

# OFFSHORE

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## *Our Three*

Photograph by Leslie Grunden

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# Tasmanian Adventure

by JACK NORTH

Some months ago "Glenshiel IV" sailed from Hobart to Macquarie Harbour and back. She was ideal for the voyage being a 32 ft motor sailer, strip planked of huon pine and beautifully finished and equipped. Her B.M.C. diesel of 70 h.p. gives her about seven knots at cruising revs and the sloop rig helps considerably. She sleeps two forward and two aft with the dinette in the main saloon convertible to a double bed.

She cleared Recherche Bay about midnight and headed into a light sou'-wester while riding over easy head seas. Her guiding star was Maatsuycker light, Australia's most southerly and the only one on that coast. Ours was the culmination of a series of trips made over the years in Tasmania's southern waters and we were in familiar territory. However, it is terra incognita to most yachtsmen.

It's all much the same as when Abel Tasman sighted it one misty day in 1642. The weather when good is very good, but when bad it is shocking. In short spells of bad weather fishing boats shelter in the lee of the islands, rolling heavily but safe enough. Otherwise they run for Recherche Bay, or sometimes, Louisa Bay. This bay, often called Lousy Bay, is out if there's too much south in the breeze and even in New Harbour, the all-weather anchorage, a prolonged southerly will bring in a heavy swell.

Threading through the islands in the dark is not recommended so we did not alter course for New Harbour until daylight. By then the breeze had dropped and the water was fairly smooth. New Harbour is an L-shaped inlet into the cliffs, something like Providential Cove at Wattamolla, but on a grander scale. If there is a reliable Admiralty chart of the anchorage I haven't seen it, but there are trustworthy landmarks which the fishermen follow.

Our first visit to New Harbour, made some years ago, was in perfect weather with calm seas and blue skies, and we used a chart which a trawler skipper made for us on a scrap of toilet paper. A couple of days later we came hurtling back to the place, having been caught in a gale off Sou'-West Cape. The surface was ripped off the ocean, clouds of spume covered the boat and the seas creaming on the cliffs to leeward were frightening. A fishing boat was going in so somewhat timidly we lined up the leading marks and followed. The transition from storm and tumult to water flat as a board was astounding and welcome, despite the fact that we were holed up in there for close on sixty hours while the breeze howled over the hills and it rained incessantly; it was rum and four sweater weather.

On this mild morning we pulled into New Harbour again with the same boat and the same crew. Hugh Garnham of Hobart was skipper; the rest were another Hobartian, John Palmer and two Sydneysiders, Peter Cosgrave and myself. We stayed only long enough to top up the fuel tank and have breakfast before making for South-West Cape some twelve miles further on. The Southern Ocean swell, perhaps a mile long, is unnoticeable in a small boat but the headland is pretty solid and fights a constant battle with the surge; on the calmest day the water boils at the foot of Sou'-West Cape. From the Cape to Port Davey is twenty miles or so of impressive scenery with, as far as I know, no shelter. The late afternoon sun reflecting on the quartzite cliffs of Windowpane Bay, shows clearly how the place got its

name. But although the whole coastline is wild there is nothing else unusual until rounding Hilliard Head into Port Davey.

This entrance is guarded by rocks, the Pyramids and Big Caroline in particular, which I would not like to have to pass by night, but once you've made it Schooner Cove is a snug anchorage. Port Davey is beautiful and we had to bypass it with regret, for the weather was good and Macquarie Harbour over a hundred miles ahead. You don't waste good weather when making a passage on the west coast.



*Glenshiel IV at Commandant's Landing, Sarah Island.*

The chart shows no anchorage between Port Davey and Macquarie Harbour but the fishermen know of a few. Under Low Rocky Point, for instance, we saw fishing boats anchored in comfort, apparently on the open sea but, on approaching found they were really in the lee of an uncharted reef. There are several of these useful hidey holes along the coast but few, if any of them, are all-weather shelters. Boats generally have to move elsewhere if the breeze shows signs of changing direction. As it was near sunset we joined the three or four anchored boats and had tea. The breeze, now north west, was freshening, there was a southerly set running and we still had over fifty miles to go. A yarn with the fishermen was rewarding. The breeze should drop about midnight, they said, the entrance to Macquarie Harbour would be clear tomorrow, and beyond that they could not say. As it turned out, their forecast was very accurate. We motored on through an uneventful night and sunny morning, rounding Cape Sorell about ten a.m.

Hell's Gate is the entrance to Macquarie Harbour. It is a narrow bar entrance but well charted, and ocean going steamers enter it occasionally. However the tide has no apparent regard for natural laws; it ebbs and flows without any reason, so that you need all the power of your motor to stem it. Early sailing ship masters, bar-bound inside the harbour or outside, for weeks at a time, gave it its name which the convicts, in the miseries of the settlement there, fully endorsed.

*cruise to page 10*

# UK Team chosen in calm trials

by ROGER MOSTON

In a month of predominantly lightweather trials Frigate, Morningcloud and Quailo sailed in alphabetical order into the UK Team. Frigate is a 30.2 rating one-off from Dick Carter's board and is an enlarged Ydra. She is owned by Robin Aisher and Tony Boyden and was the most consistent yacht in the trials. She is extremely fast on and off the wind in light weather but her heavy weather performance is completely unknown. There were no races during or before the trials in which the breeze got above 20 knots. Morningcloud rates 33 feet and is extremely fast and close-winded over 10 knots apparent wind but she does seem to be suspect in the very light stuff. Quailo, which was the reserve boat two years ago, takes the third place and rates just over 40 feet. In anything over 15 knots of wind she really takes off and she now has more sail to improve her light weather performance.

The team thus covers the whole range of rating and has had the benefit of racing in an Admiral's Cup-sized fleet for the whole season. The potential weaknesses may lie at either extreme of the wind range with Quailo and Morningcloud suspect in very light weather and Frigate in very heavy weather.

The first trials race was a windward-leeward-windward course in a constant 20 knot breeze. Morningcloud was first and Quailo second. The same evening there was a 100 mile night race in the spring tides along the south side of the Isle of Wight. The breeze died away and the tide brought the small boats right up. The bottom rating Northwind (Bruce Banks) won and Frigate was third. The best Morningcloud could do was 12th and Quailo was right down in 29th place.

The third trial was part of the regular ocean racing calendar, the 225 mile triangular race from Portsmouth to Le-Havre Light, Royal Sovereign light and home. The entire fleet was becalmed at the start and after five hours most yachts were still in sight of the line! Sir Max Aitken's new SG 'Chance' yawl Perseverance got away and won overall, Quailo was second and Morningcloud fifth. The final leg of the race was partially calm for most of the fleet as well.

The following weekend three further short inshore races were held. In each race the boat that made the best start in the right place won and calms shuffled everyone round. Two years ago the eventual team was already evident at this stage in the trials but this year this was not at all the case. There were still about ten boats showing in some races and not in others.

The second ocean race trial was the annual Morgan Cup event, also a triangular channel course. Calms really upset this race and even boats who all sailed the rhumb line a mile or so apart had totally different winds. Frigate scored her first overall victory and Quailo managed a ninth and 'Cloud fourteenth. Most of the other fancied contenders did badly and these three had separated themselves from the rest and were beginning to be the 'guess' for the team.

On the last trials weekend calm again predominated. After a much delayed start the fleet got away and then calms set in again. Morningcloud won and Quailo came third, stalling her light-weather critics. Frigate had her worst result of the trials, a twelfth.

The last two races of the ten race series were cancelled through lack of wind and the team was selected the following day.

