

OFFSHORE

VOLUME 2, No. 4

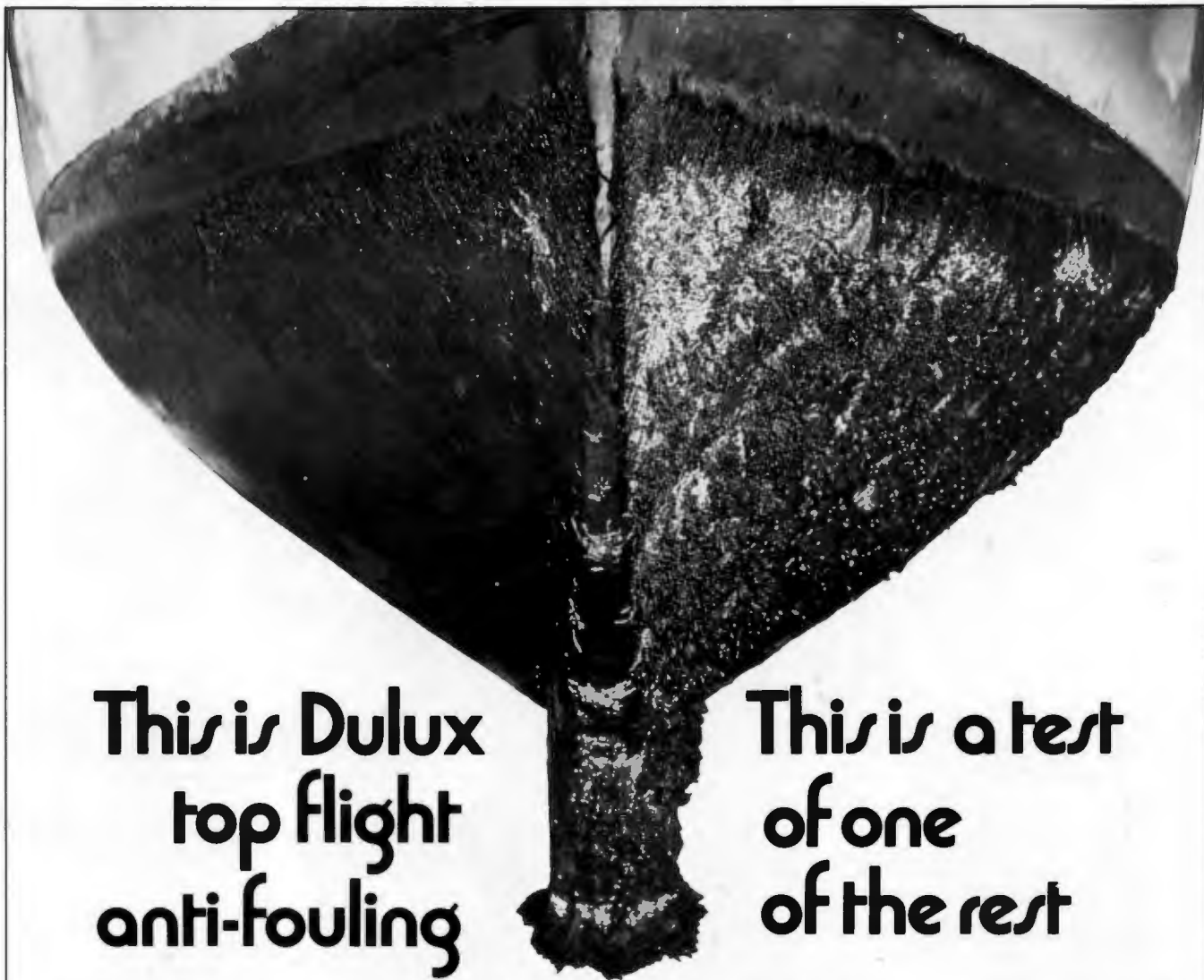
AUGUST, 1972

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A quick trip To Tropic Seas

by JOHN GILLIAM

What "Yachtie" has not sat and dreamt of cruising to the South Seas? Unfortunately, thousands of miles away. So we keep dreaming, not realising that for the fortunate N.S.W. deep water walloppers Lord Howe Island lies just 420 miles from Sydney. Believe me it has the lot. Coral reefs, a beautiful lagoon, scenic mountains to climb, fantastic fishing and the most friendly and helpful "Islanders" that you will ever meet.

We decided before the Hobart Race that if Weatherly was not sold we would go for a ride and have a look see at Lord Howe Island. So the crew of Weatherly — Jim McLaren, Les Lawler, Greg Gilliam, Odd Karlsen and yours truly, prepared the yacht for departure on Friday 24th March.

She was deeply loaded with stores and grog, enough to go to New Zealand. (I personally think the crew might have had this in their mind.) We left at 2200 hrs., found a very big sea outside, aftermath of Cyclone Emily and Weatherly liked it after being left alone for so long with Koomooloo stealing all the racing.

The wind and sea were from the South East, wind was about 15 knots so we "took off" — it was a great start. On Saturday morning we decided to set the kite. We had only the full 1½ oz. kite as we had decided to use it up to 25 knots, then pole the headsail. If the wind became too light we would use the "diesel topsail", as we have a range of 700 miles under power.

We carried the kite right through Saturday into late Sunday afternoon when a Stormy Petrel flew straight on to Greg's steering arm, just like a tame Budgie. After a few minutes there it fluttered around for a while, finally perching on an aft lifebuoy. Then off into the blue; we accepted the fearless gesture as a good omen.

