self hinge, guaranteed for life). You can sit on it – even stand on it. And it can't rust or cause damage if adrift.

Lightweight, and safe, the full kit weighs only 3 kilos (7 lb) and is easy to carry by the recessed handle. It gives you a liftout tray for most used items, and the box is easily stored (only 37 cm x 25 cm x 20 cm (15" x 10" x 8")).

As far as practical items are packed and sealed separately – in waterproof sachets or in tubes. The entire contents are also packed in an inner PVC bag.

Class 1 & 2 require additional items. Some of these are available in an 'add-on' kit if you signify your requirements by ticking the Class 1 & 2 box in the coupon. However, items that require a doctor's prescription can only be purchased from a registered Pharmacy.

HOW TO ORDER: This specially developed Ocean Racing First Aid Kit is only available direct from the coupon below. If for any reason you are not satisfied with the kit, you may return it in good order and get your money back.

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The basic 'Ocean Racer' contains these items to conform with AYF 1973-77 Safety Regulations (as stated in appendix 9) for classes 3 & 4.

Aspirin Tablets 100
'Panadeine' Tablets 50
U.V. Filter Cream 50 grm
'Mediquik' Antiseptic
Bandages WOW 75 mm x 6 m 12
Cotton Wool 2 rolls
Vaseline Petrolatum Gauze Burns Dressings 7.5 cm x 22.5 cm 10
'Handyplast' First Aid Strips 50
'Leukosilk' Plaster 50 mm x 5 m 1
Scissors Stainless Steel 125 mm 1
Bandage Clips 12
Resuscitube 1
'Leukoclip' self-adhesive sutures 10
St. Johns First Aid Manual 1974 edition



ADD-ON KIT TO CONVERT TO CLASS 2

Cream Bandages 75 mm 4
Splinter Probe Forceps 112 mm
Stainless Steel
Safety Thermometer 1
Eye Fix Kit (12 gauze eye pads with hypo-allergenic tape) 1
NOTE: Class 2 F.A. Kit also requires the following medical supplies, *not supplied in this dressing kit*, but available at Pharmacies.
*1% Decicain Eye Drops 25 mm
*Sulphacetamide Eye Ointment 1 gr tube
*Tetracycline Capsules 25 x 250 mgm
*Fortral Tablets 50 x 25 mgm
*Fortral Injections 5 x 2 ml
*Disposable Syringes 2 ml with Hypodermic Needles 5
*Items marked are scheduled S4, and require a doctor's prescription. Sulphacetamide is not often used nowadays and may be difficult to obtain. Your Pharmacist can recommend a modern equivalent (e.g. Schering's ALBUDIC eye ointment).
CLASS 1 KIT requires in addition to the list for Classes 2, 3 & 4 above, *not supplied in the kit* –
(a) Coloxyl tablets or other laxative.
(b) Substitution of Ships Captains Medical Guide (1967 edition or later) in place of St. Johns Manual.

RACING REPORT

Lord Howe



Onya of Gosford leads Apollo at the start.

Lord Howe Island is, at the moment, an isolated paradise approximately 450 miles northeast of Sydney — Isolated because at this writing the flying boat service runs once weekly and that flight is reserved for islanders, essential supplies and army personnel currently engaged in construction of the new airstrip.

So it stands to reason, to reach Lord Howe one must go by sea and that is what yachtsmen have been doing for years. A glance through the yacht visiting book at the Post Office will give you some indication of how many boats have visited there. One such yachtsman is Peter Rysdyk. After a number of visits he decided that it was time more people enjoy the pleasures of LHI, so why not race there? Consequently the Gosford to LHI Race became a reality (after some work).

The Gosford Aquatic Club, in conjunction with the LHI Aquatic Club, commenced planning in August 1973. After many hours of preparation the race was finally off the drawing boards and ready to go. On Thursday, August 8, the race was started in Broken Bay, by Captain Daish, R.A.N. The breeze was from the south-west at about 4 knots. Peter Rysdyk's *Onya of Gosford* is an East Coast 31, de-

signed by Peter Cole. She is a sister ship to *Shenandoah*, the current Australian Half Ton Champion. She was launched in July, and up to the time of the race had only sailed in one harbour race. A spinnaker had never been set and two of my fellow crew members had not set foot on her.

Fifteen seconds before the start we hoisted our $\frac{3}{4}$ oz. kite and drifted over the line at the report of the gun. Behind us the two giants, *Helsal* and *Apollo*, wallowed towards the start.

For the first half hour the breeze was extremely light and then it slowly increased in strength. *Apollo*, and then *Helsal*, passed us and then they were joined by *Polaris*. *Skylark* and *Piccolo* took advantage of a puff on the northern shore and steadily forged ahead. Over the next few hours the breeze increased to about 15 knots. We began to overhaul *Piccolo*. Crossing astern of her we set our course nor-east.

At sunset *Apollo* and *Helsal* were leading with *Polaris* tucked in behind them. That group was about two miles ahead of us, *Skylark* was about half a mile ahead to the north east and *Piccolo* abeam to the south.

By 2100 we had caught and passed *Skylark*, but then as so often happens, we were unable to shake her. About 300 yards off the port quarter, she sat there for approximately two

hours. Later we crossed in front of her and as she came on to our starboard quarter a loud crack gave indication that all was not well with her spinnaker. Apparently the sheet had parted, but the crew had the matter fixed in a very short while. When the breeze hit 30 knots we decided to drop our huge spinnaker. With well over 400 miles to go there seemed no point in damaging it at this early stage of the race. The number three genoa was poled to starboard and another reef taken. As we watched the overtaking lights of *Skylark* and *Piccolo* disappear into the night we wondered whether we had been wise to drop that spinnaker.

During the night the swell increased and before long we started surfing. The boat's speed ranged from 8 to 10 knots and was tracking perfectly through the water. The wind remained the same all night but the sea was continually rising.

At the morning 'sched' with *South Pacific*, skippered by well known Ron Youngman, there was both good and bad news: *Apollo*, during the wild night, had dipped her spinnaker pole, snapped the mast and damaged just about everything above deck except the crew. She was, at the time of the sched, making her way back to Port Stephens, at 1 knot. *Helsal* had blown her 6,000 sq. ft. kite and also her number one genoa, *Piccolo* had bent her boom and *Pinjarra* had steering troubles. The good and amazing news was the *Skylark* was 8 miles astern and *Piccolo* 15 miles behind us. So, Friday morning saw *Helsal* and *Polaris* leading *Onya*, then back to *Skylark*, *Piccolo*, then *Alimar*, *Snow Goose* and *Boomaroo*.

At 0800 we set the storm jib to port with the number 3 still poled to starboard. This did not lift our top speed but it raised our lower speed by ½ knot and also steadied the boat. During the morning we hit a top speed of 14 knots and had many surfs to 12 knots. At midday whilst charging the batteries the muffler was repaired with adhesive plaster and declared OK. Noon position had *Onya* leading on IOR followed by *Polaris* and *Skylark*.

That evening the wind eased a little but we were harassed by the line squalls and as they passed down either side of us we were hit with gusts reaching 40 knots. With a double reef and a number three we steered south east and then north — anything but the set course. These conditions lasted for eight hours or more and the main was continually worked. At each helmsman's judgement we gybed down our imaginary Rhumb line. A later plot showed that *Onya* was right on the Rhumb line at 1800 Friday and also at 0700 Saturday morning.

Dawn Saturday had *Helsal* 45 miles ahead of *Polaris* in turn, 45 miles ahead of *Onya*. *Piccolo* was 28 miles astern of us, with *Skylark* a further 10 miles astern of her. The latter three were about 10 miles north of the Rhumb line.

Saturday was a sunny day with the weather clearing and seas diminishing. Diesel fuel had leaked from our fuel tank saturating the cabin sole, sails and gear. This was cleared with salt water and detergent, however, the deck became so slippery underfoot that bare feet gripped the deck much better than any shoes would.

At noon we set a 1½ oz. kite, a narrow shouldered, wide footed sail. Its main advantage was that it spilled the wind quickly when the boat veered beam on and as a result the boat remained upright and, most importantly, maintained a steady 8 knots. That afternoon the wind eased to 20 knots, the big boy was set and we averaged 7 knots for a considerable time.

Helsal finished at 1500 — a tremendous effort. In 48 hours *Helsal* had sailed 470 miles, most of the way without kite, and number one — and later in the race she ripped her mainsail!

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The 1800 'sched' had *Polaris* 70 miles ahead and in sight of the island. *Boomaroo*, according to her position had gained a phenomenal 65 miles to be 15 miles ahead of us. *Piccolo* and *Skylark* were respectively 15 and 20 miles astern.

By now we were getting used to the boat. We could find where all the halyards came from and went to. Our cook, Bill Hendricks (Chef at the Gosford Aquatic Club), now knew that a sheet had nothing to do with pillows and blankets and J.O.G. enthusiast, Campbell Wallace, was enjoying his first major ocean race.



Onya's skipper, Peter Rysdyk

Saturday Sunset found us about 70 miles from LHI, our speedo consistently over eight knots with the boat relishing conditions. About 2100 we spotted an overtaking light, probably *Boomaroo* being cautious, or *Van Dieman*, the cruising entrant, heading directly for the lagoon. We felt no reason for caution as we rapidly passed the far off light. The two peaks at the southern end of the island are so massive that even in pitch dark they are visible at considerable distance. Moonrise was 2300 and about 20 minutes later our cook spotted the two black hummocks, my estimate was 25 miles distant. We pressed on towards the peaks, our skipper's intention to get a running fix to determine distance off and then set a course for Ball's Pyramid. Ball's Pyramid you say! The organisers considered that a 44 gallon drum could float to LHI, but by making the pyramid a mark of the course the navigator's role was made to assume greater importance.

