

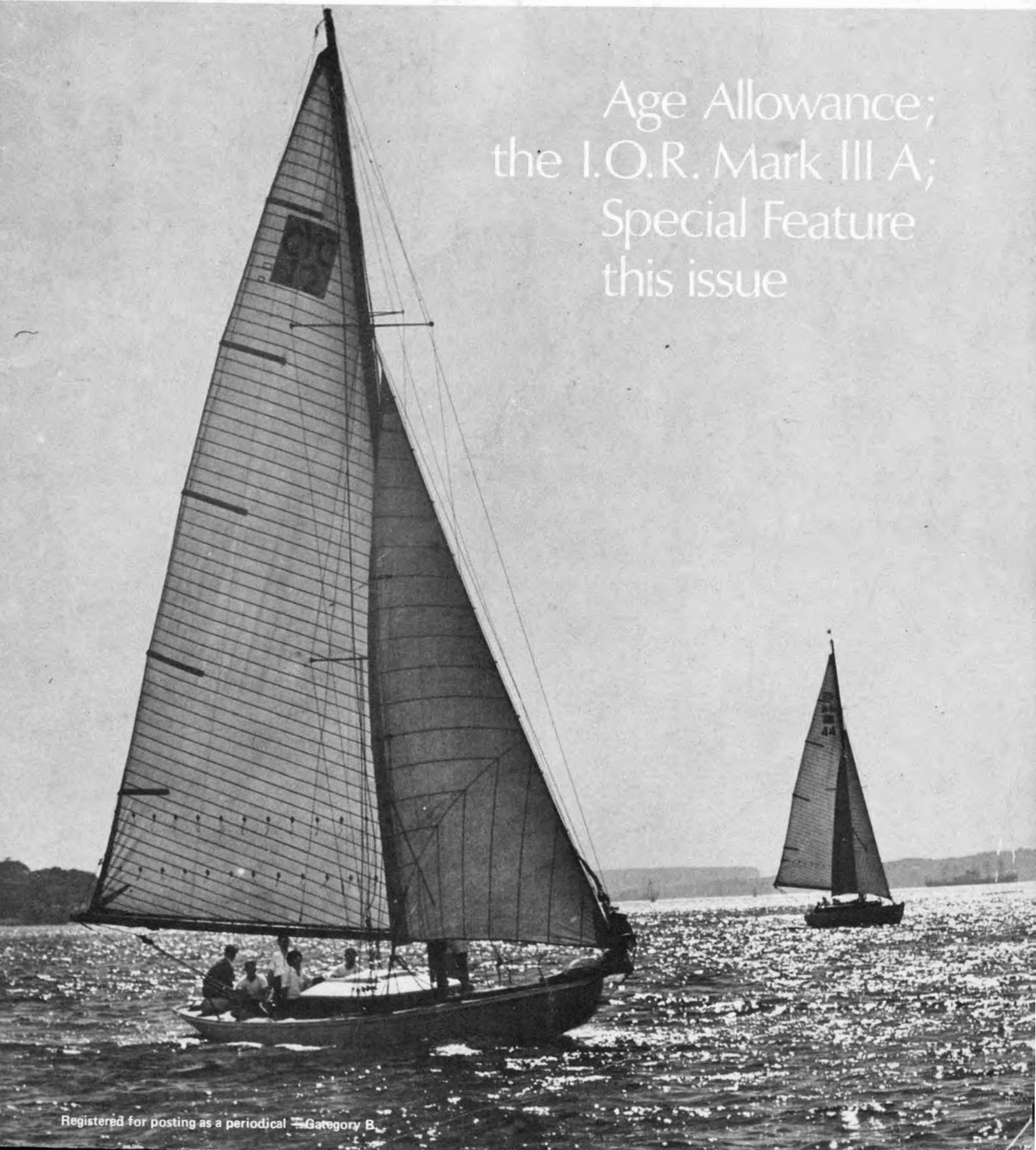
OFFSHORE

NUMBER 29

APRIL-MAY 1976

PRICE 50c*

Age Allowance;
the I.O.R. Mark III A;
Special Feature
this issue



The 1976 Sydney to Hobart Yacht Race



Either way Brookes & Gatehouse was first!

Kialoa



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'OFFSHORE'



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THERE IS CURRENTLY BEFORE WOOLAHRA COUNCIL A PROPOSAL TO DEVELOP THE FORESHORE AREA OCCUPIED BY THE CRUISING YACHT CLUB AND D'ALBORA MARINE. YOUR INVOLVEMENT AND ACTION IS URGENTLY NEEDED TO PREVENT THE FOLLOWING ENVIRONMENTAL OUTRAGES BY SELFISH NON-RESIDENT PARTIES.

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1. CAR PARK. A three storey car park is ²⁰ providing an addition of some
2. MEMBERSHIP OF C.V.C
by more than

THESE FORESHORE AREA OCCUPIED BY YOUR INVOLVEMENT AND ACTION IS URGENTLY NEEDED FOR ENVIRONMENTAL OUTRAGES BY SELFISH NON-RESIDENT PARTIES.

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2. MEMBERSHIP OF C.V.C by more than 100

SHUTDOWN AT THE BAY!

ANGRY



ANGRY SILVERTAILS BATTLE FOR VIEW

Residents oppose yacht club's development plan

the Maritime Services Board. They will come before Woollahra Council for approval on February 9. A spokesman for the

"Yet life with increased noise and pollution from increased traffic will become quite unbearable for the 5,000 or more residents. . . . who

The commodore of the CYC, Mr J. P. Diamond, said yesterday: "I'm a resident of Darling Point and the area is going to improve 1,000 per cent."

The first-rate environmental architect, Mr John Fisher, has designed the plan, which includes a public walkway through the area and the old

"The authorities approved development of the area don't

Sydney socialites living in one of the most exclusive areas in the eastern suburbs are up in arms because their harbor view is threatened.

The threat comes from a proposal to extend the Cruising Yacht Club of Australia, in New Beach Rd, Darling Point.

By KIM COURTENAY

The residents who will be affected pay up to \$100 a week to rent apartments in New Beach Rd.

"But it won't be worth half that to live a

apartments in the street are designed to take advantage of the view and it will be a disaster if the view is taken away by a brick and stone

In 5 years, will there be a C.Y.C.?

When Tom Lewis was Minister for Lands, he decided that the dilapidated appearance of the Rushcutters Bay Waterfront should be remedied, and as this Department controls the land through long term leases, he arranged for the Rushcutters Bay Development Committee to be set up.

This Committee consisted of representatives from the Lands Department, Maritime Services Board, Planning and Environment Commission and the President of the Royal Australian Institute of Architects.

The Maritime Services Board controls the leases over the

Marinas and to Low Water Mark, and Lands Department from there on to New Beach Road.

The Planning and Environment Commission has an overall control over all development.

The Committee approached Woollahra Council and obtained its requirements for development and laid down hard and fast restrictions over the development.

Whilst this was in progress, the Lands Department advised the Cruising Yacht Club that it would amalgamate all its leases, which expire at various times in the near future, into

one 50 year lease, providing the Cruising Yacht Club undertook to develop its leased area in accordance with the Committee's recommendations.

Basically, these were as follows —

1. The public is to have the right to walk along the waterfront;
2. The buildings to have face brick walls and terra cotta tiled roofs, to retain the residential character of Darling Point;
3. Off-street parking to be provided for 60 cars;
4. The C.Y.C. and Dalbora Marine to integrate the design of the buildings;
5. The work to be completed within 5 years.

Plans were prepared and considered by the Committee, amended to suit all the various bodies, and finally after many months, approved by the Planning and Environment Commission, Lands Department and Maritime Services Board.

They were submitted to the Woollahra Council, who after a long delay, rejected them. The Club is appealing against this decision, as it may have its leases determined if it does not comply with the requirements of the Lands Department.

As the matter is sub-judice, it is not possible to give any details of the objections, except the fact that the principal objectors to the development are the owners of properties opposite the Club who gained water views when the collapsing dinghy shed, engineering and paint work-shop was demolished to provide a temporary car park, and will not

accept the equivalent view in a slightly different direction.

The situation is a serious one, as at one stage the State Planning Authority, the predecessor to the Planning and Environment Commission, proposed that the C.Y.C. of A. be reduced to 1250 sq. ft. of area in the brick building, which the Navy owns, and all the land from the Navy building South was to become an extension of Rushcutters Bay Park.

Dalbora Marine was involved in the proposed development, and its application was also rejected by Woollahra Council and it is also appealing against the decision.

The vote in the Council was very close, but one Alderman stated that all boats should be kept west of the Harbour Bridge, preferably around the industrial areas, and another that the area should not be kept for the use of "Playboy Yachtsmen and their consorts", whatever that means!!!

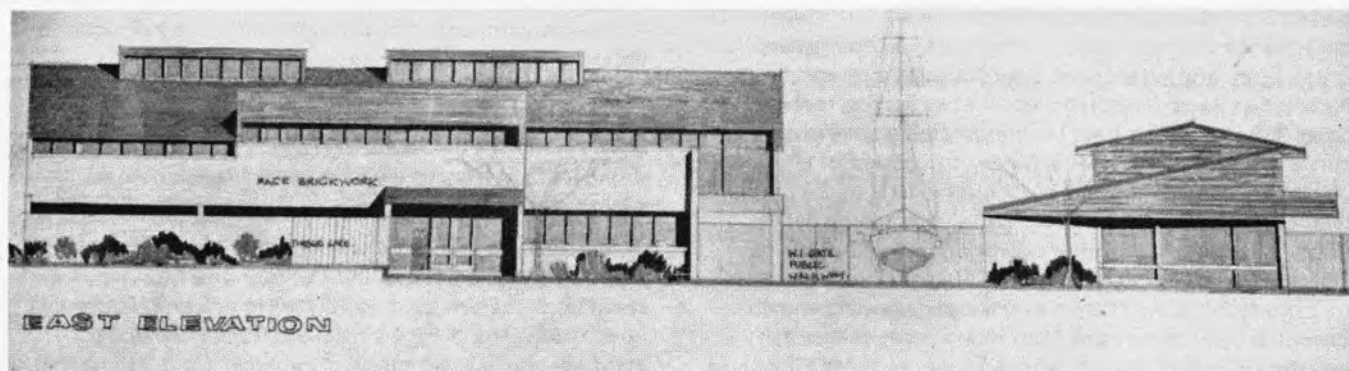
Perhaps we have been missing out somewhere!!!

