

OFFSHORE

NUMBER 35

APRIL-MAY 1977

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Cover: A "Rags" is back in the Admiral's Cup Team again after a respite of four years — not through any lack of effort by her skipper, Syd Fischer. This completely new 'Ragamuffin', by German Frers, has been campaigning hard since late last year to win her place in the Team. See more on the Admiral's Cup beginning on page 2.

Photo (courtesy Australian Boating Magazine) by Bob Ross.

Selection of the Admiral's Cup team is now almost ancient history, and in this issue we take a look at aspects of the campaign that will not have been hashed and rehashed by the yachting press. John Harris gives an inside view of 'Runaway's' dash to the starting line and a few pointers for intending Admiral's Cup skipper/owners; Peter Shipway brings us up to date on overseas contenders; Gordon Bray interviews 'Superstar's' navigator for some insights on that very hot contender's performance. Unfortunately our reporter didn't get a story from 'Ragamuffin', so we have given her the position of honour on our front cover.

Elsewhere in this issue we have a few concise points on some aspects of survival at sea; John Hawley brings us up to date on changes to the Mark III A; and we have our usual race reports, book reviews, Biggles, and don't miss the important message from the Treasurer in Club Notes.

Hedley Watson's 'Knavigating Know-how' did not arrive in time for our print deadline, but look for a new series from Hedley on the subject of compass adjustment starting next issue.

OFFSHORE

Number 35

April-May 1977

FEATURES

Aspects of the Admiral's Cup 1977	2-7
Survival at Sea	9
Rules, Rules, Rules	11
Biggles' Column	17

RACE REPORT

Sydney-Brisbane 1977	18
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BOOK REVIEWS

21

OFFSHORE SIGNALS

21

CLUB NOTES

22

MARINA NEWS

24



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ASPECTS OF THE ADMIRAL'S CUP 1977

Superstar of the Australian Team, Keith Farfor's 'Superstar'

World-wide Roundup

by Peter Shipway

Super sailing highlighted the Australian Admiral's Cup trials just concluded off Sydney. Good courses, good winds and good boats made it a series to remember with the three boats to represent in doubt until the final race. *Superstar* was undoubtedly the star of the show with three wins and a second in the five-race series and with more potential to come. She is certain to be a top team performer at Cowes. Second to *Superstar* on the unofficial point score was *Runaway*, the last boat to go into the water before the trials and still being put together before the first race. She, like *Superstar*, has her best to come — hopefully in

Cowes. *Ragamuffin* has seemed at last to have shaken off her earlier teething problems and pushed *Superstar* hard in the latter races.

The crews include many Admiral's Cup, America's Cup and Olympic veterans, and hopes are high that under manager Gordon Reynolds they can turn in a match-winning performance.

Overseas Admiral's Cup news is big with a host of new boats being built. Ron Holland and Doug Peterson are the most popular designers. Of the English boats, Ted Heath heads the list with a new 44ft from Holland, and although he has lost some of his old

crew he will have Peter Nicholson aboard as sailing master, and his old navigator, Anthony Churchill, will be back. Chris Dunning is going again with a new *Marionette* — a Holland 44ft, similar to *Cloud* built in aluminium by Joyce marine. C.Y.C. member Phil Wardrop will be aboard. There is a new Holland boat for Sir Max Aitken, and Bobby Lowein, — a 2 tonner of carbon, reinforced cold moulded, with "around-the-world" girdler Robin Knox-Johnson aboard along with well known Butch Dalrymple-Smith. The remaining English boats will be:

		design
YEOMAN XX	Peterson 2 tonner (modified)	1975
NORYEMA	Frers 46ft	1975
CHARLATAN V	Holland 41ft	1977
CHASTANET	S & S Swan 43ft	1977
MOONSHINE	Peterson 43ft	1977
UN-NAMED	Peterson 43ft	1977
IMPROMPTU	Holland 40ft	1977
LOUJAINE	S & S 44ft	1971
WINSOME 77	Holland 42ft	1977
SYNERGY	Frers 48ft	1974
BATTLECRY	S & S 47ft (modified)	1974
QUALO II	S & S 47ft	1976
POW-WOW	A. Stuart 37ft	1976

France has about 9 trialists who will be selected after a full series of trials including the R.O.R.C. Seine Bay, Cervantes Trophy and Queen's Jubilee Races, SPC race 4 and special races in the Solent. France has a Peterson 44ft of the latest design called *Alexandre*.

Japan has entered a team for the first time. The team consists of Southern Cross representatives, *Sunbird Go* and *Miyakodori III*, both 54ft from S & S and BB III, designed by Takeichi. The leading Japanese TV Company, TBS (Tokyo Broadcasting), has plans to film the whole event for broadcasting in Japan, and a TBS project director is expected in London soon to make preliminary arrangements.

Switzerland's team has been announced and it is:

ASSIDUOUS	S & S Swan 44ft	1974
ATAIR	Stephen Jones 46ft	1975
EVRIKA	S & S 47ft	1976

The Brazil team will include two new Frers 2 tonners of 1976 design. They are *Orion* (cold moulded) and *Tigre* (aluminium). The third team member is the veteran *Wa Wa Too III*, Fernando Nabuco de Abreu's Frers 1973 design which has just won first home, first in class and first overall in this year's tough Buenos Aires — Rio Race.

The USA team is *Imp* a Ron Holland 40ft which performed so well in the recent S.O.R.C. *Scaramouche*, a Frers 48.5ft in aluminium, and the Britton Chance 49ft, *Bay Bea*.

It is rumoured that Italy has at least 30 yachts with the goods to make the Admiral's Cup team. They have a lot of yachts from the top designers and sure to be competitive.

'Runaway's' Race to the Start

by John Harris

What is involved in dropping a brand new yacht into the pond, bare, just weeks before the trials which are its primary raison d'être? I certainly claim no expertise in this area, but recent experience with *Runaway* was eye-opening.

One understands that this sort of operation is commonplace in the U.S.A. and far from unknown in the U.K. In Australia, however, our approach rightly or wrongly has been more cautious. We have thus tended to have well-tuned boats for selection trials and more or less outmoded boats in the Admiral's Cup races (though not necessarily unsuccessful).

Getting *Runaway* launched was not without trauma. I cannot adequately relate the nightmares which the owner must have suffered, but some of the crew were very nervous very early. Mike Hesse, Peter Shipway and the writer comprised the "it-will-never-be-ready, will-we-be-able-to-do-a-pier-head-jump-elsewhere" contingent. We, from the initial stages, supplied the panic element. Jim Hardy remained (outwardly) remarkably calm; the designer, Allen Blackburne, remained — well, unfazed — and John Anderson supplied the experienced confidence only an 'Ando' can supply. With respect, I contend that the panic element was nearest the mark. That boat was very, very late indeed.