After the tension and anxiety of the trials the Round the Island race was in complete contrast. Around 5.30 a.m. a record fleet of over 500 yachts got away on a reaching course towards the Needles. The wind filled in and went round enough for spinnakers to set and the larger boats started to move away from the bunch. After gybing at the Needles spinnakers could still be carried along the south side of the Island and the only windward work was a short three mile leg to get back into the Solent again to close fetch up to the finish. Jack Rooklyn's Apollo beat the course record by 40 minutes. However the performance of the day was from the trimaran Three Cheers (of single-handed transatlantic fame) which beat Apollo by nearly an hour! Apollo still keeps her record though as the multi-hulls are a new extra class. Morningcloud broke another record in winning the event for the third year running and Prospect broke a less distinguished record being second for the third year in a row. After the trials were over Prospect abandoned her 15/16 rig because of great problems with luff tension in the headsails. The Round the Island was her first race with a masthead rig and the boat seemed to go much faster than before. This seemed to be born out the following weekend in yet another lightweather race; Gunfleet, a new S&S 41' was first with Frigate second and Prospect third.

Cowes is starting to fill up with yachts from all over the world and the first event in which we will meet the Australian team on the water is the 200 mile Cowes to Dinard, France. The entry is over 180 yachts this year. The smartest looking arrival so far is a new 53' German Frer's design in the Brazilian team called WA WA TOO. She is painted in Mercedes Benz silver-grey paint and has been beautifully finished by Palmer Johnson of Sturgeon Bay, Wisconsin. Apollo and Ginkgo are much-admired and the Australian team looks very strong if we have a heavy weather series. If it's light I pick the Americans and if it is not light, not heavy, but just right, the UK.

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*We can have no little pride that Australian yachting really came of age when three Australian designed and equipped yachts take all the honours in the Cowes to Dinard first Cup trial.*

But even these facts are not enough without highly skilled crews; it is obvious that we have them and the inclusive Australian effort puts us in top world class.

Our sometimes cheeky confidence that we shall grab "The Cup" now appears to be justified.

The tricky tides of The Solent foiled our Team and the trial race of July 28th gave Ginkgo fourth, Apollo 11 sixth and Ragamuffin 25th. Apollo not in the Admiral's Cup Team skippered by Peter Cole achieved line honours. The American Team on their first appearance in the trials did well Salty Goose first, Charisma 2nd and Ted Turner's Lightnin', 24th.

By the time "Offshore" is in members' hands the Fastnet race will be just about starting. By then we will have a pretty fair idea of where we are; it will be a dramatic event.

**Radio Cover.** ABC Radio will broadcast a preview of the race at 6.30 p.m. on August 11. A report on the race is scheduled for 7.40 a.m. August 15 and this will be repeated at 6.30 p.m.



# WHAT RAT RACE?

*Keith Bellamy sent the following letter to Bob Ross and old friends at the C.Y.C. and Bob has kindly given it to us for reproduction. The letter gives us a magnificent saga in its own right, indeed a "quality of life".* — Editor

Hi! Just thought you may be interested in my movements since leaving Sydney late last year for Cape Town.

The most important thing of course was my marriage to Janita Johnson in Cape Town on January 5th this year. But before that I got involved in South African yachting and that's the main purpose of my letter.

I was not more than a week or so in Cape Town when I was invited to participate in their selection of yachts for the Admiral's Cup. I joined a yacht "Outburst" as Sailing Master and much to everyone's amazement plus a lot of shouting and hard work we got her selected in the team. She is just under 40ft, centre cockpit, aft cabin, taller and of light displacement with a planing hull. Not really Admiral's Cup stuff but then we earned our place in the team and so were selected. She was designed and built by a local yachter in Cape Town, Bobby Bongers about three years ago. The other team yachts are Jakaranda and Omurumba. They of course were in the team last time.

Next I participated in the Cape to Rio race and it is history now that we scored a magnificent double with line honours and handicap victory in Stormy. The race is basically a down wind trade wind affair and suited Stormy with her clean straight underbody. The ketch rig was not of great use as we were gybing dead square for most of the distance. However we covered the 3,800 miles with an average speed of 7.2 knots. Stormy sailed back to Cape Town and then on to the Seychelles while I, with my wife Janita, who had flown over to join me, moved on to Jakaranda and helped bring her through to England. Jakaranda is a lovely yacht, she is now a sloop and very fast. By the way she came 2nd in the Rio race.

After leaving Rio we headed north along the Brazilian coast to Salvador and then off on the 2,500 mile stretch across the top of South America to Grenada in the West Indies. We made good time averaging just over 200 miles per day for the overall trip. At one stage we bettered 200 miles a day for nine days in a row with our best noon to noon of 234 miles. I must explain we had been reaching trade winds and for a time were also current assisted.

## OFFSHORE

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*The most important thing . . .*

From Grenada we spent 6 weeks cruising the delightful West Indies and Caribbean taking us through famous places like English Harbour, Antigua, the American and British Virgin Islands. We went as far on as Puerto Rico where we were hauled for a fresh coat of antifoul and then headed back to the Virgins from where we started the North Atlantic crossing.

During the cruise, for various reasons, we lost all our crew and finally one beautiful sunny morning Wednesday the 18th April we set off for England. On board were Bobby Bongers (the same) as skipper, Janita and me. Not a big crew but we all had lots of experience.

Our first stretch was to the Azores and 16 days, 2,650 miles later we slid into Horta, the harbour town on Faial one of the truly lovely island group. We had experienced heavy conditions most of the way with the wind always well forward of the beam and never blowing less than a half gale. Early in the crossing we hove-to for a day in 40/45 knots dead on the nose but it cost us 40 miles so we didn't try that stunt again.

From the Azores we set off on the final leg and what a struggle it turned out to be. After a light breeze the first day we then had two days of calm but by gosh we sure paid for it with a beat for the next 8 days. The barometer suddenly dropped on to page 7



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# Message from the Board

*Talk of the redevelopment of our Club is ever present and we feel it is time that members are aware of certain facts.*

Our Club does not own the land on which it stands, therefore its ability to borrow money is limited to its income from which must come interest and capital repayments.

Our main sources of income are Marina fees (\$35,000 p.a.) Yard (\$20,000 p.a.), plus our annual subs.

From these sums we must cover all our Club's running expenses and because of rising costs there is little left to service any large borrowings.

The Club is being offered a renewal lease of 40 years, subject to certain conditions which include the fact that the property will be developed in 5 years along certain recommended lines. Such redevelopment would cost about \$400,000. To be able to borrow this sum would require proof that we are able to service it to the extent of about \$50,000 p.a.

There are two ways this sum could be found. Firstly by increasing annual subs by \$50 per year, or by extending our marinas so that more boats can be berthed. I am sure most members would agree that the latter is more acceptable.

It is pleasing therefore to report that an application made in 1970 to extend our No. 1 Marina a further 250 ft. has been granted, and we hope that this extension will be completed by Christmas.

Further new marinas are contemplated, to the extent that we should have marina accommodation for 170 boats. At that stage the M.S.B. will revoke all mooring licences. With these marinas built and occupied the Club's income would be in a position to finance the required redevelopment of the shore facilities.

We can expect changes in the Club and its character. They will be gradual and there should be no difficulty in adjusting to them.

Not to be prepared to accept change can only mean our current leases which have some 14 years to run will not be renewed and our Club will disappear. In the meantime our Development Committee is getting on with the job of designing buildings and facilities that will comply with its new lease requirements.

The extended marina 1 is to be organised along the following lines:

- (1) Active large Ocean Racing Yachts will be placed, as far as practicable, close to the base of the Marina. This will ease the handling of heavy equipment and sails needed for racing.
- (2) Approx. 10% of berths will be allocated to power boats and there will be specially designed pens located together at the end of the Marina.
- (3) Cruising boats will be, as far as possible, grouped together towards the end of the Marina.
- (4) A group of small pens will be built at the end of the marina and allocated to ½ Tonner's and like size.

## NEW MEMBERS

Frederick Thomas (Bitter Sweet); Wilfred Bunn (Ace); Ben Macarthur (Rana); Beecher Wall; Brian Johnson.

A condition of the new extension will be that the Club will lose one mooring site for each new berth. When all the Club Marina extensions are completed there will be no mooring facilities.

Written applications to move from a mooring to a Marina berth will be treated in strict order of their receipt.