If all members would write to the Woollahra Municipal Council, giving their names and addresses, particularly if they live in Woollahra, and point out that the existing structures are dilapidated, rusted and tumbled down, and a disgrace to Sydney Harbour and the Municipality, it would be of great assistance to the appeal against the Council's decision.

The photographed model is similar, but not identical, to the Rushcutters Bay scheme approved by Development Committees.

— Dick Christian

Artist's sketch of proposed new C.Y.C. facility



PRINCIPAL SAFETY DEFICIENCIES 1975

Illustrated by Peter Harrigan

1945 to 1975 — thirty years of C.Y.C.A. ocean racing in Australia, thirty-one Sydney-Hobart Races, and a perfect safety record of which our Club is justly proud and which it jealously guards.

The A.Y.F. and C.Y.C.A. Regulations outline the absolute minimum safety requirements for each category of race. The accent is on the word "minimum". There is no maximum — all participants are encouraged to carry any additional equipment they feel may give them added security.

One Boxing Day morning many years ago one very anxious mother escorted an eager young hand aboard complete with his own air-bed. Not that she didn't trust the comfort of the bunks, but she was making sure of his safety should there not be room for him in the liferaft!!

The safety requirements for the Whitbread Round the World Race were more demanding and more strictly applied than our own. This is understandable as they were proceeding into regions where far more difficult conditions than our own were anticipated and were, in fact, experienced. In these conditions where large yachts were being knocked and swept, three men were lost; one wasn't clipped on, the other two wore harnesses that met requirements.

The present view of safety harnesses (and incidentally, the requirement set down by the Financial Times Race) is that the existing 2000 lb. breaking strain line should be replaced with a 3000 lb. line, preferably of nylon, which can elongate almost 50% thereby reducing the snap loading.

Early ocean racing safety requirements were left to the owners interpretation, and for the most part the signed Entry Form and subsequent Race Declaration were accepted as an undertaking that all rules had been obeyed. Since 1954 all yachts have been inspected, somewhat cursorily at first; now annual Safety Inspection of any yacht racing in any event is compulsory. Due to the cordial relationships between affiliated clubs, one annual Safety Check is sufficient, with the exception of the Sydney to Hobart Race where the C.Y.C.A. requires its inspectors to do a pre-race check. Thanks to the understanding and co-operation of owners inspections rarely prove difficult, and the inspectors' eternal gratitude goes to those kind souls

who give the inspection a little forethought and have all items to hand. The reward is a fifteen minute inspection and, hopefully, a clean sheet!

There were many kind souls and fifteen minute inspections this year, but clean sheets were unfortunately few and far between. In fact, there were only fifteen of them. The remainder had to be rechecked with resultant delays and inconvenience to owners and officials alike. An outline of the deficiencies found follows.

Heading the list was the absence of various books required to be on board. Sixty yachts were short or one or more items. Some were visitors and only had to be told where to obtain them but several were from our own regular racing fleet and the excuses were legion — at home, in the office,

"We did hear tell during the year of the bright spark (perhaps if you're bright enough you don't need flares anyway) who attempted to return a full set of flares to the ship chandler for credit one Monday morning after inspection! Fortunately the chandler was not all that friendly."

in the car, the crew have been borrowing them, it must be beside the bed as I fell asleep reading it last night, and so on ad nauseam.

Alarming is the lack of appreciation of what unrestrained heavy gear can do. We all get annoyed when our beer capsizes as the breeze freshens or the toilet bowl runneth over — inconvenient, irritating and downright unhygienic, but that is all. What if sundry tools start flying around — hammers, pliers, chisels, screwdrivers, winch handles to name but a few, or, in extreme conditions, batteries or ballast. Chlorine gas following battery rupture is a deadly shipmate, and a pig of lead a poor bed-fellow. Yet 41 yachts presented this potentially dangerous condition.

Thirty nine yachts were down on flares, caused principally by outdating (flares have a life of four years) or misunderstanding the reference in Rule 11.6 to a "combination of both", the latter being a single flare red at one end for night use and orange smoke at the other for daytime. Easy

and quick enough to remedy at the friendly local ship chandler, but a full set for Category I costs in the vicinity of \$150. We did hear tell during the year of the bright spark (perhaps if you're bright enough you don't need flares anyway) who attempted to return a full set of flares to the ship chandler for credit one Monday morning after inspection! Fortunately the ship chandler was not all that friendly.

Of considerable concern is the fact that thirty seven yachts failed in fire precautions — missing notices, other than metal fuel lines, no fuel tank cock, no carburettor drip tray, and inadequate or uncertified fire extinguishers.

Liferings and their associated equipment came in for an awful caning as reflected by 28 yachts with deficiencies. Most lights worked and dan buoys dyemarker and whistles were intact, but the liferings were battered sometimes beyond repair, names and home port illegible and often faded to a shade of brown that could quite effectively camouflage them. Several were not within possible reach of the helmsman, and in one instance they were stowed in the lazarette.



Excuses were legion

Twenty five yachts had to adjust their lifelines, stanchions or pulpits. Most were strong enough, and the big trouble starts with 24 in. stanchions where the wire is passed through a hole drilled near the top. Such a wire will be below the minimum 24 in. mark. Likewise lacings used forward invariably work their way aft, tightening as they go, drawing the wire below the level of the stanchions. If the latter are anywhere near the 24 in. mark, the resultant festooning of the wire will be well below.

Safety harnesses were short or inadequate in eighteen instances. Harnesses are harnesses, not belts, and it is many years since a piece of line with a clip on the end was acceptable. The harness must be in good condition, fittings non-ferrous, freely working and there should be one for each crew member aboard at the time of inspection.

Lifejackets have always been a much abused item of equipment. They seem to double as packing, fenders and pillows, and several battered, mildewed apologies for lifejackets were rejected. Some eighteen yachts were deficient in this department.

"Rule 8.3 requires two specified anchors, chains and warps 'ready for use', and each of the three stowed in different parts of the yacht can in no way be considered 'ready for use'."

The First Aid Kit is an item of great importance appreciated by all, yet it is often not protected as it should be. Stowed in lockers, the contents are often depleted during the year, and on one tack it will fall out the moment the doors are opened. The First Aid requirements should be kept in a waterproof sealed container with a list of contents on the outside. For routine use a subsidiary kit can be carried with Band-aids, antiseptic, sunburn cream, headache tablets etc. Sixteen yachts had to attend to their First Aid Kits.

Other deficiencies were: unsuitable flashlights (14); non-regulation bilge pumps (10); faulty navigation lights (10); no heaving line (9); non-watertight cockpit lockers (8); no spare navigation lights (8); no "V" distress sheet (6); no shaft lock (5); no wood plugs (5); no depth measuring device (2); no seacocks (2); no numbers on storm main (2); unsuitable hatches (2); compass short (1); no log (1); additional emergency steering (1); additional water (1).

Radio has been omitted as many yachts were installing them or the required crystals immediately prior to the race. Also radio is difficult to check out, but shortcomings soon become apparent during the race. In retrospect, Race Director, George Barton, reports that yacht-to-Radio-Relay-Vessel communications were better than ever before, and no yachts were noteworthy for missed skeds. The co-operation of relay yachts as the field spread was invaluable, and without it the complete radio reports would not have been possible. One request though for the future: the race finishes at Hobart, not the Iron Pot, and many yachts in the river did not bother with skeds. This non report when fed into the computer causes concern and confusion to the press and public.

A most distressing aspect of inspections is the frequency with which deficiency slips are returned signed "complete", or the inspector receives a very matey phone call "you have my word on it — everything is fixed just like you wanted". Subsequent inspection, maybe even twelve months later, reveals that the deficiencies were not made good, or if they had been, they had subsequently been undone. Such actions are at best dishonest and when detected could result in an appropriate penalty or, in the most blatant cases, refusal of future entry for a period.

In addition to the annual certification, spot checks are carried out during the season at the conclusion of races. Should deficiencies be found at this stage you have three options:

- (1) If it is of a minor nature and occurred inadvertently during the race, you will be required to amend your declaration and be sure it is corrected by the next time you start.

- (2) You may elect to retire from the race in question and not lodge a declaration, once again correcting the deficiency before starting again.
- (3) If you are reluctant to do either of the above, the inspector may protest you in the approved fashion, and your case will be considered by a protest panel.

While on the topic of the blue book, you will notice it is dated 1973-77 and so will be reviewed next year. Certain ambiguities will be corrected, and should your reading as recommended above conjure up any constructive thoughts, please put them in writing and pass it on to Max Lees for consideration by Sailing Committee.

So now the difficult part of the Safety Inspectors year is over until the beginning of next season. Of course there will be regular spot checks following many races, but these don't take very long, and if we don't catch up with you this race, well there's always the next.

... and a pig of lead a poor bedfellow.