At this very time *Polaris* was in the vicinity of the rocky outcrop cautiously feeling her way around. At about 0100 Peter's fix showed us to be 14 miles off and the new course was set. That course put the 20 knot wind on the beam and therefore too shy for our kite, so we prepared to douse it. Our lack of preparation was about to be revealed. The kite was released from the pole and the halyard eased but the swageing had ridden up over the sheave and consequently would not budge. Pete Bullock was hoisted aloft. Unable to free the halyard, he pulled the clip and the kite was down in an instant. The number 3 was set and our beam reached towards the invisible Ball's Pyramid. Once again our cook spotted the pinnacle, right on the nose.

At dawn we had about two miles to go. On the horizon to

windward, we spotted a sail — *Boomaroo*? We rounded the pinnacle at 0640 in very light conditions. In the less we were becalmed and then the wind came from every point, we gybed and tacked continually without making any headway. We lost about 40 minutes in the disturbed area then finally we set the number one genoa, a magnificent sail as are, in fact, all the sails. We assumed that *Polaris* had us well and truly covered on handicap. However we pushed the boat as hard as possible, as we had done all the way from Gosford.

Beating back to Lord Howe we noticed that *Boomaroo* had gained considerably and considering her slightly larger waterline, and not yet realizing *Onya's* potential to windward, she did concern us greatly in the race to the finish. With a good steady 5 knots we reached the finish and crossed the line at 1031, 67 hours from Broken Bay. Clive Wilson, the harbour master, in his launch *Lulawai* guided us through the passage in the reef. Clive has been greeting visiting yachts for many years, and at any hour of the night or day Clive was there to bring in the finishing yachts.

Manoeuvring to our mooring we were greeted with three rousing cheers from the crew of *Polaris*. They had finished at 0100, we didn't realise that they had already calculated handicaps and to our delight discovered the 18 minute margin between *Polaris* and ourselves. With these boats yet to finish having a rating higher than, or equal to ours, we knew that unofficially we had the event in the bag.

Boomaroo finished 30 minutes later, *Piccolo* crossed at 1500, followed an hour later by *Skylark*.

Throughout the next 48 hours as the weather deteriorated, all the other competitors finished. During the entire 102 hours of the race *South Pacific* was in constant radio contact, with Ron and his crew always alert and efficient.

Onya in her first ocean race averaged 7 knots. In gear-busting conditions relatively minor damage was incurred. Downwind she is so light on the helm you really have to take care. She relished the surfing conditions and didn't reveal any bad vices. On the wind we have yet to experience her full potential but I am sure she will justify her worth.

As the crews reached shore they were warmly received by the locals. Their hospitality was expressed on Tuesday night at the Bowling Club. A "Fish Fry" of grand proportion was attended by most islanders and all crews. Trader Nick, alias Commodore Potter of LHIAC, welcomed all and introduced the administrator Mr. Ward and Mr. Justice Meares who both made presentations to the various winners. Each skipper was presented with the commemorative skate plaque and Lou Carter, navigator of *Skylark*, was announced the winner of the navigation trophy. Using charts and log books from each boat, this section was judged by a committee of islanders.

Those of you who have raced to Hobart have become accustomed to a particular type of 'wind down'. Lord Howe is completely opposite. The first thing you will probably drink will be a cup of tea accompanied with scones and cake. Drinking hours are restricted but nevertheless ample. The pace is sheer relaxation, no telephone or newspaper, and the only outside contact by cable. The ideal spot to get out of touch.

There will be another race, probably not in August, but later in the year when weather conditions are more suitable. My suggestion to you is, organise yourself now. It really is a race to experience and a holiday to remember.

— from LINDSAY MAY

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Winter Series



This year's winter series was perhaps the most successful yet with fleets averaging over 100 each week. Indeed someone jokingly asked 'why therefore should the C.Y.C. run ocean races?'

Starter David Goode recalled that the overall conditions made it the heaviest series since 1965. There was an early race in 35-50 knots S-S.W. and in August, two of the races were in W 30-35 gusting to 40 and W-S.W. 25-30 gusting to 45.

During one of the heavy days David called out the Volunteer Coastal Patrol which did great work assisting 5 yachts. One of these, *Roebuck*, lost her rudder at the start and was actually towed by the V.C.P. 3 or 4 times, on each occasion being dropped in favour of someone in more trouble. Bill Grant's Pittwater 30, *Hobo* went aground on Bottle and Glass — fortunately with only minor damage (the following week she had the ill luck to be holed at the start!)

A record was possibly set with 3 yachts having men go overboard, the last being a gentleman yachtsman off the foredeck of *Apollo*.

Another feature of the series was the very keen, clean starts, particularly with the Solings, Quarter and Half Tonners. There were relatively few recalls and starting 'manners' were described as better than previously.

In the Solings, John Diacopoulos took the trophy by a good margin over the best of 9 races. Early leader *Pocohontas*, with Dave Forbes helming, was well back (they didn't start in every race but won all but one of these in which they did).

The Quarter Tonners with 7 starters, had a very intense series. *Okka* just could not be stopped and in the end was off +18 and still going strong.

The Half Tonners were also a very keen fleet. Sister ships *Justine* and *Concubine* took the first two honours after trailing *Flamenco* and *Butterscotch* earlier in the series. Next year this fleet should offer outstanding racing.

Offshore A was a disappointing fleet this year, with the quality of the 15 yacht fleet quite low in comparison with previous years. *Love and War*, the newest yacht in the group, had to be favourite and she won by a good margin from a consistently well sailed *Warri*. It was good to see *Corroboree* out again with her new owner Gray Hutchinson — hope his third encourages him to be a keen regular starter.

It is worth recording that the newly launched *Mercedes IV* won the final race in the series; the first race she had completed. May she be as internationally successful as her elder sister.

Offshore B gave a good result for Duncanson 35's with *Ali Baba* leading *Odyssey* and *Pegasus*. *Nand II* shared third place indicating the closeness of the racing.

Lloyd Thornton won Offshore D in *Jimmy San* after trailing *Emma Chisit* and *Puck*.

Southern Cross, with David Mutton, was a clear winner in Harbour A, being placed in all 9 of the races counted. Sid Fisher's *Ampedo* sported the harbour's first Kevlar main.

Dick Christian's *Christina* won Harbour B. He had some help

from Boy Messenger who won two of the races (Boy also did some successful skippering in *Corroboree*). A close second was *Tsunami* with Felicity Dewar at the helm with her husband on the foredeck!

One of the original Bluebirds, Clive Roughly's *Skipjack*, won Harbour C from early leader Hood 23, *Yellowtail*. *Mistral* and *Great Scott* worked their way up to take the next two positions.

Harbour D was closely contested, and throughout, *Bitter Sweet* just managed to hold off *Rani II*, which had improved on the 3rd position she held at the 8th race from Keith Moss' chartered *Mowana*. Harbour E was really a non event, with *Accolade* having no regular competition — maybe the centreboard sailors don't like getting cold so much these days.

Places and Points Best of 9 Races

Soling Division

Yeromais 179; *Skye Mist II* 166; *Vamonos* 140.

Quarter Ton

Okka 96; *Invincible* 86; *Clandis* 76.

Half Ton

Justine 115; *Concubine* 105; *Flamenco* 102.

Offshore A

Love and War 167; *Warri* 152; *Corroboree* 150.

Offshore B

Ali Baba 170; *Odyssey* 149; *Pegasus* 144; *Nand II* 144.

Offshore D

Jimmy San 168; *Emma Chisit* 143; *Puck* 138.

Harbour A

Southern Cross 142; *Ampedo* 117; *Politesse* 111.



Harbour B

Christina 114; *Tsunami* 111; *Zest* 86.

Harbour C

Skipjack 189; *Yellowtail* 177; *Mistral* 175.

Harbour D

Bitter Sweet 225; *Rani II* 224; *Mowana* 214.

Harbour E

Accolade 62; *Sea of Madness* 13.

from TONY CABLE

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Around the world in...

There have now been over 200 enquiries from yachtsmen or sponsors to the **FINANCIAL TIMES CLIPPER RACE** in which modern ocean racers will try to beat the fastest times of the old Clipper ships from London to Sydney and from Sydney back to London. A number have already indicated their intended boats, though entries do not close until next April-May.

Eight nations are already involved in the challenge for the trophies. From Italy, Doi Malingri, skipper of *CSeRB*, which completed the recent Whitbread Round the World Race, has found a sistership for *Grand Louis* (also on that race), named *Busnelli*, of 58 foot long, for the race.

Holland's *Great Escape* (Watersports Twellegea), a 52 foot steel yacht, is already afloat and entered. Another who has sent in an entry form is again a steel yacht, *Anglo-Dutch*.

From the USA, Jack Barkhorn very quickly indicated his interest, with *Victoria*, replica of the famous 73 foot *Ticonderoga*.

Australia has shown great keenness: Josko Grubic is building *Anaconda II*, an 83 foot yacht for the race, and H. Barter with the schooner *Wharemoana* (65 foot) and Jack Rooklyn with a 68 foot racing yacht, have shown keen interest.