Every endeavour will be made to have the extension completed by Christmas.

## WHAT RAT RACE?

*from page 5*

from an incredibly high 1034 to 1005 and when we were in a Bay of Biscay gale right slap bang on the nose. The barometer leveled out at 999!! holding steady at that and in mountainous seas we pounded and crashed our way to windward. We became expert sail handlers and could reef and roll out the main faster than any racing crew but for long periods we sailed under pressure with only a small headsail.

For just over 1000 miles we beat into the teeth of the gale finally reaching the channel and smoother water but then a sea mist closed in reducing visibility to from one to 1½ miles. As we tacked up the channel we seemed always to reach a headland at maximum adverse tide and with a full moon, and springs that meant sometimes up to 3.8 knots.

What a thrill as we tacked in towards the Isle of Wight and right on target out of the mist were the Needles. We entered the Solent on a slack tide just after lunch Saturday 19th May and joined the weekend sailors beating the port Yarmouth, Hamstead and finally to Egypt Point and the mouth of the Medina River.

Everything looked lovely, green and fresh and suddenly all our struggles were over and forgotten for here we were — Cowes. Two men and a woman, one powerful 57ft yacht, 4 weeks and 3,960 miles and we had crossed the North Atlantic. At times the cold seemed to defy any amount of clothing and endeavour but for most of the journey we remained comfortable and dry. So here I am for Cowes '73 as Sailing Skipper in the South African team, but I must confess I would far prefer to be part of the Aussie team.

In the last five months I have crossed the South and North Atlantic together with the Admiral's Cup trials in South Africa and have amassed the grand total of 12,750 miles of sailing. *That's something like a Sydney to Hobart every week for 20 weeks.*

The sailing here is at fever pitch at the moment with not less than 35 new yachts built for Admiral's Cup selection. Morning Cloud and the new Prospect are both starting to find form and seem certain of team selection. The third spot is anyone's guess at the moment and I believe the atmosphere is very tense with tremendous rivalry between crews.

Some even have the nerve to say the Americans are England's main threat. But time will tell and I know where my heart and money are placed, I only wish that I could be part of it.

Well, Bob, I think that's enough rambling from one "Out of team yachtie". Just thought someone may be interested to know what I've been up to these last 6 months or so. It sure will be great to see all the boys and yourself in a month or so.



# WINTER SEASON

Diamond sitting in the cockpit of "Duet" 9.45 a.m. Sunday — July 1st. Looks up. "Boy" Messenger. "Good day 'Boy'."

Pause,

"What can I do for you"

"You should win today. May I come out? I have offers from about five other boats but you're set to win."

What an exciting and instructive day to me and exhilarating to my young crew. Of course, we won. First win for years, and we wouldn't have won without Boy.

To try and record something of what I learnt and with the hope that others might learn, I had the following recorded with "Boy".

'I derive my greatest pleasure when I see the smile on an owner's face when he wins a race. This gives me more satisfaction than taking the helm and winning a race. I find you get better results from me being a tactician and sheet trimmer than if I was helming myself because I have to find someone to take my place on the genoa sheet and the trimming because the helmsman has his hands full just steering the boat without having to worry about a lot of other things. So I get much more pleasure from being a crew member than being a helmsman on a winning boat.

Tactics are the important thing. It's shaving corners; saving seconds everywhere.

A lot of persons, amateurs is one way of putting it, or beginners who haven't sailed many years don't appreciate the tides on the harbour. I watched 18 footers on the harbour for 35 years and Billy Barnett has helped me in stealing races. You must pick up things from the champions if you watch every weekend.

Knowing where to go for the lifts and tides means everything. I remember in the World Title in Thunderbirds a few years ago I was sailing with Dick Christian. I was tactician and I said "Go about". He said "no you won't clear Nielsen" I said "Go about, the tide's running out. You just aim at the wharf". We cleared it by 50 feet and finished up by going into the baths where we wanted to go. The same applies offshore with the sea marks, knowing whether you can overlay or underlay — the current can affect you either way, if you do it right you can hit the mark spot on.

I didn't think this up, I only learnt from watching champions for 30 odd years and trying to emulate them.

Tide and wind are the main things in the harbour. The wind is always in the right place. On night starts with a light north easter the wind gradually gets around to the north and if you sail to Clifton Gardens, nine times out of ten it will pay off better than going into Neilsen Park. The lift off Clifton Gardens and Taylors Bay is always there. Similarly you always keep clear of places like Darling Point or Barrenjoey. You don't get too close to the lee of a headland.

It is very hard to know what to do sailing from Kirribilli around Bradleys. The wind comes around Bradleys and you get terrific lifts up to the lighthouse.

If the tide is running in it is best to keep to the eastern shore, that is also where you usually get the making breeze. In the

# C.Y.C. Ensign Quest

'Rick' Dowling has written to the C.Y.C. with the suggestion that the Southern Cross on the Club's burgee could well be used instead of the defacement at present used on the Club's blue ensign. He says that the Southern Cross as a defacement would be more attractive to look at than our present design as well as to lend an Australian character to our design. His commendable suggestion has been researched thoroughly and this has resulted in a report which suggests that it would be impossible to get permission from the requisite authorities to make that particular change.

Recognising the objectives which 'Rick' had in mind, the Board has decided to have a competition for a design to replace the present one. Conditions are quite simple: you don't have to be an artist, just submit your idea with a sketch, however rough, of what you think could well replace the present design.



Closing date is September 25. Here is a great chance to achieve fame as the originator of a new C.Y.C. ensign, so let your imagination have a run. The prize, which can be only a first, is an Official Presentation of the first new ensign produced. It will be framed and suitably inscribed.

(a) Note: We will be inclined to reject such alternatives as jumbucks, kangaroos, possums, koala bears, penguins, sea snakes or other emblems of our proud nation.

(b) It is to be appreciated that the selected design through C.Y.C.A. has to be sent to the Department of Defence, U.K. for approval.

last Hobart race that was where the "Eagle" was and he went through the fleet. This is only in the morning before the breeze sets in. If there is a strong flood tide it is probably better to go via Bradleys, and Taylors Bay.