Jim was busy, and how! Kept on wearing the sextant out through the day while the crew ate, drank and talked all the day and all the night! Sighted a large group of slippery looking killer whales all around the ship, nice to feel safe and comfortable on board. Set the kite at dawn Monday morning, a beautiful day, rain gone but the breeze getting lighter all the time. We started using the direction finder, since there is a good beacon on the Island and we wished to confirm our position. We obtained a good direction beep, Jim looked up and there on the starboard bow nearly 40 miles away was the 2840' island. A really beautiful sight in the clear atmosphere. We sailed on in an ever decreasing breeze but arrived off the island too late to go through the passage.

So we spent the night, a wonderful moonlight night, under mains'l alone, sailing on and off, catching sharks.

I only wish we had a sound movie of our navigator, Jim, especially when he pulled a four foot grey nurse shark aboard. We landed another shark and had great satisfaction finishing it off with a tommy hawk. Tuesday morning Ken Wilson and Peter Thompson came out to escort us in and lead us safely into "the hole". This is a spot about 40 feet wide, 20 feet



How to lose the Marina Blues

deep, with four moorings in line so that two yachts can lie moored fore and aft.

This hole I believe was formed by the Americans during the war; they blew the coral out to permit an anchorage for their Catalinas.

Now for the island. There are very few cars, a few motor bikes, and hundreds of push bikes for hire.

So you take to a bike, and between the R.S.L. Club daily 11.00 — 12.30 p.m. and the bowling club 4.00 — 6.30 p.m. you find out quickly what condition you are in when you ride the bike once again, a kind of pedaliser I suppose. Go meet the friendly helpful people, relax in the sun, swim or catch the tremendous King fish at Ball's Pyramid approximately 11 miles S.E. But please remember do not throw rubbish over board, take it ashore, there are dust bins. It is only a simple courtesy to help these hospitable people keep their happy retreat clean.

Cyclone Emily was playing havoc up North and I did not like to stay in the hole, so shifted out on a mooring ready to go to sea if it came our way, but the hardest wind was about 35 knots. We left Wednesday 11.00 a.m., light South Westerly head wind, later in the day this backed to the South and increased to about 30 knots so we changed down to No. 2 headsail and three rolls in the mainsail. We surely were cruising and life was easy. We could lay our course so it was good sailing. On Friday the wind went to the South East and lightened until we finally started the "Diesel topsail" running through Friday night until Saturday morning.

A wonderful clear morning, the wind fresh from the South, so we stopped the engine and hoisted the kite, soon bowling along at 7½ to 8 knots. Later in the morning sighted the coast, found we had been set a few miles to the south so shyed the extra and headed straight in, arriving at Rushcutters Bay at 3.00 p.m.

So, on your way! Remember you can sail up the coast if you wish, and take your departure from Coffs Harbour then only 200 miles east or, head direct (as we did). Only head wind going would be a N.E. and return a S.W. Stop dreaming, it's at your door. If you are going, write to the Superintendent Lord Howe Island advising E.T.A.

Search and Rescue Problems

by G.H.O.B.

Nothing can be more dramatic and satisfying than the rescue of a foundering ship's crew from the storm-tossed sea. We bring back some who were sure they would never see land again. We are a success. But are we? Could not our resources be more effectively applied to reducing the costly search and rescue effort of saving life and property at sea? Is not keeping a boatman from getting into trouble as important as rescuing him after he gets into trouble?

It can be hypothesized that any search and rescue effort represents a preventive safety programme failure.

These factors are the concern not only of our own authorities but equally of other countries and the more recent popularity of recreational boating has precipitated the problem. Many factors have tended to decrease the Search and Rescue (S.A.R.) effort for merchant vessels; it is the small craft people who cause most of the trouble.

They go to sea because it is fun. Many of them are untrained, ill equipped and under financed. Some of these amateurs are as capable as the most qualified professionals, most are not. Voluntary measures are undertaken in most countries but now international government representatives are studying the relevant factors with a view to possible government regulatory action, in collaboration with voluntary effort.

The U.S. Coast Guard have done considerable research in these areas and some of their findings are revealing. In this article I have quoted freely from their reports.

Calls for assistance from recreational craft from the Coast Guard occur more than 30,000 times a year in U.S.A. The U.S. Coast Guard undertook a study in late 1971, in the Miami Florida area. They had responses from 230 boats who had called for assistance. Analysis of reported data showed that:

- Boats and engines involved in the mishaps were for the most part less than six years old.
- Cooling system and shaft problems accounted for almost one third of the machinery casualties.
- Coil and starter failures accounted for 37 per cent of the electrical casualties.
- Only 4 per cent of the cases involved sail or auxiliary sail boats.

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- Hull failure was not a major problem.
- Steering system failures were responsible for but 10 per cent of the casualties.

Clearly preventive measures could overcome a lot of time and expense in S.A.R. work with great benefit to all.

In 1969 the Coast Guard conducted a detailed analysis of reported recreational boating fatalities in 1967 on navigable waters of the United States.

Recreational boating deaths with investigations complete	743
Suicide and homicides	5
Natural causes	16
Refused assistance	5
Tried to swim ashore when those remaining with the boat survived	20
On scene reaction where accident was sighted by personnel in a boat which responded immediately but was unable to effect the rescue	233
Remote areas where the existence of the emergency was not known prior to death	218
Witness notified rescue agency, but death occurred before rescue force arrived	185
Miscellaneous or unknown	61

Essentially all of the deaths occurred in incidents where an after the fact reaction could not effect their rescue. Either the persons succumbed at the moment of the accident, the death process was irreversibly started in the accident or death occurred prior to knowledge of the incident by S.A.R. personnel.

Short of expanding S.A.R. facilities to cope with greater boat numbers there comes a time when those facilities pass their peak of effectiveness. At that stage it is more economic to spend money on preventive measures.

