

OFFSHORE

VOLUME 1 No. 2

SEPTEMBER 1971

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I must go down to the sea again, to the lonely sea and the sky
and all I ask is a tall ship and a star to steer her by. John Masfield.

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Voyage to the tip of the earth

One of the only feature length colour films on a yachting voyage ever produced (either in this country or overseas) had its world premier the other night.

Rob McAuley's "Voyage to the Tip of the Earth", the story of "Solo's" trip from Sydney to the dramatic ending of the voyage in Magellan Straits, shows in vivid detail, one of the most fascinating adventures ever undertaken by a crew and a yacht from this club.

Our Editor spoke with Rob McAuley about the voyage and his film.

Editor: How did you become involved in this trip?

Rob: I always wanted to visit Easter Island — Solo was going that way en route to South America, the Patagonian Channels and Magellan Straits. It sounded one hell of a subject to film — I put a deal to Vic Meyer whereby I paid for my passage. I was to give him a hand with Solo, and he was to carry me; Easter Island to Punta Arenas in Magellan Straits. After that I was to find my own way north to Santiago, and eventually home again.

Editor: How about the all girl crew?

Rob: Solo left Sydney with three girls aboard. I received a call from Vic in Raratonga asking me to bring two replacements. He'd struck trouble with the first crew in Fiji.

Editor: What did you do?

Rob: I interviewed about 20 girls, selected two, and flew them to Tahiti with me.

Editor: It was a bit of a gamble to select two girls who would suit life on Solo, wasn't it?

Rob: That would be the understatement of the year!

Editor: How did it work out?

Rob: It was a disaster. The two girls made one leg — Tahiti to Easter Island on Solo and then called it a day. They went ashore and stayed.

Editor: You flew from Tahiti to Easter Island ahead of Solo?

Rob: Yes, I spent almost three weeks filming all aspects of this fascinating Island — particularly the giant statues that have made Easter Island so famous.

Editor: After the girls decided to remain on the Island, it was just yourself and Vic to sail the boat to South America?

Rob: Yes.

Editor: Had you sailed on Solo before?

Rob: No, I'd only sailed on yachts against Solo for some years.

Editor: What was it like?

Rob: Solo is a magnificent yacht, and I'm sure there aren't many yachts anywhere in the world that would be as seaworthy, as comfortable, as easily handled and as fast as Solo.

Editor: How were the meals?

Rob: Excellent.



SOLO in Southern Solitude.

Editor: How about life with Vic Meyer?

Rob: Next question, please.

Editor: Fair enough. Where was your first land-fall after Easter Island.

Rob: After 11 days sailing, Robinson Crusoe Island — the island where Alexander Selkirk was marooned about 300 years ago, and the island where the famous Robinson Crusoe story was born.

Editor: And then —

Rob: Valparaiso. We arrived as Esmerelda was preparing for the voyage to Sydney. For almost a month, we were guests of the Yacht Club of Chile while Solo was being prepared for the long trip southwards.

Editor: Were you well looked after as guests of the club?

Rob: The Chileans are perhaps the most hospitable and generous people I have ever met. Before we left, Solo was refuelled as a gift from one of the club members and the fridges were stocked with frozen hamburger steaks, sausages, and seafoods. Apart from that, as we sailed a few days before Christmas, there was a cake and a lot of gifts presented to us before we left.

Editor: Were there still only Vic and yourself on board?

Rob: No. Vic had recruited a very charming German girl to join the crew.

Editor: Was she a good sailor?

Rob: Unfortunately, no. We struck some pretty rough weather after Valparaiso, and the poor girl was as sick as a dog.

Editor: You headed south into the Patagonian Channels. How was the weather?

Rob: Unbelievably good. Sun almost every day for the 11 day trip south from Puerto Montt to Punta Arenas.

Editor: And the scenery?

Rob: I suggest you have a look at the film. I think it answers that question with far more colour than I can in words.

Editor: Any ice or snow?

Rob: Again, the film will answer that — particularly as far as icebergs and glaciers are concerned.

... to page 14

A story for One Tonners

In view of the Southern Cross Cup series this summer, the One Ton Cup series late next year, and enormous interest in half ton and quarter ton yachts "Offshore" will include reports on some of the new additions to the fleet.

The first is the One Ton Cup design for Graham Evans, which was built by Doug Brooker at his Manly Vale premises. Graham previously owned the Swanson designed "Sancho". His new yacht is to the design of Sparkman and Stephens of New York and is similar in hull design to that of the Italian entrant, "Kerkyra" in this year's One Ton Cup series in Auckland. This yacht is designed to the International Offshore Rule to rate 27.5 feet, which is the maximum rating for yachts in this category.

