OFFSHORE

NUMBER 23 APRIL 1975 PRICE 50c

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OFFSHORE

APRIL 1975
NUMBER 23

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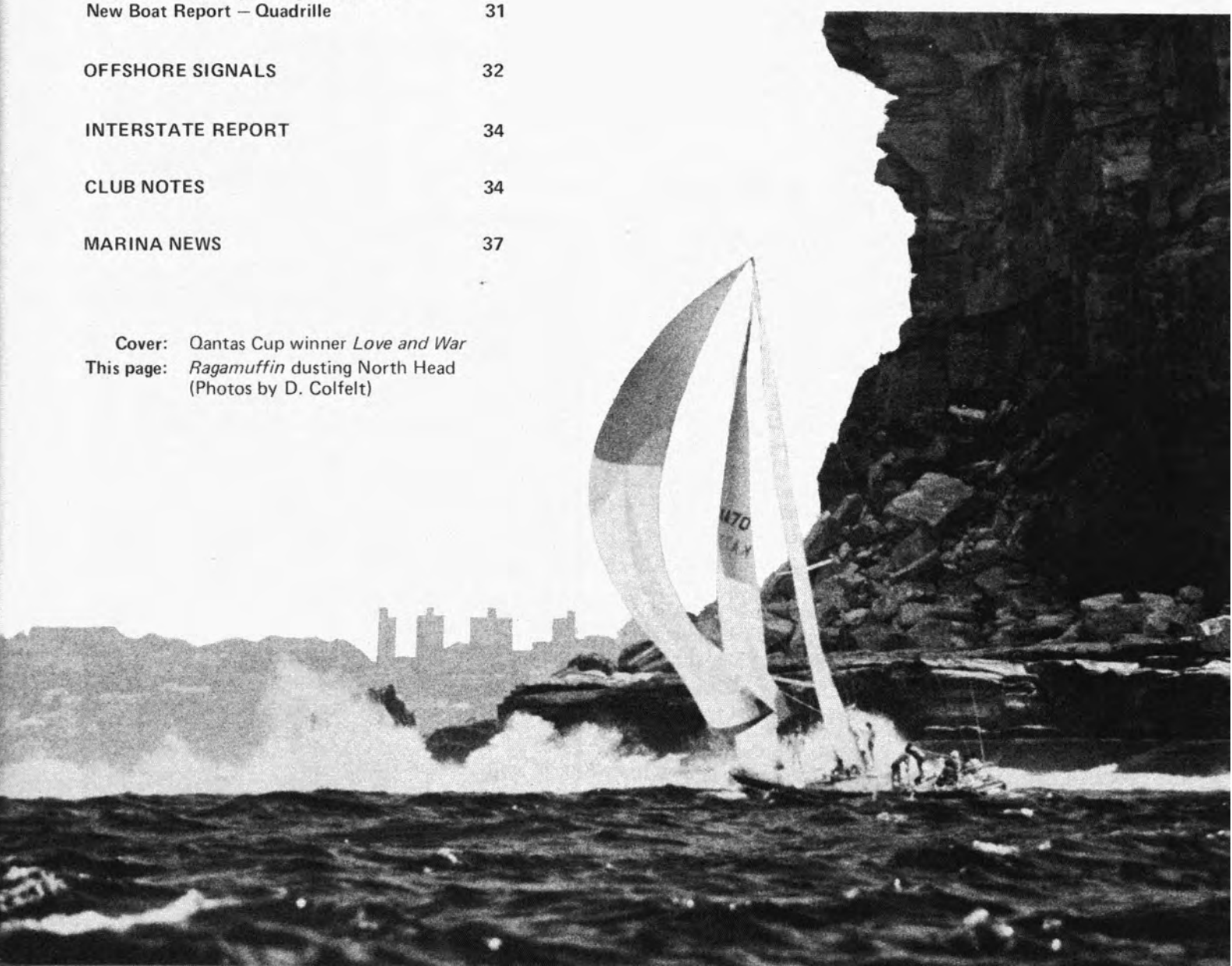
Cover: Qantas Cup winner *Love and War*
This page: *Ragamuffin* dusting North Head (Photos by D. Colfelt)



Three K's to Wear the KA: Kurts, Kahlbetzer, Kaufman

(the next would have been Kirby)

Controversy surrounded the delay in the running of the trials and as most people feared, the weather at this time of the year was light and variable. Only once did the breeze reach 25 knots and that was in the first 30-miler.

However, most of the owners and the crews had nothing to do with this postponement and could only sail their hearts out and inch their boats forward in the breeze available amongst numerous sail changes in order to try and represent their country.

The following accounts were made from aboard *Patrice III*. We were normally in the middle of the fleet and it was not always possible to be absolutely definite as to the first boats or tailenders around a particular mark. I apologise if in some instances I have put one boat in front of another when roundings have been close.

Race 1: 180 miles

Course: Watsons Bay/ Bird Island/ Flinders Island/ Rush-cutters Bay. This race started in ENE breeze about 12 knots. The big boats getting good starts and *Mercedes IV* right up there with them. Wind remained about 12 knots but more out of NE until most of the fleet were abeam Cape Three Points. Then the breeze eased to light and variable. The three large boats *Bumblebee, Rags, Apollo,* and *Love and War* seemed to get into a westerly earlier than the rest of the fleet and rounded Bird Island first about 4.00am Saturday morning.

Two-and-a-half hours later at the 0630 sched off Norah Head on the way south *Rags* and *Apollo* were one mile ahead of *Bumblebee* and *Love and War,* with another mile to *Geronimo,* another mile to *Patrice III* who was just in front of *Mercedes IV. Meltemi* was two miles astern with three miles to *Leda* and *Superstar.* another mile back.

At this stage the breeze was south west at about 2-5 knots and it was hard trying to make progress in a sloppy sea. *Love and War* headed into the coast away from the Big 3 searching for more wind. The breeze dropped right out then gradually filled from the NE bringing the tailenders down on the leaders.

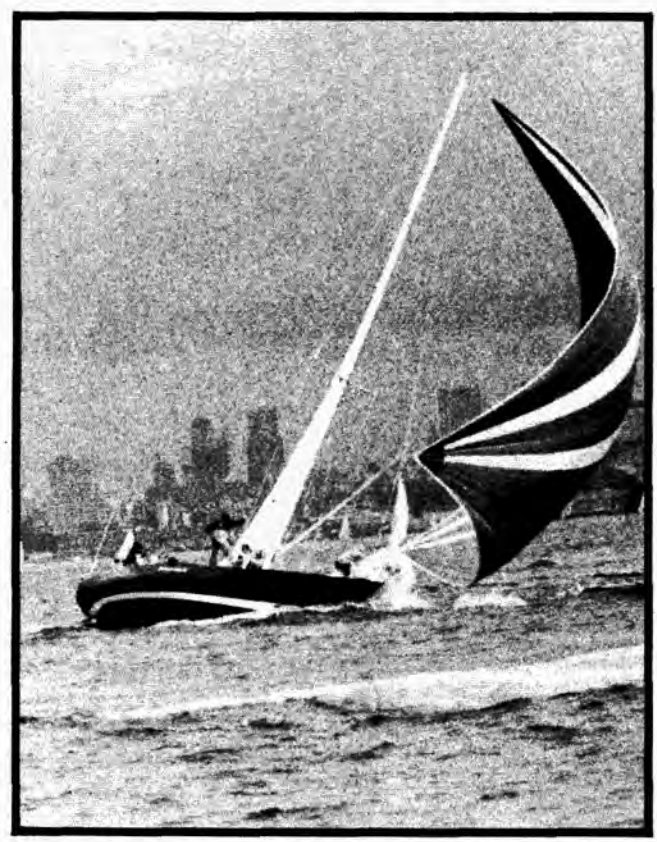
That evening in an easing breeze the 1830 sched saw *Bumblebee* south of the heads one mile in front of *Apollo* who was a mile in front of *Rags* with a mile to *Leda. Patrice* was a mile astern with *Love and War,* who was in on the coast. *Geronimo* was another mile back with *Meltemi, Superstar* and *Mercedes* a further four miles astern of *Love and War* and just behind *Superstar* who had a great run down inshore. The larger boats were approximately five miles ahead.

The breeze backed to the east, then southeast and eventually to the southwest about 8 knots. As *Patrice, Superstar* and *Mercedes* in close company reached South Head the breeze increased further from the southwest romping the tailenders home. As the leaders had only finished a little over an hour previous they had no chance of saving their time on the smaller boats.

Mercedes IV won comfortably and it was interesting to note that, with the exception of *Superstar* who lost a protest and was penalised five places, boats finished in order of the smallest handicap.

Results on Corrected Time

1	*Mercedes IV*	6	*Bumblebee III*
2	*Meltemi*	7	*Superstar*
3	*Love & War*	8	*Apollo III*
4	*Patrice III*	9	*Ragamuffin*
5	*Geronimo*	10	*Leda*



Mercedes IV owned and designed by Ted Kaufman.

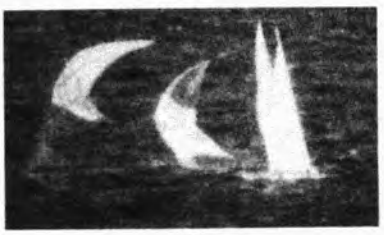
Race 2: 30 miles

Course: Watsons Bay/Southeast mark/northeast mark/West Mark/Southeast mark/Watsons Bay.

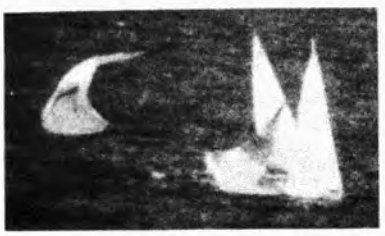
A southern change had moved through on the Saturday night and presented the fleet with a 25knot sou-easter on Sunday. This gradually eased and easted later in the afternoon.

Bumblebee and *Rags* had a great start with *Rags* getting the jump. Unfortunately *Bumblebee* split her main low down and had to have an 'automatic' reef halfway through the first work. With the strength of the wind blowing she probably was not hindered at this stage but of course would have lost time on the two reaches, the second work which the breeze eased and the final run. Rags led all the way to take line honours and corrected time.

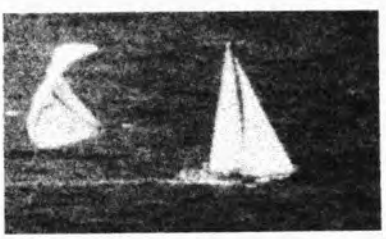
Mercedes and *Love and War* were well placed on corrected time at the first mark. *Geronimo* looked much improved and also showed potential in the hard reaches. *Patrice* had a much better windward leg the second time, in fact sl selectors said she had the fastest windward work of all boats, and moved up for a place on handicap. *Apollo, Meltemi, Superstar* and *Leda* were disappointing.



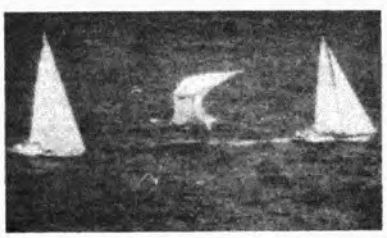
Ragamuffin and Bumblebee have trouble getting their spinnakers down at the mark during race 2 . . . .



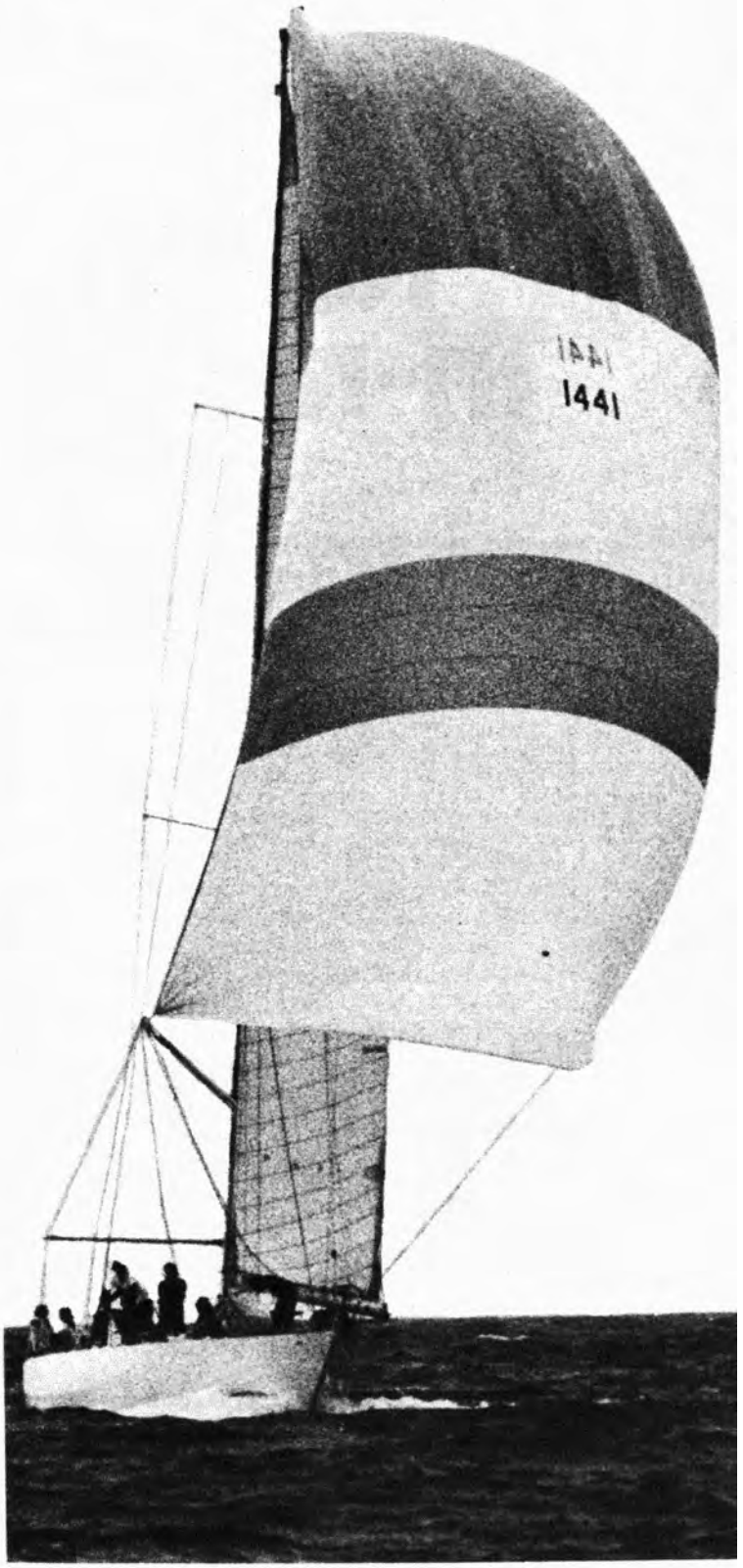
. . . . Bumblebee gets the edge, but is to leeward, and she then gets her genoa sheets fouled . . . .



. . . . Syd Fisher boxes on to the next mark, leaving the details to the crew . . . .



. . . . even several minutes after this shot was taken, their relative situations had not markedly altered. One of those days . . . .