There are numerous problems that hinder safe recreation by boats. They include the lack of adequate:

- Safety standards for boats and associated equipment, and of educated boatmen knowledgeable in the ways of the sea. In many cases the lives of search and rescue forces are risked to save those who never even thought of the danger to them.
- Equipment with which to transmit distress messages, such as radio and electronic locating devices, resulting in delayed search and rescue effort until the boat is reported overdue at its destination.
- Survival equipment to keep the occupants of the boat alive after a casualty until search and rescue forces have had a reasonable chance to assist.
- Voyage plans (itinerary) left with a responsible individual or organisation who can alert search and rescue forces when appropriate.
- Adherence to the voyage plan or the inability or unwillingness to notify the voyage plan holder of changes.

GOURMET BY THE BAY

by Toni Schmaehling

In keeping with its magnificent location on the water front the quality of the cuisine at the C.Y.C. is being upgraded to Gourmet standard.

Under the direction of Jim Bridgland and the energetic inspiration of John Roach, there has been a lot of quiet planning going on. Val Ugarte our well known Spanish chef has been enthusiastically co-operating, and we're afloat.

Which naturally brings us to move number one — Seafood.

The "Club Special" is, Clam Marinara, a dish of Pipis cooked in a sauce of onions, tomatoes, capsicums and white wine. The delicate flavour is complemented by the sauce blended with Spanish skill. No place in Sydney can equal it at \$1.90.

The next is Casserole Valentine, a Paella type dish but without rice. It is made of succulent morsels of John Dory, Snapper, oysters, prawns, crayfish or whatever is in season. All cooked in a rich sauce of shallots, fish stock, white wine and a touch of garlic. At \$2.00 it is magnificent value.

All this of course is in addition to the basic menu which itself is also having an uplift with other club specials. You'll hear more about them soon.



Clam Marinara: Once is not enough



Casserole Valentine: a new seafood experience

The wine cellar offers a wide range from an elegant 1969 Mount Pleasant Riesling to a fresh, young and very drinkable Club Riesling.

If you're not in a hurry you will try Val's Tutti Frutti ice cream — delicately flavoured, lemon, orange and melon water ice at a humble 70c.

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6. Environmental safety information, most notably existing weather conditions.

Preventive programmes to correct these inadequacies should be aimed at improving safety of the boat and its associated equipment, safety consciousness of the operator and passengers, and a greater awareness of dangers inherent in the environment. Every search and rescue case can be regarded as a failure to apply these preventive measures adequately.

Analysis of U.S. boating statistics reveals several areas where improved safety standards can materially reduce accidents.

For example in 1969 falls overboard and capsizings were a major factor in 69 per cent of all reported boating fatalities. In most of these instances drowning was the immediate cause of death. It is apparent much could be done to reduce this kind of accident. Again in 1969 a major factor in

boating accidents was fuel fires and explosions. This type of casualty accounted for about 30 per cent of all reported property damage and was second only to collisions in causing injuries. Safety standards for fuel, electrical, and ventilation systems promise to greatly reduce this problem, while fire fighting equipment requirements can mitigate the results of the accident.

This sketchy review of the U.S. Coast Guard report at least indicates that the whole subject needs careful analysis before any new mandatory regulations are laid down. Fundamental to this is the need for statistics and although not shown in the report there would certainly be information about the size and nature of recreational craft most likely to be accident prone. How much of this data, if any, is available in Australia is not known to the writer. The Sydney Water Police

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1972-'73 RACE PROGRAMME

A number of important changes have been made by the Sailing Committee in the preparation of next season's program and general conditions. Notable is the adoption of the new Y.A.N.S.W. formula for T.C.F., and Age Allowance, as reported in the June issue of "Offshore".

Other changes include the provision of five divisions for ocean races. Divisions 1, 2 and 3 being for yachts having an I.O.R. Rating of not less than 21.5 feet and not more than 70 feet. Divisions will be divided on the basis of I.O.R. Ratings instead of T.C.F.'s.

The new minimum I.O.R. Rating replaces the previous lower limitation of 24 feet waterline length, which has become difficult to define in the latest hull shapes. The Rating of 21.5 feet has been selected to allow modern full size I.O.R. Half Tonners to compete in the longer races including the Sydney-Hobart. Notwithstanding their ratings, yachts which are considered under size will not be eligible under a new General Condition which reads "The Sailing Committee shall take into account the rated length "L" under I.O.R. Mark III when deciding the eligibility of yachts."

Division 4 is for yachts having an I.O.R. Rating of not less than 18 feet and not more than 21.7 feet. Yachts in this division are required to have inboard auxiliary engines and

two-frequency radio transceivers. Half Tonners will sail in this division in races of under 100 miles, and may race as casual entries in Division 3 in the longer races if they comply with the eligibility requirements explained above, and the full safety regulations.

Division 5 is for yachts having a waterline length of not less than 18 feet, which are not included in the other divisions. This division is limited to short ocean races as defined.

The Sydney-Hobart Race will have Divisions A, B, C, and D, plus separate Ton Cup Divisions if there are sufficient entries. As this classic event attracts large fleets including many entries from interstate and overseas, it was decided that it should have the flexibility of its own four divisions. However, points will still be allotted to Block Entries as if yachts were racing in their normal L.O.P.S. Divisions 1, 2 and 3.

As the first ocean races of the season start on 9th September, yacht owners are advised to immediately make whichever of the following applications concern them:—

1. Application for I.O.R. Mark III measurement to Y.A.N.S.W. Division 4 owners should note that their ocean pointscore will be on I.O.R. T.C.F.'s this season, and so measurement is essential.

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2. Application for Age Allowance to C.Y.C.A., together with all supporting documents. This affects Divisions 1, 2, 3, and 4.
3. Division 5 applications for short measurement for basic T.C.F., to C.Y.C.A.