HULL

The hull dimensions are; overall length 38'7", designed water-line length 29'7" maximum draft 6'5" and the total displacement is expected to be in the vicinity of 18,000 lbs. The hull is an attractive blue-grey colour called "Seaspray". Construction is a one-off fibreglass method, with two inch square stringers moulded in fibre-glass with a foam core; the stringer spacing is 12", the hull thickness commences at 3/8" at the gunwale, reduces to 1/4" down the topsides and builds up to 1 1/4" at the keelson. The chain plates are of stainless steel and are continuous from deck level to a 6 feet long box section mast step, also of stainless steel. The keel, which is entirely lead, is fastened directly to the mast-step with silicon-bronze keel bolts. An interesting feature is a lifting-lug welded to the mast-step to allow the yacht to be lifted from one point. In appearance the hull has a sharp forefoot and fine flat forward sections. There is noticeable tumblehome at the maximum beam, which is well aft. The cockpit is very spacious and the seats are well recessed so as to give the crew some degree of cover on watch. It is split into two sections with the crew forward of the helmsman. This yacht has wheel steering with lever control for the trim-tab. The transom is quite wide, which would appear to be a design feature under the new rule. A hydraulic ram gives backstay adjustment.

INTERIOR

Trim is teak and all beams are laminated and satin varnished; bulkheads are offset and covered with formica. With the large beam of 11'10", the spacious saloon easily provides room for four berths, one of which is a removable pipe-cot, as well as two quarter berths. For cruising, provision has been made for a further two pipe-cots in the fore-cabin. The navigation area is much larger than was seen on One Ton Cup yachts, with the navigator seated and facing the bow. Charts are stored under the table top. Radio and repeater dials for the instrumentation are located at eye level on the bulkhead.

The galley contains a gas two burner stove with oven and radiant griller. Twin gas bottles are located underneath the starboard cockpit seat with a separate breather. The ice-box is in two sections, one of which will contain frozen goods for long haul races. There is ample serving space as the plate locker



Graham Evans "Pilgrim" progressing.

is mounted to the cabin roof. The engine is a four cylinder diesel mounted underneath for forward part of the cockpit and the "V" drive mechanism protrudes slightly in the cabin between the navigation and galley area. There is adequate stowage space for personal effects and food etc., the fore-cabin will only be for sail stowage while racing.

HORSE-POWER

The yacht has a comprehensive inventory and principal dimensions are "I" = 48.11ft., "J" = 15.80ft., "P" = 40.17ft. and "E" = 12.87ft. giving sail areas: largest headsail 585 square feet, mainsail 258 square feet, and spinnaker 1283 square feet.

General: The construction of this magnificent yacht was supervised by Graham Newland who also designed the rig. Our comment is that this yacht looks extremely fast and possibly quite wet on deck.

DECK

A laid teak deck supports the dynel sheathed turtle coach roof which stretches from forward of the mast to the commencement of the cockpit. The semi-circular coach house combing is also of teak. The halyard and sheet winches are positioned on the turtle and there is a pair of back up winches in the cockpit. An interesting feature is the toe-rail which is an aluminium extrusion. The upright section is drilled over the entire length and can be used as a take-off point for vang, reaching blocks etc.

SPARS

The mast is a tapered aluminium with double spreaders, single lower shrouds, internal halyards, removable inner forestay and retractable runners. The mast stands 48' off the deck and the mainsail track is internal with a ball-bearing entry and feed arrangement designed by the manufacturers. The aluminium boom is situated 6' off the deck and a unique roller reefing system has been devised. The mechanism is inside the boom and is operated by a lanyard which when pulled rotates the boom.