Bumblebee III owned by John Kahlbetzer, designed by German Frers

NEW RELEASE

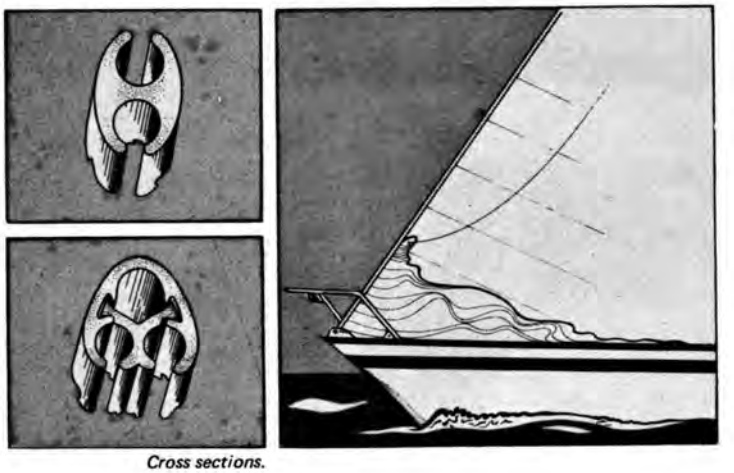
North's Tri-radial cut spinnaker

For apparent wind angles from 55° to 90° the tri-radial is designed to minimise stretch and is efficient as any specially cut reaching spinnaker whilst it still retains its fullness when the wind is abaft-the-beam. The success of this new spinnaker has been proven. "Northstar", World Half Ton Cup Champion, "Swampfire", World Three Quarter Ton Cup Champion and "Love and War", Sydney-Hobart Race Winner all carried North's ¾ and 1.5 oz. tri-radial cut spinnakers.

World Half Ton Cup Champion "Northstar" with her new North's tri-radial cut spinnaker and blooper set on the starboard side.

Twin-stay

Norths now have available aluminium twin-stays in two styles and a variety of sizes. Twin-stays allow one headsail to be set inside the other when changing. Cost for a half tonner, approx. $200.00.



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However, earlier handicap calculations went aside as the breeze eased for middle order and smaller boats and handicap honours went to the big boats.

Results on Corrected Time

1	*Ragamuffin*	6	*Patrice III*
2	*Bumblebee III*	7	*Geronimo*
3	*Love and War*	8	*Superstar*
4	*Mercedes IV*	9	*Meltemi*
5	*Apollo III*	10	*Leda*

Race 3: 90 Miles

Course: Watsons Bay/Bird Island/Rushcutters Bay

This race provided a fairly even start in a steady NNE breeze of 12 knots – welcomed by both crews and selectors. Outside there was a short NE chop.

There was no rest for crews as the helmsmen tacked frequently up the coast trying to keep breeze, a little fresher at sea but then there was set to contend with. To give some idea of the work to the Island on *Patrice* we had 29 tacks.

Bumblebee was first around about 5.45am followed by *Rags* and *Apollo* then *Patrice* then *Love and War. Bumblebee* was approximately 3½ miles in front of *Rags* and *Apollo* who were about a mile in front of *Patrice* with a half mile to *Love and War.* The other boats were still well short of the island. On corrected time *Patrice* looked a little in front of *Bumblebee* and *Love and War. Mercedes* was not that far out of it also. If the breeze stayed it could be a very good race.

However, in the early hours of the morning the breeze had eased to about 8-10 knots and with sun-up dropped even further to about 4 knots and backed to nor' nor' west. We gently ran south.

Then an eerie sea mist descended on the coast as a little westerly breeze gradually fluked its way offshore and then nothing.

For the next hour or so there was a lot of ups and downs with sails but not to much avail. Gradually, the nor' easter sparkled on the water astern and eventually filled in to about 12 knots. By the time the heads were reached the breeze was 15-18 knots.

Bumblebee was first home followed by *Apollo, Rags, Patrice, Love and War, Superstar* and *Mercedes. Geronimo, Leda* and *Meltemi* came shortly afterwards but I am not sure of their exact finishing order. The pattern on corrected time was similar to the first race.

Results on Corrected Time

1	*Mercedes IV*	6	*Apollo III*
2	*Superstar*	7	*Ragamuffin*
3	*Love and War*	8	*Meltemi*
4	*Patrice*	9	*Meltemi*
5	*Bumblebee III*	10	*Leda*

Well,

Well, three races over and *Mercedes IV* had streaked ahead for the Qantas Trophy (the unofficial selection point score). *Love and War* was next with *Patrice III* in third place.

Race 4: 30 miles

Course: Watsons Bay/East mark/South east mark/West mark/South east mark/Watsons Bay.

A westerly change had moved through on the Saturday night and it was still quite fresh in the earlier hours of Sunday. However, although dawn was clear and crisp the westerly did not freshen as earlier forecast and dropped to nothing. On the way down the harbour to the start the crew of *Patrice* were in turn suggesting wind right around the compass. They were not far out.

The start was delayed for over an hour and it was on everyone's mind that if the breeze was going to be late coming in it could also ease earlier in the afternoon, this time of year and this was exactly what happened.

A course for a nor'west breeze was set in about 8 knots of wind. The start was a mixed bag as leeward starts often are. All boats ran to the line on a port tack with *Geronimo* the exception on starboard. *Ragamuffin* seemed to get away best and even though *Bumblebee* was forced on the other side of the wedding cake she was soon back into it in clear air and then taking the wind from earlier boats.

Outside the heads the breeze went around to the north and the boats that took the higher course did much better than those that fell down on a squarer approach to the first mark. First around was *Apollo* with about six boat lengths to *Bumblebee*, another couple to *Rags* then *Love & War* and *Patrice* followed at some distance by the rest of the fleet.

Admiral's Cup 1975

The breeze dropped to just about nothing but *Apollo* and *Bumblebee* seemed to get into a little puff and cleared out. *Apollo* then led *Bumblebee* a boat length or so right around the reaching course until the heads where *Bumblebee* got in front and took line honours. *Rags* was next in a quickly fading breeze that died altogether. *Love & War* was next crossing the line at 7 pm, *Patrice* at 8.45, *Mercedes* at 9.40, *Superstar* about 11 and then *Leda* about 12.45 Monday morning.

Results on Corrected Time

1. *Bumblebee III*
2. *Apollo III*
3. *Ragamuffin*
4. *Love & War*
5. *Patrice III*
6. *Mercedes IV*
7. *Superstar*
8. *Leda*

Retired: *Geronimo, Meltemi.*

Thank goodness the CYC bar had not shut as we definitely needed a beer.

Race 5: 370 miles

Course: Watsons Bay/Bird Island/South reef gas buoy/ Flinders Island/Bird Island/South reef gas buoy/Flinders Island/Lion Island/Rushcutters Bay.

Everyone thought that with the light conditions present and a glance at the weather map, it could be long long race. They were right.

However, the race got off to a pretty quick start in a west-south-west breeze at about 8 knots which freshened and settled to about 12 knots not long after. With big kites, staysails etc., the fleet reached up to Bird Island and the leaders rounded about 2 am Friday morning. It was good to see *Leda* showing much improved form.

Bumblebee first around followed by *Rags, Apollo, Leda* and *Patrice* altogether, then *Love & War, Geronimo, Meltemi, Superstar* and *Mercedes*. It was a tighter reach back once abeam Norah Head to the heads to round South reef gas buoy about 8 am. There was hardly any change in order at this stage except *Love & War* had managed to get through *Patrice* at the heads. The breeze slowly headed the fleet and as boats after *Patrice* reached Norah Head the race was split into two divisions and the distance between these groups increased as the race went on.

During Friday morning there was hardly any breeze but the three big boats and *Love & War* ghosted their way slowly to Flinders. *Leda, Patrice* and *Mercedes* all found big holes off Botany Bay. In the afternoon the breeze settled about ENE at 5 knots but later on went to NW.

The 630 sched Friday night saw *Ragamuffin* 1 mile ahead of *Apollo, Bumblebee* and *Love & War* with *Patrice* 5 miles astern, 1 mile to *Meltemi* and *Mercedes, Leda* another mile back with another mile to *Geronimo* and *Superstar*. We rounded the island about 8 pm.

That night and early Saturday morning the breeze was again light and variable, except there was a good Westerly influence at times, very close in, which kept spinnakers full. Dawn saw the first part of the fleet off Broken Bay while the balance was still south of the heads. The 630 sched put *Bumblebee* 2 miles ahead of *Rags, Apollo* and *Love & War* with *Patrice* 2 miles astern but inshore. Most of the other boats were now some 12 to 17 miles astern.

Admiral's Cup 1975

The CYCA Role in The Admiral's Cup.

The AYF is solely responsible for selecting and nominating Australian Representatives for the Admiral's Cup. They appoint a panel of selectors to select the team.

These selectors request the CYCA to conduct trial races. All conditions of these trial races are under the control of these selectors. The CYCA is pleased to co-operate.

The Admiral's Cup Committee is primarily a fund raising body.

The team, once selected, represents the AYF as the Australian National Team.

The breeze dropped again but then came in from the west which allowed *Bumblebee* and *Patrice* to sneak up the coast on the boats at sea. Eventually the wind went ENE at about 8 knots and the 'first division' rounded Bird Island about 1.30 Saturday afternoon. *Bumblebee* first with 2 miles to *Rags* who was ¼ mile in front of *Patrice* followed by *Apollo* and *Love & War* the same distance apart. The breeze held and we rounded South reef gas buoy about 730 pm Saturday with the only chance being *Apollo* eventually getting through *Patrice.*

Saturday evening saw more light sea breeze with westerly squirts and by dawn Sunday morning the 630 sched saw *Rags* and *Apollo* rounding Flinders with *Bumblebee* ½ mile astern with a ½ mile to *Patrice* and *Love & War* another mile back. The other half of the fleet were between 12 and 14 miles astern. Eventually, from a clear sky, the noreaster came in and settled at about 12 knots to give competitors between 60-75 mile bash to windward, depending whereabouts in the fleet you were.

The 630 sched that evening saw *Bumblebee* 3 miles ahead of *Rags* with *Apollo* 1 mile astern, *Patrice* 4 miles further back and another mile to *Love & War.* The other half of the fleet were 36 to 43 miles astern. *Bumblebee* was first around Lion Island about 700 pm and headed for home – at last. The run back did not take long in a breeze that had built up to about 18 knots.

Bumblebee was first home and *Apollo* got through *Rags* to be second followed by *Patrice* and *Love & War* who finished about 11.15 pm and it was something like 9 am next day before *Superstar* followed by *Mercedes* crossed to be followed by *Meltemi. Leda* did not finish until about 4 pm that afternoon.

I think it only fitting that we mention Nev Gosson and *Leda.* Every crew was impressed and inspired by the way Nev and his crew kept at it on a boat that was disappointing. It was appropriate that Nev received a great ovation on the night the Cup Team was announced.

The last race was slow but good hard racing with the big 3 *Bumblebee, Rags* and *Apollo* never being more than a few miles apart and *Patrice* and *Love & War* in a similar position for the whole 370 miles.

Results on Corrected Time

1. *Love & War*
2. *Patrice III*
3. *Bumblebee III*
4. *Apollo*
5. *Ragamuffin*
6. *Mercedes*
7. *Superstar*
8. *Meltemi*
9. *Leda*

Retired: *Geronimo.*

Quantas Trophy (Unofficial point score on Admiral's Cup system)

YACHT	RACE						
	1	2	3	4	5	Total	Place
Love and War	16	8	12	7	30	73.0	1
Patrice III	14	5	10.5	6	27	62.5	2
Bumblebee III	10	9	9	10	24	62.0	3
Mercedes IV	20	7	15	5	15	62.0	3
Apollo III	6	6	7.5	9	21	49.5	5
Ragamuffin	4	10	6	8	18	46.0	6
Superstar	8*	3	13.5	4	12	40.5	7
Meltemi	18	2	4.5	0	8	33.5	8
Geronimo	12	4	3	0	0	19.0	9
Leda	2	1	1.5	3	6	13.5	10

*Superstar penalised five places in Race 1.

In each race the yacht with the best corrected time received 10 points. Each successive placing on corrected time was awarded one point less than the preceding placing. The points in Race 1 were multiplied by 2, in Race 3 by 1.5 and RAce 5 by 3.

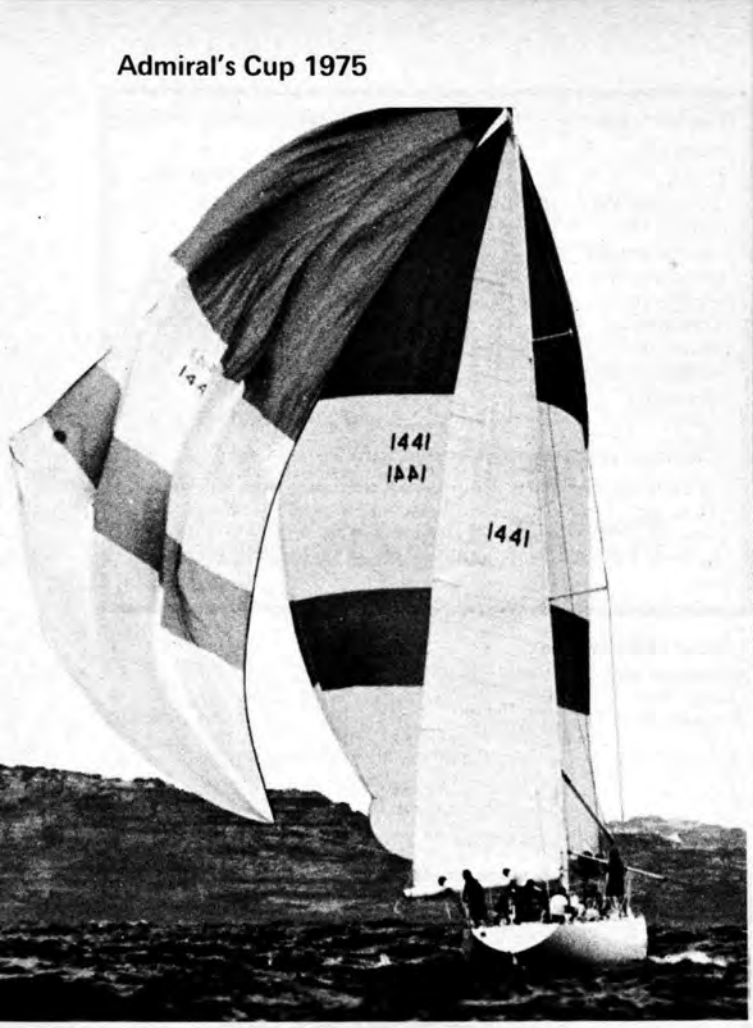
Admiral's Cup selection

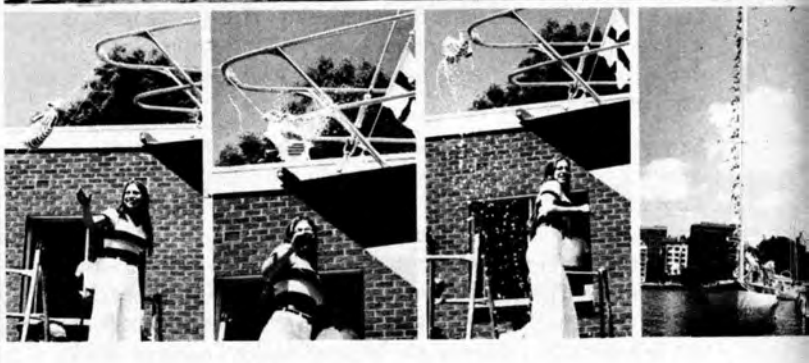
Bumblebee III
Love & War
Mercedes IV

John Dawson

Ragamuffin, owned by Syd Fisher, and designed by Miller. Fisher, who sailed 'the Rags' in his brilliant, aggressive manner throughout the trials, was obviously disappointed with his boat and her rating. 'Like buying a Mercedes with half the motor left out' was how he described it. Fisher is on the Admiral's Cup Committee and is continuing to devote himself to raising funds to send the team to England.