An additional 90 mile race to Flinders Islet and back has been added to the program. The first long race after the R.P.A.Y.C. Montague Island Race, it will be for the "Trade Winds Trophy" to be presented by Mr. Mervyn Davey. There will now be ten long ocean races in the season, of which the best seven will count for the pointscore.

There will be no C.Y.C.A. races in Easter 1973, so as to give owners the opportunity of entering the M.H.Y.C. Sydney-Brisbane Race or the L.M.Y.C. Sydney-Swansea Race, or taking a family cruise.

An adjusted system of handicaps will be run in parallel with I.O.R. T.C.F.'s in long races under 200 miles. In S.O.P.S. Races there will be an I.O.R. overall trophy and pointscore for combined Divisions 1, 2 and 3, as well as the previous division trophies and pointscores based on adjusted handicaps. Division 4 will have I.O.R. and adjusted T.C.F.'s in parallel.

Altogether, the new program is imaginative and well planned, and should provide a most enjoyable season for the C.Y.C. fleet.

Search and Rescue Problems, from page 5

know how many distress calls they handle but they have no analysis of them, yet they aided 348 boats in 1971.

The Sydney Maritime Services Board have the results of fatalities in the State of N.S.W. These were 11 in 1969; 25 in 1970 and 23 in 1971. Of the 23 "Vessels swamped or capsized" accounted for 6; "Falling overboard" 5; "Attempting to negotiate bar entrances" 4; "Small vessels proceeding to sea from smooth water limits" 4; "Vessels which caught fire or exploded" 2; "Vessels in collision with suspended cable" 2.

Whilst some of these figures may be indicative they are obviously too small to suggest mandatory controls.

The Department of Shipping and Transport do not seem to have any relevant statistics available.

All this does not mean that Australia is inactive. Voluntary organisations have done magnificent S.A.R. work. They also, and this includes some of the Yacht Clubs, carry out splendid education programmes. The Marine Operations Centre, as co-ordinator of S.A.R. activities, nationally, achieve splendid results.

But, and it is almost suddenly, there has been an emphatic interest in prevention, principally because of the skyrocketing costs of rescue. In a recent case, three merchant vessels, two fishing boats and an aircraft searched for a distressed boat; imagine the cost of that exercise and it is only one of many similar.

Last month a 17' outboard launch broke down off Botany Bay. It was finally discovered 60 miles south and fifty miles out to sea. It took 7 R.A.A.F. planes on one day, 4 the next day,

six naval ships in the area, 16 V.C.P. boats, 3 N.S.W. police boats and two private planes all searching to find the launch. In two days they found it, the crew of three and the dud engine.

Moral; do all reasonably possible to keep boats out of trouble in the first place.

There is a temptation for government departments to provide quick answers to the kind of problems outlined. For example stringent safety regulations for yachts and motor boats came into action in Queensland on July 1. These laid down required equipment for all craft more than half a mile offshore. Penalty for non compliance; \$400. Complaints about the regulations were so forceful that a last minute amendment to the act was made. Now the regulations shall not apply where compliance would be unreasonable or impracticable.

There are however no quick answers and there cannot be logical answers at all until there is a full knowledge of all the factors involved. We need the information urgently.

Free Radio Frequency Pamphlets

O.T.C. has provided the Club with a supply of pamphlets, giving details of Australian and New Guinea coast station frequencies and schedules. Yacht owners and navigators may obtain the pamphlets at the C.Y.C. Office, free of charge.



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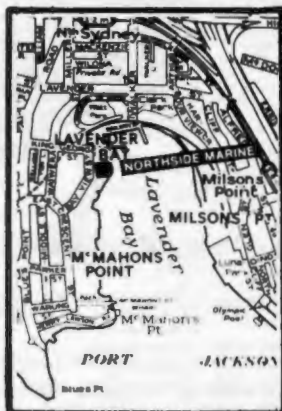
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From the astounding growth of yachting in Australia over the past few years has emerged the formation of The Australian Yacht Development Association; in May 1971. Although the name is new, the association existed previously as the 12 Metre Research Group, formed in 1967 and which aimed at providing a pool of technical knowledge to assist in the development of the 1970 challenger.

The Group decided to broaden its objectives because of the long intervals between America's Cup races and because it had proved difficult for a part-time amateur body to contribute effectively to the requirements of such a highly-specialised and expensive class of yacht.

The objectives of the newly-formed Association were minuted as follows:

- The interests of the "Association" should be applied to research and development of yachting generally.
- The "Association's" energies should be focussed initially upon the development of a one-design Quarter Ton Cup Yacht. However, this project should not be to the exclusion of research and development in other fields.

Members of The Australian Yacht Development Association represent many different occupations but mainly from engineering and science. All are actively interested in sailing. The Association provides a forum for discussion of problems and projects and a means for the effective organisation of the enthusiasm and skills of its members in research and development of selected projects.

The quarter-tonner was selected as the initial project since this appeared to offer best value for effort of the alternatives considered. A yacht of this rating could be 24 feet over all, 20 feet on the water and carry about 350 sq. feet of sail. Because of lower cost and simpler handling, there is a far greater potential market for yachts of this size than for their half-ton and one-ton big brothers.

The one-design concept will give the advantages of class racing and will enable the cost of the yacht and its equipment to be kept within reasonable limits. Members are fully aware that a claimant for one-design status must prove itself capable of being first home to be selected as the prototype.

Work on the project has advanced to the stage where line drawings of several hulls have been prepared and these are now being assessed for theoretical performance and I.O.R. rating. At the same time sail plans have been designed. The next step will be a study of the effect of variables to determine the optimum hull and sail design. Following this, model testing may be used to confirm (or modify) the theories.

