

# OFFSHORE

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# Invitation to C.Y.C.

by JOHN BRAIDWOOD

Lake Macquarie (named after Governor Macquarie) is an extensive sheet of water some 48 miles north of Sydney. It has a varied shoreline of some 108 miles. Contrary to an oft expressed opinion most of the lake is quite deep.

Many areas of shoal have recently been resurveyed by the Maritime Services Board and marked according to standard practice.

The lakes system generally is free of the ravages of pollution and swimming may be enjoyed in all areas. Although open to the sea tidal movement in the lake is minimal. Shark sightings have been extremely rare and no incidences of shark attack have been recorded.

Perhaps, if any sharks have come into the lakes they have been too well fed. The lake is an extensive breeding ground for many varieties of fish.

Entry to the lakes is over the bar at Swansea Heads or Reid's Mistake as it is named on your Chart. Reid's Mistake is so named after Captain Reid who in 1799 on a coaling trip to Port Hunter mistook the entrance for that port, having no charts of course and only a verbal description of Port Hunter. And he did not find coal! Besides no one really seemed to know how far it was anyway.

## ENTRY

Ideally the outer bar should be crossed on  $\frac{3}{4}$  to full tide and is generally safe for yachts providing the leads are followed. Unless experienced at Bar crossing and of shallow draught avoid the Bar at low tide more particularly on the runout against a Nor Easter or Easterly swell. On high tide the bar is quite alright for vessels to 7ft. draught. Note: — the dangerous bar sign is permanently rigged at the pilot station, you must make your own judgement on crossing.

We have found the best way over is to steer a course about 100 metres clear from Moon Is. to Swansea Head (East and Northern side of course) and line up on the leads when due north of Swansea Head. This takes one through the smoothest water.

You will get through without trouble from this and picture reference. Precise description of leads and night lights are given in Sailing Directions, N.S.W. Coast 1969, eighth edition.

On crossing the bar follow the next set of leads (found to port on the hill behind Swansea Heads) across to the Northern training wall and follow it at about 20m off to the Swansea Bridge. There are no channel markers here, the water is quite deep.

Keep well clear of the bridge as the tidal rip is quite fierce and vessels have been swept onto the bridge when manoeuvring too close. Have your anchor gear all ready for use.

The bridge has a lifting span and will be opened on ringing the operator on 211202. Four hours notice is required but the operator will usually come quite promptly.

Lake Macquarie Yacht Club has a large white tyre mooring marked LMYC on the seaward side of the bridge which is available to visiting yachts on a short term basis. It is about 100m N.E. of the R.S.L.



Entry leads at Swansea Heads, Dept of Lands Photo

You may tie up at the Game Fishing Club Wharf opposite the R.S.L. Club but expect to be moved if a "Game" boat comes in.

Pilotage may be obtained by ringing Charlie Hollis (Newc'le 454965), a local identity and Marine Proprietor. The nearest convenient phone is situated in the R.S.L. Club and provided you put on footwear you are quite welcome.

On passing through the bridge follow the southern training walls at about 2-20 metres until you spot the next set of leads (about one mile) situated on the top of a boat shed on the opposite shore at Pelican Flats. Only one spot is likely to cause trouble for craft over 4'6" draught at close to half tide and that is situated exactly opposite the end of a street bounding the end of the park on your port side. Keep a good look out and keep very close to the bank. The LMYC has undertaken to have the sand bank dredged before Easter this year.

Once having crossed over to the Northern Shore Port and Starboard markers indicate the channel to the "Drop Over" the actual entrance to the Lake. Local vessels to 6'6" draught have no trouble here, tide range is about 2 ft. and high or low occurs some 2 hours after time at Swansea Head.

Remember if in any doubt about entry give Charlie Hollis a ring. Pilotage and towage fees are very reasonable.

No Admiralty Chart exists of the entry to the lake. I find an Army Ordinance map most accurate as to shoreline etc. but it is out of date (1941) and does not give depths. LMYC has a large scale map on display and study of it will help. The prudent seaman will have no trouble entering the lake nor cruising its waters.

On entering the lake turn to starboard immediately and proceed north for a couple of miles to Lake Macquarie Yacht Club where, those of you who visited before know, you will be most welcome. You will have no trouble identifying it.

Club members will be pleased to advise you more fully on the best spots to visit. All the usual facilities are available. Many visiting yachtsmen elect to leave their craft on club moorings and journey up at weekends, about 2½ hours by road or rail from Sydney and about 50 minutes by light aircraft to Aero Pelican about 2 miles south of Belmont.

(to page 4)



## On The Electronic Helmsman

Club member Norman Danvers photo.

by "BUTCH" DALRYMPLE SMITH

For some years now I have sweated and panted my way round the long and short courses on the foredeck of one boat after another, envying with a pure green heart the detached calm isolation of the helmsman and his after-guard. For too long I have been shouted and sworn at, until without warning; my moment came.

The helmsman was called away at the last moment before a race, some marital blow up, so the owner looked up at me and said "Hey, you're always complaining about the back end boys. Want to give it a go?"

And this is how it went.

Three . . . two . . . one . . . GUN. We're off.

'Concentrate. That's good. Wait a moment while I adjust the hound. Now keep that high as you can but don't forget to compare it with the apparent wind reading.

Watch it! Stop looking at the sky. Looking for divine inspiration or something? Concentrate down here where the action is. You're meant to be a helmsman, not a stargazer.

Are you blind? When you see red on a tactical compass you know you've got to tack. Okay. Now come up slowly. The winchmen have their own speeds and they won't have the sheet fully on till we've got six and a half.

Here's the weather mark. Now watch the compass magnifier. The tack tracker says you tack through ninety so add 45 to give the first leg bearing then subtract one twenty. Adding 360 as necessary to give the course to the next mark . . . WATCH THE COMPASS! Don't worry what the others are doing. They're probably all wrong. Watch the apparent wind. Keep it between eighty five and ninety. That's it, never mind the spinnaker. What do you think the foredeck hands are there for? What's happened to "Admiral Scupper?" They're pulling out

INVITATION TO C.Y.C.

### SOME POPULAR SPOTS:

**Pullbah Is.** always a popular area with Sydney visitors is now a Wild Life Reserve, anchorage is possible around the accessible foreshores and the authorities have cleared trails and picnic areas on the island. No wharfing or mooring facilities exist, nor tapped water. You can anchor close to the shores but plenty of sandbanks on the western side.