After launching and a few out-of-trim sails and plenty of late nights, the naming ceremony took place on the 18th February — a bare fortnight before the trials started. At that stage the motor had only just been 'hooked up' — only to blow up, and *Ragamuffin* had to tow the boat around to the Squadron. Infradig.

There are two exceptionally frustrating things about trying to rush a racing yacht together in N.S.W. Firstly, one week you go out to check progress and return home delighted, visions of early launching flooding the mind. Two weeks later you return to the factory to find (apparently) nothing has happened. The panic element immediately falls into black despair. Part of our particular problem was Aquacraft's 'no-comprise' attitude to building quality. This is not a plug for that company — simply a statement of fact.

Whilst the crew, with no financial interest, would have been happy to see corners cut for the sake of speed, the builders stood firm. In respect they were absolutely right. The boat is well put together and we have absolute faith in the hull. I am not sure that the same could be said of all boats in the trials.



The last to be launched, 'Runaway's' race to the start of the trials was a photo finish.

Photo (courtesy **Australian Sailing Magazine**) by Bob Ross.

The second frustration is that the manufacturers of yachting equipment, at least in *Runaway's* case, left a lot to be desired in both efficiency and quality of equipment supplied. If there is a wealthy yacht owner out there who wants to put some capital, drive and promotional expertise into production and marketing of all or any items of equipment for yachts, monopolistic control of the market could surely be guaranteed within a season. Parts big or small, long since ordered, didn't arrive on time (or at all!), were often wrong in size or some other basic specification and more than occasionally malfunctioned when applied to the task for which they were theoretically designed.

Finally came the first sail. On our own one evening after work, we knew we were fast; shortly thereafter came the first (in the harbour) race. Competition is a great leveller, and with a crunch we knew we weren't yet fast enough. Plenty of time off work (and marriage!) followed.

North produced the last few of our sails (we sailed at all times within the two-ton sail limits). One great time

saver for the effort was that all our sails were good, first time around. This was a vital factor when some of the cost-saving short cuts taken in the sails department by some of our competitors came unstuck in a big, big way in the trials.

On Thursday 3rd March employment again was ignored and the rush continued. As Jim had naturally been doing most of the steering in the extremely limited time thus far available, the theory was we'd get out early and sail, sail, sail so that Freddy and I could get the feel of steering the boat. We both, I think, found the boat vice-free but almost too polite; feel was difficult to get, and she was a little difficult to track.

The early start did not eventuate, for whilst we ignored the million-and-one urgent things, the few hundred super-urgent details just had to get done. Finally we got outside into a fresh south-easter with bumpy seas. *Siska* followed us through the heads, and whilst higher, was little fast. So far so good. The boat fell off a few good seas (nothing to with the helmsman of course), and whilst we were structurally OK, our

shiny white mast, which we had assumed to be aluminium, actually started to display all the properties of spaghetti. We headed for home. Just for spice, the steering jammed, freed, jammed. We looked good for South Reef. The "Duncanson Yachts Case" would be a good precedent, I mused. Unfortunately for the legal profession we nursed the boat home. Oh well, we had all of tomorrow.

Frantic phone calls about the mast to Peter Cole and Bobby S'pose followed first thing Friday morning. No one can accuse them of not responding. They wandered in about 5.45 pm and Cole casually did what we thought was impossible — take up here, let off there, "presto", aluminium out of spaghetti. This bruised our egos a little bit as we clearly knew even less about mast tuning than we had supposed, but we all (John Anderson excepted) remained highly sceptical.

Finally the first race. I won't discuss the trials in detail. Suffice it to say Jim got his usual immaculate start (about five good starts actually) and we were quite quick out of the blocks. The boat went very well the first half of the first beat to Bird Island. A rising breeze and sea, however, saw our relative speed drop, and we became disproportionately slower pushing out into the sea on port tack. *Natelle* and others against whom we had been doing well started to 'do' us. One crew member, whilst casting his eyes to heaven in supplication, let out an oath ("Oh brother", I think he said). That mast had contracted aluminium's equivalent of St. Vitus' Dance. Having neither carbon fibre nor Jim Stearn on board, we just had to put up with it and wait for the mast to fall over the side. We certainly were not fast with that rig. Light air for the rest of the race saved us.

The next time lack of preparation really hit home was on the beat south in the last race. Again the breeze was fresh. Whilst the mast now wasn't bad, our sail combination was. By the time we had fiddled around the whole fleet was gone. In thankful contrast we were exceptionally fast on the light, tight reach back from Tom Thumb.

The Crew: As far as I know, Jim first signed up John Anderson, and the two of them arranged the crew. With the undoubted exception of the writer, they really did it right in this department. The crew was decided on early — months before the boat was launched. We were all able to give what was, I hope, proper warning to our skippers of our intention to depart. Once the crew was selected there was no change at all — no worry about job security, no politics.

It hardly seemed like ocean racing. Crew harmony was never an issue despite the fact that two aliens flew in from South Australia. Hesse, Shipway and Caruthers had all worked together on the front half of *Love & War* so the important bow area was taken care of. All cockpit crews are beyond redemption anyway, so that was no problem. In short, whilst the boat needed some getting together, the crew fell right into place.

A few tips for intending 'late-delivery' owners.

- (A) Crews. Make the right choices, make them early and stick tight. No back stabbing or muttering to be entertained. Under this heading you need:
 - (a) One starting expert
 - (b) Sail trimmer who actually does "know" (there are at least three in Australia).
 - (c) Rig turning expert (ex Star boat)
 - (d) Really competent navigator (there are probably three of those)
 - (e) Maniac for the bow.
 - (f) Often overlooked — 'General' at the mast.

Remember, it's up to the owner to get the crew, and in each of the six categories there honestly are very, very few in the whole country. Your deal better be good.

(B) Go to the right designer (No, I don't know who that is).

(C) Get the designer in the crew so that he can be abused in person for not designing a *Ballyhoo* rating 30ft.

(D) Immediately you have decided the boat size, plan the deck layout and start buying fittings. Remember to spend four times budget in this area and import the lot.

(E) A sailmaker on board is desirable.

(F) You as owner have to keep the money rolling, so between signing cheques sign on someone like Peter Shipway to take the logistics of the operation in hand — someone who is known around the waterfront and who knows in advance the bumbling and incompetence with which the effort is going to be faced.

(G) Ensure that the majority of crew are on the dole and are bachelors. Ensure those who are married have supportive wives (like mine!) who at least comprehend the sacrifices they are being called on to make whilst their husbands are messing around in boats.

(H) Get mentally attuned to spending large sums relentlessly and endlessly.

(I) Get lucky.

(J) Don't!

The satisfaction which makes the whole effort worthwhile is knowing that, having been successful in making the team, the boat is going to be rating lower and going faster by the time you reach England.

