

OFFSHORE

VOLUME 2, No. 2

APRIL, 1972

PRICE 30c



*Pilgrim Sydney to Brisbane race March 1972
approaching finishing line to gain Race Record,
Line Honours and Handicap Honours.*

(The Courier-Mail and Sunday Mail photo)

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OWNERS BEWARE

by "Butch" DALRYMPLE-SMITH

When looking for crew in the clubhouse there are some to watch out for and avoid AT ALL COST.

THE HEAVY.

Recognisable because he always wears a dark blue sweater with a flag on the left breast no matter how hot the day. After the worst cockup in the history of spinnaker gybing he will glowingly explain how on "Ragodandres of Huon" they did it with a double continuous wire brace and Forestay Joe always used to top up the pole to the lower spreaders before starting. He will never admit that during his season of glory he was merely stationed at a winch and wound when told to.

THE DISPLACED OWNER.

Always looks depreciatingly at your running gear — gives you an inferiority complex, only intensified when he tells you how you should have luffed "Wingy" over the distance mark when the gun went. Seldom smiles and if given the chance to steer will stick to the tiller like a limpet until lured off by a cunningly placed Bacardi and Coke just out of reach on the main hatch.

THE FOREIGNER

His history sounds promising — eighteen Prince Gustaf Cup races (he doesn't say its for motor sailers round the Marstrand measured mile) ten cross Hamble races (in Falmouth Quay Punts) and five Bournemouth-Poole races. He insists on calling the brace the after guy and seems to swear like a trooper with every reference to a headsail. By the time he shouts at the foredeck crew to toggle trip the heavy end you not only wish he had stayed at home but condemn the whole assisted passage scheme.

THE NOVICE

His "fairly experienced" means that he has spent a week on the Hawkesbury in a Cabin Cruiser, has sailed on the Lugarno Ferry both ways and has an Uncle whose bowling partner did the Hobart Race in '48. Any direct sailing experience? Oh yes, my cousin took me out on a Catamaran when I was eight. You

know you're in trouble when he says the magic words "I may not know everything; just tell me what to do and I'll do it".

THE HOBART RACE VETERAN

On paper he looks the part, but his short weatherbeaten wiry look belies the fact that he will spend the entire race stuck in the companionway, telling everyone amusing anecdotes about what Nostrils Burleigh said on the foredeck of "Siarrewa" (with water up to his chest) when they were doing fourteen knots across Bass Strait and the spinnaker pole broke. He is surprised you don't still gybe by end-for-ending the pole ("good enough for Captain John so should be good enough for you") and should be left to serve the drinks — the only job he's really good at. Of course you are still advised strongly against skiff sailors, Naval Officers (particularly), relatives, etc. And please don't look in a mirror, is he all that good anyway?

I don't like heavies on a boat and I'll tell you why. Teddy and I had just brought this yacht up from Miami and never had a moment's problem, including a tornado off Virginia and the odd race sailed two or three up. Then the Foreign All Stars arrived for an invitation race in Oyster Bay. The first leg went alright, but on the reach we had the kite half way up and the genoa on the way down.

The boat broached, the kicker gave way and the pole went skywards. Get the kite off he said and then the snafus started. With the brace out of reach we could not trigger the clip. We therefore let both sheet and brace go completely. This was very nearly very good, but unfortunately the tail flicked around and knotted itself on the cap shroud. With more stupidity than bravado I started up the mast to where the brace was pulling the boat along by the end of the spreader. This gave me a bird's eye view of the sailing master leaving the cockpit to sort out everyone's problems. "I'm easing the halliard" he shouted as it flew off the winch and like a stone the mainsail fell, dropping the boom on to the helmsman's head.

As I said, I don't like heavies on board.



The 'moonbird' of Bass Strait

by JAMES WALLACE

As transport links in Australia improve, it is getting harder to find places which are truly off the beaten-track. But one of them is the Furneaux Islands in Bass Strait.

Here, notably on Flinders Island, late each year can be seen one of nature's most majestic and mysterious phenomena, the Mutton Bird Gales. The wind-swept Furneaux Islands are beautiful in the manner of the bleak moors of Scotland. They are the remnants of two land bridges, which once linked Tasmania with the mainland. Flinders, 40 miles long, is the largest island. The others, much smaller, have such picturesque names as Big Dog, Little Dog, Babel and Chappel.

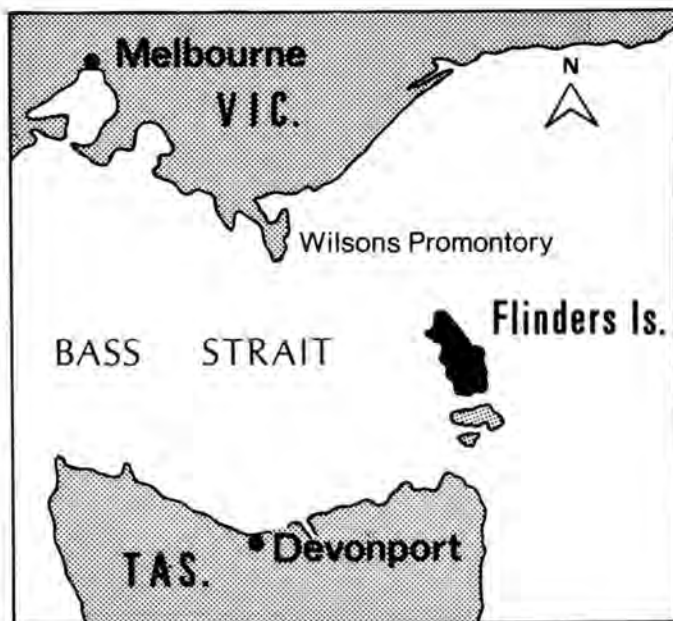
The human population is small but colourful, some Europeans but many others descendants of early British sealers and their Aboriginal consorts. Apart from a little farming and fishing, their chief pursuit is mutton-birding. It's a pity that the mutton bird is commonly known by that name, because this small creature, correctly labelled the short-tailed shearwater, poses one of the greatest mysteries of the feathered world — an incredible migratory feat when millions of them quit the island for a 20,000-mile flight across the Tasman to New Zealand, then northwards up through the Pacific, skirting Japan, where they pass the winter months. They make the return journey via the Bering Sea, the Aleutian Islands and back across the Pacific in a broad sweep.

The birds reach the Australian coast in October and November. It is on this part of their trans-equatorial flight that they often meet disaster. Throughout most of their flight they have been assisted by following winds, but on the southwards sweep into Bass Strait they fly head-on into strong winds, often gales.

This explains why thousands of dead mutton birds are sometimes discovered washed up on the beaches of eastern Australia. Exhausted by the buffeting, deprived of sea-surface food they perish close to their haven.

Those birds which make landfall in Bass Strait do so in a spectacle which fills an onlooker with wonder at the prodigality of nature. By the millions, they come whirring up the strait in the so-called Mutton Bird Gales — vast, quivering, screeching umbrellas of soot-grey birds.

For a number of years CSIRO scientists have been closely studying the mutton bird and its migratory habits, and have banded the legs of tens of thousands of them. Many of the



birds have not only returned year after year to Bass Strait, but astonishingly, to the same individual burrows on the islands.

What explains the mutton bird's unerring navigation — its uncanny homing instinct? One scientist has offered the theory that it probably navigates by the stars and the moon, and has an inbuilt "sextant" to make adjustments for differences in time and season.

A less scientific but romantic explanation for the bird's uncanny navigation is that it is really a "moonbird" — based on the notion that thousands of millions of years ago the moon as we know it today was volcanically shot out of the earth's surface, leaving a void which became the Pacific Ocean.

