

OFFSHORE

NUMBER 47

APRIL/MAY 1979

50c*



POWER

SAIL

SEACRAFT



DECEMBER
1951
VOL. 10, No. 4

XMAS NUMBER
BOAT SHOW

TWO SHILLINGS
AND
SIXPENCE



CLUB NOTES

NEW CYCA BOARD

Flag Officers

Commodore



Tony Pearson △
(‘Matika II’)

Tony Pearson is serving his second term as Commodore and has been a Board Member for several years. He has been dedicated to the redevelopment of the Club. He has been very enthusiastic and successful in ocean racing competition in his ‘Matika’ yachts.

Kerry Roxburgh ▷
(‘Aquavit’)

Kerry Roxburgh is serving his second term as Vice Commodore and was previously Honorary Treasurer. He is Chairman of the House Committee and serves on the Management Committee. He has been active in harbour and ocean racing.

Rear Commodore



Gordon Marshall △

Gordon Marshall joins the Board this year as Rear Commodore after a year's absence. He is particularly well known for his yacht navigation classes, his development of simplified celestial navigation for yachtsmen and his work in furthering the competence of navigators through the use of an official log book in the Hobart Race. Gordon is the Chief Measurer for New South Wales, is Chairman of the CYCA Sailing Committee, and was prominent in the pioneering work done by the Club in self-righting.

Vice Commodore



George Girdis ▽
(‘Aphrodite’)

George Girdis is Rear Commodore again this year for his second term in the office. He has very actively applied his talents as Chairman of the Development Committee which last year supervised the building of the new marina complex, and he will be intimately involved in the ongoing CYCA construction program.

Rear Commodore



Honorary Treasurer



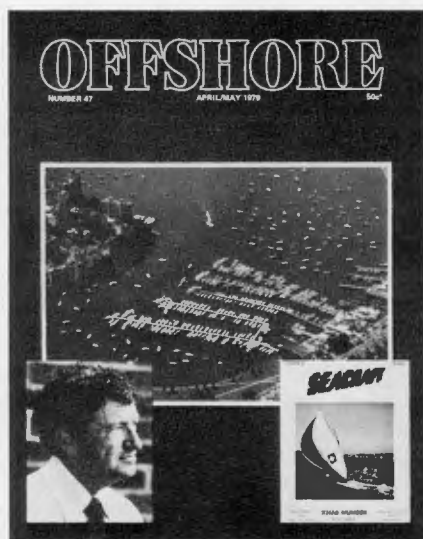
David Don △

David Don is again this year Honorary Treasurer of the Club and in his years as Treasurer has presided over the considerable improvement in the Club's financial status and development of accounting systems. He has been an active inshore and offshore racer.

OFFSHORE

NUMBER 47

APRIL/MAY 1979



Cover: The late Jack North for six years chronicled the comings and goings from the CYCA marina in his regular 'Offshore' column, Marina News. Jack was one of the early men of Australian ocean racing who cut his teeth in 18-footers when those boats represented the pinnacle of Australian sailing. 'Offshore' pays tribute to Jack in this issue (see Parting Glimpses of a Sailing Man, page 2).



'Offshore' is published every two months by the Cruising Yacht Club of Australia, New Beach Road, Darling Point, N.S.W. 2027. Telephone 32 9731, Cables "SEAWYSEA"

Advertising and Editorial material:
The Editor, 'Offshore', C/ C.Y.C.A.

Subscriptions: Australia \$5.50. Overseas \$7.00.
Air Mail rate on application.

Editor: David J. Colfelt

Printer: Wymond Morell (Printers) Pty. Ltd.
160 Parramatta Road, Camperdown, N.S.W. 2050

*Recommended price only

Contents

Parting glimpses of a sailing man	2
AYF adopts CYCA stability work	10
Protest	13
The French Extension	16
Flare sightings at sea	20
Biggles Column	21
Watson's naviguessing knowhow	23
OFFSHORE SIGNALS	24
Cruise planning ... A few words on salvage ... Jakarta-Rotterdam yacht race ... Parmelia Race ... New ocean race ... Sydney-Brisbane 1979 ... Product news ... Sydney Harbour shopping complex ... UTA- Peugeot Noumea Race.	
BOOK REVIEW	28
CLUB NOTES	IFC, 29

Registered for posting as a publication — Category (B)

PARTING GLIMPSES OF A SAILING MAN

by David Colfelt

At the time of his death last October, Jack North had been a member of the CYCA for almost a quarter of a century, and any of the early members of the Club, or anyone associated with the early days of ocean racing in Australia, will remember him. Jack was a member of championship 18 footer crews in the 40s when those craft represented the pinnacle of Australian sailing, and he got in on the ground floor of Australian ocean racing in the days when the Hobart and the Montagu were just about the only events on the calendar. He had 17 Hobarts under his belt on a variety of ships, among which were 'Gypsy Queen', 'Solo', 'Joanne Brodie', 'Metung', 'Catriona' and 'Salacia'.

I was just one of a great number of friends who had immense admiration for this gentle little giant. He did not attract attention to himself, and because he wasn't physically remarkable, and because in his later days he spoke in almost whispered tones, I suspect he went unnoticed or perhaps underestimated by many. Most yachts arriving at the marina from overseas would have encountered his slightly lopsided smile and face with wrinkles in friendly places calling, "Ahoy!" from dockside, "Do you mind if I come aboard and get something from you for the Club magazine?"



Jack's regular 'Marina News', which he wrote for 'Offshore' for six years, was during that time almost a history in miniature of movements of small sailing craft to and from Australia's shores. His columns will, one day, help to fill in the gaps for the chroniclers of this era. He often wrote about history as it was taking place, for example, 'Marina News', December 1972:

"And on the subject of sailing alone, Dr. David Lewis is doing just that in his 32 ft sloop, 'Ice Bird'. This steel yacht, built by Peter Cosgrave in 1962 and launched as 'Teriki', has never been ocean raced. Peter kept her as a family cruising boat, with Broken Bay and Port Hacking as her furthest north and south. This placid

existence ended when her new owner set out to circumnavigate Antarctica single-handed.

"On Thursday, 19th October last, loaded deep with stores, 'Ice Bird' set out on her voyage. Despite two 40-knot blows her skipper described his Tasman crossing as uneventful when he rang from Half Moon Bay, Stewart Island, off the southern tip of New Zealand. He arrived there on Wednesday, 1st November, and having telephoned Sydney he bought a loaf of bread and went on his way. His next port of call will probably be the British base at Argentine Island in the Antarctic, and he hopes to spend Christmas there."

Jack later reported on the conclusion to David Lewis's adventure, describing his book, *Ice Bird*, as 'a must' for all yachtsmen; re-reading this entry from 'Offshore' in light of how Dr. Lewis did spend that Christmas is eerie. This next notation from 'Marina News', February 1974 describes Alain Colas' 1973 departure from the CYCA.

"As the Whitbread Round-the-Worlders set out for Rio de Janeiro on Saturday, 29th December, 1973, 'Manurewa' also left, bound for St. Malo by way of Cape Horn. This mighty trimaran ketch, sometimes described as a floating tennis court, is 70 ft with a 35 ft beam and her only motive power is sail. The motor in the after end of her main hull runs a generator.

"A single-handed speed machine, she is aluminium and painted royal blue (almost black, in fact) with white decks and

MARINA
NEWS



trimmings. The maze of struts and girders connecting the hulls, although very practical, is about as aesthetic as a gas-works. Not that this matters, for she spends long periods in lonely waters where nobody can see her except her one-man crew."

Jack was a chronicler, an historian, inveterate reader and collector of the lore, of history and things of the sea.

I knew Jack for only five years. We met on the CYCA Publications Committee, and I think I had attended half a dozen meetings before I heard him utter more than a few words. Our friendship was not forged out of the fire-and-brimstone experiences that had bonded him to the likes of Peter Green, Norm Milne, Ron Hobson, 'Messo', the Campbells, Mick York, Alan Payne, 'Raw Meat', 'Thunder', Vic Meyer, and many others. I had not bashed to Hobart with him in days of successive southerly gales; I had not been with him when rolled by a rogue wave off Middleton Reef; I had not ridden with him on a welter of foam, in a roaring southerly, into Esmeralda Cove, Broughton Island, guided only by two lanterns on the shore; nor had I heard him curse the mutton birds that battered him in the fog in Fortesque Bay off the Tassie coast. Jack had given up serious ocean racing by the time I knew him and was contented "simply messing about in boats", a quotation he often recited more fully with a twinkle of self-castigation for not bothering to come up with slightly less well worn words. All of our family got to know and love him just messing about on Sydney Harbour or on relatively docile cruises to Pittwater and Port Stephens — and those who knew Jack from the late 40s and early 50s will probably marvel at his adaptability.

All of Jack's friends agree on a number of things. He was quiet, unassuming and humble. He was hard to get to know. He never pushed himself forward — as Norm Milne said, "... never really put his stamp on anything", because Jack wasn't a 'stamping' sort of man.

Peter Green, who, of all, probably sailed with Jack more than anyone else, called him "a real iron guts" ... "tremendously courageous" ... "always one of my first choice of crew". Ron Hobson, Norm Milne and 'Greenie', who all sailed with Jack a lot on

'Joanne Brodie', individually told me that Jack was one of the best downwind helmsmen ("No better man than Jack downwind, wave-riding on a spinnaker run", to quote Peter Green). He was 'unflappable', never got seasick, and he was an excellent seaman.

Jack's courage was obvious to those he sailed with and to those who knew about his tango with death in 1967, and how much that took out of him. One day that year he told his brother: "Jim, the doctor doesn't like the look of this mole on the side of my face. I'm going into hospital today to have it looked at." Jack had a malignant melanoma removed, one of the invasive and lethal cancers, along with a good deal of his neck right down to under his arm, for it had invaded the

'Nerang' 1946 .

'Nerang II' on a woolly day on the harbour.



lymph system. The strength in one arm never was the same again, his voice was a husky whisper and his indomitable smile was just a little lopsided after that. That operation pretty well finished his racing career, but he kept on going to Hobart — on the radio relay ship — for four more years. Perhaps after 1967 he lived just a little in the shadow that the cancer might return. It never did.

One of the most enjoyable things about Jack was his dry sense of humour. His writings were riddled with it. So was his speech, although he shot his little barbs with so little change of expression that they sailed unnoticed past many people. Even those who knew his ways had to be on the alert. Jack's humour would often dawn on you several sentences later, and then it was often just a tickle in your nose, like the feeling of a sneeze coming on.

Jack was born in Adelaide in 1922. He grew up, however, on the Gold Coast — in Southport. He had a brother, Jim. Jack's father was an extraordinary man who was doubtlessly a difficult example for his sons to live up to. He was one of the first ashore at Gallipoli and was ultimately a highly decorated soldier — about as highly decorated as soldiers get. He was a resolute, determined man who would tackle anything. He had a quiet, easy-going, imperturbable nature, which sounds somewhat familiar, doesn't it?

Jack's father died in 1955, and Jack and his brother lived on with their mother. Neither of the brothers was ever married. Jack certainly had no aversion to women, and he was, of course, a silver tongue.

Jack's own words recall his early days in Southport, messing about in boats:

"I well remember sailing on that river [the Nerang River] in my later childhood. I was master of my own proud ship, a 12 ft training dinghy. It was the usual thing to charge the Jubilee Bridge at full bore, drop the peak of the gaff, and carry our way through, to hoist the peak again on the other side of the bridge and sail merrily on.

"One day, best forgotten, there wasn't too much breeze at all, but there was plenty of ebb tide. I could get the boat half-way under the bridge, and she'd drift back, leaving me to start all over again. After this had gone on for about an hour, I was nearly in tears while an interested crowd of spectators on the bridge yelled ribald encouragement, or something.

"Then along came a friendly motor boat and towed me through, casting me off about 200 yards past the bridge. By that time the tide was running fiercely, and I drifted back at a rate of knots. Worse still, I had to lower the gaff to avoid smashing it on the bridge as I passed under it. This won an ironic cheer from spectators, and I think it was the worst moment in my sailing career."

Jack came to Sydney in 1939 and got a job as a general rousabout at what was then the Sayonara Boat Yard. Before the War broke out he had joined the navy, and he went to H.M.A.S. 'Cerebus', the Flinders Naval College in Victoria, where he underwent his indoctrination and training.

He saw several years of duty in the Mediterranean on the infamous Tobruk



J. North ashore at Bayreuth.

run — on H.M.A.S. 'Hobart', a light cruiser where Jack did heavy work in the engine room. This was rough duty at the height of the period when there was no air cover for allied forces in North Africa, and the naval support vessels took a pounding.

Jack left the 'Hobart' in Fremantle around April 1942 and worked with the Navy at Garden Island for the next six years.

While Jack was at war his father and younger brother had taken to sailing 18 footers, and in 1943 Jack bought an old 18 footer, 'Avalon', for £30. In those days there was not much available, and 'make do' was the order of the day. There was no wire for rigging, and Jack's father, who refused to be daunted by anything, got hold of some rod which they looped at the ends to make shrouds. The 18 footers of the era were heavy boats requiring a crew of as many as 11 to 12 men (they would take as many as 14 in a blow, and 'We used to pick up bodies off the beach — they didn't have to know much,' Jim related).

Jack owned a series of 18 footers; his father was always skipper, Jack was sheet hand and Jim was for 'ard hand. In those days the boats had coloured patches on the sails, the vestiges of which remain to this day. The practice dates back to the very origins of these vessels, in the late 1800s, when fast

H.M.A.S. 'Hobart' drops smoke buoy during exercise.



boats were required to race to the windjammers to be first to obtain provisioning contracts; Mark Foy needed to be able to identify which craft he was betting on, so they put a distinctive patch on each mainsail.

Jack's next 18 footers were called 'Nerang', 'Nerang II' and 'Nerang III'. He and his father and brother raced them for many seasons; they were notable on the Harbour for their consistently good performance and were also known to have the odd noisy squabble amongst themselves. Of course, those were that sort of days, and Jim North recalls one race when they picked 'Thunder' off a buoy, drunk and having been abandoned there by 'Raw Meat', who had lost patience with him. 'Nerang II' for many years held the record for the fastest leg, Clark Island to Sow and Pigs, which she set in 1947 during a race which was the only one in 50 years that the Flying Squadron had to cancel. That day it blew 72 mph, and Jim recalls watching a boat to windward set a spinnaker, as it had watched 'Nerang II' do, and thereby, in those wild winds, had lost its ability to remain water bound. From a screaming plane, the yacht launched itself off the back of one wave and flew through the air down into the back of the next, filling. What spirit they had, and what great preparation that school was for ocean racing in the simple-fixed wooden boats of that day.