Captain Malcolm Horsley is trying to buy the ship he was master of for the past five years — the famous 73 foot *Stormvogel* which circled the world four times and has entered most of the world's classics.

New Zealand's A. Hill is building a 56 foot staysail schooner for the race.

From Poland, with a 'see you in the Thames in 1975', is A. Kapitanski heading a yacht club challenge with a 60 foot steel ketch, now building. A second Polish yacht club has approached the race organisers.

France have a number of irons in the fire: P. Brenet's three masted concrete boat is now built; S. Binotto shows interest with a 70 footer in steel; J. Ettinger indicated a 70 foot schooner, *Kriter* (backers of *Kriter* in the last Whitbread Race) are showing considerable interest, and Eric Tabarly — so say French journalists — has a design for a new Pen Duick and the old one may enter as well. M. Beaufils intends to build a 70 rating yacht.

From Britain, there's plenty of interest but decisions are harder to discover: one of the Services is trying to gain a yacht: A. Finchman is trying to find a sponsor for his 73 ferro cement yacht: Brian Langmead is contemplating offering his 71 foot *Second Life* to a competent crew; and five of the crew of *Second Life* are looking for a yacht.

What of other countries? From Canada, a 'lively interest' from a 'number of offshore sailors in this unique challenge,' and there is interest from a Canadian 46 foot schooner.

From Sweden, 'my boat and I are very interested'. From a German club 'if possible — we intend to participate.' All details have been sent to enquiries from Spain, Argentina, Switzerland and other countries.

And there's nearly a year to go to the start in August 1975.

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KJ-HS

Lost at sea

(by the Sailing Committee!!!)

Saturday September 7 saw the opening of our new Summer Season and the first S.O.P.S. race using the Champagne outside triangular courses with laid marks.

Keith Storey and Gordon Marshall together with a team of navigators for indoctrination, laid a triangular course off our coast.

Sunday morning dawned and the same pair, with a new batch of navigators, left our marina to effect the recovery. With the chart still freshly marked from the lay of yesterday, they set a course from South Reef to the position of the first drop.

As the log clicked over and the mileage came up, disappointed frowns began to appear as no buoy hove into sight. A wide search pattern of the area with all on board on lookout failed to locate it. With a note of disappointed resignation, Gordon called a course for the second mark and *Marabou* wheeled off out to sea.

A muttering between Keith and Gordon was heard and a theme seemed to develop along the lines of "I wonder if those B—fishermen have pulled up our buoy and pinched the tackle?"

The distance to the second mark ran out and again, no buoy! This began to look serious. It certainly seemed that some fisherman had done the rounds of our marks and got himself some good ground tackle. Those on board became more and more convinced with this theory, especially when they sped over to two widely separated fishing boats after someone had said — "I'm sûre I can see an orange buoy on that fishing boat!" But what they found was a crewhand on board with an orange spray jacket.

It was with some relief that the third buoy, the most seaward, came up on the bow and was finally recovered in the precise position it had been laid — "but maybe they didn't see this one, it was so much further out to sea".

Keith took *Marabou* back to Rosa Gulley so that the navigators could do some work on transits for future laying. Gordon meantime was heard to say, "Hell, we only owned five marks, and now we're down to three no spares for next week. Keith, we'll have to change our routine and send out our recovery boats on Saturday afternoon instead of Sunday".

All through this routine the short wave radio had been crackling away with continuous chatter amongst the fishermen and it seemed a logical "grasp for the mythical straw" when Keith tugged the mike from its clip and gave out with — "This is *Marabou*, *Marabou*, calling all small vessels out of Sydney". He went on to describe the morning's mission, its lack of success and asked whether anyone had seen the missing buoys.

"They are 2 feet in diameter and 5 feet long, cylindrical in shape and orange in colour, please advise if you have had any sightings this morning".

There was a deathly silence; the hitherto chatterers were all quiet.

After waiting several minutes, Gordon snapped testily — "Come on, let's get on with it, course 020° and we'll go up to

Bluefish and finish these damned transits".

The atmosphere on board became noticeably chill as the navigators mechanically went about their tasks. "A great way to start a champagne series three marks laid, only one recovered Hell!"

It was now about midday and after enquiring whether we were all finished, Keith headed to clear North Head on a course home. It almost seemed a waste of time when he pulled down the microphone and again gave out with a desperate call to "all small ships off Sydney".

The following silence was anticipated, but then out of the blue "This is *Molly B*, *Molly B* calling *Marabou*, please come in *Marabou*".

In the ensuing conversation it transpired that the skipper of *Molly B*, a local fishing boat, had seen us pick up the seaward mark and at the time had said "I'm sure there was another buoy like that three or four miles further north wonder whether it's of any interest to those *Marabou* fellows?"

Keith thanked *Molly B* profusely and joined Gordon at the chart looking at the freehand cross which guesstimated the position.

"Three or four miles further north from the seaward mark — what do you think, Keith?"

Without answering, Keith turned to the controls, slid the throttles open, twiddled the auto-pilot knob calling "What's the course and distance?"

It was 080° and 5½ miles. The distance came up, but no mark in sight. After another ½ mile a cry came from Gordon up on the flying bridge "There she blows, 30° off the starboard bow!"

The joy of his tone was unmistakable.

It was another mile before it was visible down below and it was finally 2.4 miles from point of sighting to coming actually alongside. Just as the boathook was being unshipped another cry went up "there's the other one". It was quickly decided to leave the first and steam on.

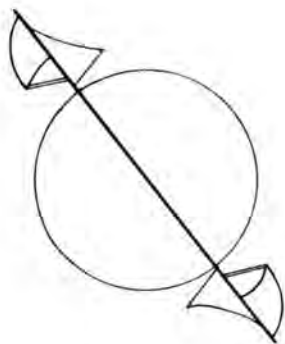
It was again 2.4 miles to the third buoy and we were, by now, 12 miles out to sea.

Both buoys, which had been drifting free, were duly brought on board and half an hour later, with three or four miles to go to the heads, the assembly around coffee and fruitcake in the main saloon was a much brighter one than two hours before. Gordon commented "Well this must go down as a recovery par excellence. It will certainly set a pattern for future recovery teams".

— from the Sailing Committee

Editor's Note — This story has been recounted so that Club Members may have an insight of the scenes behind the activities of race administration. There can be toil, there can be pathos, and there can also be joy. It seems that "those B—fishermen" were not involved, but that's another story which we might print in our next *Offshore*. Till then. . .

TECHNICAL



Points of the Rules

A NEW REGULAR FEATURE TO HELP YOU SHARPEN YOUR KNOWLEDGE OF THE I.Y.R.U. RULES.

This edition of *Points of the Rules* presents questions and answers on the 1973-1976 I.Y.R.U. Rules, plus some explanation of some finer points as excerpted from a talk delivered by Tony Mooney, Secretary of the Yachting Association, at the C.Y.C. late last year.

RULES 37 and 39: about leeward overlaps and proper course.

SITUATION: two boats on the same tack on a free leg of the course.

TRUE OR FALSE?

- (1) In the event of a collision between a boat which has established an overlap to leeward and a windward boat, the windward boat is always in the wrong because of the fundamental rule which says the windward boat shall keep clear.
- (2) The proper course is that which represents the shortest distance to the next mark.
- (3) Where an overtaking leeward yacht commences to luff a windward yacht before, in the opinion of the windward yacht, a proper overlap has been established, the windward yacht is within her rights to ignore the leeward yacht and the onus is on the leeward yacht to avoid a collision.
- (4) You are not allowed to alter your course to prevent a yacht from overtaking to leeward.

POINTS OF THE RULES

- (1) **FALSE.** Rule 37 says an overtaking leeward yacht must allow the windward yacht ample room and opportunity to keep clear (see expansion of this point below).
- (2) **FALSE.** Your proper course is not necessarily the shortest course but rather that which is the fastest.

The onus may be on you, however, to prove your point.

- (3) **FALSE,** on all counts. An overtaking leeward yacht may not sail above her proper course which in most cases on a free leg would preclude 'luffing'. Even allowing for a dispute as to what *is* her proper course, in which case the windward yacht is in the weaker position, the windward yacht is *obligated to hail* the leeward yacht and not '... cause a luff to be curtailed because of her proximity to the leeward yacht'.
- (4) **FALSE.** You may not sail below your proper course when an overtaking yacht, either clear astern or to leeward, is within three boat lengths of you. Before this, however, you may very well make a tactical decision to sail below your proper course.

FINE POINTS OF THESE RULES AS EXPLAINED BY TONY MOONEY IN A TALK AT THE C.Y.C. LAST YEAR

QUESTION: What happens when someone establishes a leeward overlap?

MOONEY: You are entitled to establish a leeward overlap. The bloke in front is not entitled to run down on you below his proper course to prevent you from establishing a leeward overlap. You must give the windward yacht room and opportunity to fulfill her newly acquired obligation — which is to get to hell out of it. Having established the overlap to leeward, and having given the windward boat an opportunity to get to hell out, the obligation then remains on him to keep clear of you. You cannot sail above your proper course.

Proper course does not necessarily mean a direct line to the buoy. Probably at sea it could, although you get boats going in and out from

rhumb lines. The proper course is defined as the course you would normally take, in the absence of anyone else, to get to that mark in what you consider to be the quickest way. And boy, does that bring up some arguments!

Once here on the harbour someone claimed his proper course was some 22½ degrees below the rhumb line to the mark. We took in (to the protest) tides and winds and various other things and charts, and said 'Sorry, chum, we won't buy that'. So it's up to the competitor to prove, if something does go wrong, what would have been his proper course.