The mutton bird is bat-like and sooty grey, with sickle-shaped wings which slice the air noisily. It is also found on other parts of Australia's eastern coast, but by far the densest concentrations are on the Bass Strait islands. Here, man takes as great a toll of the mutton birds as do the gales. For six weeks about March, under the strict eye of the Tasmanian Fauna Protection Board, the Bass Strait islanders harvest the chicks, with a total toll of up to half a million birds.

In a score of processing sheds the islanders then dismember the birds — the flesh to be salted and sold as a table delicacy, especially in the southern States; feathers for upholstery; fat for machine grease; and stomach oil for making medicine.

Despite the slaughter, the mutton bird is in no danger of extinction.

The Furneaux Islands of Bass Strait have never been invaded by tourists in large numbers, even though there is a regular air link with Launceston and a hotel at the main town of Flinders, Whitemark. But it's well worth the effort and slight inconvenience of making the trip.

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Nothing stops them, there's the Flood Rescue Squad, the Police Diving Section and if they have to they'll hoist a launch onto a truck as they did to assume guard duties when the "Britannia" visited Coffs Harbour. In fact they must be prepared to act decisively and sensibly in an almost incalculable range of human predicaments whether it takes place in floods, in dams, in the remote reaches of rivers, in the harbours or on the open sea. In simple terms whenever there's water, whenever help is needed they're there.

In the 1971 N.S.W. flood crisis the Flood Rescue Squad evacuated 320 people from dangerously flooded areas; rescued 8 men from drowning and for good measure saved prize rams worth \$11,400.

The whole exercise has a fine tradition behind it and they're proud of it. When the First Fleet arrived Captain Phillip had his Rowboat Guard manned by the Marines and from that beginning developed the Water Police in Australia. In fact the headquarters in Sydney today are only a few hundred yards from where the Row Boat Guard first carried out their duties. Water Police work is quite simple. All they have to do is protect life and property: prevent and detect crime on water continually risk their lives and do it all in any weather. Sometimes to fulfil these duties they have to go under water — hence the Diving Squad. It's a broad spectrum and obviously a job for experts.

They're well trained, they have to be. All serve as deck hands for 2½ years after which they are required to qualify for coxswain and a driver's ticket as well as a licence to navigate a boat at speed. Many have additional qualifications and at least one has a Master's Ticket. As you may well imagine the majority of them have a water background — R.A.N. — Merchant Service and one I know raced with me on my yacht.

We, as yachtsmen are undoubtedly more aware of the Water Police than the majority of citizens. Maybe not many yachtsmen have had their aid, but it's comforting to know that it is there — come the day.

Pleasure craft are a major concern of Water Police, no wonder; during 1971 they rescued 157 occupants of 47 pleasure craft reported in distress or with engines broken down at sea between Broken Bay and Port Hacking. In Sydney Harbour alone the staggering total of 995 people in 301 distressed boats were safely returned ashore.

These figures are not diminishing. From January 1 to March 8 this year 280 people and 88 boats in distress were rescued from their difficulties in Sydney Harbour alone.

Perhaps you didn't know that.

Of course they have their moments; like the character they found well south of South Head happily buzzing along on a raft with outboard lashed on the back. "He was right mate", not at all inclined to accept their advice to get back while the going was good.

To cope with this kind of nonsense plus an average of another 4000 boats coming onto the waters every year is in itself a big task. To meet this they have produced a new water safety booklet entitled "Boat Sense". Over 50,000 of these have been distributed to clubs and private owners.

The Water Police closely co-operate with the Air Sea Rescue Intelligence Organisation the nerve centre which conducts combined search operations for vessels lost or in distress at sea. None of this story has touched on the criminal side of their activities — thieving from wharves, co-operating with Customs on drug running, recovery of bodies from sunken cars and so on. About all you ever hear of them is an odd paragraph in the newspapers. A police launch towed a boat in, or rescued the crew, maybe picked up an unfortunate who jumped off the bridge, or a recent report that they had been diving to verify a report that a lot of Qantas money had been carefully planted under water.



P.B.O.; but Water Police soon got him off.

Of great concern to the Water Police is the fact that both yachts and small craft leave the heads without telling them their destinations. When they don't turn up as anticipated, anxious relatives and friends ring the Police and mostly haven't a clue about describing the craft. Off they go searching and as often as not the yacht is snuggled down somewhere quite safe. This unnecessary waste of time could well cause the loss of a craft sadly in need of help — see the preceding statistics. To help the Water Police and maybe yourself, fill in a "Movement Report" before you go. It is very complete and if you ever do get into trouble it will be a guarantee of quick assistance. The forms are available free of charge at the C.Y.C. office.

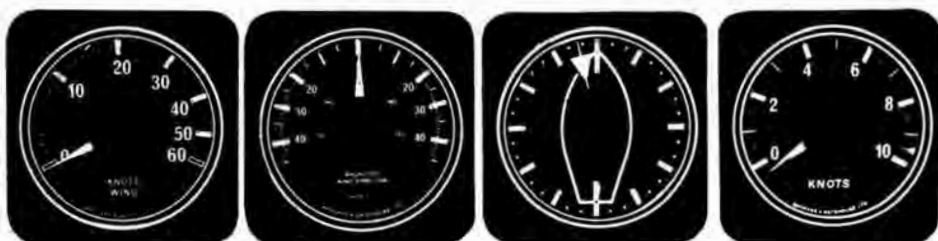
At least be sure and phone them, 2 0966, ask for Water Police and even if you are only going to Broken Bay, tell them — you might save your life — even perhaps your boat.

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PIRACY 1968 style

When talk turns to standing gybes in fifty knots of wind, whale-strikes and suchlike I can't help thinking of the most frightening experience I had on a boat.

It happened five miles off the coast of Haiti at one-thirty on a pitch black night. Warm, flat sea and "Rabbit 11" slipping along under spinnaker when someone switched on the day. That seemed like my moment of truth.

It seems that this gunboat had been creeping up on us and decided to switch on its 24 inch carbon arc searchlight not 25 yards away from my optic nerve. There was nothing to be seen but this bloody great lamp and odd faces, visible only as rows of teeth and the whites of their eyes. Smudge reckoned he could see the glint of their machine guns but then he always had an imaginative way of looking at things.

Smudge and I were on deck in Caribbean deck gear — a sleeping bag on each cockpit seat and a sleepy hand on the tiller (try it — it's normally very relaxing). Of course we weren't exactly overdressed inside the bags and I had a terrible vision of being captured in nothing but a pair of underbockers. This would hardly boost one's self confidence while being paraded through the streets of San Domingo as a prisoner with the local inhabitants picking their teeth and casting a jaundiced eye on our grim state.

The Tannoy shouted at us in barely recognisable English "Take down your Genoa and make for San Domingo". Well of course we weren't carrying a Genoa, so how could we drop it?

At this point Teddy came up from below and said in impeccable English "We'd have loved to come to San Domingo but we are in a frightful hurry and we must get to Miami for the S.O.R.C., but anyway thanks for the invitation", he then waved the Red Ensign at the stern.

I don't think they were expecting this line of diplomacy because after a few orders and threats which we could not or would not understand they parked their seventy-odd foot gunboat directly across our bows. Smudge did the smartest all standing gybe I have ever seen and let fly a string of invective more in keeping with an eighteen-footer on Sydney Harbour. This must have done the trick because they fired up their motors whose back-wash just swept us past their stern as they shot off into the night.

It just shows you the power of the spoken word.