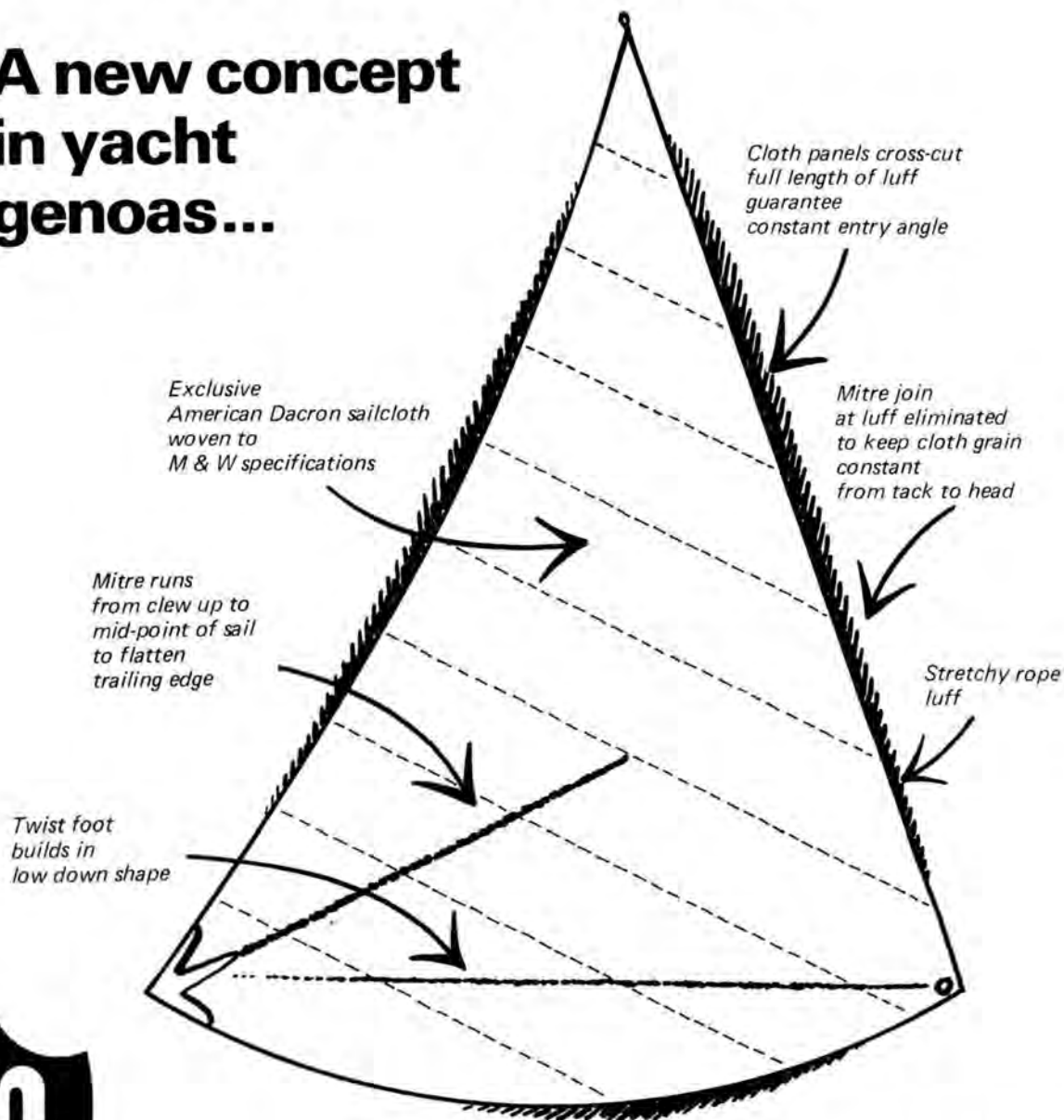
The important thing is the height of the tide. If it is a 6 foot tide it is all important, it is a strong tide then, and the worst place you can be is beating about Neilsen Park. It just pushes you back again but if it is only say a 4 foot tide it is not so important and you look for the breeze to be in your favour. When there is a big tide against you you must keep clear of the Wedding Cake, and Neilsen Park. You can ignore the tide 30 minutes either side of the Tide Chart time, after that it is important. Half tide is probably the maximum but I'm not sure. I'm not a theory man but practical. The practical man, in sailing anyway, will always outsmart the theory man.'

And the proof of the pudding is in the eating. "Boy" has been "tactician" on boats which have been first in most races he has elected to sail in over the last two Winter Seasons.



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*Designers of the Australian  
12-metre Challenger for the  
America's Cup, 1974*

# Tasmanian Adventure

from page 3

Sarah Island, often called Settlement Island, is on the chart as Headquarters Island. About twelve miles in from Hell's Gate, it was the site of a notorious penal settlement in the 1830's. In its earliest days a few women prisoners were kept, apart from the men, on a small island about a hundred yards offshore. For some reason this island is named Grummet Island.

That afternoon we wandered round Sarah Island, finding traces of the settlement among heavy forest regrowth. It's a very spooky place and nobody should go walking around at night for, if convict ghosts don't get you, and you avoid the snakes, you'll probably get lost, and west coast nights are cold. It's best to stay moored to the wharf and have some good warming drinks. We did just that.

From Sarah Island to the mouth of the Gordon River is about eight miles. Our chart of this area, although new, was based on a survey made in 1822, but that didn't really matter; the channel is wide and deep. Two or three times a week a tourist cruiser from Strahan goes up the river, nearly as far as Smith's Landing, some twenty miles from the mouth. With no navigational problems we made Smith's Landing late in the afternoon. The river, winding south easterly through gorges and heavy forest, is so mirrorlike that you seem to be sailing in mid-air as you gaze down on the reflections of clouds and mountains; a tourist brochure would describe it as a scenic wonderland.

Smith's Landing is a rickety jetty with a picturesque waterfall, a lot of scenery and not much else except a Hydro Commission camp about half a mile downstream. As the night was almost solid with silence the sound of the waterfall was very clear, so we downed a few nightcaps and turned in.

"Sandpiper", another motor sailer, joined us next morning, having spent the night tied to the bank further down. She had also proceeded south-about from Hobart, leaving a few hours ahead of us, spending a day in Port Davey and coming on direct, without calling at Sarah Island. For the rest of that day we went up the Gordon River in dinghies with good, powerful outboards, for the river runs fast in that area which is known as the Rapids. Coming back at speed one dinghy was holed by a submerged tree and sank, leaving us minus an outboard motor as a result. Our two yacht crews downed twice as much rum that night while our shivering dinghy survivors told us that the Gordon water is fresh and mighty cold.

In company with "Sandpiper" we returned to Sarah Island next day and resumed our search for convict artifacts. Next day we went to Strahan. This semi-ghost town on the northern side of Macquarie Harbour is a fishing haven dreaming of past splendour. Its pub is excellent as we found out that evening, but another day and night there played havoc with our schedule. There was a sou'-wester howling when we sailed out of Hell's Gate next morning. After about ten minutes we gave it away and went into Pilot's Bay, a very good anchorage in that wind. Late the following afternoon the breeze veered north west so we decided we could now get home fairly easily.

From Cape Sorell to South-West Cape is about 113 nautical miles and apart from the Cape Sorell lighthouse, the only light is at Low Rocky Point, about half way. We didn't see that light and as far as I know, we didn't see anything. It was one of the blackest nights in my experience. One of our number had had to go home overland from Strahan and that left only three of us standing two man watches. The main blew out within half an hour of getting under way, but she was a motor sailer and we carried on under donk and jib. Every authority gives horrible warnings of off-lying and uncharted rocks on that coast, so we laid a course well to seaward and, I suspect, each helmsman kept edging west of that course during the night. By daylight there was no Tasmania in sight and it wasn't until noon that we picked up South-West Cape while sailing an east-nor-east course. I fancy the strong southerly set helped us maintain an eleven knot average through the night.

Once past the Cape we were in the lee of the land. There were no more real seas though the squalls were vicious. Under jib and motor it was quite pleasant sitting in the warm doghouse, drinking coffee or beer, and listening to the wind whistle outside. By the time we reached Recherche Bay the breeze was gone and it was almost dark. Our time was running out so we just steamed on up D'Entrecasteaux Channel, exhilarated by our fascinating venture. We tied up at Sandy Bay, Hobart, almost at the stroke of midnight, the whole voyage having taken nearly nine days.

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Photograph courtesy of G. Bogard

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# Guidelines on seaward marks

*As a result of a protest in reference to the location of a seaward mark and then an appeal which was upheld, the Y.A. of N.S.W. has issued a statement entitled "Guidelines for Handling Claims that a Mark is out of Position".*

*The complete statement is printed hereunder.*

1. Claims of this nature, although treated in the same manner as protests and loosely referred to as such, are not, in fact, protests, but applications for redress under Rule 68.5.
2. The Race Committee is not a defendant and has nothing to defend. The onus is thrown squarely on the claimant to satisfy the Race Committee by her own evidence and that of her crew, that her chances of winning a prize have been prejudiced by some error on the part of the Race Committee.
3. To do this, she must prove to the satisfaction of the Race Committee that she was navigated with competence and care to the close vicinity of the stated position of the mark and that on arrival she was unable to locate the mark. Should she subsequently find it she should establish its then alleged position with as much accuracy as is practical.
4. Short Ocean Races around small marks are to a considerable extent exercises in navigation, and a Race Committee should regard with suspicion, claims that are not fully substantiated. Such details as reliable compass bearings, preferably at least three, any transits that might be available, and when practical, Horizontal Sextant angles should be provided. In addition, a plot of the course to the mark, a log of the yacht's progress and details of outside influences such as currents, should be produced as substantiating evidence. Furthermore, a yacht would

need to satisfy the Race Committee that in establishing her position she had been using reliable and corrected instruments. A yacht which has merely played "follow the leader" should receive scant sympathy.