Admiral's Cup 1975





Is it Better to be Objective or Subjective ?

In an article in the last OFFSHORE, February, I made an assessment of the Admiral's Cup hopefuls. Originally, I thought I would assess by evaluation: the design, make of sails, crew experience, navigator, rating etc., but then I changed my mind and used results.

I did this not just because it was more simple but why muck around with theory when the facts are there and the results must be the precipitation of the many other things trying to be evaluated. So, my assessment at that stage was based on the Hobart, similar to the Fastnet Race.

Three Admiral's Cup boats filled the first four places

Love & War
Bumblebee III
Mercedes IV

and along with performances before the Hobart what a good team.

However, although these three boats were again prominent in the evaluation trials just completed, another boat *Patrice III* was up there with them when the final selection had to be made. To my best knowledge and from what I heard from other competitors' opinions, the three boats selected would have to come from these four boats.

These four boats were also well clear of any other boats in the unofficial point score. In fact *Patrice* came second in this point score, ½ a point in front of *Bumblebee* and *Mercedes*.

Patrice was not chosen and I believe becomes the first boat in Australia or in any other Admiral's Cup country not to make the team on any point score system, unofficial or official, after coming second. Why?

Obviously the selectors did not think she was good enough or, alternatively, they may have possibly evaluated her incorrectly. However, for someone who is going to spend $150,000-200,000 on a new boat in the future. and the crew who will try and represent their country on it, is evaluation fair enough and does this system pick the right boats?

Let's look at the anomalies in this year's selection trials and other relative points:

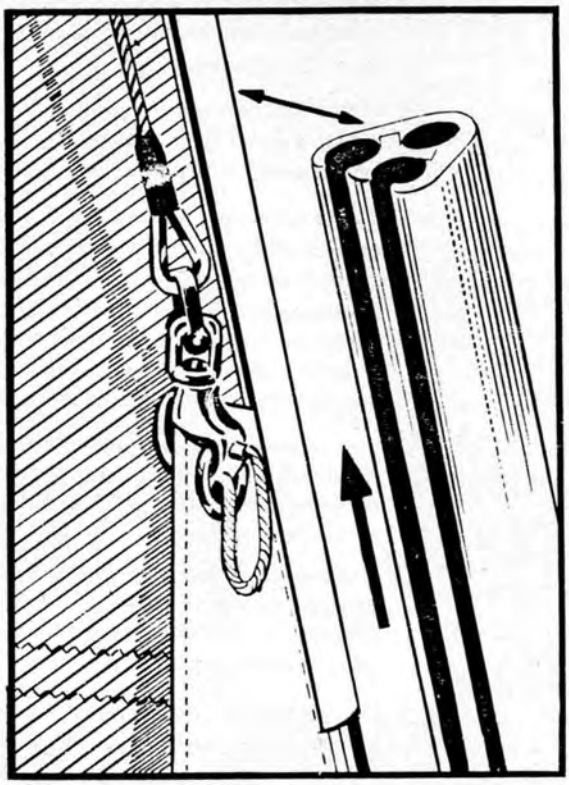
1. There was a point score, and even though unofficial, it was representative of the total performance of each yacht on corrected time under the Admiral's Cup system. If this was not to be used why were competitors so keen to be in the first three.
2. Why, after the final race, were the crews of the two third boats keen to be second by half a point and not third?
3. Surely the one thing evaluation must take into account is potential – the improving boats – but this would not seem to be the case in this series.
4. If the selection was so close, as selectors admitted afterwards, a point score system must be the fairest. This would apply in any sport.
5. The selectors see short races, but not long races which in the Cup itself count the most points. In these races they cannot see the performance of boats at night, which competitors agree is most critical, and only the result on corrected time can reflect this. Although selectors criticise poor starts, if a boat finishes well placed on corrected time regardless of start, the result is there.
6. The weather for our trials was light and variable (no fault of the crews) and they could only sail the breeze they had, and surely light weather sailing takes the most skill and is most difficult.
7. If the weather was light and not the weather wanted, the three pre-selection favourites were still in the first three spots most of the time. Therefore the races must have been representative.
8. Our neighbour, New Zealand, had nine races for their selection trials, eight of which were in extremely light weather with only a point separating the first two boats. The first three boats were chosen, and surely you can only expect minor differences in this quality of racing.
9. Comments were made that the boat not chosen should have shown better form before the trials. Why have trials? Why get new light weather headsails etc., and keep them for the trials? Why did other boats not performing well before the trials have major underwater surgery before the trials? Why did the boat not selected engage one of Australia's most experienced international helmsmen to sail especially in the trials and in Cowes if selected?
10. Even if selectors are keen to have a balance of a large, medium and small boat team, when results in trials are close and indicate that two boats of one size should be taken, selectors should surely change the team structure. Boats that earn most points, not their size, win the Admiral's Cup.

The 1975 Team has been selected and we have already wished them luck. They were fairly chosen under the agreed system of evaluation which was the rule of the competition. However, in future I think we should seriously consider a point system only.

This would be more fair to competitors and particularly selectors. No one envied the selectors in making the decision on such a close series this year and in future if a point system is used, with a count back on a draw, a lot of weight will be taken off their shoulders.

'EVALUATE' as defined in the Oxford dictionary – is "find the number or amount of"

John Dawson



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Kiwi Cuppers

New Zealand Admiral's Cup Challenge

New Zealand's first challenge for the Admiral's Cup in August will be on *Inca, Barnacle Bill* and *Gerontius. Inca* and *Barnacle Bill* are S & S designs. *Inca* was built in aluminium in 1973 and modified this year with keel alterations and a broader rudder. *Inca* rates 33.7ft IOR on a 34ft 6in waterline for a TMF of 1.0587.

Barnacle Bill is a year older than *Inca*, built from Kauri. *Barnacle Bill* rates 31.7 IOR on a 32ft 6in waterline for a TMF of 1.0345.

Gerontius is from the design board of a 25-year-old New Zealand Bruce Farr who has made a notable impact on centre board design especially eighteen footers. *Gerontius* rates 35.5 on the same figure waterline for a TMF of 1.0795.

The nine-race trial series sailed in January and early February was contested in predominantly light airs that proved a more conclusive test of crews rather than boats. The top two boats on points were *Inca* and *Barnacle Bill* and therefore were automatic selections for the New Zealand team under a system which permitted only the third boat to be nominated by an Advisory Selection Panel.

In an attempt to find the best three yachts across the widest range of conditions the trials were spread over seven week-ends. But the weather man was not in tandem with the Organising Committee, so the initial objective of nine trials covering a wide range of conditions was not realised. The traial fleet had to wait until the final race, a 560-miler, before conditions required wet weather gear. In this race the robust conditions were at the other end of the scale to the vagrant summer breezes. The light conditions, punctuated by big prolonged parking lots meant the big boats were often stalled and not able to capitalise on their potential and sail away from the challenge of the smaller boats.

Because of the unique conditions many people considered *Corinthian* had not had a fair test and New Zealand needed a big boat at Cowes. So although *Gerontius* had finished third on merit, there was considerable discussion animated at times by fierce conjecture and controversy of the selection system and who should be New Zealand's third boat, during the week between the end of the trials and the team announcement.

The announcement of *Gerontius* as New Zealand's third boat was undoubtedly a popular decision with New Zealand yachtsmen. From the initial enthusiasm and publicity for New Zealand's first challenge, the three crews face a formidable task to achieve the performance expected of them.

Watching the evolution of offshore yachts these days is like seeing one of those high school biology movies where the sequence is speeded up so that the duck's egg goes from ovum to flying north for the winter in five seconds flat. By today's offshore standards then, New Zealand has two old boats and an unknown quantity. So the cloud of doubt is whether the boats will be competitive against the latest machinery from Europe, Australia and the US especially in fresh wind and billowing seas. The New Zealand boats will be manned by three very good crews competing at the High Court of ocean racing for the first time. They will be well prepared from an intensive pre-contest programme, including a months' training on the Solent, before the series.

So there is confidence in the skippers, navigators and crews to perform well if the machinery they are sailing on is still competitive.

Peter Montgomery

Final Points

(After nine races and dropping worst performance)
Races 4 and 7 scored double points—Race 9 scored triple points

	Race Positions									
	1	2	3	4	5	6	7	8	9	
1 Inca	8	3	1	2	3	1	6	2	1	127 points
2 Barnacle Bill	6	1	5	1	1	2	1	5	4	126 points
3 Gerontius	2	2	2	4	6	6	2	3	3	120 points
4 Corinthian	4	4	3	8	11	9	4	1	2	105 points
5 Snow White	5	7	4	11	4	4	3	4	5	94 points
6 Koamaru	1	11	10	3	9	8	8	8	8	74 points
7 Natelle	7	5	8	6	8	3	10	10	7	72 points
8 Whispers	10	8	11	9	2	5	9	9	6	68 points
9 Lisa	9	10	6	7	7	7	7	6	DNS	57 points
10 Quando	11	6	7	10	5	10	5	11	DNF	50 points
11 Aggressor	3	9	9	5	10	11	11	7	DNF	49 points
12 Vulcan	12	dnf	12	dnf	12	12	12	12	9	19 points

BOAT NAME:	*Inca*	*Gerontius*	*Barnacle Bill*
DESIGNER:	Sparkman & Stephens	Bruce Farr, Auckland	Sparkman & Stephens
OWNER:	Evan Julian	Graham Eder, Auckland	Ron Jarden, Wellington
SKIPPER:	Evan Julian/Roy Dickson	Graham Eder	Ray Hasler, Auckland
LOA:	45ft	42ft	42ft
LWL:	34ft 6in	35ft 5in	32ft 2in
BEAM:	13ft 1in	12ft 11in	13ft
DRAFT:	7ft 6in	7ft	7ft
DISPLACEMENT:	27,600lbs	18,000lbs	23,000lbs
BALLAST:	14,700lbs	6,430lbs	10,000lbs
I.	57ft 10½in	50ft	54ft
J:	18ft 3½in	17.2ft	18ft
P:	51ft 9½in	33.4ft	48ft
E:	14ft 3in	17.1ft	13ft 3in
RATING	33.7ft IOR	35.5	31.7ft IOR
TCF:	1.0587 (TMF)	1.0795	1.0345 (TMF)
HULL COLOUR:	Maroon	Gold	Red
SAIL NO:	1730	2302	1710
BUILDER:	Steel Yachts & Launches, Auckland	Gary Wheeler, Auckland	Keith Dobson, Tauranga
CONSTRUCTION:	Aluminium	Timber	Timber
YEAR LAUNCHED:	1973	1974	1972

STARBOARD!

With the winter harbour races commencing in May, the cry of 'Starboard' will once again become the most popular expression in the C.Y.C.A. fleet as it sails around the buoys.

It may be timely to publish an article explaining when the Starboard Tack Yacht does NOT have right of way.

You are on starboard tack and things are looking good. A port tack boat approaches. You hail 'starboard!' good and loud for all the world to hear. The port tack boat is, of course, expected to get out of your way. Why? Because starboard tack always has the right of way, right? Well, nearly always. But if you are a serious competitor, you can't accept sloppy statements like 'nearly always'. You either do or don't have the right of way under the racing rules.

Well the, how many conditions or exceptions are there in the racing rules under which, for example, in a collision between a starboard tack and port tack boat, the starboard tack boat is thrown out? How well do you really know the rules? The number of exceptions to Rule No. 36 (port-starboard) you can think of is a fairly good indication of your knowledge of the rules. If four or five exceptions are all you can come up with, you're in bad shape. If you can think of nine or 10, you need a little brush-up. But if you can come up with 15 (and there are more) valid exceptions, then you truly know the rules.

Let's assume that you are like most of us – you have a normal understanding of the basic rules but you've never had the opportunity to get into the finer points. The following is a review of port-starboard situations in general, and in particular a basic check list of situations in which the starboard yacht is subject to disqualification.

To begin, let's look at page 25 of the 1973 edition of the A.Y.F. Yacht Racing Rules book:

SECTION B – OPPOSITE TACK RULE
36 – Fundamental Rule
A port tack yacht shall keep clear of a starboard tack yacht.

This is a negative rule – it does not say the starboard tack yacht has the right of way. And before section B there is section A - rules which always apply. After section B, there are other sections which, under certain conditions, also may apply, so the rule is not quite as powerful as you may think. To illustrate, what follows is a rule by rule review.

Rule 32 – Avoiding Collisions

If you, on starboard collide with a port yacht and the collision results in serious damage, you will be disqualified if you did not make a reasonable attempt to avoid the collision. And, by the way, a reasonable attempt may mean that you should have had a lookout, even though you were on starboard tack.

Rule 34 – Right of way yacht altering course

The port tack yacht must keep clear of you on starboard tack. If you alter your course so as to prevent the port tack yacht from keeping clear, or if you obstruct her while she is trying to keep clear, you – the starboard tack boat – will be disqualified. This applies to all points of sailing.

Rule 35 – Hailing

If you, on starboard tack, decide to alter course, a move that may not be foreseen by the port tack yacht, you should hail first. If you do not hail and your move results in a collision with serious damage, you will be disqualified. This rule is similar to Rules 32 and 34. But there is a significant difference, as a careful study will show.

Rule 41 – Tacking or Jibing

41.2 You have just tacked or jibed over to starboard tack. You do not immediately have the right of way over the port tack boat. You must keep clear of him while he is in the process of keeping clear of you. And the boat on port tack doesn't have to start his manoeuvre till after you have completed your tack or jibe. If you put him in a position in which he feels he should manoeuvre before you have completed your tack or jibe, you will be disqualified.

41.4 If two yachts tack at the same time and you end up on starboard tack on the other yacht's port side, then you are the one who must keep clear. Failure to keep clear will result in disqualification.

Rule 42 – Rounding or passing marks and obstructions

42.2(a)(i) You are on starboard tack but not beating. You are about to round a mark or obstruction surrounded by navigable water. A port tack yacht has an overlap on the mark side. You must give that yacht room to round or pass the mark or obstruction. Failure to do so will result in dis-

qualification. Please note: **about to round**; nothing was mentioned about the two boat length circle. The difference is very important. See 42.2(a)(i) below.

42.1(a)(ii) You are still the starboard tack yacht, but this time you have the inside position at the mark or obstruction. The outside yacht is on port tack and you will have to jibe to port tack in order to assume the proper course to the next mark. You feel, however, that since you are on starboard tack, you will delay your jibe and 'carry' the other yacht well past the mark until you have the tactical advantage. You have violated the rule. Under the conditions given above you **must** jibe at the first reasonable opportunity. Failure to do so will result in disqualification.

42.1(b)(i) You are on starboard tack and the boat clear ahead remains on port tack as it passes or rounds the mark. Even though you are on starboard tack, you must stay clear in anticipation of, and during, the rounding or passing manoeuvre. Your failure to do this will. . . . . .

42.1(b)(i) Same conditions as above, but this time the other boat jibes – same results for you, however. This rule is only good for the other yacht if it stays on the same tack or jibes. If it tacks to the next mark, that's another story.

42.2(a)(i) You are on starboard tack approaching a mark that is downwind of you. Clear ahead is a port tack yacht. As it slowly drifts to within one-and-a-half boat lengths of the mark, you establish an inside overlap. Forget it. You failed to establish the overlap at the two boat length circle, so you therefore have no rights – starboard, inside or otherwise.