**Wangi Wangi:** — situated on the Northern Shore is an R.S.L. Club (very friendly) which provides excellent facilities for the yachtsman. These include a Marina with water and electricity, saltwater pool, barbeque areas, playgrounds for the kids, grassed and sand areas in sun and shade. Nearby is the house and studio of the late William Dobell. The local shopping area has most commodities including ice.

Yes, heading back to the club under motor. Poor devils, rotten luck having their batteries go flat while they were in the lead.

Pull away, pull away, You KNOW that with a wind speed of twenty five we can't sail higher than sixty with the star cut. And watch the inclinometer. It's shouting at you to bear away. They'll have to put buzzers in these for people like you who can't recognise a broach when they see one.

Now, we're on the last leg, so keep the VMG meter high as you can. No the OTHER WAY. That efficiency indicator's going down like a freefallers altimeter. That's better. The close hauled windicator is just about horizontal when she's really tramping.

Don't worry where the finishing line is. The Hadrian will tell us that. Just keep the boat going. Tack out till the thermometer shows the sea temperature go up to sixty eight, and back till the depth sounder shows a rocky bottom at thirty feet. Oh God! who switched the gravity switch onto perpetual starboard tack. Some damn fool could have wrecked the boat like that, slamming onto the rocks with 60 feet on the dial and the poor helmsman would have copped all the blame.

Beautiful, Six point eight on the speedo, twenty nine on the electric flag and four point nine five on the Horatio. We'll make a helmsman of you yet.

Bang — what was that . . . Oh, the gun. I looked up . . . "Well did we win?"

I left the helm gratefully. While the owner took her into the marina I realised that, with all illusions shattered, a sore back and aching eyes, I was really looking forward to going back to the foredeck next week.

*They can abuse me. They can sheet in my genoas half hoisted; they can ease too much brace when I am releasing the spinnaker but let them leave me forever forward of the mast.*

(cruise to opposite page)

On the opposite side of the Peninsula (Southern side) is a pebble beach which is less crowded and quiet in a Nor-Easter Kookaburra Cove is situated on the Eastern end of the point and is a delightful, natural, secluded spot with shelter from all winds except N.E. & East. Holding ground is quite good. The cove is small enough to deter water skiing, most of you will know what an advantage this is.

**Shingle Splitters Point:** — a delightful spot, somewhat spoiled by water skiers at weekends but great for fishing, swimming, etc.

**Kilaben Bay — Rathmines area:** — well sheltered from all winds with several picnic spots around the shores. Wharves are situated at the old Rathmines seaplane base.

The spots I have mentioned are only a few of those ideal for



# Admiral's Cup to stay with U.K.

by ROGER MOTSON

*The symptoms of that biannual disease 'Admiral's Cup Fever' are becoming widespread in the UK — Everyone's plans are secret but everyone else has a very good idea of what they are. Owners are wondering why their boats all look so different from others by the same designers and the commentators have already picked the team and decided who will win the cup, and so on.*

For the first time ever the RORC have run a series of lectures at the club on Navigation, Racing Rules and the Performance Factor. The talk left one in no doubt that this was the fairest of all time scales and also that the time-on-time system was much more unfair than the time-on-distance method. The PF system goes a long way to correcting the situation found in time-on-time whereby a small boat gets too little time allowance in a fast heavy-weather race and too much in a slow light-weather race.

A record thirty-eight yachts have entered the selection trials for the UK Team compared with twenty-nine two years ago. The trials themselves will also be more exacting with two overnight 60-70 mile races in addition to the two weekends of harbour races and two full 225 mile races.

All of the 1971 UK team are in the trials though all have new owners. Morningcloud has been bought by that well-known dinghy sailor Tony Morgan and renamed The Opposition. Cervantes is now owned by Dick Thirlby who previously had Roundabout. He has renamed the boat Maverick. Prospect has been renamed Bismark by her new owner Alan Hawton. Quail is still with Donald Parr and has had a few alterations to her rig to improve her light air performance. Carillion and Lutine are the other 'oldies' coming in for a second go.

Turning to the new boats Morningcloud has had an inner shed built close around her within Clare Lallow's shed. Owen Parker assures me that is not to stop competitors looking but to keep the bomb-throwing anarchists at bay. She is about 45' fairly heavy displacement moulded wood hull with a flush deck layout and a six-metre style cockpit with a wide after part for the helmsman and winch crew and a narrower forward extension for the halliard men. Like the old boat she is very sparse down below with all the six bunks

## *invitation to C.Y.C.*

cruising, it is not possible to do justice to them and others around the lake. You must come and explore them.

**Fishing:** Fish are plentiful in the lake though local advice is best sought as to locations, best times, tackle, etc. Prawns are plentiful in the season between October and April. Essential ingredients are a fine night, no moon and a run out tide. Crabbing too is very popular.

In doing this article on Lake Macquarie as a cruising area for yachts I have tried to be brief and have of course omitted many other interesting features of both geographic and historical interest.

I can only repeat, come and see for yourself. Lake Macquarie is only an easy days sail from Sydney and the trip will be well worth your while, I promise you will come again.

*Of course the smart thing to do is come up with about 35 other Broken Bay and Sydney Yachts at Easter, then spend another week recovering somewhere about our lovely Lake.*

in the mid-section of the boat and the now famous head in the eyes of the ship.

The new Mersea Oyster for David Powell, also from S&S is 49' and is on the same heavy displacement theme as Morningcloud. She carries a mass of sail and an all-up weight of 40,000 lbs. Noryema at 52' 6" is one of the largest new boats but is narrower and lighter than Oyster. Sir Max Aitken is having a 56' Britton Chance design on the lines of Equation. The boat currently under construction at Abeking and Rasmussen will be called Sedation.

Winsome has just finished the SORC and did well against the USA fleet until a 14th in the penultimate race robbed her of her class lead. She ended up sixth in class. An almost identical design for Sir Maurice Laing called Loujaine has just been launched at Cowes.

'Sammy' Sampson is taking delivery of the flush-decked twin-wheel Carter 39 and Robin Aisher has a minimum Admirals Cup rater also from Dick Carter very much on the lines of Ydra with bags of tumble-home, below deck spinaker poles and halliards. He has amongst others Robin Knox-Johnston and Ian MacDonald-Smith in his crew. Owen Aisher is having a Nicholson stock-boat and in addition to all these there are at least seven Swan 44's and four or five Swan 48's and two or three Nicholson 55's.