BY PAUL PINNOCK

I.T.C. rule the waves

BY MERVYN DAVEY

The rule makers, the International Technical Committee (I.T.C.) developed the International Offshore Rule over a period of 3 years and tried their hardest to bring out a rule which was equitable for different types of yachts and was as free, as far as they could see, from loopholes which could be exploited. Nothing is perfect. Some swear by the Rule, others swear at it. The Offshore Rating Council has resolved that it shall interpret this rule so as not to discourage developments tending to increase the speed of yachts but to minimise the incorporation of features tending by unusual methods to reduce the rating. The accent is on "unusual": here are a few that have developed in the last 18 months and the steps taken to combat them:— All other factors being equal, trimming a yacht down by the bow improves the rating. It gives a greater FDI and although FOC is reduced, the AOC is improved, especially a negative one. But excessive forward trim can slow a yacht down. This was wide open under the R.O.R.C. Rule and the I.O.R. combated this to a certain extent by requiring all sails and loose gear to be aft of the mast when being measured. Some bright boys hit on the idea of deliberately ballasting the yacht so that it would trim by the bow for measuring but to incorporate a water tank well aft which could be filled afterwards and presto, the yacht is back on its lines again. This has been fixed by an amendment to Rule 202.2 giving the measurer complete discretion to require that any tanks (fuel or water), be full or empty such as will result in maximising the rating. Rule 105.6 Ballast, has been amended so that keels which slide or swing fore and aft must be fixed before measurement and not altered afterwards. Also unwarranted quantities of stores shall be considered as ballast.

TRICK RUDDERS:

Some yachts have been built with thick rudders which form part of the skeg or bustle. This was done so that the girth wire would slip through the slot when the after girths were being measured. It has been ruled that "other similar extension" (IOR 305.3), may include the rudder. These yachts are now measured in the same way as any yacht with a bustle, regarding the rudder as a solid part of the hull.

OFFSHORE

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JOKE SAILS:

These were small staysails extending only a little bit forward of the mast and sheeted to the end of the boom. Particularly with high booms these sails appreciably filled up the area between the boom and the deck, without affecting the set of the genoa. Like a watersail. A new Rule has been added 860.E, which states — "No jib may be set under or abaft another headsail and so tacked that, if trimmed flat along a parallel to the centreline of the yacht, more than 50% of its area would fall abaft the fore side of the mast". The legal sail must now be much larger and with half of its area forward of the mast could do more harm than good. How this 50% is going to be determined and policed, I am not quite sure and will find out in San Francisco. The Amendments above have been applied immediately and are current.

As displacement is not specifically measured by weighing, a factor D, in the rule is supposed to be a measure of it. The most important measurement in the D formula, is MDI (Mid Depth Immersed) which is measured at $\frac{1}{4}$ of B from the centre line of the yacht.

One trick that has developed has been to give the yacht a normal shape around the bilge to the point where this measurement is taken, and then to flatten out the section from there to a fin keel. This gives a lighter displacement boat which measures as a heavier one and consequently has a lower rating. The Offshore Rating Council has approved an amendment that will come into effect on 1st January, 1973.

"The single M.D. measurement now taken at the $\frac{1}{4}$ B position will be augmented by two further depths taken at $\frac{1}{8}$ B inboard and outboard of the present position. The mean of the three depths will be used to determine the adjusted mid-depth, but it shall not be taken as greater than the $\frac{1}{4}$ B depth".

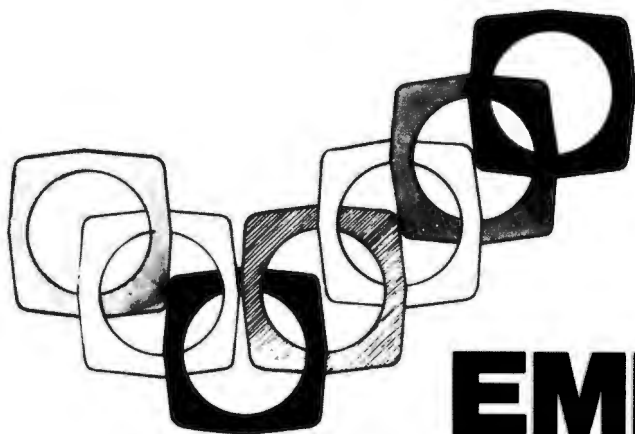
This amendment will appreciably affect the rating of a lot of the latest designs but, as it does not come into effect until 1973, will not apply to the One Ton Cup yachts for December 1972, which are the main offenders.

OFFSHORE RATING COUNCIL MEETINGS:

A.Y.F. representative Mervyn Davey will be attending the O.R.C. autumn (northern) meetings in San Francisco in September this year at the St. Francis Yacht Club. The location is deliberate as most of the opposition to the I.O.R. has come from the West Coast of the U.S.A.

You can see from the foregoing article that the O.R.C. and its Technical Committee are being quite active and here are some of the subjects that will be discussed at these meetings:—

- * Modification of the formula for the after overhang component. Thought is even being given to taking these girths aft of the skeg area.
- * Bumps at points of measurements.
- * Propellers, apertures and extended shafts.
- * Some form of progressive age allowance.
- * Correlation between time allowances under the I.O.R. The time on distance method used in North America gives quite different results to the time on time method used here and in Europe. A uniform time allowance formula throughout the world is still an ideal.