When we reported it in Miami we heard that three months previously a crew had been captured and taken into San Domingo, imprisoned for five weeks and released only after their boat had been stripped of all removable gear.

by "Butch" DALRYMPLE-SMITH

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C.Y.C.A. should act now

by JOHN ROSS

Are we, the members of the C.Y.C.A., becoming too involved in nothing but ocean racing to take any interest in what is happening to our coastline? Are we only interested in thrashing up and down the coast without really caring about what is happening to the bays, inlets, rivers, lakes and harbours? Have we forgotten about these places because we rarely visit them any more? It is suggested that in the main this is true. Yet we have a vested interest in the preservation of our coastline. Not in commercial terms but in terms of recreation interests and leisure. It is also suggested that we have a degree of responsibility to do all in our power to ensure that this essential preservation takes place so that others who follow may also enjoy this truly beautiful coastline. To illustrate this point a brief examination of what has happened or could happen to a few of the better known areas follows —

TWOFOLD BAY — the once beautiful southern shore has been severely spoiled by a wood chip plant. Acres of natural forest have been cut down, plant and machinery constructed and a bulk loading terminal built.



The wood chip will be near Eden.

JERVIS BAY — the N.S.W. Minister for Decentralisation and Development, Mr. John Fuller recently announced that he was "90 per cent" sure a \$1,000 million steelworks would be built at Jervis Bay. There still exists the possibility of an atomic power plant eventuating in the same area.

WOLLONGONG AREA — but for current world economic conditions it seems certain that the much publicised and bitterly criticised Clutha project would have gone ahead. It is possible that it could still reappear on the scene sometime in the future.

BOTANY BAY — many of you will be aware of high mercury levels in sea food taken from the area and the frequent oil spillages in the bay.

PORT JACKSON — again wide publicity has been given to the state of the Parramatta River — the general opinion seems to be that river is virtually dead. How long before the effect of this extends further down the harbour?

BROKEN BAY — probably the one area visited most often and so far the one area not in immediate danger. The question is how long can it last?

LAKE MACQUARIE — again so far so good. But how long can it last when nearby Tuggerah and Munmorah Lakes have been polluted by sewage and over-run with heavy weed growth. The weed has grown on fertiliser washed by rain into the lakes surrounding farm lands and is slowly choking the lakes.

NEWCASTLE — needs no comment at all.

PORT STEPHENS AREA — still unresolved is the proposal for mineral sands mining of the superb Myall Lakes. Also mooted for the area is a major port and industrial development to take effect as Newcastle becomes fully developed. And so it goes on — from one end of the coast to the other.

It is not suggested that we stand in the way of progress and development, particularly if such development has been properly planned and the proposals opened for public discussion. All too often this is not the case and we find out when it is too late to voice an opinion. It is this level of opinion which is mounting steadily against the present State Government and which in turn could work against us. Positive steps may be taken soon to offset this public opinion and yachtsmen could be one of the prime targets. Reasons are simple — it is much easier to tackle a relatively few unorganised individuals than large companies; the publicity value is usually greater.

There is reason to believe that chemical toilets for small craft will soon become compulsory. We know the amount of pollution from this source to be minute (particularly compared to our infamous "murks") but such a move will have good P.R. value for the State Government. In other words it provides an easy way out to ease the pressure of public opinion currently being applied. Does any member know what form this proposed legislation is likely to take? This is one of the many current environmental issues where the C.Y.C.A. could take the initiative and find out what is "in the air", inform the members and publicly express an opinion on behalf of its members.

No one wants any pollution and the volitional installation of chemical type portable lavatories in yachts is to be commended.

However, the pollution that week-end yachtsmen can cause is infinitesimal. When the proposed Clean Waters Act is written it would be well first to survey how the Sydney Ferries handle their sewage disposal. Not only them — all ships at wharves or on Harbour buoys. I'll take a shrewd guess that with the exception of Circular Quay terminal, it's a direct into the Harbour exercise. I have seen freighters going down the Harbour dumping loads of rubbish overboard, just as I have seen the horrifying exodus from the stormwater drains. Have a look at the drain running into Rushcutter Bay after a severe downpour.

The joke of the whole thing is that you may be prosecuted for cleaning fish overboard despite the trailing seagulls who finish the job with such joyful efficiency.

to page 22



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COASTERS RETREAT

The retirement of Merv Davey from active duty with the Club brings to mind an incident that happened a few months ago. Was having a drink with the Bill Psaltis when the Commodore asked a new steward would he ask Merv Davey to join us. "I'm sorry, I'm new here" replied the rather nervous looking steward — "which gentleman is Mr. Davey?" Boy, how new can you get!

And how about John Gillam's new name — "Little Onassis". For racing he uses the beautiful Koomooloo 2 (wooden). For cruising — he's off to Lord Howe Island for Easter, he chooses his other ocean wallopper, the steel built "Weatherly". Surely he must almost qualify for fleet owner's discount with Rushcutters Yacht Service.

Graeme Newland used Charles Curran's "Stormy" and John Diacopoulos' "Yeromais" — both Solings, to practise starting for the Congressional Cup series, as these boats have some similar characteristics to the Cal 40's which are used in the races. One afternoon a minor collision occurred and at the farewell barbecue Bob Mundle presented Graeme with a fibreglass repair kit and an enormous protest flag.

The Winter Point Score is on again, but take a tip from us — keep a sharp lookout for this year's latest in sporty headgear

for yachties. You'll spot them, by the dozen, any Sunday before or after the race. Look out for sights such as — a certain well known Macquarie Street eye surgeon, last season, his was a stunning little tam o' shanter style, knitted job. "Thunder" Kerslake might just do a repeat and feature the same genuine babies white knitted bonnet he was seen wearing one race day on board the good ship "Southerly". Dorothy Thompson better keep an eye on her tea cosies — seems "Twitty" borrows a different one each Sunday. And of course, "Biscuits" Arnott is always a picture of sartorial sailing elegance! They're just a few that come to mind — but as we said, keep your eye out — you'll see what we mean.

Hear that Gordon Ingate called on good old Mick Morris to take the tiller during a recent tryout of his new Tempest class flying machine on Botany Bay, while "Wingy" himself took over the f'ward hand's job. "Swing out", called Mick — and out went the erstwhile skipper — straight into the drink! Seems he forgot to clip on his trapeze line.

You will applaud the stories of the Brisbane-Gladstone, and the Sydney-Brisbane race starting on page 12. Returning after crewing in both races on Pilgrim, Paul said that he "felt a bit tired" The same kind of delightful understatement shown in his reporting.

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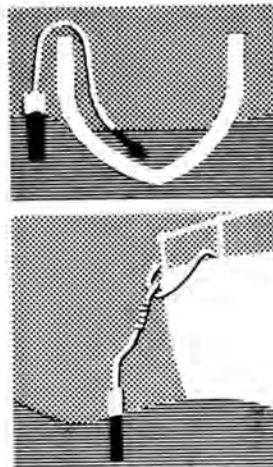
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One of our C.Y.C. observers wants to quit on the grounds that there is nothing left to observe. Appears he was out sailing one wet Sunday afternoon returning saturated at about 4.00 p.m., wondering how much wetter they were all going to be before they could spot the tender.

In a few minutes it loomed up driven by a citizen, wheel in one hand, the other holding up a dignified looking black umbrella.

And just who do you think was under that umbrella? None other than Vic Meyer, helping out while the unwell tender driver raced up to the nearest chemist for a potion. Well, is there anything left to see on the waterfront?

At the Airport farewell for the Congressional Cup team, well wishers congratulated Butch Dalrymple-Smith for having his hair cut and conforming with the rest of the boys. Butch graciously accepted the ragging and said he had even bought a comb for the event but unfortunately it would be of little use to him as the manufacturers had not included written instructions.

And how about this for a classic. One blustery afternoon on the Harbour, Robert George had a mixed crew on board his lovely new yacht, "Kintama". Seems that the fair Mrs. George was down below attending to some necessary task (like pouring all the crew a grog) when a sudden knock-down sent things flying. A crash from down below, and a rather sad little voice was heard to cry, "I think I've broken some ribs!" "Bloody rot" retorted the always eloquent "Butch" Dalrymple-Smith, "A fibreglass yacht hasn't got any ribs!"