Jack's ocean racing career began in the late 40s, when Australian ocean racing itself began. He did the early Montagu Island races on 'Independence' with Boy Messenger. It was in one of those early Montagus that he learned a lesson that he oft' repeated — always remove the labels from your tinned goods, for when you get a bit of water in the bilge, and a yacht is rolling on her side, they soak off. That was enough to clog up 'Independence's' pumps.

Jack did the Hobart on several different boats. In 1954 on 'Gypsy Queen', which came second, Jack said it never stopped blowing. "We pulled out ring bolts, busted the pump and radio, she spewed caulking, we ripped a sail or two — general mayhem."

Jack went to Hobart on 'Solo' before she had the 'cow catcher' on the front;



Search lights on shore installations and vessels at anchor in Alexandria, 1941, during an air raid.

you can tell something of what he felt for this famous ship from the way he wrote of her:

" 'Solo' was dramatic, and not only for her eye-catching appeal. She was the ideal boat for her hard-driving skipper, Vic Meyer, who never stinted a penny on her and always expected perfection from his crew. She was a powerful racing machine, very comfortable below and, as they say in the navy, a good feeder. But she was hard work as anyone who has spent a four-hour watch taking the stretch out of her yankee jib sheet can tell you. Also she did not have that cow-catcher bulwark around the bow in her

early days, and life on the foredeck was hard, wet and exciting.

" 'Solo' thrashing through gales or screaming along under a huge kite with water flying everywhere will remain in the memories of hundreds of yachtsmen. To the end of her serious racing career it was an axiom that if a new yacht couldn't hold 'Solo', it was a waste of time and money to build her."

Jack, unlike some others, always seems to have been able to get along well as crew with Vic Meyer.

H.M.S. 'Ajax' sends another broadside to Tobruk.





On 'Independence' at the end of the 1950 Montagu Island Race. Left to right: E.C. Messenger, R. Price, J. North, A. Campbell, R. Sarich.

Jack did about seven Hobarts with Peter Green, and it wasn't until about the sixth or seventh that Peter didn't know that Jack couldn't swim. One year, racing across Bass Strait in 'Joanne Brodie', they blew out five spinnakers in one night. "Jack was always there when he was wanted," Greenie said. Peter recalls one time when they were caught in fog off the Tasmanian coast and accidentally went into Fortesque Bay and couldn't find their way out again. "Jack was up on the bow, and I could hardly see him but could hear him swearing — mutton birds kept running into him in the fog. Every now and again you'd hear a thump, and Jack would curse another mutton bird."

Jack did the Montagu Island race in 1960 on 'Joanne Brodie' in her maiden race. The veteran crew, consisting of Ron Hobson (skipper), Peter Green, Mick York, Norm Milne, Alan Payne and Jack had one of the roughest-ever Montagues that year; every boat except 'Brodie' and 'Solo' was knocked out of that race (16 in all retired), and the two had an exciting duel, including some suspicious position reports at sked time. 'Brodie' beat 'Solo' by two hours in that race, and that was when 'Solo' and Vic Meyer were king of the ocean.

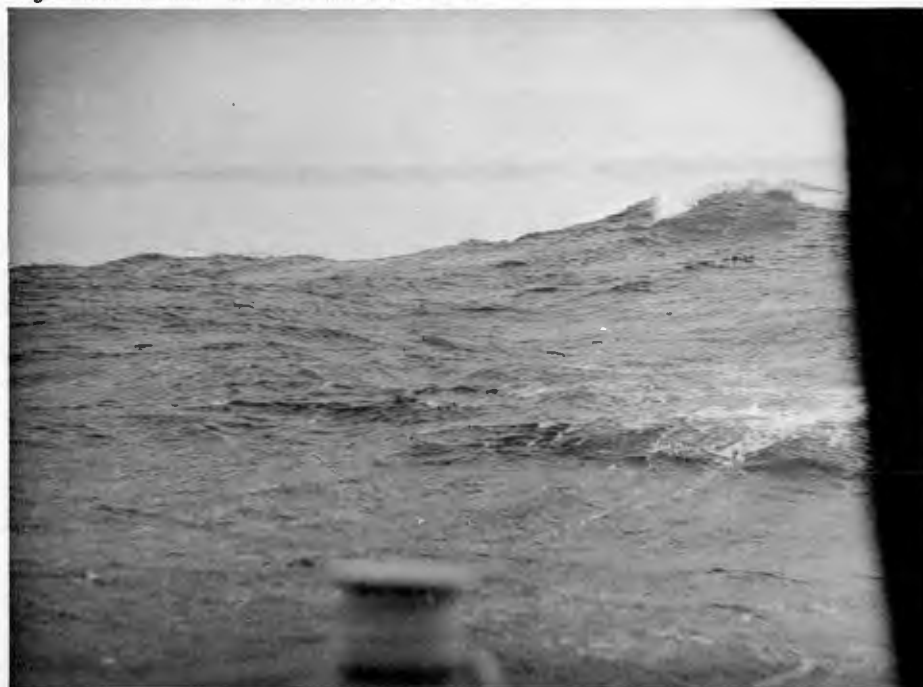
Possibly Jack's most memorable voyage was the cruise he did with 'Brodie' to Lord Howe Island. Others who went along on that June, 1962 trip were Ron Hobson, Norm Milne, and Bill Batten, who built this, the first Tasman Seabird. Norm Milne says the weather was the worst he'd ever

seen. It blew for seven or eight days. We were down to a storm jib and surfing down the waves with the wind speed indicator right off the clock. It must have been blowing in excess of 70. They couldn't get sights for several days but estimate they were about 40 miles NE of Middleton Reef. They hove to, with seas higher than the mast. It was the fourth day out, and Ron Hobson recalls that Norm Milne was on watch and that he (Hobson) had just said to Jack that he reckoned that it was about to moderate. Jack said, "Well, let's celebrate with some food; I'll make up some jaffles". (Jack told me on a number of occasions that

he enjoyed cooking occasionally, and that on this occasion he was in the process of making kipper jaffles [ugh!]); there are mixed reports about North Stew and the general quality of Jack's cooking — but then again, even the best chefs have their off days.

Norm Milne reports that at about 8.30 p.m., 'Brodie' was riding comfortably, when suddenly out of the blackness there came a terrifying roar — like a jet plane taking off. "Hobson was a strict safety man, and I was wearing a harness. The sky blacked out, and next thing we were over. I was waiting for the crunch —

The camera has a way of underplaying the appearance of seas. Norm Milne says they were "higher than the mast" when 'Brodie' was hove to.





The sharks were so ravenous that they ate the beer cans thrown overboard by the crew.

I thought we must be on the wrong side of the reef." Ron Hobson remembers being thrown out of his bunk against the deck head. Jack told me he looked up from his position at the stove to see a wall of green coming down the companionway. 'Brodie' was rolled over; Milne was thrown overboard but pulled himself back on unaided other than by his lifeline. Jack was thrown on top of the stove.

Everything below was in a shambles; charts, food, and everything was wet. She took a lot of water through the open companionway, which had not been shut because they had thought the worst was over. While she was recovering from the roll, the next wave washed right over her, according to Norm Milne. They put the companionway boards in and closed the hatch cover, leaving Milne somewhat alone

on watch outside ("Norm wasn't particularly happy about that," Hobson recalls). Below they began to clean up and pump. Match sticks and cigarette butts clogged the pumps — that old, familiar story. The dodger had been flattened, the dinghy, stowed on the coachhouse, had a hole through each of its sides; the stanchions on the starboard side were bent badly by the pressure of water against the lee cloths. The dividers disappeared from the chart table not to be found for the next 17 years (Hobson located them a little over a month ago when he removed the wooden cover that sits over 'Brodie's' hatch slides). The most likely explanation for the sudden roll was that they had been over a sea-mount.

The next morning it was still blowing hard, and they made for Elizabeth Reef for shelter. When they sighted it Jack said to Norm, "Well, Norm, the first bloody thing we're both going to do when we get to Lord Howe is to go to church, and then we're going to give up ocean racing for good."

They spent two glorious days at Elizabeth Reef in relative calm near the boat harbour on the NE side. The reef was a beautiful light green colour next to the vibrant blue sea. They anchored where they could just see bottom, quite close to the reef. They



Once they got their lines below the sharks and kingfish, coral cod were plentiful. Many of the cod were put back, but not all made it back to the bottom before being eaten by sharks. Here Bill Batten holds a typical specimen.

Cleaning up 'Joanne Brodie' after being rolled by a rogue wave NE of Middleton Reef on their way to Lord Howe Island in June 1962, Jack North (left) and Norm Milne (right foreground).



J. North holds up a meal and a half of kingfish.

opened a can of beer. When they threw the cans over, sharks ate them. There were millions of sharks and kingfish. Hobson recalls, "We baited lines and tried to get them down past the kingfish and the sharks, but the minute you threw the line over a shark came and took the bait. Even in the middle of the night we couldn't get a line down past them. It was like a mate of mine from Queensland used to tell you about the fishing up there: 'When you put the bait on, put it on hiding behind the mast, and then throw it over smartly or they'll jump up and bite your fingers!' " When they did succeed in sneaking a line past the sharks they caught large coral cod. Not the greatest eating, according to Hobson. They threw many of them back, but only a few made it past the sharks on the way back down.

'Brodie' made for Lord Howe leaving Elizabeth Reef at about 5.00 p.m. so as to make landfall in daylight. They reached the island in a flat calm. They had to anchor outside the lagoon, and Norm and Jack rowed ashore to enact their pledge of going to church. They couldn't find a church. They did find the Bowling Club, "where we got pissed," Milne recalls. "Blind, and would you believe, after everything we had been through, on the way back out to the boat in the middle of the night we upset the dinghy — and Jack North couldn't swim!"

Jack enjoyed relating his tale of that trip on the 'Brodie', especially to wide-eyed neophytes, on moonless nights when dark clouds were blowing and a few beers were warming up the mischievous cockles of his heart.

Jack had a wonderful sense of whimsy, which surfaced at quite regular intervals, as it did in 'Marina News', October 1974 following his August 1974 report that Ted Kaufman's new 'Mercedes IV' was "a new addition to the marina at Manly." In October he wrote:

"Since the last issue of 'Offshore' we've sneaked 'Mercedes IV' from the Manly marina to Rushcutter Bay.

"I was quite bewildered about the whole thing. Erratic navigator though I might be, I would never in my wildest moment mistake Rushcutter Bay for a marina at Manly. So I set out to find the culprit. And I ran him to earth in the innermost recesses of the printing press, where he was happily chewing linotype.



'Brodie's' stanchions were bent by the pressure of water against the lee cloths; her steel dodger frame was squashed down during the roll or subsequent wave. And that was a dinghy lashed to the coachhouse (right foreground).

"A gremlin he is, wearing a suit of newsprint, and swearing most dreadfully. That's because I shoved him into an old sailbag where, although he is active and wiggly, I've got him under control.

"So if anyone would like a gremlin for a pet, please apply at the office. You can have this one free of charge."

I will not soon forget the night in Port Stephens when we had eaten well and were finishing our wine on deck, a still

clear night. "Did I ever tell you about my pet shark?" Jack asked with his usual dead-pan. He then proceeded to hold us spellbound, as much by his delivery as by his words, as he spun out, most plausibly, his favourite shaggy dog story — about his pet shark. He explained how he'd caught it very young and had taken it home to a bathtub full of salt water. He laboriously trained it week after week,



They want to know, did you order five dozen Tasmanian scallops or trollops?

The caption for this cartoon by Harrigan which originally appeared in the 1976 Sydney-Hobart Yacht Race Program, was a 'Northism' conjured up over a beer with Tony Cable and the Editor — a delightful example of Jack's literacy and of his wit.

first gradually to exist in fresh water and then, more laboriously, to breathe out of water altogether. He then painstakingly taught it to hobble along beside him by flicking its tail while rolling from side to side. Jack was a master of timing and he had a rich vocabulary, and his whispered tones kept his audience hanging intently on each new revelation. "And then I took it for a walk along the wharf one day, and it accidentally fell in and drowned," he finished. That, of course, was an extremely compressed version of Jack's tale. When Jack laughed really hard it was a silent laugh punctuated by gasps for breath, and on this occasion he gasped a lot, very pleased with his performance that night.

Jack had a consuming love of the sea and of boats, and he had at least one love affair with a boat which was still smouldering in the columns of 'Marina News' until recently. That was with 'Kurrura'.

Jack used to teach Norm Milne's son to sail in a Manly Junior, at Pittwater. There was an old yacht moored off Bayview, and Jack really took to it. After a deal of persistence and subtle cajoling he persuaded Norm Milne to buy it. Alan Campbell and Norm Danvers had sailed on 'Kurrura' in the early 50s. Alan Payne said that it was the boat he modelled the Tasman Seabird after.

Norm paid £3750 for her and then spent another £2500 fixing her up. Jack used to sleep on her during the period of restoration. "He had a real feeling for her," Norm said. And 'Kurrura' again and again pops up in 'Marina News'; Jack followed her through every change of hands and reported the event as if it were as important as anything and everything else he devoted his column to.

Jack was always interested in history. He gathered everything he could about Cook's voyages — especially about Bligh. He took the view that Bligh was maligned. He put endless years reading anything he could about these two, even plotted maps of their journeys. He had a card system which listed every member of the crew of the 'Bounty' — when each joined and when each left. Ron Hobson guesses, "He probably had one of the finest marine libraries in Sydney." Jack collected post cards of ships from

all over the world. A project he was working on with tremendous excitement until his death was the history of the 'Ceramic', a ship that used to bring migrants to Australia which sunk with all hands and was never found. He was gathering information from all over the world, and would occasionally telephone me about a letter he had received from England from someone who was a passenger, or crew member, on the 'Ceramic' and who could fill in another bit of the puzzle.

About two years ago Jack experienced pains across his chest one day when he was out sailing. The doctor said his cardiogram was not good, although I doubt that Jack ever said anything about this outside the family. I remember for a time he stopped drinking, not of great note because he was not a heavy drinker, but he stopped smoking too, which was notable. At this time he started to write his 'memoirs' too, and he even gave some to me to read and to make editorial comment on. I did, and he didn't ever discuss them again. He may have dismissed my comments as misguided; I think he gradually became less worried about himself, for he began to smoke and drink again, and he began to turn to what was, in my limited recollection, the most productive part of his literary career. He wrote for 'Offshore' — one marvellous piece on early navigation (June/July 1978), and he published work in several other boating magazines. He was a regular and significant contributor to the Hobart Program, where he chronicled the statistics of the Hobart Race, wrote about the history of the light-houses between Sydney and Tasman Island, and related the history of 'extras' — spinnakers and the like. Jack had a wonderfully lucid, simple style laced with humour. It is a tragedy that his life was ended as he was entering a period of great self-confidence about his writing when he would have undoubtedly published several books and shared with the world his tremendous knowledge of the sea and the history of ships and men who sailed on the sea. One example from his notes on old-time navigation:

"The log used in English ships was a wooden triangle weighted with lead along one edge so that it floated upright and offered the greatest resistance to the water. Attached to a line on a reel, it was thrown overboard every so often. The line was knotted at 25-foot intervals if a 15-second

timeglass were to be used (50-foot intervals in the case of a 30-second timeglass) and the number of knots that ran out in a 15-second (or 30-second) period was equivalent to the number of nautical miles the ship would travel if she maintained that speed for an hour. It became customary to refer to a ship's speed in knots, but never in 'knots per hour', which was, and is, the hallmark of the landlubber.