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COASTERS RETREAT



Much better than in the back yard.

Then there was the night that Lay Cranch crewed with Tommy Thompson's "Lilith" to the Lake. Apart from being a mighty Sailor man Lay could really play that "geetar" and with it a wealth of salty pieces, not the least of which was his famous "Dulfang". When he played that on crew's night, his most enthusiastic audience were the birds — they screamed their heads off — they knew what it was all about.

Anyway, there he was on "Lilith", playing away, the over-proof rum gave an inspirational oomph. "Lilith" was soon full, I mean of bodies. At the last sober count there were thirty on board and she was no longer stable. Tommy Thompson had the panics thinking that she would just roll over and sink — and I reckon she was on the verge of just that. One of the Lake boys on board said he'd save her, and somehow or other clambered up to the lower cross trees, "reckoned he'd ease the load that way". By now it's about 3 a.m. and the fella starts to bellow. Facing the Belmont domestic area he was shouting — "It's not the Lake boys making all this noise — it's Tommy Thompson's mob." Someone threw a sheet around his ankle and somehow dragged him down — then tipped him into the drink; a couple of others dragged him out on the jetty. He was still there when it was time to leave for Sydney at 6 a.m. snoring like a bombora.

Were you there at Lake Macquarie when Norman Way was in his euphoria, sorry I mean on his "Eudoria." It was crew's night and Norman's act was heading his crew single file across the floor, a straining anchor line across their shoulders. To the tune of the Volga Boatmen they tugged at that line as if they had the Swansea breakwater at the other end of it.

The eager audience bellowed when the load finally became exposed to view — it was a battered and scarred old enamel chamber pot.

Kid's stuff you say? And I say, thank heavens for that. There's nothing wrong with yachting when they can get hilarious pleasure from such simplicity.

Standing around the bar the other night, "Boy" Messenger touched on a rather interesting and controversial subject. Who would be the best all-round ocean racing skipper that has raced under the CYC burgee since the Club's inception? How about

that for a quirky one!! Let's go one step further. If you were asked to select the best ocean racing crew from members, past and present, to form the "perfect" combination, who would be in your crew? Let's hear from you — and we promise not to publish your name "Boy" if we recognise your entry!

New Members

Don't miss the opportunity to say "how glad we are to have you with us" to: JOHN ATTWOOD (Sloop "Phantom of Brighton"): DAVID HEALY: JORGEN HELLNER: GEOFFREY KNOWLES: WILLIAM LYONS: KERRY ROXBURGH: KEITH STOREY (Cruiser "Tikki 11"): CESARE TIBALDI (Folkboat "Mirrabooka"): KEVIN WELDON: DOUGLAS YOUNG.

Like most of us I've been at the receiving end of some whiplash cracks from the Skipper. But one of the best I ever had was after I fouled up a kite I thought he may have missed the fact that it was me and pick on someone else but no such luck.

After the race was over the Skipper drew me to one side and asked me if I could get down to his place early on the following Saturday. The idea was that I could teach his kids to play marbles and altogether I could have lots of fun while the crew was out racing. The awful part was the blasted kids were better at it than I was.

* * * *

Our front cover shows "Regina Maris" described as a 3 mast Clipper-Barquentine. Her valiant sailors face the highest mast of 115 ft. and 34 sails totalling 7000 sq. ft. to handle. From Norway she sailed to Sydney for the Captain Cook celebrations bringing with her the new Squadron Trophy presented by the Royal Norwegian Yacht Club for the purpose of promoting international racing for the Soling Class and was won by Caliph.

PHOTO-PATROL, specially commissioned photographers for the "Regina Maris", took the picture. The skipper of "Regina Maris" specially furled the port watersail so justice could be done to her elegant hull.

* * * *

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THE ADMIRAL'S CUP



From Australia's point of view, "Ragamuffin's" win in the Fastnet race comes as a great consolation prize, as it is the first time an Australian yacht has won this classic event. It also caps a year of magnificent achievement by Syd Fischer, in which he has won the One Ton Cup in "Stormy Petrel", and been declared "Yachtsman of the Year".

The Admiral's Cup series commenced in 1957 as a private challenge between British and United States blue water yachtsmen. The Cup being named after the senior flag officer of the R.O.R.C., the Admiral.