What's in a name? Ask Boy Messenger. He recently got scrubbed off a guest list, simply because of his monnicker. Norman Milne's (Caltex PRO) new offsider was going through the guest list which had been made out — surnames first for the press review of the new Caltex, Sydney to Hobart Race film when he spotted, "Messenger Boy". Definitely no need for a messenger boy at a film night — so, one stroke of the pen, and off came poor old Boy's name.

We've all heard of yachting enthusiasts. A good example is Folkboat skipper, Dullhenty, who broke his mast in the Lake Macquarie race. This was reported and his name was scratched from the entrants listed in one of the Lake local races on Easter Saturday.

They got a shock when he turned up on Saturday morning and indignantly demanded that he be reinstated. It appears that he managed to get back to base at Northside Marine who went flat out all night to install a new mast. Dullhenty sailed back to the Lake arriving in nice time for the race. Yes, I say that man is an enthusiast.

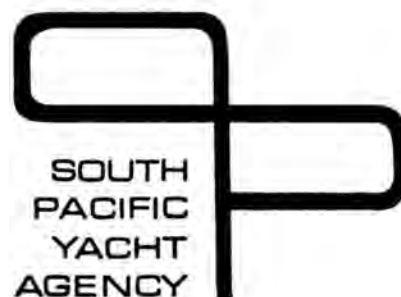
WELCOME TO NEW MEMBERS

R.I. Bamber ("Mistress Kate" — Soling); P.J. Bishop; G.P. Bogard; G.I. Brettell; R.H. Burnett; J.Y. Crooks; C.A. Greenway; T. Illy ("Pabria" 28' Sloop); D.A. Kiloponen; A.S. May ("Pabria" 28' Sloop); A. Mayer ("Miss Hanimex" 18' Skiff); D.B. McDonald; J.S. Robertson; R.J. Robinson; ("Pabria" 23' Sloop); B.S. Robison; J. Shagrin ("Double J" — Hood 23); J.A. Simonds; R. Venables; P.J. Welch; D.W. Wills ("Seajane II" — Halvorsen 25 Sea Skiff).

Rob. Mundle

Butch Dalrymple Smith

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SYDNEY-GLADSTONE RACE

March 31, 1972

by PAUL PINNOCK

A picnic atmosphere prevailed at the start of Queensland's major race of 309 miles, a generally downhill affair in pleasant conditions. As the fleet of 25 entrants approached the line at 11 a.m. nobody envisaged the situation which was to occur in 24 hours. Numerous pleasure craft and a ferry with a jazz band Miss Australia and Brisbane's Lord Mayor, Clem Jones, accompanied the yachts in a light north easterly for the first twenty miles to the M2 mark off Cowan Light on Moreton Island. Tahuna and Makaratu ran aground on the sand banks, the former being the first retirement. Makaratu got off and continued. Mary Blair led Onya of Gosford and Pilgrim around the Caloundra Buoy into the open sea with the breeze swinging east and freshening.

Dawn found the leaders running up the coast in 25 knots and a building sea between Wide Bay Bar and Indian Head on Frazer Island. "Securite, Securite, Securite" reported Vamp, the radio relay vessel — the storm warning indicating Cyclone Emily was about to give the fleet a hiding. Approaching the Queensland coast at 11 knots, Emily was expected to hit Rockhampton on Saturday night, winds of 80 miles per hour were predicted in a radius of 250 miles of the centre and 120 miles per hour within 40 miles. It had been suggested from Brisbane, that the race be abandoned at this time. Officials of the Q.C.Y.C. decided that each skipper should make up his own mind and that the race would continue. The leading yachts were virtually committed to continue around Breaksea Spit as it would have been a two day bash into heavy seas to get back to Moreton Bay.

Eighteen yachts returned to Mooloolaba, Moreton Bay and Tin Pan Creek across the Wide Bay Bar. The wind gradually increased to 50 knots and a heavy sea was developing. The only yachts remaining in the race were Mary Blair (Vict.) Onya of Gosford, Pilgrim, Makaratu, Harmony, Kintama and Rival (all from N.S.W.) Vamp informed the fleet at 11.33 a.m. that the Cyclone would miss Rockhampton and Brisbane Met. had advised that it was travelling south-west at 14 knots, would pass over Heron Island and would be in the vicinity of the fleet at 0400 Sunday. By dusk all yachts were under storm jib and trysail and a decision became inevitable. Five elected to sail towards Bustard Head and remain hove-to while the sixth, Pilgrim decided for the open sea and so waiving any chance of race honours. Her decision was reached after all alternatives had been explored, shelter behind Frazer Island, attempt to reach Bundaberg try for Lady Musgrave, heave-to between Lady Elliot and Bustard Head or head for the one safe place known, the open sea. The crew were unanimous as nobody knew what a 120 mile wind could do, especially on a lee shore, and the open sea at least afforded comparative safety.

Emily arrived with a chorus of terrorising shrieks and at 2200 six yachts were in cyclonic conditions, an experience no one would like to encounter again, with winds of 80 miles per hour plus, torrential rain coming flat across the deck, limiting visibility to the mast. The screaming storm set up incredible harmonics in the rigging, continuously changing with the increase or decrease in wind velocity. The sea was a sheet of foam, rather to be felt than seen. When there were lulls to 60 m.p.h. enormous seas of 35 to 40 feet bore down, silent to the

lead to page 14

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Brisbane — Gladstone Race cont'd

crew's ears, as nothing could be heard above the wind, including crew members shouting to one another from 6 feet. Emily, the bitch, took her time passing south and it was not until early afternoon on Sunday that she was going away to the Bundaberg area. The seas still remained rough for many hours; there were actually two seas running most of the time. The primary from the south-east and the secondary from the north-east, combining at times to create most unpleasant conditions.

Yachts with alloy masts found that paint was being removed from the trailing edge and from sheave and exit boxes. Those which went inshore ended up north of their D.R. positions while Pilgrim was pushed well south; even allowing for leeway and tidal influence. Onya of Gosford made landfall at Cape Capricorn, 35 miles north of Port Curtis. Kintama using reserve steering since Saturday morning, found herself between the shoals and Bustard Head and made a hurried exit to open water, being flattened by two successive seas. Rival was bowled over, the crew not knowing whether she went 180° or 360° to come up dismasted. Her owner, Alby Burgin was thrown from the cockpit to the pulpit, breaking his arm.

Makaratu could only assume that she was in the cyclone's eye in flat seas and bright sun-lit skies. The worst had passed and the fleet was led home by Kintama (Bob George). Pilgrim did not finish until 2.00 on Monday afternoon. As far as radio communications were concerned, gratitude must be expressed to radio relay vessel Vamp and her personnel, the operator of 4 BL Lady Elliott Island and Gladstone Radio who all kept continuous listening watch for approximately 48 hours and

were a great comfort to the remaining participants. At 1840 Onya of Gosford reported sighting a flare in the vicinity of Lady Elliott Island and later, safety equipment was recovered by lighthouse personnel. The mystery is, to whom did it belong? Australian Maid's fate and the death of two of her crew had the sympathy of all participants and no doubt the question will again arise as to the suitability of multi-hull yachts in extreme conditions. I know our hearts went out to this craft when she passed us at Breaksea spit, little realising that they would be travelling later that night, at 10 knots under bare poles, to disaster.

RESULTS: Line Honours — Kintama — Bob George
1st — Harmony — Peter Hopwood
2nd — Kintama — Bob George
3rd — Makaratu — Neville Gosson

SYDNEY-BRISBANE RACE (M.H.Y.C.) 22nd March, 1972.

