

# OFFSHORE

NUMBER 17

APRIL 1974

PRICE 30c



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### FEATURES

Ted Kaufman talks to 'Offshore'  
Salvage Laws — remember Metung?  
New Blue Water Gear  
Cooking at Sea  
John Gilliam's 27th yacht — Beat that!  
Noumea, Noumea . . . .  
M.S.B. joins Public Works  
Cruising Think-Tank

### RACING REPORT

Level Rating Regatta  
That Barbecue  
Division 5 'Offshore'  
Halvorsen Brothers' Trophy Race  
Janzoon Trophy Race  
Founders Cup Race  
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Basin Cup

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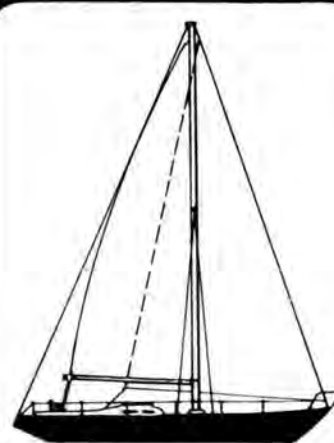
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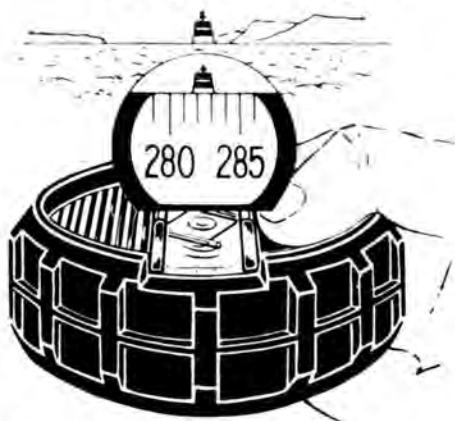
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# TED KAUFMAN talks to OFFSHORE

I first sailed with Merv Davey on 'Trade Winds'. I crewed for him for a number of years and then built 'Mercedes II', which was a steel boat. It was a Phillip Rhodes design which we campaigned for five or six years. I then built 'Mercedes III' which I owned for six years.

'Mercedes III' was the first boat I designed myself. I was mainly interested in a very light boat which under the RORC Rules was a pretty hard thing to do, but when I found out that you could save half a ton in fastenings, moulded construction was the only thing I was interested in.

We did extremely well in 'Mercedes', one of my crew kept a record, and I believe that in 138 starts we were only out of a place 18 times.

When we went to England in the 1967 victorious Admiral's Cup team they regarded it as a stripped out boat, which it wasn't. A guy came up and asked how we tied the boat up as there were no cleats. I told him there were plenty of winches to tie something to, but that wasn't traditional. The idea then was if it *didn't* in some way resemble a square rigger it *wasn't* a yacht.

In England that year we did extremely well and Australia won the Admiral's Cup. 'Mercedes' won the overall points score and the RORC points score. We were new and we did things that according to tradition we had no right to do.

In 1971 I sailed in the 1/2 Ton World Championships in England and did fairly well considering the heavy boat we had.

I learnt a lot about navigation. In 1973 I navigated "Bumble Bee" which was a private entry at Cowes and sailed in all races.

I think in looking back, that why the Germans won the Cup was that they had the right type of boats and flat sails for the conditions. It was a minimum wetted area maximum sail area series. In other circumstances they wouldn't have made it. Looking at their boats it seemed to me that they overdid it. They were over-crewed and over-winded. Australia did well in the Solent races but the Fastnet conditions were impossible.

I thought that the Australian team put too much pressure on each boat as a member of a team. In the races that didn't count, some boats did much better. I don't know whether it is the right thing to push fellows too hard.

From the technological point of view we had all the equipment. There were no better boats.

## Admiral's Cup — the future

The Admiral's Cup is going to get harder and harder to win. The boats are getting more and more equal and there isn't a great deal of difference between crews, although there are always some star performers. The fellow who makes the least mistakes and avoids gear failure is the one who comes out on top.

The big thing is to sort out what is necessary from the mass of ideas available.

One of the big improvements will be in mechanical gear. Tests on winches show that the average efficiency of the best winches is 35-40 percent. Linked winches are common.

An analysis of these is interesting. Each right angle drive costs at least 10 percent efficiency, with four people grinding it would be interesting to know what contribution the bloke on the end of the line is making. On 'Frigate' they had a crew of 11 on a 40 footer with four blokes winding. We sailed away from them using a normal winch with a top handle action and one fellow winding.

Fibre B is likely to be a big break through. A 5/8" diameter rope is good for 30,000 lbs. 'Salty Goose' came across the Atlantic with 7/16 diameter braces with a 15,000 lbs. breaking strain.

The wire to rope halyard is just about finished as are mast head sheaves. The low friction halyards can be led through a tube and hence the mast head fitting can be that much smaller.

Weight can be saved in many ways. For instance modern clothing is light and comfortable and sea boots only weigh ounces where they used to weigh pounds.

I remember one of my crew turning up for a race with a huge sea bag. I said to him 'you have the wrong boat feller, the "Oriana" leaves from Circular Quay'.

## Where next?

It can all get out of hand. It has come to the stage now where decks must be clear. Take a Dorade box that has to go under the deck. In normal conditions it drains into the bilge. When it blows you shut a valve and have no ventilation. Carter hasn't a rope on deck! Even the genoa sheets come to a block at the back, go under the deck to a sunken cockpit. After the race the ropes are worn out with the extra friction.

There is a lot of design going on just to sell the boat. It looks like a 'Ferrari' — whether it is functional or seaworthy is another matter.

It comes back to a simple straightforward boat. If you have the hull the way the rule is now, you should be able to race for many years. You need different sails for different conditions, flat sails for England fuller sails here. Because a boat wins elimination trials here *doesn't* mean it will win overseas in different conditions.

My new boat is a standard boat and I have tried to build it as light as possible consistent with adequate strength. If you want a winning boat you must have some area where you are a little better, at least on paper. If it works out in practice that is a different matter. I have gone for minimum engine moments and minimum weight in the hull — where it matters.

You don't know whether you have a minimum boat till you incline it. I should rate 32 ft. which is 2 ton. My idea is that 40 feet overall is about the ideal for a boat. A 32 foot rating is the minimum for the Admiral's Cup and it happens to be 2 ton, so I have both.

I can see in the future that Ocean Racing is going to get a lot tougher. I think we have seen the best of Ocean Racing in a lot of ways. I sailed in one 1/2 ton World Championship and these fellows are really tough boys. There are no holds barred. You don't talk to anyone. There is nothing unfair and everything is beautifully organised. It is wonderful racing.

Now Ocean Racing is getting to be like Class Racing. This is a very good thing in every way, but the time a bloke can stick with it is limited. ■

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# SALVAGE LAWS — remember 'Metung'

## YACHT OWNERS AND SALVAGE

*Prompted by the unfortunate Metung affair, this article looks at the laws of marine salvage — what are they and what do they mean?*

*The owner of Metung was lucky (although you could argue that his was the sort of luck you could do without). Let us say he was fortunate to get his boat back as a result of its release on March 25th from arrest by the High Court.*

*Metung was abandoned in heavy seas late on March 15th, 60 miles off Jervis Bay. The 48 ft. ketch had sent off a distress signal at 11.30 a.m. that day, after its propellor had become caught in the sea anchor, 20 miles off Kiama. Waves whipped up by 40 knot winds caused the boat to list over approximately 80 degrees and take in water. Fearing capsize, the boat was then abandoned. Fortunately all the crew was picked up by a naval helicopter just before dark.*

*But on March 17th, the freighter Meringa, owned by Associated Steamships Pty. Ltd. took the ketch in tow to Jervis Bay. There Metung was put into the hands of the Receiver of Wrecks and subsequently put under arrest as a result of a writ issued out of the High Court by Associated Steamships.*

*Fortunately for the owner of Metung, Associated Steamships withdrew their request for the vessel's arrest after the company's claims against the owner of the Metung had been satisfied (and that was several thousand dollars' worth).*

*It can get to be a complicated business.*

### WHAT IS THE THEORETICAL BASIS OF SALVAGE?

It is a legal liability arising out of the fact that property has been saved. Its basis is the view of the courts that it is just that the owner of property saved should pay the person who saves it. In addition, there is a public policy element: it is to the advantage of shipping generally to encourage salvage.

### WHAT ARE THE ELEMENTS OF A SALVAGE SITUATION?

A salvage service is one which saves or helps to save "a vessel, her apparel, cargo or wreck", when in danger. The service must be "voluntary". This means that the service is not solely due to a contractual obligation which the salvor owes the owner, nor to an official duty, nor to the interest of self-preservation.

### WHAT RIGHTS DOES THE SALVOR HAVE?

The salvor has rights both against the property saved and against the owner. This entitles him to remuneration except in certain cases of negligence or misconduct on his part. He may enforce these rights by proceedings under the Admiralty jurisdiction of the High Court of Australia.

The salvor's right over the property is called a "lien". This is the basis of the nailing of the warrant to the mast of a ship. This does not mean a transfer of ownership of the property; it prevents the owner from dealing with the property until the salvor's claim is satisfied.



*The ketch Metung on 15th March, 1974*

(photo courtesy of Sydney Morning Herald)

### HOW IS THE AMOUNT PAYABLE BY THE OWNER DETERMINED?

Either by agreement between the owner and salvor or by the High Court. The amount payable depends upon the circumstances of the salvage: the value of the property, the damage to the salvor's vessel, the peril to which the salvor had to submit himself, the degree of danger of damage to the property, the length and difficulty of the tow, if any, and so on.



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## WHAT KINDS OF SERVICE ARE SALVAGE SERVICES?