Later the terms of the contest were widened and later the biennial challenge developed into the world's ocean racing teams championship for larger yachts; those having a minimum waterline length of 30 feet.

The U.K. won in 1957, 1959 and 1963, with U.S.A. winning in 1961.

Australia made its first challenge in 1965 with "Camille", "Caprice of Huon", and "Freya" managing a creditable second place to the British team, with Holland third.

In 1967 the Australian team of "Balandra", "Caprice of Huon" and "Mercedes III", sailed magnificently to win the Admiral's Cup by a big margin from the U.K. with U.S.A. third.

Our team in 1969, "Koomooloo", "Mercedes III" and "Ragamuffin" went into the Fastnet race with a small points lead, but calm conditions towards the finish ended their chances of winning. In a very close count of points the United States took the Cup; Australia was second and the U.K. third.

Fifteen nations challenged for the 1971 series, and the minimum size of yachts was set at 29 feet rating to the I.O.R.

The Australian team of "Koomooloo" (Norman Rydge), "Ragamuffin" (Sydney Fischer) and "Salacia II" (Arthur Byrne) was in third place to Britain and the U.S. after the first race, the 225 mile Channel Race, which carried double points.

Pictures by courtesy of "Daily Mirror".

After one of the British team was disqualified on a protest in the second race of 30 miles, costing 37 points, the relative positions of the leading nations remained the same. Australia displaced the U.S. from second position on points when the team scored second, third and fourth places in the next 30 mile race in heavy gusty weather. One of the American yachts was disqualified for passing the wrong side of a mark, losing 47 points.

THE FASTNET

With the 605 mile Fastnet race carrying triple points, Australia (458) and the U.S.A. (419) were well within striking distance of the British team on 480 points.

The light conditions during the early part of the race generally favoured the smaller yachts, but "Ragamuffin" moved away extremely well and was second boat around the Lizard, and one of the leaders around the Fastnet Rock.

Conditions freshened on the return journey across the Irish Sea and yachts ran for up to 30 hours in 25 to 35 knot winds. "Koomooloo" lost her rudder and had to retire; "Salacia II" broke her steering gear but was able to continue.

Our congratulations go to the British team of "Morning Cloud" (Edward Heath), "Cervantes IV" (Bob Watson), and "Prospect of Whitby" (Arthur Slater) for a most consistent display of fine sailing in winning the "Admiral's Cup".

The United States finished second in the series and Australia third. Final points were Britain 828, U.S. 782, Australia 719, Argentina 680, Holland 659, South Africa 574, Italy 553, Bermuda 545, Brazil 402, W. Germany 405, Ireland 401, Belgium 339, New Zealand 256, France 225, Austria 51.



RAGAMUFFIN on the Solvent in 30m inshore race.

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About us

I was having a drink with my grey headed mate in Coasters Retreat the other day, when for no apparent reason he said — "Those Seabirds of ours had a real day out last Thursday." "What Seabirds" I said, my thoughts immediately racing to seagulls. "You know" he replied "All our C.Y.C. birds were down for a luncheon fashion parade, and I happened to be here.

"There they were all in their best plumage sipping at their champagne cocktails, daintily, just like birds do. I tell you they looked pretty smart, so I waited around to see the models do their strutting; first time I've seen a fashion parade."

I won't tell you what he said — believe me it was flattering, bit nostalgic too, I thought. Anyway "Seabirds", that's what caught my ear, and that is why from now on all the distaff side of the C.Y.C. will be known as Seabirds. Editor

Our Seabirds, about one hundred and fifty of them, were perched contentedly over a splendid champagne luncheon—Valentine excelled himself—as they watched their fashion parade last month. Ably compered by Lee Dalley the two talented models showed an Australian made collection which was received enthusiastically.

Woman's Day "Good Life" August 9th issue covered the parade, their two pages of pictures being its own commendation.

more about us on page 12.



Mrs. Lee (Bill) Ratcliff of Bondi approves the romper suit and cape modelled by Groth Lauvaine. Woman's Day Photo.

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MORE ABOUT US

A big Melbourne Cup Day party (Nov. 2) is being organised for the Seabirds. Chef Val Ugart has already planned a Smorgasbord to complement the flowing champagne. If you miss out on the sweeps and Lucky Door prize then the T.V. programme will be consolation.

Club opens at 12.30 p.m. luncheon at 1.30 p.m. Take note that this is a popular function, be warned, book early.