That's *Runaway's* story! If you make the effort and miss the team, there is always horse racing, golf, or the gap.

**The Cruising Yacht Club of Australia
wishes all participants in the
1977 U.T.A. Sydney-Noumea Race
smooth sailing and good racing.**

A VIEW FROM 'SUPERSTAR'

Interview with Vic Kibby, Navigator
by Gordon Bray

The announcement of Australia's Admiral's Cup team may have gone smoothly from the Committee's point of view, but it was far from a gentle passage that night from one crew's viewpoint.

The boys from *Superstar* did not hear Norman Rydge's statement that the team was to be read out in alphabetical order. They were thus expecting the announcement in order of merit.

When *Ragamuffin's* name was read out first, some long-range dreams were momentarily shattered, and further agony followed when *Runaway* was announced. Navigator Vic Kibby describes the crew's feelings: "We were wondering what we'd done to the selectors for them not to choose us. We were all standing together, and you could feel the relief when the third boat was read." Not surprising, then, that *Superstar's* name brought the loudest cheers of all!

Bray: From the navigator's angle, how much of a test were the trials?

Kibby: I wouldn't really call it a test. The crew asked me to be the navigator and they know I'll always do the best job I can, although there was pressure, particularly in the last race. I'd never been up to Cabbage Tree Island before and we were doing it under the worst possible circumstances, with *Ragamuffin* right behind us. We could see them, and if we were going to give away inches, they were going to take them. So in that manner I suppose it was a test; otherwise the navigation was quite conventional.

Bray: How significant was that rivalry between *Superstar* and *Ragamuffin*?

Kibby: I believe it made both boats go a lot faster. *Ragamuffin* was very fast throughout the series, and we were always flat out to keep ahead of her. It's going to be a lot easier sailing with her than against her.

Bray: What's it like sailing on *Superstar* with such a thorough crew?

Kibby: With a very good crew we get things done with a minimum of fuss, so there aren't the anxious moments you have on a lot of other boats. Sailing on a good fast boat like *Superstar* you don't have anxious moments where things are going wrong all the time. Most boats function very much like they're meant to, and so you don't notice being with a good crew . . . you only notice not being with a bad crew.

Bray: And what difference did men like John Bertrand, Tom Stephenson and Rob Hose make?

Kibby: Well, quite simply, these blokes have done it all before. They've done the big boat series and they're a great calming influence on the crew. And they do come up with a lot of tips that help and make the boat go faster. John Bertrand is very good at trimming the sails; he does give us extra speed.

Bray: What has selection meant to Keith Farfor?

Kibby: Keith Farfor has tried very hard. This time he decided to approach it in a very professional way. We brought our own truck for spares. The whole crew was not allowed to sleep on board the boat . . . only one per night for security. It was approached like you would tackle a large project, such as constructing a building. It was a very thorough approach on Keith's behalf. I think Keith Farfor deserves a lot of praise for the way he's gone about it. Stearnes in Michigan supplied us with all the standing riggings and the hydraulic systems, and he came to Australia to tell us and Ron Young (*Sunburst*) how to set it up and use it. And just after the trials, Doug Peterson came out from California to give us modifications to hopefully lower our rating without affecting performance at all.

Bray: How do you evaluate your personal performance in relation to the rest of the crew?

Kibby: As a navigator you tend to notice your mistakes a lot more than the other guys do. In the last race I didn't get a lot of sleep. I'm the only person on board who doesn't stand any sort of a watch system. We felt that the whole crew was young enough and fit enough to really go through most races without needing more than a few hours sleep. And that's the way it was done, not with a watch system. We were on deck all the time and once you felt you were tired you'd have a look around and say to yourself . . . they're not going to need me for an hour or two, and so you'd grab a bit of sleep. That's the way the whole crew seemed to work.

Right: One of the many disappointments of the 1977 trials, 'Sunburst' was reputed to be a great boat that just didn't get it all together.

Photo (courtesy Australian Sailing Magazine) by Bob Ross.



Compass-Farr Hobart winner*

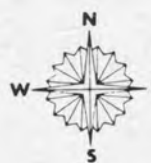
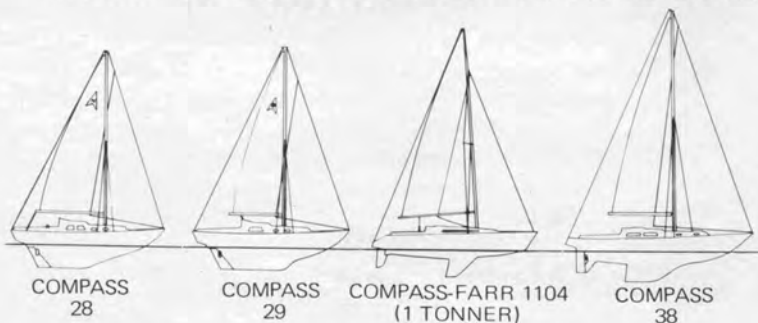


MODERN BOATING PHOTO

'PICCOLO' a production Farr 1104 from Compass Yachts overall winner of the 1976 Sydney-Hobart Race. Out of the 6 Farr 1104's entered, they came; 1st and 2nd overall, 1st, 2nd, 4th, 8th, 11th and 15th in Division B.

*Since the '76 Sydney-Hobart Race the Farr 1104 has gained 1st and 3rd in the '77 Australian 1 Ton Championship; 1st in Class C (1 Ton Div.) American S.O.R.C. Series and 3rd overall in the unofficial point score.

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SURVIVAL AT SEA



Photograph by David Collett

by Zelman Freeman M.B., B.S., F.R.A.C.P., F.R.C.P. (Edin.), M.R.C.P. (Lond.)

Research in survival at sea was investigated by a special sub committee of the Royal Navy and the Medical Research Council in 1970. A review of this sub committee's work is now available in the U.K. edited by F. E. Smith: *Survival at Sea*, Medical Research Council, Royal Naval Personnel Research Committee Report, SS1/76, 1976.

Among the conclusions reached was the need for water rather than food for survival. In tropical areas the evaporation of water from clothing and shading from the canopy of life rafts reduced water needs to those of temperate conditions.

Adding glucose to the diet reduced water needs, and the least risky way of providing water was to take it as such, supplemented by light-weight plastic stills and, of course, rain water collection.

The catching and squeezing of fish was found to produce a fluid of high osmolar content unsuitable for drinking. Sea water which contains 3.5% salt is dangerous to drink. Urine at maximum concentration can contain 2% salt, and the body requires fluids which contain considerably less than 0.9% salt. These studies explode entirely the theories put forward by Bombard, who advocated using juices from fish to provide water. Sea water can be used for cooking, and a little added to fresh water by contamination is of no

moment and may even be helpful on long journeys where fresh water is plentiful. Lime syrup in 0.45% salt solution can be useful where salt depletion occurs from excessive sweating.