There are several variations of the above approaching the mark rules, but they are somewhat similar.

Rule 43 – Close hauled, hailing for room to tack at obstruction

You are one of the two yachts on starboard tack paralleling the shore. The other boat is closer to the shore and slightly ahead of you. The other boat hails 'room to tack', you reply 'you tack'. The other boat tacks to port and starts to cross in front of you. You must stay clear while he is tacking and while he crosses you on port tack, because after your hail you have no rights.

Rule 44 – Yachts returning to start

Shortly after the start of the race, the committee informs you that you were over early. You tack or jibe around onto starboard tack and head back for the line to restart. On the way back, however, and before you are wholly on the pre-start side of the line, a port tack yacht approaches; you are on starboard tack but, again, you have no rights.

Rule 45 – Yachts rerounding after touching a mark

This is not your day: in passing or rounding the last mark, you touched it. You proceed to tack or jibe on to starboard tack to reround the mark. Again, the same port tack boat and, again, you have no rights.

Rule 46 – Anchored, aground or capsized

You are on a starboard tack approaching the shore. Directly ahead is a port tack yacht. You hail 'starboard' and he returns your hail with 'I just ran aground'. You have no rights over a yacht that is anchored, aground or capsized.

Rule 67 – Contact between yachts racing

Again you are on starboard tack, but this time it's different. You've learned your lesson. You now know the rules backwards and forwards. You've sailed flawlessly. The ever present port tack yacht approaches. He clearly does not have the right of way but he gets confused and his hull

Starboard!

makes contact with yours. No damage. You look into his pleading eyes. It's been a long time since you were the nice guy. You tell him, 'Forget it and keep sailing'.

Do you know what happens to nice guys? That's right. A third boat saw the contact and since there were no protests resulting form your two yachts, **he** protests the port tack yacht **and** you, the starboard tack yacht. Of course you will be disqualified.

720 degree penalty

Finally, if your race committee is aware of the intricacies of the rules they may have adopted the 720-degree penalty option. Under this rule you may erase certain infractions by making two full 360-degree turns. While making the turns, you have no rights, even if you are on starboard tack and the other yacht is on port tack.

When you must consider which rule applies, the rule itself, the definition of the rule, on whom the burden of proof falls and finally, all those appeals, you realise it's a very complex subject. Certainly not a subject to be taken lightly if you are a serious competitor.

Author Thomas Lindtvit has taught basic sailing and is a Penguin, Ensign, and Sunfish sailor. In addition, he has been chairman of the protest commjttee at Sea Cliff Yacht Club for several years.

STARBOARD has been reprinted with permission from YACHT RACING Magazine (USA).

Thanks to Keith Moss for bringing this timely article to our attention

Windy, Wet Week for 1975 Level Rating

Bob Ross

Windy conditions were the order of the week. Here Warri drives into the slop.

The second annual Australian Level Rating Regatta commenced on the 22nd February under the auspices of the A.Y.F. with the C.Y.C.A. handling the actual race organisation. Once again a lot of people somehow managed to get the time off from work to compete in this week-long, popular series which included a dozen interstate crews.

Around regatta time a cyclonic disturbance deep enough to be classified as a hurricane meandered south in the Tasman Sea and at one stage came to a halt for a day near Norfolk Island. The presence of this malevolent pattern brought very moist unstable air to the N.S.W. coast in a never ending south-easterly flow, and the yachts received it in the form of heavy rainshowers, poor visibility and a very uncomfortable seaway.

With every passing thunderstorm the wind dropped, shifted east and strengthened sharply, then returned to the south east. Some competitors became adept at picking these shifts and making the most tactical use of them. At least we could not complain about the lack of winds and the fleet made good time in the long races.

Winds averaged 15-20 knots and, during the passing Cu-Nimbs, gusted to 30 knots. This lasted the entire week, as did the rain, with the exception of the fourth race, a 30 miler, which for some inexplicable reason turned out a beautiful sunny day with balmy 10 knot breezes.

One Ton

The One Ton Class attracted 7 entries; two of these were from interstate and included only two new boats, *Huon Chief* and *Ruthless*.

Most of the designs however were relatively old and *Huon Chief* (3,1,1,4,1.) set about the One Ton fleet rather convincingly, opposed only by *Mark Twain*. *Ruthless* showed some promise and took one first place from these leaders in the only light weather race, but generally she suffered from a malady rather common in this year's fleet — lack of preparation.

Mark Twain, showing no signs of age, posted a 1,2,2,3,2 result which in a larger fleet would have won hands down. Against *Huon Chief*, which had three firsts, *Mark Twain* managed a close second, and *Stormy Petrel* a long way away was third. The *Huon Chief* 'Taswegians' had justified their long trip north with a strong win.

Three Quarter Ton

This class promised some very interesting racing with six new boats designed to the ¾ rating out of a total of 10 entries. Nearly all the local designers were represented, Miller, Warwick Hood, Joubert, Peter Cole and newcomer Allen Blackburne, S & S being the only overseas board represented.

The 'heavies' were sailing conspicuously in this class, amongst them Bob Miller, Bob Holmes, Craig Whitworth and Hugh Treharne, and some close and enthusiastic racing resulted. *Fair Dinkum* took the honours with a solid score of 1,1,1,4,3, well sailed by Bobby Holmes with a top crew on board.

A close second was last year's winner Ken Flehr in the stock S & S 34 *Marara* (2,2,6,1,1.). *Marara* spent at least

two races locked in a close tactical battle with the brand new (and unfinished) Duncanson ¾ *Quadrille* (8,3,2,2,2.), which started the first race without benefit of tuning or crew training. The crew were too busy finishing the boat to do any training but *Quadrille* finished third overall followed by the other Duncanson ¾, *Hornet* (3,7,3,3,4.).

Half Ton

This was the most enthusiastic class with 18 entries and many designers represented, all (but S & S) of local origin. The top five boats engaged in a close struggle throughout, and in the end consistency and preparation won the series.

Tom Stephenson in *Providence* overcame all the hazards and expense of interstate competition to post a 2,2,3,2,1 result and the 'squeaky clean' narrowest of victories over *Shenandoah* 111.5 points to 111.0 points. The hard working young crew of *Providence* thoroughly deserved their win and Tom Stephenson goes on to prepare for the World Championships in Chicago later this year.

Shenandoah must be the most consistent half tonner around. She won this series in 1974, has raced convincingly ever since in all company and was unlucky not to make it two championships in a row with a 1,1,2,4,2 result this time around.

Plum Crazy (3,3,5,1,3.) showed that she too is still a force to be reckoned with after four seasons of hard campaigning to be third ahead of *Storm Bay* (7,7,1,3,4.) a production version of *Shenandoah*.

Quarter Ton

The Quarter Tonners were outnumbered nearly 2 to 1 by the Half Ton fleet there being only ten starters this year. But what they lacked in numbers was made up for in stamina as all but one remained to the bitter end. Bitter it must have been on many occasions because the weather was definitely not made for Quarter Tonners and the crews spent a very wet miserable week off the Sydney coast.

At the presentation Commodore Joe Diamond defined level rating racing as the only type of yacht racing where everyone believes he is going to win. Nowhere was this more true than in the Quarter Ton fleet, and pre-race favourites were hard to pick.

Intuition got into gear quickly with a win in the first race making it a great day for Peter Cole, whose designs won in every class except One Ton. (About time you got around to a One Tonner, Peter.) But then the Scott Kaufman designed *Okka* won two straight, including a long ocean race, and *Quartz* was being consistently placed.

Before the last race there was only a 14 point spread between first and sixth and everyone was looking over their shoulder, although *Okka* had a 6 point lead and looked hard to toss. Just to emphasise the point, *Okka* won the last long ocean race to become a clear series winner with *Quartz* second and *Intuition* third.

All in all this popular, well organised series lived up to expectations providing excellent racing and, if my own experience was any indication, did nothing but improve the yachts and yachtsmen who participated.

Level Rating 1975

Even for those who were not fortunate enough to join the battle, there is a lot to be learned. For one thing the series is virtually a designer's showcase, and if there had been a point score for designers, Peter Cole must have won easily with a first in ¾ Ton, second in ½ Ton and third in ¼ Ton. In this respect newcomer Allen Blackburne established his presence on the scene while some other reputations received a few bruises at least.

Whatever else, there can be no doubt of the popularity of level rating events. There are some who argue that level rating is too complicated to understand and too difficult to implement from a designer's point of view. To others it is the rational expression of the I.O.R. concept in letter and in spirit. My own feeling is that, if nothing else, it keeps designers honest and above all is a lot of fun, which is the name of the game.

John Brooks

Level Rating Regatta Final Results

1 Ton Class	
Huon Chief	41.625
Mark Twain	39.25
Stormy Petrel	22.0
Bushwacker	19.5
Warri	18.0
Ruthless	17.25
Duet	15.5

¾ Ton Class	
Fair Dinkum	58.875
Marara	56.25
Quadrille	52.5
Hornet	46.0
Nike	37.5
Pazazz	32.0
Poitrell II	20.0
Matika II	19.5
Boomaroo III	14.0
Zilvergeest II	5.0

½ Ton Class	
Providence	111.5
Shenandoah	111.0
Plum Crazy	103.25
Storm Bay	97.375
Granny Smith	76.5
Defiance	69.5
Tranquility	69.0
Justine	68.0
Space Sailor	52.0
Currawong	49.0
Concubine	41.0
Onya of Gosford	35.5
Volos	30.5
Leenane III	30.0
Lollipop	28.5
Head Hunter	23.0
Hot Bubbles	23.0
Bolero	19.0

¼ Ton Class	
Okka	62.125
Quartz	52.5
Intuition	46.75
Librian	44.0
Jiminy Cricket	41.5
Invincible	34.25
Tasqua	26.0
Mehitabel Also	23.5
Intension	12.0
Katiusha	9.0

Matika II

The Loss of Morning Cloud

The *Morning Cloud* story was reported briefly in the February edition of OFFSHORE and has been reprinted in part in other magazines.

The following is the report as told by the skipper, Don Blewett, reprinted in full because there is so much of importance to anyone who has ventured beyond the Sydney Heads.

We are all delighted — Ted Heath is having a fourth *Morning Cloud*. But what about the third 'Cloud', can her loss tel other ocean racers anything of use? Ted Heath's instructions to Seahorse were to get as much detail as possible for use of future yachtsmen. Skipper at the time, Don Blewett, had exactly the same views to the point of writing one of the most exhaustive documents I have read. There are lessons to be learnt, and we are grateful for Don's courage in putting down his account. Two lives were lost: let us hope they were not lost in vain. After reading this account, I feel sure that others will benefit from the knowledge of what happened — in Don's words — a 'horror story'. I have cut down the original version with the approval of both owner and skipper, to leave out no material points.

Don Blewett's Account

The crew met on Sunday 1st September, with myself as skipper, Nigel Cumming, Gerry Smith, Bob Taylor, Barry Kenilworth and Gardner Sorum; Christopher Chadd joined soon after. At 1155 the weather included Humber/Thames southerly 5-7: Dover Wight, westerly 6-7, locally gale 8. While not relishing the prospect of bad weather there was never any question of not leaving. We cast off at 1205 with the first of the ebb tide. We set the number 3 genoa and full main. As the wind and seas increased we took off the main, and for the beat down the Barrow we changed to the number 5 genoa. This improved the ride considerably..But our speed was cut and we made little progress attempting to tack down the Barrow Deep against a strong tide and a rough, short sea. The prospect of being among the sands at nightfall was worrying so we about turned from SW to a NE course. Clearing the sands we headed SE but as darkness approached, and as we were in no hurry on the trip, we took off the genoa and reset the main rolled down to a third of its size with about 15 rolls in. Although the wind was gusting force 8 the boat was comfortable and everyone had some sleep.

This was the same rig we carried when disaster later struck.

The 0030 shipping forecast was for up to gale 8. We considered going into Dover but by 0500 the wind moderated to force 5-6 with occasional gusts of force 7. The number 5 genoa was reset and the main unrolled to three quarters of its area. The 0600 forecast gave a southerly 6 to 8, veering south-west, perhaps severe gale 9 later. Rain at times. Moderate.

I again briefly entertained the idea of putting into Dover, but we were sailing at 8½ knots on course, with a fair tide. Dungeness came abeam at about 0945 and we changed course for the Royal Sovereign. At the Royal Sovereign we were about a mile inshore of the light structure (see map); this was probably due to steering error in the rough sea. We tacked short of the structure and again when about a mile to seaward, and laid for the Owers Light Buoy.

The 1355 shipping forecast was south 6 to gale 8, locally severe gale 9, veering south west. Periods of heavy rain. Moderate or poor. Although this sounded ominous there was little we could do about it. The wind increased and about five miles west of Beachy Head (A) on the chart) we rolled down the main to about half its size. We held onto the number 5 genoa. The wind was force 7-8 SSW at the time. We were not hard on the wind; maybe about 45 degrees apparent. If we steered 270, we would make close to the Owers. As darkness approached we took off the number 5 genoa, and reefed the main again to 15 rolls. The wind was SSW 7-9. We could not find the hanked storm jib but were not unduly worried about this (the jib was later found in the saloon locker). I wanted to keep crew off the foredeck in night conditions, hence the taking off the genoa and leaving only the mainsail set. She went easily under main alone. The sea was wild and the wave tops were being sheered off. It became difficult to see or hear. Our speed was eased to 4-5 knots. The tide began to run against us.

At 2100 it was dark and we could see the Owers (B on the chart). It was fine on the port bow. Soon the wind was blowing 40-50 knots (force 9-10). The sea was very rough but the boat's movements were regular and gave no cause for concern.

The leeboards for the main hatch had been put by me beside one of the liferafts in a hatch in the cockpit. We did not fit them into places as little water was coming over the deck, and below it was pretty stuffy.

Gardner came on the helm, wearing the yachts jacket with built-in harness. He was clipped to the backstay. He was standing at the wheel. Nigel was wearing a yacht's lifejacket with his lifeline clipped to the port side toerail.

Gerry was wearing his own oilskins but no harness or lifejacket, and was lying down wedged in the narrow space outside the top of the companionway. He listened for a while to Nigel and Gardner discussing the compass light, then he dozed off.

At about 2300, at a position 7-10 miles east of the Owers with the light bearing about 5 degrees off the port bow, we were hit by the first large wave. The wind was gusting 50 knots (Shoreman reported 60 knots), and had meantime come somewhat ahead, but we were still just comfortably off the wind. She rose very quickly and at the same time heeled violently to starboard until it seemed she would capsize. We heeled over at least 90 degrees (position C). Gear in the saloon and sailbins fell about. She stopped rising, paused then fell with extreme violence on to either the starboard side or side and deck. It was difficult to assess how far she had heeled. On impact most of the deck beams on the starboard side from the after bulkhead of the galley to the forward bulkhead of the saloon split along their laminations or broke away from the deck. Deckbeams were 3" tapering to 2½" by 1-5/8" (2-1/8" by way of the mast), spaced every 13½". The wave appeared to break over the boat and water entered through the starboard deck ventilator and through the main hatch. The boat righted herself quickly and neither the damage to the hull nor the amount of water we had taken in was in any way disastrous. She survived the first knock down well.