"Various reports mention navigation instruments in use on board the 'Bounty' at the time. Mills, the gunner's mate, cut a length off the deep-sea leadline to tie the Captain up. Maybe he'd grown to hate hauling in 100 fathoms or so of line with a 30 lb lead weight on the end of it."

Jack came sailing with us the weekend before he died. He was smoking like a chimney, but he was also more relaxed and seemed to be enjoying himself more than I had seen him do for some time. We sailed through the heads, practised a sight or two, and returned to Store Beach where we had lunch on board and practised putting a reef in the mainsail; neither of us had reefed 'Chubasco' before, and we had talked about one day cruising the western Tassie coast together, or to Lord Howe (he was willing but never quite as enthusiastic about the latter, probably because of a few notable trips he had made there before, one of which will be published in a future issue of 'Offshore').

Jack was completely contented just being on a boat. His ropework was masterful; he could do fancy whipping such as most of us have never seen, and he had mastered the six lead, five bright turkshead which he tied almost effortlessly on the helm of each of the boats he'd sailed on with us.

Jack died at home the next Sunday morning, and 'Erica J' had to leave the marina for the start of a Winter Series race without him. And our middle daughter, who loves jokes, never heard his shark story. ■



AUSTRALIAN YACHTING FEDERATION ADOPTS STABILITY CONTROLS FOR 1979-1980

by Gordon Marshall

The A.Y.F. Offshore Racing Committee, at a meeting held in Hobart over the weekend of 28th-29th April, decided unanimously to adopt modifications to the I.O.R.'s Stability Tests (Rules 1201 to 1206), and that these modifications will apply to all ocean races conducted by Australian Clubs in the forthcoming year.

The following is an explanation by Gordon Marshall of the history and derivation of stability controls on ocean racing yachts. Gordon, as a Rear-Commodore and Chairman of the Sailing Committee of the C.Y.C.A., has been deeply involved in this question over the past 18 months. He was instrumental in putting the Club's case for these modifications to the A.Y.F. Committee.

The proposition was debated at length by the Hobart Committee, and the discussion was purposely spread over two days so that delegates would have ample opportunity to absorb the inherent technicalities. It is now a matter of record that the modifications, which have been in force in the C.Y.C.A.'s Special Regulation 133, have been adopted unanimously by the Committee, indicating that it was a convincing case put on behalf of our Club.

Evidence of marginal stability in some modern yacht designs began to appear during 1977 in reports coming to the C.Y.C.A. from Level Rating events held in Europe. Later in the year these designs materialised in our own waters in the form of contestants for the Squadron's Half Ton World Championship and subsequently in our Southern Cross Cup Series culminating in the 1977 Sydney-Hobart Yacht Race.

The C.Y.C.A.'s Sailing Committee was directed by the then Commodore, Joe Diamond, to investigate the question with urgency so as to protect the Club from criticism should there be any serious accidents during the impending Sydney-Hobart Yacht Race.

(Everyone is aware of our unblemished safety record in the conduct of this race over the past 34 years).

The physical testing of yachts was immediately undertaken (by depressing yachts under test to a mast-horizontal athwartship condition and measuring their self-righting ability through the attachment of weights to the upper "I" point). From this work, together with a theoretical analysis, a formula was evolved which simulated the anticipated forces affecting a yacht when thrown onto its side in storm conditions.

The formula made use of dimensions available from a yacht's rating certificate, and the answer resulting from its application gave a weight which the yacht should be able to support in the mast-horizontal position in the test.

The results of these investigations were taken to a meeting of the Offshore Racing Council's International Technical Committee which, fortuitously, was meeting at that time in London. The effect was the adoption of the testing philosophy and the C.Y.C.A.'s weight formula. There was, however, a hitch.

The I.T.C. logically reasoned that it was impractical to test all yachts and undesirable to leave it to individual Clubs to decide which they should scrutinise. They thus came up with the 'screen' (Rule 1202) which used the Rating Certificate Computer to indicate the 'probability' of stability shortcomings, the appearance of which would require the yacht in question to be subjected to the physical test using the aforementioned weight formula. If, however, the yacht passed the 'screen', it was judged as sufficiently stable not to require testing.

It is now a matter of history that the 'screen' proved to be too lenient, and permitted all but the most extreme designs to escape testing. This was immediately apparent to those of us at the C.Y.C.A. who had been involved in the investigational work, but the

1977 Sydney-Hobart Race was by then upon us, and away went the fleet, questionable and untested designs included. It was fortunate that the race proved arduous before the fleet had gone too far, and all but one of the worrisome yachts chose to retire to shelter at ports along our southern coast.

The immediate pressure was thus removed, and the C.Y.C.A. was able to pursue its investigations at greater length. Many of the questionable designs were now available for testing since the threat of non-acceptance in race was temporarily removed, and additionally, some owners had begun to realise the potential danger, having experienced racing conditions which they had hitherto been fortunate in avoiding.

The outcome was a lengthy and detailed report which has enjoyed wide acceptance in yachting circles and ultimately found its way to the O.R.C. via its I.T.C. The main thrust of the report was to prove that the screen was inadequate and that a grading of stability was desirable in order to make the system practicable. The C.Y.C.A. issued its Special Regulation 133 in 1978, which gave effect to these conclusions but which, of course, governed only C.Y.C.A. events.

In the meantime a year had passed and the O.R.C. met again, though on this occasion they were deeply involved with many fundamental changes to the Rule and could perhaps be excused for giving our submissions less attention than we felt they deserved. They did, however, concede that the screen was inadequate and increased its effectiveness by adding .25 to the formula in their current amendment to Rule 1202 (we had recommended the addition of .5). They furthermore recognised our desire to test boats with a .5 screen addition and undertook to change the computer programme, issued to national authorities throughout the world, so that every new certificate would display the screen value, irrespective of whether the yacht passed

or failed. This was to enable us to continue our surveillance, and they particularly asked that we supply results from our activities.

It was a little disappointing, however, that they held to the hard line that a yacht either passed or failed the stability test, and they apparently saw no graduation of risk with different race categories.

This was contrary to all the studies we had undertaken, and the safety differences between, say, sailing in a triangular event within six miles of Sydney Heads in daylight and sailing 500 miles east of Sydney heading for Noumea was, to us, all too apparent.

Notwithstanding the obvious and proven concern that the C.Y.C.A. has adopted through the years towards yachting safety, we were convinced that whilst a yacht may be shown to have too little self-righting ability to take on a Category 1 Race, say, to Lord Howe Island, it may be acceptable for less demanding races. We were thus confident that self-righting ability should rightly be tied in with race categories.

These were the propositions which I put to the Committee of the A.Y.F. in Hobart, and I am pleased to note that, whilst they made me work for the result, as evidenced by their detailed and lengthy questioning of the philosophies and conclusions of our investigational work, the count disclosed unanimous agreement when their Chairman finally put the question. All States agreed that a tighter screen and scaled race categories should apply to their fleets in the forthcoming year. We now have unanimity throughout Australia.

Looking back over the whole question, I am convinced that we now have a good rule. It protects the unwitting owner from sailing a yacht in conditions which may prove dangerously unsafe to both himself and his crew; it sets benchmarks for designers so that they will know whether or not their designs will be accepted to race rather than awaiting the pleasure of a Race Committee immediately prior to the event; and it relieves the awesome responsibility from race administrators who otherwise are obliged to make ad hoc decisions at the last moment. The passage of time may uncover modifi-

cations which will need incorporation but we should all endeavour to make the rule work satisfactorily, in the overall interest of the sport.

— Gordon Marshall,
Rear-Commodore,
Chairman — Sailing Committee

A.Y.F. SPECIAL REGULATION AFFECTING I.O.R. 1203 AND 1204 SCREENING VALUE & STABILITY

1. The Australian Yachting Federation will issue rating certificates for ocean races in Australia without the necessity of a practical stability test only where the value of SV determined by Rule 1202 is:
 - a. Equal to or less than -.25 in which event an unqualified rating certificate will be issued.
 - or
 - b. Less than 0.0 and greater than -.25 in which event a qualified rating certificate will be issued indicating that the yacht is suitable only for Category 4 ocean races in Australia.
2. Where the value of SV determined by Rule 1202 is greater than -.25 the rating certificate may be issued or endorsed for a higher Category of ocean race in Australia only when either:
 - a. The yacht or one of its type with certificated appropriate dimensions similarly acceptable to the A.Y.F. has been demonstrated to the satisfaction of the A.Y.F. to achieve a suitable Self-Righting Index (SRI).
 - b. The yacht has been so modified that, on remeasurement, she achieves a value of SV equal to or less than -.25 or a suitable Self-Righting Index (SRI).
 - c. In the case of a yacht having DSPL greater than 17500 lbs (7938 kg) the A.Y.F. is satisfied that stability calculations indicate adequate stability.

- 3) The SRI shall be determined from the formula —

$$SRI = \frac{BW}{W}$$

where W is the weight determined from the formula in Rule 1204.3 and BW is the Balance Weight determined by carrying out the practical stability test detailed in Rule 1204 and determining the actual weight required to achieve a balance position with the mast horizontal (90° keel angle).

- 4) The following list of suitable race categories shall apply to the yacht, according to the SRI so determined and the certificate may be issued after the maximum Race Category has been recorded on the Rating Certificate:

SRI less than .625 — not suitable for ocean racing in Australia.
SRI between .625 and .812 — suitable for category 4 ocean races in Australia.
SRI between .812 and 1.00 — suitable for category 3 ocean races in Australia.
SRI between 1.00 and 1.187 — suitable for category 2 ocean races in Australia.
SRI exceeding 1.187 — suitable for all categories of ocean races in Australia.

- 5) Determination of a yacht's SRI shall be carried out by the conducting Club at the owner's risk and cost and no liability will be accepted by the Club, the State Yachting Authority or the Australian Yachting Federation or any of their members, officers or servants. ■

TEST PROOF

PROTEST

by Steve Old

Date: 2/12/78.

Race: 30 mile, offshore.

Time: 1105-1155 hours.

Place: Starting line.

Protest lodged by 'Superstar' (KA B1) against 'Rogue' (1743).

Protest lodged by 'Rogue' against 'Superstar'.

This incident was much talked about around the Club because it unfortunately resulted in serious damage to 'Rogue' and injury to a crew member aboard the same yacht.

The protest was held at the C.Y.C.A. on Thursday, 7th December, and for what is believed to be the first time the Committee* viewed film of the incident.

*The Committee consisted of Alan Campbell (Chairman), Boy Messenger, Geoff Peacock and Steve Old.

In accordance with the correct procedure, the Committee found the following facts.

Facts found

1. 'Rogue' was approaching the starting line on starboard tack with eased sheets reaching towards the line prior to the starting signal.

2. 'Superstar' also on starboard approached 'Rogue' from leeward.

3. 'Superstar' hailed 'Rogue' "up, up" to keep clear.

4. 'Rogue' failed to respond adequately and a minor collision occurred.

5. 'Superstar' fell below 'Rogue' but had no room to manoeuvre because of the proximity of right-of-way leeward yachts.

6. 'Superstar' came hard on the wind in an endeavour to clear the stern of 'Rogue' to avoid colliding with converging leeward yachts.

7. A second collision occurred causing 'Rogue' to retire with severe damage.

Rules Judged Applicable
Rules 40 and 37.1.

Yacht holding right-of-way
'Superstar'

Decision

'Rogue' failed to honour her obligations under Rule 37.1 and 'Superstar' did fulfill her obligations under Rule 40. 'Rogue' is therefore disqualified.

'Rogue' subsequently lodged an appeal. Ground No. 1 in her appeal immediately brought out an interesting observation. It was very obvious at the hearing, and from 'Rogue's' diagram of the incident, that the helmsman of 'Rogue' was not aware of the term 'overlapped' as set out in part 1 of the Rules.

From 'Rogue's' appeal

"I wish to appeal against your decision to disqualify 'Rogue', which I received on Monday, 11th December. The grounds for my appeal are as follows:

1. Finding of fact No. 2 uses the term leeward. This term has a technical meaning as set out in the definitions, implying that the yachts were overlapped.

2."

Definition: clear astern and clear ahead; overlap

— A yacht is *clear astern* of another when her hull and equipment in normal position are abaft an imaginary line projected abeam from the aftermost point of the other's hull and equipment in normal position. The other yacht is *clear ahead*. The yachts *overlap* if neither is *clear astern*; or if, although

one is *clear astern*, an intervening yacht overlaps both of them . . .

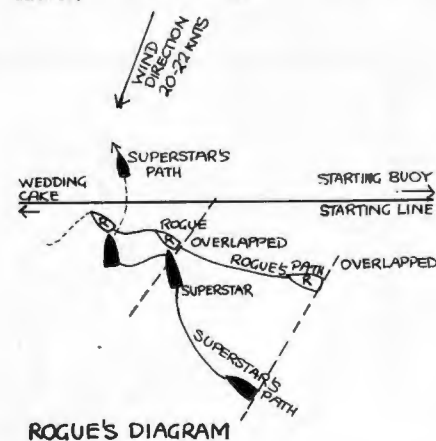
It does not matter how much distance separates the yachts; if the imaginary line cuts through the other yacht, then they are overlapped, and they remain so until the overlap is broken.

Diagram 1 is 'Rogue's' and Diagram 2 is the Protest Committee's.

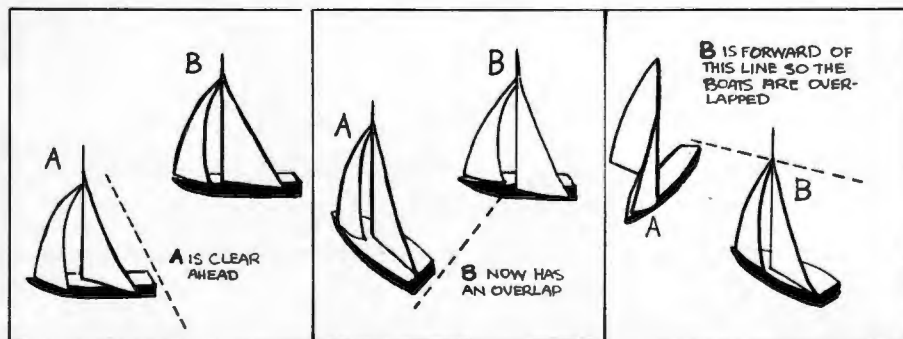
I have extended to position of both yachts backwards in time on 'Rogue's' diagram and have drawn the 'imaginary line projected abeam' (as quoted in the definitions) on both diagrams. It is clear that an overlap existed for some considerable time before the incident. 'Rogue's' appeal contradicts her diagram.