Immersion in cold water kills, but ordinary clothing gives some protection. Swimming causes loss of body heat, except in fat people, and thus in very cold water could hasten death.

The best sea-sickness remedy discovered in the trials was L-hyoscine hydrobromide in doses of 0.1 mgm up to 1.0 mgm. Overdose should be avoided as it can be toxic, and the smaller dose should be tried first as a test to detect sensitivity.

The local Australian product, 'Kwells', contains 0.3 mgm of hyoscine, and it can be chewed a half an hour before leaving port and repeated 4 and 6-hourly up to a maximum of 4 tablets in 24 hours. For children 3 to 7 years, a quarter of a tablet before travel and not more than one tablet in 24 hours. Over 7 years, a half a tablet before travel and not more than 2 tablets in 24 hours.

My own preference, because of its long action, is meclozine, ('Ancolan', trade name), a drug of the antihistaminic series which can produce sleepiness in some people but lasts 12 hours or more and should be taken one hour before leaving port.

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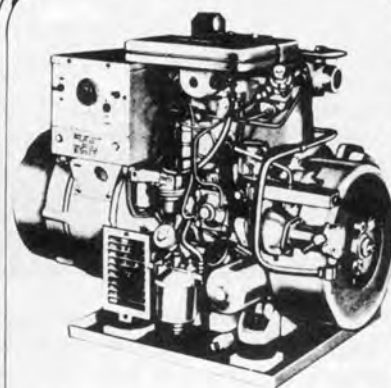
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- Grillier
- Television
- Tape-recorder
- Radar
- Fans
- Ice-crusher
- Shaver
- Hair dryer
- Power tools
- Lamps
- Vacuum cleaner
- Sun lamps
- Hi-fi sets
- Etc.

RULES, RULES, RULES.

THE MARK III A

By John Hawley

On Thursday, November 11th 1976, The Offshore Rating Council met in London. Their first decision was to change their own name to The Offshore Racing Council. This was their most minor decision. With the help of Tony Mooney, Secretary of The Australian Yachting Association, and Charles Middleton, Chief Measurer for Australia and our delegate to The Offshore Racing Council, I have endeavoured to collate some of the more important changes of which all offshore sailors should be aware.

Limitation on the number of Sails on board in a race.

Restrictions on the number of sails carried on an IOR boat become effective on April 1, 1977. In addition to carrying a mainsail and spare mainsail, a storm jib (whose area does not exceed $0.05 \frac{1}{2}$ and luff length 0.65 l) and trysail, if required, the following are the maximum for single-masted boats.

Rating (ft)	Jibs, not more than	Spinnakers, not more than
16.0 — 16.5	3	1
16.6 — 19.4	5	3
19.5 — 22.9	6	3
23.0 — 28.9	6	4
29.0 — 36.0	7	5
36.1 — 43.0	8	5
43.1 — 51.9	9	6
52.0 — 62.0	10	6
62.1 plus	11	6

Change in Aft "L" Calculation

The changes are in the calculation of AOCG. Yachts affected will be those which have either:

A. Placed the Aft girth on the hull and the Aft inner girth on a skeg with the effect of shortening ASDA and steepening the AOCG line. AOCG will be calculated by sloping a line at 1.25 the VHA line slope through the mid point of the AOCG line between the girth stations; Or:

B. Placed both girths on the hull but hold a very flat slope in the VHA line to give a large positive AOCG. AOCG will again be flattened and, if negative will increase L.

The greatest changes will be on yachts with sloping transoms and large GD's which have followed the course in 1 above.

No yachts will achieve a shorter "L" than before.

After Girth Stations

Rule 332. .3. to .7: Delete and add new paragraphs as follows:

332.3 AOCG and AOCG will normally be satisfactorily determined in accordance with the above principles by the use of the primary formula in the paragraphs below.

Where the slope of the AOCG line is steeper than the slope of the AOCG line AOCG shall be determined from the appropriate formula in .6 below.

$$AGSL = \frac{GSDA}{.0625B + FA - FAI - .2BAI + .2BA}$$

332.5 Formula for APSL (Aft Profile Slope)

$$APSL = \frac{GSDA}{VHAI - VHA + FA - FAI}$$

APSL shall not be taken as greater than 7.0.

If APSL is negative APSL shall be taken as 6.0 (positive).

332.6 Formula for AOCG:

$$ACG1 = AGSL (FA - 0.375B - .5GD + 0.2BA)$$

A. If AGSL is equal to or greater than 0.8 APSL

$$ACG2 = 0.0$$

$$AOCG = ACG1$$

B. If AGSL is less than 0.8 APSL

$$ACG2 = 0.8 APSL [0.5 (FA + FAI - GD) - 0.40625B + 0.1 (BA + BAI)] + 0.5GSDA$$

AOCG shall be the lesser of ACG1 or ACG2

332.7 Formula for AOCG:

$$AOCG = APSL (FA - VHA - 0.018 LBGC)$$

In calculating AOCG if $(FA - VHA - 0.018 LBGC)$ is negative APSL shall not be taken as greater than 6.0

332.8 Formula for AOC:

$$AOC = 0.5 (AOCG + AOCG)$$

Change recommended to be effective April 1, 1977.

Strut drive allowance

A new allowance is to be awarded to yachts having a propeller with an S drive mechanism protruding vertically through the hull, as manufactured by Volvo,

(continued page 14)



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Sun.	12.00 — 2.30	7.00 — 8.30

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Rules, Rules, Rules.

O.M.C. and others. Previously these installations did not qualify for an allowance.

Tack pennant on bloopers

Rule 832.1D is amended to read, "No jib may be set, whether hanked on to a stay or set flying, the luff of which cannot be fully stretched when hoisted on the highest jib halyard and tacked at the forward measurement point of J."

No tack pennant greater than 2.5ft may be used on a jib when set flying.

The following will apply to all four categories of the ORC special regulations.

No yachts shall have less than two halyards each capable of hoisting a sail.

Two orange smoke day signals must be on board.

Because boats which have been reported as having badly-installed engines, which could become serious fire hazards as well as a danger from uncovered moving parts, a new basic standard on engine installation has been adopted.

"Inboard engine installation shall meet standards accepted in the country of registry and shall be such that the engine, when running, can be securely covered, and that the exhaust and fuel supply systems are adequately arranged and protected from heavy weather".

The AYF Offshore Racing Handbook will be ready in mid-1977.

Level Rating Classes

All short races in the World Championships are to be set as Olympic courses.

No time limits shall apply.

