

# OFFSHORE

NUMBER 31

AUGUST – SEPTEMBER 1976

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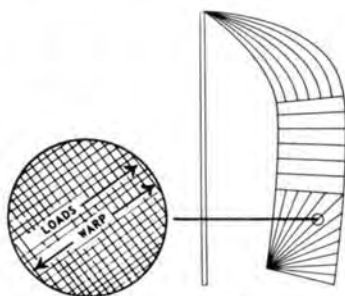


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Gareth Welch photo



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*Cover: A view from Malabar, Lord Howe Island, looking towards Mt. Lidgbird and Mt. Gower at the northern end (see feature story by 'the fox', this issue). Photography by D. Colfelt.*

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# AN UNEVENTFUL CRUISE TO LORD HOWE

by 'the fox'

## The trip Foreward.

May 1976. 6p.m. Loaded outboard and stowed dingy on board.  
Had a Scotch and slept for a half an hour.

7p.m. Loaded loose supplies complete with drizzle  
and slight wind.

7.30p.m. —

8p.m. Motored down harbour in torrential rain  
from south west.

Hoisted main and No. 1 genoa. Reefed main at Lady  
Jane (no birds visible). Secured everything below. Cleared  
the heads and took a few green ones over the bow. Wind  
now SE.

Took a nice one over the quarter, wetting quarter berth  
below. Handed wheel to novice; told him which way to  
steer to Lord Howe. Radioed Sydney Radio departure time  
and E.T.A. Lord Howe — three days. Secured the hatch and  
hit the bunk for three hours.

On walking found crewman still fighting wheel with seas and  
winds 25 knots. Seeing his face white with wonder and his  
body cold and wet, I changed to No. 2 myself and told  
him to leave the wheel and go below. I joined him shortly,  
after checking all above deck was secure.

Yes, our yacht steers itself to windward untended. Did I  
hear some invectives when he learned we didn't need any-  
one up there to steer, and he had been three hours on the  
wheel! (Little did he know it was coastal shipping I was,  
most concerned about while we were near the coast.)

Using the Gordon Marshall marvellous method, we had  
taken star sights morning and night, and the apprentice had  
worked up sun sights during the day. However, after day five  
has passed you by, on a three-day trip, you begin to wonder  
whether the Marshall Plan has not told you everything and  
that perhaps you should revert to the grey box of black  
magic that picks up incantations from south sea islanders on  
Lord Howe — commonly called R.D.F.

Needless to say the Island did come up on schedule, a fact  
which never ceases to amaze crew, one a mad, amateur palm-  
potter on safari and the other a budding astrologer and palm-  
reader. (I ask you, how can anyone spend five days studying  
Linda Goodman's *Astrological Horoscope* and not go mad.)

If it hadn't been for medicinal Johnny Walker and Dewards,  
together with warm, warm discounted beer from Uncle  
Ben's sly grog shop, we would no doubt have died from  
boredom. As it was we suffered from the 13 aching face  
muscles that you need to laugh (the 27 used to frown were  
dormant.) Summarising this part of the trip you could say  
'it was uneventful'! How can you describe a three-course  
lunch in a small cockpit, where the participants sit around  
in pith helmets, sipping port and liqueurs together with the  
accompaniments of cheese, cigars and after-dinner mints. I  
often wonder what the Russians really would think looking  
through their periscopes at a red-white-and-blue yacht on a  
painted ocean going round in circles with the crew, all  
merry, dressed up in pith helmets, and 200 miles from land.

Five and a half days out of Port Jackson we entered Lord  
Howe lagoon under power, escorted by the Lord Howe  
volunteer pilot boat.

## Lord Howe

For those who have raced or cruised to the Island I can only  
reinforce their appreciation of its natural beauty and the  
warm hospitality of the Islanders. For those who haven't  
been there, let me say that I returned to Sydney this year  
(my second trip) with the same wonder about the Island's  
beauty but with a new, much greater, appreciation and  
awareness of what the people are.