Diagram 1.

'Rogue's' original diagram did not show the two hulls at the right, and the dotted lines and words 'overlapped' were added by the author.



(continued next page)



As is required under the rules of appeal, the Race Committee submitted a rejoinder to 'Rogue's' appeal. The opening paragraph is worth noting.

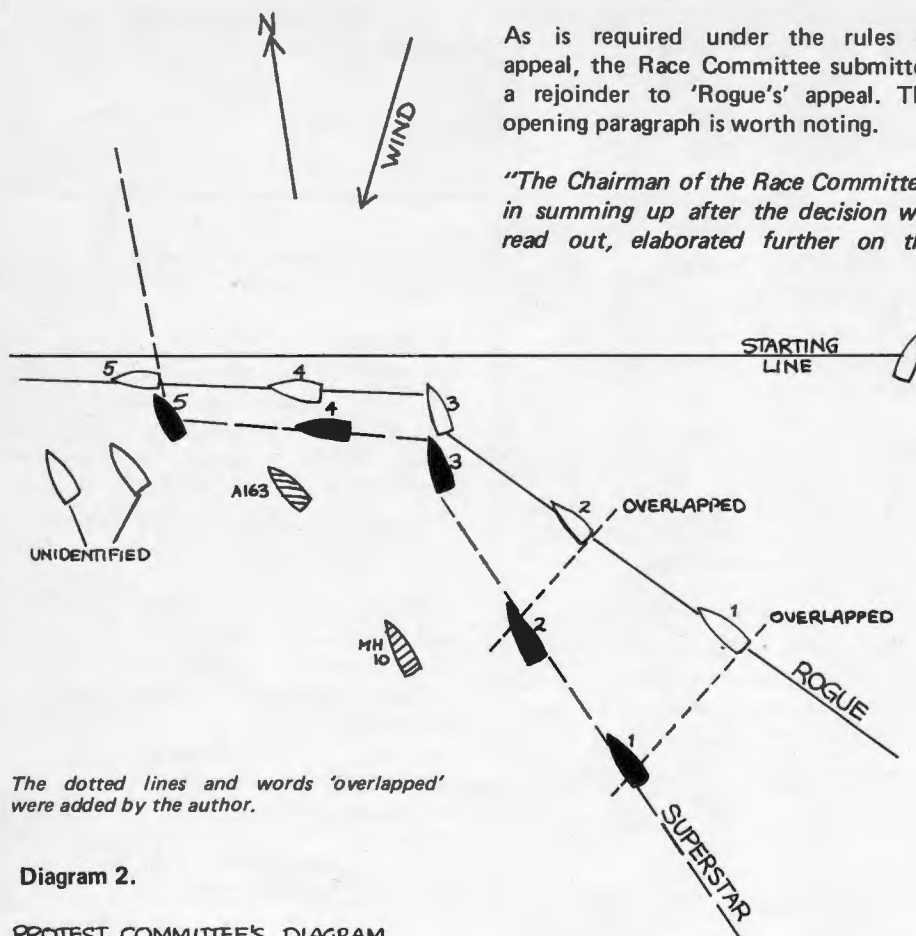
"The Chairman of the Race Committee, in summing up after the decision was read out, elaborated further on the

requirements of Rule 37.1 and sought to impress upon the skipper of 'Rogue' his obligations when he eased away to reach down the line to avoid a premature crossing of the starting line."

Let me point out that the Committee was totally satisfied that 'Superstar' made every possible effort to avoid a collision. The appeal was subsequently dismissed for the reason stated by the Protest Committee.

In just about every protest there emerges a little bit of quaint humour. On the protest form there is a provision for Rule 68.3 (c), i.e., 'Time, if any, at which the protestor tried to inform the protestee that a protest would be lodged.' 'Superstar's' answer (in part) to this question was "... — also told him to 'go home'".

That's pre-war 18-footer stuff! ■



The dotted lines and words 'overlapped' were added by the author.

Diagram 2.

PROTEST COMMITTEE'S DIAGRAM

Currie Chegwyn the yacht insurance professionals

Currie Chegwyn Insurances have been insurance consultants to the New South Wales yachting fraternity for nearly 20 years. For obligation-free counsel telephone Konrad Szymanski on 232 1500 or call at 50 Bridge St, Sydney.

A DIVISION OF



Minet James Australia Ltd

MELBOURNE SYDNEY ADELAIDE BRISBANE PERTH AND THROUGHOUT THE WORLD.



Bob Holmes

BOATING SERVICES PTY. LTD.

SUPERSTAR
RAGAMUFFIN (all 3)
STORMY PETREL
AGGRESION
MERCEDES (III, IV & V)
PANDORA, SOLO
RUMRUNNER, SISKI II
WILLI WILLI
CONCUBINE
CAPRICE OF HUON
WAINUNU IV, ENID
SALACIA, BACARDI
NIKE, SATIN SHEETS
SUNDOWNER, PIMPERNEL
KOOMOOLOO
MISTRAL, QUEEQUEG
BUTTERSCOTCH
VIM, APOLLO
PEGASUS, NATELLE
PROSPECTOR N
ILINA, PATRICE II
POITREL
BORN FREE
HUON LASS
HOT PROSPECT
ERICA J...
and "FRED"

**Quality Yachts Sold By
Professional People**

**BOB HOLMES BOATING SERVICES PTY LTD,
NEW BEACH ROAD, DARLING POINT. 2027**

32 9991

AGENTS FOR

**COMPASS YACHTS
MARINE HULL INSURANCE**

the single hander



When there's green water coming over your foredeck and a jib change is on, Wichard single-handed jib hanks have it all over the old-fashioned piston hanks. An ingeniously simple self-tensioning snap (patent applied for) means no more working parts to corrode or jam; they snap on or off simply with one hand, allowing you (or your crew) to change sails keeping one hand for yourself. You get back off the bow sooner, safer and more comfortable, and the yacht is back in racing trim sooner.

Wichard sail snaps are of beautifully finished, drop-forged stainless steel — and they really are stainless, specially polished with passivating agents at the factory in France. Good-bye oxide stains on your white sails.

Those rounded, almost sensuous, frictionless curves give velvet-smooth action on the forestay, too.

Tried and tested in the Whitbread Round The World Race, Wichard sail snaps will cost you only a few extra dollars per sail. Ask your sailmaker, ship chandler, or phone us at Brandts.



**specialist in high quality engineered drop-
forged stainless steel yacht fittings.**

shackles ● snap hooks ● snap shackles
sail snaps ● eye bolts

IMPORTED AND DISTRIBUTED IN AUSTRALIA BY



SUPPLIERS OF QUALITY EQUIPMENT SINCE 1878

BRANDTS
PTY LTD

Marine DIVISION

371 PITT ST, SYDNEY BOX 3626, SYDNEY 2000
PHONE (02)26-6652 CABLES 'BRANDLAMP'

THE FRENCH EXTENSION



Vila Bay

by Peter Rysdyk

When we set out to prove that it is only a matter of promotion, regardless of whether it is a race to the South Pole or Noumea, we were in no way prepared for the overwhelming success of the 1979 U.T.A. Sydney-Noumea Yacht Race.

Through a steady flow of press releases, newsletters, radio and TV news snippets, we succeeded in getting this 1100-mile ocean race to the top of the yachting world hit parade, and it must be the first race in yachting history which was sold out six months prior to the start.

And so, when in February we sat down to close the entry list, 79 entries were already on hand and we had the hard task of writing 'Dear John' letters to over 25 prospective entries. If ever there was a case for proof that there is room for an annual overseas race (even two per year), it has been our experience with the U.T.A. Sydney-Noumea Race.

The entries are still rolling in and will almost certainly come close to the 100 mark. On 16th June at 1100 hours when the gun sends the starters on their way across the sunny Pacific, 1089 nautical miles to Noumea, a great number of envious yachtsmen will have to stay behind.

The French Extension

After many requests from yachtsmen who entered our U.T.A. Noumea, we have organised an extension race from Noumea to Port Vila, New Hebrides. The race is in conjunction with the Yacht Club Port Vila, an enthusiastic band of yachtsmen (49 in all) with a variety of nationalities, led by its efficient Commodore, Don McFarlane, and fired up by Bill Webb of Hobart Race ('Joker') fame.

For those who have seen and experienced the hospitality and genuine enthusiasm of our French friends in Noumea 1977, we have an even greater treat in store in the Burns Philp Noumea Vila Race.

Yes, the Burns Philp it is, a new race with a new sponsor with an old and solid name, a name respected throughout the Pacific, a name which originated in our own Australia.

When Burns Philp New Hebrides Ltd found out about the sum needed to run the race, they proceeded swiftly and efficiently to take care of this problem with no strings, no conditions and no fuss.

We are fortunate to again have as radio relay vessel the M.V. 'Marabou', which is also fulfilling the same function for

the U.T.A. Sydney-Noumea Race. The Club and all race entries are most grateful to Keith Storey in making available his beautiful vessel and his own time to help make these races a success.

The Burns Philp Noumea-Vila Race is sub-sponsored by our old friends U.T.A. French Airlines, also Marlboro cigarettes, Rossi Hotel, The A.N.Z. Bank and Melanesia Airlines. Actually, amazing was the co-operation we received when organising this race which will obviously be a popular extension to the Noumea.

New Hebrides, as we know, is a condominium ruled by the French, the British and the Islanders themselves. With independence set down for 1980, this race takes place during the last year of the last condominium in the world.

New Hebrides itself is a fascinating group of islands and an unspoilt part of the Pacific.

Brief History of the New Hebrides

The New Hebrides Group was discovered in 1606 by De Quiros, the Spanish explorer, who named it "Tierra Australiadel Espiritu Santo" for he thought he had finally found the long-sought Southern Continent. In 1768,

the French navigator Bougainville discovered the islands of Aoba, Pentecost and Maewo, calling them the Cyclades and named the Strait, through which he passed, after his own name. In 1774, Captain Cook sailed through the Group from the North heading South, and named most of the islands in the Southern chain. In 1793, D'Entrecasteaux sailed to the New Hebrides Group searching for the lost French navigator La Perouse. By 1895, both British and French subjects had settled in the Group and in 1902, Resident Commissioners were appointed. On 20th October 1906, the Anglo-French Convention was signed and the condominium established.

Port Vila

Port Vila is the capital and administration centre of the New Hebrides, situated on Efate Island, with a population of 18,541. Of this total, 1,929 are Europeans, 451 Chinese and Vietnamese, 8,336 New Hebrideans and the balance mixed Europeans, Indians, Polynesians, Micronesians and Melanesians. Port Vila is a colourful township. The mixture of traditional French and British cultures affords a variety of activities and some of the finest cuisine to be found in the South Pacific. The colourful market in downtown Vila enables residents to purchase a wide variety of fish, crabs, bananas, fruits, and all the island-style vegetables imaginable. A wide selection of stores offer varied and interesting duty free shopping. The large department store of Burns Philp, generally known as BP's offers a choice of general merchandise including clothing, food-

stuffs, a wide selection of beers and wines from Europe and Australia and the best selection of perfumes to be found!

The New Hebridean Islanders

The New Hebridean Islanders are rich in culture, and much of their traditions and beliefs remain unchanged today. Numerous traditional ceremonies carried out hundreds of years ago still form an important and dramatic part of their lives, although a lot of origins remain clouded in mystery. On the mountainous island of Pentecost in the Northern half of the New Hebrides we find the village of Bunlap, steeped in tradition and culture, and from which the famed tower divers come. During the months of June and July, after the big yam harvest is over and when the lianas, a type of vine, are at their very best, the village men from Bunlap join together and erect a huge tower, usually at least 25 metres in height. By the way of an intricate system of binding woods and lianas they form numerous platforms all the way to the top. Only the men are permitted to be involved, by way of tradition, and dive from the top of the tower with liana vines securely fastened to both ankles. The purpose behind this tradition is to induce a good yam crop for the following season and at the same time to enable the men of Bunlap village to prove their manhood, in taking the death-defying leaps from atop the tower.

Throughout the New Hebrides group of islands from Gaua to Anatom, numerous New Hebrideans still live in

the traditions of their forefathers. Rich in culture and largely untouched by modern day man, they live their simple life developed around customs passed down from father to son and tribe to tribe. Their hardships are many, but they are a dignified, traditional people who will undoubtedly continue their way of life for years to come.

So the C.Y.C. has another race on its hands. Some have voiced the opinion that it is too far from home; others say, 'why more races?'

The first comment has some merit, and it would be good to see our Noumean C.N.C. friends take over the administration of this Race in future years. The second comment is a different kettle of fish.

We have been trend-setters and, in my opinion, it should stay this way. We started our Hobart, and soon other clubs went on with races to compete, virtually starting at the same time. We revived the Noumea and another over-

Santo Island, New Hebrides





seas race was promptly brought to life.

With nearly 20 Victorian entries in our U.T.A. Noumea, it must be obvious that Victorian clubs will, and actually are, looking for their own overseas race. Queensland is already organising a second race to the Noumea area. We have always taken the attitude, don't make waves and upset other clubs, and I think this is important. We have proven to be the most successful Club at organising yachting events of this type because we are fortunate to have the expertise needed and the men to handle and organise it.

Recently we had an offer to organise a race competing, if you can call it that, with an overseas race organised by a sister club. The offer was accompanied by a hefty sponsorship sum with destination being the only possible place left in the Pacific, not too far-not too close (with the exception of New Zealand). We feel it is only a matter of time before some Australian club will jump at it.

We requested C.N.C. Noumea for an annual race, but this is not possible for the C.N.C. to handle, as they already have a Wangarei-Noumea Race during our off year.

The U.T.A. Noumea has double the number of entries allowed into the crowded C.N.C. marinas. What are we going to do? Refuse to make the waves and let others take over *or* make waves and lose friends?

It is the current C.Y.C. dilemma.

18 — OFFSHORE, April-May 1979



A sponsor's cheque is handed over to the CYCA's Noumea Race Director, Peter Rysdyk, by Burns Philp General Manager, Mr. Barnes (right), in front of the Yacht Club Port Vila clubhouse, whose Commodore, Don McFarlane, stands at the left.