1. Towing, piloting or navigating a ship in danger into safety;
2. Standing by a ship in danger;
3. Getting a stranded ship afloat, e.g., by towing, lightening, use of ground tackle, etc.;
4. Holding a stranded vessel in position when she is in danger, e.g. of being set further up as the tide makes or of slipping off and thereafter sinking in deep water or doing damage to shipping or to property on shore;
5. Beaching a vessel in danger or sinking;
6. Rescue by landing or transhipment of cargo or persons belonging to a ship in danger;
7. Raising a sunken ship or cargo;
8. Bringing derelict or wreck into safety;
9. Setting in motion, fetching, or bringing assistance to a ship in danger;
10. Giving advice or information in order to save a vessel from a local danger;
11. Saving persons belonging to a ship who, having taken to the boats in order to escape from danger on shipboard, are afterwards picked up whilst still in danger at sea;
12. Protection or rescue of a ship or her cargo or the lives of persons on board of her from pirates or plunderers;
13. Supplying officers or seamen to a ship which, through disease or other calamity, is dangerously short of hands to navigate or to work her;
14. Supplying of tackle or gear to a ship, which would be imperilled by the want of it;
15. Extinction of fire on board of a ship or assistance in such service;
16. Rescue of life or property from a ship on fire;
17. Removal of a ship or cargo from a place where it is in imminent danger of catching fire;
18. Towing out a ship on fire and holding it till the fire burns out;
19. Removal from a ship of a danger, such as, e.g., a wreck of another ship which has fouled her;
20. Saving a ship from a impending collision;
21. Assistance by one vessel in convoy to another enabling her to rejoin the convoy and securing for her the protection of the escort from hostile attack;
22. Preventing a ship from falling into the hands of revolutionaries;
23. Ascertaining by aircraft-search whether or not a derelict vessel had sunk, and giving information by radio that she had remained afloat and communicating her position.

## HOW GRAVE MUST THE DANGER TO THE SHIP BE?

The circumstances of the ship must be such that at the time when the services were rendered a "prudent owner" would accept them. These circumstances include danger arising from the condition of the vessel, or of her crew, or her situation. The danger need not be immediate or actual; it is sufficient if the ship has encountered damage or misfortune which might possibly expose her to destruction if the service were not rendered. Thus, for example, a disabled and abandoned yacht on a calm sea would be the subject of salvage. Even if the

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master of the ship accepts the service under protest, the salvor would be entitled to reward if it would have been unreasonable or imprudent seamanship to refuse the services.

#### WHAT ARE SOME EXAMPLES OF PERSONS WHO ARE NOT "VOLUNTEERS" AND ARE THUS UNABLE TO CLAIM?

The crew or the pilot of the ship; the owner or crew of a tug towing her under a contract of towage; Government employees acting within their official duty; those under a pre-existing contract or custom to render mutual assistance.

It thus appears that the crew of one yacht which goes to the assistance of another against which it is racing would not be entitled to salvage. This would be so because of the I.Y.R.U. rules, under which both would be racing, which oblige yachts to assist others in danger.

#### DOES INSURANCE COVER SALVAGE?

Yes. Clause 19 of the Institute Yacht Clauses includes salvage as one of the insured risks. Provided the yacht is operating within the agreed terms of the policy it will be covered. This coverage would apply to yachts racing if they are under the racing risks extension to their policy. Yachts on long ocean races, such as to Hobart, would be covered if they had obtained their insurers' permission to go beyond the geographical limits of the policy.

If a yacht is insured while on a long cruise, it would be covered against salvage. The terms of such insurance are, of course, a matter for negotiations with the underwriters or brokers.

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# Let's talk about Level Racing.

One of the most dramatic happenings in ocean racing this year has been the interest and enthusiasm shown by yachtsmen all over the country in "level racing". The Two Ton, One Ton, Three Quarter Ton, Half Ton and Quarter Ton Cup regatta.

We think it is significant that most of the winners of the level racing regatta this year have used NORTH SAILS. Significant but not surprising.

Because level racing, like class racing, eliminates the variable of the handicap. And when hulls are more nearly the same size, a greater premium is placed on the other variables . . . the skipper, the crew, and the sails. Most one-design champions choose NORTH SAILS for this reason. And now so are the top "level racing" skippers.

We are not surprised. Just pleased.

2 Ton Cup	Winner: "Callipyge"
1 Ton Cup	Winner: "Bushwacker"
¾ Ton Cup	Winner: "Mirara"
2 Ton Cup	Second: "Mary Blair"
¾ Ton Cup	Second: "Zilvergeest"

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# BLUE WATER GEAR

## Some new ideas from Tony Cable

Unfortunately I haven't been blessed with an inventive talent and it has taken me many wasted years before I accepted this fact. As a yachtsman from way back, I know the kinds of things that would be useful on a yacht and I've tried to develop them with disastrous results. So now I offer them to all and sundry in the hope that if someone makes a fortune out of any of these ideas, he'll remember me generously. Here are some of them:

1. Seaboats are alright as they are I suppose, but they do become clumsy to get around in when full of water. As a development I have been experimenting with a non-return valve in the insteps. This acts as a pump which exhausts water with every step. At this stage I am trying to overcome the noise factor in the prototypes as each step goes "ppt" and with 6-8 crew slopping around the deck going "ppt, ppt, ppt" the effect is rather disturbing.

Nevertheless, I am confident that the next Admiral's Cup team will be wearing self draining boots at Cowes (in green and gold, of course). I should also mention these boots will be manufactured in a buoyant fluorescent foam material. If one falls into the drink at night they would be a floatation aid and you could readily be seen simply by waving your feet in the air.

2. I have always been intrigued by the retractable hoses used at Service Stations and thought perhaps this principle could be applied to safety harness, thus eliminating the problem of tripping over lifelines.

Initially, I had problems with the lines retracting into the drums too quickly and in the process breaking two pairs of glasses and giving a guy behind me a black eye before the return speed was controlled.

While on this subject, I am aware that seacooks would appreciate a form of retractable tackle that hooked to their backsides giving them great support from this reverse angle and thus leaving both hands free.

3. With the price of leather ("I've been overseas") shoes at the height they are, more yachtsmen are going back to the old days of bare feet. For these I would suggest cakes of non-stain resin compound for rubbing on the soles (a la surfboards).

The adhesion would be better than sandshoes or sea-boots, with the additional factor that the resin water-proofs the feet. Unfortunately, some of my early experimental compounds were a little too strong and a couple of my guinea pigs had to have plastic surgery —

they could not be con"soled" with the saying (if I've got it right) "I complained when I had no soles until I saw a man without seaboots".

4. Have you noticed that whenever you want something from your seabag, it is always hidden at the bottom of it?

My new bag has no bottom, having another zipper at the bottom in which case it would then be the top. Further, they are made from heavy gauge transparent vinyl incorporating a light activated by the zipper. This is powered by an alkaline cell which saves interior lights when searching for gear.

The only draw back with the see-through bag is that it is so public, you won't be able to smuggle your rum bottle or whatever, aboard so easily.

5. The latest in sailing shoes are those with plastic toecaps — as per work boots — the objective is to eliminate stubbed toes with a secondary advantage being that the toes never wear through as with canvas shoes. Multi colours will be available — this will be the first "chunky" look shoe on the water and the girls will really go for ocean racers wearing these. (It must be mentioned that with the plastic caps these shoes are also fabulous for tap dancing).

6. Crew shirts can be a big expense, particularly in a year of the Admiral's Cup selections, when the boys jump from yacht to yacht quicker than frogs off water lillies.

The solution to this is quite simple with the "Grass-hopper's Kit". This consists of a plain white shirt, boxed with jars of dye in the basic printer's process colours. By mixing any of these colours any crew shade can be dyed at home overnight. At no extra cost a selection of iron-on "instant ocean racing heavy" labels are enclosed, e.g. "San Fran to Mississippi '71", "Southern Cross Training Squad", "Murmansk 44", as well as labels for each potential Admiral's Cup contender (except for those having no show in the first place).

7. No need to wear tea towels any longer around your neck to stop the drips. I am developing a disposable "collar" made from biodegradable material similar to disposable nappies.

These look very much like the polo necks on submariners' jumpers (or clerical collars). They will come in boxes of 200, so there will be enough for the gentleman of the watch below to come up each time with a fresh collar.

This same material can be made into yachting kerchiefs and printed in 2 colours (for a long print run in your own colours). They look smart and jaunty and you can keep changing them as they get wet.

8. Finally, I think there is room for improvement in oilies. Zippers at the front are more subject to water lash than would be the case if there were zippers at each side. By opening the port or starboard zipper according to the spray ventilation, one would achieve better ventilation.

You might immediately say, "Ah, but what about when close tacking?" This is a problem, maybe just before "lee ho" you would zip up the leeward opening and brace yourself to unzip the windward.

Patents have not yet been applied for on these products. If you start marketing any of them, please give me a sample, I like to be a blue swell fashion leader. ●



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# COOKING AT SEA

This article is about culinary incidents at sea. Now many ocean racers may be bored by an article of such menial aspiration — the events described have all happened to them before anyway ... But that's not the point. After your dear wife has found out what cooking at sea can really be like, it should become obvious to her that the kitchen back home is well...not all that bad.

Provisioning is most important. Unfortunately whenever you forget the really basic things such as tea or grog, you usually find out in a race like "Hobart". Invariably the Bass Strait branch of Woolies is out of stock.

Quantities of goodies for a race such as Hobart make the mind boggle. Consider a boat with a crew of 8 on a four day race. If each of the crew had 2 sausages, two eggs and half a tomato for breakfast each day, this would mean that you would have to take 64 sausages, 64 eggs and 32 tomatoes for that one small meal alone.

The biggest problem in provisioning is fresh meat. It all has to be refrigerated properly and it does take up a lot of room in the fridge. One method of stopping blood running into other foods in the fridge is to half cook all fresh meat before the race. This also slows down the process of going bad as well as saving precious space.