## Operation Rescue 161

The event that was eventful for all the Island started like  
this: after a few days at sea one David Watson, ex RAN,  
after much eating and drinking — as aforementioned —  
complained to the skipper about the quality of his stomach  
and even began to question the cooking. Skipper (cum cook,  
cum orderly) liberally administered Hardies Stomach Powder  
together with his normal morning Alka-seltzer. Being patient  
with a patient is one thing, but when he refuses to drink beer,  
you know there is something wrong.

Arriving at Lord Howe, his condition improved. We swam,  
dined, barbecued etc.; medication ceased. Day 4 was scheduled  
for our preliminary hike up a small mountain (Malabar) in  
preparation for the all-day hike up Mt. Gower (2800ft). When  
a crew member won't carry his own beer, cheese and biscuits





*The lagoon, Lord Howe Island*

up a small mountain, it confirms his condition. After the mountain, back at the boat the patient requested more medication. More liquid, more Hardies (I suspect it is off-cuts from Hardies Asbestos Sheeting). He put on a jumper — on a tropical island? Still the skipper did not twig.



*Left, Mt. Lidgbird (2,504 feet) and Mt. Gower (2,840 feet)*

8p.m. Off to do a spot of wenching at the local bowling club dance. He danced all night but kept putting jumper on and off. By 10p.m. he complained of real pain. By 12p.m. spoiling a good dance. The local doctor was aroused from his sleep, and he put him into the hospital. Condition: appendicitis. At 7p.m. the next morning his condition deteriorated, and the Island administration swung into full gear.

The Island superintendent, contrary to general belief that he had been sleeping on the Island for the last 27 years, was aroused amidst memories of the previous evening's fish-fry (where he was ex officio). He immediately authorised a May-Day call to the RAAF for help. The RAAF Duty Officer responded with the launching of the Medivac Team — Operation Rescue 161.

**OFFSHORE — August/September 1976**

Medivac is the name given to the medical rescue arm of the RAAF. It consists of regular and reserve officers, including physicians, surgeons, anaesthetists, nurses etc. Their ambulance is usually a Hercules or a Caribou. They are on constant standby, with requests going out to the reserve officers if necessary. In Operation 161 the call was for a surgical team that might operate on Lord Howe if necessary. On Lord Howe the Caribou is king, since the strip was designed around the Caribou and was built by the Army. The strip takes short-take-off-and-landing aircraft, but only by day, and, as you are no doubt aware, the flying boats have ceased.

This team consisted of reserve officers called from their private practices — the surgeon from his operating table, the anaesthetist from Lidcombe Hospital, the theatre sister from Blacktown Hospital. The two medical orderlies and air crew were all regular RAAF. Together with the doctor on the Island plus three nurses, it was quite a team for Mr. Watson's small appendix.

The team landed at 4.30p.m. in their special Caribou just recently fitted with a cardiac machine (used the previous week to take Senator Greenwood to Melbourne). At five p.m. they decided to operate. The surgeon had two quick cigarettes with us to quiet our nerves, not his, while the patient was being put to sleep. The operation took longer than anticipated as the appendix was twisted and had burst. It was now 6.30 (sunset 5.30).

Because of the danger of infection, they decided to fly him immediately back to Sydney for intensive care. After a quick bite to eat while the patient was being brought out of the anaesthetic, the team took him on board the aircraft, complete with intravenous feeding, plastic drain hoses to the operation, cardiac machine etc. It really looked like a battlefield.

As the operation had been winding up, the aircraft crew had been dining out of their on-board rations and preparing for an emergency take-off in the night. The Lord Howe administration lit flares down both sides of the airstrip.

It was one of the most spectacular sights I have ever seen. There was no moon. It was pitch black. The breeze was cool from the NE. at 5-10 knots. The whole Island, including tourists, had turned out to see this first-ever, night take off.



March 1974, the Army makes a landing at Lord Howe Island to commence building a new runway for S.T.O.L. aircraft . . .

The team was efficiency plus. The onlookers were mesmerised into quiet anticipation. The black, north ocean at one end and the black lagoon at the other left the pilot no alternative but to get it up in a hurry. With his landing lights illuminating his two propeller circles, and with the eerie glow of the flares either side, he taxied to the end and positioned himself for take off. The tension was heightened by the tremendous noise of the propellers as he braked the aircraft, gained what I considered full power on the engines and then released the brakes to hurtle down the runway.