**FOR GEAR, GIFTS
AND EVERYTHING AFLOAT.**

**OPEN 9AM TO 6PM
MONDAY TO FRIDAYS!**

**17 BRIDGE STREET,
SYDNEY. Ph.27 4607.**

You're all settled in for the winter, but haven't you forgotten something?



The boat's laid up, the gear's stored, and the sleeping bags and linens have been sent to the cleaners. But have the sails been left to mildew in the forepeak or the locker? And what about those chafed seams in the headsails, tired batten pockets in the main, and pinholes in the spinnaker?

Little problems become big problems unless attended to professionally.

During the off-season, let the Hood Service Loft take care of your sails. A little prevention now will give you peace of mind this winter, and better (and less costly) sailing next summer.

Come in out of the cold with Hood's Winter Service

Don't leave it till August.

Now is the time to have your gear and rig checked over thoroughly and set up for an attack on next season's sailing.

Hoods are the only sailmakers and rigging operation on Sydney Harbour that can be reached by boat. Hoods can do any or all of the following at our waterside loft at the head of Careening Cove. And our interstate lofts can also provide many of the services of the Sydney loft.

If you would like to avail yourself of any of these services please tick the appropriate box and return with phone number so we can book you in.

- ☐ Check set of sails on the boat.
- ☐ Check, alter, repair sails.
- ☐ Quote on new sails, spars and rigging.
- ☐ Tune mast set-up and rigging.
- ☐ Check spars and rigging.
- ☐ Fit the unique Gemini Luff System for changing headsails.
- ☐ Check current rating certificate.
- ☐ Organise any engineering work.
- ☐ Check and service or supply Brookes & Gatehouse instruments.

NAME:

ADDRESS:

.....

PHONE NO.:

Call your nearest Hood loft now.

HOOD SAILMAKERS (AUSTRALIA) PTY. LTD

P.O. Box 165, Milsons Point, Sydney 2061 (02) 929-0700

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



Sydney: Ian Broad,
Ian Lindsay
& Kevin Shepherd
(02) 929-0700

Melbourne:
Col Anderson
(03) 699-1861, 699-8614
130 Gladstone St,
South Melbourne 3205

Adelaide:
Don King
(08) 47-3100
43 Webb St,
Port Adelaide 5015

Perth:
Phil Harry
(09) 335-3734
69 Thompson Rd,
North Fremantle 6159

Hobart:
George Pickers
(002) 23-7766
61 Salamanca Pl,
Hobart 7000

Brisbane:
Jack Hamilton
(07) 396-9667
124 Glenora St,
Wynnum 4178

International Lofts: Australia, Canada, England, France, Italy, Japan, New Zealand, West Germany and USA.



FLARE SIGHTINGS AT SEA

*A Department of Transport Safety
Education Article.*

Reports of flares, or what are thought to be flares, seen at sea or in coastal regions pose a problem to the Search and Rescue (SAR) authorities. Faced with a report the SAR authority must decide if it was a flare and, if so, was it a distress signal? You can help by learning to recognise the different types of flares and the action recommended to be taken on sighting a flare.

In order to gain more knowledge of different types of flares you may like to attend one of the flare demonstrations which are conducted by boat clubs and associations in your area.

Distress Flares and Signals

The internationally recognised distress flares (pyrotechnic distress signals) are:

- (a) A rocket parachute flare or a red hand-held flare;
- (b) Red stars, thrown by rockets or shells, one at a time at short intervals; and
- (c) A smoke signal giving off orange coloured smoke.

Other Pyrotechnics, Lights and Illuminants

Numerous other lights, flashes and glows are often reported as distress flares. The following is a list of

examples which have been reported to the Australian Coastal Surveillance Centre, Canberra, over the past four years:

- (a) Fireworks in coastal areas.
- (b) Oil refinery or oil production platform 'burn off' flares.
- (c) Artillery or Naval gunfire flashes.
- (d) Artillery or Naval gunnery illuminating flares.
- (e) Mortar firing flashes.
- (f) Tracer ammunition.
- (g) Navigation lights (surface vessels and aircraft).
- (h) Aircraft landing lights.
- (i) Aeronautical rotating beacons.
- (j) Flashing neon lights in coastal areas.
- (k) After-burner light-up on jet aircraft.
- (l) Burning-off of fuel from military jet aircraft.
- (m) Loom of light from lighthouses.
- (n) Lightning flashes.
- (o) Meteorites (all colours).

In addition, flares coloured other than red, are sometimes used for signalling purposes by fishing vessels and pleasure craft.

Recommended Action on Sighting of Flare

The following action is recommended if you sight a flare:

- Note the bearing of the flare from your position, and the direction in which it was travelling (if applicable).
- Note the time at which the sighting occurred.
- Note the colour of the flare.
- Note whether the flare first appeared at altitude or close to the horizon.
- Note whether the flare is rising or falling.
- Note whether the flare is a parachute flare or other type.
- Note duration of flare.
- Note whether the flare appeared to be near, or far from your position.
- If not already known, calculate your position as accurately as possible.
- Report all details of sighting as soon as possible to the nearest coast radio station, fishing co-operative, police station or CB radio base station.
- If you think that it may be a dis-

(continued on page 29)



BIGGLES' COLUMN

(by John Brooks)

By the time this appears it will be well into 1979 and one of the biggest problems faced by the Club since its foundation will be looming large, that is, the redevelopment of the Club premises. The sequence of events which began with the rebuilding of and extensions to the marina will continue this year with the reconstruction of Club buildings and slipways along lines which have been the subject of much controversy, some of it public, over the past few years.

Not surprisingly, therefore, there are a few ideas and rumours circulating amongst the membership even at this late stage which are completely out of touch with reality. The facts are these: firstly, we must redevelop or vacate the premises; secondly, we must commence the project this year in some form; thirdly, some aspects of the redevelopment are compulsory.

The details and background of this undertaking will be the subject of a future article in 'Offshore'. Suffice it

to say that all Members with any interest in our C.Y.C.A. should make an effort to familiarise themselves with the nature of the redevelopment. When the builders start breaking ground later this year it will be too late to make your opinions known. Letters to the Editor on this subject will be very popular with both the Editor and the Development Committee as a means of sounding out aspects of Club opinion and generating more of the same.

* * *

From time to time there arises within the Club conflict in relation to the interpretation of C.Y.C.A. By-Law 7 which, for those of us who do not have the Club Articles and By-Laws committed to memory, states in part: 'No Member shall carry on his profession, trade or business on the Club premises . . .'. This results in occasional confusion on the status of sailmakers, chandlers, designers, paid hands, riggers, boat builders and various associated tradesmen that we number amongst our membership.

Imagine a sailmaker, for instance — there are a dozen or more in the Club ranks — not discussing sails either in general or in particular with any Member who might be a potential customer. You might be able to imagine it but I can't; in the natural course of events it happens every week — that and sundry other violations of By-Law 7. It seems likely, therefore, that strict interpretation of the By-Law as it is presently worded would result in the loss to the Club of some of its most active Members, and recently it was, in fact, suggested to two Members that they might be forced to resign under this rule.

Fortunately, common sense has prevailed on this and other occasions, and By-Law 7 has been left to take care of blatant sales and business activity. Even this has to be interpreted liberally these days now that sponsorship and promotion of our major races has become an essential element of Club activity. It might be a good idea for the Club to consider the wording of By-Law 7 to avoid future problems; after all, even the I.Y.R.U. recognises that tradesmen and professionals should not be penalised because of their occupation.

I.Y.R.U. Appendix 1 states: 'No yachtsman shall lose amateur status by reason that his livelihood is derived from designing or constructing any boats or part of boats, or accessories of boats or sails or from any other professions associated with the sea and ships.' Should we do any less by ourselves where Club membership is concerned? Perhaps we should make that I.Y.R.U. appendix a Club By-Law in lieu of By-Law 7 with 'amateur status' replaced by the words 'Club Membership'.

* * *

An enlightening piece of intelligence to emerge this season was the suitability of Port Phillip Bay as a venue for the Admiral's Cup Trials. By various accounts it produced racing conditions much closer to those which might be expected in the U.K. in July/August than would, say, the coast of N.S.W. According to Graeme Freeman, who was one of the selectors, the long race in Bass Strait was a Fastnet Race in miniature.

The Bay also allowed more comprehensive observation of the contenders by selectors than previously. Crews found their boat and themselves under close scrutiny at all times of the day or night and navigation or tactical errors became more than just temporarily embarrassing. In fact, the selectors exercised their prerogative by calling for a change of navigators on one of the team boats. They also put Jim Hardy on standby to steer 'Impetuous' because Hughie Treharne is a doubtful starter in the U.K. what with Jeanine expecting their first child right around A.C. time. Not very good planning for a couple of yachties (that remark will probably get me into strife with the Festival of Light).

Meanwhile O.R.C.A. has a king-sized job on its hands raising the necessary funds for the team. Organised for the first time by O.R.C.A., the trials proved to be both a showcase of the state of the art in this country and a truly representative test of the available challengers. The team they came up with looks good on paper, and once again O.R.C.A. has demonstrated that it has the ability to pull the right people together to organise an important series. Now comes the hard

(continued page 23)

*Catch the wind in
your sails
and cruise today to the
Watsons Bay Hotel*



337 4299

LUNCHEONS: Available
7 days a week.

**EVENING
BARBEQUE:** 6 p.m.—10 p.m.
6 days a week.

**FUNCTION ROOMS AVAILABLE
FOR BOOKINGS**

**SUITABLE FOR ANY FUNCTIONS
FIRST CLASS MENUES TO
SELECT FROM**

ACCOMMODATION:
all facilities—reasonable rates

**BOTTLE SHOP OPEN 7
DAYS A WEEK**

Watsons Bay Hotel
Military Road,
Watsons Bay NSW

AWA

Guaranteed marine
electronic equipment
with nation-wide
back-up service facilities
Bridge the gap . . .
anytime. With one of the
following A.W.A.
transceivers



INTERNATIONAL MARITIME VHF/FM
25-watt transceiver with digital channel
readout, 24 channel capability including
subscriber channel with automatic
push-button selection. Channel 16 push
button override together with variable
control muting. Dimmer control of digital readout
Brilliance. Speaker incorporated with push
button use of microphone as speaker. For
12V. DC operation supplied with 4 channels
of crystals and suitable antenna.



THE AC516 6-channel 5-watt unit has an
illuminated dial and incorporates a meter
which indicates receiver signal strength and
transmitted power. A squelch control
quietyens unwanted noise. Special design
features prevent interference from paging
systems.



Callbuoy portable distress radiotelephones
transmit on the international marine distress
frequency of 2182 kHz. Unlike VHF, which is
limited to line of sight ranges, 2182 kHz
gives a normal range of between 40 and 60
miles.

PO Box 218 Leichhardt NSW 2040
Telegrams "RADSERV" Sydney
Telephone 560-8644
Telex AA 24493



WATSON'S KNAVIGUESSING KNOWHOW

With the Noumea race nearly here, the accent is on celestial navigation, with lots of experienced and not so experienced knaviguëssers brushing up their math and polishing sextants.

It would be interesting to run a survey of the various methods that will be used by the fleet — sight reduction tables, haversines, air navigation tables, calculators, programmed calculators. I wonder if anyone still uses longitude by chronometer?

For many years I have used, and taught, the short method for zenith distance/altitude as published in Nories Altitude Azimuth tables. With a locker full of printed sight forms and aides-memoire, you can imagine my consternation upon opening the latest edition of Nories' to find that for some unstated reason, these tables have been omitted. I don't know how my previous students will fare when they go to buy a new book.

Back to the think tank, therefore. A decision had to be made as to the next effective system, both for ease of teaching and for practical use in small boats. The result was a compromise. I purchased a small book (\$1.75) which gives simple keying instructions for trigonometric and also basic calculators to quickly produce an intercept and azimuth. The book also provides natural sines, cosines, etc., to use with the basic calculators, although a trig calculator can be bought for about \$20 anyway, and save a deal of trouble. The book is called 'Using Electronic Calculators to Solve Problems in Navigation', published by Naval Institute Press and can be obtained at any of the boating book shops.

To back up this system, in case we run out of batteries, I use the Air Navigation tables of Selected Stars.

With these tables, an almanac is not required, as GHA Aries is also tabulated. The tables are simple to use, with no interpolation, and just one small correction to be applied to the final fix. Even a star identifier is not required, as the seven selected stars are shown with altitudes and azimuths for every degree of H.A. While altitudes are only given to the nearest minute of arc, I feel that this is sufficient for yacht navigation.

During March I cruised to Lord Howe and back with Terry Wise in 'Meltemi' and put the system to use on the way. It all worked very well, and I combined stars and planets successfully. Terry was conducting the cruise for some of his graduate sailing students, and they were impressed with the system also, which gives me heart.

One small piece of information while I'm at it. At the northern entrance to the lagoon, right on the leads, is a new coral head with only seven feet (say two metres) of water over it at low water. Deep draft yachts should keep slightly to the north of the leads until nearly into the entrance. The peak lies about 60 yards outside the entrance proper.

The other event that grabbed me during the outward passage was that we pushed a WSW. to SW. set of between 1-1½ knots nearly all the way. The log was running a little fast, but it read 650 miles on arrival after a reach along the rhumb line in fresh SW. breezes. I couldn't get sights for the first 24 hours, but on the second day I took three longitudes before I was convinced that we really were nearly 80 miles behind the log! On the way back, upon making a landfall from virtually due east, it was interesting to note that the first object sighted was the new Centrepont Tower.

For the Noumea race, I've had a quick look at the Almanac to see what

celestial bodies will be available. The moon should be good for the first few days, being to the west of the meridian during the morning, giving a good cross, with the sun. Venus will be too low most of the time, but Mars is around together with Jupiter and Saturn, so you should have few problems with suitable azimuths at morning and evening twilight.

Don't forget to check your compass error occasionally. Most modern steering compasses have shadow sticks in the centre of the card, which will throw a good shadow with altitudes of the sun of 45° or less. Don't forget to use the reciprocal, however! The azimuth can be calculated quickly from Sight Reduction or ABC tables, and the compass error is then known, just in case the beer cans have accumulated round the compass. A quick check with the hand bearing compass is the easiest way of course, as long as the hull is not ferro or steel.

Talking about sextants, if any navigators are reluctant to interfere with the correcting screws on their sextants, I will be happy to reduce index errors, etc., for them. Just leave the instrument at the Sailing Office. There's no charge for this.

Have a good race.

— Hedley Watson

Biggles' Column

(continued from page 21)

part, getting the team to England and back.