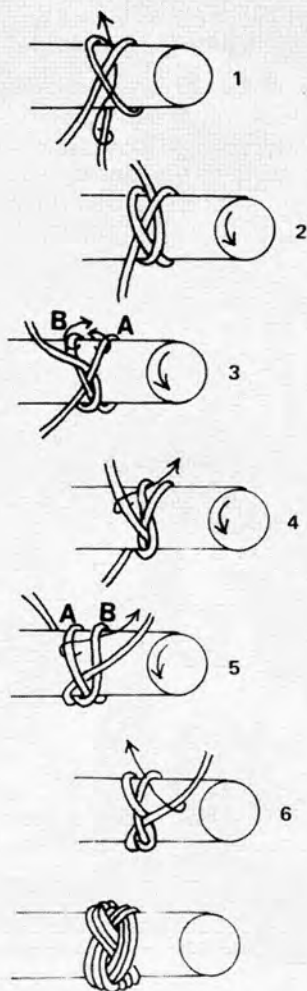
Finally, a gratifying comment from old campaigner Marty O'Meara after an inspection of One Ton Champion *Pied Piper*, which left her with a long list and very little time to comply: "The safety rules are roughly the same all over, but the C.Y.C.A. is the only club that really polices them".

"Generally a 'Yacht' is any vessel which is permanently fitted out and used by her owner for pleasure. The word is of Dutch origin. In the time of Elizabeth a 'Yacht' was kept for the use of the Sovereign, and since that date every succeeding monarch has had more than one yacht."

"About the year 1900 there was considerable discussion as to whether any pleasure craft, privately owned, could be justly described as a yacht, and Mr. R.E. Froude defined 'a racing yacht' as such a vessel 'combining habitability with speed'."

"This appears a good general definition, for should the vessel be constructed so as to be merely a fast vessel but uninhabitable, she ceases to be a gentleman's yacht in the true sense of the word, but is more truly described as a 'sailing machine'. On the other hand, if the craft is nothing more than a luxurious cruiser lacking speed, she cannot be properly described as a 'racing yacht'."

Thanks to Keith Moss for this.Ed.



3-lead, 5-bight Turk's Head



The author, tying a 6-lead, 5-bight Turk's Head . . . for someone else.

TIE YOUR VERY OWN TURK'S HEAD

Of hundreds of sailors' knots evolved over the centuries surprisingly few are needed in a racing yacht. Any yachtsman can tie the most commonly used such as the figure-eight, the bowline, the reef knot and probably the sheet bend. He can also belay a rope and, perhaps, splice it. And he is invariably an expert at splicing the mainbrace.

In an emergency where other knots could be useful someone else on board knows how to tie them. Otherwise a series of granny knots makes a jury rig even more jury.

The turkshead had many uses, mainly as a stopper, but exists in yachts only as an ornament. There are over a hundred varieties of turkshead, and maybe somebody knows how to make them all. Of course, most yachtsmen can't even tie one. So we'll try to rectify that.

First of all, a turkshead is described by its number of leads and bights. The lead is a circuit of the cord around an object while the bight is the curve caused by the cord each time it changes direction. So get a broomstick and about six feet of cord and we'll have a go at a 3-lead 5-bight turkshead.

Lead the cord round the broomstick (or tiller or whatever you're using) as in figure 1, and then continue as shown by the arrow. You should then have the set-up outlined in figure 2.

Figure 3 shows what this looks like if you turn the broomstick a little toward you. If you're satisfied that you're right so far, we'll go on to the next step.

Take bight A and push it under bight B, so that you have the situation shown in figure 4. Then pull the cord up through the newly formed loop as indicated by the arrow.

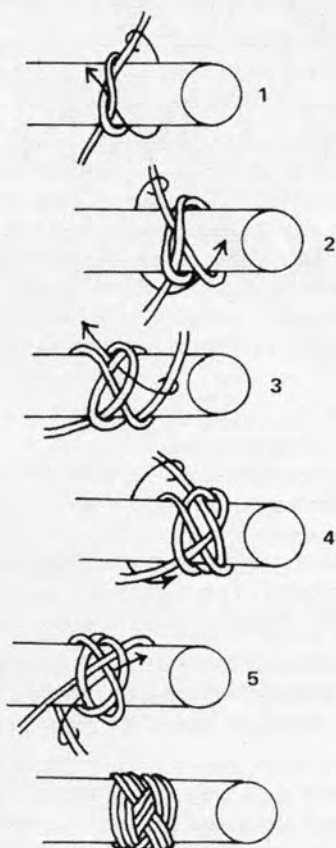
Now, push A back under B as in figure 5, and pull the cord up through the newest loop as in figure 6. You will find that the cord comes out at the point where you started, and all you have to do is follow through till you've doubled all the leads. Then treble them, and quadruple them if you like. It's your decision.

Well, now that you're a master rigger, you'll want something a bit flashier on your ship. So here goes for a 4-lead 3-bight turkshead.

continued page 8

Tie your very own Turk's Head

Figures 1, 2, 3, 4 and 5 all speak for themselves, I hope. At 5 you are back where you started, and you merely have to double and treble your leads.



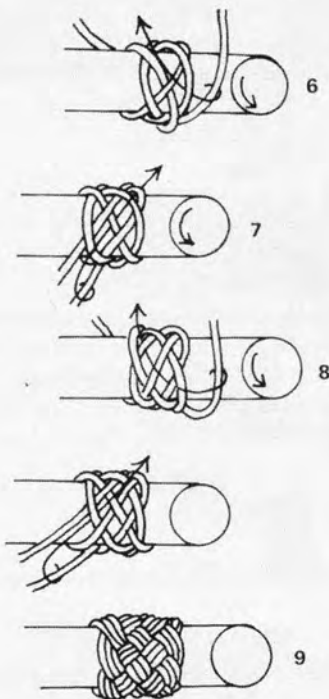
4-lead, 3-bight Turk's Head



The author warns you should be prepared for admirers of your 6-lead, 5-bight Turk's Head

Still not flash enough? Oh, well, we'll try a 6-lead 5-bight turkshead. It's not as difficult as you might think.

Tie the 4-lead 3-bight turkshead but, when you reach figure 5 do not double up, except insofar as shown by the arrow in figure 5. Then tuck the cord under the lead you have been following (figure 6). Twist the broomstick toward you and the whole thing should look like figure 7. If it does, follow



6-lead, 5-bight Turk's Head

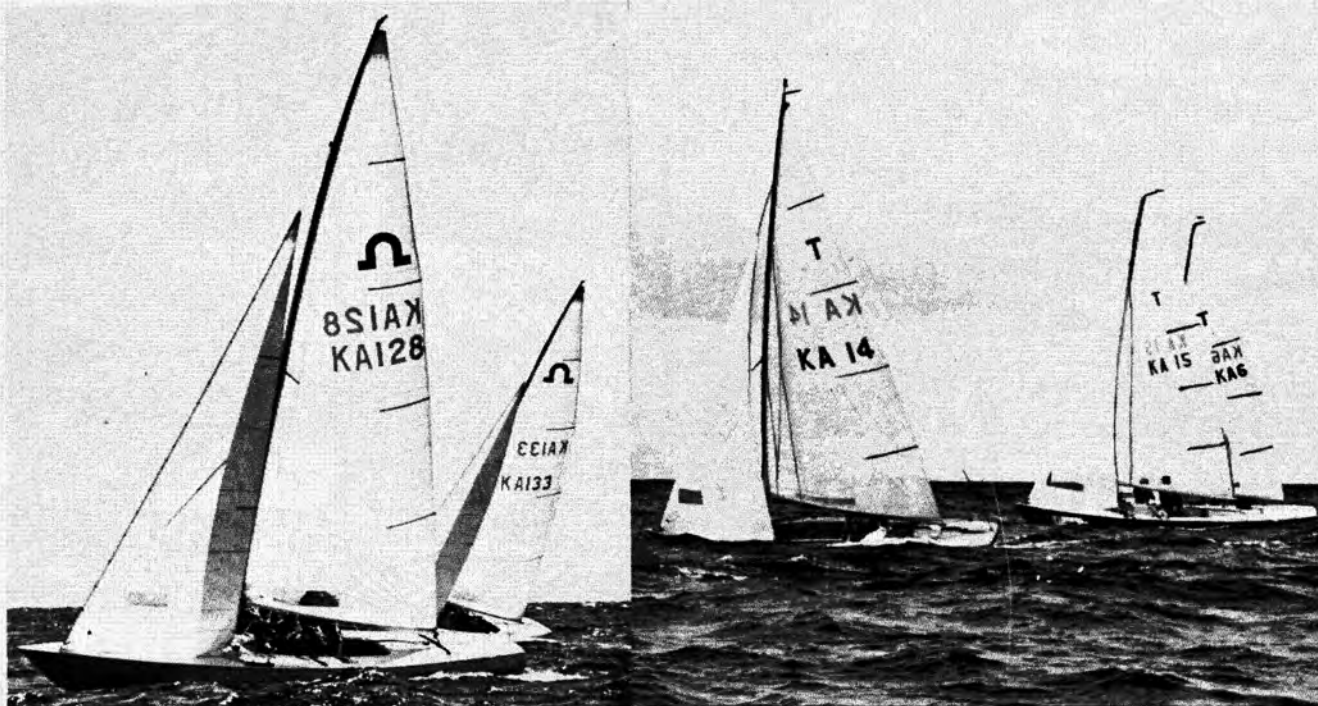
the arrow and a shape like figure 8 should result. Keep following the arrows as in figures 8 and 9 and you should come out where you started.

Double it and treble it and you'll have a glorious turkshead which will make your yacht (or household broom) the pride and envy of the fleet.

If you'll let me know when you've fixed up the mess you got into while trying to tie the 6-lead 5-bight turkshead, I'll try to show you how to tie a few more fancy knots.