Within half the strip he was airborne. What a sight! What a relief to see those landing lights arcing upwards and then turning to the northwest, to be extinguished over the northern part of the Island as the plane aligned itself for Sydney. And still the noise of the motors kept us in contact for a few minutes to release our personal tension, although at the time it seemed an age, as all the thoughts of what might have happened and what had happened passed through our minds. I am not sure whether I can blame the dust from the airstrip whipped up by the propellers for making my eyes water, but the dust had nothing to do with the lump in my throat as we realised it was over.

How do you thank those people? How do you thank the radio officer or the public-works chap who laid out the flares, or the kind Superintendent of the Island, or the nurses, — all volunteers who spent a whole day in preparation for the operation. How can you repay a surgeon who laughingly admits he lost \$1000 in private operation through volunteering. Can anyone put a value on his own life while risking it in an emergency takeoff.

We may think we are brave when we take on the sea in our yachts but we do this in our own interests. What is beyond me is the fact that there are so many people, whom you do not normally see, who are brave in the service of others. To all those who helped my crew and me, I can only say a humble 'thank you'!

## The Aftermath

Needless to say Watson ended up with all the sympathy, all the nurses at Richmond and 10 days rest he didn't deserve. You will be pleased to know he is very much alive and kicking. Back on the Island we thanked those we could and made our preparations to leave the next day, as we were now well overdue.

And it was Saturday, and a good proportion of the people were Seventh Day Adventist, we made our own way out of the lagoon without a pilot. For the first day, a 150 mile run — wind NE. — just perfect. For the rest of the trip we must have made 25 miles forward and 35 miles back each day. No wind! Even though our fuel range is in excess of 200 miles, we ran out of fuel, conserving just enough for charging batteries.

We drifted into Port Stephens on day seven eating mouldy bread and Rice-a-Riso. How inviting that R.S.L. was! We refueled, then spent the night leaning up against the piles. (Both the boat and crew are good leaners after an R.S.L. Club of night.) From there we motored all the way to Sydney, reaching C.Y.C. on day nine — truly a memorable cruise that none of us will forget.

To those who think my medical preparations were inadequate, check the following:

I tell the crew what we have in the medical kit.

I show them what the A.Y.F. book says they are for.

I show them that banned book with the dirty pictures — *The Ship Captain's Medical Guide*.

I tell them about the Medradio facility on our radio.

I then ask about the condition of their teeth (sounds funny, but I have had the experience of a crew member being taken to Ulladulla Hospital by ambulance with a chronic abscess after I had put him in a coma to relieve his pain).

I ask about special problems that may have, eg., are they taking antibiotics? Have they an ulcer? Are they pregnant? How is their heart?

On this trip I even issued my local council's brochure on V.D. (a lovely piece of work!)

And still, after all this, you cannot plan for an appendicitis..

. . . a forerunner to the end of the golden era of the flying boats.



# THE CRUISING DIVISION SETS SAIL

by Basil Catterns

A new Cruising Division has been established within the C.Y.C. to develop a programme of events not covered by the Club's racing calendar. This is intended to cater for those racing yachts which, for one reason or another, are not racing. However, as far as possible, events will be planned not to clash with racing.

The main objective of the Division is to cater for the very large number of yachts which are not active ocean racers. This will include all types and sizes of boats — motor boats too. It is hoped, as the Division prospers, to reach out into new areas for the C.Y.C. with an appeal that will attract new sources of membership.

Following the experience gained in a series of harbour rendezvous cruises during 1974, which were organised and led by Nick Cassim in *Lolita*, a committee has been formed with Nick Cassim as chairman, and the new Cruising Division is off to a good start. Already two inaugural events have been outstandingly successful despite the difficulties in getting adequate notice and publicity in the time available.

## Harbour Rendezvous Cruise

The first event on Sunday, May 23rd was a Harbour Rendezvous Cruise to Chinaman's Beach in Middle Harbour. A dozen boats, including two pearling luggers and a motor boat, assembled near Clarke Island at 1000 hours and, with perfect weather, cruised in company down the harbour.

After 1130 hours, yachts were allowed to use motors, so the fleet arrived together at the rendezvous by lunch-time and rafted up in two big groups. The rafting again proved a great success, and the time-honoured routine of visiting each other's boats was soon in swing.