The following new race distances shall be approximately as follows:

Olympic courses (in nautical miles)				
2 ton	1 ton	$\frac{3}{4}$ ton	$\frac{1}{2}$ ton	$\frac{1}{4}$ ton
30	27	24	22	20

The number of entries for the One Ton Cup is to be increased to 45 with a maximum of 6 boats per nation.

The Three Quarter Ton is to be increased to a maximum of 10 boats per nation, but the total number of entries is to remain at 50.

All the other classes are to remain the same.

At least half the crew including the owner, charterer or borrower (whichever is applicable) must be nationals of the country they are representing. "National" is defined as either the holder of a passport or identity card, or a similar document stating residential status in the challenging country.

The fixed number of crew on board is to be as follows:

Tow ton	8
One ton	7
Three quarter ton	6
Half ton	5
Quarter ton	4

The following rule on discards was agreed:

"The yacht obtaining the greatest number of points, discarding the race with the lowest number of points, shall be the winner. However, a yacht disqualified or penalised for an infringement of a rule of Part IV of the IYRU Racing Rules may not discard the race in which she was penalised".

All yachts built after January 1, 1978 must have a chart table 0.5m above the cabin sole.

All yachts built after January 1, 1978 must have a securely installed stove capable of swinging 35° each way athwartships.

Quarter tonners — a minimum of 1 burner
Half tonners and above — a minimum of 2 burners

A set of standard sailing instructions recommended for use at all world championships is being written by Jean Peytel, Max Boris and Bruno Biachi, to be available for the summer of 1977.

All owners should now revalidate their rating certificates in accordance with the A.Y.F. instruction, which we reprint in full.

ANNUAL REVALIDATION OF I.O.R. CERTIFICATES CIRCULAR TO VALID CERTIFICATE HOLDERS

In 1975 the Offshore Racing Council amended the period of validation of I.O.R. Certificates from 4 years to 1 year which necessitated an introduction of annual revalidation procedure.

As the Offshore Racing Council amended the formula for the After Girth calculations in November 1976 it will be necessary for this year to recompute each yacht's certificate and issue a new one. It is intended that the recomputing be carried out in conjunction with the revalidation procedure for the 1977/78 Season and that new rating certificates be issued which will bear a stamp valid to 30th June, 1978.

The revalidation procedure for this year will vary from that which operated for the 1976/77 season and applications will be forwarded to the State Measuring Authority with a cheque for \$20.00 (unchanged from last year even though recomputing is necessary) made payable to the Australian Yachting Federation.

For 1977/78 Season the following revalidation procedure will apply:

1. All current valid I.O.R. Mark III Rating Certificates issued up to March 1, 1977 will expire on June 30, 1977.
2. All yachts having a certificate issued after March 1, 1977 will be automatically recomputed and issued with a new certificate valid up to June 30, 1978.
3. On receipt of the application for revalidation the State Measuring Authorities will prepare a data sheet for each yacht and forward it to the A.Y.F. for re-computing.
4. The A.Y.F. will return the new certificates to the State Measuring Authority who in turn will record the information required and send the owner's copy to him.
5. Should the State Measuring Authority observe that some details of measurement have been altered, the owner will be contacted to arrange for re-measurement for which normal measurement fees are payable.

(next page)

6. The above procedure will take some time and at least six weeks should be allowed. Owners are therefore requested to take this into account when ascertaining the time a valid certificate is required.

A YACHT MAY NOT PARTICIPATE IN I.O.R. RACES DURING THE 1977/78 SEASON UNLESS A PHOTO COPY OF THE NEW CERTIFICATE IS FORWARDED TO THE CONDUCTING CLUB.

7. If you have sold the yacht since the I.O.R. Certificate was issued you are requested to:

- (a) forward this correspondence to the person to whom you sold the yacht; AND
- (b) Advise the State Measuring Authority of the name of the yacht and the name and address of the new owner.

8. The new certificate issued will include, where appropriate, a Mark IIIA Rating and the details pertaining to dates and class of yacht appearing on the application form should be carefully checked before forwarding.

In order that members may be made aware of all the above points, we have rushed this to print and hope to give comments from The A.Y.F. in our next issue. We would also like to hear from our members who may have useful comment before the staging of the World Half Ton Championship in Sydney in December 1977.

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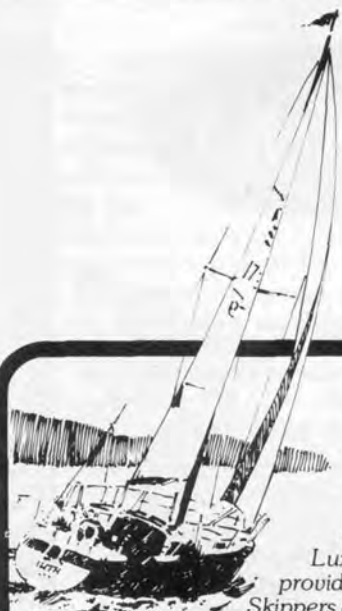
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If by some chance you were away when the Admiral's Cup Team was announced you would only have to telephone Bobby Holmes and enquire about which ocean racing yachts are currently for sale. It seems that almost all of those boats in contention for the team are now on the market, so by process of elimination one could easily arrive at the names of the chosen few. It is also a sign of the times in that apparently the owner who is sentimentally attached to his yacht no longer exists, at least amongst those six-figure gamblers who try out for the Admiral's Cup Team.

Writing a column which appears only every two months — usually a long time after all the action has occurred — has its drawbacks, amongst them the risk of boring the reader (I understand that there is only one) with ancient material. So although I recognise that everything has already been said about the Admiral's Cup selection trials, and I am taking something of a risk in reviving the subject, there are one or two points I would like to make in case some other contributor to *Offshore* neglects to do so.

Firstly, congratulations to Keith Farfor and his *Superstar* team; they really showed how it should be done and sharply answered those commentators (me included) who criticised last minute preparations with boats launched in some cases just days before the trials. As it turned out two of the boats which made the team were amongst the last to be launched.

When you think about it, it does prove something and that is that the people have to be absolutely dedicated to put up with the long hours of work needed to complete the project in time. They have to have confidence in themselves, the design and the whole project to keep going, and above all they have to have the competence to quickly make the boat a going concern. It takes all of those qualities to win an Admiral's Cup.

It is also refreshing to see not only a Victorian boat included in the team for the first time but also the way it



(by John Brooks)

dominated the trials. The centre of gravity of Australian Ocean Racing has shifted, a development which, in my opinion, has been long overdue, and we must hope that the trend continues, because it is the only way that this country can move ahead as a force in international ocean racing, a role which has appeared to be on the wane. Most will agree with the A.C. Committee Chairman, Norman Rydge, who said on the occasion of the team announcement: "This is the strongest team we have ever sent to Cowes". It now remains for the rest of us to give this team the support it deserves.