Seabird's Secretary-Treasurer, Betty Hamer, has flown overseas, no pun intended; she is expected back in time for the party.

CHEERFUL NEWS

Looks as if the financial glass is rising, in fact it is rising and the crew is mighty happy. The Board of Navigators tell us that—our profits for the six months to June 30th, 1971 are considerably higher than for the same period last year. Even better is the fact that it is ahead of the Board's budget and the expectations are that this trend will continue.

Who writes the most beautiful poetry? Who writes such love stories as "Heloise and Abelard" or such plays as "Hassan"? Who are the romantics of this world? — the answer — men.

True to form, who won Woman's Day "Love Story" competition? A man, a tough sea going yachtie, a C.Y.C. member, none other than Basil Catterns. Seabirds are given permission to give Basil a congratulatory kiss, but for safety's sake — only one.

STOP PRESS

C.Y.C.A. fixes dates for International One Ton Cup series off Sydney, December, 1972: Saturday, 9th, 30 miles; Monday, 11th, 150m; Thursday, 14th, 30m; Saturday, 16th, 250m; Wednesday, 20th, 30m. Yachts then have time for the Sydney to Hobart race December 26 if they wish.

HOPE FOR A NEW YACHTIES BAR.

Hobart time is approaching when we expect to see a fleet of over 100 yachts start. Many of these will be visiting yachts and the Club's facilities will be taxed to the limit. To help cope with this problem and, we feel, to add another delightful facility to the Club, the Board is making application to the Licensing Court for permission to establish a Yachties Bar in the dinghy shed at the western end of the engineering shop. If permission is granted then it is anticipated that this bar will be in operation at the beginning of December. It is also hoped to erect a gas barbecue in the immediately adjoining area with steaks available from the galley.

DEFLATION MEN

We nominate our House Committee for the C.Y.C. men of the year. Whilst we are all figuring how to trim sails to meet the winds of inflation and inspecting our storm gear to meet the threatened storm of a tough budget, they coolly come out and deflate. How do they do this? By the simple process of cutting out the cover charge of \$1.00 for our popular Friday dinner dance. Their theory is that this will still further increase the number who enjoy Friday fun night.

Let's prove them right. It might inspire them to use the same technique in other areas.

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Editor: Now the million dollar question — how did the wreck at Punta Arenas all happen?

Rob: I guess the simple answer to that is to describe the situation — the predicament that every sailor fears most — caught on a lee shore, with ground tackle not holding, plenty of wind, big seas, and an un-serviceable engine. To be quite blunt Solo was caught with her pants well and truly down — and she nearly paid the supreme price.



Solo in her agony at Punta Arenas.

Editor: I believe you had a rather narrow escape and are very lucky to have survived.

Rob: Bloody lucky — but that's another story that maybe one day I'll tell. Maybe.

Editor: Did you lose any film or camera equipment?

Rob: That was the luckiest break of all for me. My two movie cameras and all the movie film I had shot on the trip were dry and safe. The only things I lost were a still camera and a tape recorder.

Editor: Did anyone get any photographs of the incident while it was happening?

Rob: Yes, almost unbelievably, a local cameraman shot the incident in black and white movie film. This chap gave me the original film and that now forms the rather dramatic ending to the film.

Editor: You certainly were lucky, but apart from the rather wet ending, it must have been a marvellous trip. Knowing what you know now, would you go again under similar circumstances?

Rob: ----

Editor: I have a feeling that Rob didn't quite hear that last question. He made no reply — but simply turned to Jimmy at the bar and ordered two more beers.

By agreement with the House Committee this spectacular film was shown by Rob McAuley on September 2—as a private testimonial to the James Lockwood Memorial Fund.