— Jack North

When the going gets tough the tough go North



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SPECIAL ENSIGN QUEST



On 22-9-1953 the Lords Commissioners of the Admiralty gave approval for the C.Y.C.A. to be included in the list of yacht clubs having the privilege of using a Special Ensign.

In order to apply for a Warrant to fly the Special Ensign a member must be a British Subject, which includes all Australian citizens, and own a registered British ship used exclusively for private and personal purposes. As there is no Australian register, all ships registered at our ports are registered with the Registrar of British Ships under the Imperial Act known as the Merchant Shipping Act, 1894. Yachts of not less than 2 tons gross may be registered.

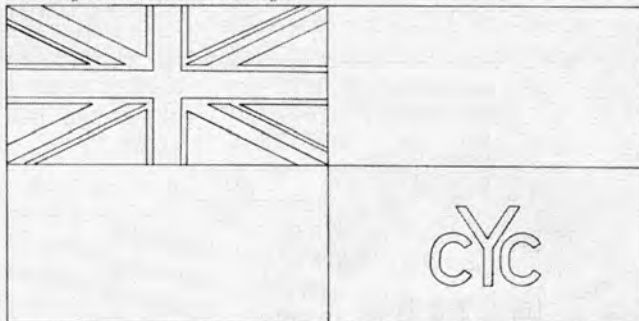
An advantage of registration is that the Certificate of Registry is accepted in law as giving absolute proof of ownership and this greatly facilitates the sale or mortgage of a yacht. In fact the Torrens title system for land, with all dealings shown on the one Certificate of Title, was modelled on the registration of British ships.

The C.Y.C.A. Special Ensign is described as a defaced blue ensign as it is made up of the British blue ensign defaced by the letters CYC in gold, which was the design originally submitted by the Club.

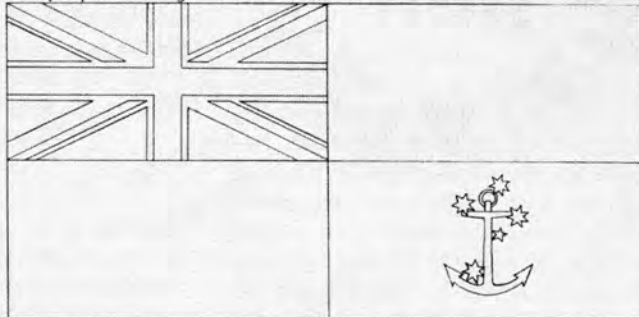
Over the years there have been many suggestions by members aimed at improving the design of the Club's ensign, and these have ranged from having a plain Blue Ensign to the use of the Southern Cross from the burgee as the defacement.

The plain Blue Ensign cannot be considered as the Admiralty Board in 1928 decided, while not withdrawing the privilege from yacht clubs already holding it, that this ensign should not be granted to any more clubs because of its special significance as the colours of the Royal Naval Reserve. Since then the only exceptions have been clubs with a particu-

Existing C.Y.C. defaced ensign



One proposed design



larly close connection with the Royal Navy such as the Royal Naval Sailing Association.

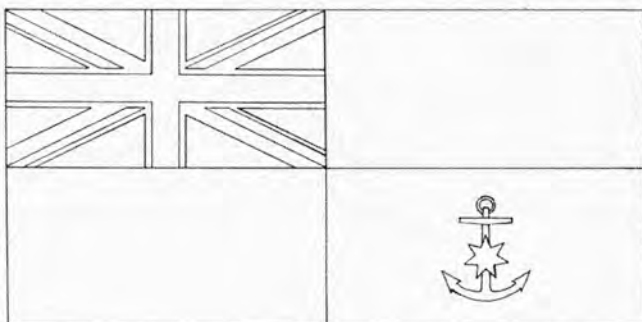
Defacement by the five gold stars of the Southern Cross from the club burgee may be acceptable, but is getting rather close to the design of the Australian National Flag and the flag of Victoria, which has a white southern cross surmounted by a crown.

There does not seem to be an obvious answer. However the Board of Directors is keen to find a new design and invites members to submit their ideas. General guidelines

Special Ensign Quest

are that the design should be:

1. Identifiable with the C.Y.C.A.
2. Simple, so that it may be easily recognised.
3. Attractive.



To start the ball rolling the illustration shows a design using the anchor from the coat of arms of the City of Sydney, superimposed with a gold 7-pointed star from the club burgee. This star also suggests association with the Australian National Flag where the 7-points of the large Commonwealth star represent the six States and the Territories.

Other designs should be addressed to the Commodore and submitted by 18th June 1976. If you can't draw, let's have your ideas in writing.

— Keith Moss



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BIGGLES' COLUMN

"Biggles" is the nickname in ocean racing circles for John Brooks, an active CYCA sailor and a regular contributor to OFFSHORE. The nickname stems from his profession — Boeing 707 Captain flying on international routes out of Australia. He has raced in Europe and the U.S. and has extensive offshore experience both as a crewhand and as navigator and, more recently, as an owner when he skippered the syndicate-owned three quarter tonner *Quadrille* to wins in both 3rd Division and three quarter ton Division in the CYCA's Spring Point Score.

His interest extends to many facets of the sailing scene, so he is well placed to write this column for OFFSHORE. We hope that you enjoy this new addition to OFFSHORE and that on occasion you are sufficiently provoked by Biggles' commentary to write a letter to the Editor or even an article of your own.

The 1975 Sydney-Hobart race climaxed 12 months of intensive activity by CYCA owners and crews; Admiral's Cup, Southern Cross Cup, a very successful 1975 level rating series and, for the first time, we were represented overseas in maxi boat company by Jack Rooklyn with *Ballyhoo*.

Two years ago at this time most of the yachts which subsequently represented the CYCA and Australia in all these events were then building, fitting out or merely gleams in a designers eye. Hopeful crew members had the pleasure of contemplating service aboard any of a dozen hot new yachts. Owners were scrambling to sign up their favourite heavies, builders yards were flat out, and sail lofts were loud with the roar of sewing machines.

By contrast we now face the prospect of an almost complete drought in new boat building, and anyone harbouring ambitions for the next Admiral's Cup team will have to get in gear pretty smartly to come up with something in time for the trials. The exception is Syd Fisher, who is well along with the new *Ragamuffin* and who expects to be tuning up during the winter. He may have some trouble finding competition hot enough to tune up against.

Of course, updating existing boats through hull and/or rig modification offers a fast way of making a good boat competitive again, and there are yachts around which might benefit from research in this area — *Patrice III* for instance. Again *Ragamuffin*, the old *Ragamuffin* that is, provided the example when, after extensive alterations, she made it into the 1973 Admiral's Cup Team for the third time in a row.

Once again the idea of a national ocean racing club or association is going the rounds. It was first suggested by Sir Robert Crichton-Brown two years ago. He ran into opposition from the A.Y.F. and general lack of enthusiasm from some of the major yacht clubs. This latter reaction was somewhat surprising when one considers the occasional grizzles about the CYCA having a virtual monopoly on Admiral's Cup selection, amongst other things.

However like all good ideas it refuses to go away, and this time it appears to

be gaining momentum sparked by Joe Diamond and a fairly impressive group of Commodores from local and interstate clubs. Despite some misgiving at A.Y.F., the organisation has been given a green light — provided enough support exists at grass roots level. So it is up to the individual ocean racing man to decide whether he wants a national ocean racing club of some sort or not.

Its function would be to promote national championships, trials and overseas competition, fund raising and sponsorship, to promote development of the sport and represent the ocean racing point of view generally. In Britain the R.O.R.C. fulfils these functions and more, and in the U.S.A. a club was recently formed with Ted Turner as Chairman. It has exactly the same aims (Offshore Racing Club of America).

So far the qualifications for membership in an Australian version are: existing membership in a yacht club; 3000 miles of ocean racing (as verified by your club secretary), and a membership fee of \$25. All these details are provisional. Obviously the members themselves will have something to say about it when the organisation gets going. The headquarters initially will be at the CYCA, so if you are interested write to the Ocean Racing Club of Australia at the CYCA. The ORCA people want feedback on the subject.

With the introduction of the Gladstone to Cairns ocean race something of a racing circuit has built up on the east coast starting with the Sydney-Brisbane in April. This latter race originally became popular as a way of getting your boat north for winter cruising; now its possible to race all the way through to Cairns. I suppose the next logical leg would be Cairns-Noumea and finally Noumea-Sydney. Happiest about all this would be the airlines, who will reap a harvest in air fares as crews shuttle back and forth between events.

The Organizer of the Gladstone-Cairns race is the Cairns Cruising Yacht Squadron which introduced the event as a contribution to the Cairns Centenary celebrations (which incidentally was also how the 1974 Sydney-

Biggles' Column

Noumea race got going). Looks like a trend developing, so lets hope there is no centenary due for Heard Island.

Ballyhoo continues her world travels. Following the Dunhill series in Auckland she left for Hong Kong to compete in the South China Sea Race to Manilla in mid April. She was then to have returned briefly to Australia for the Sydney-Suva race, but a \$10 per man levy on the crew was resented by Jack Rooklyn and persuaded him to give the race a miss. Now *Ballyhoo* is to go directly to Honolulu for the Round-Hawaii race.

Jack has been honoured by the Californian Yacht Club with an invitation to compete in the California Cup, which is match racing for maxi boats. Should be an exciting series, and *Ballyhoo* is well suited to racing around the sea marks as she proved in the City Ford Maxi Yacht Race here in December. The California Cup will be followed by further invitational racing in San Francisco and finally back to Australia for the Sydney-Hobart. By that time it will be like having an overseas visitor appearing at the club and, in truth, *Ballyhoo* is an overseas boat being registered in Hong Kong.