During the existence of an overlap, that is, all the time it takes for him to go right through, he cannot sail above his proper course. The obligation is on him to keep clear (that is, he cannot luff). That's an important one — a lot of people get confused.

QUESTION: What is the interpretation of 'room and opportunity to keep clear' on a windward boat when an overlap is established to leeward?

MOONEY: It's intangible. I can tell you it means 15 ft. Or I can tell you it means 6 inches — either would be right. It depends on the boats, the boats' capabilities. For example, a meter boat, with one hell of a long overhang swinging around on its axis . . . when you establish your overlap to leeward you may consider at the time when you're going in that you've in fact given him ample

room to do what he wants to do. But as soon as he starts to push the tiller down his transom just swings straight around on that central axis and clunk! So it depends purely on the boat that you're overtaking. He must be able to keep clear. But remember, it is not a continuing obligation. You must give him room and opportunity, at the time you establish your overlap, for him to get out of the road.

QUESTION: When running to a mark and an overtaking boat could overlap, you advocated coming down to prevent an overlap. Does this not constitute sailing below a proper course under rule 39?

MOONEY: It does. That's why you've got to make up your mind early enough what you're going to do. Remember the old misleading or balking bit that we talked about, and we talked about three lengths, right? You've got to keep this three lengths in the back of your mind all the time. You know where you're going to be placed in relation to the mark and where he's going to be placed in relation to you. That's the time you've got to do things. You can't sail below your proper course to prevent a guy from going to leeward if he's within three lengths of you.

So what you've to do is make up your mind early enough so you can get down, so that when you get to the two lengths from the mark you're in a position to go back up again.

— from DAVID COLFELT

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Circum... Navigation

an erstwhile stargazing member
of Gordon Marshall's recent class
in celestial navigation

*"A faint glimmer marks the impenetrable darkness
Still full of night.
It was my minds first dawn."*

Kostis Palamas

To become immersed in the idea of the voyager, the voyage, the spell, the discipline, the savagery of the sea, and to savour the pleasure of days in the open air under the sky, would be the alter region known to seafaring folk.

But the setting out is one thing, arriving another, and a vision of the mind is not enough to get you past Middleton Reef, according to Gordon. . . . and so we come to his class of '74.

The enthusiasm with which he swept us into the subject was infectious and we became full of admiration for this intrepid navigator, his unflagging energy, and the ease with which he made what is commonly regarded as a mysterious science seem simple and entertaining. The course is based on the Marq St. Hilaire or Intercept Method, and fundamentally the basic principles of position finding from an observation of a celestial body by this method are:

- (1) To know the correct Mean Sun Time at the instant of the observation.
- (2) To have an almanac that gives the true position of the celestial bodies relative to the earth i.e. the geographical position on the surface of the earth at that instant of time.
- (3) To read, by using the sextant at that same time, the angular altitude of the body above the horizon.

Hence the sights are always taken at dawn and twilight where the stars, planets and horizon are visible together.

But Gordon frequently stressed that this particular aspect of marine navigation represents only a relatively small part of a yachting navigator's repertoire. However if one aspires to the



"accordin' t' Gordon"

title "navigator" then it must be mastered and then practised on those long offshore passages to which it has particular application.

"The reason that I choose to teach the subject as a speciality," he says, "is that whilst it is reasonably simple to master under tuition, it is not an easy subject to learn from a book, and the art as practised on a yacht is quite different to that from a steamship's bridge, the lofty source of most texts. I set out to pass on to aspiring navigators the hints and kinks of the art before they break their hearts."

The greatest problem facing any would-be navigator is being able to gain the necessary facts from an expert in the field of small boat navigation. Many of the participants had previously

attended courses in other places and been bogged down with meaningless technicalities and were mostly beset by the inadequacies and disadvantages of limiting their scope to "olde worlde" methods.

"The disadvantages of the universally accepted Noon Sights method were painfully brought home to me when on three consecutive days the skies were overcast at that important hour." Says Lloyd Prike, one of this year's students. "The limitations of the system are obvious, and deprived of accurate noon latitude the Haversine Formula for Longitude is guess-work."

The stress on field work and the progressive practical application of the course reflected the nature of Gordon Marshall who unashamedly states and proves that an ounce of practice is worth a ton of theory. To this end we rendezvoused in groups at the Bondi Pot, huddled in the chill dawn, sighting the stars before the encroaching light whisked them off. We met again for sun sightings and became familiar with the sextant and learnt how to use it. I remember the excitement at twilight of bringing down a star in nine seconds after persevering for an hour, having reduced the time from sixty seconds.

Our last marathon took place aboard Keith Storey's motor vessel, "Marabou." We departed at 4 a.m. to take sights and determine our position. A test in earnest of what we thought we could and would do.

From calculations the night before it had been anticipated that a sighting of Rigel Kent, Venus, and Jupiter would be prudent; but spray fogged up the mirror of the sextant and time was lost, making Venus, Jupiter and the Moon the only possible solution.

Eric Richardson points out that the opportunities for getting into trouble when working under pressure are legion — to enter the wrong column, to seek out the wrong correction, to add when you should subtract, to forget there are 60 minutes to a degree and no 100, to call your azimuth N.W. when it should be N.E., to get your figuring correct and then transpose them while copying them out.

Our mentor frequently stressed that only the continuous practice and familiarity with the procedures reduced the likelihood of these, and consequently almost all the participants joined the Navigators' Club at the end of the course. The club was initially formed after the first class three years ago, and meets every six weeks for discussion and solving of navigational problems.

How many new high priests and priestesses of the open seas will emerge from this year's group only time will tell; But if their class performance is any indication, Jenny Haddon, being paced out by Lindsay May, must surely be close to the top. Consider all those former deck hands and their hopeful elevation to the Grand United Imperial Order of Navigators. As John Meekan sees it, no longer will he be expected to kip down on the set sail bags. Now he has been initiated into the mystical arts of celestial navigation, he can expect the warm handshake of the skipper as he comes aboard two minutes before the lines are cast off, and a tug at the forelocks from the watchkeepers. "Get smart and change your status," he urges, "Become an object of admiration instead of a beast of burden."

Warwick Akhurst confesses that he started the course somewhat apprehensively, but admits to a feeling of relief after eight weeks, "Now I am confident that I could navigate a yacht anywhere in the world."

The record of those other graduates from former classes is impressive and their successes in recent long races include:

The last three Sydney — Hobart:-

- 1971: Best Australian Yacht — "Taurus."
Navigator: T.W. Thompson
(5th Overall).
- 1972: Best Australian Yacht — "Caprice of Huon."
Navigator: W. Manning.
(2nd Overall).
- 1973: Winner Overall — "Ceil III."
Navigator: J. Wigam.
(Navigators' Trophy).
Winner Division "C" — "Skylark."
Navigator: D. Hocking.

Brisbane — Gladstone:-

- 1973: Navigators' Trophy — R. Venables.

Sydney — Noumea:-

- 1974: Winner Overall — "Tui Manu."
Navigator: R. Brenac.

Sydney — Lord Howe Island:-

- 1974: Navigators' Trophy — L. Carter. — "Skylark."

The CYC is to be highly commended for this contribution and service to all yachtsmen (and women) and is to be congratulated in welcoming members of other clubs who attend these winter courses in navigation. It is to be sincerely thanked for recognising that a vacuum existed in the teaching of practical navigation, and for setting very high standards of tuition which we trust will be permanently maintained. We hope the CYC will accept the continuing responsibility of these courses and earn the gratitude of countless numbers of proficient navigators.

The class of '74 is indebted to Gordon, Joe Hooten, Barry Vallance and Keith Storey for their dedication and united effort in making the course so warmly instructive and absorbing.

from JOAN WALES



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Ever thought of a week's break in the Broken Bay-Pittwater area? A week or more, just to sail these magnificent tree-lined bays and quiet beaches —

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the Dirty on Anti Fouling!

Letter from Dorwin Teague, March 4, 1974, to AYRS, Berkshire, England.

I recently wrote an article for 'Motor Boating & Sailing' on ways to save fuel in power boats and auxiliaries. To get the latest pitch on bottom finishing I visited Pete de Saix at the Stevens Institute towing tank, Pete does most of the 12-metre and other scale testing in the U.S. The most interesting thing I learned was that no bottom paint is even the slightest bit better than any other as far as friction drag is concerned. The so called "hard racing finishes" are no better than the cheapest barn paint.

Stevens and towing tanks in other countries have run thousands of 'plank on edge' tests which is the most accurate method of testing for friction drag and they are all in agreement on this.

Anti-fouling properties are, of course, vitally important. Also a fairly smooth (.003" or better) surface helps, particularly for the first few feet on the hull, the leading edges of keels, skegs, foils, etc.

There are a lot of exaggerated claims for the effectiveness of various exotic facing finishes, which generally cost almost as much as an equivalent amount of French perfume. Save your money!

New boat

Being built in aluminium by Paul Kelly at Dee Why, she has a large beam but small waterline beam.

She has been designed to rate reasonably well but not to the detriment of her sailing ability. The hull shape is well V'd bow to stern. She carries a large fin keel by today's standards, with a large skeg and rudder, and has been designed to take advantage of light to moderate winds. She is expected to do well both on the wind and downwind in those conditions.

The sail plan is large without being excessive under the I.O.R. measurement rule. She is 3/4 rigged with a high aspect main.