Piccolo proved that her Sydney-Hobart win was no fluke by winning the National One Ton title in a field which included three hot Farr sisterships with top crews. Also making her presence felt with a close second was *The Sting* from Devonport, a Kaufman design which demonstrated superior sailing qualities in light airs, particularly to weather. Unfortunately for *The Sting* strong SE stream conditions prevailed for most of the series. The sole Whiting design in a field of 11 ran away with the Quarter Ton Nationals: 1, DNF, 1, 1, 1. For the

first time since *Waikikamukau* was launched Hugh Treharne found himself trailing another yacht around a Quarter Ton course. Locomotion won four of the five races to take the title even though it retired from the second race with a damaged spar fitting.

With the title in his grasp, on the last day Queenslander Frank Hurd discovered a broken rudder shortly before he was due to leave the marina for the start. How he and his crew rose to this challenge would make a story in itself, but suffice to say here that they got the rudder repaired, got to the starting line 15 minutes late and still won the race. Not too many locals would relish handing *Waikikamukau* a 15-minute start over any length of course.

And now I have great pleasure in announcing that this column will sponsor 'The Biggle's Award' for outstanding contributions to the sport. I fully expect that this new feature will do for Australian yachting what the Titanic did for British shipbuilding. The first Biggle's Award goes to Bruce Jackson, who after observing the frenetic efforts of officials during the recent level rating regatta, has come up with a new method for starting and finishing which will practically do away with protests. When his system is adopted the starter's gun will be fired in the clubhouse, and each crew will then drink schooners of beer in relay, rush down to dingies moored at the work wharf, row out to the yachts which will be anchored in line off Darling Point, and get under way. On completion of the course the yacht is sailed up to the work wharf, the crew leaps off, rushes up to the bar to drink more schooners of beer in relay. You will note that this will do away with the need for starting boats and officials, the only judge required being the duty steward, the only recall being for a dropped glass. It is thought that the new system will bring back into racing some of the older members whose sailing prowess has perhaps waned a little but whose handling of schooners has only improved with the years.

SYDNEY — BRISBANE 1977

Race report by John Hawley

After last year's exciting, romping-downhill slide in which *Helsal* chopped so many hours off the race record, the 1977 M.H.Y.C. race to Mooloolaba became for many a long boring haul in almost windless conditions. It produced an incredibly high eleven non-finishers who yawned themselves cigaretteless and hungry into half a dozen harbours on the coast of New South Wales.

For many of the competitors, however, it was an opportunity to prove that good planning and foresight for all conditions sometimes pays off — adequate reserves of food and drink and a crew with reserves of available time. It can only be considered presumptuous to make business or domestic appointments for the fourth day after the start of a race which usually takes "about three days", and it is unfair to an owner, his investment and to the five or six crew who have to abandon due to one man's thoughtlessness.

In this race, among the many amendments to the racing rules was one tucked away amongst the fifteen pages of information which said, "a crewman may be put ashore in order to take no further part in the race". A crewman on the boat upon which I sailed availed himself of this amendment, but at least six other yachts retired without being aware that such a move was possible.

The race which started at 1330 hours on Wednesday, March 30th in brilliant sunshine off Balmoral Beach saw the record 36 starters break open their colourful spinnakers as the starting gun fired. *Apollo* quickly took a healthy lead from *Hi Jaques* and the remainder of the fleet — a lead which widened inexorably as the days passed by.

Everyone in the fleet knew that a strong southerly set was running off Sydney, and most of the fleet tacked in from North Head to visit every beach from Sydney to Moreton Lighthouse. Only four boats, ignoring the fishermen's stories of lobster pots which could not be found due to the strong current, remained on a port tack and went out to sea, where they found a strengthening wind with so much west in it that they were able to free sheets and reach for Sugarloaf Point.

John Brooks (Mr Facing-both-ways, of Biggles Column), navigator of *Apollo*, reported later that "set" was hardly noticeable and proceeded to set almost a rhumb line course.

On the second day a light sou'easter gave a lift to the fleet for two or three hours, except for *Apollo*, *Cav*, *Current Issue* and *Hi Jaques* — the four who went to sea and enjoyed many more hours of these conditions, *Apollo* carrying a spinnaker for over 24 hours. For the remainder it became a matter of utilising any breeze which was available and rock hopping. Several boats reported touching sand or rock at some time, usually

travelling so slowly that no damage was done with the exception of *Wild Turkey*, whose crew were wildly catapulted forward when they hit a submerged rock just north of Forster.

About midnight Saturday, after 82 hours of racing, *Apollo* crossed the finishing line 20 hours ahead of *Meltemi* and two and a half days before the last boat to finish and the news that she had won the race on corrected time. Jack Violet's Petersen one tonner, *Hi Jaques*, was four hours behind *Meltemi* to take first place in Div. II and 3rd overall. Seven hours later John Partridge's *Cav* crossed the line to win Div. III and be placed second overall to *Apollo* on corrected time.

Meanwhile, retirements were being announced on every sched (eleven in all). Two had valid reasons, *Kintama*, who lost a rudder, and *The Rajah*, which sank after an explosion. *The Rajah*, owned by Joel Mace, was the only petrol-engined yacht in the race. Because it was taking part in a properly-organised event and carried all I.O.R. safety gear, the crew had a liferaft and rockets which they used intelligently and were picked up by a trawler and taken to Coffs Harbour in the minimum of time.

An upcoming issue of *Offshore* which will carry articles on Distress and Safety will endeavour to report fully on the incident and several others which have occurred in recent offshore racing.

The official results are as follows:

1977 SYDNEY — BRISBANE (MOOLOOLABA) — RACE					
OFFICIAL RESULTS					
OVERALL PLACE	NAME OF YACHT	CORRECTED TIME	DIV. PLACING	ARB.	
			1 2 3		
1	APOLLO	77-48-32	1		1
2	CAV	81-39-10		1	2
3	HI-JACQUE	82- 0-57	1		3
4	MELTEMI	83-44-17	2		4
5	WILD TURKEY	87-03-09	3		5
6	CURRENT ISSUE	89-57-01		2	6
7	TROUBADOR	92-05-19		3	7
8	FANTASY	93-26-24		4	10
9	HARMONY	93-45-21		5	8
10	BUSHWACKER	94-08-30	2		9
11	FAIR DINKUM	94-27-56	3		12
12	AQUAVIT	95-45-14		6	14
13	GYPSY	96-05-22		7	13
14	DANCING MOUSE	97-10-03	4		15
15	TIMANA II	97-17-33		8	18
16	HOIHO	97-24-07		9	19
17	WARRI	97-29-51		5	17
18	HOB0	97-54-09	4		11
19	SHENANDOAH	98-07-20		6	16
20	FOLLOW MEE	99-06-22		7	20
21	CAPRICE OF HUON	99-12-34		8	22
22	VOLOS	100-29-16		10	21
23	ODYSSEY	100-33-46		9	23
24	PANDORA II	100-36-24	5		25
ARB. ONLY SATIN SHEETS					24
The following yachts did not finish: GIDGEE, RUFFIAN, ROGUE MERCEDES III, TOOLKA, PATSY, KINTAMA, CATRIONA M AEROLUS, LOLLIP0P, THE RAJAH..					