Pilgrim, Graham Evan's One Ton Copper and member of the 1971 New South Wales Southern Cross Cup team, swept the field to take Line Honours Handicap Honours and set a new record of 68 hrs, 59 mins. and 30 secs., for the 500 mile race, breaking Enid's record set in 1963, by 25 mins; certainly a commendable effort for a 38' yacht which was almost becalmed for 3 hours off Barrenjoey.

The Race started in a light nor-westerly breeze and drizzling rain. Peter Hopwoods Harmony, a modified Swanson 32, in her first race, led the fleet of 12 yachts out of the Harbour on

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The fleet hugged the coast, to avoid any southerly set and picked up some northerly currents. In the main, the fleet went outside South Solitary Island and inside North Solitary, encountering far better conditions than in the previous year. Handicap Honours at this stage were between Pilgrim, Silver Meeuw (Andy Gallagher) a Van de Stadt Dogger from Qld., and Senya (Geoff Foster). During the fresh running conditions, Onya of Gosford, lost her steering, Boomaroo broke her main boom, Kintama broke both of her spinnaker poles and Diamond Cutter pulled the spinnaker fittings off the mast crane. All yachts executed running repairs and finished the Race. Pilgrim reached Caloundra gas buoy at 3.15 on Saturday morning and gained an advantage on the fleet by having 2½ hours of tide with her up Moreton Bay and an hour of slack tide. She finished at 10.28 a.m. to wait 3½ hours for the second finisher, Peter Riddle's Mary Blair from Victoria.

Together with the Brisbane—Gladstone Race, the Sydney—Brisbane Race forms the Northern Circuit which provides

PAUL PINNOCK sailed with Pilgrim in both the Sydney-Brisbane and Brisbane-Gladstone races. He has written both stories with typically modest understatement: *Editor*

The famous cruising yacht "Wanderer IV" was berthed at the C.Y.C. marina on 27th March when Eric and Susan Hiscock gave the members a most interesting talk, illustrated with some 250 slides, on their latest cruise from England to New Zealand and Australia via the Panama Canal.

The Hiscocks who have already completed two circum-navigations of the world in their original yacht "Wanderer III", have now sold their home on the Isle of Wight and live permanently on their beautiful 49 feet steel ketch. Eric is a prolific writer and has produced two instructional books "Cruising Under Sale" and "Voyaging Under Sail", as well as three cruising books, which are illustrated with his fine photographs.

Eric's lecture on his present cruise proved most entertaining with descriptions of such diverse places as Balboa, Acapulco, Baja California, U.S. West Coast, Hawaii, Fanning Island, N.Z. Fiordland, Hobart, Port Davey, and Port Phillip. We will follow the voyages of "Wanderer IV" with great interest.

Tribute must be paid not only to the crews in the two major races but to the yacht designers, their builders and the manufacturers of all the ancillary apparatus. They all came through their severe tests with great honour.

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YACHTING NOTES

CELESTIAL NAVIGATION CLASSES

The Club is contemplating the running of a winter Celestial Navigation Class along the lines of last year's, and Gordon Marshall has again agreed to conduct it.

To qualify, interested persons should be Club Members with some knowledge of coastal navigation; i.e. they should be able to interpret charts, know the difference between latitude and longitude, should be able to take bearings over a compass, and understand the application of variation and deviation to such compass bearings.

The course will strictly be of celestial nature, and all reasonably proficient class members should, by the end of the series of lectures, be able to identify stars and planets and use them for sextant sights and thus obtain positions.

Because of the "crash" nature of the course, it will be imperative to attend all lectures since the missing of even one, will destroy the continuity. Therefore, if you cannot anticipate attending each class, please do not apply.

The course will commence late in May, and classes will be held on each Tuesday evening, for 3 months, starting at 8.00 p.m. sharp, and running until approximately 10.30 p.m. Members will be expected to attend practical exercises on at least one week-end morning for sun sights, and one dawn and dusk star sighting, by roster, during the week.

A fee of \$5.00 will be levied to commence the course and it is estimated that member's personal expense in the purchase of tables, almanacs, charts, star finders, etc. will approximate

\$25.00. Intending members will not need to own a sextant at this stage. Gordon assures us that you do not need to be either a mathematician or an astronomer to learn to navigate celestially. All that is required is the desire to learn and the self discipline to see the classes through.

Last year's class was a resounding success, so much so, that at its conclusion they decided to form a "Navigators Club" which has met on a monthly basis since, and has thus maintained the mutual contact which they had found so rewarding.

Interested Club members should in the first instance fill in the form enclosure and return it to the C.Y.C. marked "Navigators Classes".

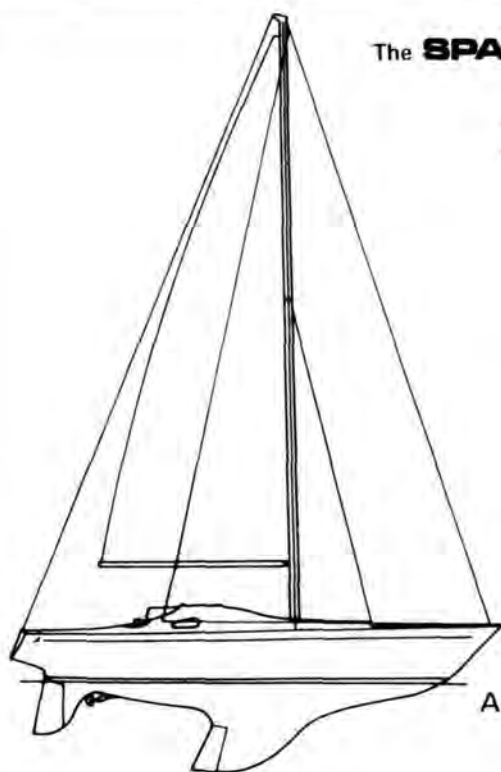
At this stage DO NOT send any money, we will contact you by mail when the exact complement of the class is decided.

Be aware, that for obvious reasons the class size is limited, and in view of the interest evidenced by enquiries already received it may be that there are more applications than we can handle in this year's class. Should this happen, late applications may not be accepted. Don't be a late one, left lamenting for another year before you get into a class — send in the form NOW!!!!

Halvorsen Bros. Trophy Race

At 8.00 p.m. February 18, 1972 a fleet of 17 yachts started the 180 mile race in a 15 knot nor-westerly. The course was Clarke Island to Bird Island, then south to Flinders Islet and to the finish at Rushcutter Bay. Rick Dowling's 45' brand new Sparkman & Stephens design "Queequeg", led the fleet out of

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One Ton Cup 1972

The C.Y.C.A. has received many letters from owners interested in competing in the One Ton Cup series off Sydney in December, 1972. Enquiries have come from Spain, Portugal, New Zealand, Tanzania, U.S. A., Japan, Italy, France, Sweden and Britain, as well as Australian owners.



"Sun Bird II" sailing with Mount Fuji in the distance.

Mr. Tatsumitsu Yamasaki of Tokyo is shipping out his new yacht Sun Bird II for the series. She is a Sparkman and Stephens design of 38.7 feet L.O.A. and similar to Mrs. Spaccarelli's Kerkyra IV. Mr. Yamasaki had a lot of success in his previous yacht in races organised by the Nippon Ocean Racing Club and has also sailed in the Hongkong — Manila race. Sun Bird II will start in the Sydney-Hobart race immediately after the One Ton Series.

Reports are that interest in the One Ton Cup is high in America and they expect to send at least one and possibly three yachts to Sydney.