Gemini will carry a comprehensive array of Barlow winches. Giot hatches and reefing equipment will be used. Spars will be by Alspar and sails by Cliff Ayres.

Paul Kelly, the builder, has produced a hull that will require an absolute minimum of filling. It is probably one of the fairest aluminium hulls so far produced in Australia. The plating is perfectly fitted over a framework that gives a minimum of unsupported area and is beautifully engineered. The hull is of very light weight.

A great amount of thought has been invested and much trouble taken to ensure that this boat will not suffer from electrolysis problems.

Gemini will be used for both racing and cruising and so has a very comfortable interior and cockpit layout.

The accommodation shows an owner's cabin aft, which is reached through a passageway alongside the cockpit. It has an en-suite toilet and shower.

The galley will be well equipped with a large Roden stove and oven and deep freeze, the saloon has a dinette and settees.

The chart area and 2 more cabins are closed off from the saloon offering a maximum of privacy for all on board.

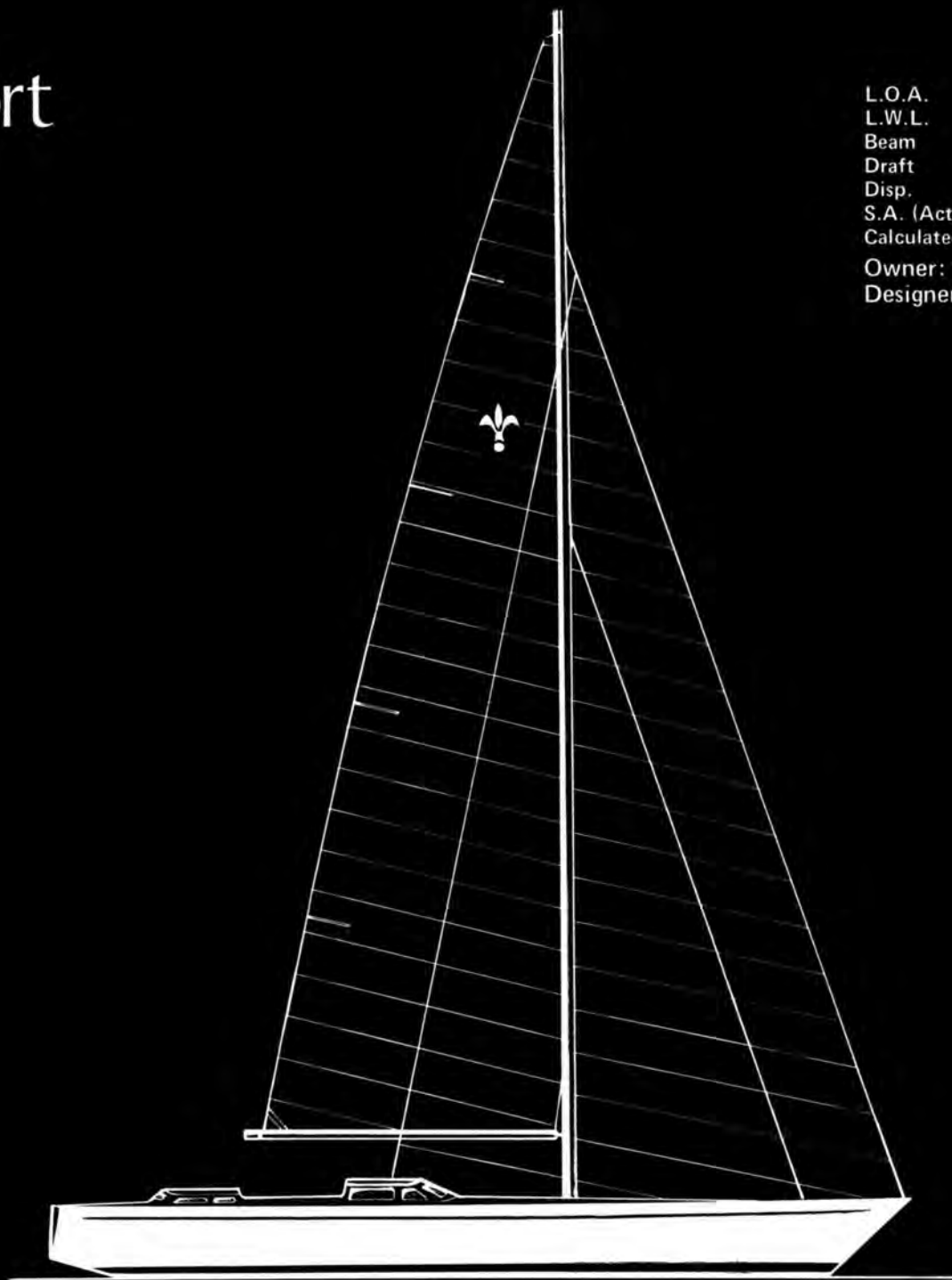
Forward is another toilet/shower with a large area given over to sail stowage.

The boat will carry a full range of new style E.M.I. electronic equipment with repeaters to the chart table and owner's cabin.

The centre cockpit shows 2 wheels at the aft end, while the forward end will have good protection from the extended coachhouse top.

Engine is a 6 cylinder 100 H.P. Ford, situated under the cockpit, this will give her maximum hull speed. The propeller is folding and is specially designed for the boat.

report



L.O.A.	53' 6"
L.W.L.	44' 0"
Beam	15' 7½"
Draft	8' 0"
Disp.	35,000 lbs.
S.A. (Actual)	1346 sq. ft.
Calculated I.O.R.	43.6 ft.

Owner: Nev Gosson
Designer: Joe Adams

gemini

INTERSTATE REPORT

O.R.C.V. WINTER SERIES

The O.R.C.V. winter programme has now been completed. Results of the last two races were as follows —

Race 4

Sailed from Hobsons Bay in fresh to strong north westerlies.

Line Honours — *Fantasy Rag*; Jack Musgrave

- I.O.R. 1 — *Fantasy Rag*
 2 — **Bacardi*; John Gould
 3 — *Providence*; Tommy Stephenson
 4 — *Pajen*; Fred Short

*Subject to protest and appeal

- ½ Ton 1 — *Providence*
 2 — *Nudumsky*; Lloyd Falshaw
 3 — *Vandal*; Jim Vickery

- J.O.G. 1 — *Providence*
 2 — *Elizabeth*; Tim Crespín
 3 — *Tasqua*; Keith Jones

Race 5

The final bay race in the series was sailed from Sandringham in light south west breezes. This race was in fact shortened because of the very light conditions.

Line Honours — *Fantasy Rag*

- I.O.R. 1 — *Providence*
 2 — *Tasqua*
 3 — *Tina of Melbourne*; sailed by Noel Brooke

- ½ Ton 1 — *Providence*
 2 — *Vandal*
 3 — *Nudumsky*

- J.O.G. 1 — *Providence*
 2 — *Elizabeth*
 3 — *Tienda*; Bob Fell

Generally, the winter series on the bay was quite successful with entries from more than forty yachts. At the time of writing, officials of the O.R.C.V. were double checking the results of all five bay races and the Apollo bay race before announcing overall results for the three divisions for the series.

APOLLO BAY

The O.R.C.V. completed the winter season and started the summer season with a race from Queenscliff to Apollo Bay. This is an ocean race of about 50 miles and was sailed on Saturday, 14th September in very heavy conditions. Apollo Bay

is a small fishing port and tourist/holiday centre on Victoria's west coast.

The result, overall, on I.O.R. handicap for the winter race was

- 1 — *Fantasy Rag*
 2 — *Wild Goose*
 3 — *Superstar*

The new ratings now in effect were used to calculate results in this race for the start of the summer pointscore series. Results were —

- 1 — *Fantasy Rag*
 2 — *Wild Goose*
 3 — *Bacardi*

Entries were received from 37 yachts. The race started at 4 a.m. on the last of the ebb tide. This caught some skippers by surprise with seven yachts running aground on the sand banks off Queenscliff. This and some early retirements resulted in 21 yachts setting off in the teeth of a 40 knot west south westerly. More retirements further reduced the fleet as they battled to Apollo Bay in the wild conditions. Retirements were heaviest amongst the J.O.G. boats.