Members plan to build at least one yacht to the design and, of course, prove its racing ability.

The work of the Association is organised by means of monthly meetings at which reports on work are tabled and discussed. At each meeting a programme of work for the next month is established.

The work is carried out by members working in groups as follows:

nt coming

- a) Programme of work. This embraces application of critical path techniques and similar project planning methods.
- b) Relationship of International Offshore Rule to hull parameters.
- c) Hull performance. This programme is being developed to the model testing stage.
- d) Relationship of I.O.R. to sail measurement rating.
- e) Sail performance.
- f) Structures and scantlings. This sub-group also investigates the interpretation of existing scantling rules in the light of new materials.
- g) Handling and overall performance characteristics. The work of this sub-group includes analysis of previous boats and races.

Minutes of the meetings are circulated to all members and interstate where the interests of the A.Y.D.A. are being fostered.

Applications for membership are welcomed from people who feel that they could make some contribution to the work of the Association.

Persons interested in the activities of the A.Y.D.A. may

contact any of the executive members who are:

Chairman —Walter Rutherford, 10 Verna St., Hunters Hill

Secretary —Jim Rae, 30 Crowther Ave. Greenwich

Treasurer —Russell Whiteley, 1B Valleyview Rd. Lindfield

The official address of the Association is:

The Australian Yacht Development Association,
P.O. Box 463, NORTH SYDNEY, N.S.W. 2060.

New Half Ton Committee

The Board of Directors has approved the formation of a fully autonomous Half Ton Cup Committee, under the auspices of the C.Y.C.A., to raise funds and organise challenges for overseas events.

The Committee will function in a similar way to the Admiral's Cup Committee, and will initially aim to send the leading Half Ton Crew to the 1973 series in Europe and to charter a suitable yacht at the venue. It is estimated that the sum of \$5,000 will cover the costs of such a challenge for a five man crew.

Interested persons are requested to contact the Sailing Secretary.

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Further progress was made during the years 1860 — 1880 when each of the colonies agreed to share costs with the Admiralty and the resultant charts were in use for over 90 years; some are still in use.

Partly at Australia's expense the R.N. maintained two surveying ships in our waters although the ships worked mainly in West Australian and Tasmanian waters, Great Barrier Reef and in the South West Pacific Islands. Various features on existing charts are evidence of H.M.S. Rattlesnake, Herald, Beagle and Fly surveys.

The first R.A.N. survey ship was H.M.A.S. Geranium, the second being H.M.A.S. Moresby commissioned in 1925. Between them harbour surveys and more ambitious work in the Great Barrier Reef and Clarence Strait areas was carried out. H.M.A.S. Geranium was paid off in 1927 H.M.A.S. Moresby was off for a few years but came back into service until 1939.

World War II accentuated the need for hydrographic data in the

S.W. Pacific Area. What was available was insufficient and by the end of the war the Hydrographic Service had 16 ships in commission.



H.M.A.S. Paluma Retiring from Service March 1973

In 1946 the Federal Cabinet determined that the responsibility for charting Australian and other waters was that of the R.A.N. As a result three surveying ships and three tenders were commissioned. For a period surveying work was halted but resumed in 1951 with H.M.A.S. Warrego and H.M.A.S. Barcooz; both were later paid off. H.M.A.S. Paluma will also be replaced in 1973 by a newly designed hydrographic vessel of about 800 tons.

Working on five year plans called Hydroschemes the R.A.N. Hydrographic Service is also involved in sea environment studies and has one specially designed vessel for Oceanographic duties.

To receive full technical details of the B.M.C. 24 B.H.P. Vedette petrol engine and the B.M.C. 38 B.H.P. Captain diesel engine, please forward coupon. Both these auxiliary marine engines are suitable for offshore racers and cruising boats. We are sure you already know how much you depend on power when you need it. These data sheets can teach you more. When you learn enough, have Lars Halvorsen Sons Pty. Limited install the auxiliary engine of your choice.

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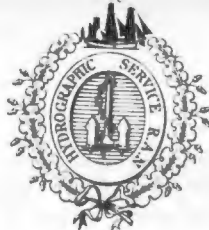
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Few would know that the R.A.N. Hydrographic office has the task of surveying and charting some 16,500 miles of coastline (excluding Antarctica) and some 12 million square miles of ocean of which three quarter million comprises the continental shelf.

The Hydrographic Office has had a variety of addresses in Sydney but they are now located in the I.B.M. building in Kent Street, with the Chart Depot nearby on Observatory Hill.



ONE TON CUP ENTRY FORM

The Notice of Race and Entry Form have been posted to all owners and yacht clubs having an interest in challenging for the international One Ton Cup series to be held off Sydney starting 9th December, 1972. Challenges by yacht Clubs close at the C.Y.C.A. on 9th October, 1972.

Selection trials for three Australian yachts to defend the cup will be held off Sydney with a 90 mile race on 20th October, two thirty mile races on 22nd and 23rd October and a 180 mile race on 3rd November. The successful yachts will be nominated by 9th November.

Yachts which propose to enter the trials to date are "Mark Twain" and "Wild Goose" from Victoria, "Stormy Petrel", "Pilgrim", "Duet", and "Lowana II" from N.S.W., "Clay Target" from Queensland, and "Maria" from Tasmania.

Latest information from the One Ton Cup Committee is that challenges are expected from New Zealand, U.S.A., Japan, Hong Kong and Italy, with the possibility of Canada and other European entries.

HOW TO TUNE A YACHT

Mike Fletcher, who may be seen hanging on to a rule-book aboard "Queequeg", and Bob Ross, who may be seen hanging on to the bar, combined to write book, "Tuning a Racing Yacht" published recently by Angus and Robertson. A. and R. book designer Ian McArthur, who has recently launched his own Tasman 22, gave it a sailor's loving care for a visually pleasing result. The book is aimed at dinghy and one-design keel yacht sailors but its coverage of tuning's "first principles" should interest offshore yachtsmen, too.