As for variety and the planning of each meal, this should be worked out beforehand. Because the fridge or ice box is so cramped for the first day or so, it is most essential that food to be used first is packed last.

Of course when you have planned a lunch such as a do-it-yourself smorgasbord on deck, while running in good weather, the weather will almost certainly decide to look inconsiderately upon your anticipated pleasure.

When it does get a bit wintry, beating into a sloppy head sea with a number 2 up, hot foods are reliably a better bet than a gourmet's cold platter.

As for the mechanics of cooking itself, this would have to be one of the most demanding jobs on an ocean racer, particularly in heavy weather.

With the boat heeled hard over and frothing green water rushing past the leeward coach house window, the galley can be, to put it not over dramatically, most uncomfortable.

Heavy weather means that all the ventilation is closed. Down below, everything is dripping wet from drenched wet weather gear and condensation, and to this you add the cooking smells (especially some people's cooking smells). All this with the rolling and pitching of the boat, is a most testing recipe for even the staunchest.

And there our hero, strapped in at the galley, bears all these conditions at minimum range. The only safe place he has to put things is on a gimballed stove. However during the actual process of cooking, things like the kettle and teapot have to be stowed somewhere else, along with the half opened milk.

Cutting meat or bread at this stage is a dangerous task. A slip can produce a nasty injury, in anything but ideal conditions for any sort of convalescence.

That carving knife should always be stored safely away when

not in use. Times are when it is hard enough to stay on your feet let alone dodge flying knives.

Meanwhile back at the stove, magnificent feats are being done in balancing saucepans as they slide to and fro too far and affect the balance of the gimball. (If only the talent scouts for the Russian State Circus could see me now!)

Contemporaneously, the fat from the meat in the frying pan is slurping over the side, making a fine mess of everything, and making the floor somewhat more difficult to stand on.

Right at that moment you come about — while you are trying to help the stove in its trauma, while you can see the carefully stacked piles of buttered bread and cut tomatoes go sprawling everywhere, literally!

By this time you are bound to be in high spirits and you are ready to serve the meal. Normally there are willing helpers to assist serving the three meals you have carefully prepared, but then ... a headsail has to be changed. So you stand there and try to remember all you can about the ancient and suddenly very honourable art of juggling.

After this the washing up is almost fun. And it is usually a game of some considerable suspense, as the crew off watch get into their bunks and fall instantly asleep, while the bods in the cockpit convince the helmsman that conditions are really such that they are all needed right there on the deck.

The washing up remains quite snugly in the sink.

One thing when you go ocean racing that you must never forget is the sink. The only safe place to store anything — from half brewed tea to half empty bottles of scotch, from dirty dishes to various bits and pieces, is the sink.

*This article was written after an interview with Barney Davies — J. Dawson.*



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# John Gilliam buys his 27th yacht beat that!

— TONY CABLE

John recently purchased the celebrated Mercedes III from Melbourne and while he has difficulty in recalling the details of all his yachts, he believes that his latest, is number 27 — some record? Mercedes, being one of Australia's great yachts, is by no means the only well known vessel in his long string.

The total number of yachts does not include various Cadet Dinghies and suchlike that he owned and sailed on the Yarra before the War.

He joined the Royal Yacht Club of Victoria around 1939 and remained a member for about 25 years. Not all these years were spent on his own boats, for he sailed "quite a bit" with the former Commodore Ernie Digby on "Independence" (later owners were the Messengers and Roger Grimes) "Defiance" (sailed by Nelson Rundle on Lake Macquarie) and "Francis" — all designed and built by their owner. Around 1958 the Gilliams emigrated to Sydney.

Running down the list of some of these yachts, Mercedes III needs no introduction, being possibly the best yacht in the world in 1967 (top scorer in the Admiral's Cup Series that year). Plans are to cruise her, but family pressures are there agitating to go on the 1974 Hobart.

Previous to this was "Koomooloo" winner of the '68 Hobart and '71 Admiral's Cup Representative. John had a 6th in her in the '72 Hobart. (Mrs. Gilliam hasn't yet forgiven him for the sale of this one).

Next down the sequence was the powerful (and heavy) steel "Freya", "Weatherly" which was sailed in four Hobarts, giving son Greg his formative ocean racing experience.

At one stage "Koomooloo" and "Weatherly" were held at the same time, but to quote "no man should own two boats, it's like having 2 women in the one street. Quite upsetting, you don't know which one to go and see".

Down the line again to the three quarter rig double ender, "Zephyr" acquired from Harvey Drew when John in turn sold him "Siandra" — this Lion Class is in the annals as the winner of the '58 and '60 Hobarts under Graham Newland.

"Saracen II" was acquired from Sir Robert Crichton-Brown around 1965. This 36' Camper and Nicholson was only the 2nd fibreglass yacht to compete in the Hobart (how times have changed).

The next 2 in the fleet were interesting in that they were both held twice. The first was "Nautilus" (still lying in Elizabeth Bay). She was originally bought in South Australia for £1750 for a Melbourne buyer Fred Werner and renamed "Tarni". She was a beautiful boat with laid decks a 56' ketch originally designed by Alden as a schooner. After doing war service she was taken over by the Livingstone brothers and renamed "Kurrewa". John later bought her from the next owner Sir Claude Plowman and took it to Melbourne (first ownership period) and renamed her "Tarni".

After selling "Nautilus" John moved to Sydney with "Wild Wave" (encountering a 90 knot gale on the way), that very powerful Jock Muir vessel that would have taken line and handicap honours in the 1953 Hobart had she not been



*John Gilliam and son Greg*

disqualified for a foul-up at the start. John held her again after "Nautilus" (for the second time) and did quite a deal of cruising with her.

Back earlier to Melbourne and "Sirocco", the 45 footer that lost her mast returning from Hobart this year. This Sparkman and Stephens was launched in 1939 in Hobart and had a much taller yawl rig when John owned her.

Another "Waipru" was purchased and sailed up from Hobart. She was a New Zealander after the style of, but bigger than a Tahitian ketch and tremendously strong.

Two others were "Betsy", a 32' sailed with the R.Y.C.V. and "Warana" a Bailey design built in Hobart for Hickman. In between these two was another well known yacht "Ingrid", which he had built to go around the world. Unfortunately, war intervened and she was sold to a South Australian and subsequently went on to win the '52 Hobart for J.S. Taylor.

During the war the R.Y.C.V. asked John to look after a 21' yacht which was unused at the Club and falling apart; he cared for her for about three years.

Included among the early yachts was "Fegmhar"; a peculiar name made up of two christian names. She was about 35' with a canoe stern and amateur built. "She was a bit lopsided with one side about 10½" longer than the other. We used to wonder why she sailed better on one tack than the other — they got out of plumb somewhere with her".

One of the earliest and biggest yachts recalled was "The Arsenal", which derived her name from her previous occupation as a sort of explosives barge. The intention was to cruise her through the Islands but again the war upset these dreams. A 46', she had a giant 4 cylinder 60 h.p. engine which started on petrol and then ran on kero.

One could no doubt go on and on relating all the interesting aspects of the various yachts and his experiences with them — space is a limitation. John, best wishes for fair and enjoyable sailing with your latest, "Mercedes".

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# Noumea, Noumea....

I used to spend my annual holidays in New Caledonia and I hope those joyous people will forgive my description of it "as a poor man's trip to France". It didn't and doesn't cost much to go to Noumea. It is French and Foreign from the moment you land, utterly and completely different, you see it, hear it and yes, occasionally smell it. The island was discovered by Captain Cook in 1774 and by an unfortunate stupidity England lost possession of it.

There's about 45,000 metropolitan and local French people with some 45,000 'indigene', Melanesians, Polynesians and odd mixtures. There used to be Tonkinese, and plenty of them, but I think the whole lot were bundled off to Indo-China a long while ago.

There is no apparent racial discrimination and such as there is is pretty low key. It is utterly a French colony one of the few left in the world and I often wonder how it escapes world criticism. There was once a revolt, about 15 years ago but the French naval marines very smartly stopped it.

However, even though it is a tightly controlled colony the locals do well and I would be surprised if their overall standard of living isn't much higher than ours. So there is a wide fascinating spectrum of life and visiting yachtsmen will have a welcome not given to tourists and other strangers. Reef protected, the waters are calm and placid, the beaches long and warm. A half hour sun bathing induces a lovely lethargy which makes it wholly undesirable to leave. Noumea closes at lunch time, literally, the shops and offices all shut for lunch and siesta. The eight hour day is made up by early start and late finish. I tell you they lead a pleasant life. There are quite a few Australians there — permanently. I spoke to one of them on

the beach at Ause Vata. Just a casual word at first, it was obvious that he wasn't French. Transpired that he was a photo engraver at the local newspaper with additional income from a small block of flats in Bondi.

Occasionally he had a touch of nostalgia and then he would read in a Sydney paper about cold snaps, the biting westerly, record rain falls, car casualties, train strikes, power strikes after that he would flake out and get more sun. Well maybe next week!

However, even though Noumea may be cheap to get to, it is an expensive place, more so than ever now that nickel commands such good prices — the island of New Caledonia is just about one great mass of the stuff. That went on for years and he never went back to Sydney — I'll bet he's still there. I could go on, I envy the yachtsmen who go in the Noumea Race.

But one final word — they are an extremely polite people. Some would say that we are too, but if we are we express it a different way. You meet them, however, casually and it is 'Bon Jour M'sieu' and a hand shake. You have the hand shake when you leave, and if by some coincidence you meet them ten minutes later, the same salutation occurs. Whilst informally clothed bare torsos are not liked, neither is noisy inebriety. It is wise to remember that English is widely understood, therefore please be guarded in conversation. I have heard some nasty comments unhappily by Australians expressed publicly in restaurants. But they were paid back — they were always last to get minimal service.

But you can't fail to be enamoured with New Caledonia. Try and take a few days off, hire a car and explore the place. A week's sailing around the islands, and will only make the Barrier Reef a poor substitute. — E.L. Thompson.