On the subject of that \$10 levy for the Suva race: Jack Rooklyn had some harsh words to say about it, and this does represent a disturbing trend which first appeared at Auckland. When one considers the promotion value and tourist money drawn into a city as a direct result of a major ocean race or series, the idea of a tax on crew members is ludicrous in a particularly stingy sort of way. To quote Jack Rooklyn "Its a bloody insult". Lets hope that the CYCA is never guilty of such inhospitality.

Dear Members,

By the time you read this I will no longer be your Commodore. I thank Members for the support they have given me during my two years of office. I had hoped that our development plans would have progressed much further and that by now leases would have been signed with the Lands Department. Unfortunately, our Development Plan was rejected by the Woollahra Council. We are appealing against this decision and we hope that, based on the facts of the matter, our appeal will be successful.

CLUB NOTES

C.Y.C. Memberships

Last December the Club adopted new Articles of Association, and below is a summary of the new classes of membership.

A previous difficulty of prospective Members needing to know five Members of the Club has been eliminated by the introduction of the new class, Provisional Member. There is also a new class of Intermediate Ordinary Member which has a much lower subscription and which will be attractive to younger prospective Members. Ladies interested in sailing should note the new class, Sailing Associate.

Summary of Classes of Membership

All members except Junior and Junior Associate shall be at least 21 years of age.

Article

4. ORDINARY: Any person with an active interest in yachting.
18. INTERMEDIATE ORDINARY: Any person who is eligible to be elected as an Ordinary Member, but who has not attained the age of 26 years.
7. COUNTRY: Any person who resides outside a radius of 50 km from Sydney and is not engaged professionally or in business in Sydney.
12. PROVISIONAL: Any person who desires to be elected as an Ordinary or Country Member (but who is not personally known to sufficient Members), may be admitted as a Provisional Member if Proposed and Seconded by a Director. Such Membership is for 3 months at a time, but not in excess of 15 consecutive months.
17. OVERSEAS: Any person who is eligible to be elected as an Ordinary Member but resides outside Australia. (Ordinary or Country Members who intend to be absent from Australia for a continuous period of not less than 12 months may transfer to Overseas membership.)
13. ASSOCIATE: Any female person being the wife or daughter of an Ordinary, Life, Country, Intermediate Ordinary, or Overseas Member.
19. SAILING ASSOCIATE: Any female person who can show evidence of active interest in yachting.
16. JUNIOR: Any male person under the age of 21 years, on the application of any Ordinary, Life or Country Member.
16. JUNIOR ASSOCIATE: Any female person under the age of 21 years, on the application of any Ordinary, Life or Country Member.

The factor which causes much concern to members is finance. I am of the opinion that expensive as this rebuilding is, it can be successfully financed by redeveloping in stages.

The first development should be the marina. This involves the demolition of the existing No. 2 and 3 marinas and the conversion of existing moorings to marina berths. Marinas are self financing, and it could be expected that loan monies expended on constructing a new floating marina could be paid out in a period of 2½ to 3 years.

The car park and ancillary buildings should be constructed at this time. It is probable that a charge will have to be made for parking space.

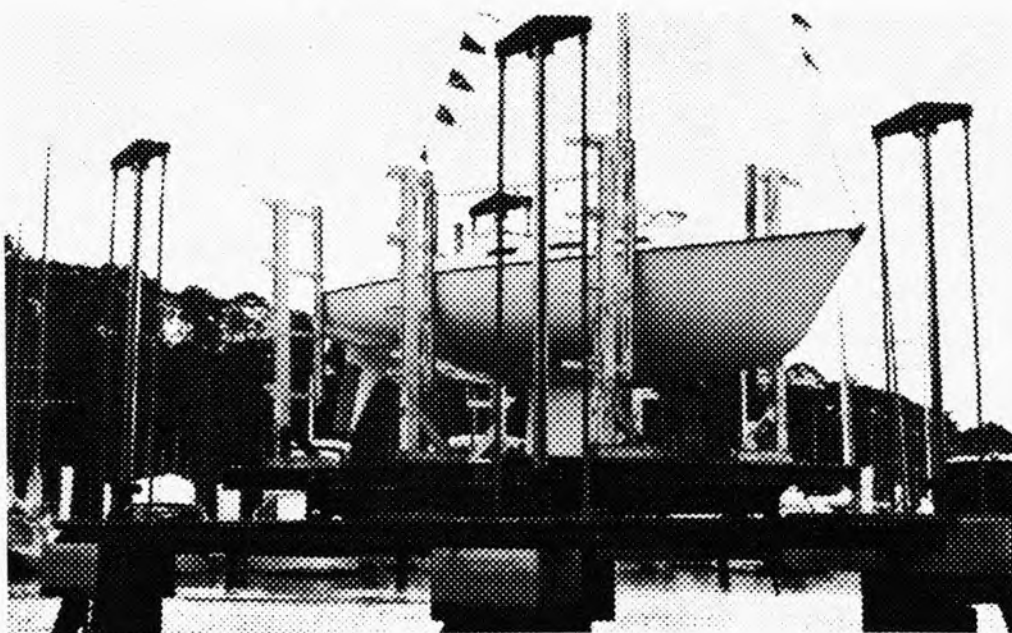
The last portion to be developed should be the Clubhouse. At this stage loans would need to be consolidated and be for a long term period.

The period for development which is to be incorporated in the lease is five years. This development must go ahead. The unsightly existing buildings will fall down if they are not pulled down.

Members who are residents of Woollahra are urged to make representation to the Woollahra Council in favour of the redevelopment. Enthusiastic support from all members is necessary if this redevelopment is to be successful.

Graham Evans has been nominated unopposed as our next Commodore and I wish him a happy and successful period in office. — J.P. Diamond

MEET



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“Big Mitch” — Mitchell’s hydraulic hoist.

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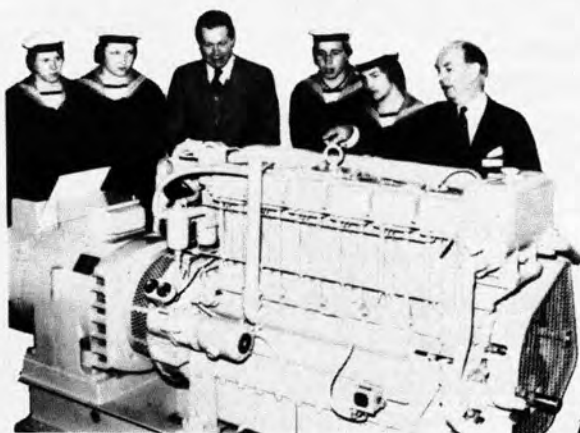
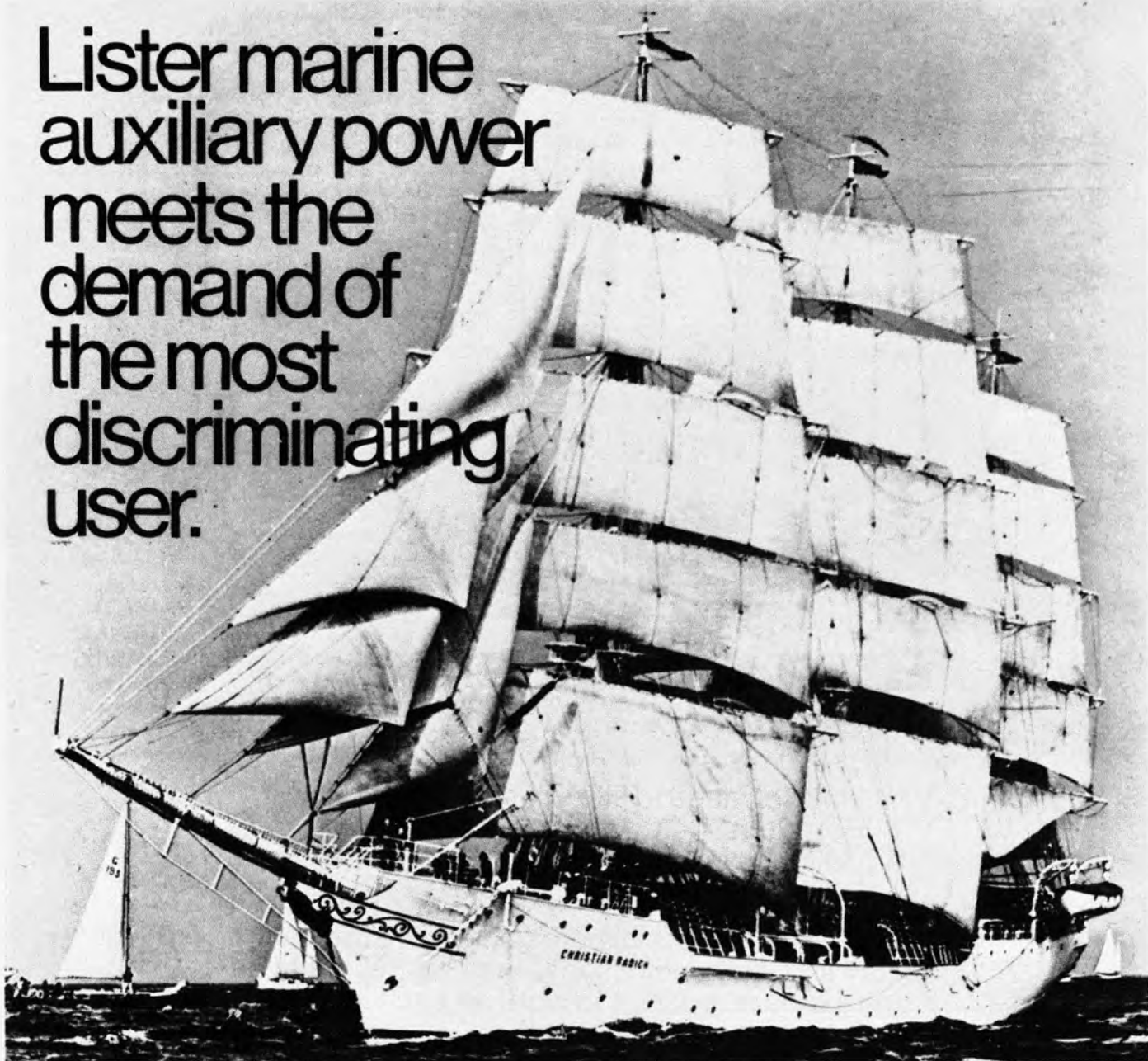


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On this and the pages to follow we present a series of articles dealing with Age Allowance and the IOR Mark III A. First, a letter from Ray Kirby, and the answer of C.Y.C. Sailing Secretary, Max Lees; then Gordon Marshall, C.Y.C. Rear-Commodore, on a defence of Age Allowance; finally, marine designer Allan Blackburn with the first of a two-part series on the IOR Mark III A.