The new Prospect of Whitby is 49' overall and is a very moderate development of the previous boat. The bow sections are very similar, the bilges are slacker and there is a fairer run in the aft sections. Like Morningcloud she is flush-decked but differs in that only the helmsman has a cockpit. The crew operate the boat entirely from the mid-deck area and also have separate access to below by a mid-hatch. The rig is also different from the other boats here with a 15/16 foretriangle and at 53% a relatively large mainsail.

Launchings are two to three a weekend at present and inevitably one or two people and going to be awfully late in. Prospect is going in on April 7th, Noryema and Morningcloud at the end of April. Oyster and Sedation will probably not be in until early May which is cutting things fine with the trials starting on June 2nd.

Everyone over here is looking forward to doing battle with Ragamuffin, Gingko and Apollo when they arrive in July. By the way, don't expect to take the auld mug back with you; that's staying here!

*C.Y.C. members will recall Roger Motson, Prospect of Whitby. Ed.*

## OFFSHORE

### MAGAZINE OF THE C.Y.C.A.

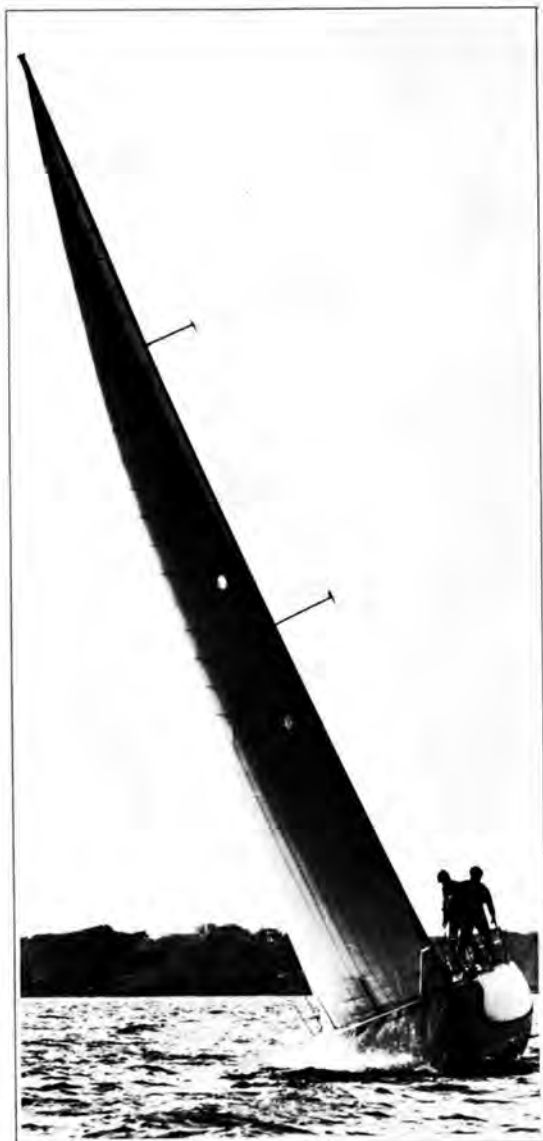
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## Hood announces a new development in genoas.

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# THE BOAT NIGGERS

Story and photos by BOB ROSS

From time to time, the wanderings of the "Boat Niggers" have been recorded in Offshore. This year's Sydney-Hobart Race was something of an Australian convention for these gentlemen, paid hands on big yachts in U.S.A. and Europe.

Many of them are Australians who have found sailing on other people's yachts a cheap and pleasant way of seeing interesting parts of the world.

The boatnigs are a friendly breed — there are no racist overtones here, "nigger" implies a hard worker, but having studied the boatnigs "at work" for several years I feel that title is inappropriate.

It's a reasonably relaxed life calling for, besides sailing abilities, such virtues as, calming uptight owners, drinking, maintaining boats in impeccable order, drinking, dealing with the customs and the paperwork required in shifting boats from one part of the world to another, drinking, organising girls, parties and bus-rides for the amateur crewmen after the races.

Dean of the order is Peter Bowker, who organised and navigated "American Eagle" for this year's Sydney-Hobart Race. Peter is an Englishman, who has worked in Australia but who lives (mostly) in America now.

He is one of these quiet but very efficient operators. Butch Dalrymple-Smith who has known Peter a long time, says of him: "His address is truly mid-atlantic. When Peter joins a boat, you find he can steer better than the best helmsman, is a better navigator than the navigator, and a better cook than the cook. He is the complete yachtsman."

Peter drifted into the professional sailing life. He said: "One day, 12 years ago in New York, I got mad at my job and quit. I decided to spend six months sailing before finding another one. But after that six months I had a chance to go on an important race. And ever since, there's always been a big race coming up, so I've just kept sailing."



Freddy Thomas on Graybeard fields a can, end of Hobart race.

For a time, he had "international yachtsman", listed as occupation on his passport. After some misunderstandings, he's changed that to "yacht consultant".

Another prominent Australian boatnig in Australia for the Hobart was John Boulton. John, once a Drummoyne 16ft.

skiff sailor drifted into professional sailing in Europe about six years ago. Whilst with a party of Rugby players on a holiday he secured a berth on Homer Denius's "Marea Dea" in Spain as a cheap way of getting to the Bahamas.

Denius liked John and offered him a job preparing his new yacht, "Rage". John sailed on "Rage", brought her to Sydney for the 1968 Sydney-Hobart Race. He's been sailing on a succession of big American boats including "Kialoa II" and "Aura" ever since. Boulton's forte is organising — and if you missed either the ferry ride party he promoted in Hobart after the 1971 race or the "American Eagle" wharf-shed party after this year's race, life is passing you by.



Boatnig Peter Bowker, behind Ted Turner, in American Eagle.

Leading Australian boatnigs on "American Eagle" with Boulton were Norm Hyett, Rob Sterling and Gary Wheatley. Norm is currently running the American yacht "Sorcery", a 61ft. Cuthbert and Cassian design for Jim Baldwin.

After the Jamaica race of the Southern Ocean Racing Circuit Norm will take Sorcery through the Panama Canal for a new series in California this June — known as the Pacific S.O.R.C. Rob Sterling is in the same crew and John Boulton will fly from Sydney to sail with "Sorcery" in the Transpac Race in July. Following the Transpac, "Sorcery" will come on to Sydney for the Hobart race and Southern Cross Cup.