Gerry, who woke submerged in water (and lucky not to have been thrown out of the boat), was heard from below to shout "Man overboard, all hands on deck". The helmsman Gardner was seen by him trailing astern on his lifeline. Two went on deck: I paused on the companionway to start the engine insneutral). Four of us pulled Gardner back on board. This took about 5 minutes. A head count showed that Nigel was also missing. Nobody was on the helm at this time but we found her still on course and immediately went back on a reciprocal course. That is, East on the compass. Nigel.s snap shackle was found,

Morning Cloud

still clipped to the toerail with about two feet of line attached to it. The end had frayed and had obviously broken. I went below and got up the wireless aerial (a whip aerial stowed in two parts below decks), and tried to put out a distress call.

The engine had stopped and would fire and run for a few seconds, then not pick up. Tuning both transmitter and receiver to 2182, the receiver worked, but the switch on the handset would not activate the transmitter. After 5-10 minutes I gave up and decided to send off some flares. A bundle was in the port side locker behind the after sail bin. I selected the parachute flares and carefully read the instructions. The first and second flares failed to work; the third fired but in the high wind failed to gain altitude and went off horizontally about 10 feet above the water. I did not attempt to send off any more flares. During this period Chris reported that we were leaking behind the starboard after sailbin. I was not able to check this though we were certainly making water. I immediately checked the keelbolts which were undisturbed and I came to no conclusion.

We sailed back east for 5-10 minutes, over-sailing the area where the knock down had occurred. But we saw nothing. The waves, both before the one knock down wave and after it (as we sailed West) and again as we turned (to sail East) were not unusual in any way. We then turned back west with a mutual feeling that we would not find Nigel.

Bob was on deck secured by a genoa sheet and steering. Chris was not secured as he had just come onto deck through the main hatch, which was open.

Gardner was about to descend through the companionway, and had unclipped. At about 2330 we were hit by a second wave, at about the same position as we were hit by the first. She rose in exactly the same way but appeared to be even further heeled. I was thrown across the saloon and was injured. The deck beams were further damaged. Splinters detached themselves from the beams and several beams became completely separated from the deck. One beam, broken in two places, hung on loosely by splinters. The forward hatch was torn off. How the hatch was torn off I don't know. There have been theories. Either the rush of water coming in from the aft is said to have created a pressure from inside. But no one below felt any increased pressure or ear popping. And we did not see any weighty object or sail in its bag hit the hatch. The noise of the water rushing across the deck was thunderous, and I feel this water picked it up, tearing off the two hinges, and where a bolt secured the hatch, the coaming had been torn away.

Water cascaded in through both forward and main hatches. Bob was thrown outside the boat and he hauled himself in by his genoa sheet. He broke surface to find the boat flat on its side with the mast in the water, so was able to get back aboard without difficulty. Gardner had been thrown into the curl of the mainsail, between it and the boom. When the boat righted very violently, he fell into the cockpit. The helmsman's footrest had moved and the lines connecting the horseshoes to the danbuoys were trapped beneath it. The danbuoys could not be thrown.

The boat was stationary lying to wind and wallowing low in the water. The following damage was visible. The top of the port side cockpit locker was missing as was the life-raft contained in the locker. The coaming forward of the main hatch on the starboard side was gone (this drifted ashore almost at the same time as we did, eventually). A section of toerail about 10 feet long forward of the cockpit on the starboard side had become detached and was held only by its after end. The compass mounted forward of the main hatch had gone. And the spreaders were both bent about 45 degrees, one forward, one aft.

Below, water entered through the forehatch every time a wave broke and I suspected damaged below the waterline.

In the waterlogged state she was impossible to get off the wind. I was convinced that she could not stay afloat for much longer, and if another large wave hit her she would almost certainly sink at once. In the interest of those left on board I therefore decided that we should abandon her as quickly as possible.

We took the 4-man liferaft from the starboard cockpit locker. We secured the fine to the boat, inflated the raft and placed it in the water on the leeward (starboard) side. I went below and told Gardner we were leaving the boat. Everyone helped him on deck. With two people in the raft and two on the boat we were able to get him into the raft. The boat's gunwhale was by now level with that of the liferaft. The remaining two people got into the raft. It was now about midnight. We were carried downwind very rapidly, but caught a last glimpse of the boat through the spray.

We streamed the drogue and this checked our speed. The raft continued to be driven by the wind on an approximately NE course. We approached Shoreham within a mile, then drifted along the coast and the bearing of the chimney lights appeared to remain constant for some hours. Before it got light – about 0500 – we lit a hand-held flare. There were three in the raft packed together in a polythene bag. The flash flare lit and burned satisfactorily. About half an hour later, still off Shoreham, the other two flares in the pack were tried but due to spray getting into the raft they were wet and would not ignite. After Shoreham we drifted along the coast. The parachute flares were tried later (off Hove), but these had no protective wrapping at all and were useless. During the final two hours the eastward movement increased (there may be a local eddy or the wind may have veered). We were driven quickly along the coast towards Brighton (F) and passed 50-100 yards off the end of the Palace Pier. About half way between the pier and the Brighton Marina works, about 500 yards offshore we hit the surf.

The first breaker rolled the raft over and everyone was thrown through the canopy into the water. The raft was upside down with Gardner underneath it. Bob was some yards away but managed to swim back.

Everyone was then holding on to the life-lines of the raft. Shortly, after, another large breaker righted the raft and Bob and Gerry got back in although it was full of water. Gardner was hanging on to the outside with his uninjured arm. Barry and I stayed outside guiding the raft and stabilising it to gain maximum benefit from the surf. Gardner was becoming weaker and said he did not think he could continue; Bob got him into the raft and himself out. Shortly after this Barry touched bottom. Barry, Bob and I dragged the raft in until it grounded on the sand. We were met by helpers in the shallows and by the police on the beach. We landed at 0733.

Injuries Sustained

First Wave

Gerry: One cracked vertebra. Three displaced vertebra.

Second Wave

Gardner: Broken right arm. Three broken ribs on right side.

Don: Broken left shoulder blade. Three broken ribs on left side.

Points to Note

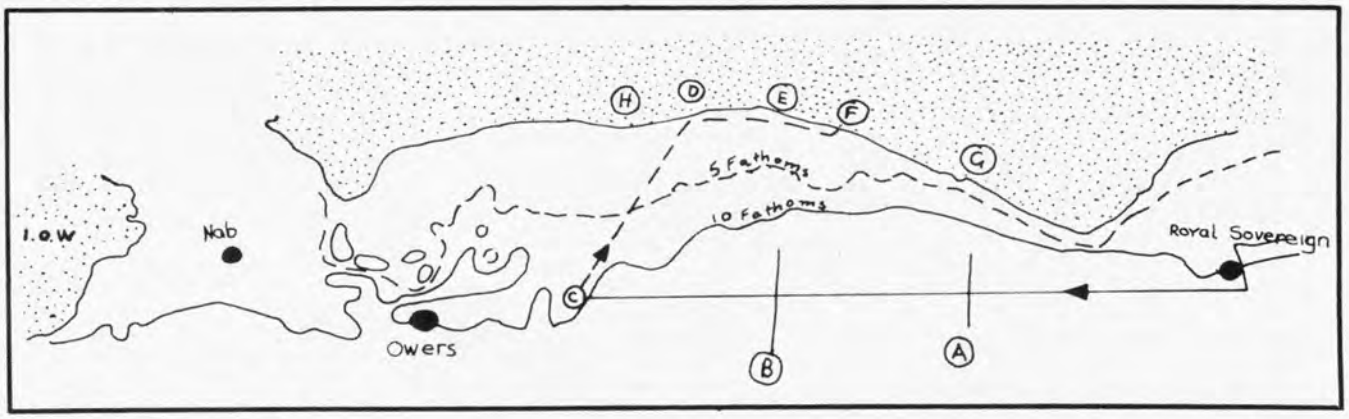
Do freek waves occur? Off shallows certainly, or when there is a build up of unusual wave frequencies. It is tempting to think that we were further inshore than is in fact the case. But although squalls were met in our Westward trip from the Royal Sovereign we were not hard on the wind and expected to make 6 degrees of leeway. I know the coast well and from time to time identified, in the good patches and clear visibility Newhaven (G), Brighton (F), and Worthing (H). When the first wave struck Worthing was not far aft of abeam, and we were heading just Northward of the Owers. We might have had to tack later on to clear the Owers. The depth meter was not working (batteries). If we had hit shallows further north of this we might have expected worse conditions for some minutes – not just one wave – and when we returned over the spot, we might have expected the same conditions. Where we were (C) the underwater valleys might have aggravated what is described in Adlard Coles' book *Heavy Weather Sailing.*

"The belief that every seventh or eleventh wave is the highest in a group or train of waves is not entirely without foundation. If two trains of waves of very slightly different periods exist, one (the longer) will advance with a slightly greater velocity through the other train, the result will be a "beating" phenomena similar to that audibly expressed when tuning a piano with a tuning fork, and waves of considerable height will be interdispersed between those of a very low height."

When the gale force winds blow up quickly and remain at full strength for only a short time, the waves cannot fully develop and so become steeper and wilder.

The foregoing is an account of what happened. It is based on the notes made by myself in the few days immediately following the event, and after discussion with other survivors.

Morning Cloud



The log notes were lost with the boat, and the times given at various points are from memory. They are therefore approximate, but I believe reasonably accurate. Timing of the first wave is accurate as this was noted immediately afterwards. Timing of the abandonment is accurate to plus or minus five minutes as the time was noted shortly before.

In the account I have refrained from offering explanations, but I feel that some observations should be made.

We were perfectly aware when we left Burnham that the trip was not going to be very pleasant, but there was no question of staying behind; we had a strong crew, most of whom had been in gale conditions on numerous occasions, but above all we had absolute confidence in the boat.

The first intimation that we were in for something more than a normal gale came on the 0630 forecast on Monday 2nd September – "perhaps severe gale 9 later" It was not a pleasant prospect, but at the time we were enjoying good conditions and our decision to continue may have been influenced by the words "perhaps" and "later", as by "later" in meteorological. terms we should be nearing the Solent. But mainly I had absolutely no doubt at all that the boat would be able to cope in the event of the force 9 materialising.

Having passed Dover there are no ports until the Solent which can be considered safe to enter in on-shore gale conditions. "Going in", once the decision to continue had been taken, was therefore out of the question.

At this point it is interesting to refer to the extracts from the log of *Casse Tete IV,* which with John Irving as skipper, was making the same trip at the same time.

His time at S. Goodwin was 0642 (ie approximately one hour ahead of us) and he noted 25 knot winds and good visibility. His time at the Royal Sovereign was 1300 and he noted 30 knot winds.

His course was similar to ours. About 1 to 1½ miles to the south of the Royal Sovereign, he laid off a rhumb line course (probably 270) instructing helmsmen to steer rather to the south, if anything. She had up a storm jib and about 14 rolls in the main. Sheets were checked and she was making over 7 knots. Across the bay the wind increased and veered, so she was hard

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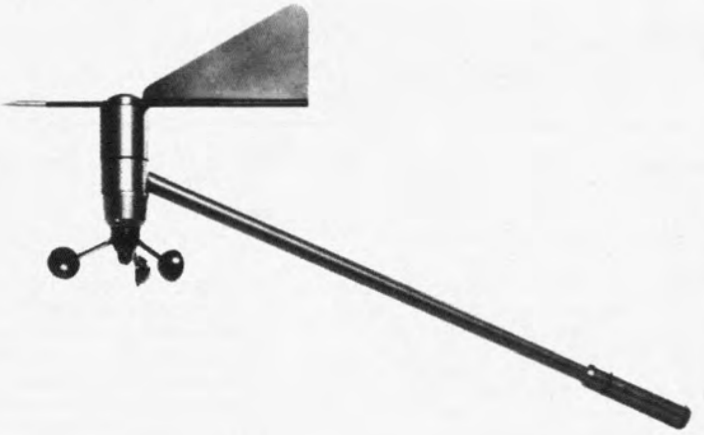

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on the wind (32 degrees apparent) at the end. The Owers appeared off the port bow – you couldn't miss seeing it. Closing the Owers, to the North of it there was a 'boiling cauldron' of water, so she tacked when within a couple of miles, for 2 miles, to clear the Owers by a mile. During the last hour there were noted five or six abnormally large waves, at fairly even intervals (it seems about every fifteen minutes)). One in particularly could be seen for what seemed an enormous period of time. John tried to measure this one, and when in the trough the wave was up to the spreaders (about 25 feet). Some were breaking at the top, and this one was particularly steep. In daylight action could be taken to luff into these waves or bear off to get over them." "Some of the waves were brutes, very big and very steep: if we hadn't seen them we'd have been in trouble".

I asked John Irving if at any time he had considered either going in anywhere or turning back. He said he had considered whether anything could have been done if conditions worsened but had come to the conclusion that there was no alternative to carrying on.

We, of course, were in darkness as we approached the Owers and had not the advantage of being able to see the waves coming. Turning now to the actual disaster, there are two aspects. One is the loss of the two men, the other is the loss, or rather the abandonment, of the boat. They are really quite separate issues.

Firstly, the loss of the two men. In the case of Nigel Cumming, his lifeline broke. It is appalling that such a thing should happen, but it has happened before, and if a man relies on a life saving device to save his life, and the device fails, the result is understandable. In the case of Christopher, he was on deck without a harness when the boat went over the second time. He had only just gone up and possibly another few seconds would have been time enough for him to have acted upon Barry's warning.

It can be argued that had we not had to go back to look for Nigel we would not have met the second wave which cost Christopher's life and finished the boat, but still strictly speaking the loss of the boat and the loss of the men are separate.

The boat was abandoned because she had been damaged to a point where she was no longer safe.

Damage was inflicted by the first wave, but despite the fact that she was leaking, we still had control. It was the second wave which really finished her. Extensive damage had occurred. She had three feet of water in her and was leaking badly from the forehatch and, I suspect, from damage below the waterline. There was a very real danger that we should be struck by another large wave which would certainly have sunk the boat.

The decision to abandon was not taken lightly, but it was essential to take it in time. We could not afford to wait until the boat actually sank under us.

The Safety Equipment Aboard

Rockets and Flares

The rockets and flares on *Morning Cloud* were Pains-Wessex Schermuly.

An attempt was made to send off parachute flares after the first wave had hit us. These had been kept in a locker and were perfectly dry. I carefully read the instructions and followed them with equal care. The first two failed to ignite. The third ignited, but due to the high wind it would not gain altitude and was carried horizontally down-wind about ten feet above the water.

The liferaft pack was no more successful. A total of three hand-held flares were contained in a single waterproof container. The first was operated successfully, but before the other two could be used, a wave had burst against the raft and the spray had drenched them. They were then unusable.

Two parachute flares were contained in the canvas bag with the rest of the emergency kit, but with no protection at all against water they were useless.

All five flares had cardboard bodies. In the sort of conditions when flares are likely to be needed, it is almost inevitable all but the first will be wet before use if they are packed togehter, and there is no chance of them working at all if they are completely unprotected as were the parachute flares.

Lifelines

The *Morning Cloud* waterproof jackets were manufactured by Henri-Lloyd. They incorporated between the inner and outer layers a nylon webbing safety harness supplied by Britax Ltd. The lifelines were of 1¼" circumference three strand hawser laid nylon with a rated breaking strain of 2800lb. They were about 6 feet long with a stainless steel carbine hook spliced to each end.

Nigel Cumming was sitting on the port side cockpit locker with his line hooked to the port side toe rail slightly aft of where he was sitting. The boat rolled to starboard, i.e. leeward, and then fell off the crest of the wave on her side. It is assumed that he was thrown down to leeward, probably travelling the full scope of the line without interruption, and imposing a considerable shock-load upon line and hook.