BASS STRAIT CIRCUIT

The O.R.C.V. has recently announced a series of races to be sailed in Bass Strait right after Christmas. The programme is:—

Race 1

Melbourne — Devonport

Starting from Queenscliff at 10 a.m. on Boxing Day.
 Distance approximately 184 miles.

cont. on page 36

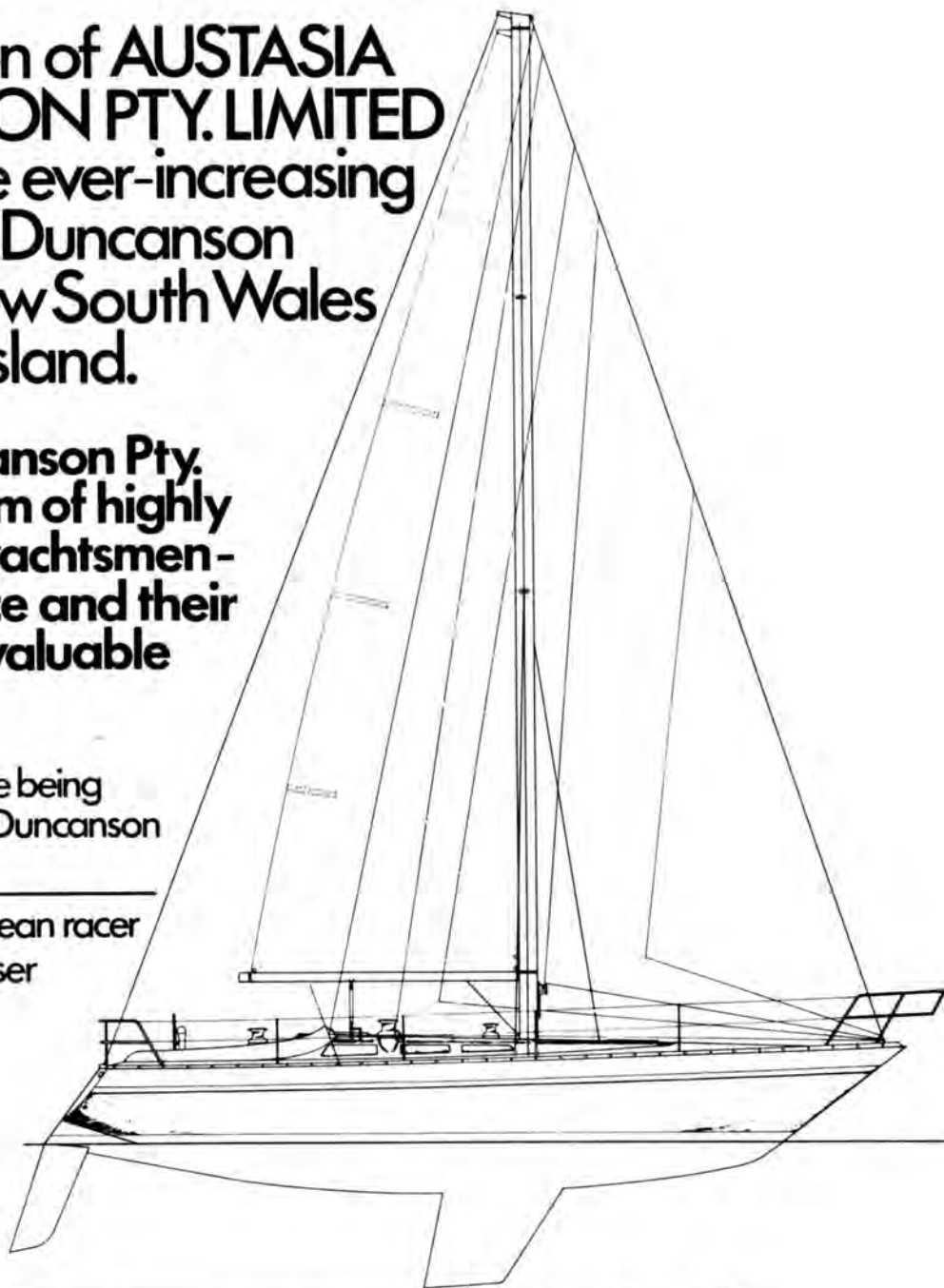
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Race 2

Devonport — Grassy (King Island)

Starting at 4 p.m. on Monday, 30th December.
Distance about 102 miles.

Race 3

Grassy — Portland

This race will start at 4 p.m. on New Year's Day.
Distance to Portland, a major port on Victoria's west coast, is approximately 130 miles.

Race 4

Portland around Lady Julia Percy Island and return to Portland.

This race is about 35 miles and will be sailed on Saturday, 4th January.

The O.R.C.V. already have indications of a lot of interest in this well thought out programme. Devonport, Grassy and Portland all have enthusiastic groups of interested people supporting this series. In particular, the New Year's Eve in Grassy should be quite an event. The appeal of this programme is that owners can compete in just one race or all of them. The fleet will expand for the Devonport to Grassy leg as many local yachts are expected to join in.

LEVEL RACING

A meeting of ¼ Ton owners and crew recently decided to join with the already established ½ Ton association rather than start their own association. This was done at the invitation of the ½ Ton group. Their committee and a representative group of ¼ Ton owners are now formalising the arrangement. The decision was taken because of these main reasons — 1) the aims of both groups are virtually the same; 2) the same courses can be used except for very long races; 3) to prevent further fragmentation of sailing on the bay; 4) the combined group will carry more weight in dealing with various clubs and the V.Y.C.

As a point of interest, there should be about twenty-two ¼ tonners on the bay by March next year which is indicative of the interest in level racing here.

NEW YACHTS

The past few weeks have seen some new yachts in the water, preparing for the summer season.

At Sandringham Yacht Club, two East Coast 31's have joined Jim Vickery's *Vandal*. Des Baxter has *Shiraz* in the water. Harry Smith now has *Marie-Christa* at Sandringham after an eventful delivery trip. She experienced steering difficulties in heavy weather near Gabo Island and returned to Eden. In view of time previously lost and delays in repairs, Harry decided to finish the delivery by road transport.

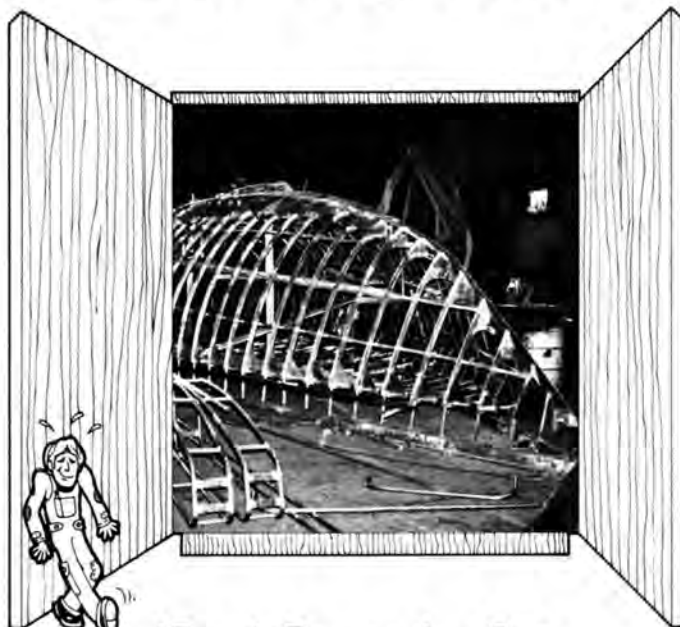
At Royal Melbourne Yacht Squadron, V.Y.C. President, Barry Scott has his new ¼ tonner *Avizandum* nearing completion. Barry's main problem is to find enough time in his very busy schedule to finish the boat and enjoy some sailing.

from JOHN ROSS

From Cambridge, Hugh Wellbourn writes, "It looks as though I may be doing the next World Race in 1975 in an Australian boat, in which case I'll be out in March or April to bring it back here for the start in September."

Hugh will be remembered at the CYC as a crew member aboard Bruce Webb's schooner "Gazelle", unofficial competitor in last year's Whitbread Race.

There's a skeleton in our cupboard



that has to be
moved...

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Letters

The Editor
"Offshore"

24 Shadforth Street,
Mosman NSW 2088
22nd September, 1974.

Dear Sir,

A copy of the article "The Last Voyage of Cutty Sark" which appeared in your August 1974 issue of "Offshore" was attached to the September Newsletter distributed to members of Sydney Amateurs. The writer has read the article with considerable interest and is left with the feeling, no doubt like most, that should he ever seek assistance he should hope fervently, that the rescue operation is carried out as efficiently as the one described.

However, there is one statement in the article which needs clarification to avoid possible confusion, namely the last sentence in column 1 page 11 . . . "Actually, the Captain of HMAS Swan told me later he would have taken us off even if we hadn't come off voluntarily." This appears at variance with accepted principles and procedures and those interested are referred to International Code of Signals 1969 and the following signals which are suitable for transmission by all means of communication.

Page 35 CK Assistance is not (or is no longer) required by me. (or vessel indicated).

Page 29 AF I do not intend to abandon my vessel.

Page 21 D Keep clear of me; I am manoeuvring with difficulty.

As owner and skipper of a sailing yacht, one accepts the responsibility for the safety of the boat and crew in all circumstances extreme and otherwise. If one found oneself in a dangerous situation one would assess all factors and take the decision to seek assistance or get out of it as best as one can. After seeking assistance one would be eternally grateful if one received it (the message may not get through). However, having decided to fend for oneself one would not want a rescue operation thrust upon one because it may well be more dangerous than the situation one is in.

It is stating the obvious to say that if a large vessel comes close to a yacht with the intention of taking off the occupants it is inevitable that the yacht and vessel will collide. The force of collision can be so great that the yacht's hull may break and commence to sink or even if the force is small the mast and rigging may be so damaged that the yacht is crippled. Also during the attempt to take off the occupants the rescuers or those being rescued may drown or be crushed. It may be of interest to digress to the following extract from the English newspaper "Observer" of 2nd July 1972, reporting on the early stages of the 1972 OSTAR.

"Early this morning Sir Francis's crippled yacht with 8ft of her mizzen mast shattered and her mizzen sail ripped and blowing free was boarded by a team from the frigate, Salisbury *Gypsy Moth* lost a large piece of her mizzen mast when she was in collision with the French weather ship, France II, which went to Chichester's help on Friday. Early yesterday the French ship which left after Sir Francis wanted her to "go away" was in collision again this time with an American yacht off north-west France. The American yacht, the *Leftoria*, believed to be a converted trawler, sank.

Seven of the crew of eleven including two women were reported missing."