*Just look at her frock, our storm suit  
has a better cut.*

# Imagine sailing through Bass Strait tacking to windward and your craft is holed by an iceberg.

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# M.S.B. joins Public works



*Well, we were going to sail around the world, but he's still in the yacht club talking about it.*

Sydney yachtsmen are vitally interested in the decision of the State Government to bring the Maritime Services Board, now a statutory authority, under control and direction of the Minister for Public Works.

Although pressure on port facilities for commercial shipping and other considerations have been suggested as the main reasons for this significant move, boating people everywhere are speculating on what other changes can be expected in the private boating sector.

In October, 1971, the Federal Government said it was looking into means of improving the safety of private yachts and pleasure craft and had already secured the co-operation of State transport ministers in the project. In January, 1972, it was reported that uniform boating safety regulations were "almost certain" to be in force by the next season.

Several years ago a controversy was generated on recommendations for safety regulations for small pleasure craft put forward by a group of parliamentarians led by Mr. Keith Doyle M.L.A. Last year, the State Government promised that if it was returned to power, legislation that enabled the Maritime



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Services Board to enforce safety regulations on all boat owners would be introduced.

In announcing the decision to revoke the traditional independence of the Maritime Services Board in favour of direct political control Mr. Leon Punch the N.S.W. Minister for Public Works, said other amendments would give the Board greater powers to take action against persons responsible for causing erosion or siltation in ports under its control and to extend regulations requiring safety equipment on vessels.

An important aspect of the new legislation concerning safety equipment would enable the safety regulations to be applied to private vessels in navigable waters. At present the legislation applies only to vessels of trade.

Mr. Punch said the high incidence of accident and deaths and the costs of rescue had made it essential that private vessels be required to provide prescribed safety equipment. ●

agreed that the committee's main concern should be the cruising yacht travelling alone or in small groups rather than the club-organised cruises which were always well planned by experienced yachtsmen.

Many amateur yachtsmen, often inexperienced, are making long cruises off the coast and attempting overseas voyages. One of the objectives of the cruising committee will be proposals for education of cruising yachtsmen to embrace, as far as possible, adequate preparation, including safety precautions and an acceptable level of seamanship.

Dick Mallyon of Wollongong Yacht Club is Chairman with Ken Godfrey of Royal Sydney Yacht Squadron as Deputy Chairman.

C.Y.C. representative Nick Cassim describes the new committee as a "Think Tank" on the problems and possibilities of cruising. Already the following matters are under consideration:

1. Clearing House for information.
2. Coastal Radio facilities.
3. Weather forecasting on radio.
4. Policy regarding coastguard.
5. Visitors anchoring or mooring space in outports.
6. Port Officers or outport clubs for reference.
7. Correction or updating of sailing directions as they apply to the cruising yachtsman.
8. Watch for facilities being withdrawn and seek improvement of existing facilities where necessary.
9. Education of cruising yachtsmen to ensure, as far as possible, their compliance with safety matters and good seamanship.

► (cont. p.23)

## Cruising think tank

by BASIL CATTERNS

A special cruising committee has been formed by the Yachting Association of N.S.W. to consider the problems of cruising yachtsmen.

A recent meeting of representatives from nine Keel Boat Clubs

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# Shenandoah Wins Australian 1/2 Ton Cup



## HOOD SAILS WIN IN SMALL YACHTS TOO

½ ton winner Shenandoah carried Hood Sails exclusively and many of the prominent yachts in both ½ and ¼ ton divisions such as Plum Crazy — Butterscotch and Invincible shipped Hood Sails aboard for this regatta.

Here are some remarks from the skippers of these yachts:

**SHENANDOAH — Peter Cole.** Our new ½ oz. Radial Head Spinnaker made from Hood Floater Fabric, proved to be our "Secret Weapon". Nobody was running faster than Shen downwind — the crew want to use it all the time.

**PLUM CRAZY — Tig Thomas.** Our new Hood No. 1 Regular Genoa is an amazing sail. Performing outstandingly from 8 to 25 knots as our win in the 4th race proved beyond question.

**BUTTERSCOTCH — Max Stokes.** Our new Lightweight Hood Genoa is a beautiful close winded sail, performs remarkably when reaching as well. Our Hood Radial Head Spinnaker has enormous projected area, carries shy very well.

**INVINCIBLE — Dick Cawse.** I didn't think Hoods were interested in small yachts but I changed my mind after Kev Shephard, the sail consultant at Hoods, came out on the boat and showed us how to set and adjust the gear, the boat really started to fire.

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# LEVEL RATING REGATTA with minimum of fuss

by Tony Cable

More by solid preparation than luck, a feature of this inaugural Level Rating Regatta and Australian Championships series was that they were conducted extremely smoothly and efficiently. Everything seemed to go just right, for instance, in 25 starts there were only two individual recalls ("Tranquillity" and "Defiance" having the honours).

Congratulations must go to all race officials, particularly (if singling out is permitted) to the Regatta Director, Keith Moss. The Measurers had a busy time days before the series, with new boats to be checked and they always seemed to be tramping around with the new "headroom frame gauges". It seems that we might see those on the finishing boat putting in for danger money. At the finish of the first ½ Ton race, "Granny Smith" (Mike Fletcher driving) and "Concubine" (Mick Morris) both hit "Offshore". George Barton and Keith Moss had the taperecorder going at the time to record finishes and the comments they made as they saw that they were about to be "boarded" make for a humorous, but unpublishable tape.

For the record, official starter David Goode recalled that this was only the third such incident in many years — "Moonbird", 6 years ago and "Shimaal" and "Maria Van Diemen" (as a pair) 8 years ago.

The Regatta is understood to be the first of its type in the world, with all 5 official Ton classes competing. Its success has confirmed it as an annual C.Y.C.A. series and next year the fleets are confidently expected to be "enormous". This should be particularly so with the ½ and ¼ Tonners, where numbers around 40 to 50 are anticipated. There should be a lot more ¾ Tonners considering the large numbers of S & S 34's and Brolgas around. The 1 Ton fleet potentially should be also larger, particularly with some owners being encouraged by the

► (from p.21)

10. Availability of suitable safety equipment.

Information on Port facilities will be collated on an area basis and clubs have been asked to handle this assignment as follows:

Royal Sydney Yacht Squadron	— Sydney Harbour area
Royal Prince Alfred Yacht Club	— Pittwater-Brisbane Water area
Coasting Cruising Club	— Newcastle-Port Stephens Area
Wollongong Yacht Club	— South Coast area

Nick Cassim and his C.Y.C. Cruising Committee of Ron Cottey, Harvey Drew, Jimmy McLaren and Don Mickleborough are now working on a programme of club cruising events to follow the end of the ocean racing season. They seek suggestions and assistance from interested cruising yachtsmen. You can reach Nick Cassim on 211 3888. ■

## RACING REPORT

good performance of the old stock Swanson 36' "Matika", showing that she could hold her own with the latest. There is also increased scope with the 2 Tonners, particularly when considering the largish number of Cole 43's around.

The biggest fleet were the ½ Tonners with 13 racing, while all the others had between 4-6 starters. Actually, the 2 Ton fleet was down to only 3 after the first race when "Ruffian" lost her mast (she rounded up, the pole skyed and away it went). The fifth entrant, "Taurus", did not start in the series.

The weather provided a good mix of conditions. For the first two short races, there were 20-25 knot breezes with some sea running. The medium race caused several upsets due to "holes". Quarter Tonner "Robbie", for instance, was 3 miles ahead at the Heads, fell into a hole and finished third. The fourth race had some N.E. to 15K, but this lightened off, so that the ¾, ½ and ¼ Tonners finished on a shortened course. In the final race, while there were some good squirts, much of it was light and variable and the weather miserable.

To very briefly summarise some of the performances:

### 2 Ton Class

The newly modified Hood design "Mary Blair" won the first race which gave Peter Riddle's Victorian crew some compensation for making the effort to participate. Unfortunately, however, for them Alain Streichenberger's "Callipyge II" really got going and went on to win all the other races. The third yacht, "Polaris", had three seconds. But with only three yachts in it, it really wasn't much of a "Championship".

### 1 Ton Class

A good win for the Gary Mull designed "Bushwhacker" (R.P.A.Y.C.) with three firsts and two seconds. With her second in the first race, "Warri" looked as if her recent modifications were successful but it was apparent later that more tuning was needed. "Stormy Petrel" with one win, showed patches of her fine class but not having sailed much lately, she was plagued with gear troubles — in the medium race, she retired with a spinnaker wrap "Matika", with a first and two seconds, continued to demonstrate the good form she has shown in other races this season.

### ¾ Ton Class

The S & S 34 "Marara" (C.Y.C.A.) was sailed extremely well by Ken Flehr to take this Championship with four wins. Her sister ship, Hugh Findlay's "Boomaroo III", with three seconds and a first, was continually pressing her. Their success will be encouraging to the many others of this class around Australia. Second was the keenly sailed "Zilvergeest II". The other two vessels in the series, "Diamond Cutter" and "Fidelio", both Joubert Brolgas were not consistent starters.

### ½ Ton Class

In this series the S & S design "Defiance" gave early notice with wins in the first two races. With a new keel shape, 1,000 lbs. heavier, she really loved the fresh breezes but could not go in the lighter races and ended up with a second overall. Peter Cole's own design "Shenandoah" (R.S.Y.S.) was the clear winner with her very consistent 3, 2, 1, 2, 1 — observers were impressed with her excellent tactics throughout. (Her sister Cole



31, "Piccolo", only managed ninth.)

Third, "Plum Crazy", showed some form with a second and first but her 5, 7, 6 were barely enough to give her this place .75 points in front of the Currawong, "Butterscotch". The other Joubert Currawongs, "Granny Smith" and "Flamenco", finished sixth and seventh, respectively.