Special Feature

AGE ALLOWANCE AND THE HOBART RACE

a letter from Ray Kirby

Over the last few years we members of the Cruising Yacht Club have tended to accept the age allowance formula and the Rules governing age allowance without query or complaint.

It is only during this last season that we have seen any great number of boats racing in our offshore fleet which were really good boats originally but with their age allowance are making it ever more difficult for the owners of new boats to compete. This year's Hobart Yacht Race was the largest fleet ever and contained probably the largest number of boats qualifying for age allowance.

I do believe that anomalies are creeping into the age allowance system, and it is opportune for the Club to carefully study the system it is using. Firstly, let me state my position quite plainly.

I am in favour of having an age allowance system for Club racing. It is vital to the Club to have as many boats as possible competing in our races. Since I first started racing with the C.Y.C. very many excellent and highly competitive boats have been lost to racing, and we cannot afford the loss of many more. My main opposition to the age allowance is the manner in which we are using it and its use at all in the Hobart Yacht Race.

The purpose of having an age allowance is to keep older boats racing in reasonable competition with newer, and presumably, better-designed and faster boats. The system was not devised nor intended to give older boats an advantage over new boats. Here we come, of course, to one of the most difficult problems. What is an old boat? Part of *Meltemi's* great success story last season, I am sure, could be attributed to new sails and particularly its new radial head spinnaker. Certainly as a boat gets older its sails get older, but a keen owner can readily replace all his key sails with brand new ones reflecting a sailmaker's most up-to-date thinking.

Still speaking of the sail plan area, several boats have at the same time raised their mast height and so gained additional sail area. Another good trick, of course, is to go from 150%J to 160%J or higher, thus gaining more sail area and power but not jeopardising their age allowance. Modern

hull shapes can be reasonably altered to-day with the advent of micro balloons.

It is quite possible that if we are not careful we will have owners of old boats seeking the advice of expert naval architects and bringing their boats right up to virtually modern day requirements whilst still gaining the advantage of age allowance. In the short run this would be O.K., but in the long run we would end up with a fleet of old boats none of which would be capable of taking on international competition.

To qualify for age allowance, overseas boats have to compete in two Club races, and last year we saw one large boat from the U.S.A. sail in two short races so that he could qualify for age allowance. At the same time one of our own excellent older boats was not participating in any longer races in the belief that if the boat were to win one of them his age allowance would be reduced. It would not have mattered if the U.S. boat had won a race as these were short races, and under our rules he would not have been penalised for winning one or both of them.

We did see in the Southern Cross and Hobart Races many interstate boats all of which appeared to have claimed their maximum age allowance. It is ironic to me that these boats were picked to represent their States on the I.O.R. formula, to race predominantly in long ocean races, and yet they do not seem to have won any long races in their own States thereby jeopardising their age allowance advantages.

I have closely studied the handicap of *Ragamuffin* (now *Fantasy Rag*) from programmes of Hobart Races in previous years, and set out below are that boat's handicaps since 1968 until the Hobart Race 1975.

Hobart Program

1968	.8596	1973	.8674	
1969	.8598	1974	.8604	
1970	.8869	1975	.8569	Southern Cross
1971	.8861	1975	.8604	Hobart
1972	.8662	1975	.8744	I.O.R.



Special Feature

In 1975 its handicap for the three Southern Cross Races under I.O.R. was .8744, with age allowance .8569. For the Hobart Race its handicap was posted at .8604. Using my handy electronic calculator I have assumed that the .8744 I.O.R. handicap started in 1971. If that was the case its handicap in 1975 should have been .8601, and how the Club arrived at .8569 for the Southern Cross Races I have no way of knowing.

"... the Hobart Race is a classic and should only reward the best boat under the I.O.R. Rule."

The intention of the above figures is to show how difficult it is for a competitor to keep track of a handicap of an older boat. Obviously the handicaps of *Ragamuffin* have been worked out by different people from different I.O.R. ratings each year.

In relation to the Hobart Race it is my strong recommendation to the Club that we do not use the age allowance for this race. In the Southern Cross year we bring to the Hobart Race many of the world's finest yachts. Invariably there are new boats from both interstate and overseas. They all want to see how good they are in this country. Older boats which have been actively racing in Club races throughout the year will still want to enter the Hobart Race to match their skills against the best, but the Hobart Race is a classic and should only reward the best boat under the I.O.R. rule. There would be ample scope with the number of boats entering the Hobart Race to have additional prizes for boats racing under the age allowance system.

My recommendations are:

1. Stricter rules be drawn up relating to boat modification.
2. The age allowance formula be reduced to .03% with no penalties for a winning race.
3. The Hobart Race to be on a straight out I.O.R. basis with trophies for an age allowance division.

Referring to recommendation No. 2, I would comment to the Club that rather than reducing the handicap it would be far preferable to evolve a formula for reducing the rating (the reduction would be approximately 1.25%). The reduction in rating would have an equal effect on boats at both ends of the handicap scale and has the advantage that it can readily be made part of the computer programme which presently produces rating certificates.

— Ray Kirby

Response from the C.Y.C. Sailing Secretary

Mr. R. J. Kirby,
P.O. Box 332,
BROADWAY, N.S.W. 2007

Dear Sir,

AGE ALLOWANCE

We have for acknowledgement your letter of the 30th January 1976.

The Commodore wishes me to advise that the submissions contained therein have been noted by the Sailing Committee and are being passed to the Offshore Handicap Committee of the A.Y.F. for further consideration.

Regarding *Ragamuffin* (*Fantasy Rag*). Our records show that this yacht was launched in 1968 and became eligible for 3 years Age Allowance in 1971 but was penalised 1 year for alterations, and therefore 3 years allowance was granted in 1972.

At the start of the Southern Cross Series for the individual races our records stood at 7 years minus 1 update and 1 win.

Further evidence received after the start of that series reveals a further win and therefore 1 penalty year was added for the Hobart Race bringing handicap back to 7 years minus (1 update + 2 wins).

Therefore	1972 — 3 years
	1973 — 4 years
	1974 — 5 years less 1 win — 4 years
	1975 — 5 years
	1975 — Hobart — 7 years minus 1 penalty and
	2 wins = 4 years
	= .004 x 4 x .8744 = .8744
	.0140
	.8604

Yours faithfully,

E.T. (Max) LEES
SAILING SECRETARY

IN DEFENCE OF AGE ALLOWANCE



I have read Ray's letter with interest and before answering it in any detail, I should make a general comment.

It is not uncommon for owners of boats less than 3 years old to view the Y.A. of N.S.W. Age Allowance with a somewhat jaundiced eye. On the other hand, owners of boats 3 years or older generally take an opposite view. This is understandable where enthusiastic yachtsmen meet in competition under a handicapping system which begins to give boats a graduated adjustment to their T.C.F. after their third year.

Before commenting further it might be advisable to briefly explain the background of Age Allowance.

Back in the late 60's, Australian ocean racing was conducted under the R.O.R.C. Rating Rule whilst the U.S. raced under the C.C.A. Rule.

In 1968 the R.O.R.C. introduced the 1% Age Allowance for boats of pre '63 vintage, and the C.Y.C.A. followed suit.

In 1970 the R.O.R.C. lifted the qualifying year to 1965 and again the C.Y.C.A. followed suit. In this case the I.O.R. measurement system had been adopted internationally, whereas previously we had been measuring to the R.O.R.C. Rule.

In 1972, under the I.O.R. Mark III formula, the R.O.R.C. gave 1½% to boats predating 1966, and 3% before '56. At this stage Y.A. of N.S.W. set up a Committee to study age allowance and after tedious study of a large number of races came to the following conclusions summarised here for the sake of brevity –

1. The R.O.R.C. allowances of 1½% for 6-year-old boats and 3% for 16-year-old boats were absurdly abrupt in their widely separated steps.
2. In the many local races studies, the amount allowed under R.O.R.C. did not give sufficient help to older boats to give them any hope of success.

The recommendation was that age allowance should commence at 3 years and slowly graduate to 15 years with a yearly deduction of .003 from the T.C.F. Since this was a much more generous allowance than before, a safety valve was inserted in the form of a one year reduction of allowance for an overall win. This Y.A. of N.S.W. recommendation was understandably adopted by C.Y.C.A.'s Sailing Committee.