The two parts of the line were recovered, but due to their poor condition after a period of immersion it was not possible to discover for certain why the line should have parted. However an exactly similar line worn by one of the survivors was sent for testing to the National Engineering Laboratory. The results are interesting.

"The line was tested to destruction in our Dynamic Test Apparatus and failed at a breaking load 1750 lbf. That is a value which corresponds to the failure point of other ropes of the same size and material tested on the same machine.

The point of failure was at one of the splices and that again corresponds with similar tests. The impact speed was 40 feet per second.

"The whole question seems now to me to revolve around the rate at which the rope was loaded and the energy it was called on to absorb. We have results here from tests carried out by dropping a 180lb dead weight through various distances. The peak load in a nylon safety line was around ten times the dead-weight after a six foot fall, so there is a clear possibility that if it is moving rapidly enough, a dynamic load might well exceed the breaking load of a particular rope, especially as the breaking load will itself be reduced under dynamic loading."

Ropes are not apparently tested for shock loading in the normal course of events, and the breaking strain given reflects their capacity to withstand a gradually applied load. Since loading on lifelines is almost certain to be shock loading, it seems to me that they are of doubtful value, and in fact may be dangerous in as much as they give the user a false sense of security.

It is clear to me that in extreme conditions something more than the present design is required, and until a readily satisfactory answer is found crews would be well advised to place no reliance on the lines provided with the harnesses.

Note

It is a great pity that an expected Sports Council grant to the National Engineering Laboratory for a planned comprehensive study of safety harnesses in the sporting context was cancelled. The NEL is able and very keen to re-introduce this study program but a shortage of funds prevents this at the moment. The amount required is relatively small, about £2000.00.

Life-Raft

The raft we used when we abandoned *Morning Cloud* was a CO/2 inflated Avon, packed in a valise, and built on the double-tube principle, with a self-erecting orange pigmenting canopy: it was rated at 4-man capacity and in fact five of us reached safety in it. We owe our lives to it and for that we are all obviously deeply thankful.

There were however some features of the design which caused us problems, and these are listed below.

1 The canopy, whilst providing easy entry, was quite unable to withstand the force of breaking waves when fastened, and it seemed to us that the Velcro fastening used in conjunction with a draw cord was quite inadequate for the job: we had constantly to hold the canopy shut by hand, and even so shipped a considerable quantity of water.

2 The interior light fitted to the canopy was inoperative from the start. At the moment of boarding, the external red lamp on top of the canopy was working but failed shortly afterwards; power for these lights was fed by an untethered flex which it was all too easy to catch hold of accidentally in the rough conditions prevailing, and it might have been that failure of the external lamp ws was due to this.

cont'd.

Morning Cloud

3 Because of the absence of light, ot took a while for us to open the canvas bag containing emergency equipment, and by this time the raft was awash with water; the contents were therefore saturated.

4 The torch contained in the canvas bag was waterproof as required, but was not of the type which could be used for morse code signalling. It had two buttons, one for "on" and one for "off", and was quite unsuable for signalling except by waving around. The rubber strap broke almost at once and could easily have caused the loss of the torch overboard.

5 A total of three hand-held flares was contained in a single waterproof container; the first was operated successfully, but before the other two could be used a powerful wave had burst through the canopy fastening and drenched them; they were then unusable.

6 Two parachute flares were also contained in the canvas bag, but with no protection at all against water.

7 All five flares were manufactured by Schermuly and had cardboard bodies. I have no doubt that, when dry, they work perfectly, but in the sort of conditions when flares are likely to be needed, it is inevitable that all but the first will be wet before use if they are packed together, and there is no chance of them working at all if they are completely unprotected, as the parachute flares were.

8 The raft had the usual stabilising water pockets. It was also supplied with a sea anchor which we streamed and which we believe added greatly to the stability of the raft until eventually the line parted, probably when the raft overturned for the first time. This drogue was either attached to the wrong point or possibly was foul of one of the waterpockets, or some other obstruction, with the result that the opening in the canopy was on the weather side of the life raft, placing an unnecessary strain on the canopy fastening, the ventilation/look-out sleeve was to leeward.

9 The bailer provided was inadequate for the volume of water shipped, and we found rubber boots to be much more efficient.

The ability to signal is of paramount importance and I cannot stress too strongly that under severe conditions there is no way of keeping anything dry once opened, and for this reason all flares, in my opinion, should be individually packed in a waterproof container. They should also be constructed of materials which will not be affected by water, and I must say that cardboard seems to be singularly inappropriate.

Other items within the canvas bag were also contained in cardboard boxes which immediately fell apart, creating an unnecessary jumble. A minor point, but it does indicate that somewhere in the system of drawing up liferaft equipment specifications, a little more common sense could be used.

Comment by RORC

It is impossible to be quite exact as to the position of a yacht in a force 9 gale. But from John Irving's account and from Don Blewett's, it is highly improbable that the yacht was "inshore". Though there may have been leeway to contend with, the Owers was visible, and Don's knowledge of the coast and visual positioning of Worthing seem to confirm his estimated position. However there is a bulge in the 10 fathom line, and there is always confusion in the seas further west, and these may have combined with the gale blowing straingt onto the lee shore in creating unique conditions. The immediate lesson to relearn, after several seasons in the UK, of soft weather, is respect for the power of the sea, and the advisability of keeping – as far as possible – in deep water. Debate will now focus on the question: How can the designs of boats and equipment be materially improved to assist crews finding themselves in similar situations? Firms supplying equipment have been contacted and they have been as anxious as ourselves to learn from the disaster. Matters which immediately arise are the strength and size of the hatches, size and drainage of cockpits, strength and handiness of harness lines, and so forth. The co-operation of both Ted Heath and Don Blewett in following through this matter has been exemplary, and any further information will be published in later issues of *Seahorse*.

For the preceding story we are indebted to the Editor of *Seahorse* magazine, who very kindly consented to our reprinting it for the benefit of CYCA readers. We quote his reply:

"Yes please use the article, so long as you add: 'Reprinted from *Seahorse* magazine, the world-wide ocean racing magazine which appears six times a year. Subscriptions may be obtained at £3.50 sea or £6 o air from Ocean Publications Ltd, 34 Buckingham Palace Road, London, SW10RE. The next issue has two more articles on the disaster – on wave conditions, and on improvements to liferafts, flares and harnesses.' "

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

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

A Lister 88.5 bhp HRW6MGR2 propulsion engine with Lister hydraulic gear box and 2:1 reduction gear give her a speed under power of 9 knots. Her auxiliary services are provided by a 15 bhp type SW2MA Lister auxiliary generating set.

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New A.I.N. Certificates

The Australian Institute of Navigation inaugurates a scheme to raise the Standard of Yacht Navigation

To celebrate the 25th Anniversary of its foundation, the Australian Institute of Navigation at their 200th meeting recently inaugurated a shceme whereby the Institute is to present Yacht Navigation Awards to those navigators of yachts who are proficient at their work. Recipients must prove, by production of log books, evidence of successful voyages undertaken.

Patron of the AIN, Governor General His Excellency Sir John Kerr, who was guest of honour at the meeting, presented five distinguished yacht navigators with the first certificates, forming a group who will be able to assess future applicants for certificates.

President of the Institute, Captain John Dodwell, Harbour Master of the Port of Sydney, said that although the Institute was made up primarily of professional navigators of both sea and air variety, there were also many amateur yacht navigators, and it was to encourage these men to be more efficient that the Institute had introduced this scheme. He stressed that, although not similar to the Yacht Master Certificate formerly issued by the Board of Trade for competency in seamanship and navigation, it would demand a high standard of competency in the fast-growing area of yacht racing and cruising over the ocans and along the coast-line.

Requirements for Certificate

The following is a precis of the requirements and standards for acquisition of a Yacht Navigator's Certificate. Anyone who considers he or she may be eligible should apply to the Hon. Secretary, AIN, Box 2250 GPO, Sydney.

The certificates are classified as either 'Ocean' or 'Coastal' depending on the qualifications of the proposed recipient.

Although the issue of a Yacht Navigator Certificate does not confer any rights or privileges on the holder, it does indicate recognition by the AIN of the standard of proficiency attained by an individual and as such should be considered of value to both amateur and professional navigator alike.

(i) A certificate is issued as a recognition that the recipient has attained a desired standard and experience level in the science of navigation as it pertains to ocean or coastal (offshore) yachting.

(ii) Except as in Rule (vii) applications for awards for a Certificate shall be submitted on an approved Application Form.

(iii) Except as in Rule (vii) applicants shall have the qualifications

The first holders of the AIN's Yacht Navigator Awards

From left: Dick Hammond, Stan Darling, Captain J. Dodwell, Bill Fesq, Harold Vaughan, Geoff Hoffman.

Richard Hammond: Has sailed in 19 Sydney-Hobart races and navigated in 16 of them. Represented Australia in the Admiral's Cup and navigated *Mercedes II* to victory in 1967. Navigated for British teams in Sydney-Hobart in *Prospect of Whitby* and Max Aitken's *Crusade*. Has sailed as navigator in the Bermuda race and the American Onion Patch series. He is a prominent member of the Cruising Yacht club of Australia.

Captain Stan Darling: One of Australia's most distinguished yacht navigators. Served in the RNVR during World War II in command positions and was awarded the DSC. Has navigated in 24 Sydney-Hobart races including three consecutive winning races with the Halvorsen brothers in *Freya*. In three Transpac ocean races, four Trans-Tasman races, five Fastnet races he was navigator; he has also represented Australia in two Admiral's Cup races. Sailed the yacht *Pasha* to UK in 1971. He is a Fellow of the Institute and an ex-president (1970).

Bill Fesq: A distinguished navigator of yachts, he served in the RANVR and RNVR. Has navigated in fifteen Sydney-Hobart races and raced in the Admiral's Cup yachts representing Austrlia. In 1970 he was navigator in *Gretel II* for the America's Cup. He is Vice Commodore of the Royal Sydney Yacht Squadron.

Geoffrey Hoffman: An Englishman at present living in Australia who sailed recently from Broom to Sydney in a pearling lugger. Has cruised and navigated around the British Isles and is a member of the Island Sailing Club of Cowes. He is an engineer with CSR and a self-taught navigator. He is at present refitting the lugger *Cornelius* for extended ocean cruising.

Harold Vaughan: Served in Water Transport in New Guinea in World War II. Has sailed in 10 Sydney-Hobart races, 14 Montagu Island races and navigated and skippered many yachts around the Australian coast as well as across to America, around the UK coast, The Bahamas, West Indies and Islands of the Pacific. He is a member of the Ocean Crusing Club of GB whose members have to make passages of at least 1000 miles non-stop in a vessel of less than 60ft. Is a distinguished member of the Royal Prince Alfred Yacht Club and has written guides to navigation of Broken Bay and the Hawkesbury and done some charting work in those waters.

(iv) All facts pertaining to the applications must be supported by documentary evidence and must be certified as correct by the applicant. Provision of a certificate, diploma, letter or similar evidence of successful theoretical training undertaken at an approved school will be acceptable as will the provision of a log book or similar record in resepct of sea-time. Retrospective entries suitably and correctly endorsed are acceptable.

(v) The Council of the AIN has sole right of determination as to whether any applicant has met the requirements for issue of a certificate and whether such issue will be made. No discussion will be entered into in respect of such determination. The Council also reserves the right to revoke a Certificate already issued should it consider such action necessary.

(vi) Except as in Rule (vii) all applicants will be assessed by an Assessing Committee formed from a panel of appropriately qualified persons. If considered desirable by the Assessing Committee the applicant may be requested to undergo an oral examination conducted by the Committee or be requested to give a practical demonstration of the skills attained. The Assessing Committee shall make recommendations to Council in respect of all applications considered by them.

(vii) The Council of the AIN shall have the right and authority to issue Certificates at its own discretion.

Coastal Yacht Navigator Certificates

The applicant shall have completed successfully a navigational course at an approved facility or school *or* provide alternative evidence of competence in this field.

The applicant shall have acted as sailing master or navigator on seagoing yachts for a period of not less than three years, during which time at least 20 days shall have been on voyages including at least one voyage of 200 miles or more, or *alternatively,* the applicant shall have had sufficient practical experience in the immediate past three years to satisfy the Assessing Committee that the issue of a Certificate is warranted.

Ocean Yacht Navigator Certificates

Qualifications shall be as for 'Coastal' Certificates with the following additions:

The navigational course completed or alternative evidence provided shall indicate a suitable knowledge of Celestial Navigation. At least three voyages shall each include a sector of at least 200 miles of *ocean passage* during which celestial navigation was the prime method of position fixing. An equivalent period of ocean passage time using celestial navigation as the prime method of position fixing may be considered by the Assessing Committee.

Sheila Cohen
Hon. Tech. Secretary, AIN,
180 Kurraba Road, Neutral Bay, 2089.

C.Y.C.A. Celestial Navigation Course

The C.Y.C.A. will again conduct its now familiar winter celestial navigation course in keeping with the Club's leading role in the conduct of ocean racing in Australian waters.

Gordon Marshall, Club Director, who took over the role of navigational lecturer from veteran yachtsman Merv Davey four years ago, will be running the course again this year.

Gordon was interviewed by OFFSHORE and had the following comments to make.

'Celestial navigation is only a very small part of a yachting navigator's repertoire but is essential for any long passages. Whilst coastal navigation may be learnt from many of the excellent books available, or even "picked-up" whilst sailing in Club races or cruising, Celestial is another story. Most books on the subject are written from the lofty perch of a steamship's bridge and are generally unsuitable for the use of yachtsmen.

'On the other hand I find it an easy subject to teach. Many of our students have done celestial study previously and have generally been left confused and frustrated. I get great joy in putting them on the right track and showing them how easy the subject is to master. After all, I went through their traumas some ten or more years ago when I attended one of the standard local courses. I emerged capable of reducing a star sight by the cosine-haversine method, but it took literally hours to do, even in the comfort of the lounge room, and the complexity of the figurework was impossible to handle in the difficult confines of a small yacht.

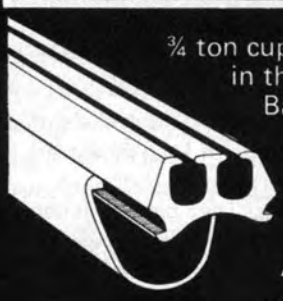
'We have now evolved methods which use preprinted sight forms, and the Marcq St. Hiliare system, which together with the computer-produced Marine Sight Reduction Tables, do away with all of the unnecessary tedium. Celestial navigation becomes a joy instead of a bore!

'Evidence of the success of the course is found in the enthusiasm of the "Navigators Club", a group of keen navigators from previous courses who meet periodically to discuss assignments and further their studies. They have even commenced "competitive navigation" which stresses speed as well as accuracy. The time is not far off when they will be challenging other Clubs to navigational competition at sea.'

This year's course will commence early in June and will be conducted each Tuesday evening from 8.00 p.m. to 11.00 p.m. It is expected to last for 10 weeks. Gordon explains that since the course is of "crash" nature, it becomes essential to attend every lecture; thus, if intending students do not confidently anticipate meeting this requirement, then they should not enroll. The only other qualifications necessary are a general understanding of coastal navigation

HOOD

sails prove FAIR DINKUM *in the level rating regatta.*



¾ ton cup winner, Fair Dinkum carried Hood sails exclusively and many of the place getters in the ¼, ½, ¾ and 1 ton divisions such as Intuition, Shenandoah, Plum Crazy, Storm Bay, Hornet, Mark Twain and Stormy Petrel shipped Hood Sails aboard for this regatta.