CALLING ALL SEABIRDS

Don't miss the big FASHIONSCOPE parade on Thursday, September 14 at eight bells. Top flight models will parade cruise gear, casuals, day and evening wear. Grace Bros. are letting their heads go on what will be a stimulating and imaginative show.

There's a champers luncheon up to first class C.Y.C. standard. A reasonable \$4.50 lets you through the portals — book early to make sure you are there — Phone 32.3936.



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OFFSHORE signals

Dear Sir,

To live in a small ship battered by winds of 100 knots (and more) is a real experience and, since this Brisbane/Gladstone race, Coasters' Retreat and other yachties bars have heard many tales and the recounting of similar experiences with the cruel sea.

I recalled that in the disastrous series of cyclones (Althea and all that) in northern waters last year there were frequent radio warnings to small ships "to make for port as quickly as possible". My question is — is this the right thing to do? Should you try and run for shelter or should you give yourself plenty of sea-room and prepare to weather it out?

This debate has been given heated discussion at Coasters' Retreat. There was even an advocate of the oil on troubled waters routine. I still don't know whether he was fair dinkum or not.

In violent storms some yachts can heave-to just under bare poles. Others can apparently make way under sail in any conditions. For example it is part of the conditions of the 1973 Round The World Race that a yacht must have "Special Storm Sail(s)" capable of taking the yacht to windward in heavy weather".

I don't know whether yachts can sail under all conditions. Different yachts, different behaviours, all of which seems to me to make good subject matter for a series of articles. "What we did in a stinker" kind of story. I am sure that they would be of tremendous interest and help.

BASIL CATTERNS

Dear Sir,

Recent publicity about the number of unlit buoys in Sydney Harbour has highlighted a problem of concern to all yachtsmen. We have all peered anxiously into the darkness looking for the black buoy in the black water and most of us have experienced a near miss if not an actual collision.

We know that there must be a limit to the number of lights affecting navigation on the harbour. What is surprising is the number of unlit buoys placed by yacht clubs.

Clearly there is a need for a review of this problem of harbour hazards, and I hope the C.Y.C. will take the lead in ensuring that the M.S.B. is approached to consider what can be illuminated and at least the use of reflectors for night illumination of unlit hazards. All yachtsmen will agree that something should be done about the "Sow & Pigs".

"Yachting World" have published criticism of the C.Y.C.'s regulations governing the compulsory use of R/T in the Hobart Yacht Race.

We publish David Goode's reply which by its nature shows the nature of the criticism.

"Having read your editorial comments in "Yachting World" December 1971 and May 1972 concerning compulsory radio skeds in Australian yacht racing I feel, as the author of the article in "Offshore" magazine which you say causes you some uneasiness, I should reply. I know you will accord me the courtesy of printing my side of the question.

1. 6 MHz FREQUENCY. This was formerly an unfortunate necessity owing to the distances in Australia between Coastal

Radio Stations, where ranges of 500 miles or more can occur. As from 1.7.72 there is a new frequency of 4136.3 kHz which is acceptable to non-Australian radio sets upon which a listening watch is kept. This has nothing whatever to do with compulsory skeds it is a distress frequency.

2. 'I have never yet been able to discover just what advantage "A" gets by knowing where "B" is and cannot accept that as a valid argument against skeds.

3. COST. I feel your estimate of cost is exaggerated. My radio of 150 watts is far in excess of what is required in a yacht and is worth about \$A800. A perfectly adequate transceiver would cost a bit less than a new winch and far less than a new spinnaker.

4. PLOTTING. Regular position messages mean a running plot can be kept and if anyone needs assistance, officials have more idea of where he might be than if he just disappeared over the starting line and was not heard from again.

5. RELATIVES. I agree, who wants them to ring officials during a race? BUT THEY DO. And how much more reassuring it is to be able to give them an intelligent answer rather than the Italian reply "Damnifino".

6. An answer to your question "If she (a yacht) is not giving her position is she unsafe?" is an emphatic "No". Yachts may fail to come up on a sked for a variety of valid reasons, but failure to come up on several consecutive skeds coupled with failure of any other yacht to report sighting her alerts officials that all may not be well i.e. something may have happened.

7. BOGUS POSITIONS. This can and has happened. However, the offender is invariably found out and, although rarely is action taken, he feels a bit of a fool when he suddenly has to make drastic corrections when approaching other yachts or a landfall. This sort of thing, like starting engines in a calm cannot be guarded against but very rarely happens.

8. PUBLICITY. I emphasise again, radios are compulsory for safety. But with no extra work, if a side effect of skeds is increased publicity for a race, why not use it? As a journalist you must see the value of a "Running Commentary" of the progress of a race, although this is of more value to a daily than a monthly publication. And public interest in an offshore race cannot be denied. So, if the facilities for news coverage are there anyway, why not use them?

9. AVAILABILITY OF AIR TIME. I have conducted all radio skeds for the Cruising Yacht Club since 1966 and have never had any trouble with other radio users. It doesn't take long — average sked time for 25 yachts is only 7 or 8 minutes. I have not conducted skeds in the Sydney-Hobart Race, but it is possible to cover 70-80 yachts in 20 minutes or less and great co-operation is given by the O.T.C. and P.M.G. So no problems arise there.

To summarise — compulsory radio skeds are a safety measure like life rafts and medical kits. We hope that, like rafts and medical kits, they are never used in an emergency. But, if the emergency arises they are there! And, while no emergency arises, let's make use of the information collected in the furtherance of our sport."