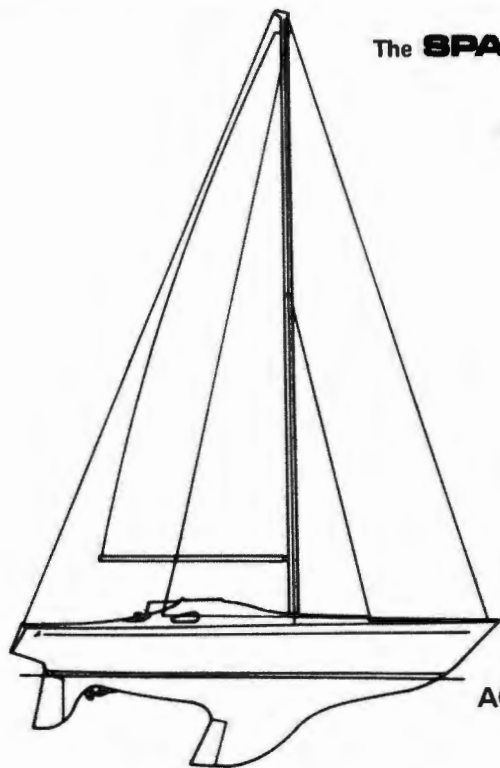


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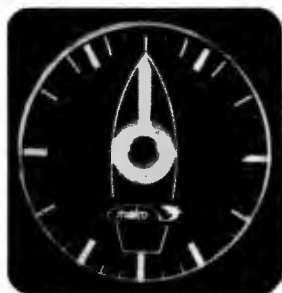
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OFFSHORE signals

Dear Sir,

I was interested to note your reference to the Flat Rock barbecues. I was fortunate to attend many of them, and I agree with your suggestion of the possibility of resurrecting them. I enclose a "photograph of what may have been the last of these barbecues, which may be of interest to you and which you may consider reprinting in "Offshore".

*Photograph printed Coasters Retreat.

TONI SCHMAEHLING

Dear Sir,

The suggestion of Rob McAuley in "Offshore" June issue that C.Y.C. could improve its reputation for hospitality is one which should have the support of members.

The fantastic welcome offered to the Sydney-Hobart fleet by the Royal Tasmanian Yacht Club and the people of Hobart is perhaps the greatest single factor which has made this event the outstanding ocean racing classic that it has now become.

With the promise of many visiting yachts for the Southern Cross and Hobart races I do hope that adequate arrangements for hospitality will be made. There can be no substitute for a liaison or reception officer assigned to each visiting yacht. Perhaps the columns of "Offshore" could invite nominations from members willing to join the roster and host a visiting yacht.

BASIL CATTERNS

Dear Sir,

Let's make C.Y.C.A. the leaders to contain the problem of water pollution. Each C.Y.C.A. registered craft will have a gash-bucket on board and into it goes everything from apple cores to chewing gum wrappers. Let's make this a standard rule.

Let's have a paragraph as standard in our sailing instruction: No member of the C.Y.C.A. will dump any rubbish of any kind overboard, nor will they leave anything ashore that makes the area where they have been worse for their passing.

We should offer copies of Offshore for sale at the bar. I am stealing this idea a little from Pat Corrigan but it seems a good one to me.

C. H. ROUGHLEY

Dear Sir,

Gordon Marshall has just changed some thirty club members from yachties who thought a sextant was a gadget to measure the sex potential of a heavenly body, to navigators!

After ten lectures we can now handle a three star sight and calculation with apparent ease. Gordon's intense enthusiasm throughout the course.

Apart from the time taken by lecture evenings and marking swags of homework, he has spent every morning before sunrise and weekend evenings for weeks on end at the "Bondi Stink Pot", helping small groups of us to take star sights.

We simply hope that Gordon will feel rewarded when he notes more exact position reports in the next Hobart race.

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Yachting notes

Harbour Point Score Races

This year has been the best ever, with record entries. On one Sunday no less than 132 yachts faced the starter making a spectacular harbour picture.

Just for the hell of it nature turned on a great act for the July 25 race. A screaming howling full gale forced 14 boats to retire from a fleet of 51. Some boats lost spars and sailmakers had broad grins on their faces.

Point score leaders after August 1 are Offshore "A" Division—Weatherly, "B"—"Akala", "C"—Fair Lady.

One Ton Cup: Boombillie, Soling Class: Seventy Three, Harbour "A" division "Yeoman IV", "B"—Petrel.

Southern Cross Cup

Record entries are expected for the third series starting Friday, December 17 with the Hobart race as finale.

All offshore yacht racing countries have received invitations as well as interstate clubs with strong representation coming from all quarters. U.K. are now selecting their team and it is anticipated that U.K. Prime Minister, Edward Heath, will be competing in the new "Morning Cloud II". An important factor with such keen competition is that the interpretation of the Sailing Laws will be delegated to a Yachting Association Protest Committee.

Captain James Cook Challenge Series.

The series is an international event each participating country being entitled to enter a team of three yachts.

Australia originally planned to enter one yacht for the three race event but at the last minute a second yacht was obtained. They competed against England and France each with three yachts and Ireland with one.