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BOOK REVIEWS



Cruising the Coral Coast
by Alan Lucas. Third Edition,
Horwitz, 336 pages. Price:

In my review of *Cruising The New South Wales Coast* (Offshore, September), I indicated it's superiority over *Cruising the Coral Coast*. The new *Cruising the Coral Coast* is completely revised and has many additional features. The errors have been rectified and the standards of printing, photographic reproduction and binding are all excellent.

This book has been written not only for the yachtsman but for anyone with a spirit of adventure and includes chapters on fishing, hunting, crabbing, diving, shelling, swimming, tourist facilities, history, survey laws, ramps, maintainance, weather and island resorts. Every anchorage between the New South Wales border northwards to Cape York and around to Weipa in the Gulf of Carpentaria is described and illustrated. This edition includes the passage from Port Moresby to Torres Strait.

The yachtsman who never ventures beyond Pittwater would find this book absorbing reading. The motorist who may tour in Queensland would find it useful; and the cruising sailor should not head north without it.

Alan Lucas has now produced two companion volumes covering the whole of the East Coast of Australia which are as comprehensive and invaluable as

any produced anywhere in the world today. I would like to make this review my own tribute to his painstaking efforts in charting and collating information over this tremendous area.

Two years ago when my boat was laid flat off the Queensland coast, I found that the paper upon which the first edition was printed stuck together in a solid mass. I wrote to Alan mentioning this point, and it is pleasing to find that his choice of paper for this new edition does not have this vice. The attention of publishers should be drawn to making works of reference suitable for the environment in which they are to be used, and this is particularly applicable to books for the mariner.

J.H.



The New Cruising Cookbook
by Russel K. Jones and C.
McKim Norton, W. W. Norton
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Would you marry a woman who cannot or will not cook? The answer is probably "No". Yet most men who answer "No" will happily select a crew of foredeck fumlbers and cockpit gorillas who are either unable or unwilling to organise provisions and produce nourishing, appealing meals to sustain a crew in top form for a long ocean race and a happy cruise home.

I am sure that this situation can be alleviated by studying the best cookery book I have struck to date written by yachtsmen for yachtsmen. At present it is only obtainable from The Specialist Library, 35 Hulme Street, Crows Nest (Sydney), where all the books reviewed in this column may be purchased.

Special attention has been given to "pressure cooker" cookery for its saving in time and therefore valuable fuel. There are over 350 recipes for preparing fresh and canned foods — in appetising and nourishing meals to both satisfy the stout appetites of the seagoing and to be appealing to upset stomachs.

There is a shopping list for a two-week cruise, followed by complete menus for the period. Also an Ocean Racing food list containing three-weeks' suggested food for seven persons (as used in the Bermuda Race) together with "Remarks after the race" by the crew.

For some weeks I have been testing some of the recipes and have become hooked on recipe 293, "Rhode Island Johnycake" with my breakfast bacon.

Put 1 cup of Cornmeal and 1/2 teaspoonful of Salt in a bowl. Slowly pour in boiling water, stirring well until the mixture will drop from a knife like a heavy cereal. Pour a cooking-spoonful of the batter in each of three places on a hot greased frying pan. Cakes should be about 3" diameter and 1/8" thick. If cakes are too thick add more water; if too thin, more cornmeal. Cakes should be nicely browned — about one minute each side. Serve with hot sausages or bacon. Mmmm.

The check lists for utensils, food and condiments could well be copied and taped inside storage cupboards and a crew member delegated to ensure that replacements are on board as necessary.

J.H.

OFFSHORE SIGNALS

Yachtsmen spread their sails around the Greek Islands

Cruising aboard a yacht in the Mediterranean is no longer only for the rich or very experienced,

Offshore signals

according to Aegeantours director, Andrew Coroneo.

Aegeantours is a licensed general travel agency specialising in Greece and the Greek Islands. The company is the General Sales Agent in Australia and New Zealand for Mediterranean Charter Services Ltd.

A specialty of Aegeantours is the recent low-cost charter yacht cruises, which can cost as little as AU\$192 a person for 14 day cruises-in-company aboard a fleet of 32ft yachts. The flotilla of eight Pelle Petterson designed Maxi 95s is based in the harbour of Volos. It cruises among the unspoilt Sporades Islands of Skiathos, Skopelos and Alonnisos, escorted by a 60ft motor yacht providing everything from a helping hand to candlelit dinners.

The 1977 cruise program commenced on March 17. Princes for a group occupying a Maxi 95 on this cruise (all cruises are 2 weeks) are: six people AU\$192 a person;



four people AU\$290 a person; two people AU\$580 a person. Further departures throughout the season until October 27 are fortnightly, every Thursday.

In high season (June 3 to September 9), cost increases, for a maximum of six people, to AU\$328 a person; four people, AU\$493; two people, AU\$982.

The price includes the services of the captain and crew of the 60ft mother ship, M.Y. Paringa, and Greek Government taxes. The Paringa is in radio contact and offers bar, social and dining facilities as well as water ski and windsurfer hire, at published prices.

Australian yacht manufacturer goes after US market

Following the Compass-Farr 1104's ocean-racing successes, with the Farr 1104 coming 1st and 2nd in the 76 Sydney-Hobart Race, 1st and 3rd in the 77 Australian 1 Ton Championship, 1st in Class C, American S.O.R.C. Series and 3rd overall in the unofficial point score, Compass Yachts are now promoting the Compass-Farr 1104 to the vast American boating market. They have arranged with their local advertising agency, Gareth Welch Advertising, to take a series of full-page colour ads in the US *SAIL* magazine. In their overseas ads, Compass Yachts are offering prospective buyers a refund of their return air fare to Sydney with placement of order. Now that's an aggressive, money-where-your-mouth-is approach to exporting. Good luck to Compass Yachts!

North Sails Equip West Australian 12-Metre Challenger

North Sails (Aust.) Pty. Ltd. have been selected to supply the sails for 12/KA5, the new W.A. aluminium 12-metre challenger for the 1977 series at Newport, R.I. in August/September this year.

The cloth was woven by Howe & Bainbridge in Holland. (U.S.-made cloth is not allowed under the Rules of the New York Yacht Club, which organises the America's Cup challenge.) It consists of 6.5 oz for the two-ply mains, 3 oz and 8 oz for headsails, and $\frac{3}{4}$ oz for the tri-radial spinnakers.