David R. Goode, Senior Race Official, C.Y.C.A.

YACHTING NOTES

THE "ESMERALDA" TROPHY

The winter series race on Sunday, 28th June, was sailed in a light breeze with moderate gusts from anywhere between south and nor'-west. It was an overcast day, not distinguished by any drama and a hundred and three yachts came into a somewhat pedestrian finish. Three others retired.

The day's highlight was the prize-giving at the club that afternoon, when Lieutenant Commander Jorge Arancibia Reyes presented the trophies. Lt Commander Reyes, the officer in charge of the "Esmeralda" cadets, was accompanied by Subteniente Enrique Vargas Bustos. They were welcomed to the C.Y.C. by Commodore John Bleakley before a near-capacity crowd which included Dick Mills and other Brethren of the Coast.

Pride of place went to the Half Ton Cup division when a special trophy donated by the "Esmeralda" was collected by Sid Fischer, who won the race in his new boat, "Aqua 30". The whole occasion called for a few drinks and everyone was perfectly happy.

"Esmeralda" is well known in Sydney; this is her fourth visit. The C.Y.C.'s first connection with her was in 1964 when Ron Cottee was commodore and Captain Roberto Kelly presented the prizes for a race. A memento plaque of that visit is in Coasters' Retreat. She is the fourth "Esmeralda" in the Chilean Navy, her present captain being Roul Lopez Silva.

The first "Esmeralda" was the "Wooden Wall" three decker represented on the plaque won by "Aqua 30". This ship dates back to 1810, when she got into one of those classic sea-battles which she won against pretty stiff odds, and her name has been honoured in Chilean history ever since.

Purists in sailing ship matters can argue whether she is a four masted barquentine or a schooner, but there is no argument over the naming of her masts. In English these are fore, main, mizzen and jigger, and the Spanish equivalent terms are Trinquette, mayor proel, mayor popel and mesana. Also, for those who wish to improve their Spanish, the bowsprit is baupres.

Captain R. Scrivenor who commanded the radio relay ship, "Bali Hai" in the last Hobart race, strengthened C.Y.C. — "Esmeralda" ties by being invited to sail in the ship when she left Sydney.

LOSS OF MERLIJN

In the interest of safety of yachts in shipping lanes the comments of the Editor of "Yachting World" in the February 1972 issue are reprinted below.

The Dutch yacht *Merlijn* was lost with all five hands in the North Sea race during the night of 28/29 May 1971. This is the most serious collision accident ever in an R.O.R.C. race and a long enquiry was conducted for the Nordzeeclub by a Rotterdam law firm which specializes in accidents at sea.

It is unlikely that the full story will ever be known. The conclusion is however that *Merlijn* when running under spinnaker at 2342 B.S.T. was hit on the port side near the mast and sank immediately at 51-38' N., 02-12' E., An
to page 15

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YACHTING NOTES

The 73 ft. fibreglass Canadian ketch "Greybeard" will start in this year's Sydney-Hobart Race, according to "Boating News", a yachting periodical in "Greybeard's" home port, Vancouver.

"Greybeard" in July this year was fleet leader in the Los Angeles-Tahiti Race and, it seems, will cruise on to Sydney. "Greybeard" was designed for Lol Killam by Peter Hatfield. She won the 1970 Victoria (British Columbia - Maui (Hawaii) Race in 1970 by five days and then made a circumnavigation of the world, which included sailing in the Capetown-Rio race. She almost sank in the 1970 Transpac, fracturing her rudder post presumably on an underwater obstruction while running in a 25 knot wind 500 miles from the finish. A substitute steering system was rigged but then the whole skeg and rudder broke away from the hull, tearing a huge hole, several feet long and four inches wide in the skin. The crew laboured to stay ahead of the 200 gallon per minute flood with a bucket brigade supplementing the four bilge pumps. The task was complicated by lack of watertight bulkheads. The water flooded the whole ship and owner-skipper Killam considered abandoning her.

The Honolulu Coast Guard dropped from the air three extra petrol powered pumps and fuel to keep them running ("Greybeard's" auxiliary is diesel). Ocean Station November was ordered south to assist and the 108 ft. race escort vessel "Pakeha" changed course to intercept.

The crew rigged a collision mat of sleeping bags, clothes, sails and timber and "Greybeard" stayed afloat until the

Coast Guard buoy tender "Buttonwood" arrived to take her in tow. Long warps of heavy Samson line were streamed astern to keep the fin keeled ketch under control during the haul to Honolulu after a second makeshift rudder, fashioned aboard "Buttonwood", failed. "Greybeard" arrived in port three days later to a royal and relieved welcome.

NEW RADIO TELEPHONE & T.V. RELAY TOWER

Yacht navigators will be interested in the tower at present being erected by the P.M.G. Radio Branch on the hill near Waverley Park.

The top of the tower will be 619' above sea level, and the basic structure is a lattice steel complex like other T.V. towers. Superimposed on this structure are five huge circular dishes (radio reflectors). The general appearance is thus changed from the conventional T.V. tower to a quite conspicuous object with a very visible bulk near the top. Whereas from 10 miles off, the Gore Hill towers begin to merge into the haze, this tower, because of its upper bulk remains conspicuously visible. Red lights will be displayed from the top of the tower, 282' above its base, thus carrying its navigational potential into night time use.