CLUB NOTES

It is interesting to visualize what would happen if a large vessel attempted to tow a yacht to safety. The Admiralty Manual of Seamanship Volumes II and III make fascinating reading on the subject of towing vessels at sea. However, it is the writer's opinion that it would be a remarkable achievement indeed for a large vessel to tow a yacht to safety in extreme conditions when one considers the difference in size, weight, relative motions and all other relevant factors. It is doubtful that many production yachts would have deck fittings substantial enough to absorb the forces imposed by towing even in only moderate conditions.

Summarizing, if a rescue attempt, that is an attempt to take off yacht occupants, is made, the rescuers or those being rescued may lose their lives and it is almost certain that the yacht will be sunk or abandoned. Thus a heavy responsibility is imposed on the master of the rescue ship and if an unwanted and unnecessary rescue attempt is to be prevented it would no doubt relieve the conscience of the master of the rescue ship if he were to receive from the yacht master an appropriate signal made as clearly as possible. Those interested are referred to page 402 of "Cruising Under Sail" Second Edition by Eric C. Hiscock where various methods of signalling are discussed. Have any readers any comments before the writer pursues the matter further?

L. HAINES

Ladies Committee

Film Morning

Thursday, 25th July, saw many members of The Ladies Committee and their friends enjoying a lovely parade of Cornelius Furs and Andrew Gremer jewelry, presented by Miss Lee Dalley. A beautiful prelude to the magnificent film of the Paris Winter Fashion Collection on loan from the French Consulate. The ladies then adjourned to the main Clubroom for a light lunch. In all a most enjoyable and successful day.

Morning Coffee

Thursday, 12th September. The Ladies Committee invited associate members' and members' wives to join them at morning coffee to meet wives of new members and welcome them into the C.Y.C. of A. All those who attended enjoyed the morning.

Next Function

Melbourne Cup Luncheon, Tuesday, 5th November. Always a gala day. Note in your diary, and please book early as numbers are limited. Bookings: Miss Anderson, Ph. 32-9731.

JEANNETTE YORK, PRESIDENT

CAR CLUB BADGES

Shortly our members will be able to grace their cars with an attractive Club car badge. It was designed by Peter Rysdyk and will be available shortly together with that new Club tie you should have bought long ago.

SOUTHERN CROSS IS ENTERING
THE AMERICA'S CUP CHALLENGE
WITH SUPERIOR RACING FINISHES
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CONTACT JOHN JEFFRESS 947312

from the Commodore

The staff reorganisation which in part was made necessary by resignations, is now almost complete, and your Board feels that we have a more efficient operation. A saving in administration costs has been achieved.

Most aspects of our operations are profitable. House figures are ahead of budget, and our catering is showing a small but very satisfying profit — this at the leanest time of the year after the conclusion of the Winter Season and before ocean racing builds up.

Our concessionaire shipwrights have commenced, and we feel sure this is a most satisfactory arrangement. The yard is still causing some concern. As you have been informed, Geoff Long's time must be charged out. If members will book their boats early, work can be better organised. Your cooperation is requested.

The cash situation is satisfactory, and we are now entering the heavy cash flow period of the year. In spite of the continuing increase in costs and the grave predictions being made about clubs in general, your Board is most optimistic.

Development has taken up a good deal of our time. Quotations are in hand or are being prepared for our marina extensions, and our recommendations should be available before the end

of the year. Rebuilding and extension of Club facilities can only be undertaken over an extended period. Without preparing detailed estimates it is obvious that we cannot finance the sort of facilities most of us have in mind. Our ideas on this matter will be communicated to you probably before this copy of OFFSHORE is in your hands.

House functions have been well attended. The Winter Point Score prize giving and the end of season barbecue were particularly successful.

The Summer Offshore sailing season got off to a slow and, to me, disappointing start. Entries for Divisions 1 and 2 have fallen off considerably. Division 1 will build up as the new Admirals Cup boats are launched and should provide good racing.

At this time it is apparent that the total number of entries is greater than for last year. It is apparent that the future strength will be in the smaller level racing divisions, i.e. 3/4, 1/2 and 1/4 ton.

Our new offshore marks have proved very successful and there is no doubt that the considerable effort required is worthwhile.

Yours faithfully
J. P. (JOE) DIAMOND

... and the General Manager

The main problem facing any Club at this time is one of economics. Inflation won't go away no matter how much we discuss it, so the inevitable rising costs have to be matched by rising income — or we go under.

How we achieve this is not so easy — increasing fees and prices has limited application as the old economic truism 'The law of diminishing returns', sooner, rather than later, makes itself known. Part of the answer lies in increased usage of the Club particularly in the areas where we can hope to make a profit to offset our increasing costs. Specifically these are:—

1. BAR

More Members using the bar rather than existing clientele drinking more (could they?)

2. DINING ROOM

We provide excellent meals at a cost that compares most favourably with any other establishment. By increasing the number of meals served our fixed costs percentage drops so that when food and wages go up we can hold our existing

prices. Booking ahead cuts waste.

3. YARD

Elsewhere is printed a circular letter which is self-explanatory. This is a fact of life — we cannot carry supervision without charging. The shipwrights' work has been let out to the concessionaires, Dita Runow and Rudy Kraus, but the Painting and Slipping is still Club business. Our first task is to keep it that way by better utilisation of the work time and hopefully contain charges so that we obtain maximum utilisation of the facilities. If we fail, the Club will then have no facilities under its direct control.

All this seems pessimistic and in a way it is, as the short term future economically is not bright — at least in my opinion — things will get a lot worse before the upturn, however I would like to be proved wrong. Meantime I can assure you that every economy consistent with service and efficiency will be practised.

K.R.C. (Ken) LAWSON

... and the Sailing Secretary

The Summer Season was only two weeks old as this report went to print but the two races proved interesting if only for the facts that the first was controversial and the second provided enough breeze to force some skippers to have second thoughts about starting. But those who did assure us that the 20-45 knots was sufficient to test their gear for the coming season.

It is pleasing to note that Block Entry numbers so early in the season exceed the total of last year by 4, and since we have until 26th December for the lodgement of 'blocks' we look forward to a record.

The effort of your Sailing Committee backed by the strong

support from the Power Boat Mark Layers ensure varied and interesting courses. If you feel that you could do with more competition we urge you to talk to owners and skippers of eligible yachts, and assist us to enlarge our fleets even further.

We are indebted to Beaufort Air Sea Equipment and Dr. Harry Scott for an interesting and informative evening held on 16th September. The former demonstrated on liferafts and Dr. Scott the use of the Oxygen Resuscitation Equipment available at the Club. Let us hope we do not have to use either of these items but it is important to know *how*, should the need arise. We are sure that the 70-80 members and friends who attended were much wiser at the end of the evening.

MAX LEES

HERE IS THE NEW *Ragamuffin!*

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Introducing...

There must be many Club members who have a most interesting background, unknown until asked about it. One such is our recently appointed Sailing Secretary.

Max went to sea at 16 as an Assistant Purser with Burns Philp. He finished with them in 1936 as a Purser, after being on the Australian, Inter-Islands and China runs.

During his time with Burns Philp he was sent to England to take delivery of a steamer. When its building was delayed, he took the opportunity to undertake a passage on the 4 masted barque *Viking* from London Docks to Finland.

In 1936 he joined the Naval Reserve and in January 1940 was transferred to the Royal Navy on loan. He served in the English Channel and Atlantic on anti-sub vessels of various types — mainly trawlers and Scott-Payne motor launches — 'same as in McHale's Navy'. He was awarded a D.S.O. in Norway, prior to Dunkirk. What stories there must be from this period!

After the War he conducted his own business for several years and then joined a transport company 16 years ago. Among various managerial posts, he was for some time the Newcastle branch manager. He retired in September this year. A club member since 1966, Max sailed intermittent seasons on various boats, including 'about 18 years ago', two years with Bill Solomons on *Teal* and *Saskia*.

He gave up active sailing about 2½ years ago and joined the Race Officials party on *Offshore*, rendering the outstanding service of missing only 1 start since that time! How lucky the Club is to have that sort of volunteer.

An interesting piece to close on, Max drove the *Dame Patty* tender during her work-up trials, but unfortunately didn't get a guernsey for the same job in Newport.

Max Lees



Ken Lawson, as anyone with a reasonable ear could detect, is a Scot hailing originally from Edinburgh. He left home during the war, training first as a navigator and finishing in flying control.

Subsequently he spent three years in the West Indies, four years in Venezuela, three years back in London and from 1960 has been in Australia. Ken was involved in the insurance field, retiring at 50, 'before they found him out'.

His sailing experience began in the West Indies on a five tonner 'that did five knots in a gale otherwise it didn't move'. He has built three vessels, a Heron, 'half' a Buccaneer Trimaran which was sold at this stage of construction when it appeared too small. The third was a 40 ft Wharran Polynesian Cat which is on the Royal Sydney Yacht Squadron Register. It is a heresy that he prefers building to sailing!

Other ownerships include a 25 ft Zephyr Tri and sundry dinghies. To round off his yachting involvement Ken is the Secretary to the A.Y.F. Multihull Technical Committee and a founder member of the Multihull Yacht Club of New South Wales. He describes himself as 'a farmer by trade', having a cattle property near Taree, raising stock 'that he can't sell'. He has in the past bred and trained labradors, flown light aircraft and is presently 'owned by a St. Bernard'.