Meanwhile in Sydney the latest design S & S yacht Pilgrim (Graham Evans) has been having some close battles with Stormy Petrel (Charles Curran). In Melbourne the two main contenders are an S & S boat Mark Twain, and a new Peter Joubert design Wild Goose (Ian Russell). Malcolm Kinnaird in Adelaide has the very latest S & S design under construction in aluminium. To be launched in July, it will be called Chaos.

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YACHTING NOTES

the Harbour. Yachts which held on the port leg to the island benefited against those which tacked inshore as, during the night, the breeze lightened off and then backed to the west and south-west before dawn giving the fleet a quick run to the island in freshening conditions. "Queequeg" led "Pasha" and "Ragamuffin" around Bird Island for the ninety mile bash south in an awkward sea. During the afternoon, the breeze swung south and by 6.00 p.m. "Ragamuffin" was south of Cape Bailey and inshore with "Pasha" and "Queequeg" close astern with six miles to "Meltemi" "Koomooloo" "Taurus" and "Stormy Petrel" five miles to sea of "Taurus".

As is often the case in the Wollongong area, the wind veered to the south-west and eased off. "Ragamuffin" rounded 200 yards ahead of "Queequeg" and gained a break on the fleet during the return to Sydney to hold her time. All yachts other than the three leaders encountered light breezes causing five retirements. No. 3 Division yacht "Skylark" persevered and finished early Monday morning, only to be subsequently disqualified for rounding the wrong island.

Results:

Halvorsen Bros. Trophy — "Ragamuffin" — Syd Fischer 1st
— "Queequeg" — Rick Dowling 2nd
— "Stormy Petrel" — Charles Curran 3rd.

No. 1 Division: 1st — "Ragamuffin" — Syd. Fischer
2nd — "Queequeg" — Rick Dowling
3rd — "Koomooloo" — John Gilliam

No. 2 Division: 1st — "Stormy Petrel" — Charles Curran
2nd — "Pilgrim" — Graham Evans
3rd — "Cavalier" — John Roche

No. 3 Division: — No finishers

J.O.G. to Foster Half Tonners

The J.O.G. has announced that it will foster racing for half ton cup yachts in the 72/73 season. A special sub-committee will be formed within the J.O.G. to plan and organise a race programme. This sub-committee will be made up of members of the recently formed Half Ton Steering Committee — Reg Gardiner, B.B.Y.C., Bill Burrows, R.P.A.Y.C., (Pittwater), Jack Savage, R.S.Y.S., Tig Thomas M.H.Y.C., Joe Ward and Ivan Irwin of the C.Y.C.A. It is proposed to hold a series of seven races specially for half ton yachts — five will start from the harbour, one from Pittwater and one from Botany Bay. It is hoped that this programme can be organised with a minimum interference to the skippers club pointscore commitments.

Other interesting news from the J.O.G. is that the long week-ends in October and January have again been set aside for regattas and challenge series. The J.O.G. will approach various clubs with "joggy" fleets to set up a long term plan to rotate the venue each year. This will enable each club to host a series.

The J.O.G. is now corresponding regularly with Peter Johnson who writes for the English magazine Yachting World and is author of the book "Ocean Racing and Offshore Yachts". This association developed from the visit of the Australian Captain James Cook Challenge team last year. In return for news of the Australian scene the J.O.G. will receive information on

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half ton cup activities in the U.K. and Europe. Peter Johnson is a director of the Nautical Publishing Company which also boasts the other well known names of Commander Errol Bruce, R.A. (Ret'd), Richard Craig-Osborne and K. Adlard-Coles on its list of authors.

SQUADRON CRUISE

The Royal Sydney Yacht Squadron Cruise will start from Sydney on Saturday 6th May under Fleet Captain, Tryg Halvorsen.

First leg of the cruise, which is for sailing and power yachts, is from Sydney to Pittwater, where racing and social events will be held the next day. On Monday, the course is to Moon Island off Lake Macquarie with a rendezvous at L.M.Y.C.

Racing around Lake Macquarie is organised for Wednesday, and a return race to Pittwater the following day. Friday and Saturday have races in the Broken Bay area, with the prize giving at the R.P.A.Y.C. clubhouse.

Eight days of well organised cruising with many barbecues and overnight rendezvous in the waters of Broken Bay and Lake Macquarie will again make this the yachting event of the year.

Janzoon Trophy Race

The race started in the darkness of 17 March 72 with a fleet of 19 yachts getting away at 8.00 p.m. for the ninety miler to Flinders Islet, off Port Kembla and return. The race was sailed in winds which were never above 12 knots, with the fleet starting in a north-easterly which eased on the yachts when they had cleared Ben Buckler. Before midnight the wind had swung to the north-west and as the fleet reached the Wollongong area it veered further west giving a tight spinnaker reach to Flinders Islet with "Pascha" leading around from "Queequeg" and "Ragamuffin". The big boats had not cleared out owing to the light airs and they were quickly followed around by a group of "Taurus" "Rum Runner" "Meltemi" "Koomooloo" and "Pilgrim". The leaders went straight up the track to Cape Bailey trailed by "Pilgrim" while the Cole 43's "Meltemi" and "Koomooloo" held high into the Coast. Between 7.00 a.m. and 10.00 a.m. this tactic appeared to have paid off as these yachts together with "Maria" and "Melite" were sailing faster than their rivals offshore. Unfortunately, they were caught by the Botany Bay bug and encountered fickle winds and slop. "Ragamuffin" gained line honours, finishing during the radio sked at 12.46 p.m. "Pilgrim" finished at 1.28 p.m. to save her time on the fleet.

Results:

Janzoon Trophy "Pilgrim" — Graham Evans
No. 1 Division: 1st — "Rum Runner" — Graham Nock
2nd — "Taurus" — Geoff Lee; 3rd — "Koomooloo" — John Gilliam.
No. 2 Division: 1st — "Pilgrim" — Graham Evans
2nd — "Maria" — Vince Walsh; 3rd — "Thunderbolt" — G. Needham.
No. 3 Division: 1st — "Plum Crazy" — M. Bowen and G. Thomas; 2nd — "Skylark" — J. Ward; 3rd — "Talisman" — I. Irwin.

Half Tonner's Excite Boat Builders.

Under this heading in our December issue we told you about four yacht builders (Aquacraft, Compass Yachts, Fibreglass Yachts and Endeavour Yachts) producing new Half Ton Cup Yachts.

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YACHTING NOTES

East Coast Yachts are entering this increasingly competitive scene with a design by Peter Cole. The first should be sailing by about July. Peter is well known as head of Hood Sails in Australia and as designer of the very successful Cole 43 class. We believe he had Bacardi on the market and hopes to get one of the first of his new Half Ton design to come out of the mould.

Plans arrived in Sydney recently for a Half Ton design by well known Argentine naval architect German Frers. The only major design missing from this rapidly expanding fleet is current world champion Scampi designed by Peter Norlin of Sweden — or perhaps one could be on the way under a shroud of secrecy by a shrewd builder.

Congressional Cup Challenge 1971

SEVENTH: That placing does not sound good; but in reality the seventh place earned by the Australian crew in its first challenge for the Congressional Cup was highly creditable.

The event, sailed off Long Beach, California, is to decide America's match racing champion. Any American will tell you it is their second most precious trophy. Only the America's Cup do they treasure more.

Graham Newland led the Australian challenge under the burgee of the CYCA. His crew of six was hand-picked and trained for a short period on Solings before going to California.

The effort was put on good foundations from the start when the crew arrived in Long Beach armed with two crates of Johnny Walker scotch. And the Americans were even more impressed with them when they began preparing their boat and started training.

Ten skippers are selected to contest the cup in Cal 40 sloops. Each skipper is matched against each of the others only once, and the boat with the most wins takes the cup.

It eventuated that the Australian crew, with no previous match racing experience, managed to win seven of their nine starts . . . something the Americans thought impossible. But lack of experience in this style of racing saw them secure only four wins.