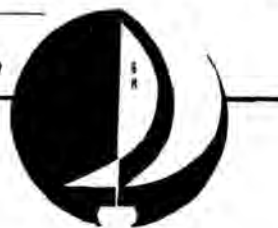
5. Efforts should be made to ensure that the other yachts in the race are made aware of a claim of this nature, so that those which have found the mark without undue difficulty may have the opportunity of attending the hearing as witnesses and giving evidence in rebuttal of the claim.
6. It is most important that one member of the Race Committee should be a competent navigator. He should be responsible for cross examining and testing the reliability of all technical evidence presented.
7. Only after the claimant yacht has satisfied the Race Committee from her own evidence that she has a prima facie case, should she be permitted to call expert evidence as to the location of the mark on any subsequent day. Should she fail to satisfy the Race Committee from her own evidence, it would appear that the Committee could be justified in dismissing her claim forthwith on the grounds that irrespective of the mark's position, the yacht had herself prejudiced her chances by her own navigational deficiencies.
8. Evidence that a mark is out of position on a later date should be treated with reservation, as it does not necessarily follow that the mark was out of position on the day of the race. On the other hand, evidence that it was in its approximate position on a later date could support a strong presumption that it had not moved."

Y.A. of N.S.W. advise that the S.E. Seamark ("Offshore" June) is to be moved ½ N. Mile to East to 30°55'S. 151°20.5'E.

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*If you are thinking of buying or selling your own boat, call in and see Bob right at the C.Y.C. or phone 32.2178*

# DINGHY

It has taken me many years to learn how to handle a dinghy. Even today I'm still picking up hints. I've found out all I know from visitors to the boat whom I always ask: "Had any sailing experience at all?" "Oh yes," they say, "used to sail in yachts, or Bluebirds, some time ago now though." Then I'll say — "Can you row a dinghy." To this they give a slightly superior smile — "Row a dinghy, sure, no problem."

Sometimes I sense that they feel they're off the hook, no longer responsible for being a bit rusty on a yacht, but a dinghy — just a pushover.

From observation of these experts I now know how a dinghy should be handled and I pass on the accumulated knowledge for other learners.

- (1) When coming to the yacht, always hit it, preferably hard, bow on. This has benefits to those on the yacht in that they now know the dinghy has arrived, and they can offer any assistance necessary.



## W.R.T.W.R. SUB-COMMITTEE

In case you didn't know, that string of initials stand for the "Whitbread Round the World Race" and by December this year you will meet a lot of the contestants at the C.Y.C. Meanwhile the Sydney Sub-Committee chaired by Commodore J.N. Bridgland have made the following recommendations to the UK Committee organising the race which starts at Portsmouth on September 8.

- (1) That the finishing line be between Hornby Light and the vertical face of outer North Head. R.A.N.S.A. to organise a tender in attendance also.
  - (2) That yachts shall report positions daily after crossing the longitude of King Island, also that an E.T.A. be passed to C.Y.C.A. when the yachts are in the vicinity of Montagu Island at which time they will listen to 2524 kHz for a direct call from C.Y.C.A. The sked time should be preferably — 6.30 a.m. and p.m., when the yachts are near Jervis Bay.
- The race itinerary is: first stop Capetown, then Sydney, Rio de Janeiro and home.
- Further advice will be given in future issues of "Offshore".

- (2) Alternatively, come to the yacht with the dinghy stern to wind, which is faster than coming up bow to wind. In both cases the bow passenger gets out first, particularly if there are two passengers astern.
- (3) Never unship the oars. Who knows, they may be needed in a hurry.
- (4) Always leave the rowlocks up — standing. Apparently there is some sense in this. When either the dinghy or the parent yacht rolls a bit the protruding tip of the rowlock leaves a scar on the side of the yacht. Whatever the skipper might say, this scar becomes a kind of lead mark indicating a guide for future dinghy approach. The skilful dinghy operator always hits the same spot, only mugs extend the scars.



- (5) Never take the dinghy painter aboard, this is simply an old square operation. If the dinghy slips away when the passengers are unloaded, it adds to the fun to have to dive overboard and recover it.





# DILEMMA

by ROWLEY LOCK

- (6) If and when all is well and the dinghy is under control, always tie the painter to the back stay with the fullest



possible slack. Up anchor and away you go. It is really hilarious when cross tacking yachts suddenly discover that their bows are about to slice through the dinghy. Moreover, if you are under power and have to go astern the painter can wind itself around the prop. This is exciting and permits the skin diver experts to demonstrate their prowess in cutting the painter away.



- (7) When leaving the yacht with a load on board and running for a lee shore in a fresh breeze, always shoot in to the beach bow first. The resultant spill of passengers and gear all adds to the fun of a happy day's picnic or barbecue.
- (8) When leaving shore put all the gear in the aft end of the dinghy, then the lightest member of the shore party in the forward end, preferably a girl. Pick the heaviest man to steady the dinghy and at the right moment he jumps in, giving the dinghy a gigantic push as he does it. Excited speculation about the possibilities of the dinghy getting to the yacht before the water slopping over the transom

sinks it is heard everywhere. Shore observers with gambling instincts start laying the odds. It's all good healthy sport, particularly in summer when the warm sun ultimately dries them all off.



- (9) The alternative method is to put a passenger with tons of gear aft stern seawards, oarsman in position. Then the other crew member with the bow in his hands gives a desperate shove and jumps in. I notice, however, that sometimes the dinghy broaches and the frantic oarsman grabs his oars and falls over backwards. Any spectators about love this but, now warned of the possibilities, the crew usually get away on the second attempt.



- (10) When everyone is aboard including the dinghy skipper, you notice that the rowlocks are upstanding with the oars ensconced and sticking out like wings. Looks like a new kind of bird ready to take off. Alternatively, the rowlocks are still up and the oars are left on the centre thwart, the paddle ends sticking well out from top of the transom. I can only assume that they act as a method of assessing wave motion. Perhaps when they fall out it enables recovery drill, like a man overboard exercise. Apparently the practice of stowing the oars underneath the thwarts is not satisfactory and should not be encouraged.

*I am getting pretty tired of filling in that scar on the side of my pretty hull. So I appeal to members of the C.Y.C. to write to me c/- "Offshore" if they have any suggestions to offer.*

# HOUSE NEWS

We thank Syd Fisher for donating the glorious half models of Rags and Stormy. They are at present on display in the trophy cabinet until suitable arrangements are made to hang them above the bar.

Congratulations to Greta Barton and her Seabirds on the marvellous Fashion Parade. Model Di really brought the House down on 150 receptive guests, but crewmen could not agree with their ladies that one spar deserves a mink stole.

Licensing guard police are still concerned at members' failure to sign guests in correctly. Club rules require that visitor name and full address be recorded in the visitors book located on the 1st floor landing. Members signing visitors in must follow the correct procedure.

Two new ten cent poker machines have created tremendous interest, though players styles were severely cramped by the recent electricity strike. Machines are apparently quite mean when left in the dark.

Former House Manager, Noel Bungate is reported to be doing so well in Hamilton that he is putting in a new Yachties Bar. Must be missing the CYC atmosphere.

Plans for the new CYC development include a Library. Donations of reading material and cash from members would be most welcome.

Winter races have again swelled House attendances on Sunday

afternoons to over 200. The Club policy of presenting trophies immediately after these races has proved a real winner, and serious winter racing is obviously here to stay.

L.O.P.S. Prize Givings have for the first time been held at the Club this year, as the House Committee has noted a marked lack of interest from members at the Annual C.Y.C. Ball. The change proved to be enormously successful and demand for tickets to this prize giving was so great that Divisions 1 and 5 presentations had to be separated from the presentation for Divisions 2, 3 and 4. In fact 150 attended the former and 90 the latter function.