What is his role as the Club's General Manager? Ken sees it as no different to the General Manager's function in any business — 'it could just as easily be in ice cream'. Elsewhere in this issue there are notes from him that give further inkling to what his concepts and objectives are.

Welcome Ken, may the C.Y.C. be an absorbing challenge which we will all greatly benefit from!

Ken Lawson

— TONY CABLE



House Committee

The House continues to trade ahead of budget with no slackening of the efforts to continue to boost turnover. The Winter Series as usual, proved excellent for revenue with 60-80% of the 100+ fleet returning for the prizegiving. In contrast there is decidedly much less useage with the short ocean races. The Club has many bookings for private functions around Christmas; book early. Private parties are very welcome — keep the Club in mind say for an all day business conference. Anthony Gray held his daughter's 21st at the Club and gave Don Sharp quite some encouragement with his most appreciative letter of thanks. There is a new policy to employ our own caterers in contrast to the previous series of contractors. The new chef, John O'Dor and wife Susan are settling in very well. Prices have been stabilised and with member's and guest's patronage it is hoped that more than comparable prices are maintained. A Lobster Mornay, for instance, costs \$4.85 compared with about \$6.50 elsewhere. A lunchtime speciality (weekends included) is home made steak and kidney pie (including kidneys!) at \$2.00. The regular calendar of novel functions continues. The Winter Series Ladies Day concluded with a barbecue on the slipways. Some 300 attended and it was voted so successful that there will be another following the short ocean race on Saturday 12th October.

The Winter Series prizegiving and dinner dance was also a great success with 170 attending (120 capacity). This was the

first night for the new chef and the food was excellent. To continue the string of firsts the August Film Night allowed kids into the Club and many members took the opportunity to have a family event. Included was the '72 Hobart Film and Bill Psaltis' film of the swinging Aegean Rally. Another film night (adults only) will be screened on 30th September.

Early in September there was a Trad Jazz night (6 piece band); it was well attended and popular — ask Twitty Thompson and Ray Hollingworth.

Future events include a "Crews Booze & Prawn Nite" on Wednesday 23rd October, with tickets at \$4.50 including beer! Skippers can also come, but book early as David Goode and Max Lees have to go prawning in OFFSHORE the night before.

There will be a black tie Boat Owner's Dinner on October 24th for the owners of all types of boats on the Club Register. Ladies are invited and there will be no business discussed. Looking further ahead, an Admiral's Cup Cocktail Party is planned for November 7 — details to be advised by the Admiral's Cup Selection Committee.

For the first time the club will produce a souvenir Sydney-Hobart Tee Shirt in four colours — it should be widely acceptable for blue swells, visiting yachtsmen and the family.

Tony Cable

Cruising to Lord Howe Island?

The Pilot/Harbour Master of L.H.I. (well-known Clive Wilson) has offered our Club members radio scheds if and when going over.

STATION VK2KP (Victor Kilo Two Kilo Papa)
Frequency 2524 (double side band)

Times 0800 — 0830 GMT and 2030 — 2130 GMT or by previous (correspondence) arrangement. If required he will receive and transmit SSB.

Need Crew?

A file of application for crew positions is available at the office for inspection by owners or skippers.

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HARRY 'THUNDER' KERSLAKE
2.10.1974



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MARINA NEWS



by JACK NORTH

● *Quest* was at the marina for some months before and after Christmas. A sloop-rigged motor sailer from Honolulu, she left Sydney for Hobart and then set out for New Zealand. On 19th July, after sheltering for two days in Port Arthur, she put to sea on the promise of clearing weather. But the promise proved false and a series of lows brought a typical Southern Ocean blow.

A boomed-out genoa was the first sail to go and another jib, while being hoisted, followed soon after. The roller jib held through the second night at sea, to be blown out next morning. *Quest's* last remaining headstall, the storm jib, then got an airing and held all the way to the Bay of Islands.

Somewhere on the way the mainsail blew out too.

Three portside saloon windows were stove in by a boarding sea. A short while later another smashed the stanchion supporting the saloon deckhead. Although the yacht took water both times the pumps coped without difficulty.

Four days out when the radio was damaged *Quest* ceased to come in on her scheds. This was reported rather ominously in the papers but the yacht was never in distress and the crew were quite confident in her. Owner Charles Carter has described her as a powerful boat, "built to handle seas like this."

The lowest wind force of the crossing was 25 knots and for some hours it blew at 55 to 65. Her daily runs ranged from 100 to 180 miles and she arrived at the Bay of Islands on 28th July, after a nine day passage.

Charles Carter and family intend cruising the New Zealand east coast before heading for Raratonga, Fiji and thereafter the Barrier Reef.

● The sloop *Corsica* left Geelong for the Barrier Reef on 23rd June last, and pulled into Rushcutter Bay on the 7th July. Her passage from Port Phillip was uneventful. After three weeks or so in Sydney she continued northward with her two man crew, Graham Jordan and Gregor Popp.

Built by Graham, the yacht was launched at Geelong last January. A Hartley designed 32 footer, 10' by 5'6" draft, she is of concrete with chicken wire forming. A ten horse Kawasaki diesel gives her about seven knots under power.

● *Wild Wave* arrived on 31st August at 6.30 p.m. This well known cutter was bought last September in Pittwater and after a few weeks at the marina sailed south to the Gippsland Lakes.



Wild Wave

Crossing Bass Strait to Launceston she made a west-about passage to Hobart, calling at Macquarie Harbour and Port Davey on the way. Owner Jacques Sapir had a few harsh words to say about the charts of the entrance to Port Davey.

After ten weeks in Hobart the yacht left on 26th June, completing a circumnavigation of Tasmania by returning to Launceston. She then headed for Deal Island and points north.

A Space Age auto pilot was fitted in Hobart and radar in Launceston, the scanner being on top of the doghouse. This proved its worth when *Wild Wave* sailed into Eden in the dark, for it saved her from ramming a big unlit mooring buoy recently laid for the woodchip carriers. She entered the Shoalhaven just in time to meet the floods of the last week or so of August and then came quietly on to Sydney by way of Ulladulla. Her

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future itinerary as planned includes Southport, the Whitsunday Islands, Cairns and the New Hebrides.

Since buying *Wild Wave* Jacques Sapir's crew has consisted of himself, his wife Robyn, and two sons, two-year-old Rony and ten-month-old Michael. Michael must be the youngest yachtsman to visit this marina for he was only a few weeks old when the yacht was here last.

Built in Hobart in 1948, *Wild Wave* sailed in the 1953 and 1960 Sydney-Hobart races. In 1953 when owned by her builders, L. and G. Keats, she was disqualified at the start. She continued on to the finish and her performance showed that she could have been a placegetter.

• *Mia Mia* was another welcome visitor, arriving early on Saturday, 7th September, after an all-night run from Bermagui. This 76 foot motor ketch was radio relay ship in the 1965, 1966 and 1973 Sydney-Hobart races. She is heading for the game fishing grounds off Cairns and might later make for the New Hebrides.

Commanded by her owner, Geoff Hammond, *Mia Mia* has *Mercedes IV*, at home



made some remarkable voyages, and proceeded as far afield as the east coast of Africa, the Seychelles and Mauritius before sailing as radio ship last year. Most CYC members are familiar with her accommodation layout which gives plenty of room for the ship's company, which includes Geoff's wife and son.

The steel hull was lengthened aft by ten feet during 1966 and this, besides providing more deck and stowage space, increased her speed under power, so that she can average a steady ten knots under her Gardner diesel. It also improved her performance under sail and she can exceed nine knots in a favouring breeze.

My fondest memory of *Mia Mia* is that she gave me the only hot shower I have ever had at sea under sail.

• *Solo* is now back, which makes a neat two years for her latest world-girdling voyage. She was at St Helena in the South Atlantic on 9.5.74 and left Recife, Brazil, on the 27th of that month bound for Trinidad. After coming through the Panama Canal her ports were the Galapagos, Tahiti, Tonga and Suva.

• Since the last issue of OFFSHORE we've sneaked *Mercedes IV* from the Manly marina to Rushcutter Bay. Sorry for that mistake, Ted.

I was quite bewildered about the whole thing. Erratic navigator though I might be, I would never in my wildest moments mistake Rushcutter Bay for a marina at Manly. So I set out to find the culprit. And I ran him to earth in the innermost recesses of the printing press, where he was happily chewing linotype.

A gremlin he is, wearing a suit of newsprint and swearing most dreadfully. That's because I shoved him into an old sailbag where, although he is active and wriggly, I've got him under control.

So if anyone would like a gremlin for a pet, please apply at the office. You can have this one free of charge.

• *Pilgrim* has been sold. A fibreglass sloop, 38ft 7in overall and designed by Sparkman and Stephens, she was built by Doug Brooker in 1971 for Graham Evans. She sailed in the 1971 and 1973 Sydney-Hobart races, being a member of the NSW Southern Cross Cup team in the latter event. In December 1972 she missed out on winning the international One Ton Cup in Sydney by a fraction of a point.

• The new owner is Tim Ratten of Esperance, Western Australia, and early on Sunday, 8th September, the yacht set out on her delivery voyage, the course being south about. Graham Evans hoped to arrive at Esperance by 30th September but on Saturday 14th, *Pilgrim* was under Wilson's Promontory sheltering from a gale.

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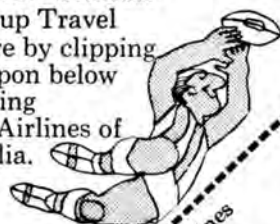


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