In Joe Diamond and Campbell Scott, O.R.C.A. has leaders who practically wrote the book on yachting sponsorship and fund raising in this country, and with what is now a nationally representative group of ocean racing enthusiasts behind them, I believe that Australia's continued appearance at Cowes is a foregone conclusion. However, I don't envy them their task. ■

OFFSHORE SIGNALS

Cruising Planning

You may be interested to learn that since its incorporation in 1974 this organization has assembled a collection of 1500 or more charts covering cruising areas throughout the world with both large and small scale charts. In addition we maintain a file of 'port information' that describes anchorages, places where supplies can be secured and, with limitations, regulations regarding customs, immigration and appropriate special conditions governing visiting yachtsmen.

We are prepared to supply yachtsmen with plans for voyages in the Atlantic, cruising in European waters and within feasible limits parts of the African coasts. We have supplied plans for voyages along northern South America, around the Caribbean, across the Pacific, cruising among the South Pacific islands, Indonesia and the Indian Ocean to Zanzibar, Suez and so on.

Our funds are limited, we are a 'charitable, non-profit corporation' and cannot afford to advertise. However, perhaps your readers would be interested to know that we have distributed some 100 cruise plans and can provide more. Because each cruise differs these are compiled to answer specific requests. The cost of these plans varies with the details requested.

Yours truly,

Frederick Johnson,
Director,
Cruising Information Center Inc.,
Peabody Museum,
East India Square,
Salem, Massachusetts 01970

Rights of Boat Owners in Distress — Salvage

Dear Sir,

We refer to previous correspondence in this matter resting with our letter dated 15 February 1979.

We have recently been involved in a

salvage claim on behalf of four fishermen who, at considerable risk to themselves, rescued an unattended cabin cruiser in waters outside Broken Bay approximately two miles east of Lion Island. The cabin cruiser was worth some \$40,000 and yet our clients were only awarded the sum of \$750 by way of salvage services by His Honour, Mr Justice Sheppard in the Admiralty Division of the Supreme Court.

It became quite obvious during the course of those proceedings that His Honour was concerned that if he had awarded anything more than a token amount he would be creating an unfortunate precedent and causing the proliferation of such claims. We understand that insurance companies have been rejecting claims for salvage services which have been made since His Honour handed down the judgment in view of the fact that they consider that only extremely small sums of money are involved and most salvors would not consider taking legal proceedings in the Supreme Court to recover such sums.

The above might allay the concern of your boatowners in circumstances in which they and/or their vessels are saved.

We should say that the amount to which salvors would be entitled will depend to a large extent on the degree of danger involved to themselves and their vessels, the value of their vessels and the degree of danger to the persons saved and the value of the vessel saved.

We answer the questions raised in your letter of 13 February 1979 as follows:

- a) When accepting assistance the boatowner should, so far as he is able, resist any attempts made by the salvaging vessel to sign any agreement which binds the boatowner to compensate the salvor in any particular sum of money.
- b) Provided no written agreement has been signed the salvor cannot unilaterally impose any terms upon the boatowner and there would therefore not be any terms from which the boatowner should withdraw. Any amount which the salvor might seek to recover would have to be sought in the Admiralty Division of the Supreme Court and justified in accordance with the principles which we have referred

to above. There is in any event no reason why, having accepted assistance and having been removed from the immediate area of danger, the boatowner should not request the salvor to release a tow and inform the tower that he does not require any further assistance.

- c) The only effect of a mayday call would be to assist in any proceedings in establishing that the boatowner considered himself to be in some danger at the time if the boatowner seeks to argue when a salvage claim is made that neither he nor his vessel were in any danger.
- d) It might assist your members if we quote an extract from His Honour, Mr Justice Sheppard's judgment so that they are aware of the view adopted by the court in a salvage case:

"There are statements which say that awards should not be mean nor such as to discourage persons from undertaking salvage attempts. This is particularly so where human life is, or may be, in danger. One has to keep a sense of proportion about the matter. One has to bear very much in mind what it was the plaintiffs actually did, how long it took them and the circumstances under which they carried it out."

During the course of the evidence in this case it became apparent that one of the four fishermen had soon after rescuing the cruiser also rendered assistance by means of a tow to another small craft. On hearing this piece of evidence His Honour enquired of the plaintiff's Counsel whether every owner of a vessel sailing on Sydney harbour on a Saturday afternoon who rendered assistance to another vessel would be entitled to make a claim for salvage services. This question was rhetorical but His Honour clearly was of the view that such minor acts of assistance would not be worthy of a salvage award.

We should in conclusion mention the alternative remedy which 'salvors' might have and that would be to make a claim in quasi contract for towage services. Such a claim would lie in circumstances in which a boatowner had been towed by another vessel and it might reasonably have been assumed by both parties that the service would be paid for. The amount which the person giving the tow would be entitled to claim would depend upon the

time involved in making the tow and the expense incurred in rendering the assistance. Such a sum would not include a component in respect of danger or value of the vessels involved and is thus to be treated as quite distinct from a salvage award.

If we can be of any further assistance please do not hesitate to contact us.

Yours faithfully,

*Ebsworth & Ebsworth,
Solicitors*

Royal Nedlloyd Group sponsor 1980 Jakarta-Rotterdam Yacht Race

The Nedlloyd Spice Race, in which ocean racing yachts will sail from Jakarta to Rotterdam, will take place next year, 1980.

Sponsored by the Royal Nedlloyd Group, the largest shipping group in mainland Europe, the Nedlloyd Spice Race will retrace the routes from Indonesia to the Netherlands followed by the old Dutch sailing ships which traded from the 'Spice Islands'. The scheduled start date for the Nedlloyd Spice Race is 12th March, 1980.

The race will be sailed under IYRU racing rules and is open to yachts with IOR ratings between 29ft and 70ft inclusive. It is anticipated there will be two divisions. One a non-stop race from Jakarta to Rotterdam via Cape of Good Hope and the other a two-leg race with stop-over in Cape Town. It is hoped there will be cash prizes, and organisers are also considering awarding cash consolation prizes to all competitors finishing the race within the prescribed dates.

The organisers are viewing the Nedlloyd Spice Race as the ideal way for European competitors in the Parmelia Race (Plymouth to Perth, 1979, for which there are currently 47 entries) to return home.

If there is sufficient interest, the organisers hope to arrange a 'feeder' race from Hong Kong to Jakarta which will start in early February 1980. Between the end of the Parmelia Race (November 25th) and the start of the Nedlloyd Spice Race competitors will have the opportunity to take part in the Southern Cross series and the Sydney-Hobart Race.

The Indonesian government and the Indonesian sailing organisations have shown great enthusiasm for the Nedlloyd Spice Race and the full facilities of the port of Jakarta will be available to competitors.

The finish of the Nedlloyd Spice Race will mark the beginning of a series of celebrations being planned by the port of Rotterdam which will provide a sensational welcome home for all competitors in the race.

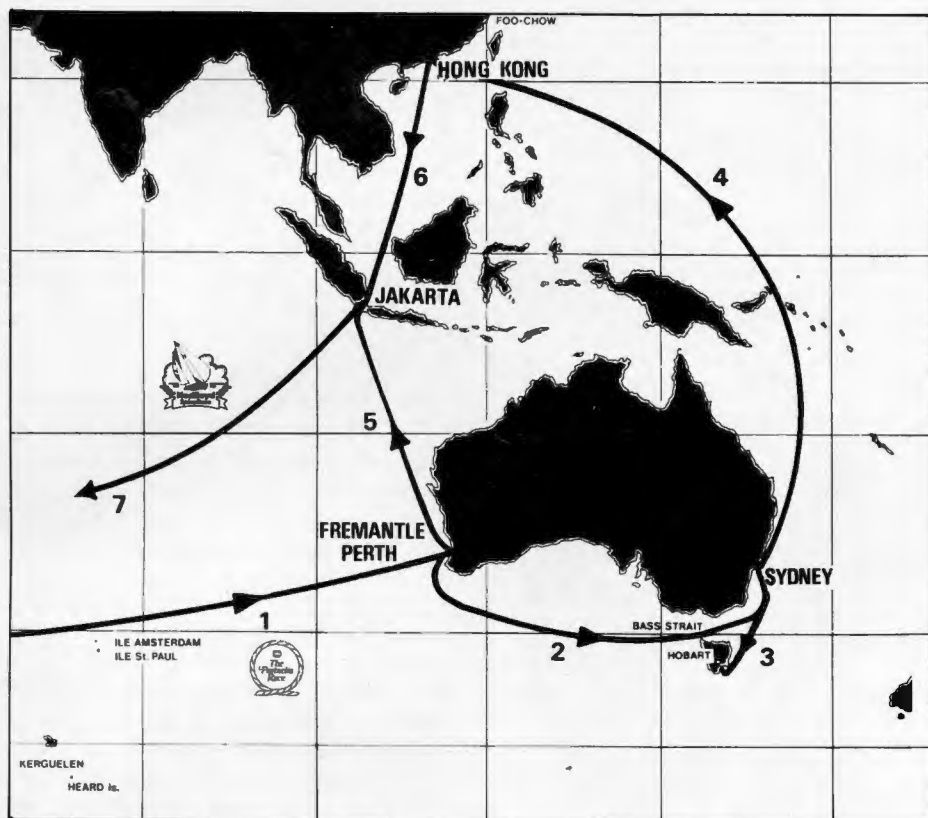
The Notice of Race became available at the beginning of April 1979.

For further information: Management Spice Race Foundation, Nedlloyd House, 21 Houtilaan, 3000 D.H. Rotterdam. Tel: 176658. Telex: 24690. Director: Mr P.W. van den Broecke.

Eleven nations now represented in Parmelia Race

Entries for the Parmelia yacht race from Plymouth to Perth via Cape Town later this year now number 47, with 11 nations represented. The Australian services have entered 'Anaconda II' (number 44), the giant 83ft ketch owned by Josko Grubic which took part in the second leg, Sydney-London, of the Financial Times Clipper Race in 1976. Other entries are number 45, John Gleeson's 'Odyssey', a 35ft sloop in which John has already circum-navigated Australia; number 46 is 'Thor' the first entry from South Africa, a 43ft cutter sailed by Dr Ken Warr who has entered the second leg, Cape Town-Fremantle, in the IOR division, and number 47, 'Perie Banou', a S&S 34 sailed by Jonathan Sanders of the Royal Perth Yacht Club.

After the Parmelia Race ends in late November 1979, competitors from Europe can now consider the Nedlloyd Spice Race as an exciting way of returning home. This race, which is being sponsored by the Royal Nedlloyd Group, is from Jakarta to Rotterdam for IOR rated yachts between 29ft and 70ft inclusive. There are two divisions. One is a non-stop race via Cape of Good Hope, and the other is in two legs, with a stop-over at Cape Town. The race is scheduled to start early March 1980 to allow competitors to return to Europe in time for the Observer transatlantic race.



1. Parmelia Race — 2. Passage to Sydney — 3. Sydney to Hobart Race — 4. Fast Cruise Hong Kong — 5. Perth/Fremantle-Jakarta — 6. Hong Kong-Jakarta Feeder Race — 7. Nedlloyd Spice Race.

In between the Parmelia and Nedlloyd

Spice Race, yachts have a number of alternative attractions. These include taking part in the Southern Cross Series and the Sydney-Hobart Race (arrangements are being made to ship *Parmelia* yachts from Fremantle to Sydney); either a fast cruise to Hong Kong to join a feeder race to link with the Nedlloyd Spice Race, or an easy passage from Perth to Jakarta arriving well before the start, or a cruise from Perth to Cape Town in time for the second leg home of the Nedlloyd Spice Race.

Bell & Howell sponsor new offshore race



A new ocean racing event conducted by the Port Hacking Ocean Yacht Club and sponsored by Bell & Howell Australia Pty Ltd, started from Port Hacking Good Friday on a 160 mile course around Flinders Islet and Bird Island. In spite of relatively short notice and competition from other events, a fleet of 20 yachts took the gun in what promises to be a popular annual event on the racing calendar.

The Charles Middleton Memorial Trophy (perpetual) was donated in memory of the former president of the Y.A. of N.S.W., who was also Chairman of the A.Y.F. Offshore Committee and past Commodore of the Middle Harbour

Commodore of the Port Hacking Ocean Yacht Club, Peter McLachlan (right), details the 160 mile course of the newest ocean race, the Bell & Howell Charles Middleton Memorial Trophy. Also pictured are Bell & Howell's Managing Director, Bill Cutbush (centre) and David Hollnagel President of the A.Y.F. of N.S.W.



Yacht Club.

Line and handicap honours went to 'Satin Sheets'. Place getters were:

IOR Division

1. Satin Sheets (a Peterson 2-tonner of John Stanton)
2. Bulldog (a Nantucket 1-tonner of Mal Jones)
3. Underdog (a Cole 31 of Bill Gordon)

Arbitrary Division

1. Imperium (an Endeavour 26 of David McKay)
2. Rambull (a Supersonic of Charles Langford)
3. Knuckle Duster (a Holland 30 of Phil Hattersley)

Bell & Howell's Managing Director, Bill Cutbush, presented the prizes which were donated by his Company — two Bell & Howell sound movie cameras and four pairs of Nikon binoculars. Bell & Howell has been known for its support of yachting through its sponsorship of the Queensland Sunshine Coast Offshore Racing (SCOR) Series and the recent 14ft dinghy championships in that state. It is nice to see this fine old Company now more closely associated with Yachting in New South Wales.

Peter McLachlan, Commodore of PHOYC, expects a fleet in excess of 40 yachts for next year's Charles Middleton Memorial Trophy event.

Y.A. Policy on unprefix sail numbers

Unprefixed sail numbers are allocated to Members ONLY of recognised Yacht Clubs and are allocated through the Club Secretary. The number is primarily a means of identification for Clubs, Race Committees and GOVERNMENT AUTHORITIES (e.g., Water Police, M.S.B., etc.). The number is allocated to THE MEMBER in respect of HIS YACHT, and is not normally transferable except if it is sold to a new owner who is a Member of a recognised Yacht Club. The owner may elect to retain the numbers for his new yacht, in which event, the number will be reserved by the Y.A. for a period not exceeding six months.

Should the yacht be disposed of, the owner is responsible for:

- (1) Removing the sail numbers from ALL sails before handing over the yacht.
- (2) Advising the Club Secretary of the sale of the yacht, the name and address of the new owner, and the name of the Club, if any, of which the new owner is a Member.
- (3) Advising the Club Secretary of his intention regarding the sail number, i.e.,
 - (i) To be reserved for a new yacht, or
 - (ii) No further use of the number in the future.

In regard to the removal of the sail numbers of all sails, this is the responsibility of the person to whom the number has been originally allocated. One CANNOT rely on the new owner to remove them. And remember, if an offence is committed or the yacht is involved in a search and rescue, the authorities are looking for the person to whom the number has been allocated; they are not aware of the new owner.