Gary Wheatley, another Australian boatnig, has graduated to a grand job — supervising the building of a new marina in Puerto Rico. Gary, whose membership of the CYC goes back to the days when he crewed for Peter Warner on "Astor", took up boatnigging as a way of promoting his knowledge of marina organisation. Becoming a marina expert was a long-standing ambition.

He came back this year to sail on "American Eagle" and spend Christmas with his family.

There were other boatnigs around in the Sydney-Hobart who have travelled many thousands of sea miles — like Alan Blunt and Rod Walton on "Graybeard".

Rod set off with Stormvogel after the 1965 race to cruise the Pacific. He's made real attempts to settle down to shore jobs but has great difficulty refusing chances to sail off again.

As he puts it: "This freewheeling sailing life is a wonderful merryground. But it's hell trying to climb off".



# YACHTING NOTES

## THE NEW QUARTER TON: S27

Being fitted out by her owner, Peter Cosgrave, "Full Away" is a new quarter ton stock design by Scott Kaufman with hull and deck mouldings by Supersonic Yachts. As well as offering level racing at the lowest fixed rating, this big quarter tonner provides the accommodation expected more in a half-tonner, with 3 or 4 berths and dinette converting to a double berth, and headroom throughout.

The room below is quite surprising as the boat gives little impression of boxiness from the outside, and is light and airy due to the large clear areas of the structural perspex cabin sides. The motor is set below the bridge deck, and with no intrusion for the usual keel bolts. The dish shaped area of the centre of the hull provides an ideal base for accommodation. The boat has chart table and navigator's quarter berth and seat to starboard with galley opposite to port. Forward is a dinette to starboard with two berths opposite, and a large forepeak for sail stowage with toilet, and another bunk to port. "Full Away" is being fitted out with attention to minimum weight for racing, but provision to provide full interior fittings at a later date for cruising.

Dimensions, compared with the present QTC holder the Ecume de Mer, are LOA 27 ft. (26 ft.), LWL 24 ft. (19 ft. 5 in.), Beam 9 ft. 6 in. (8 ft. 10 in.), Draught 4 ft. 10 in. (5 ft.), Displacement 6100 lbs. (3600 lbs.), Ballast 3200 lbs. (1610 lbs). Sail area in No. 1 Genoa and Main is 400 sq.ft. (365 sq.ft.). The figures show the wide variation in size which can be achieved under the IOR with a comparable speed potential, between the light displacement Ecume and this boat with moderate displacement. The extra length is gained at little cost by reducing the bustle and fairing out the hull to a fairly fine stern with ranked transome hung rudder and skeg, rather similar to "Ginkgo". The extra beam and displacement provides an increase in sail area and considerably greater internal volume. The hull is quite flat in the keel area, with a minimum of turn at the junction of keel and hull,

and the flatness extending forward some distance into the relatively deep forefoot.

The deck layout is conditioned by the large coachhouse, although a blister deck flat out racing version is planned. All halliards and controls lead aft to the hatchway, from where these are operated as well as the main genoa winches mounted on either side of the hatch opening. Secondary winches are mounted on the coaming/sidedecks. The main-sheet traveller runs the full width of the cockpit at the after end of the bridge deck. There are genoa tracks for inboard and outboard leads, and a further short track receives the shrouds at deck level, allowing the lowers to be adjusted fore and aft for mast control and to clear the main when running dead square. The rig is single spreader with after lowers and inner forestay, with both inner forestay and backstay having adjustable tensioning devices. The boat will also be rigged for cutter gear.

With the fixing of level ratings at quarter, half, three quarter, one, and two tons, foreshadowing an increase in interest of this type of racing, the performance of this new boat by a local designer will be watched with interest after the launching towards the end of autumn.

Hull and deck bare is about \$5000 and to sailaway around \$12,500.

The original S 27 has been declared provisional winner of Tasmania's J.O.G. Championship sailing under a rating of 19'.

### QUARTER TON NEWS

The C.Y.C. intends to provide top quality racing for Quarter Ton yachts, and has taken a major step in this direction with the formation of the Quarter Ton Sub-Committee. Experience, skill and drive have been combined in this committee. Chairman is Peter Cosgrave, and members Campbell (Tiger) Scott and Scott Kaufman.

Quarter Ton Yachts, which rate a maximum of 18 feet (I.O.R. Mark III), are expected to multiply rapidly in the offshore scene next season.



*Underwater lines of S27*

*Story by Michael Hesse  
Pictures by Alan Howard*



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## YACHTING NOTES

### HALVORSEN BROTHERS TROPHY RACE

8.00 p.m. Friday 16th — and it wasn't the best of nights to start a major ocean race. It was wet; the forecast was for 'anything'; there was a bloody great Texaco tanker lying at anchor parallel with the start line and about 100 yards up the Harbour; and the starter's gun failed to fire. Apart from that, the crews of the competing yachts were all smiles. Bang on 8pm, the emergency hooter on "Offshore" signalled the start.

Ragamuffin, and Apollo were best away at the windward end of the line. A short leg to clear the tanker — and then sheets eased for the Heads. Ginkgo and Apollo 11 chasing Jack Rooklyn's Apollo — just ahead of Ragamuffin. First to the heads, Apollo with its big 'star-cut' set — then bang went the steel ring in the clew of the big sail — and away went Ginkgo, Apollo 11 and Ragamuffin. At this stage, a good easterly at about 10/15 knots.

Then the fun started. Dead patches, rain squalls and gusts in the squalls to around 25/30 knots, and a pretty black night.

At Bird Island, Apollo first around ahead of Ragamuffin, Ginkgo, Apollo 11 and Pacha.

The trip south with spinnakers and all extras set — the wind fading to almost a drifter by the time the leading yachts were abeam of Stanwell Park. Apollo leading at this stage inshore of Ragamuffin just ahead of Pacha with Apollo 11 and Ginkgo a mile further astern.

First around Tom Thumb Island — Ragamuffin, Pacha second ahead of Apollo, then Apollo 11 leading Ginkgo, Meltemi, Minna Hustler and with Pilgrim at this stage in a great place for a handicap placing.

The breeze had moved to a true nor'easter at about 10/15 knots. Ragamuffin, sailing beautifully crossed tacks with Apollo about half a dozen times before the 'Rooklyn Flyer' got through to lead the fleet. There were dead patches all along the coast — and there wasn't a yacht that didn't fall into at least one hole in the Cronulla/Botany Bay area.