In the closely fought ½ ton series Hood Sails were aboard the 2nd, 3rd and 4th yachts.

Fair Dinkum, Hornet, Intuition, Shenandoah and Plum Crazy also carried the new Hood Gemini Foil, and one competitor was quoted as saying; "Everytime these boats changed headsails they gained 1½ minutes on the boats using hanks or single head foils."

Hood makes a difference and we want you to know why.

HOOD

HOOD SAILMAKERS (AUSTRALIA) PTY. LTD.

Hood Sails Sydney, call Pete Cole at the Loft 929-0700
P.O. Box 165, Milson's Point, 2061.
Hood Sails Melbourne: Call Jim Vickery 88-5500
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C.Y.C.A Celestial Navigation Course

including the ability to read charts, understand latitude and longitude terminology, be able to take compass bearings and know the difference between "variation" and "deviation"

The course includes practical sessions; a Saturday or Sunday morning on sextant instruction, a dawn exercise on star sighting (all on the cliffs at Bondi) and finally a trip to sea to round everything out. It follows that intending students must have the discipline to see these practical exercises through. Costwise, each student will need to spend approximately $30.00 for equipment (sextants are not required; they will be supplied) and the fee for the course is $10.00 for C.Y.C.A. Club members, otherwise $20.00.

An application form is included in this issue of OFFSHORE, and since this is the only means of joining the class, intending students should complete and mail it promptly. Enrolment is on a first come first served basis and successful applicants will be advised by mail which will also include the list of equipment required and where it may be purchased. Send no money at the application stage, this will be collected on the night of commencement.

Watsons Knaviguessing Know-how

With the present emphasis on offshore Olympic-type courses, there is heavy pressure on the leading boats in the fleet to lay each mark "spot on". They know that the lesser handicapped yachts are just waiting to sight the first spinnaker blossom to get an accurate bearing of the windward mark. The penalties for overlaying the mark can be great, particularly in tight competition.

What errors are possible? In theoretical terms, in a four mile windward leg, one degree error in the course steered means 100 yards at the mark. If a long board is taken, to try and utilise the set, that one hundred yards error will all be accumulated in the second leg. Imagine what three degrees could mean in restricted visibility!

Reaching along our usual 2.8 mile leg to the wing mark, one degree will again mean 100 yards. Should the error lead to underlaying the mark, a slight wind shift can mean having to douse the kite to round the mark – minutes can be lost (and have been recently). On the square run, our one degree is now an error of 140 yards at the leeward mark, and you could end up giving buoy room to the boat that is going to beat you.

We all know that it is impossible to steer such a close course in a yacht. However, it is possible to record (reasonably accurately) the average course steered, and also to fix your position along the way. In this way, you should know when to throw, and also when you should sight the mark. If you are in (as you probably are) one of the following yachts, bear in mind that that spinnaker you see ahead may not be at the mark at all, so don't be penalised by other people's mistakes. Rely on your own judgement.

As calculation of set or tide has to be made on the first leg, it is vital that this be done accurately, or your subsequent courses will be wrong. You must know the error of your compass and the amount of leeway your boat is making under the prevailing conditions. We will discuss these points in the next issue.

Here is a mild brain teaser to occupy an idle five minutes.

Sailing the windward leg, where the windward mark bears 045° (magnetic) from the leeward mark and breeze is NE (magnetic) we calculate the set to be running 180° (magnetic) at 2.5 knots. Boat speed is 5 knots, no leeway. We think our compass is correct, whereas it has a deviation of 3°W. calculation of set was made on port tack only (tacking angle 90°). The first reach is 270° (magnetic) and we allow the set found and also assume no deviation. Boat speed is 8.4 knots, no leeway. Actual deviation 3°W. If the visibility of the mark is 0.3 miles, what will be its magnetic bearing when sighted? And what was the actual set?

Hedley Watson

OFFSHORE, in conjunction with Hedley Watson, is offering a bottle of champers for the first correct entry. Address your entry to Watson's Knaviguessing Know-How, c/- *OFFSHORE*. and post them to the Club or leave them behind the bar.
The winner will be the first correct entry, or in the event of simultaneous receipt of two or more correct entries, the winner will be drawn. Winner announced in the June edition of *OFFSHORE*.

here's a ½ tonner that rates a little more than other ½ tonners

...we're talking comfort, not measurements!

CAVALIER 32

CRUISER RACER

SPECIFICATIONS
Rates ½ ton

LOA	32'		
LWL	24'	Sail Areas	
Beam	9'9"	Main	175 sq. ft.
Draft	5'3"	Genoa	315 sq. ft.
Disp.	4 tons	Spinnaker	750 sq. ft.

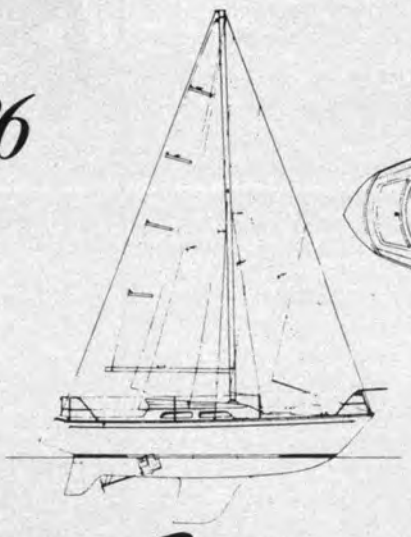
Announcing

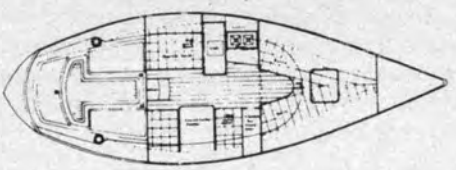
CAVALIER 26

CRUISER RACER

SAIL PLAN AND LAYOUT
"CAVALIER 26" G.R.P. ¼ TON SLOOP
Designer: R.J. Salthouse, New Zealand

LOA	25'6"	Main	135 sq. ft.
LWL	19'3"	No. 1 Genoa	270 sq. ft.
Beam	8'9"	No. 2 Genoa	202 sq. ft.
Draft	4'8"	Jib	125 sq. ft.
Disp.	2.1 tons	Spinnaker	595 sq. ft.





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New Boat Report

Quadrille

Quadrille is the latest addition to the C.Y.C.A. level rating fleet joining the rapidly growing ranks of the ¾ Tonners. She is owned by a syndicate comprising John Brooks, Ted Dermody, Ian North and Doug Thomas, and the group spared little expense in her preparation.

Designed by Allen Blackburne of South Australia, *Quadrille* is *Ganbare*-like in concept with a comparatively high sail area displacement ratio for Australian conditions. She displaces 9,800 lbs with a ballast ratio of 55% supporting an 'I' measurement of 42'3".

The design features the latest in overseas trends and produces a very good looking yacht, some credit for which must go to the builder, John Duncanson, of Adelaide, who has built a very high quality mold. The result is a true G.R.P. hull with an excellent finish.

Quadrille has a very clean, functional deck layout which is largely the work of John Brooks and Hugh Treharne. It features 3 speed, cross linked primary winches, recessed spinnaker pole wells, deck mounted halyard winches, single line slab reefing and a life raft bin with access through a deck hatch just forward of the mast.

The comprehensive instrument layout is by Telcor, an American instrument manufacturer rarely represented in Australia until just recently. The components are modular in design, of very high quality and feature the fewest moving parts of any yacht instrument package.

Below decks the layout is conventional if spartan, but one is immediately struck by the enormous amount of available space inherent in modern design. *Quadrille* has five berths, a dinette layout convertible to two berths opposite a settee and pilot berth, and a quarter berth behind the navigator's station.

Forward of the mast toilet facilities cluster around the interior bulk of the life raft bin, and the forepeak area is all sail bin. Auxilliary power is supplied by a 30 H.P. Sea Panther 4 cylinder diesel.

Quadrille was the first production boat from the Duncanson ¾ Ton mould and some frantic efforts were required to finish the boat and get it rated in time for the 1975 level rating series. In fact, for the first three races the crew were working every morning to complete fitting out and the boat had a total of two hours sailing before starting in the first race of the series.

It says a lot for the boat's potential and crew enthusiasm that *Quadrille* managed third overall in the level rating series with a 6,3,2,2,2 result, which promises a boost to competition in the C.Y.C.A.'s third division.

Dimensions

L.O.A. 34'3"	**'I' 42'3"**
L.W.L. 29'9"	**'J' 14'0"**
Draft 5'11"	
Displacement 9,800 lbs	**'P' 38'6"**
BMAX 10'9"	**'E' 10'3"**

E.G. Dermody

Bob Ross

OFFSHORE SIGNALS

Development of Sydney Foreshores Long Overdue

Sydney is one of the worst serviced boating capitals in the world when it comes to marina and pleasure boat facilities according to a recent report (January 1975) prepared by the Marina Association and the Boating Industry Association of New South Wales. Lack of forward planning is the reason why there is currently a shortfall of about 50% in marina berths available vs. demand.

The report calls on the N.S.W. Government to immediately investigate and modify leasehold conditions relating to marina and boating facilities and to implement a strategic plan for the next 15 years' development. It also calls for the delay of the Waterside Zoning Plans until these are modified to incorporate more boating facilities.

With a boating population estimated to grow 12% per annum, it is no surprise to anyone who owns a boat (and who faces the problem of where to put it) that something more than has been done will need to be done. The community assumes responsibility for providing recreation facilities such as sport fields, swimming pools, golf courses and beach facilities but has ignored facilities for what is the most popular recreational pastime of all (based on actual surveys) – pleasure boating. The above report makes sense and deserves the serious attention of both those who have a stake in boating and of all N.S.W. legislators.

Official Navy News Bulletin Sets Record Straight

Shortly after the December 26 start of the Sydney-Hobart race in which a record spectator fleet clogged the harbour, an article appeared in the Melbourne *Truth* that was extremely vindictive about the "fact" that the sailing of Naval relief vessels to Darwin in the wake of cyclone Tracy had been delayed by the silvertails in the Hobart Race, who made it impossible for the Navy to manoeuvre its ships until the race had started. The clear implication of the story was that the race had delayed the sending of aid to Darwin for several hours, and that the organisers were callous about the plight of Darwin.

The February issue of *News Bulletin* published by the Navy carries the following note on page one.

"26 December. The Flag Officer Commanding the Australian Fleet, Rear-Admiral D.C. Wells has recalled members of the ships' company of the following HMA ships: *Stalwart, Supply, Vendetta, Hobart, Parramatta, Vampire, Dutchess* and *Derwent.*

"The first three ships of an eight-ship Naval Task Force heading for Darwin sailed from Sydney late this afternoon. They are HMA Ships *Melbourne, Brisbane, and Stuart* and are due in Darwin on New Years Day.

"Service and civilian officers completed a massive 24-hour loading operation at Garden Island at 5.00 pm today. Most went without sleep to assemble urgently needed supplies."

No further comment about the veracity of *Truth* is needed.

In Search of Singlehanders

"Gables"
Wolverstone
Ipswich IP91BA
England.

Dear David,
I have recently completed the first genuine attempt to list, in the ir correct order historically, all the known 'firsts', 'fastests' and other superlatives of singlehanded small boat vayagers. My book is titled *An Evolution of Singlehanders.*

Although I have managed to build up a good network of correspondents throughout the world – many of them as a result of my books about trimarans – facts about singlehanded coyages by Australians and New Zealanders have been very difficult to sort out. For example, the only Australian solo circumnavigators I have listed are Bill Lance (an old friend) and Wolf Hausner (ex-Austrian; the first solo catamaran to 'round). I do not have any 100% solo New Zealand circumnavigators, although Adrian Hayter did go 'round in 1950-56 (w-e) and 1962-3 (e-w) in two different yachts, both starting from Britain and finishing in New Zealand. But I have been unable to find out anything about Len Skoog and his yacht *Brinestormer* (believed Australian) or John Morrison (believed New Zealand), both of whom may have circumnavigated either entirely, or partly, solo. Out of the total so far of 42 genuine solo and 15 part-solo or didn's-quite-tie-the-knot, I am sure there must be some that I Have not heard about – particularly from your countries. And what about solo Cape Horners? Out of the 20 I have listed, only Bill Lance represents Australia.

And then there are the singlehanders who achieved various records from or to Australia and New Zealand. The Swede, Anders Svedlund, for example, rowed solo across from Australia to Madagascar in 1971 and lived (or still lives) in New Zealand, but I cannot find out anything about his voyage.

If your readers could help me in any way with any information of these voyages it would be a great help, and if anybody knows of, or has accomplished, a solo voyage which he believes is a record breaker, I will be very pleased to hear about it. I believe that too many "firsts" or "fastests" etc, have been claimed in the past (and are still claimed) and accepted as records when in fact other unknowns actually hold the particular record. I have found this to be true of most countries.

So come on Aussies, how about a few claims?

D.H. "Nobby" Clarke

From The Royal Prince Alfred Yacht Club. . .

13 February, 1975

The Secretary
Cruising Yacht Club of Australia
New Beach Road
Darling Point, NSW 2027

Dear Sir,

For some time this Club has had great difficulty in providing marina berths for all our members.

Although the Club has just received approval to construct further berths which will accommodate an additional 24 boats, we still have about 20 members on the waiting list after the new berths have been placed in operation.

In consequence of this, it has been decided to eliminate the bisitors berths as such, and to allocate them on a permanent basis to members. I would be obliged if you could acquaint your members with this decision, but at the same time inform them that the Alfreds will still welcome visitors.

At certain times vacant berths are handed over the the Club by members who are holidaying in their boats, and these berths can be used for visitors on a short term basis. In addition we will be providing visitors facilities on the "T" heads of some marinas. Visiting yachtsmen must enquire

OFFSHORE Signals

at the Club office before placing their craft in a marina berth or any other berthing facilities provided.

During the Summer season our committee has had certain embarrassing situations with visitors and feel with some reluctance that you should be advised of this in explanation as to the reasons we have been compelled to tighten up our procedures in dealing with visitors.

Whilst the great majority of visitors appreciate the facilities we are offering and conduct themselves in an exemplory manner, we have had a number of unfortunate situations where visitors have placed their boats in unoccupied berths without permission of the Club or the owner, thus preventing the owner returning to his berth. They have parked cars for lengthy periods in the car park, which on weekends is restricted to members only. Some have also not bothered to become registered as visitors and generally create discomfort to our own members.

Please do not take this letter as an indication that we do not welcome visitors. We have many good friends amongst your members, and they are always welcome at the Alfreds. The Committee feel sure that you as fellow Club administrators fully appreciate the necessity of being frank in this matter.

Yours faithfully,

D.C. Blackwell,
General Manager

P.S.

A few notes from the February issue of OFFSHORE.

Firstly, we omitted to include the signature line on the story from New Zealand about the N.Z. Admiral's Cup trials. Our belated thanks for this story to Peter Campbell, our N.Z. correspondent, for his excellent effort.

John Ross also writes of his last edition of Southern Scuttlebutt: 'On page 24 (Feb. issue) in the section 'Interstate Challenge Series' a mistake crept into my copy. The following sentence. . . "*Elizabeth*, skippered by Tim Crispen from the Sandringham Yacht Club, took first place overall" . . . should read "third place overall". The actual winner was *Outlaw*'.

Kiwi Gear is Here

One cannot but be impressed by the native ingenuity so often forthcoming from the Quaky Isles – the jetboat probably being a most obvious example. The quality of industrial design is also surprisingly good for a small country. Add to this New Zealand's yacht racing accomplishments and general devotion to boating, and it's not surprising that in the marine field, New Zealand has a thing or two to offer us on this side of the Tasman.