In 1974 after a further study of many race results, the Y.A. Committee recommended a change from the $\sqrt[7]{}$ to the $\sqrt[6]{}$ formula for the calculation of T.C.F.s in order to bend the curve more equitably for local fleets in local conditions. It also recommended an age allowance change from the simple .003 T.C.F. reduction per year to a .4% of T.C.F. per year (this gave a more equitable effect when comparing the allowance for small and large boats). At the same time the adjust-

ment for a win was recommended to become 20% of allowance (a minimum of 1 year) for an overall win instead of the simple one year deduction. (These are the same up to 5 years age, but the deduction becomes progressively greater as the allowance ranges from 5 to 15 years.)

Some insight of the Y.A. Committee's thinking can be perceived.

"The fact that no age allowance boat has ever won The Fastnet merely suggests their scale is too mean. It is wrong to say that no internationally-regarded race carries age allowance except our Sydney-Hobart Yacht Race."

They were using results of local races, applying the T.C.F.s ex the I.O.R. Ratings, and modifying them according to age



THE converted 12-Metre American Eagle took line and handicap honors in 1972.

The Schooner *Astor*,
most successful schooner
in Hobart Race history



of boat, seeking a closer general race result. Their aim was, of course, to arrest the discouragement of the owners of older boats and to give them, as it were, "a show", thus encouraging them to keep racing. On the other hand, if their recommended allowances went too far, then the building of new boats would be discouraged, and it was clearly recognised that such a "cure" would be worse than the "complaint".

In order to check the extent to which Age Allowance affects race results, let us examine the last two Sydney-Hobart Yacht Races in detail, and all such races since the advent of Age Allowance.

Eight Sydney-Hobart Yacht Races have been conducted since Age Allowance was introduced. One win has been recorded by an Age Allowance boat — *American Eagle* in 1972.

In last year's race of 102 starters, 53 carried Age Allowance. *Rampage*, without allowance, won. Age Allowance boats came third, eighth and ninth. (*Superstar*, *Polaris*, and *Duet*.)

In 1974, with 63 starts, 35 carried Age Allowance and the prize went to *Love and War* without allowance. Age Allowance boats came third, fifth, and seventh. (*Granny Smith*, *Fantasy Rag*, and *Vittoria*.) This is a remarkably even result.

From the above it would be very difficult to sustain an argument that Age Allowance has been overgenerous as far as Sydney-Hobart Yacht Race results are concerned. Clearly, it would be easier to argue the opposite.

Incidentally, to clear up what I believe to be a common misconception: the R.O.R.C. apply their Age Allowance to the overall result of the Fastnet Race. The fact that to my knowledge no Age Allowance boat has ever won it merely suggests that their scale is too mean. It is wrong to say that no internationally regarded race carries Age Allowance except our Sydney-Hobart Yacht Race.

In the last two seasons of Long Ocean Point Score Races, results show that of 16 races conducted, 3 were won by Age Allowance boats.

In the last two seasons of Short Ocean Point Score Races (27 races conducted), there were 4 Age Allowance winners — surely, again, no overgenerosity to Age Allowance boats.

"It was valiant effort in indecent haste. Given more time there is a good chance that such a concept may succeed, but it could easily take years of trial."

To touch for a moment on the U.S. scene. It is fair to say that comparisons are difficult to draw. To begin, they traditionally race "time on distance" whereas we have always found "time on time" to give better results. They have never used allowances with an age factor, but then they have developed a marked unhappiness with the use of the I.O.R. measurement (without Age Allowance). Instead, they have steadfastly sought a formula, without success, to solve their discontent. It is a matter for the record that late last year serious rifts were threatened, and the possibility that breakaways from the I.O.R. would occur became imminent. A hurried trip from London by O.R.C. officials resulted in the creation of the Mark III A concept

Special Feature



which gives an allowance, calculated from design criteria, for boats of pre-'72 vintage.

It was a valiant effort in indecent haste. Given more time, there is a good chance that such a concept may succeed, but it could easily take years of trial. When it is perfected there will be no further need for Age Allowance as we know it. In the meantime, the Mark III A is not scheduled to become effective in Australia until 18 months hence, and only then if studies over next season show it to be effective. At first glance it appears that Mark III A will require a modified Age Allowance in support to make it useful to us in Australia.

The foregoing, though often general in nature, has covered some of Ray Kirby's queries. Of the others, may I comment as follows.

Ray has attempted to show erratic variations in *Ragamuffin's* T.C.F. from 1968 to 1975. Without a detailed record of the changes from the R.O.R.C. formula to the Y.A. $\sqrt[7]{}$ formula, to the Y.A. $\sqrt[6]{}$ formula, not to mention the I.O.R. change from Mark II to Mark III, it would be impossible "with my handy electronic calculator" (as Ray put it) to work up her year to year T.C.F. Add to this the fact that "Rags" underwent surgery at one stage and this came under the Age Allowance Committee's scrutiny, with penalty. Compound this with her overall wins which incurred losses under both the .003 system as well as the .4% system, and you have a computer's nightmare, let alone electronic calculator problems.

We should explain for Ray's, or other owners', benefit that the C.Y.C.A. runs a card system for "Age" boats without which we would be as confused as Ray is. The Sailing Secretary would be happy to verify a T.C.F. for any owner who has a non-frivolous enquiry. (Please don't all rush in together.) It is possible that mistakes have, and will, occur, but it is my experience that they are very rare. It almost invariably occurs that a questioning owner is created because he is not in possession of all the facts at the disposal of the Secretary.

Ray commented, correctly, that "one large boat from the U.S.A. sailed in two short races so that she could qualify for Age Allowance". He refers to *Windward Passage* and we were caught by a "yachting lawyer" with questionable drafting in our rule.

The clause in question, 110, 1, (i), (iii) intended an overseas boat to sail in two races to qualify for full Age Allowance and it says so. What it does not say, though we have always interpreted the rule as if it did, was that long races must be entered to qualify for long race Age Allowance, and short races similarly. We did not feel that it would be appropriate



Special Feature

to apply the overriding rule "the decision of the Race Committee shall be final in all matters concerning Age Allowance" to a visitor. We have, of course, taken steps to clarify our wording. In the meantime the yacht came forty-third in the race notwithstanding her full Age Allowance.

Regarding Ray's recommendation that stricter rules apply to boat modification, it is fair to say that the wording in the I.O.R. Mark III A seems more appropriate. Whilst there may not be a great deal of difference in the outcome, at least Mark III A's wording is positive, whereas ours is negative. We say what shall have no effect on Age, whilst Mark III A says what changes shall have effect on Age. We anticipate changing over to the Mark III A style.

Finally, Ray makes reference to "... another good trick" in relation to changes an owner can carry out. One of these was to "go from 150% of J to 160% of J". We have never considered that such a change warranted Age Allowance adjustment since the yacht's rating would immediately rise under the I.O.R. measurement formula.

He also suggests that "modern hull shapes can be reasonably altered today with the advent of micro-balloons... whilst still gaining the advantage of Age Allowance". I cannot believe that Ray is sincere in making such a statement. There have been a number of cases where micro-ballooning has been resorted to in order to update a boat. Where this has occurred the boat's Age Allowance has been reduced.

Ragamuffin is a case in point, and it is interesting to note that her best results in Sydney-Hobart Races were third and second in '68 and '70 before she qualified for Age Allowance, whilst as an "Age" boat her best results were in 1972 and 1974 with fifths.

It would be foolish for me to suggest that our present Age Allowance formula is perfect or cannot be improved. We will continue to study results and make modifications as seem appropriate and even then there are bound to be owners who will feel that it is too generous, and others, not generous enough.

In the meantime, we have a new ray of hope — the Mark III A or its offspring.

— G.E. Marshall

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Special Feature

THE IOR's MAGIC ELIXIR

Part One of a Two Part Series

The main topic of conversation around the clubs at the moment is the advent of an IOR variation called the IOR Mk III A. It appears that many owners of older boats believe that this is going to be the answer to all their prayers. In some cases it may be, but others will have to start praying for something else.

I have done some research into this "new" rule, and from both the technical side and the administration side it does have problems and needs some explanation.

The background to the Mk III A, I am led to believe stems from the USA. Here is a country with a vast number of production boats racing in every fleet — some quite old (Cal 40's, etc.). There have been in recent years loud rumblings of dissatisfaction from the USA, where there is no age allowance, over the use of the IOR on old boats. Rumours were rife that the USA would withdraw from the IOR and set the ocean racing scene back ten years with a fractionation of the rating rules. I believe that the ITC thus formulated this rule to cope with what is essentially an age allowance problem, and therefore stop the imminent secession.

Several points have come out of the "new" rule. Firstly, the rule is not mandatory. The International Technical Committee draft form states that 'The rule is available for use by National Authorities and race organisers at their discretion.' What this means is that the Mk III A does not have to be used at all if the National Authority doesn't want to use it, i.e., it may not be used where a National Authority already has an age allowance system, as in Australia.

The Mk III A by definition is "A rating giving retrospective allowances to compensate for certain proportions and design features found in older yachts" — which is exactly what age allowance is.

I was informed by Gordon Marshall that the AYF are looking into the Mk III A but could not see a way of implementing it for at least 18 months. Many calculations of prior race results under Mk III A and Age Allowance need to be made before any sort of conclusions can be drawn. As the rule applies to yachts which qualify for an age date of December '72 or earlier and which hold a valid certificate prior to November '75, by the time the Mk III A is implemented in Australia it would be the end of '77. A yacht qualifying for Mk III A would then have at least 5 years age allowance and again, according to my information, would be better off under the Age Allowance system rather than the Mk III A.