Then the leaders got the breeze. First through the Heads and across the line — Apollo ahead of Ragamuffin, Apollo 11, Ginkgo and Pacha.

And like the start — there was no gun for line honours. Jack Rooklyn and his crew of 'desperates' headed by Don Mickleborough raised merry hell as they approached the line. Out tottered David Goode into the cockpit of "Offshore". "Bang" he croaked, and the Halvorsen Brother's Trophy Race was all but over for another year.

Final Placings: Overall — Ragmuffin, Pilgrim, Apollo 11.

Div. 1. Ragmuffin, Apollo 11, Ginkgo

Div. 2. Pilgrim, Matika, Melite.

Div. 3. Senyah, Zilvergeest 11, Boomaroo 111.

Compiled by **ROB McAULEY**

### OUR FRONT COVER

We could not resist putting these pictures by Norman Danvers together. Even the beat up old ship's boat catches your eye with that rig. Not as sleek as our modern efficient designs, gaff-riggers still have a gracious charm.

### EXCITING NEW YACHT CLASS

The Etchells 22, which achieved international status at the November meeting of the International Yacht Racing Union, should be racing as a class in Australia next season.

This three-man keelboat, less physically demanding than the Soling, should have instant appeal for yachtsmen who in the past have been attracted to the 5.5 metres and Dragons.

The Australian association for the class is already formed and has established a policy that should ensure the class is free of the measurement squabbles that have hampered the development of the Solings. The president is Kevin McCann, the Sydney 5.5 metre sailor and the secretary, Alex Milledge of Melbourne, ex Stars and Dragons.

The association has eight foundation members who have contributed the funds to buy the moulds and dies which will continue to be owned by the association. This way, the association feels it will be able to closely control the class. The builder will be Tom Savage of Melbourne.

Already there are seven potential owners in Sydney and seven in Melbourne. Many other yachtsmen are interested but are waiting to see the boat in action.

Kevin McCann expects the moulds for fibreglass production to reach Sydney from the US in April.

The Etchells 22 is 30ft 6in overall, 22ft on the waterline has a 7ft beam and 4ft 6in draft. It only displaces 3400 lb against the 5.5s 4520 lb (approx). Their working sail area, 316 sq.ft. is slightly bigger than a 5.5's.



*Plenty of action.*

*Story by Bob Ross*

The acceptance of the Etchells as an international class does justice at last to designer Skip Etchells. The Etchells 22 emerged as the fastest of the IYRU series in 1967 to select a three man keelboat for international status.

But the 26ft Soling, which also competed in those trials, was selected because it was cheaper. Experience has shown the Soling is a fine boat but requires a degree of athletic skill, even for the helmsman, that makes it unsuitable for many of the middle-aged skippers who have enjoyed keen "intellectual" type racing in 5.5s and Dragons.




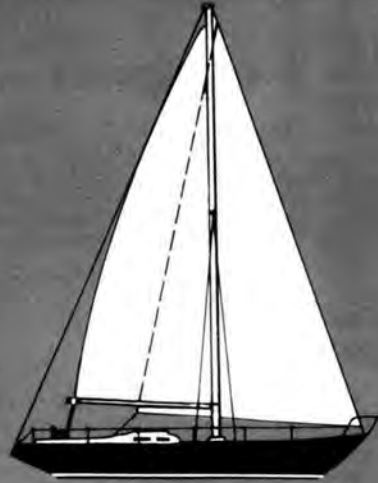
Kevin McCann says the Etchells 22 will cost between \$6500 and \$7000 to launch in sailing trim in Australia — about half the price of a 5.5. He says more than 110 Etchells 22s are racing in the USA and that the well-known Dragon Boat-builder Borresen, of Denmark, is about to start building E 22s for the European market.

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# YACHTING NOTES

## JANZOON TROPHY

Outstanding Half Tonner Plum Crazy won the Janzoon Trophy over the 90 mile Bird Islet course on February 2, 1973.

The race was filled with incidents; shortly after the start Queequeg broke its forestay fitting and Apollo II hit South Reef and had to retire. On the run down the harbour to the finish Ginkgo ripped its spinnaker when it tangled with the mast of a Soling, and Plum Crazy had its spinnaker blown out by a strong squall on entering the harbour.

Apollo got the best of the start in a light nor-easter, but was passed by Ginkgo off Terrigal when the breeze died.

The leaders made the island on a light sou-easter and were on the wind for an hour on the way back before the nor-easter returned to give an easy run home.

Plum Crazy stayed inshore out of the current on the way north, and sailed wider on the return to take advantage of the southerly current.

### Overall Placings

1. Plum Crazy 2. Ginkgo 3. Ragamuffin

### Division 1.

1. Ginkgo 2. Ragamuffin 3. Meltemi

### Division 2.

1. Matika 2. Pilgrim 3. Melite

### Division 3.

1. Boomaroo III, 2. Senyah 3. Zilvergeest II

### Division 4.

1. Plum Crazy 2. Talisman

## FLINDERS' CUP RACE MARCH 19, 1973.

The race to Flinders Islet, off Wollongong and return, attracted 26 starters, and commenced in very flukey conditions at 8.00 p.m. Friday night.

The Admiral's Cup team members cleared out at the start, with Ginkgo establishing an early lead over Rags, with Apollo II third.

The leaders carried a light westerly until south of Port Hacking, when in came a 30 knot S.S. Wester, giving the fleet a healthy work to the Islet. This breeze moderated by dawn resulting in a light spinnaker run home.

Ginkgo finished at 11.23 Sat. morning.

The casualties of the race included Apollo, (from frustration in the flukey harbour conditions) Minna (a broken shroud fitting) and Boomaroo III (a grounding on the S.E. tip of Flinders Islet.)

### RESULTS:-

Line honours, Overall winner, and 1st in No. 1 Division. Ginkgo — Gary Bogard; 2nd Ragamuffin — Syd Fischer; 3rd Apollo II — Alan Bond.

No. 2 Division.

1st Pilgrim — G. Evans; 2nd. Melite — I. Brodziak; 3rd Matika — A. Pearson.

No. 3 Division.

1st Poitrel — G. Day; 2nd Zilvergeest II — A. Murray; 3rd Senya — G. Foster.

No. 4 Division.