Commodore's Day was again held on the 1st Winter Race Day. Official guests included the many V.I.P.'s who have assisted the Club over the past year, and we are grateful to Dr. A.M. Dan for providing m.v. "Peterlyn" as the official vessel.

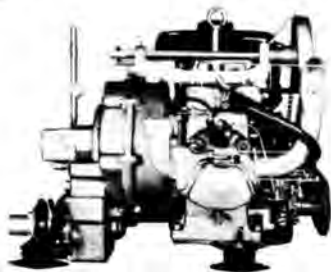
Colin and Rose Swale spent some time on our marina last Christmas en route to the U.K. After battling mountainous seas around the Cape and a mercy dash when Rose suffered a miscarriage, they have arrived safely in Plymouth. Congratulations to a delightful couple for a voyage well done.

What with electricity strikes and increased beer prices, House needs your support to cover costs. Clinch that business deal over lunch at the Club on Wednesday, it only takes a few minutes from town. Dine and Dance on Friday or Saturday night and what about Supper after late shopping on Thursday.

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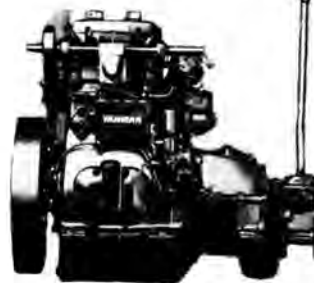
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## New C.Y.C. Regatta

The Club will conduct a Level Rating Regatta off Sydney from March 15th to March 24, 1974. The A.Y.F. has granted the status of National Championships to this series, subject to sufficient entries being received.

Although the C.Y.C.A. conducted the World One Ton Cup in 1972, this regatta for all recognised Ton Cup classes will be the first of its kind and is intended to become an annual event.

The regatta may also be used as selection trials for future Australian Challenges for International Ton Cup events. The whole programme will make Sydney an exciting yachting centre.

Races will be conducted for the following classes as prescribed by the Offshore Rating Council, the governing body of world ocean racing, for yachts rated to the International Offshore Rule Mark III;

CLASS	MAXIMUM RATING
Two Ton	32.0 feet
One Ton	27.5 feet
Three Quarter Ton	24.5 feet
Half Ton	21.7 feet
Quarter Ton	18.0 feet

In level racing there are no handicaps and the first yacht across the line in each class wins the race.

In order to ensure that hulls are sufficiently large for the ocean races to be conducted in each class, particularly in the small classes, the Club will specify a minimum Rated Length "L" under the I.O.R. for each class.

Also, all yachts will be required to have inboard engines and two-way radios.

A measurement committee will be appointed to check the hull and sail measurements and ratings of yachts, and to inspect yachts for compliance with the interior accommodation rules and safety regulations.

Safety regulations will be those of the Offshore Rating Council as amended by the Australian Yachting Federation.

The number and length of races and the point scoring system will be as prescribed by the Offshore Rating Council. It is anticipated that in each class there will be three short inshore races on an Olympic course, one medium length offshore race, and one long offshore race.

A perpetual trophy will be presented to the winning yacht in each class in the regatta, and these yachts will also win the respective Australian Championship if such status is granted by the A.Y.F.

Owners of all eligible yachts are invited to enter for this series, and entries will be accepted for yachts which have been chartered for the period of the series.

A formal notice of race and entry form will be forwarded to yacht clubs and interested owners throughout Australia in the near future. In the meantime, owners are invited to apply to Mr. Hedley Watson, Sailing Secretary of the C.Y.C.A.



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# MAN Overboard

by G.H.O.B.

*There have been countless articles written with the title 'man overboard'. Sure, sure, you say, I've read all about that, and turn the page over. But how well do you know the drill, and how long since you've done it with any of your present crew?* The last sentence is important. Crews change and everyone should know exactly what to do, and that means practice. The writer always used a fender which had about ten feet of line as a footrest while steering. Then all of a sudden, without warning, over it went with that 'Man Overboard' cry. Try it and see if you are as good as you think you are. Picking up a lost man is not an exact science, each to his own method and boat and practiced skills. In general terms the following suggestions are just about basic — try them.

The helmsman holds his course as he bellows 'Man Overboard' at the same time throwing a lifebuoy to the unhappy man in the drink. Try and not hit him with it, particularly if it's one of those tough hard types which can cause real injury. If you carry a flag marker it should go overboard too. It is aptly called the 'Man Overboard Pole' in U.S.A. The trained crew or one of them notes the course, another has the sole function of pointing to the man at least for as long as he can see him. The others of course have their eyes open. Point to the man, don't yell — 'There he is', the skipper has a lot on his mind during the whole operation. At the moment we are talking about a daylight operation. Recovery problems vary with the way the boat is sailing.

**RUNNING** — Steer down wind from where the man goes overboard, round up and sail until the man is spotted abeam, then tack over to him. If you do lose sight of him round up as before then sail for about a minute, then tack for a couple of minutes, then back on the other tack for a couple of minutes. In other words you cross tack across the course you were sailing when the man went over.

**TACKING** — Some immediate drill as before and one of the crew is pointing at the man. First thing is bear away onto a broad reach then gybe and sail the reciprocal of the course you were sailing. As the man now abeam is spotted round up and heave-to alongside and to weather of him. Don't forget you have leeway, the man overboard doesn't.

**LEADING** — This is substantially the same manoeuvre as above; hold your course until ready to gybe and again sail the reciprocal course and don't make the mistake of sailing back into the wind above the reciprocal course, you could miss him.

**BROAD REACHING** — On a broad reach you may not be able to lay the reciprocal course, tack instead of gybing. Sail no higher than the reciprocal course, leeway will compensate for the weathering you made while tacking. Then round up to the man.

**RUNNING WITH KITE** — This is a nasty one because of time loss in getting the kite down, so be fast. Sail down wind until kite is down, round up and make a short leg then zig-zag tacks, twice as long across the course you were running. Then manoeuvre until you can round up to the man when he is sighted. Of course all this is fine but you may miss him, in which case continue tacking until you are certain you are well upwind from where he fell off. Then in grid pattern reach

across wind, gybe and reach back and so on until you have covered the possible area in which he could be. Even then, if not seen, go down wind further, pursuing the same tactics.

On all occasions be in control of the boat and when you do find the man, close haul to weather of him. Backing the jib is also a handy device to achieve this end in most boats, with a hard main of course.

There could be argument about this method bearing in mind that six miles per hour a boat will do 528 yds in 3 minutes. Some will call for an immediate all standing gybe which has complications particularly with an incipient sense of panic. In calm weather perhaps, and provided you've got your course before the action.

The way I have described is a safer way and when the kite is down you quickly get back in the wind, boat under control and short tacks back up wind across your original course.

Getting the man in can be difficult depending on how high wooded you are and also the condition of the man himself. Obviously you throw the man a rope, that calms him and he can help. The old trick of making a stirrup out of a sheet cleated at one end, the running part in the water deep enough for his foot lifting him until he can grab the gunnel, and when you do throw a rope make sure that one end is fast, or you may go over too.

If he can't help himself turn him so that his back is to the boat side, a man to each wrist. As the boat falls down on him, be ready for the upward roll and you can get him on to the gunnel. Obviously this technique is for smaller yachts.

Personally, despite what the purists might say, I will use the engine if I think it will help. But you have to be careful, watch for trailing lines before you start, do not go faster than you were sailing, you could easily overshoot your search area, watch your reciprocal course, and cut the engine when you get to the man. Are you sure all your crew know how to start the engine?

If possible get a lookout up to at least the first spreader, he'll see better there than from deck.

Don't let anyone jump over to help the man, you might have two to rescue instead of one. But if it is thought necessary the man should have a lifebelt or a long light line around his waist and he should be a strong swimmer, otherwise you can be in real trouble.

Practice, continual practice is the only answer, and men do fall over. Their lives depend on your skill in getting them back quickly. It is difficult enough in quiet water, the problems multiply at night and in heavy seas. I need hardly add that carefully used, a handy boat hook can be of great value.