However, they were far from disgraced. Argyle Campbell, who won the cup for the second time after practising in 100 match races, said his joust with Newland and the crew was probably the toughest in the series.

Second Congressional Cup

Campbell tied with world Star class champion, Dennis Conner, with eight wins. The trophy went to Campbell because he beat Conner when they were matched. Third was the American east coast champion, William Widnall.

America's Cup skipper Bill Ficker, World 5.5 metre champion Ted Turner, and young Doug Rastello, all scored five wins, just one more than Newland and his team.

It was racing where 30 seconds was a big winning margin. The course of five miles meant that one bad tack caused a yacht to lose a race.

The closeness of the racing is seen by the fact that Newland lost to Ficker and beat Cy Gillette. Cy Gillette, in turn, beat Ficker, who beat Campbell.

The Australian crew left a strong impression behind them, and it is highly likely that the invitation to compete will be extended next year.

The crew would like to thank all those who supported their effort. In particular Qantas, Travelodge, Northside Marine, John Diacopoulos, Charles Curran, the "Daily Mirror", Mike Law, Neal Travis and "Sea Spray Weekly".

Founder's Cup — 30 March 1972

At 2000 hours when the starting gun fired the breeze was light and variable. Thirty minutes later a 25 knot Southerly hit the fleet and the yachts sped up the coast.

Many found the nearly square running in rising seas difficult and changed to storm spinnakers; others ran with poled out headsails. "Taurus" revelled in the square conditions and was well up with the leaders at Bird Islet.

The S & S designs got going on the beat back to Pittwater, with "Ragamuffin" crossing the line first with an elapsed time of 10h-11m-36s, for the 75 mile course. "Queequeg" won overall and first division (I.O.R.) by 1 minute from "Taurus" with "Meltemi" third a further 4.9 minutes behind. On adjusted T.C.F. "Alcheringa" was first from "Queequeg" and "Taurus".

In second division (I.O.R.) "Stormy Petrel" won by 41.7 minutes from "Melite" with a further 19.1 minutes to "Thunderbolt". On adjusted T.C.F. "Melite" won from "Mistress" and "Zilvergeest II".

"Plum Crazy" was first in third division by 17.7 minutes ahead of "Samiel" with "Skylark" another 10.4 minutes behind.

Fourth division raced via Lion Island to Pittwater and "Gad-about" was the winner with 6 seconds to "Sprightly" and a further 6 seconds to "Zeus". "Mystic III" was fastest with 4 hours 9 minutes for the 24 mile course.

Lake Macquarie Yacht Race

The traditional Easter Yacht Race to Lake Macquarie started from Sydney Harbour at 9 p.m. on Thursday March 29. A quick run down the Harbour clearing the heads in a freshening S.E. — S.W. breeze. The wind swung from one quarter to the other in quick steps causing one boat a flying gybe lifting the vang fastenings and causing an 18" bend in the metal boom.

Two other yachts lost their masts, a number of kites were blown out with "Ruthean" losing her backstay. Gusts were estimated at 30 knots and Ron Hyde of "Fidelo" reported 14 knots on the clock in surf boat rushes down the seas. Others reported up to 20, at any rate that's what they said.

Certainly it is a long time since anyone had such a wild ride in this well known Easter Race.

RESULTS

1st "Opus II"	R. Falson		
2nd "Sylvena"	M. White	3rd "Clancary"	P. Cary

Line Honours went to "Polaris" (L. Savage) who arrived abeam of Moon Island at 3.01 a.m. and this is considered by L.M.Y.C. officials as the fastest time ever.

Doubtless many carried too much gear for the conditions. Some evidence of this is that a 30' yacht not noted for her speed cleared Sydney heads at 9.45 p.m. and soon reefed the main. Off Barrenjoey the main was dropped and with working jib only arrived abeam Moon Island at 5.50 a.m. Ahead of her at that moment were four or five yachts and then only by about 20 minutes.

OFFSHORE signals

Dear Sir,

I would suggest that we make a better presentation of our dining room menu. At present it is dreary looking.

A popular business Club to which I belong features this kind of luncheon as well as the heavier selections. They offer:—

Chicken and Rice, Salmon Croquettes, Lamb Cutlets, Chicken Livers and Rice, Veal with Mushroom Sauce — Hamburgers

and so on for \$1.00 which also includes coffee. This with a small carafe of white or red is all most business types want in the middle of the day.

The Club offers the three or four choices, shown on a typed slip for the day. I feel sure that this would be a popular addition to the current menu. At least it would cost little to find out.

BOB SATCHELL

Annual General Meeting

The A.G.M. on 22nd March 1972 was attended by 90 members, and a further 37 voted by proxy.

The meeting elected the following members to the Board of Directors for 1972:

Commodore: John Bleakley ("Akala"); Vice-Commodore: Jim Bridgland ("Alcheringa"); Rear-Commodore: John Roche ("Cavalier"); Honorary Treasurer: David Mutton.

Directors: Nick Cassim ("Lolita"); Peter Cosgrave ("Tirriki"); Rick Dowling ("Queequeg"); Syd Fischer ("Ragamuffin"); Gordon Marshall, Keith Moss, Bill Psaltis ("Meltemi").

By unanimous vote George Barton was elected a life member. This was in recognition of his years of voluntary service to the club especially in the organisation of the Sydney-Hobart race. Mrs. Greta Barton was invited to the meeting and received a standing ovation from the members present.

Publications Committee

On the 14th April 1971 the newly formed Publications Committee had its first meeting to plan what was to be their principal objective; the production of a newsletter-magazine.

The Board of Directors felt that the C.Y.C.A. was growing so fast that it was vital to have a regular means of communication with members.

Six frenetic weeks later "Offshore" was posted to C.Y.C. members. It was a surprise; few had knowledge of the proposed magazine.

The June issue fulfilled an old publisher's aphorism — "the first is the worst."

Despite an enthusiastic verbal response, it was obvious to the Committee that there was room for improvement and it is no cliché to say that they are still keen to improve the standard.

The Committee senses that "Offshore" has been welcomed as a valuable component of the C.Y.C. There are too, encouraging reports from advertisers who have noted interest from members. It is true to say that "Offshore" would not exist in its present form without their support.

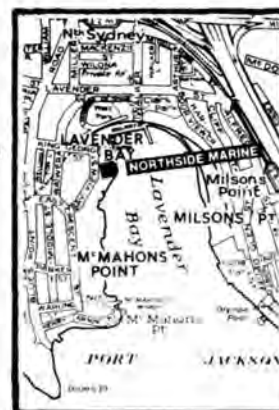
to page 22

JUST EVERYTHING IS AT



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It is intended to maintain the general format of the magazine and pursue the present sequence. However, the policy activating "Offshore" is flexible and liable to change according to demand and need. It is for this reason that the Publications Committee welcomes suggestions and criticism from C.Y.C. members.

"Offshore" is not simply a device to be produced by a somewhat anonymous committee. It is to be and is intended to be the voice of the C.Y.C. and that means a thousand members. Let them be heard, they have the means.

MERVYN DAVEY RETIRES

Mr. M.E. Davey retired in March from his executive position with the C.Y.C.A.

Mervyn has been involved with the Club almost since its inception, as he joined in 1945 as the 25th member, and is currently one of seven Life Members.

He served on the Board of Directors for a number of years and was Rear-Commodore in 1947 and 1948, and Commodore from 1949 to 1951 and again from 1957 to 1958. Appointed Secretary in 1962, he continued in this capacity until 1971, when with the expansion of the Club's sailing program he became full-time Sailing Secretary.