1st Plum Crazy — Bowen & Thomas; 2nd Shenandoah — P. Cole; 3rd Defiance — M. Brooker.

## HALF TON YACHT ASSOCIATION OF N.S.W.

This Association, membership of which is open to everyone who is interested in Half Ton Yachts has just been formed in order to promote the development of the class. The C.Y.C. is prominently represented on the N.S.W. Council of the Association, with Tig Thomas (Plum Crazy), as President, Cliff Shaffran (Granny Smith) as Treasurer, Joe Ward (Skylark) and John Carr. C.Y.C. Sailing Secretary Hedley Watson is Secretary of the Association.

At the first general meeting, held at the C.Y.C. on the 5th March, 1973, the Association decided to accept an offer from the R.S.Y.S. to conduct a Challenge Series in December 1973, and also to ask Y.A.N.S.W. to view the Series as a selection trial for a team to represent Australia at the South Pacific Half Ton Championship to be held in Auckland during Easter 1974.

### Half Ton Challenge Committee

An autonomous committee under the auspices of the C.Y.C.A. has been formed to sponsor a Challenge for the world Half Ton series to be held in Denmark in September 1973. Under the able chairmanship of Ted Kaufman, the Committee will raise funds to provide air fares and a charter fee for the leading Half Ton crew.

Selection of the crew will be made during 3 trial races to be held on the 24th and 30th March, and the 7th April. By the time you read this, the names of the selected crew will have been posted on the Notice Board, and the Committee will be looking for your support for this important challenge.



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*The race and stopovers are only the highlights of an exciting adventure — way off the beaten track if you like, or the famous Greek tourist sites. Better still, a combination of both. All kinds of itineraries can be arranged; for example, crew berths on racing yachts; short family island cruises, some of which follow the Rally; or you may even wish to charter your own racing or cruising boat. There are so many opportunities for the complete family holiday. Just tell us what you like, and Aegean Tours will prepare an itinerary. Aegean Tours' Mr. Andrew Coroneo will be in Greece for the Rally and will attend your requirements personally.*

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# YACHTING NOTES

## CELESTIAL NAVIGATION CLASSES

The Club will again run a Winter Celestial Navigation Class and Gordon Marshall will conduct it.

To qualify for the class, 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 variation and deviation, should be able to take bearings over a compass, plot them and come up with a position quoted as latitude and longitude.

The course will strictly be of Celestial nature and Gordon is confident that all reasonably attentive class members will, by the end of the series of lectures, be able to identify the stars and planets, use them for sextant sights and reduce these to 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 confidently anticipate attending each class, please do not apply. The course will commence in late May or early June, and classes will be held on successive Tuesday evenings in the Club's Dining Room. The hours will be 8.00 p.m. to 11.00 p.m. and it is anticipated that 12 evenings will be required to cover the course.

Additionally, members must be prepared to attend practical exercises which will comprise one Saturday or Sunday morning for sextant instruction and sunsights, as well as one dawn and dusk sight by roster during the week. The venue for the practical work will be on the cliffs at Bondi.

A fee of \$5.00 will be levied at the commencement of the course and it is estimated that members' personal expenses in the purchase of tables, almanac, charts, star identifier, etc. will approximate \$25.00, though intending members will not need to own a sextant at this stage.

The classes of the last two years have been a resounding success and many of those attending have formed a "Navigator's Club" which meets on a 5 to 6 weekly basis to discuss exercises mailed to them and to maintain the mutual contacts which they have found so rewarding.

Interested Club members should, in the first instance, fill in the form enclosed in your mailing of "Offshore" and return it to the C.Y.C.A. 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. Please be aware that the class size has to have a limit, and in view of enquiries already received this may be exceeded. Therefore get your application form in promptly since late enquiries may not be acceptable. Don't be left lamenting for another year before you get into a class — send in the form NOW!

Incidentally, Gordon assures us that you don't need to be either an astronomer or a mathematician to master the art of Celestial Navigation. All you require is the desire to learn, and the self discipline to see the classes through.

Additionally, you are bound to make new friends with a common interest, and to discover another interesting aspect of yachting.

## YACHTMASTERS' CERTIFICATE COURSE

Stan Darling, on behalf of the Institute of Navigation, is conducting an investigation into the possibility of re-introducing the examinations for yachtmasters certificates. He has asked the C.Y.C., as the most obvious source of can-

didates, how many members are likely to be interested in gaining this qualification. Yacht Master's Certificates are issued in the United Kingdom in two grades, Coastal and Ocean, which differ mainly in that the Coastal Certificate does not include Celestial Navigation.

All candidates are required to have a knowledge of chart work, meteorology, basic magnetism, signalling, as well as the practical side of boat handling, rigging, life saving and fire appliances.

The advantages of obtaining not only the certificate but the knowledge that is requisite, do not have to be stated here. Should you, or any of your friends be interested, the Club Sailing Secretary is recording this information on behalf of Stan Darling. A phone call will be sufficient.

## SOUTHERN CROSS CUP 1973

C.Y.C.A. announces that a series of four races are to be started in Sydney December 1973 — as follows:

1. **Royal Prince Alfred Yacht Club Centenary Bowl**  
Saturday 15th. 12.00 Hours. Ocean Race, about 30 miles.
2. **Royal Sydney Yacht Squadron Cup**  
Monday 17th. 12.00 Hours. Ocean Race, about 160 miles.
3. **Middle Harbour Yacht Club Cup**  
Thursday 20th. 12.00 Hours. Offshore Race, about 30 miles.
4. **Sydney-Hobart Race**  
Australian and Overseas Yacht Clubs already have fully printed details, further copies may be obtained from C.Y.C.A.

## BRISBANE—GLADSTONE RACE ENTRIES

Our Queensland correspondent writes: There is a record number of entries for the 25th Brisbane to Gladstone race, with a possible four more from Sydney.

Here they are: AEOLUS, R. Canniffe; APOLLO, J. Rooklyn; BACARDI, A.P. & D. Hankin; BARVARIAN, A. Alle; CAVALIER, J. Macminn; CHRISTINA, N. Richards; CLAY TARGET, P. Anderson; DESTINY, M. Leschksu; DORONE, M. Cotton; HARMONY, P. Hopwood; FIDELIA, J. Duncanson; LAURABADA, I. Holm; MAKARETU, N. Gosson; MALALLA, C. Masters; MARINA, R. Quinn; ONYA OF GOSFORD, P. Rysdyk; PIED PIPER, J. Mawer; RUDYARD KIPLING, J.P. Bell; RUM RUNNER, N. Girdis; SABA, P. Prentice; SENYAH, G. Foster; SEQUANA, M. Tilley; SONDA, Com. T.W. Early; TIMANA, Vice Com. A.A. Jones; TUI MANU, M. York; WISTARI, N. Patrick; ZILVER GEEST, E. William.