This procedure applies equally if you sell second-hand sails to someone. IT IS YOUR RESPONSIBILITY TO REMOVE THE NUMBERS.

In the event of the numbers not being removed prior to the sale of the yacht, the numbers WILL NOT be reserved for the previous owner and the new owner will be entitled to retain them on the yacht.

In broad principle, then, any alter-

ation of circumstances should be advised to the Club Secretary who will inform the Y.A. of such change.

This is a simple procedure, and each and every Member who has owned or still owns a yacht should carefully note the above points and advise the Club Secretary immediately if any of the above provisions have been overlooked.

Offshore Safety Sub-Committee Meeting — 5/2/1979

(a) Safety Harnesses

The meeting was advised that the new Australian Standard AS2227 was published and manufacturers would now be making harnesses to the Standard.

It may be some six months before harnesses will appear with the A.S.A. mark certificate as some of the testing procedures had not been finalised.

Yachtsmen are advised to be sure any harness bought can or will comply with the Standard.

It was agreed to recommend to A.Y.F. that Regulation 11.3 and the A.Y.F. Prescription thereto be changed or added to to include the Australian Standard for all new harnesses and a date be set for old ones to be phased out.

(b) Dan Buoy Flags

It was suggested that A.Y.F. be asked to consider adding a black V to the Dan Buoy Flag to distinguish it from fish trap buoys, etc.

(c) 1981 Regulations

It was agreed to call for comments on the existing Offshore Safety Regulations and to commence at the next meeting reviewing the entire regulations in preparation for the 1981 Rule Book.

PRODUCT NEWS

The great Radio Direction Finder fight, round 1, is about to commence with Radiofix already in the ring. (Actually, there are two of him: one with a Suunto grid compass and another with the new Suunto prismatic compass. The second model is dearer at around \$130). About to enter the ring is Marinex Visinav. Of much the same appearance as Radio-

SYDNEY-BRISBANE RACE 1979



'Streaker' at the start of the Brisbane Race.

AMPOL SYDNEY-BRISBANE RACE 1979 FINAL RESULTS

YACHT	PLACE I.O.R.	PLACE DIV. 1	PLACE DIV. 2	PLACE DIV. 3	PLACE ARB.
STREAKER	1		1		1
WHITE POINTER	2		2		2
PRIORITY	3		3		3
RELENTLESS	4		4		6
SWEET CAROLINE	5	1			7
DIAMOND CUTTER	6		5		4
SCORPION	7	2			8
ONYA OF GOSFORD	8	3			5
DECEPTION	9		6		11
GHOST II	10			1	9
CONSTELLATION	11	4			15
SALAMANDER II	12	5			12
CORINTHIAN	13			2	10
HI-JACQUE	14		7		13
FAIR DINKIM	15			3	16
PRIDE OF OLERON	16			4	17
APOLLO	17	6			18
HOT BUBBLES II	18			5	24
FANNY ADAMS	19	7			19
EVERGREEN	20			6	29
GENGHIS KHAN	21	8			14
FLIGHT	22			7	21
CASABLANCA	23	9			20
PEAR TREE	24	10			27
SAGA	25			8	26
SCORPIO	26			9	28
RAMBLER	27		8		23
CALLALA	28		9		22
MUTINY	29	11			25
PATSY	30		10		30
RETIRED: MERCEDES III, SURAYA, AEOLUS, SOUTHERLY DESTINY.					

Offshore Signals

Product News Cont'd.

fix and using the Suunto grid compass, Visinav packs two extra wallops — an LED visual null indicator in addition to audible null and an illuminated tuning dial for night use. Battery power is twice that of the opponent. At about the same price as the dearer Radiofix, Visinav should be odds on favourite as the fix commences.

On the sidelines but at a much heavier weight is Lo-Kata. With all the features of Visinav (sharp visual and audible null), it uses a superior compass (the Sestrel Suresight), has a bright 12 mm digital display of the frequencies (no more consulting the Morse Code table!) and also a powerful Marine and Broadcast bands receiver. Price about \$600 and worth it in the writer's opinion.

* * *

Further to our report on navigation calculators (October/November 1978 issue), C. Plath Hamburg have produced the Plath Navicomp. Navicomp contains Almanac information for 58 selected stars, the Sun, Moon, Venus and Mars up to 2049 AD, as well as a digital quartz chronometer so constructed that it can feed time straight into the guts of the computation. To obtain a two body fix with the Navicomp, prior to the sextant observation feed in height of eye, sextant index correction, DR latitude and longitude and the identification numbers of the bodies to be used. At the moment of taking the sight, press the time input control (time can be entered later if preferred) and finally enter the raw sextant readings. I am afraid you will have to wait a few seconds before the machine gives you the latitude and longitude of the fix, as well as the intercepts and azimuths and GMTs of both observations. Still — a fix in 20 seconds after the last sight should be acceptable to even the most fastidious! Price tag — recommended retail of about \$1,600. The Chartroom at Crows Nest is taking orders for Plath Navicomp at a special price of \$1,375. Delivery will be about six weeks from date of order.

* * *

From the sublime to the gor'blimey, astro-navigators with less expensive tastes and a bit more energy and time to spare could benefit by looking at

the \$65 Texas 55 (10 memories and 32 programme steps).

Also from Marinex is the Marco Hand Bearing Compass. This can best be described as a computer because it contains no visible compass card. One merely aims the instrument, pistol fashion, at the target and squeezes the trigger. Up to three bearings can be stored in memory and recalled to a liquid crystal display when required. Additionally, the compass can detect and takes bearings of a transmitting radar up to three miles away — "particularly useful" as the makers say, "in fog or bad visibility as a method of avoiding a collision without actually having radar on board". Price? About \$290.

All the above instruments should be on display at The Chartroom by the time this issue is in your hands.



Birkenhead Point (foreground), a new shopping and tourist facility in Sydney's Iron Cove.

Harbour Development to open in June

The \$21m Birkenhead Point development on the north-western shores of Iron Cove Bay in Sydney Harbour, will open for business on Thursday, 14th June, 1979.

The 19-acre retail shopping and recreational development is unique in Australia and probably the world.

Mr Kerry Atkins, General Manager of the developers of Birkenhead Point, D.J.'s Properties Limited, said this week that the development would include a total retail shopping complex, a superb marine leisure facility, and a waterfront museum to preserve and display Australia's historic ships.

Included in the Centre will be Sydney's first-ever European-style trading markets, similar to the famous Preston markets of Melbourne. Within the 90,000 sq. ft. market area will be no less than nine separate butcher shops, two fishmongers, four chicken shops, eight delicatessens, 11 fruit and vegetable retailers, six other specialist retailers, and around 90 variety stalls.

Another 60 retail outlets ranging from an electrical discount store and boutiques to a marine dealership, three restaurants and a tavern, will make up the balance of the shopping facilities at Birkenhead. Professional tenants include doctors, a dentist, optometrist, accountant and specialised consultants.

"We hope that Birkenhead Point will do much to alleviate Sydney's boating facilities problem," said Mr Atkins. "We have provided 220 wet berths for large yachts and cruisers, plus dry storage space — Sydney's first — for about 155 smaller craft."

BOOK REVIEW



Sod's Law of the Sea

by Bill Lucas and Andrew Spedding
Stanford Maritime, paperbound, 152 pp, \$5.90.

I recently enjoyed a loan of this amusing little volume and thought it would be worth emphasising what a funny book it is. I would describe it as high-priority reading for any yachtsman who wants a break from serious reading to gain some more sailing know-how in a very palatable form.

The book is based on a series of letters on nautical topics written by Adrian Spindrift-Smith to his godson, David.

'Uncle Adrian', who at one time held the wartime rank of Senior Officer Dubrovic (S.O.D.), unfortunately fell down the stairs of his yacht club while somewhat tanked and, thereafter physically incapacitated, was pensioned off thankfully by the government department for which he worked, to Malta. As he could no longer use his 54 ft ketch, 'Lassitude' (designed by Hamish Buttercup of Gribble), he asked David to continue to run it for him.

Sod's Law is a collection of instructions and pieces of wisdom on a great many subjects — cooking, boatmanship, parking, yottigation, yottimet, yotting-inneering and more. The many subject areas provide much sound sense and many chuckles. So wide is the compass of this English book that even Australian yachtsmen are not overlooked, and the following extract shows what Uncle Adrian thought of Aussies and gives a good idea of the flavour of the rest of the book.

— T.C.

Dear David,
I have your letter about the last two races, but when you are short of crew do not just make up the numbers with a couple of friends who can't sail: all you do is to slow the boat down with a pair of useless hands and will be distracted while they are being seasick.

You need a couple of heavies who will pull and wind without too much argument, and these can be supplied at short notice by our old Australian foredeck hand Bruce Leadfoot O'Riley. Leadfoot does not sail himself these days, but has settled down in some comfort to live in England just off Eaton Place. He likes to think he is still a dinkum boy by keeping company with the ever-present crowd of Australian Rule rugby players who are over in the old country and also know that Leadfoot may fit them up with either a bird or a bit of sailing for the weekend. Leadfoot's organization is known as 'Rentastrine' and all you have to do is to let him know where, when, and how many. He trips over to the bar where his current supply is waiting; details the two nearest the door who are also sober enough to be playing two-up and can follow his instructions.

Though the Rentastrine process may seem casual, you will invariably get first class hands from him, but the two adopted will keep you guessing by arriving seconds before your departure and have the minutest bag of sailing kit you have ever seen (which they share between them) and a case of Fosters each. If you are lucky one will be able to understand you and vice versa, the other will understand you not and vice versa. Both of them, incidentally, will be called Bruce.

You will have to get Bruce No. 1 to translate to Bruce No. 2. 'Bruce, would you mind asking the other Bruce if he could kindly

set up the downhaul on the main boom?'

'EARBRUCESKIPWANSYERTOWACK-
RUPAKICKERANDSOCKERDOWNYE-
BOOMVANGMATE.'

Surprisingly, this will work far more effectively than you could ever get the same chore organized in English.

All Bruces will be strong, so strong in fact that if told to start pulling or winding something they should also be told to stop before the handle bends or they pull the head of the sail through the block or the track out of the deck.

They will prove great fun and you might think that they should be invited to join the crew on a regular basis. They will accept your offer willingly, but the contact number will turn out to be a pay telephone on the landing of a large Edwardian house in Earls Court. The charming New Zealand girl who answers this will tell you she does know several Bruces, but she thinks they were the Bruces who went off last Wednesday in a converted London taxi to the Munich Bierfest.

You replace Bruce and Bruce as required by going back to Leadfoot for another Bruce and Bruce. Your new Bruces will have just come back from a cultural tour of Europe which took in a conducted trip round 119 breweries and the Munich Bierfest. When they go off with a cheerful 'SEEVER-ALONGNEXTWEEKTHENOKCOCKER' you can be sure that a call to their London base will elicit that they have just driven up to Scotland for a visit to a selection of West Coast distilleries.

UTA-Peugeot Sydney to Noumea Race

The popularity of the Sydney to Noumea Yacht Race, as evidenced by the extraordinarily large number of entry applications (there were 92, and initially not all of them could be accepted), is evidently being shared by potential commercial sponsors. As 'Offshore' goes to press the Noumea Race Director, Peter Rysdyk, has announced that the name of Peugeot Renault, the large French motor car manufacturer, has been added to that of UTA French Airlines as an official sponsor of the Race. The announcement comes on the eve of the introduction of two new models from the Company, the Peugeot 604 and the Renault T20. "The CYC gratefully welcomes the assistance of Peugeot Renault," Peter Rysdyk told 'Offshore', "and I'm very pleased also to announce that the previous restriction on the number of entries has also been lifted. I don't think we can expect, at this late date, to get back all of the 40 we had to turn down, but

I'm sure we'll get quite a number of them," he said.

The UTA-Peugeot Sydney to Noumea Yacht Race is becoming a phenomenon in ocean racing which rivals the Hitachi Sydney-Hobart Yacht Race; 92 prospective entries for a passage race is an impressive number indeed. The Race starts on Saturday, June 16th at noon; the Official Starter will be the French Ambassador to Australia, His Excellency, Pierre Carraud, and the gun will be fired from the H.M.A.S. 'Seal' in Sydney Harbour. As many as 60 to 70 entries are expected to take the gun, and the fleet will then be escorted all the way to Noumea by the French Naval Escort Vessel, F.N.S. 'La Diepoise', with air cover provided by a Neptune reconnaissance aircraft.

Keith Storey's 'Marabou' will act as Radio Relay Vessel under the command of that well known CYC Director.

The UTA-Peugeot Sydney to Noumea Race will be followed by the CYC's newest race, the Burns Philp Noumea-Vila Race, which starts on July 3rd. Most of the Noumea fleet is expected to enter the so-called 'French Extension'.

Flare sightings at sea

(continued from page 20)

stress signal, proceed along the bearing of the flare sighting maintaining a good visual lookout and keeping a listening watch. (If motor driven stop your engine periodically). Report your intentions in this regard, by radio if possible, or through another vessel.

Points to Remember

- (a) A distressed craft may have used all its red flares and may therefore use other coloured flares or lights to attract attention.
- (b) It is extremely difficult to estimate the range at which a flare was sighted, especially at night.
- (c) *Always* report *all* sightings, even if you think it may not be a distress flare. ■

CLUB NOTES

NEW CYCA BOARD



John Brooks
(‘Quadrille II’)

△

John Brooks rejoins the Board for his second year. He has been active on the Sailing and Development Committees and has been a member of the Publications Committee for the past seven years. Known to many as ‘Biggles’, John writes a regular column for ‘Offshore’, is a keen navigator and ‘strap-hanger’.



Joe Ward
(‘Skylark’)

△

Last year, as Rear Commodore, Joe Ward also served as Chairman of the Sailing Committee. Joe is keenly interested in technical aspects of the I.O.R. Rule and has worked closely with the CYCA’s program of investigating the self-righting ability of yachts.



Tony Cable

△

Back for his fifth term on the Board, Tony Cable has been Chairman of the Publications Committee for five years where his vigorous energy and cheerful leadership have been largely responsible for the continuing development of ‘Offshore’ and the very successful Hobart Program. He almost qualifies as an ‘old salt’, having been to Hobart 14 times, and is a frequent contributor to ‘Offshore’ and the Hobart Program where he is renowned for his sometimes astute, sometimes bizarre race predictions and for his lamentations about the passing of the good old days when the weather really was weather.



Syd Fischer
(‘Ragamuffin’)

△

Rejoining the Board again this year, Syd Fischer is a well-known, competitive yachtsman having represented Australia in Admiral’s Cup teams and also having a solid record in Hobart Races and other offshore events in his successive ‘Ragamuffins’. Syd will represent again this year at Cowes. He is Chairman of the Boatowners’ Committee.