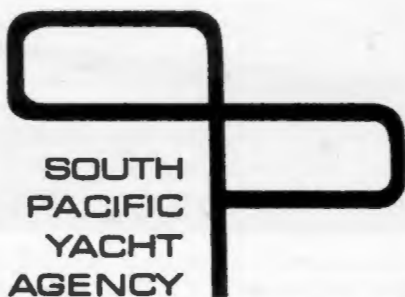
The actual position is - 33° 54.0'S 151° 15.1'E thus putting it only 1.3 miles inshore (due west of McKenzie's Point, the southern headland of Bondi Beach.) Its closeness to the coast, as compared to the other conspicuous T.V. towers also enhance its value. In due course we will be officially notified by the Navy's Hydrographic Branch by way of a chart amendment; in the meantime, why not add it to your yacht's charts and make use of it (Aus. 197 and Aus. 808). Who knows, but had it been there a few months back, maybe the Squadron's mark layers would not have had the trouble which ultimately led to the abandonment of the Milson's Cup Race, after protest.

T.C.F. AND CAPRICE OF HUON

Out of retirement for the I.O.R. Mk III and the new T.C.F. and Age Allowance, Gordon Ingate's veteran Caprice of Huon, winner of three out of four races in the 1965 Admiral's Cup, must be a firm favourite for offshore races this season, but will now be missing her skipper for the period of The Olympics.

In March, Ingate won the Tempest Class Olympic selection trials in Sou' Wester, but has been awaiting a decision from the Australian Olympic Federation that the team could be enlarged to include the Tempest Class representative. Anyhow, after 24 years of battling for selection, another few months couldn't have seemed like much - Ingate has competed in every Olympic trial since 1948, narrowly missing selection several times in several different classes. The recent decision including him as a member of the Australian Olympic Yachting team brings to three the number of C.Y.C. members included in the team. Not bad for an offshore racing club.

In addition to Gordon Ingate, skipper of "Sou' Wester", Dennis



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Mrs. Dorothy Millicent Thompson

O'Neill is for'ard hand on Soling "Alexia" and Mike Fletcher is first crew reserve. Sailmaker and tuning expert Mike Fletcher has several national championships to his credit, and is presently sailing aboard "Queequeg", Dennis O'Neill's "Koomooloo" won the 1968 Hobart, and represented in the 1969 Admiral's Cup.

C.Y.C. MARINA NEWS

The cutter "Ara" arrived on 6th July, after a twenty day passage from Hobart, having tested the brew at ever so many places on the way. She is of Huon pine, 1 1/4" strip planked, and built by her owner to Ken Walker's "Piet Hein" design; she was launched last year. Her displacement is a little over five tons on a 25' waterline, her overall length being 34' with 8'6" beam and 5'2" draught.

A Lister single cylinder 6 horsepower diesel is under the cockpit and the boat carries windvane gear for use when the crew don't feel like holding the tiller. The crew, incidentally, is Blaz Kokor, skipper and owner, with Frank Turpie and John D'Aguanne, although there might be changes before the voyage of three months is up.

They mean to sail up to Cairns and then across to New Caledonia, after which the yacht will probably return to Hobart by way of New Zealand. This, however, is in a comfortably vague future and she might call at Sydney again.

WELCOME TO NEW MEMBERS

Mr. Stephen Barry Austin: Mr. George Peter Bogard ("Ginkgo"): Mr. Ian Jon James Campbell ("Thunderbolt"): Mr. Philip Hawbury Edmonds: Mr. Rex Arnold Forbes ("Tempus Fugit"): Mr. Maxwell Victor Kennedy: Mr. Stephen London: Mr. John Perry Miles: Mr. Paul Fletcher Moulton: Mr. John Earl McLeod: Mr. Paul Desmond Scully-Power.

ASSOCIATES: Mrs. Muriel Amos: Mrs. Rosemary Helen McDonald ("Laros"): Mrs. Lindsay-Gae Primrose: Mrs. Jeanne Marianne Pincock.

JUNIOR: Master Norman Bede Rydge III ("Alacrity").

The Loss of Merlijn, from page 13

unknown ship had made a sudden change of course just prior to the collision, which probably contributed to the yacht and her experienced crew being tragically run down.

Without comment I summarize the seven "lessons to be (re)learned by yachtsmen from the accident" issued over the signature of Captain R. Van Wely, R. Neth N. (ret'd):

1. Yachts should give merchant ships a wide berth at night because of ever smaller or more inexperienced crews on ships and the difficulty of seeing navigation lights on a yacht.
2. Have white flares and a strong signal lamp near at hand.
3. Check navigation lights frequently and see that they are unobscured. Not showing them should be punished severely by the racing authorities.
4. Be especially alert where there are a number of yachts: there is a chance that a sudden manoeuvre by a ship to avoid one, may put another in danger.
5. Always wear a life jacket at night or in bad visibility.

6. Watching the radar screen abroad ships is presumed to be the best lookout. Therefore radar reflectors are advisable in busy shipping routes.

7. It is thought that the present international collision regulations on lights need a revision because of developments in super-tankers, radar, bright deck lights and increasing traffic.

CLASSIFIED AD. SERVICE

Open only to members of the Cruising Yacht Club of Australia and restricted to yacht gear "Offshore" is starting a classified ad. feature. There will be no charge. Just send in details or leave them at the office or bar, addressed to The Editor.

The idea is experimental; if it proves to be a service to members it will be maintained. Just to set the pattern we rustled up a few, they are genuine.

2 L.H. two blade propellers; 15" x 12" and 15" x 17" for 1 1/4" shaft. Each \$10, phone 36 4346.

Wanted; new or secondhand ice chest 1 1/2 - 2 cu. ft. for yacht installation. T. Thompson C/- C.Y.C.A.

Good cruising sail, Bainbridge cloth, Mast 43' 6" boom 20' 9". \$100 or best offer. J.N. Bridgland 31 4866.

WANTED: Any old sails for temporary shelter at newly acquired weekender. Here's your chance to clean out your locker??? Adrian Gray 34 7361. Home 337 1424.

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