Promised to start is Fidelity a 'Duncanson 34' which is being Transported to Brisbane by semi-trailer and due there three days before the race starts. How's that for enthusiasm?

## AHOY! NEW MEMBERS

Colin Howe (Kotori); Frank Whitway; Eugene Van De Wiel (Zaparita); Peter Winkler; Geoffrey Waller; Anthony Gray (Pokeabout); Warrick Akhurst; Walter Grainger.

After nearly ten years as manager of R.Y.S. Bill Bold has resigned. Good luck to you Bill in your future venture.

Geoff Long has the position of acting manager pending appointment of a new manager.



# COASTERS RETREAT



The tale is told of a well known Sydney yachtsman who, returning from a party sometime after 5 a.m. on Saturday morning, 10th March, fell off a narrow wharf into the Harbour. He says it was the earthquake, for if he had been under the weather he wouldn't have been able to save the two bottles held under his arm. At any rate that is his story, at least it is a new one.

Obviously, the language of boating has not kept up with the bewildering numbers of people flocking to the sport each year and even the most flowery yachting writers have exhausted their cliches. "Offshore", in the interests of more expressive bar talk and yachting reports offers as a starting point, some new collective nouns (it's not done to refer to a herd of yachtsmen or a mob of sailors):—

A sarcasm of skippers; A skinful of sailors; A niggler of navigators; A confusion of crewmen; An error of engineers. An affluence of owners; A condemnation of cooks. A panic of passengers. A determination of wives.

Readers of "Offshore" are invited to contribute their own collective nouns to this list.

Whilst shore bound yachtsmen were very conscious of the earth tremor early on Saturday morning, March 10th, it did not go unnoticed at sea.

Our ocean racing fleet was down near Wollongong engaged in the Flinders' Cup Race. On board Caprice, "Wingy" called

from his bunk (sic) ----- 'have we lost a cap shroud?' Whilst on Rags, Jack Christofferson thought they had bumped the bottom. Neither parties knew of the tremor until hearing of it later in the morning on the radio.

We are told in great confidence, which we now breach, that sometime ago George Barton won himself a gay Caftan. Come on George, be brave and wear it down to Coasters Retreat one Saturday afternoon, soon, we would just love to see it.

The Editor of "Offshore" has been prowling around asking questions. 'What does "The man who swallowed the pick" indicate to you?' To his pop-eyed surprise only about 40% know the answer. Next question, 'What does "It was a vintage year for me" mean to you?' "Some lucky devil owns a vineyard" just about summarised the answers to that question.

Our Editor, who has a background of the canvas and mildew era, swears he now wears terrylen sails, even though of pre-Hood days. That was why he wondered if the phrases he was querying may have been out of date.

It appears he is running a story in the next issue which was headed by the author "It was a vintage year for me," a story which our Editor thought would be ideally headed "The man who swallowed the pick."

The latter is being used. 'The hell with it,' says the Editor 'It's a lovely phrase when relevant and it is time for the younger mob to widen their vocabulary.'

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# OFFSHORE signals

Dear Sir,

We always enjoy reading your penetrating articles and accurate accounts of the activities of our real ocean racers. However, we were concerned to read in the last "Coaster's Retreat" that only 6092 beers were consumed at the 1973 "quiet little drink" in the "Shippies Arms".

If anyone with any mathematical skill had worked out the problem 18 x 18 gallons would have to have equalled 6902 beers, not the paltry 6092 as reported.

Furthermore Tony Cable would like to point out that the original concept of this gathering was established by both of us and not only by myself indicated in your article.

Tony Cable and John Dawson.

Our correspondent was right. Both Tony and John are unaware of Thompson's empirically based mathematical formula "Container — Consumer Capacities". The complex formula has such factors as volume of original containers i.e. 18 gallon kegs, final containers i.e. the drinkers, gross capacity, nett delivery or total actually consumed, time and spillage. The containers doubtless had 6902 beers but the formula has an acceleration factor based on the fact that the longer the drinkers drink the faster the spillage. As time progresses the spillage rate increases to the 3rd power. The drinker may in fact spill half the beer and obviously this can be counted only as a .5 beer.

Ed.

Dear Sir,

I wish to register a strong complaint relating to a story I contributed to our last issue of "Offshore".

The story concerned the Navigator's view of the recent Sydney-Hobart Race, and to produce this I used the log books of.

Caprice of Huon, American Eagle, and also that of Ragamuffin, on which I sailed as Navigator.

The original article as passed in to the Editor, contained 1970 words and Club members will appreciate my surprise on reading the published version since it contained only 560 words.

I acknowledge the right of an Editor to condense or tighten any article, particularly those from amateur journalists such as myself, but to cut this one down to less than one third its original length completely destroyed its continuity and resulted in a cryptic, disjointed series of statements.

I cannot help feeling that in the case of a semi-technical articles such as this, massive amputations should not be contemplated merely to condense down to a size suitable to a space left in an otherwise full magazine. Rather, the article should be published in its near entirety or left out altogether.

My embarrassment on reading this story was capped on noting that whereas the words describing the loss of our spinnaker as originally used were 'completely disintegrated', it was changed to "blew to bits", which is a colloquialism quite out of place in technical articles by a navigator.

All I can now say to my fellow Club members, is — "Sorry chaps, you didn't get the story I intended for you."

For the record, this letter contains 268 words.