All lifebuoys should have automatic lights, and in searching be sparing with your searchlight, you will have noticed how it destroys vision outside the beam.

It is to be noted that the type of safety equipment which should be carried is laid down in detail in the "Special Regulations of the Offshore Rating Council, as amended by the Australian Yachting Federation". It is available at the C.Y.C.





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*OFFSHORE, August 1973. 21*

# OFFSHORE signals

The Board of Directors in answer to Rob McAuley's welcome letter (June "Offshore") state that the first move in a redevelopment plan is given on page 7 and answers his question of marina berths.

It is really impracticable at a current location to develop a junior sailing class, similarly the difficult parking problem is beyond the powers of the C.Y.C. to correct. However further building development plans which will be released on completion may well help parking facilities.

The new cruising division plans have already been announced (June issue). Moves to start a library are also announced on page 16 under "House News".

It is felt that the "inclusive character" of the C.Y.C. is strong now, it will be undoubtedly stronger when current plans are completed.

Dear Sir,

On the night of June 30th, the Admiral's Cup Team Committee staged a farewell party for the team in the Ford Pavilion at Sydney Showground. As one who had not seen the Ford Pavilion before I was quite impressed with the choice of venue. Modernistic in decor the pavilion is well lit, well furnished and amply provided with facilities, in short an ideal place for a good party and a rip-roaring send off for the team. An added attraction was the draw for the Rolls Royce raffle, at least for those who held tickets.

What problems the committee must have faced. Planned for months the big night arrived amid power cuts and horror of horrors, a brewery strike into the bargain. Somehow there was light and a magnificent southern draught flowed all night to the sound of a first class jazz band. As they opened the doors the committee must have breathed a sigh of relief that everything was actually ready to go.

What a disappointment they had. A mere 200 of the faithful turned up to farewell the team and that includes the twenty odd team members present. What went wrong? Around the bar in the weeks preceeding the event one heard all sorts of excuses. "Too bloody expensive", "I'm not getting dressed up in a monkey suit just to hear some fool speeches", and so on. What a sorry lot we are. Whatever the reason, many familiar faces were conspicuous by their absence.

Of all the Clubs in Australia the CYCA has most to do with Australia's Admiral's Cup Challenge, not only through organisation but in participation. The trials and selection create more interest and discussion within the Club than any other activity with the possible exception of the Sydney-Hobart. Although the team represents Australia, its performance reflects on the CYCA more than any other single thing we do. Count the CYCA members on the team.

What then causes the apathetic attitude to a send-off to our most important team? Jealousy? Snobbery? Lack of Club spirit? Sheer selfishness? Or to be more charitable, do too many members consider the team of 'heavies' from the upper end of first division a private Club within the Club? It can't be that yachties don't enjoy a party. I've attended some great parties in secluded storm bound anchorages between two or

three boats. Why then? Those of you who did not see fit to attend might do well to examine your own motives, it is your club and your team after all. One thing is certain, the hundred odd members and their wives and friends who did attend had a ball and that was not even spoiled by the fact that some citizen from Western Australia won the Rolls Royce.

JOHN BROOKS

Dear Sir,

The name "Coasters Retreat" has special significance to the C.Y.C. and, as outlined in the first issue of "Offshore" (June 1971), this little wooden sign had pride of place in the bar area, being a treasure from the first boatshed club-house. I notice it has been removed and would like to ask why.

Then there is the old wooden steering wheel which stood at the top of the stairway, the Harrigan cartoons and the valuable etchings of the original club-house by Cedric Emanuel which adorned the office walls. What has happened to these links with our pioneering days?

Compared with most other yacht clubs we do not have a wealth of items of historic or other significant yachting interest. We should safeguard and display what we have and seek to acquire other items relative to the progress of the club. What is club policy on this?

BASIL CATTERNS

## John Bleakley Writes:

*The Ocean Racing of yachts is a quickly growing sport in Japan and I recently visited the Seabornia Yacht Club, the major yacht club in Japan for their Ocean Racing activities. The Club is located at the town of Aburatsubo, approximately 2½ hours drive from central Tokyo, or about 7 or 9 hours perhaps in heavy peak time traffic.*

Members of CYC are most welcome at Seabornia, a Club with whom we recently became affiliated. It was two years since I had visited them, and was most impressed with the expansion of their racing fleet. I believe they have racing, 8 One Ton Cup yachts, about 25 or more Half Ton Cup yachts, and 30 or more Quarter Ton Cup yachts. This is a tremendous expansion in two years. The facilities of the Club are excellent and their greatest problem is obviously expansion. Because of professional fishermen having so many rights in the bays along the coast it is expensive and difficult to provide mooring space for the growing yacht population.

I had a 30-mile race in the One Ton Cup yacht, Sunbird II, which came to Australia for our last One Ton Cup World Championships and Sydney-Hobart Race. It was a very pleasant and interesting race, which we won. The greatest hazard seemed to be dodging professional and amateur fishermen and their large nets, all out in full force on a Sunday. It was, however, most enjoyable and I recommend that any of our members with a little time to spare, and visiting Japan, should make contact with Seabornia.

Members should call on Mr K. Ogimi, a Director of Readers' Digest in Tokyo, and President of Nippon Ocean Racing Club. Mr Ogimi is well known to many of us as he was the skipper of the first Vago to come to Australia. He explained to me that Nippon Ocean Racing Club is actually an association somewhat similar to our Y.A.



# OFFSHORE signals

Dear Flag Officers & Members:

It was indeed a pleasure to receive your congratulatory cable at the Royal Suva Yacht Club after the Auckland/Suva race. Being the only Australian yacht amongst some 75 yachts, it was a thrill to have contact from my home Club.

I was disappointed that we couldn't obtain an outright win, however, we consider ourselves lucky getting second place, bearing in mind that the whole race was reaching and running and we did not have one minute of wind on the nose.

Out of interest, the official distance from Auckland to Suva is 1,140 miles and our log read 1,150.

'Salacia II' is still cruising in the Pacific Islands and we are hopeful to be back at the C.Y.C. late November.

ARTHUR BYRNE

## BIRD-WATCHING ABANDONED

Sound ridiculous? Maybe, but since Gordon Marshall's 34 strong Celestial Navigation class commenced June 12, all exertions have been directed to star gazing, planet searching and moon watching with a sexless sextant for partner.

Gordon is a man in a hurry. All of his budding omnidirectional observers are expected to become proficient in the art in 30 hours plus field work, but the highly skilled and unique practical way he goes about imparting his knowledge certainly makes the objective attainable.

Add to this Gordon's boundless energy and enthusiasm and you have the ingredients for an exciting excursion into one of the most fascinating aspects of racing or cruising offshore.

Proof of the success of Gordon's methods was demonstrated half-way through the course when no less than five achieved a 100% pass and most others bettered 90% in a critically marked test requiring the identification of celestial objects from given sights, followed by their reduction to a fix.

Needless to say, a crash course such as this does tend to cause hitherto obscure hazards to emerge. Many of the crew have fallen victim to such ailments as ephemeric insomnia, azimuthal aberrations, declination indigestion and, most serious of all, double interpolation diarrhoea with running fixes.

However, there is nothing better to snap one out of self-preoccupation than a 6.00 a.m. dash 180 feet down the cliffs at Bondi just to allow Gordon to prove that a "bloody beautiful horizon comes up when you are low".

This is the third year Gordon has conducted his celestial course which gives rise to a serious problem now confronting the Club. Soon we will have a membership comprising only captains and navigators. What are we going to do for workers?

After all, who wants a cold bath in the middle of the night reefing a mainsail when you can be in your bunk cosily contemplating the constellations?

KEITH H. STOREY



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NEW C.Y.C. TIE

In dark blue without the stripe which characterised our last tie, the new model is a fine grade washable polyester. The motif is the C.Y.C. Burgee, the gold Southern Cross on a pale blue background. The wider tie in modern style is most attractive and more than justifies the modest price of \$3.50. This of course is available at the bar — see it in the showcase.