Australia's two yachts were "Langston Lady" a 28' Angus and Primrose design, skippered by Ken Nicholson and crewed by Peter Yeomans, Chris Iacono and Philip Edmonds The second was "Steady Spirit" a 28' Spirit class by Van de Stadt. She was skippered by John Currie and crewed by Paul Carey, John Bruce and Russell Tapp, the last two being Australians and resident in the U.K.

The three races were 100 miles, 125 miles and 154 miles. "Langston Lady" finished 9th in the first race, 6th and 3rd respectively. "Steady Spirit" withdrew from the first race, finished 5th in the second and 2nd in the last race. The complete series ended in U.K. first, France second, Australia third and Ireland fourth.

Channel sailing is far tougher than that of the Australian coast. Tidal currents run at up to four knots; at one time 13 ships were within a two mile radius of "Steady Spirit". Fog and mist sometimes reduced visibility to 100 yards. Directional finding equipment is essential and so is a good knowledge of D.R. All magnificent experience which won't be lost when the boys return.

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yachting notes

JOGGIES JOY

Royal Sydney Yacht Squadron has already announced a sparkling programme over the October holiday weekend (1st-4th) for J.O.G. Yachts. C.Y.C. kept this weekend free so that its own J.O.G. members could enter. There are four races — Sydney to Pittwater, two thirty mile courses off Palm Beach and finally a Palm Beach to Sydney course around a number of ocean marks which totals approximately 30 miles.

Absolute time limits have been set so that crews will be able to foregather, the R.P.A.Y.C. having kindly offered competitors hospitality at its Pittwater Clubhouse. Facilities of the R.S.Y.S. at Careel Bay are also available, as well as adequate moorings.

Entry forms can be obtained from owners' Clubs as well as from R.S.Y.S. Entries close on Monday September 13th at R.S.Y.S. although late entries will be accepted up to 2 p.m. on Thursday September 30th at a special late entry fee. Full details of conditions, point scores, team races and prizes will be cheerfully sent by Mr. T. H. S. Erwin, Secretary of the R.S.Y.S. The whole programme promises an exciting experience for Joggies.

The Squadron also announces that a perpetual trophy the Captain Rountree Cup will be awarded annually to the top scoring J.O.G. yacht in the October weekend races. The winner each year will be given a replica to keep.

PROTEST HEARINGS — 15TH JULY, 1971

RACE COMMITTEE:

A. D. Campbell, W. D. Rayment, D. R. Goode.

CHERANA V MORANDOO

Finding of Fact

1. Weatherly, Skye and Morandoo were approaching the Eastern Channel Mark on the port gybe.
2. Weatherly rounded close onto the mark with Skye to leeward.
3. Morandoo attempted to pass between Weatherly and Skye while rounding the mark and was fended off by both craft.

Decision

Morandoo has failed to satisfy the Race Committee that she has discharged the onus of proof of having established an overlap in proper time as required by Rule 42.3 d 11 and is therefore disqualified under Rule 43.2 (a). Deposit refunded.

SHIMAAL V ZEUS & ZEUS V SHIMAAL

Finding of Fact

1. Zeus was approaching the starting line, close hauled on starboard tack with Weatherly to leeward also close hauled on the starboard tack and sailing higher.
2. Weatherly called Zeus to go up. Zeus responded and continued on a course parallel to Weatherly.
3. Shimaal approached from weather and collided with Zeus.

Decision

Shimaal is disqualified under Rule 37.1. Deposits refunded in each case.



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New members for Porpoise Club

The Beaufort Porpoise Club will be welcoming new members from the Yacht 'Pioneer' which sank in unusual circumstances in the South Atlantic in January, 1971 whilst she was taking part in the Cape Town to Rio Yacht Race. The Yacht was sunk by a whale. The Beaufort Porpoise Club was inaugurated at the International Boat Show, London, 1971 and membership is restricted to people whose lives have been saved by an inflatable life raft manufactured by Beaufort Pioneer Pty. Limited. The 33ft. Yacht was one of the smallest in the race and collided with the whale just after midnight on the morning of 28th January, 1971, when almost 1,500 miles out of Cape Town. The Yacht quickly took water and the Beaufort Life Raft was launched with just sufficient time to take on essential provisions and extra clothing prior to the 'Pioneer' sinking in 2,800 fathoms.

The 5 crew members spent the night in the life raft and sixteen hours after the 'Pioneer' sank the American freighter 'Potomac' was sighted, the crew of the life raft signalled to the 'Potomac' with a flare, they were picked up and later landed in Cape Town.

This is yet another incident where a Beaufort Life Raft provided the last essential link in the saving of 5 lives.

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