Peter Rysdyk
(‘Onya of Gosford’)

▷

Peter Rysdyk has served on the Board in prior years and is back again this year after a brief respite. He is Chief Safety Inspector of the Club and an enthusiastic and driving force behind the development of CYCA passage races. Peter is Race Director of this year’s UTA Noumea Race.



Keith Storey
(MV ‘Marabou’)

△

Keith Storey rejoins the Board after a year’s absence. Keith is well known for his hard work in development of the efficient C.Y.C.A. mark-laying program, including his procurement and orchestration of arrangements for our current mark-laying vessel, MV ‘Dameeli’, which the Club leases from A.W.A. His magnificent MV ‘Marabou’ has been Official Radio Relay Vessel in various ocean racing events, including this year’s Lord Howe Island Race, and it will have this role in the upcoming UTA Noumea Race. Keith is a member of the Sailing Committee and is Race Director of the Hitachi Sydney-Hobart Race.



Leo Byrne

Members will be saddened to hear of the death of Leo Byrne on Easter Monday. Those who knew him will always remember him as a quiet, good-humoured and very helpful friend. We express our sympathy to his wife, Dot, and sons, Eddy and Bob.





Our more senior Members will be saddened at the news of the recent death of an old waterfront identity, Dick Arrowsmith, who was some years ago a Member of the Club and the owner of the boatshed area and slipway and marina (next to Bob Holmes' office) known as No. 2 slipway.

The Club owes its growth largely to Dick's loyalty as a Club Member in selling his marina and boatshed to the Club in spite of a higher offer from elsewhere, a fact he would not have wanted made known during his lifetime.

He is survived by his wife and four children, one of whom is Frank Arrowsmith, a well known ocean racing member of the Club.

— Nick Cassim

1978 Sydney-Hobart Navigator's Trophy

The Barry Vallance Trophy for the best navigator's log book in the 1978 Hitachi Sydney-Hobart Yacht Race was won by Bob Snape of 'Satin Sheets'. Ken Caldecott, Managing Director of Hitachi Sales (Australia) Pty. Ltd., presented the trophy and a Hitachi colour television set to Bob at the last meeting of the CYC Navigator's Club. Second and third prizes went,

Hitachi Sydney-Hobart navigation prizes were won this year by Bob Snape (second from right), who took first, Lindsay May (right), second, and Gordon Marshall (left), third. Ken Caldecott (second from left) presented the Barry Vallance Trophy and prizes on behalf of Hitachi.



respectively, to Lindsay May (a previous first prize winner) and Gordon Marshall, who was pleased to be beaten by two of his former celestial navigation students. The competition this year was judged by Captain J.M. Bedwell of Hobart. Both Lindsay and Gordon received Hitachi RDF's for their efforts.



Joe Diamond elected to Life Membership

At the Annual General Meeting of the CYCA held in March, Joseph P. Diamond was elected to Life Membership of the Club. He joins five other Members who have this distinguished honour — M.E. Davey, J.H. Illingsworth, E.G. LeBrun, J.S. Samson and H. Watkins.

Joe Diamond served three terms as Commodore — in 1974/75, 1975/76 and 1977/78. When he became Commodore for the first time, the Club was experiencing the greatest challenges in its history, with ailing finances

and the financially daunting prospect of redevelopment in order to maintain its lease. Joe Diamond's administrations saw a reversal of the financial crisis, the development of the Club's administration and finance systems, the drawing of plans for redevelopment and the battle to get them approved over the objections of various groups and the Council. He was the initiating force behind the development of the Club's excellent marketing program brought to fruition by Gordon Marshall and Keith Storey, and he was instrumental in the obtaining of the Hitachi sponsorship for the Sydney-Hobart Race, which has been of such great importance to the Club in these years.

Joe's interest in ocean racing has seen him in recent times become the driving force behind the development of the Ocean Racing Club of Australia which has been so badly needed for many years to co-ordinate and orchestrate a national effort in the development of Australia's ocean racing efforts. He is currently Commodore of ORCA.



THE CHART ROOM

- Agents for Tamaya Calculators & Sextants
- Specialists in Marine Navigation Equipment
- Full range of Charting Instruments

THE CHART ROOM

1st Floor
35 Hume Street
Crows Nest NSW 2065
Tel. (02) 922 3378

1978/79

Blue Water Championship

Place	Yacht	Points
1.	Deception	403.00
2.	Vanguard	403.00
3.	Streaker	372.75
4.	Matika II	346.50
5.	Diamond Cutter	340.50
6.	Love & War	327.50
7.	Natelle Two	305.50
8.	Zilvergeest III	304.50
9.	Farr Out	302.75
10.	Chance	294.50
11.	Pryority	279.50
12.	Mary Blair	265.75
13.	White Pointer	256.75
14.	Satin Sheets	231.25
15.	Sweet Caroline	213.00
16.	Quetzal	207.75
17.	Thunderbolt	206.25
18.	Relentless	194.00
19.	Vanessa	192.75
20.	Blue Moon	146.00
21.	Dynamite	145.75
22.	Rush	136.50
23.	Satin Sheets	129.50
24.	Casablanca	124.50
25.	Moonbird	121.00
26.	M. Rintoul II	121.00
27.	Matika III	120.25
28.	Corinthian	112.25
29.	Salacia	106.25
30.	Shenandoah	97.25
31.	Pucket	80.50
32.	Rogue	75.0
33.	Kraken	72.50
34.	Fuzzy Duck	70.00
35.	Gretel	67.50
36.	Liquidator	64.50
37.	Trevassa	54.75
38.	Ghengis Khan	49.00
39.	Chauvinist	23.00
40.	True Blue III	23.00
41.	Aztec	18.00

1978/79

L.O.P.S. (I.O.R. Rating)

Division Placings

Division 1

Place	Yacht	Points
1.	Natelle Two	182.25
2.	Love & War	151.50
3.	Mary Blair	146.00
4.	Satin Sheets	116.00

Division 2

Place	Yacht	Points
1.	Vanguard	180.00
2.	Deception	176.50
3.	Streaker	160.75
4.	Farr Out	146.25

Division 3

Place	Yacht	Points
1.	Matika II	196.00
2.	Zilvergeest III	174.00
3.	Chance	162.75
4.	Thunderbolt	93.00

½-Ton Division — Level Rating

Place	Yacht	Points
1.	Quetzal	157.50
2.	Vanessa	138.50
3.	Pucket	76.50
4.	Shenandoah	44.25

Ocean Point Score

Division 4 (J.O.G.)*

Club Handicap

Place	Yacht	Points
1.	Montego Bay	74
2.	Evergreen	67
3.	Hope and Glory	67
4.	Corfu	56

*Subject to appeal

Royal Clubs' Trophy 1979

(Most points in 5 races sailed on Club Handicap)

Division 1

Place	Yacht	Points
1.	Mercedes V	103
2.	Natelle Two	100
3.	Sweet Caroline	85
4.	Love & War	71

Division 2

Place	Yacht	Points
1.	Ruthless	97
2.	Farr Out	83
3.	Diamond Cutter	80
4.	Relentless	75

Division 3

Place	Yacht	Points
1.	Matika II	117
2.	Morag Bheag	81
3.	Callipyge	75
4.	Chance	59

½ Ton Division

Place	Yacht	Points
1.	Chloe	90
2.	Quetzal	85
3.	Pippin	74
4.	Fuzzy Duck	73

Division 4

Place	Yacht	Points
1.	Corfu	98
2.	Evergreen	95
3.	Natira	93
4.	Lady Ann	86

Short Ocean Point Score

(I.O.R.)

DIVISIONS 1, 2 and 3 Combined

Place	Yacht	Points
1.	Ruthless	416
2.	Matika II	387
3.	Relentless	380
4.	Natelle Two	374
5.	Farr Out	356
6.	Diamond Cutter	330
7.	Mercedes V	327
8.	Chance	326
9.	Sweet Caroline	321
10.	Veninde II	296
11.	Rush	285
12.	Love & War	283
13.	Trevassa	277
14.	Meltemi	231
15.	Vanguard	205
16.	Mary Blair	194
17.	Satin Sheets	194
18.	Gretel	167
19.	Dynamite	158
20.	Rogue	134
21.	Ghengis Khan	
22.	Zilvergeest III	102
23.	Stormy Petrel	87
24.	Matika III	80
25.	Corinthian	56

26.	Liquidator	26
27.	M. Rintoul II	39
28.	Aztec	32

Short Ocean Point Score (Club Handicap)

DIVISION 1

Place	Yacht	Points
1.	Natelle Two	199
2.	Mercedes V	193
3.	Love & War	191
4.	Trevassa	187

DIVISION 2

Place	Yacht	Points
1.	Ruthless	217
2.	Farr Out	211
3.	Relentless	202
4.	Veninde II	195

DIVISION 3

Place	Yacht	Points
1.	Matika II	240
2.	Callipyge	217
3.	Chance	214
4.	Morag Bheag	173

Short Ocean Point Score

½-Ton — Level Rating

Place	Yacht	Points
1.	Quetzal	248
2.	Pippin	206
3.	Grasshopper	167
4.	Headhunter	167

½-Ton — Club Handicap

Place	Yacht	Points
1.	Quetzal	211
2.	Pippin	207
3.	Chloe	185
4.	Fuzzy Duck	178

DIVISION 4 (J.O.G.) — Club Handicap

Place	Yacht	Points
1.	Evergreen	286
2.	Corfu	246
3.	Natira	242
4.	Hope and Glory	229

NOTHING BUT
BOAT
BOOKS

Sailing • Navigation • Fishing •
Cruising Tales • Boat Building
& Design • Canoeing • Nautical
History • Admiralty Charts etc.
Over 700 Titles in stock.
Mail Orders & Hard-To-Get
Titles a Specialty.

ASK FOR FREE CATALOGUE

BOAT BOOKS (Formerly The
Specialist Library in N.S.W.)
SYDNEY: 35 Hume St., Crows
Nest, 2065. Ph. 439 1133
MELBOURNE: 25-27 Alma
Road, St. Kilda, 3182
Ph. (03) 534 0446
BRISBANE: 109 Albert St.,
4000 Ph. (07) 229 6427.

AROUND THE SLIPWAY

with Peter Shipway

Well-known member Ray Hollingsworth travelled to Melbourne recently for the Admiral's Cup trials as 'strapper' for 'Marloo'. Disappointed with the boys' early performances, he decided he would show them a thing or two about sailing. So while his charges were away on the long race in Bass Strait, Ray took himself down to the Gippsland Lakes for the Marley Point race — the biggest race of its kind in the world — with over 600 trailer sailers winding their way through the picturesque lakes. Well, Ray landed the job of watch-captain and tactician aboard a Cole 23 and carried all before him to win Division 1 from over 200 boats. I believe his setting of a spinnaker to catch the early morning westerly left the competitors minutes behind and spellbound.

* * *

The latest addition to our motor vessel fleet is MV 'Flying Scott', a 32-footer belonging to Great Scott it's Harry, Harry Scott. Harry has sold his Hood 23 'Great Scott'; the tender for his new motor vessel, rumoured to be painted in tartan, is to be called 'Scotch Finger'.

* * *

There have been many interesting visitors to our marina since Christmas, and for most of the time we have had upwards of 10 per week. The tiny 'Joker' from Port Vila is still with us after the Hobart Race, and she is not returning home till the Noumea race in June. 'Summerwind', who cruised to Hobart with the race fleet, returned for a further four weeks before leaving for the Barrier Reef and home via the Suez Canal.

One of our most interesting visitors has been 'Onza' from Newport Beach,

California, which was here for over two months. A 72 ft motor sailer, she was built in Boston in 1938 for Errol Flynn. Designed by Eldridge McGinnes, well known for motor sailers, she is built of double planked cedar and was acquired by her present owner, Larry Horowitz, five years ago. From California she spent a year in Hawaii, then Tahiti, Cook Islands, Niue Islands, Tonga, the Fiji group for 13 months, New Hebrides and then New Caledonia for nine months. She was dismantled in Noumea and motored to Brisbane for a new mast, arriving in August of last year. With the new mast fitted she cruised down the New South Wales coast for two months arriving at the Club in mid-February. Larry does his own navigating, and since his departure five years ago he estimates that he has had over 40 crew members. Leaving mid-April she heads north to the Reef and then New Guinea, and then Larry is returning to Australia to buy an island and set up home in Australia!

* * *

Many of us have seen a long, narrow, low freeboard sloop from Poland lying gently at mooring off the end of C marina. Well, the boat is 'Miranda', owned by the likeable Zbigniew Puchalski from Gdynia in Poland.

The boat was built in 1935 and was acquired by the present owner in 1968 from the seabed for the price of the lead only. With oak frames and white spruce planking, she was designed by Abeking and Rasmussen and was restored by her present owner for singlehanded sailing. She has since competed in the 1972 and 1976 singlehanded transatlantics and is entered for the 1980 event. After the 1976 event which finished in Newport, Rhode Island, Zbigniew cruised through the Panama Canal to the

Galapagos Islands, then Marquesas, Tahiti, Raratonga, Niue Island, Tonga group, Fiji, New Caledonia then Sydney.

His most worrying moment? On a passage from Newport to Bermuda in November 1976, he struck a hurricane with winds to 95 knots and was without sleep and food for five days. He was knocked down twice in mountainous seas. After the first knockdown he was in contact with a Liberian tanker of 70,000 tons which stood by on his weather side to shelter him from the enormous seas for half an hour. As the weather abated the tanker left and then he suffered his second knockdown when the storm returned while he was down below trying to light a cigarette. He was thrown across the tiny cabin, splitting his forehead. After cleaning up the shambles below, he realised he was losing a substantial amount of blood so he calmly took a sewing needle and some thread and inserted a stitch in his forehead.

Leaving Sydney in mid-April he heads north to the New Hebrides, Gilbert Islands and then, depending on the political climate in the Middle East, he passes through either the Suez Canal or around the Cape of Good Hope. In his own words he would 'rather a storm than a war any day'. From there it's on to Plymouth, England for the start of the 1980 singlehanded race. After that he feels he might return to Poland and prepare a bigger boat for the 1984 race! Finally, why does he do this alone? Again in his own words, to give him 'a greater perspective on life'.

Nautilus
PATEK PHILIPPE



ONE OF THE WORLD'S COSTLIEST
WATCHES IS MADE OF STEEL

Like the great swords of another age, Nautilus took shape between the skilled hands of master craftsmen. Like sword and knight, Nautilus and its owner are meant to be inseparable for life.

Nautilus, with its hand-finished Patek Philippe self-winding movement, will accompany you when you dive. Or when the occasion is formal or festive. Or when you set out to slay dragons in the boardroom.

EXCLUSIVE TO

J. Farren Price

ST. JAMES CENTRE 78 CASTLEREAGH ST. 2313292