## SPLIT BRIDGE OPENING SIGNALS

Any yacht with a steam whistle on board would probably be a museum piece now but according to M.S.B. regulation 76 that is what you are supposed to have to get through the opening harbour bridges.

But the M.S.B. know about this and they'll settle for a Klaxon or, we reckon a loud noise such as fog horn blast. Failing all this the best you can do.

The mostly used Spit Bridge will open 9.00 a.m. to 3.55 p.m. and 6.45 p.m. until 9.00 p.m. on week days. On week ends and public holidays: 8.00 a.m. to 12 noon on the hour then at 1.30, 2.30, 3.30, 4.30, 6, 7, 8 and 9.

A flashing red light indicates signal observed, fixed red light bridge about to open, fixed green light, bridge open. The operators are very helpful but are busy and so located that it is harder for them to see than hear. M.S.B. advise that beating the lights has caused collisions; wait for the proper signals and follow, other yachts closely as you go through; you won't be left behind.

**LINDSAY BUDGE** the recently appointed manager of RYS is a B.E. in Mech. Eng. and he has been married to engineering for twenty years with boating as his girl friend. Now he has reversed their roles and finds pleasure in living with both. He has had considerable managerial experience and will certainly be an asset to R.Y.S. and C.Y.C. members. He is married to Coralie, his daughter Cheryl is 15 and son Laurie 13.

## C.Y.C. CRUISING DIVISION.

They had a great turnout on Saturday June 21st. A balmy day of days they sailed up to Northwood and a fine sight it was to see nine of the thirteen boats all tied together. From Grandfathers to six months old babies crewed the Yachts all joining in a shore barbecue on the lawns of the Park. A real tribute to all was the fact that the park was left impeccably clean, not a trace of any kind of rubbish. There will be many more of these popular cruises.

**PETER DERWENT** has been appointed as General Secretary of The C.Y.C.A.

???

Did you know that Ragamuffin has won the Halvorsen Bros. Trophy five successive years? Looks like another entry for the record book.

## STORE BEACH

Did you know that the Y.A.N.S.W. pays a contractor to clean Store Beach once a week, after the weekend onslaught from yachtsmen and other water borne visitors?

The contract has run from October to April for the last 5 years and the cost is passed on to the yacht clubs bordering Sydney Harbour.

Beautiful Store Beach is one of the few anchorages in the harbour which remains in its natural state, probably because it is inaccessible by road.

It is actually part of the Commonwealth property of the Quarantine Station, but the authorities have traditionally allowed its use provided it was looked after.

Despite all this yachtsmen can still be helpful in taking back to their boats their own rubbish. It is good precedent for others.

## New way to snap a bearing



A completely new navigational instrument combining a rugged pair of precision binoculars with a bearing compass. Accurate bearings can be taken of any object which appears in the binoculars field without taking the instrument from your eyes.

*"Snap a bearing of a buoy that bobs in and out of sight, or a light that has just appeared above the horizon — even if the object is too faint or too distant to see with the naked eye, you can still get an accurate bearing — instantly."*

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*"In use, the binoculars look, feel and perform just like any others; but when you want to take a bearing, a touch on a button lights up the compass in the field of view."*

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# MARINA NEWS

*JACK NORTH writes:*

● "Meltemi" went "cruising foreign" the easy way, leaving Sydney on 24th May as deck cargo in P. & O's "Somerset". "Somerset" sailed by way of Capetown to unload in Piraeus on 17th July, when Bill Psaltis and his crew set about getting "Meltemi" ready for sea. The crew, all well known around the marina, are Graham Wilson, Bob Starrett, Chris Tumpene, Jack Savage and Bill Roussell. There is also a medical officer, Dr. Hugh Gallagher, to attend to anyone who drinks too much retsina or suchlike.

● Warren Mitchell, better known on T.V. as Alf Garnett, will take the yacht over for a fortnight, cruising the Greek Islands with his family while Bill is in Cowes with the Admiral's Cup team. Bill should return to Athens in time to join the yacht for the Aegean Rally which starts on 18th August, 1973.

● The Rally is a three stage race totalling about four hundred miles through the Aegean Islands. It has attracted some 50 entrants, mostly European, but with a few yachts from the United States and Canada, and among all these "Meltemi" will be the lone Australian representative. When the series concludes on 25th August Bill and Margaret (and their three sons aged 14 and downward) intend to sail off into Homer's wine-dark Aegean for a few weeks, beachcombing as Bill puts it.

All being well the yacht will be back in Sydney in November and ready to cruise to Broken Bay. Bill Psaltis means to give the next Hobart race a miss; he says he's waiting for an age allowance.

● "Solo", after a quiet passage from Cairns and Thursday Island, left Darwin on 23rd May 1973, bound for Bali. She arrived there in early June, after calling in at Ende and Komodos. Before you start looking up your atlases, Ende, on Flores Island, is about 250 miles west of Timor while Komodos Island is the home of that fearsome lizard, the Komodos dragon.

After six days or so in Bali the yacht set out for Mombasa in Kenya, with Christmas Island and the Seychelles on the itinerary. "Solo" will probably carry the mails between Christmas Island and the Seychelles for there is no other service, although the inhabitants of both areas are related. Incidentally, Vic Meyer's crew of two lasses, Janet and Olga, joined the ship in Cairns.

● "Tainui" from Auckland arrived in Sydney some months ago by way of the Solomon Islands and Brisbane. This 33 ft. sloop is typical of the short-enders designed and built by Woolacott of New Zealand, being 9'10" beam and powered by a 35 horse B.M.C. Diesel. Early in July her crew of Gary Appleton, Dave Stevens and Trevor Berry set out for northern waters once more.

They were delayed in Sydney because replacement parts for their windvane self-steerer were on the docks, and staying there because of a strike. Still, this prevented them from leaving the marina on the date programmed; if they had they would have run into all that bad weather that wrought havoc on the far north coast.

Their future plans are cheerfully vague, which is probably the best way for a voyage of this nature. The Barrier Reef, Indonesia and South Africa were mentioned, but it was pointed out that there are other places in the world they could visit, as well as or instead of.

● "Moriah" tied up at the marina on 21st June having first entered Australia at Newcastle on the 16th. A 38 ft yawl, she hails from Fort Walton Beach in Florida, U.S.A. The boat was built in Amsterdam in 1961, the first of the Seafarer Javelin class designed by Bill Tripp. Rather unusually for these days she has a petrol engine, a Universal Atomic 4 of 30 horsepower.

The yacht is owned and crewed by the Nunnery family, Cliff and Joyce and their son, Matt. Leaving Florida in November 1971 they visited Mexico and then Grand Cayman and Jamaica in the Caribbean before passing through the Panama Canal and following the conventional track to Sydney. Their ports of call included the Galapagos, Tahiti and Raratonga.

They intend to stay in the Sydney area for some months to see the Southern Cross Cup series among other things. Also, Cliff Nunnery is keen to get a berth in a yacht sailing in the next Hobart race.

● Friday 13th July, that day of ill omen, found Solo three hundred miles east of Mombasa in squally weather. A three quarter inch bolt through the mast holding the shrouds carried away and the yacht lost her main mast. For about seven hours Vic tried to salvage the mast, without success, and finally proceeded under power. Solo arrived in Mombasa on 18th July, 1973.

## NOTICE

### ADMIRALS CUP ART UNION NO. 2

The drawing will now take place on Friday August 31 at the C.Y.C. Dinner Dance for which reservations are closing rapidly.

- (1) There are still some tickets available but hurry if you want to be in the draw for the valuable prizes including a Torana car and a return trip to England for two. Closing date August 16. A book of five tickets for \$4, single tickets \$1 each, obtainable at C.Y.C.
- (2) Those holding books either sold or unsold should return them to C.Y.C. or Admiral's Cup Fund Raising Committee, P.O. Box 131, Broadway, 2001, not later than August 20, otherwise they will miss the drawing.

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