North Sails are using the same basic design which evolved from analysis of the tremendous duel between *Courageous* and *Intrepid* in the U.S. eliminations for the 1974 series.

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CLUB NOTES

An important message from the Treasurer

Dear Member,

Your 1977 Board of Directors is most conscious of the Members' desire expressed at the recent Annual General Meeting to maintain the services of the Clubhouse at the present congenial level. However, uppermost in the Board's mind is the necessity to preserve the Members' funds, at the same time endeavouring to retain the facilities in the present form.

It has become quite evident in the preparation of the Trading Budget for the present Club year that the dining room is going to again create a considerable draw on our funds. In an endeavour to explain the situation in layman's language, the problem at the moment is as follows.

Assume we sell \$100.00 worth of food in the dining room. To do this our budget tells us it costs the Club:

\$52.00 for the actual food purchased
\$52.36 to prepare it and serve it
\$ 8.05 to entertain you
\$ 8.93 for tablecloths and serviettes, gas, light, cleaning and replacing cutlery and broken crockery
— a total cost of \$121.12 for every \$100.00 of food actually sold.

It is not difficult to understand that if a business were to run in this manner the operators would have no option but to close it down.

So where does the answer lie?

The solution rests with the Members of the Cruising Yacht Club.

There can be no doubt that we have a Clubhouse that is quite unique in its situation, magnificent view, good food and service and excellent entertainment. The only thing that is lacking is the Members' patronage.

If we could achieve only a 50% increase on the use of the Dining

Room, the cost of preparing and serving the food would drop to \$37.29 in every \$100.00 sales. This, together with a small increase in electricity, cleaning, etc., would cut our budgeted loss from \$21.12 per \$100.00 to \$1.06 per \$100.00.

At this point the Dining Room would create a draw on Club funds of about \$2000.00 for the full year, a position which your Board is prepared to accept.

— These are the facts

— This is the remedy

Those who make no use of the Dining Room, why not come at least once a month? This alone would give us the increase we are looking for.

To our Associate Members, bring your friends for lunch — at least once a month. This will give us the increase we are looking for.

Think of your Club for weddings, engagements, twenty-first birthdays, private dinner parties, etc — again, this will give us the increase we are looking for.

Your support of your Club will then enable your Board to continue our services as you have indicated you would like to have them.

Yours sincerely,

D. L. Don,
Treasurer.

Marina News

(continued from page 24)

while the diesel, which used to dominate the living quarters, now hides decently in an enclosed engine-room amidships. The large, bare focsle has been converted into sleeping cabins and, for a ship 53 feet between perpendiculars, she has a surprising amount of room.

On Easter Saturday while the breeze blew fierce and cold a champagne party on *Cornelius* helped to warm things up as she lay at the work-wharf. Actually it was a bon-voyage affair; *Cornelius* is off to Bowen by way of Lord Howe Island. Geoff is making the trip with a crew of five which includes his wife. As he will be managing a slip-way in Bowen, *Cornelius* is not likely to be back in Sydney for a long time to come.

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MARINA NEWS

by Jack North

Long ago a little English brig, seeking to enter a West Indian port, was not allowed to because she flew no house flag. As she was the only ship of her line she had no house flag to fly. So her captain cut the legs off an old pair of blue dungarees, sewed a strip of sailcloth between them and hoisted the lot to the masthead. All was well and the brig was allowed to enter port.

The owners prospered and the improvised houseflag of blue, white and blue upright stripes was worn by the ships of Sandbach, Tinne & Co. until well into the twentieth century. Maybe it still is; I don't know for it's hard to keep up with all the takeovers these days. The company showed a sense of strict utilitarianism in its colours for, apart from maintaining the house flag so bestowed upon it, it painted the funnels of its early steamers black, for obvious reasons. And black they remained, and perhaps they still do.

Many old established lines have house flags with some sort of story like that behind them. Such flags are simple, easy to see, and have a meaning. On the other hand some modern house flags appear to have been designed by the managing director's wife who has artistic pretensions. They don't stand out and they don't look seamanlike.

So it's nice to see Basil Catterns reversing this trend. About house flags, I mean. His motor cruiser, *Zanarac*, flies an oblong flag of black over green with a grey all-round trim. This is the colour patch of his old regiment, the 2/1st Battalion, A.I.F.

Zanarac was built in 1946 as a Torpedo Recovery Vessel.

Somehow she got into Army Small Ships before being sold out of service in Brisbane. After many years and many owners she was cruising Sydney Harbour in July, 1975, when she went down in two fathoms off Neilson Park. So Basil bought her very cheaply, raised her and set to work to refurbish her.



When he decided to Dyne sheathe the hull it meant rubbing off many coats of paint, and by the time he was getting near the undercoat he came across her old army numbers. And that made it seem appropriate for her to have an army flag to fly again.

Zanarac has a diagonal-planked chine hull, but the twin Chryslers that used to give her twenty-five knots or so are long gone. Nowadays a 6 cylinder GM diesel pushes her along at ten or twelve knots, which is plenty for cruising. She has a main saloon and a wheelhouse and an after cabin which is really the engine room. Aft that is a big open cockpit where I hope to sit drinking beer some day.

The yawls *Ilinga* and *Satana* are hull sisters and built of steel. However, *Satana* has a centre cock-

pit and after cabin while *Ilinga* is of more orthodox coach-house layout. Of 45 feet by 12 feet on a 7 foot draft, they are from the board of Arthur Slater who designed *Mia Mia*, *Dixie Lee* and other well-known cruising yachts. Each boat is owner-built and powered by a Perkins 4126 diesel of 72 horsepower.

Ilinga (the name is Aboriginal for travel) is crewed by Charles De Bono, his wife Annabel and a child. The yacht arrived from Melbourne on March 12th last while *Satana* got here at about the same time. *Satana's* crew consists of Horst and Janine Diegmann and their two children.

Neither boat stayed for more than a few days; they are on passage for the Barrier Reef where all hands intend to spend the winter.

Cornelius arrived in Sydney about December, 1973 after a leisurely sort of passage from Broome. She is a typical pearling lugger, a gaff ketch with heavy spars and rigging to match her 33 registered tons. A Lister J.P.4 gives her seven or eight knots under power. Geoff Hoffman who bought her made the north-about passage with his wife, Nancy, as his only crew. You'll find the marina notes on *Cornelius* in *Offshore* for June 1974.

Over the next few years *Cornelius* became well-known on the Harbour. Her sail area being enlarged meant the fitting of larger masts and spars. But the ketch rig was maintained and to all outward appearances she is still a lugger, albeit a very well-kept one.

Big changes have occurred below decks, however. The after cabin is fitted out as a comfortable saloon

(continued page 23)

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