#### ¼ Ton Class

Doug Brooker had a clear win in his new S & S "Jiminy Cricket" (M.H.Y.C.) with two first and two seconds. The Finot design "Clandis" with Bill Solomons aboard, looked very dangerous with wins in the first two races but then blew out to fifth overall with a 6, 5, D.N.F. In the first race she sailed like a rocket beating several of the larger Ton class yachts off

the stick and won by 8 mins 50 secs.

The fleet was dominated by Joe Adams' Tasman 26's, with 4 of the 6 starters of this class, with "Invincible" (Bob Cawse) and "Robbie" (Tony Fisher) taking 2nd and 3rd. This class had very keen racing in the delayed start 4th race, two of Robbie's crew went over the side for a last minute hull polish at the start line.

Despite some disappointment perhaps in the smallness of the fleets, the Regatta has nevertheless had its baptism and there is no doubt that the event will now become one of the leading Australian and International series. Already, the planning of the 1975 Regatta is under way and a questionnaire is being circulated to interested owners to gain post mortem reactions from participants and suggestions for improvements next year.



Above: (left to right) Charlotte, Granny Smith, Flamenco, Plum Crazy

Below: one Ton Winner Bushwacker

(photos Modern Boating)







(left to right) Concubine, Granny Smith, Plum Crazy, Shenandoah

### LEVEL RATING REGATTA PLACINGS

	<b>RACE 1</b> 22 MI.  Breeze 20-25K 195	<b>RACE 2</b> 22 MI.  Breeze 20K, 190	<b>RACE 3</b> Medium Length (2 & 1 Ton 170 MI. $\frac{3}{4}$ & $\frac{1}{2}$ Ton 120 MI. $\frac{1}{4}$ Ton 90 MI.)	<b>RACE 4</b> 22 MI.  Breeze NEE 5-15K	<b>RACE 5</b> Long Offshore (2 Ton 300 MI. 1 Ton 260 MI. $\frac{3}{4}$ & $\frac{1}{2}$ Ton 210 MI. $\frac{1}{4}$ Ton 170 MI.)	<b>OVERALL PLACINGS</b>
<b>2 Ton Class</b>	1. Mary Blair 2. Polaris 3. Callipyge II	Callipyge II Polaris Mary Blair	Callipyge II Polaris Mary Blair	Callipyge II Mary Blair Polaris	Callipyge II Mary Blair DNF	Callipyge II Mary Blair Polaris
<b>1 Ton Class</b>	1. Bushwacker 2. Warri 3. Stormy Petrel	Stormy Petrel Bushwacker Matika	Matika Bushwacker Warri	Bushwacker Matika Stormy Petrel	Bushwacker Matika Warri	Bushwacker Matika Warri
<b><math>\frac{3}{4}</math> Ton Class</b>	1. Marara 2. Boomaroo III 3. Zilvergeest II	Marara Boomaroo III Diamond Cutter	Boomaroo III Marara Zilvergeest II	Marara Boomaroo III Zilvergeest II	Marara Zilvergeest II DNF	Marara Zilvergeest II Boomaroo III
<b><math>\frac{1}{2}</math> Ton Class</b>	1. Defiance 2. Plum Crazy 3. Shenandoah	Defiance Shenandoah Tranquillity	Shenandoah Piccolo Defiance	Plum Crazy Shenandoah Granny Smith	Shenandoah Butterscotch Granny Smith	Shenandoah Defiance Plum Crazy
<b><math>\frac{1}{4}</math> Ton Class</b>	1. Clandis 2. Invincible 3. Jiminy Cricket	Clandis Jiminy Cricket Invincible	Invincible Jiminy Cricket Robbie	Jiminy Cricket Robbie Invincible	Jiminy Cricket Robbie Invincible	Jiminy Cricket Invincible Robbie

# CEIL III

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# Division 5 Offshore News

At last we are seeing some action within the Club, to encourage support for the smaller boats and consequently the younger members.

The inaugural Level Rating Regatta provided a much needed boost to Division 4 and 5 racing. Interest must surely increase in J.O.G. racing and following the Presentation Dinner on Thursday 28th March, it would appear that we have a bright future ahead.

In an informative address, Mr. David Rament, who has pioneered J.O.G. racing, described how the "Stardust" trophy came into being, and gave great encouragement to all those interested by letting them know, that even if they are not on the usual winning lists, there is always the chance of taking out this most coveted trophy.

The Level Rating Regatta gave us the opportunity of observing this new style of small yacht, greatly enhanced by the addition of production boat quarter tonners. ■

## That Barbecue

• by John Brooks

The Club Barbecue held at Store Beach on Sunday, 9th of February, was an enjoyable outing for all who participated and notable for the 'decor' displayed by the many members who stayed to make an evening of it.

Around thirty boats under the CYCA Burgee anchored off the beach and the Laser Championships got under way with varying degrees of expertise displayed.

Rob Mundle supplied the Lasers and must have wondered at his own judgement as the grog supplies dwindled and the Laser handling got more and more uninhibited. The finals were completed in darkness and few had any idea as to the winners but John Roach distributed the liquid prizes with fine judgement and a beneficent smile.

There is nothing to beat a good barbecued steak and several slurps of wine on a beach when surrounded by a multitude of sailing friends. The area around the makeshift bar became rather crowded. The best time to get a beer was during the occasional short lived shower when some of the less hardy members disappeared into the bush. It became noticeable that some couples were taking longer and longer to come back even when the shower was over.

A magnificent post-midnight sail home completed the perfect day and thanks go to the House Committee for a great function and to Don Dixon, Hedley Watson and John Roach who did all the work. Hedley, unwilling to leave the barbecue equipment exposed to the night air, stored it all, along with the club tender, in six feet of water outside the Club. ■

It was indeed unfortunate that the Supersonic 27's failed to meet the specifications, through a misinterpretation of the after girth measurement. Had these been acceptable the fleet would have been considerably larger than the six boats which started. No doubt Peter Cosgrove's "Fullaway" and some of the others would have proved formidable opponents.

Of the six boats which took part in the inaugural regatta, there were some which were so spartanly fitted out, that they may find difficulty, through lack of comfort, in competing in any races longer than the short Olympic course. However, their participation gave an opportunity for members of FOUR different clubs to meet and exchange ideas and impressions and to compare their own boats with the best.

Racing was so keen that the crew of one quarter tonner even slept aboard overnight between races.

Congratulations must go to "Jiminy Cricket", skippered by Doug Brooker, and in particular to his crew, which included the only girl in our fleet, for their fine win.

In the Division 5 SOPS, with two races to go, "Basilisk", skippered by TV personality Roger Climpson, is leading in her first season with the Club, from "Fair Lady" (Otto Comanos) with "Stardust" (Buster Rickard) and "Pabria" (Illy, Robinson and May) battling for third spot.

In the OPS, two yachts are fighting for first place, "Cagou II" (Brian James) and "Stardust", with "Stardust" leading by a narrow margin after the Lion Island race on March 29. "Pabria" is a safe third, but has problems. Tom Illy now has a higher voice after falling down the hatch. However, he's been stitched up and should be back on deck soon. The final OPS race will be sailed on May 3rd, to Lion Island and the S.E. Seamark.

The Friday night race (29th March) to Lion Island was won by "Bootlegger" (John and Paul Goss), who also took line honours. "Stardust" was 2nd, with "Cagou II" a close third.

"Aurora", with a mixed crew (Bev Carter and Chris Dowsett backing up Lew Carter and Warwick Ackhurst) was unlucky to wrap her kite after leading the fleet out of the Heads. Rumour has it that we'll be seeing some multi-coloured nylon tablecloths at the Carter establishment!

"Okka", owner John Hebden, was unlucky to miss the Level Rating Regatta, as his boat was completed just a week too late.

"Rebel", another quarter tonner, lost her mast while racing in the Iduna Shield race on March 30. Another blow to Dave Holloway, commodore of Botany Bay Club.

Brian James is updating into a new Miller Half Tonner. Brian, who insists on an easygoing approach to racing, is always the man to watch when things are tight.

This winter season, for the first time, we shall be seeing a quarter ton division racing with the CYC. Interest is high, and entries should be good.

News for 1975 is that all CYC JOG races will be sailed under two handicaps — Adjusted Club TCF's and fixed TCF's based on the YA Short Measurement.

Plans have been outlined recently for the introduction of a "Joggies' Corner" in the bar. We need some interesting photos of JOG yachts (past and present) for this area. A JOG notice-board will be installed also.

After two excellent film nights run by the Club, and all sold out, many new faces were seen. I hope that we see these faces around Coaster's Retreat more often. *from Robbie Landis* ■

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# more racing news

## HALVORSEN BROTHERS TROPHY RACE

This has to be one of *the* most unusual races, in that the first boat over the line was 10 hours ahead of the second!

The race started in an ENE breeze of about 12 knots, with "Apollo" leading "Love and War" and "Queequeg" out of the heads. The fleet lay up the coast to Bird Island with sheets just cracked.

Early on the Saturday "Apollo" managed to open a substantial break on the rest of the field as she approached the island. From then on, the cast for the rest of the race was set.

The balance of the fleet seemed to find a few holes as it travelled south to Tom Thumb. Meanwhile the big bird surged on at 9 to 10 knots under a starcut spinnaker to round the island at 2 p.m.

The next boat was five hours behind.

"Apollo" got up the coast in an easing nor-easter and crept down the harbour on the last of the breeze and a run in tide, crossing the line about 12.20 a.m. on Sunday.

Then the long wait. "Love and War" came in at around 10 a.m.

## JANZON TROPHY RACE

This 90 mile race to Bird Island and back proved to be one of the longest in some time with the line honours boat "Pacha" taking just over 20 hours to complete the course.

The race started in an 18 knot N.E. breeze which saw "Love and War", "Queequeg" and "Pacha" break through the lee of North Head together to the open sea. After a few hours the breeze gradually eased but "Love and War" continued to hold a slight lead over "Queequeg" followed by "Pacha", "Taurus" and "Matika", the latter two really doing well in the dying wind.