Sail areas change.

$$\text{Mk III A. SATCA} = .3(\text{RSAF} - 2.2 \text{ RSAM})$$

compared with

$$\text{Mk III SATC} = .1 (\text{RSAF} - 1.43 \text{ RSAM})$$

where

$$\text{RSAF} = 362.96$$

$$\text{RSAM} = 183.21$$

therefore

$$\text{SATCA} = -12.03$$

$$\begin{aligned} \text{RSATA} &= \text{RSAF} + \text{RSAM} + \text{SATCA} \\ &= 534.14 \end{aligned}$$

$$\text{SATC} = 10.097$$

$$\begin{aligned} \text{RSAT} &= \text{RSAF} + \text{RSAM} + \text{SATC} \\ &= 556.267 \end{aligned}$$

This change in the balance between RSAF and RSAM is designed to give the boat with longer mainsails (and what is now considered out-of-date sail plans) a benefit, and in this case it does just that — to the tune of 22 square feet. The same rational applies to two-masted yachts. $\sqrt{\text{SA}}$ is then the greater of RSATA or SPIN, but will not be taken as greater than $\sqrt{\text{S}}$. Where a yacht's rig is ineligible $\sqrt{\text{SA}}$ will be equal to $\sqrt{\text{S}}$.

The second part of the rule deals with the derivation of MRA. Here several conditions may apply:

1. If the boat is measured with a $\sqrt{\text{SA}}$ but no hull eligibility;
2. If the boat is measured with buttock heights BHA or BHA1 at positive values.
3. If the boat is measured with buttock heights BAH or BHA1 at zero.

Each of these conditions has a separate M called M1 or M2. MRA is then the lesser of M1 or M2 + DC + C.

i.e. (1)

$$\text{i.e. (1) } M_1 = \frac{.13L \cdot \sqrt{\text{SA}} + .25L + .2\sqrt{\text{SA}}}{\sqrt{\text{B.D}}}$$

with buttock heights at positive values

$$(2) M_2 = \sqrt{\text{SA}} \left(\frac{.0777\sqrt{\text{SA}}}{\sqrt{\text{B.D}}} + .2216 \right) + L \left(\frac{.0693L}{3\sqrt{\text{L.B.MDIA}}} + .1782 \right)$$

or if buttock heights are zero

$$(3) M_2 = \sqrt{SA} \left(\frac{.0777\sqrt{SA}}{\sqrt{B.D}} + .2216 \right) + L \left(\frac{.0693.L}{\sqrt[3]{L.B.MDIA}} + .1738 \right)$$

thus the SS34 with zero buttock heights formula (3) applies.

$$\text{i.e. } M_2 = 23.11 \left(\frac{.0777.23.11}{6.2239} + .2216 \right) + 26.8486 \left(\frac{1.8606}{6.7129} + .1738 \right)$$

$$= 23.896$$

$$\text{therefore MRA} = 23.896 + .079 - .084$$

$$= 23.891$$

$$RA = MRA \times CGF \times EPF \times MAF$$

$$= 23.891 \times 1.0027 \times .9631 \times 1.000$$

$$= 23.1$$

There the old SS 34 works out at 23.1 ft, as opposed, in this case, to 23.8 ft; nett gain .7 ft.

There is a lower limit of .925xR, but in this case that would be 22.0ft. TCF would be .7275 as opposed to .736 — less any age allowance applicable. Depending on age allowance given, the boat may be better off. In this case, with 7 years allowance, the S & S would be better off under the age allowance system!

One thing about the new rule that is a plus for owners is that no further measurements need to be taken. The Mk III A uses figures already measured and just rearranges them. So no extra cost is involved other than computer fees and levels.

So there's something to think about. Obviously when the Mk III A is instituted yachts would lose their age allowances. What about the boat which has maximum age allowance? The PBO is still faced with the prospect of his handicap going up from its present position under the Mk III A. In most cases that I have looked at, the age allowance system seems far more generous than the new rule, so it may well be that Australia will stick to age allowance and disregard the Mk III A.

Eligibility is an interesting point. Any yacht older than December '72 (or a standard hull designed before December '72) that holds an I.O.R. certificate issued prior to November '75 is eligible provided that:

1. Hull measurements have not been changed since November '75.
2. The rig as currently measured has existed unchanged since November '75.

Well, if the rule is brought in and if your boat qualifies, then what? What do the formulas say? Let's have a look at a set of dimensions.

Say an S & S 34, a boat that is still competitive, qualifies and has been unchanged since '75.

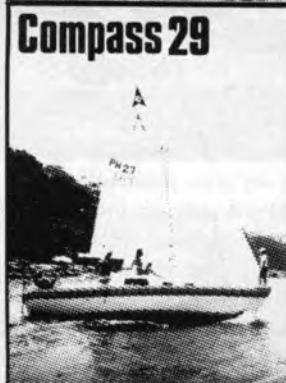
That's about the story. If the National Authorities adopt the rule, then age allowance will probably go, and the perennial arguments about fair and unfair handicaps will still continue. To get your handicap is just a computer run, but you're stuck with it, no pluses for extra years, no minus if you win a race.

The IOR has once again come up with an answer to a problem.

— Allan Blackburn



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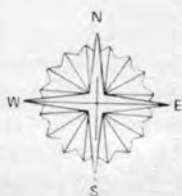
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MARINA NEWS

by Jack North

Pegasus of Detroit, a double-ended ketch, was built in 1970 by her owner to an Atkins design. Of fibreglass construction, she is 43' by 11' by 5'6" and powered by a Perkins 107. Jerry Fitch is owner and skipper; his crew consists of his wife, Helen, and three sons, Robert, Lloyd and Eric of 14, 11 and 6 years respectively.

Over the last three years *Pegasus* has sailed through the Great Lakes of North America and across the Atlantic to England. From England she headed for the West Indies and the Panama Canal. The Galapagos, Easter Island, Pitcairn, Mangareva, Tuomotu, Society Islands, Samoa, Pago, Tonga, Fiji, New Zealand and Lord Howe Island were all ports of call on her Pacific crossing.

When the floods have subsided somewhat the family intends to tour the inland districts by car before sailing for the East Indies. There seems to be no set date for their return to Detroit.

Penyllan, a fairly frequent visitor, wears the flag of the Royal Perth Yacht Club. But though some 30,000 miles have passed under her keel in three years she has never been to Perth. Her last cruise started in April 1974 and took in New Caledonia, the New Hebrides, the Solomons and New Guinea. Then returning to Australia by way of Thursday Island she coasted to Sydney. Her crew has numbered as many as six, but four would be her more normal complement. Only the owner, David Jenkins, has sailed continuously in her throughout her career.

David Jenkins claims to be the only yachtsman sailing the south west Pacific with an artificial heart; he underwent plastic aorta valve prothesis some years back. He also claims he was but a novice sailorman when he acquired *Penyllan*, the eighth Salar 40 off the mould. If this is so, he learnt quickly and well, judging by his achievement.

The yacht is somewhat heavier than most of her class, incorporating as she does various ideas of her owner. Like all Salar 40's she has a centre cockpit and after cabin, while all sails and such-like are stowed in the lazarette down aft to keep the living space uncluttered. The below-deck layout provides for six bunks and a dinette on the port side of the saloon, with a thwartships galley abaft the dinette. She is fitted with radar, while the automatic pilot has wandering lead remote control. Her motor is a 72 horse Perkins.

With all that sailing behind her the yacht has had her share of adventures. She was in Cyclone Alison off Cape Moreton when three seas threw themselves through the spreaders at 11 o'clock one night. Harvey Drew's Salar 40, *Billie D*, was in the same cyclone as described in last December's OFFSHORE.

Penyllan is now for sale. From the reports of several Salar 40's visiting the marina over recent years the class appears to be very seaworthy and comfortable. So here's your chance if you're looking for a good boat to go messing about in for a few years.

As I write this I hear that *Anaconda* has just finished in the second leg of the Financial Times Round-the-World Race. The last I heard of her she had reportedly been rolled over off the South American coast. This seems to be a common occurrence these days, probably because of the vastly increased number of yachts sailing the world's oceans. Yet the records show it is not a new experience.

In 1912 Captain Voss, of *Tilikum* fame, was rolled over in the yawl *Sea Queen* during a China Sea typhoon. And about the same time Australia's own *Pandora* suffered a like misfortune off Cape Horn.

Incidentally, I think *Pandora's* was the first rounding of Cape Horn by a true yacht. If this is so Australia has another yachting first to add to her laurels. But harking back to *Anaconda*, it will be interesting to hear just what sort of a wave can roll an 83 footer over.

Here's a little bit of scuttlebutt for those of you who like to keep tabs on ex-Admiral's Cuppers. Chris Bouzaid's *Rainbow* has changed hands recently. She has become a Bermudian, and her new owner is the well known local yachtsman Jimmy Amos, who has also just been re-elected to his third year as President of the Bermuda Yachting Association.

And it is probably not news anymore that Gary Bogard's *Ginkgo*, which was sold to an Italian and renamed *Guia III*, has seen her last, having come off the worse a few months ago in a mid-Atlantic altercation with a whale.

A.Y.F. Memo on Admiral's Cup — 1977

The Royal Ocean Racing Club has, by circular received 28/1/76, advised me as follows:—

"London 28/11/75

I.O.R. rating limits for the Admiral's Cup series 1977 were announced today by the new Committee of Management. The limits are 30.0 — 42.0 feet. The Committee will recommend to the 1979 Committee that limits for that series should be 30.0 — 40.0 feet.

The Management Committee, nominated by the Trustees immediately after each series, is:—

David Edwards, Chairman; John Roome, R.O.R.C. Commodore-elect; Major P.B. Snowden, Secretary, Cowes Combined Clubs; Major Philip Colville, Rear-Commodore Sail, R.Y.S.; Mrs. Mary Pera, Secretary, R.O.R.C."

3/2/76

J.A.L. Shaw



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