GORDON MARSHALL

*The editor of a paper is responsible for the policy of the owner, in this case the C.Y.C.A. In a bigger paper, through the editor, journalists are given assignments and their work goes to sub-editors.*



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*These experienced men have to watch that copy is tightly written, easy to read, relevant and in straightforward English. When it fails to meet these simple criteria a sub-editor rewrites it. It would be rare for any story, even from professional journalists, to get by a sub-editor without alteration. There is always the classic story of Churchill's letter to Roosevelt "Dear Franklin, Had I more time I would write you a shorter letter".*

*The sub-editors make up the paper, create headlines and assemble the lot so that everything fits and flows. There is rarely enough space and even if there is space a story will still not be printed unless it meets the accepted conditions, not least of which is to publish a balanced paper and this includes a guardian eye on stories which overlap.*

*Since it is a small publication the editor of "Offshore", also assumes the responsibilities of sub-editor of submitted work, assembly of the paper and so on.*

*Without an enthusiastic Publications Committee, men who somehow make time to provide editorial material, there would be no "Offshore".*

*It is understandable that a contributor, whether he is a member of the Committee or not, can be upset after having spent time on a story, sees it in print, in his eyes, emasculated. But it is a kindly discipline which sometimes has pleasant rewards. One C.Y.C. member sent in an article which, after treatment, was printed. A professional yachting magazine spotted it and paid him \$30 for the right to reprint.*

*Come along, contributors, all efforts are welcome and who knows, you may become world class journalists.* Editor.

#### C.Y.C. ANNUAL MEETING 27th MARCH, 1973

The following officers were elected:

COMMODORE: J.N. Bridgland. VICE-COMMODORE: R.L. Dowling. REAR-COMMODORE: D. Isles. HON. TREASURER: R.S. Adair. DIRECTORS: J.H. Bleakley, N.G. Cassim, J.P. Diamond, G.E. Marshall, J.H. Roche, K.C.D. Roxburgh, J.L. Ward.

#### QUESTIONNAIRE RESULTS

The Members' Questionnaires returned in April, 1972 have provided some useful statistics.

A total of 742 members replied to give a very representative group of 82% of the total membership of around 900.

#### Occupation: 701 Replies

Managerial 374 : 53%, Professional 157 : 23%, Self Employed 44 : 6%, Other 126 : 18%.

#### Boat Owners : 362 Replies

Race Offshore 128 : 35%, Harbour Race 108 : 30%, Cruise 70 : 19%, Power 56 : 16%.

#### Crew Member: 327 Replies

Regularly 183 : 56%, Occasionally 144 : 44%.

#### NEW C.Y.C. PHONE NUMBERS

Members have already been advised that the new number is 32-9731 (5 lines) and that this also connects to Rushcutter Yacht Service. Existing extensions are duplicated with one green and one yellow phone. When members are paged, day or night, they will be directed to either one or the other colours.

#### SUBSCRIPTIONS TO OFFSHORE

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# MARINA NEWS

The American cutter Sirocco raced to Hobart almost by accident. She arrived at the marina after a Tasman crossing which was just another stage of her round-the-world voyage and as the Hobart race was due to start, she went. Stores were still being loaded on Christmas day but she was not really set up for racing and, within a few hours of leaving Sydney, her hastily acquired spinnaker pole proved too light and buckled. She stayed in Hobart for some weeks before returning to Sydney, touching in at Port Arthur and Eden on the way.



*SIROCCO, world sailing in the grand manner.*

In the Hobart Race Programme her dimensions are given as L.O.A. 75'4", L.W.L. 49'6", beam 15' and draft 10'. Launched in the United States in 1929 she was originally a ketch designed by John G. Alden, with double planked Honduras mahogany and decks of Burma teak. These decks were 1 and 7/8 inches when new but many years of hollystoning have brought them down to about 1-3/8".

After a series of owners which included Errol Flynn she was bought by Steve Guy, who sailed her from Santa Barbara, California, on 22nd November, 1970. Having had a seven month spell at Hawaii the yacht sailed to Christmas Island, Apia and Fiji, where she arrived on 1st September, 1971. Reaching Auckland on the 2nd of December that year, she remained there until December, 1972.

by JACK NORTH

She was converted to a cutter in Auckland, the mainmast being moved aft eight and a half feet in the process. Throughout her career experts had said she would handle better as a cutter and Steve has found that to be correct. The change in rig necessitated a new type of rudder and the engine bed was renewed and moved to its present position. The motor, which is ahead of the present mast position, is a Ford 6 cylinder diesel, 105 horsepower, with a cruising range of 1,000 miles at 7 knots.

In turn the accommodation forward had to be scrapped and rebuilt, a new stem of New Zealand kauri was built into her and many ribs replaced. This major refit was a big job and, towards the finish, kept the crew and shipwrights at work for sixteen hours a day. It is due to the help of friends in Auckland that "Sirocco" was able to sail in time to make Sydney by Christmas and when she left three of her crew were New Zealand shipwrights who had worked on her. Headwinds of about thirty knots were met all the way across the Tasman but the cutter rig proved satisfactory and the crossing was made in twelve days.

Sirocco is expected to sail in the Sydney to Brisbane race and carry on to the Barrier Reef. Porth Moresby and Bali are in her future plans with Christmas, 1973, being celebrated in Singapore. She then expects to return to Australia and cross the Indian Ocean to the Seychelle Islands and the eastern coast of Africa, reaching Capetown in the latter half of 1974. Plans for the rest of the cruise are indefinite at this stage but Steve hopes to revisit Sydney in about three years' time with a new racer-cruiser.

Until recently Dick Staffen was the owner of the Salar 40 motor sailer Mai Tai. Curiously she shows "Cooktown" on her stern but has never been there. She was built last year by El Dorado Marine of Victoria. Designed by Laurent Giles the Salar 40 is sloop rigged with an accent on sail that makes her perform very well under canvas; maybe she sails better than many sailing yachts of thirty years ago or more. The extra flotation forward, inherent in a sailing design, could be inconvenient when bucking a big head sea right on the snout, under power, but this should be no great hardship. The accommodation plan calls for a centre cockpit and after cabin and, in Mai Tai this has been modified for the tropics.

Her jib is self furling on a roller luff worked from the cockpit and, when rolled up, can be left hoisted on a semi-permanent basis. This means the crew usually need go on deck only to raise, lower or reef the main, an idea that should appeal to the lazy. Mai Tai's 4 cylinder Ford diesel, 72 horse power, drives her at about seven and a half knots and was very useful on her recent tour on several months on the Barrier Reef.

How did you name your boat? Please tell us, we are printing more in our next issue.

"Meltemi" Sparkman & Stephens. Owner: Well known Bill Psaltis. Bill used to own a boat called "Waree" — aboriginal for north east wind (so we're told). When it came to a name for his then newly built boat, Bill reverted to a name handed down from his Greek ancestors — "Meltemi" is the Greek name for the north easterly breeze in the Aegean Sea.



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