First light saw "Love and War" inshore of the island becalmed with "Queequeg" a little to sea and a whisp of breeze. Meanwhile "Pacha" came from behind and wide to sea in enough breeze to round right on the rocks, shoot the lee and round first, followed by "Queequeg".

Some boats like "Love and War" were becalmed inshore for hours and "Pacha" ran back in front of a Noreaster which rarely got above 8 knots to take line honours at 4 p.m. on the Saturday with "Queequeg" second a few minutes behind.

I.O.R.	First	"Matika"
	Second	"Queequeg"
	Third	"Granny Smith"

## FOUNDERS CUP RACE, BIRD ISLAND, 29/3/74

Sailed in variable SE-SW breezes of 5 to 25 knots. The fleet was disappointingly small (only six boats in the first three divisions).

The start was in fairly light conditions with several of the smaller vessels recording very quick times. On Saturday the wind freshened to 25 knots but remained variable. "Love and

War" was first home, followed by a well sailed "Pilgrim". Overall, honours went to "Granny Smith".

	First	Second	Third
Division 1	Love and War	Taurus	D.N.S.
Division 2	Pilgrim	Matika	D.N.S.
Division 3	Marara	Odyssey	D.N.S.
Division 4	Granny Smith	Flamenco	Talisman
Overall	Granny Smith	Love and War	Flamenco

## FLINDERS CUP — FLINDERS ISLET 8th MARCH, 1974

The race started in a fading N.E. breeze that for many of the fleet all but died overnight. Those offshore seemed to do better with "Queequeg" being first to the island.

The light breeze had a lot of east in it through Saturday, but died again on Saturday night to the frustration of the tail enders. Line honours went to "Apollo".

	First	Second	Third
Division 1	Ruffian	Queequeg	Caprice of Huon
Division 2	Matika	Pilgrim	(D.N.F.)
Division 3	Marara	(D.N.F.)	
Division 4	Granny Smith	Piccolo	Shenandoah
Division 5	Stardust	(D.N.F.)	
Overall	Matika	Pilgrim	Ruffian

## THE BASIN CUP

When the gun went for this 30 miler nearly all the fleet was in a drift. One of the more noted yachts was even drifting from the wrong side of the line.

However, although conditions should have favoured the smaller yachts it was one of the largest, "PACHA", that made the best start in a puff of a South-Easterly breeze and opened up a lead of a few hundred yards on the fleet as she passed Neilsen Park.

As the heads were approached the fleet received a welcome East South East wind which settled down at about 15 knots. Towards the first mark "Apollo" passed "Pacha" to leeward the latter not steering a particularly good course.

This proved to be a fair race in regard to wind strength and direction outside with "Apollo" getting the gun followed by "Pacha", "Love and War" and "Taurus".

I.O.R.	First	"TAURUS"
	Second	"PACHA"
	Third	"PILGRIM"

Club T.C.F. results were:

	First	Second	Third
Division 1	Pacha	Alcheringa	Caprice of Huon
Division 2	Patrice	Matika	Onya of Gosford
Division 3	Sandpiper	Ali Baba	Cherana
Division 4	Jiminy Cricket	Rebel	Talisman
Division 5	Fair Lady	Aurora	Anna

# Interstate Reports



The O.R.C.V. has run two races so far this year.

The first was over a distance of 110 miles to Grassy on King Island and was sailed on the January long weekend. The race attracted only nine starters as it clashed with the popular ANA Regatta in Geelong. Line honours and first place was taken by *Destiny II* (Graeme Chapman), second was *Four Winds II* (Stan Gibson) and third *Widgeon* (John Bish). The race was sailed in southerly breezes up to 15 knots with thick sea fog. The fog made the landfall and approach to Grassy quite interesting for most competitors.

The March long weekend (Labour Day holiday in Victoria) saw 11 yachts set off for Stanley on the NW tip of Tasmania, a distance of 194 miles. Line honours went to *Banjo Patterson* (John Jarrett). First place was taken by the well performed *Swanson 36 Jisuma* (Ted Freeman), *Paejen* (Fred Short) was second. Third place is subject to a protest between *Superstar* (K. Farfor) and *Koomooloo* (Ron Young). The race was sailed in ESE breezes of 10–15 knots.

The O.R.C.V. will shortly be celebrating its 25th Anniversary (the club started off its days as the Cruising Yacht Club of Victoria). A dinner dance is planned for the 4th of May at which Sir Henry Winneke (soon to become Governor of Victoria) will be guest of honour.

Ron Elliott, Honorary Secretary of the O.R.C.V., is quietly confident that the club will shortly be in a position to announce details of negotiations concerning permanent premises for the Club. Obviously, no further information can be disclosed at this stage, but it is to be hoped that the current negotiations can be successfully concluded very soon.

Al and Tommy Stephenson recently launched their *Defiance* type half tonner at Sandringham Yacht Club. The yacht named *Providence*, should set the pace for half tonners on the bay. Al and Tommy designed and fitted out the interior themselves and planned the deck layout. *Providence* has been prepared with flat out racing as the sole objective and is a first class job with many innovative ideas incorporated in both the interior and deck layout.

Ron Young has recently completed an extensive refit of *Koomooloo* at Sandringham Yacht Club, thus continuing to maintain her in mint condition. She remains one of the most attractive yachts in Australian waters.

After a mixed bag in the ANA Regatta at Geelong, (line honours from *Superstar* and *Vittoria* in the 120 mile bay race and a wipe out in the short race on an olympic course), Peter Hankin has sold *Bacardi*. She has been bought by Bill Croft and Bill Rockcliffe and will remain at Sandringham Yacht Club.

Victorian interest in the level rating series fell away primarily for two reasons.

1. Difficulty in getting top crews together who could afford more time off after a busy December/January period yacht racing and
2. Lack of time to prepare recently launched yachts or building/material delays on yachts under construction — particularly half and quarter tonners.

However, the results of the series will be evaluated with interest in Melbourne and it is to be hoped that a strong contingent will be present next year.

## W.A. Offshore

— Jonathan Farmer

### LOCAL HANDICAPPING

Due to the large number of various boats eligible to race offshore, and their different designs and ages, a fairly efficient system of Time Correction incorporating a performance factor has evolved. Mr. Jack Seabrook, of Royal Perth Yacht Club, has documented every boat's performance for every race sailed over the last five years. Jack has sheets listing the boats in alphabetical order with their measured T.C.F., their allotted handicap for a certain race and the handicap actually sailed to in that race.

On the Monday prior to an offshore race, a panel of one representative from each Club meets and allots a handicap for each boat using this system together with personal experience.

Apart from Jack Seabrook, all the panel members sail regularly. Naturally I.O.R. plays an important part in Western Australia's racing programme.

Royal Freshwater Bay Yacht Club has copied the C.Y.C.'s system of announcing results by means of a bunting board and cards for each boat. This worked well for the Bunbury Race, where a separate card for I.O.R. and T.C.F. was used.

### THE BUNBURY

This is the oldest race in the history of Western Australian Offshore Racing, the first race being sailed in 1948.

This year a record fleet of 38 boats started in three divisions. The *Sou'Wester* kicked up a nasty short sea as it gusted up to 35 knots from 25 knots for most of the day and early evening. Foredeck crews were fully extended as they constantly changed headsails.

The bigger boats, "*Siska II*", "*Apollo II*" and Jack Cassidy's "*Evelyn*", a large plywood downwind flyer, were well south of Cape Bouvard before the breeze backed to due south which made the mark at Bunbury directly up wind. These front boats gained a substantial advantage due to the wind shift and they all rounded the Bunbury Mark in plenty of breeze.

The smaller boats had far more distance to cover into this nasty sea, and to make matters worse the breeze lightened off as many of them rounded the Mark.

The run home was uneventful and once again favoured the

larger boats. "Apollo II" skippered by Alan Bond won from "Siska II" and "Rampage".

Division 1 on T.C.F. handicaps went to "Siska II" for the second year in succession, from "Apollo II".

Division II was won by "Casuarina", an S & S 30 from "Tangaroa", a Wagstaff 30'.

#### LEVEL RATING

Next season will see a tremendous boost in level rating boats — particularly in the 28–32 foot half ton cup class. Already the concept of level rating is being discussed and there will be at least five new designs racing.

Rolly Tasker plans to launch his new 3/4 Tonner within 3 weeks. Rolly also has plans to build a 51 footer which is scheduled for 1975.

Guy Fornaro, previous skipper of "Hellfire", launched "Brutta Faccia" a week ago. She is a sister ship to the famous "Ydia", and looked very fast when put through her paces relatively untuned. Painted green with white trim, she is a very pretty craft and Guy together with his dedicated crew should get the best out of her fairly quickly.

It would be interesting, after comparing "Brutta's" performance against the higher rating "Rampage", to see "Ydia's" performance against "Ceill III".

#### YANCHEP

South of Perth Yacht Club conducted their Annual Yanchep Race last weekend (16th March). It was a most interesting course which took advantage of varying weather conditions.

Twice around a windward and return course of some 160 nautical miles.

The fleet started off at 0900 in a 5 knot drifter which did not increase until mid afternoon. All boats rounded the Yanchep Mark — a Launch moored 5 miles off Alan Bond's Two Rocks Marina — before midnight.

The beat back to Rottnest spread the fleet out considerably and those navigators who efficiently conned their way around Rottnest Island's West End Reefs gained a considerable advantage. Another light to moderate run with the breeze increasing steadily and then round the Yanchep Mark again and a beat to the finish against a 30–35 knot southerly.

This little blow shook up many of the smaller boats, but there were no casualties.

"Apollo II" won the Yanchep from "Rampage" and "Siska II", whilst "Rampage" won T.C.F. Division 1, and a Space Sailer 27 named "Touche" won Division II on T.C.F.