In his 27 years of membership Mervyn has been associated with the acquisition in 1951 of the small boatshed at Rushcutter Bay as the first C.Y.C. clubhouse, the first marina in 1952, the building of the new club lounge in 1958, the marina extensions in 1960, the completion of the new club building in 1965, and the acquisition in 1968 of the adjoining boat yard and marinas. In this time he has also seen the club membership grow to over 900, and the Sydney-Hobart fleet expand from 9 to 79 starters.

"Merv" designed and supervised the construction of his 44 foot yacht "Trade Winds", which was the first modern ocean racing yacht constructed of steel in Australia. He skippered "Trade Winds" to wins in the Montague Island race in 1948 and the Sydney-Hobart race in 1949.

In 1965 he had the honour of being team captain of the first Australian challenge for the Admiral's Cup in England, when the team performed very well in gaining second place.

Perhaps "Merv" is best known for his measuring skills. Extremely well qualified for this work, with degrees in Science and Engineering from the University of Sydney, he was the leading exponent of the R.O.R.C. Rule in this country and is now the Chief Measurer of the Australian Yachting Federation for the International Offshore Rule.

In this capacity he made submissions at the Offshore Rating Council in London during the preparation of the I.O.R., and in 1971 attended the Council meeting in San Francisco to discuss the Mark III version of the rule.

"Merv" has undertaken to write a history of the C.Y.C.A. for "Offshore" and this will indeed be an invaluable record.

All members will wish "Merv" a long and enjoyable retirement, and will be happy to know that he will remain a member of the Sailing Committee, and that he will continue his measurement activities.

Protest: Morning Cloud vs. Wai-Aniwa. The full details of the learning were published in our February issue. Luckily "Modern Boating" whose picture we reproduced illustrated what the

protest was all about. The result is that "Offshore" has had requests from all over the yachting world for extra copies and pictures.

Commodore's Barbecue

Some 120 members and friends attended the barbecue at Store Beach on the evening of 11th March. The event was capably organised by the House Committee with Bill Burcher providing the cooking equipment and House Manager, Noel Bungate dispensing the jugs of beer and flagons of wine. Bruce McVicar transported the organisers and supplies to the beach in M.V. "Offshore".

Travel from the moored yachts to the beach proved somewhat hazardous, with many an overloaded dinghy swamped by some injudicious movement of the crew, or over enthusiastic rowing. Those who travelled in Nick Cassim's outboard powered inflatable had the best trip.

Commodore Bill Psaltis and Commodore-Elect John Bleakley were seen sitting on the sand in front of the barbecue talking wisely, and it is to be hoped that they were deciding to have many more enjoyable barbecues next season.

What's on on Friday

The "New Club Trio" playing with our brand new piano is giving extra sparkle to our Friday Dinner Dance. The old dance floor has been replaced with a beautifully finished new one. Couple all this with an excellent à la carte menu and you're set for a rollicking night.

Weekly Social Functions

The Club is available on Monday, Tuesday and Thursday for wedding receptions, 21st birthday parties, business dinners, conferences, any kind of social functions for members together with their friends.

"C.Y.C.A. should act now", from page 8

Perhaps our Directors already have this under consideration. It is to be hoped that something can be done because we should care and we should act before it is too late.

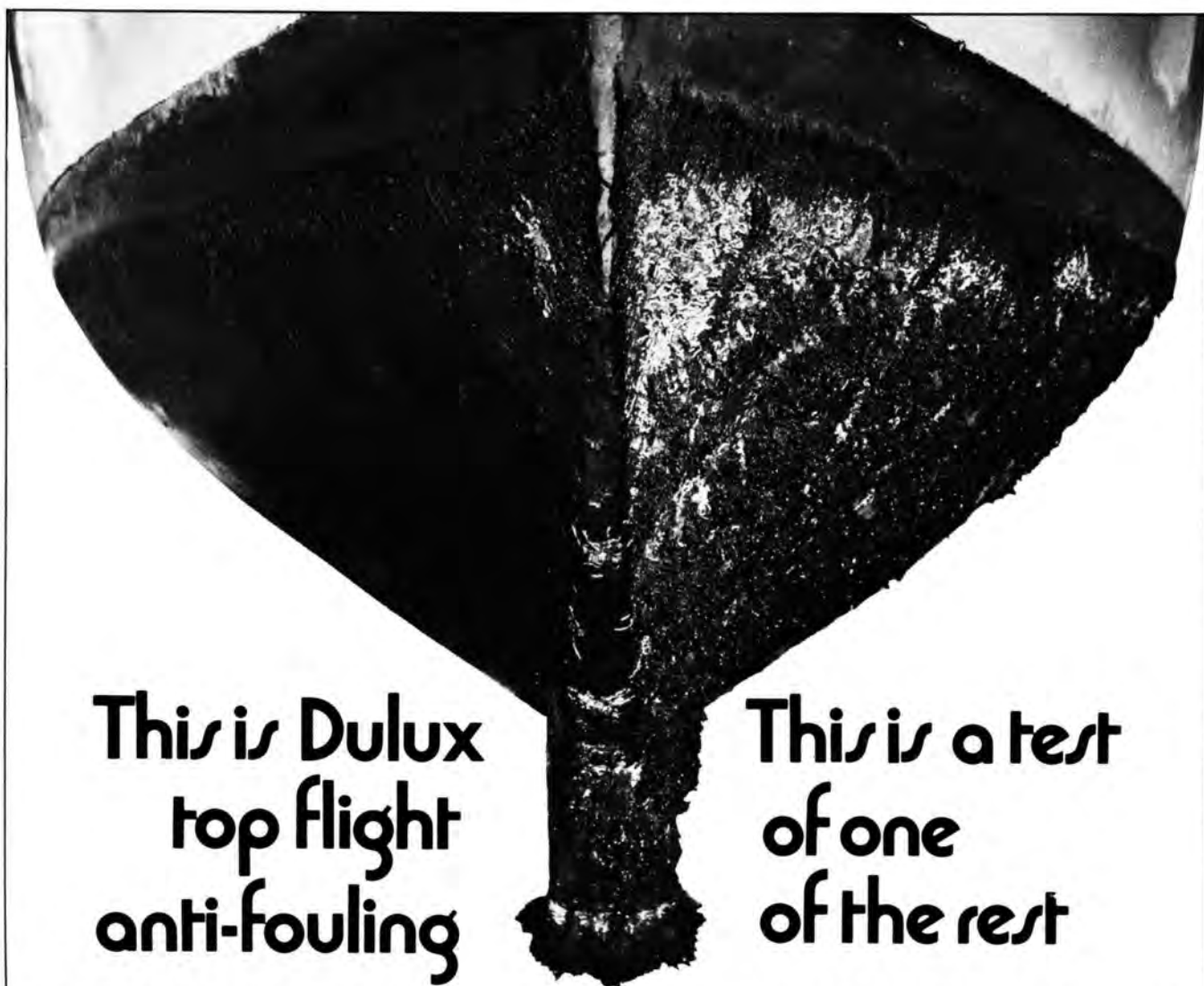
MEMBERS SHOULD BE INFORMED

Regular material should be issued to all members, possibly through the pages of "Offshore", on all aspects of water, air and visual pollution that are likely to concern us (information such as that contained in the Rear Commodore's letter printed in February "Offshore"). Members should be kept informed of any plans to develop any part of the shoreline and the club should lobby Federal, State and Local Government Departments where necessary on their behalf.

The club should develop lines of communication with the Premier, Sir Robert Askin and the following State Government ministers —

Mr. Beale, Minister for Environmental Control; Mr. Fuller, Minister for Decentralisation; Mr. Fife, Minister for Mines and Conservation —

to demonstrate that the C.Y.C.A. has taken the initiative in constructively informing its members. Our 1000 members are a highly concentrated group of influential citizens. They have a common interest in the sea and they should have a common voice.



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