Two CYC members, Steve Old and Rob Hawthorne, both highly successful dinghy sailors, have started a business called New Zealand Marine Imports (see full page ad this issue). They will be making some of this Kiwi gear available to Australian yachtsmen.

Unit 25F,
3 Darling Point Road
Darling Point 2027

Dear Sir,

I am writing to your Club as being one of those prominent on the harbour and would be grateful if, when next you circularise your members, you could find room for a plea that all such members, their families and friends refrain from resorting to the great Australian method of rubbish disposal as practised in boating circles, viz, chucking it over the side.

The commonly stated belief that all rubbish sinks to the bottom and returns to nature is manifestly incorrect as can be seen by a survey of

the harbour foreshores. Just above high water mark lie the multitudinous bottles, bags and containers that are an inevitable part of boating.

I am aware that a considerable and growing number of boaters do, in fact, take their garbage ashore, but there are sufficient of those who do not to make the harbour foreshores less than beautiful.

As Rat said to Mole in the immortal *The Wind in the Willows,* "Believe me, my young friend, there is nothing – absolutely nothing – half so much worth doing as simply messing about in boats".

At least let the unfortunate non-messers be spared the refuse of the messers.

Yours faithfully,

(Mrs) J.P. Mutton

INTER-STATE REPORT

Southern Scuttlebutt

Gretel I is now based at the Royal Yacht Club of Victoria. She arrived from Perth late in February after a passage of 16 days, all hard on the wind except for a brief spinnaker run down Port Phillip Bay.

Preparation of *Gretel I* for this 2,200 mile voyage was placed in the hands of Neil McAlister, well known as a frequent Sydney-Hobart competitor in his yacht *Starfire* of Perth. Neil also had charge of the yacht for the trip to Melbourne and the success of the whole operation speaks volumes for him and his crew. As could be expected with a voyage of that magnitude, they had their moments, but good planning and good seamanship saw them accomplish the delivery successfully.

Gretel I has been purchased by a syndicate of Melbourne yachtsmen. Two prominent figures who have identified themselves so far are, V.Y.C. President Barry Scott and Jock Sturrock.

The syndicate has two goals in view for *Gretel I*. She will be converted for ocean racing and already the syndicate has consulted with Alan Payne on this. In addition, she will be used to train and provide 12 metre experience for a group of Victorian yachtsmen as possible crew members for future America's Cup Challenges.

On Friday, 7th March, the Ocean Racing Club of Victoria ran a race to Stanley on the north west coast of Tasmania for the Rudder Cup. Entries were received from 17 yachts for this ocean race of 154 miles. Line Honours were taken by *Bacardi* (John Gould). The Rudder Cup was won by *Koo-mooloo* (Ron Young), second was *Bacardi* and third was *Vittoria* (Lou Abrahams). The Rudder Cup dates back to 1907 and was donated by the magazine of the same name for the first race across Bass Strait. Yachtsmen were invited to attend a function planned by a local Apex Club which sensibly included bus travel to and from the event!

Pressure is building in Melbourne from shipping companies to have registration of yachts introduced by the State government. This follows repeated incidents of yachtsmen failing to show common sense in the main shipping channels when in close proximity to ships entering or leaving the bay. The shipping companies, and to some extent, the pilots, would prefer to report registration numbers to a government authority rather than try to reach offenders through yacht clubs. One other common complaint relates to inoperative or poor navigation lights. As one pilot put it 'These days the master of a large modern ship is located at the stern of the vessel. Even though he may be 100 feet above the sea, his visibility is severely limited to anything close by. It would help if those in charge of small vessels in such situations could appreciate that fact – particularly when in the restricted waters of the shipping channels.' So it could soon be a case of shape up . . . or pay up for Victorian yachtsmen.

Following on the good showing by Victorian yachts in the last Hobart race, the news of the win by *Providence* in ½ Ton event of the Level Rating Regatta was really good news. This is a major achievement for Tommy and Al Stephenson and their crew. It has also done a lot to stimulate interest in the 1976 series which may be held on Port Phillip Bay. At this stage the V.Y.C. and officials from the Royal Yacht Club of Victoria and Royal Brighton Yacht Club are working on a proposal to this effect. If the 1976 series is held on the bay I think we can guarantee some interesting sailing, particularly for the navigators.

John Ross

CLUB NOTES

Commodore's Report

Dear Members,

By the time you read this the A.G.M. will be over and a new Board will have been elected.

Your Board for 1974 worked hard, and, although we were not satisfied with what we did achieve we feel that a lot of good hard thought went into your Club's affairs and the ground has been prepared for a more satisfactory 1975.

Many thanks to fellow Flag Officers, Directors, Staff and Members for their support.

J.P. Diamond
Commodore

Sailing Secretary's Report

With the exception of one short race the sun failed to smile on the Level Rating Regatta and the weather can best be described as wet with wind.

The 43 competitors provided keen competition in all 4 classes, and from comments during the Series and also those expressed at the prize giving dinner, we were assured that the event was a success.

Club Notes

Sailing Secretary's Report

Without using a very large crystal ball we can see that level racing under the I.O.R. Mark III measurement rule is to become more and more popular with all States. Our efforts are now being directed to persuading Y.A. of N.S.W. and the A.Y.F. to convene a meeting of all interested parties and through these meetings establish a system of allocating the authority to conduct Australian Championships. This program will enable States and Clubs to schedule their racing to avoid clashes of dates and enable owners sufficient time to make the necessary arrangements to compete.

Immediately after the Level Rating program we went straight into the Admiral's Cup Selection Trials. The Club actually acted as a 'Sub-contractor', conducting the races on dates and courses designed to comply with the Selector's wishes. Perhaps we should have engaged the soothsayer who some years ago said to Caesar "Beware the Ides of March" as the weather was not at all favourable. We congratulate those participants who, despite many frustrations, completed what proved to be a very slow Series.

The next target on our plate is to ensure that the Winter Series proves bigger, better and even more enjoyable than last year, if this is possible. You, members of the C.Y.C. (and members of all Sydney Clubs) will be in the near future receiving race entry forms and invitations to join in the very informal and usually entertaining prize giving which takes place after each Sunday race. Starting and finishing in excess of 100 yachts on a Sunday presents quite a few problems for Race Officials but I am sure that they can extend themselves to even greater efforts as long as you provide the boats. Our lady members of the starting party have volunteered an invaluable service but we are still looking for more people to assist us with this. If you feel you can donate an occasional Sunday, are reasonably proficient with a pencil and are prepared to keep your head down and work like hell for an hour or two, please contact the Sailing Secretary.

Finally, for the big boats (or at least those who can meet the requirements of entry), don't forget the Royal Sydney-Tonga Race in July.

E.T. (Max) Lees
Sailing Secretary

Captain J.A. Gledhill; New C.Y.C.A. General Manager

The C.Y.C. welcomed a new General Manager in March, Captain J. (Jeffrey) Gledhill, who recently resigned from active duty in the R.A.N. Jeffrey spent a large part of his career in the Fleet Air Arm of the Navy. As a dive bomber pilot in World War II he participated in the attack (and scored a hit) on the German battleship *Von Tirpitz*, then the largest in the world. He has the Distinguished Service Cross for attacks on shipping. Jeffrey took part in the Korean War flying from H.M.A.S. Sydney. He has held planning appointments in defence and Navy, and he had Command of the North Australian Area, H.M.A.S. Penguin, etc.

Jeffrey has a wife and two daughters, and he lives at Cammeray. He just sold his Soling, which he raced, and has bought a Blue Bird which he intends to enter in the Winter Series.

Ladies Auxiliary

Southern Cross Series Information Desk

As you are aware, the Ladies Auxiliary have in the past manned the Information Desk in the foyer in the period prior to the Sydney-Hobart Race to assist the visiting yachtsmen. As this will be a big year with yachts here for the Southern Cross Series, the Hobart Race and the Clipper Race, we will need more people to assist Committee Members in the two week period prior to Boxing Day. If your wife or any person would be interested in volunteering please ask them to contact Pat Hanbury at the Club office – 329731.

Future Functions

A morning of fun and fashion 'In a French Theme' will be held at the Club on Thursday, 5th June, 1975. Mark the date in your diary.

CYC and Royal Hong Kong Yacht Club Establish Reciprocal Privileges of Membership

In a letter dated 20 February 1975, the CYC confirmed that "At a Board Meeting held on 19 Feburary it was unanimously agreed that we accept this offer and the Board indicated their wish to extend a welcome to any of your members visiting Sydney."

1 February, 1975

The Commodore,
Cruising Yacht Club of Australia,
New Beach Road,
Darling Point, NSW, Australia

Dear Commodore,

The Commodore and General Committee would like to extend to members of your Club the privileges of membership of the Royal Hong Kong Yacht Club on a reciprocal basis and I have been asked to enquire whether you would be interested in such an arrangement.

By reciprocal we suggest that members of each Club would use the other's facilities wiht all rights and privileges of a member, except of course, voting rights, on production of an Introductory or Membership card and providing they are not residents of the Colony. Payment in our case is by purchasing cash coupons and it is not proposed that credit facilities should be offered.

We have approximately 3000 members with very active racing fleets of A and B class Cruisers, Dragons, 'L's, Flying Fifteens, Bosuns, Lasers, Pandoras and Ruffians and a Rowing section. In addition, we have a large Dining Room, Snack Bar and three bars as well as two squash courts and four bowling alleys.

We would be most interested to hear from you and if you agree, suggest an exchange of plaques so that yours may be added to our wall of plaques of reciprocal clubs.

Yours sincerely,

F.C. Hydes,
General Manager

New House Manager

Welcome to our new House Manager, Jerry Barwick, who comes to us with a wealth of experience in the catering business. Jerry has been in Australia for some 25 years and has developed his skills in a number of postings.

He spent a time with the Southern Cross in Melbourne. In Sydney, he was

House Notes

with the world famous "Princes" in Martin Place. More recently he was with the Rex Group, Chevron Hilton, the Grange, and for the past seven years was restaurant manager for the very successful prestige eating place, The French Tavern. Some time in between these positions he was the one time "highest" licencee in Australia at the Kosciosko Chalet.

Many years ago Jerry had his early training in Zurich, which included a 3-year sting being transferred to winter season work at St Moritz' Suvreta Hotel.

All aspects of restuarant management and hotel keeping are thus not unfamiliar to Jerry. While admitting to the new challenge of Club life, he nevertheless aims at stabilising the flow of clientele and giving members food and service of a high standard along with striving to make the Club a home for us and our families.

In his free time he enjoys the open air, getting away when he can to the mountains for fishing, shooting and tennis. He was one of the founding members of Prague Football Club and played with them for three years in the early fifties.

With such a background, Jerry is already proving a tremendous asset to the House, and we look forward to the benefits of his experience.

Tony Cable.

House Notes

Recently organised House activities have been at their seasonal New Year infrequency. The new House Manager, Jerry Barwick, had his baptism of fire when the Club was "loaned" for an Admiral's Cup fund raising barbeque. Just as the first guest arrived, so did the rain and it didn't stop. Most of the 600-odd guests nevertheless treated this disaster in good humour and enjoyed the spit roasted lamb and beef and swinging band.

The Level Rating Series provided an active week, culminating in the Presentation Dinner. Thanks again to Jerry and his staff. 200 were catered for with a greater ease than previously experienced.

Some 42 past and present flag officers attended the Flag Officers' black tie dinner. For this do, the cooks had an opportunity to really show what they were capable of.

The highlight of the period's events, was the Admiral's Cup Team announcement and Qantas trophy presentation on March 26. The ABC covered this live – naturally in colour. Again 200 plus were catered for.

Jerry, with the objective to vastly upgrade food and service would welcome any comments from members on suggested improvements – "It's only when the crow cries, you know something has happened". Catering for special private functions is still encouraged and there will be more emphasis on family dining with children.

By way of an appeal – a prime reason for the new car parking area is to promote "turnover" in the Club. On the recent 400-mile Admiral's Cup trial virtually the whole area was filled with crew cars (members and non-members), their owners away for a few days. This thereby denied usage of this facility to perhaps a few score other vehicles over the same time.

Tony Cable.

MARINA NEWS

by Jack North

Norman Rydge's motor cruiser, *Koomooloo*, churned up the Tasman in fine style as she made the passage to Lord Howe Island in forty hours, returning to Sydney in thirty six. She was back at the marina by 2nd February.

While at the island she did a trip north to Middleton Reef, the graveyard of the *Runic* and half a dozen other ships whose bones may be seen there. As she had reasonable weather all the way her crew can tell none of those fearsome stories that other Lord Howe Island voyagers spin round the CYC bar.

Fantasy, a quarter tonner designed by Scott Kauffman, is of similar design to *Okka* but slightly modified. She was built by her owner, Cliff Penny and it should be interesting to watch her performance in the next winter series.

Fantasy

Tasmanians often complain that they build good yachts only to see them sold to the mainland, usually Sydney. Hughie Garnham seems to have reversed this prodedure when he bought *Jusant* from Pittwater and took her home to Hobart. This steel sloop built in 1962 is a sister to *Poitrel*. She left the marina at 3.30 p.m. of Monday, 10th March and headed south. That was the day of the Big Wet, if you can remember that far back, and the Hobart crew said they were doing the yacht a favour by taking her to a more endurable climate.

The passage was uneventful although the first forty eight hours produced a bouncy sea; then a northerly helped them to cross Bass Strait in style. Passing through the Dunalley Canal, *Jusant* tied up at Kettering in the Dentrecasteaux Channel during the forenoon of Saturday, 15th March.

Altair

Altair is a 41 foot fibreglass ketch with a clipper stem and semi-counter stern. Her Perkins 107 diesel gives her power for six or seven knots. A stock boat designed by William Garden, she was built by Tachio Bros of Keelung, in Taiwan.

Hailing from Vancouver Island, B.C., her home port has the attractive name of Birdseye Cove, Maple Bay, and she is owned and crewed by Noel Mottershead and his wife, Beryl.

On 28th July last the yacht sailed for Hawaii, arriving at Hilo after a passage of twenty one days. Fanning Island, Apia (in Samoa) and Suva were her next ports of call before she proceeded to Ile Mare in the Loyalties. After a stay in Noumea she made her Australian landfall at Stradbroke Island and skirted down the coast, spending a week in the McLeay River. *Altair* entered Port Jackson on 17th January 1975.

Noel and Beryl plan to visit the Barrier Reef and return home by way of the New Hebrides, Phoenix and Fanning Islands, as well as the Hawaiian Group.

The darker side of ocean racing was revealed by the tragic wreck of *Shiralee* on Thursday, 13th March, 1975. This 33 foot fibreglass motor-sailer sloop, described in February's OFFSHORE, crossed the Tasman as planned. Leaving Manakau Harbour on Saturday, 8th March, she headed north. But huge seas had been whipped up by Cyclone Alison and one of them flattened *Shiralee* off Cape Reinga. It was decided to make back for Auckland.

Arriving off Manakau Harbour on the Thursday morning, and after waiting for a while, the yacht attempted to cross the bar. A mountainous wave capsized her, throwing Hal Prewer and his wife Margaret into the sea. For more than two grim hours Hal supported his wife but eventually the ocean won. He struggled for a further three hours before being washed ashore at Irwin's Gap, where he was found wandering on the beach in a dazed condition.

During their stay at the marina this husband-and-wife crew made many friends among members of the CYC. And now there is so little that we can do as we sympathise with Hal Prewer in his terrible loss.

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