#### AMERICAS CUP

An informed source advises that "Southern Cross" has not yet realised her full potential, whilst "Gretel II" is sailing to her absolute maximum.

The new boat is winning most of the Match Races, and great things are expected from her new far stiffer mast which should be ready very soon.

Both boats will be shipped to Newport towards the end of April ready for the French Challenge.

Everyone here is very enthusiastic and fairly confident. ■

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# Celestial Navigation Classes

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

To qualify for the class interested persons should have some reasonable 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 be strictly 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, (\$10.00 for non-Club Members) 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 three 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.

---

## Computer Navigation

The celestial triangle can be solved on a pocket calculator. For example, using a Hewlett Packard model 35 or 45 it can be solved in a matter of minutes.

The accuracy is to nine decimal places and the Dead Reckoning position is used in the calculation but rounded off to whole degrees, as is done when tables are used.

This means that position lines can be rapidly drawn directly on the chart — meaning more minutes saved.

It is proposed to stage a demonstration of both methods in the near future. The precise time will be announced to members by mail. Hopefully many interstate members will find time to attend.

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Facing Page ►  
and page 34

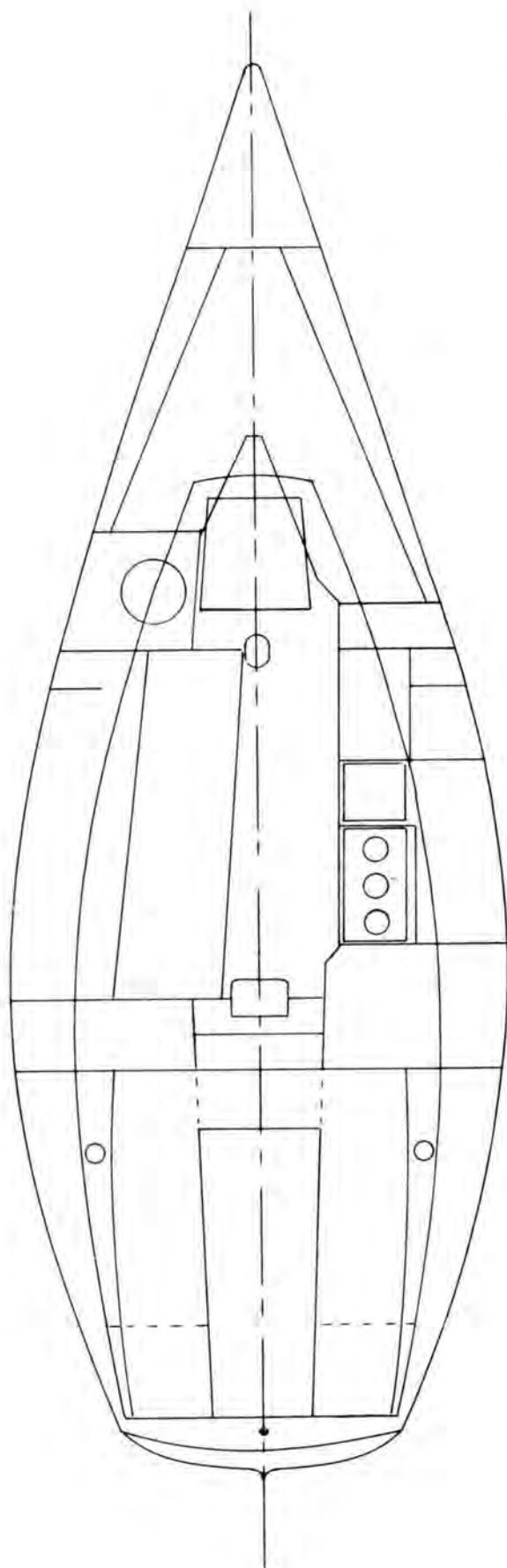
'JIMINY CRICKET'

SPARKMAN & STEPHENS

QUARTER TONNER

Winner of quarter ton  
division of Level Rating  
Regatta

# Jumpin' Jiminy!



"Jiminy Cricket" 1/4 Ton Yacht, owner — Douglas Brooker.

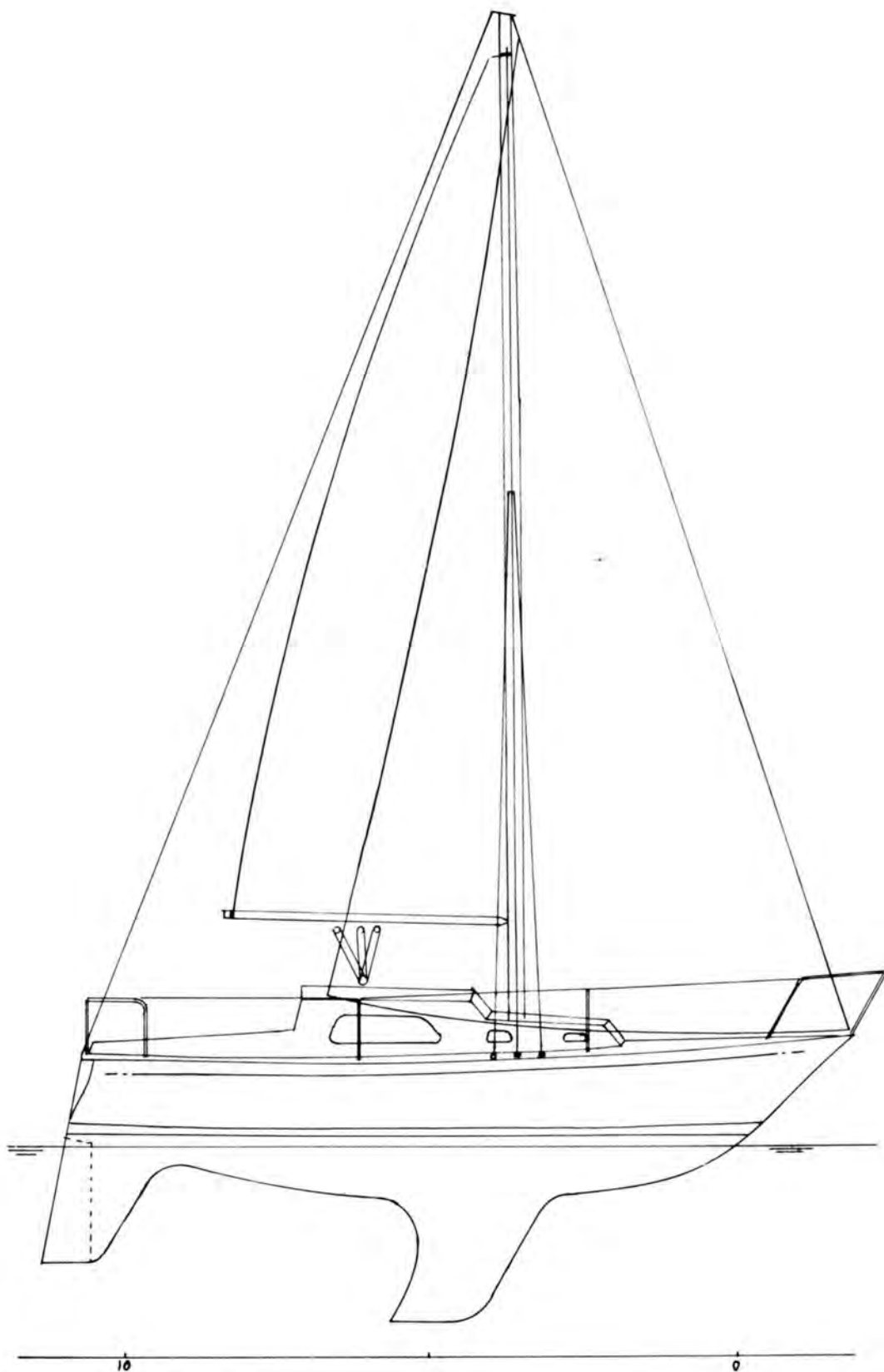
Builder	Douglas Brooker Custom Yachts
Designer	Sparkman & Stephens
Sails	Miller & Whitworth
Engine	Yanmar 8SE Diesel
Instruments	Hepplewhite Speed/log EMS Windspeed Ritchie Compass
Hull	Dynel Sheathed, 3 skins cold moulded
Deck	Laid Teak over ply
Mast & Boom	Spruce
Interior	Varnished silver ash ply with Australian Red Cedar trim 5 2/3 berths, toilet, hanging locker, galley and chart table 5'10" headroom

LOA	25'3"	I	33.2 ft.
DWL	19'3"	J	10.27 ft.
Beam	9'5"	P	27.75 ft.
Draft	5'3"	E	8.81 ft.
Disp	4298 lbs.	Main	132 sq.ft.
Ballast	1970 lbs.	No. 1 Genoa	254 sq.ft.
Rating	18'0"		

"Jiminy Cricket" was launched on January 24th, 1974 by Jacqueline Brooker, aged 5, at Clontarf. The boat is named after the Brooker family's favourite Disney character. She sailed in various races tuning for the Level Rating Championships without much success, but the crew of Doug Brooker, Valerie Brooker, Don Turner and Bill Edmunds settled in very well and got to know the boat fairly well. In the eight weeks to the end of the championships, Jiminy sailed over 600 miles.

She has proved to be extremely fast in light and moderate winds and well able to hold her own in the fresh weather.

With third and second in the first two 22 mile races of the Championships, with wind from 20-30 knots and big seas, she demonstrated her ability to go to windward in adverse conditions. Race 4, a 22 miler, was held in a 3-8 knot breeze. "Jiminy" won by 16 minutes, having increased her lead at each mark. The final race of the series, 170 miles, gave the crew a chance to experience all weather conditions, including a run off Bondi in an 18 knot Sou'Easter with "Jiminy" wave riding at up to 10½ knots under perfect control. (diagram ►)





# House Committee Report

The main news from recent meetings of the House Committee is that the old T.V. room immediately adjacent to the kitchen is to be renovated and the adjoining wall knocked out to give a larger "galley", and staff more room.

This extension will provide additional space for appliances as well, which will speed meal service time and cut waiting.

We understand that the quality of C.Y.C. meals served by the bay remain as good as ever since the appointment of our recent chef and members are encouraged to regularly patronise the beautifully situated dining room.

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## Dining Room Hours—changes

From 30th April the Dining Room will be closed on Thursday for both lunch and dinner.

On Thursdays the Bar will be open from 4.00 p.m. — 10.00 p.m. commencing Thursday 2nd May 1974, and continuing on the 1st Thursday of each month, a "Speciality" Dining Night will be held.

The House Committee extend a cordial invitation to members and their guests to be present.

Included in this new feature will be a Beef and Burgundy Night, Prawn and Chicken Night, Spanish Night and Seafood Night.

The Dining Room will be available for private functions on the other Thursdays in the month. Full details of menus, prices, etc. are available from the House Manager.

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## Death of Capt. R.J. Scrivenor R.A.N.



The Royal Australian Navy's Director-General of Training, Captain Robert John Scrivenor, of Turner A.C.T., died in South Australia on January 22 following a motor accident.

## CLUB NOTES

A former member of C.Y.C. and a keen yachtsman, Captain Scrivenor was skipper of the yacht Bali Hai in several Sydney-Hobart yacht races.

He was a member of the Canberra Yacht Club for almost seven years, and was Commodore of the Canberra Division of the RAN Sailing Association and a member of the national executive council of the association.

At the end of the war with Japan, he had achieved the rank of Lieutenant and was the Executive Officer in HMAS QUIBERON, British Pacific Fleet.

In the post-war years he served both ashore and afloat with the Australian fleet, British Commonwealth Forces in Japan, South-East Asian Strategic Reserve and in the Royal Navy.

He served in the Admiralty (1958-60), HMAS MELBOURNE as Executive Officer (1960-62), and staff of the Flag Officer Commanding East Australia Area (1963).

In 1963 he joined HMAS PARRAMATTA as Commanding Officer and Captain of the First Frigate Squadron. In 1965 he was appointed Commanding Officer of HMAS PENGUIN, the Naval shore establishment in Sydney.

From January 1966 he was the Australian Military Adviser's Representative at SEATO Headquarters in Bangkok, Thailand, until he took up the newly created post of Director-General of Personal Services at Navy Office, Canberra, in March 1968.

In February 1972 he was posted as Commanding Officer of the fast troop transport and training ship, HMAS SYDNEY. Then in January 1972, he took up his last posting, Director-General of Training.

He leaves a widow, a son Robert and daughter Anne.

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## New members

Warren Anderson  
Brian Beck  
Ian Bridge  
Peter Brown  
John Burbeck  
Howard Creighton  
Lionel Hann  
Owen Hasemer  
James Jamison  
Colin Mansell  
William Mirow  
Paul Moline  
Frank McDowell  
William Rowe  
Francis Spencer  
Ross Smith  
Donald Tracey

"Granny Smith"

"Cheryl Lee"  
"Dexa"

"Aquila"  
"Summerwind"  
"Saracen II"  
"M.V. Arkuna"

"Nimbus Too"

"Cygnets"  
"Bushwhacker"

# 'Rubber' Kellaway - a Tribute

The death of Ronald G. Kellaway, or "Rubber" as he was affectionately known to yachtsmen everywhere, was mourned by the C.Y.C. on 20th March, when his shipmates and friends joined with his widow Anne Kellaway to send him on his last voyage on the blue waters he loved so much.

Lindsay Mee provided his 75 ft. motor vessel "Bali Hai" at the C.Y.C. marina for the party of 64 who sailed out through the Heads to commit the remains of Rubber Kellaway to the ocean. A simple but very moving little ceremony was enacted as Toby Cheberton cast the ashes on the sea and Jack Pritchett spoke words from the hearts of everyone present.

Rubber Kellaway was one of the most colourful and best loved yachtsmen on the Australian yachting scene. He was a legendary character whose passing will be mourned in yacht clubs everywhere.

He was well known in Hobart, was the delight of the Orford Pegatta and Triabunna entertainment committees. Lake Macquarie knew him as a regular visitor. Brisbane or Bicheno, Gladstone or Noumea, at clubs and pubs along the entire waterfront you could always count on Rubber Kellaway to step forward as a deputy assistant flag officer and with his own simple charm speak up for the C.Y.C. and his ship.

Born in Tasmania, 72 years ago, Rubber attended Hutchins, Hobart's oldest school and quickly developed his love for boating. In the years before the war he became an experienced yachtsman and crewed in the big yachts owned by the



RUBBER KELLAWAY

*"What's the point in going sailing if you don't get a bit of water on you."*



Livingstone Brothers. He served in the Naval Auxiliary during the war.

Rubber was one of the original members of the C.Y.C. in 1945 and crewed in the big yacht "Morna" when she followed the fleet in the first race to Hobart. Since then he has clocked up 17 Hobart Races and countless ocean events in a variety of yachts.

As a seaman he was fearless and efficient. Whether working for'ard or fighting the helm in an angry sea you could count on Rubber to have everything under control. But in particular, his splendid personality, his rugged philosophy and his ready wit were the greatest morale boosters any crew could have under

difficult conditions.

The name "Rubber" derives from an incident in his youth when he rolled down a very steep hill, picked himself up and calmly walked away. "He must be made of rubber, the way he bounced", said his companions and Ron was "Rubber" thereafter.

Anne Kellaway, a tireless worker in charitable causes in the Hunters Hill area, has offered to provide a trophy to perpetuate the memory of her famous yachting husband. Suggestions are invited for a suitable off-shore event. One idea already put forward is that it should be known as the Rubber Kellaway Triabunna Trophy. ■



*Above: believed to be Constitution Dock in the late 1940's. Can any reader identify the whereabouts and whyfores of these photographs?*





## MARINA NEWS

by JACK NORTH

• "Emma Peel", built at Napier, New Zealand, is a heavy steel yacht with a keel of 1" plate. Double skinned for some 60% of her length she displaces 33 tons on a length of 52 feet. She draws 5'6" on a beam of 14'6" and has the short overhangs favoured by her designer, Woolacott of Auckland. Launched as a schooner in 1970, her after mast was shortened in 1972. But although it can be argued that this changed her to a ketch, her crew maintain she is still a schooner. "Offshore" will venture no opinion on this.

Her 76 horse Foden diesel has a fuel range of 1200 miles at seven knots and can push her nine knots if necessary. She carries 350 gallons of fresh water which, if you try to visualise it, is equivalent to eight 44 gallon drums. Everything about her seems solid — all her portholes have deadlights of steel for heavy weather. But the two square sails on her foremast are her most striking feature.

Owner Bert Cadwell says the square topsail was used for over half the passage across the Tasman and the lower sail also saw quite a bit of use. He finds the square rig more convenient than a spinnaker when sailing with a small crew, for the yards are set on roller gear worked by lines from the deck. Therefore the sails can be roller reefed or completely furled by wrapping them round the spar.

She has a most unusual porthole, below the waterline. This, in the after cabin, is made of heavy glass and covered by another solid deadlight. When the deadlight is opened you can sit on the very comfortable locker seats around the inside of the after cabin, sip your beer and watch the fishes, eels, mermaids, scuba divers and other forms of marine life. It's as good as T.V.

"Emma Peel" left Wongoroa, New Zealand, last Boxing Day and arrived at the marina on 9th January, 1974. When they leave Sydney Bert and Karin Cadwell intend to cruise the south-west Pacific for an indefinite period. Incidentally, the yacht is not named after that Avenger woman; her namesake was an American sailing ship of the mid-nineteenth century.

• On Wednesday, 2nd January last, "Billie D" sailed from the marina for New Zealand. Her start was somewhat delayed owing to all the well-wishers at the C.Y.C. bar. "Billie D" of course is Harvey Drew's Salar 40 motor-sailer and the crew included Mrs. Drew after whom the boat is named. The rest of the crew were Harvey himself, Jim MacLaren, Ron Cottee, Dr. W. Webb, Les Lawler and Sid Champion.

The Tasman crossing was made in eight days when the yacht arrived at Tauranga in the North Island. Since then she has

been cruising the New Zealand coast and is expected to leave for Sydney late in March.

• The yawl "Solo" left Mombassa on 12th March bound for Durban. She has a new mast in place of the one lost in the Indian Ocean last July, but it took time to get it out from England. Even then the delivery date was almost two months later than expected.

Vic Meyer filled in time by touring Kenya and adjacent countries and says that his speedo clocked 14,000 miles over this period. He expects the passage to Durban to take fourteen to eighteen days, and his crew is a girl who joined the ship in Cairns. "Solo's" movements after Durban have not yet been decided.

• Attentive readers of this column will recall that "Solo" left the C.Y.C. marina in October, 1972, in the same week that another yacht, "Ice Bird", set out to sail round Antarctica. Well, "Ice Bird" is now in Capetown having completed the main part of her journey, albeit with many hazards. She is scheduled to sail for Sydney some months hence. Her voyage must be one of the most intrepid ever undertaken in a small ship of recent times, either from the marina or anywhere else.

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## a thankyou

The Level Rating Regatta's success was due in no small degree to the excellent organisation of the series by the Regatta Director Keith Moss, and the Sailing Secretary Hedley Watson.

Meticulous care and attention to detail is evident in all events touched by the talent of Keith Moss.

The race officials had a long and tiring week but once again demonstrated their high level of efficiency. Many thanks and congratulations to Gordon Marshall, George Barton, David Goode and Max Lees.

Such events would not be possible without official boats, and once again Keith Storey and Trygve Halvorsen made their power boats available. The Club would like very much to express its sincere thanks.

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