Barbecue lunch ashore in glorious sunshine developed into a real party, and there were hilarious scenes as the plying dinghys brought the happy crews back aboard at the end of a truly delightful day at one of Sydney's most beautiful harbour rendezvous.

## Passage Cruise

The second event was a passage cruise to Port Hacking for the long holiday weekend June 12th, 13th and 14th. Arranged and led by ex-Commodore, Bill Psaltis, in *Meltemi*, eight yachts and one motor boat, including Commodore Grahame Evans in his ketch, *Lady Caroline*, left Rushcutter's Bay at 1000 hours on Saturday with some Port Hacking crew who came aboard for the run down the coast.

Snug mooring was provided by the Royal Motor Yacht Club in Gunnamatta Bay and, as in previous years, the Club facilities and hospitality were quite outstanding. A dinner-dance was specially provided. R.M.Y.C. Hon. Secretary 'Robby' Robinson re-presented C.Y.C. Commodore Evans with the C.Y.C. Plaque originally donated in 1956 for the annual race to Port Hacking. He recalled the many years of friendship between the two Clubs and asked for a renewal of an annual race/cruise event to Port Hacking.

Grahame Evans said the C.Y.C. would see what could be done, and he was supported by enthusiastic responses from Bill Psaltis and each of the visiting skippers.

On Sunday Peter Gray of the Port Hacking Ocean Yacht Club led a fleet of all but the really deep-keelers in a cruise up the Port Hacking River to a barbecue rendezvous at Northwest Arm. It was an exciting new experience for the Sydney crews and their friends to explore the upper reaches of beautiful Port Hacking and raft together in a secluded cove where the full run on anchor chain was needed to find bottom. Having waited until the return of the tide, it was a happy band of yachties which followed Peter Gray through the channels and back to the Club marina in the evening.

On Monday the fleet sailed out in line astern to reach the open waters and sail up the coast in pleasantly light conditions. There was plenty of time to enjoy the winter sunshine and reflect on two lessons for C.Y.C. Cruising Division: firstly, what a wonderful experience to enjoy the splendid comradeship of Port Hacking yachtsmen in such a beautiful place, secondly, such hospitality is possible because the Port Hacking Club some time ago took up the challenge of change and pressures, which have beset most yacht clubs, with a policy of diversification. There are now, in fact, four separate clubs all sharing the same membership and facilities:

Royal Motor Yacht Club — Port Hacking Branch  
Port Hacking Ocean Yacht Club  
Port Hacking Motor Boat Club  
Port Hacking Game Fishing Club

## Cruising Division a new era?

Some years ago the Junior Offshore Group developed as a significant new segment within the C.Y.C. The thrusting eagerness of these keen yachtsmen was met with strong resistance from the conservative management of the Club at that time. 'Confrontation' they said. And 'we won' they said after the Joggies were outed in a political manoeuvring



which rocked the C.Y.C. and from which, in my opinion, the Club has been the poorer ever since.

The C.Y.C. has always had its quota of successful businessmen in its management. Yet I have always failed to understand why such men, who in their business careers early adopt the philosophy of *diversify or fail*, are unable to see that in this world of 'future shock' the C.Y.C. must also diversify. Innovation is the name of the game. For the C.Y.C. to continue to prosper it must appeal to the many different life styles and boating styles of all who share the common bond of a love of the great offshore.

The Cruising Division aims to reach out to C.Y.C. members who are not currently catered for in their boating activity. It also aims to attract new members by offering a range of activities which are additional to the well-established ocean racing programme, which will always remain the basic activity and accepted philosophy of the Cruising Yacht Club of Australia.

So if you feel that there is much more the C.Y.C. should be doing and particularly if you feel you can contribute to the development of the new Cruising Division please contact:

Nick Cassim 94 2870 (home) or 211 3888 (office)  
Bill Psaltis 89 1641 (home) or 26 2151 (office)  
Basil Catterns 81 2084 (home) or 929 0600 (office)

### Coming Events

Planning is now under way for a programme which includes regular socials, lectures, courses in seamanship and other club-house get-togethers. In the meantime, you should plan to join in the fun at the next two Cruising Division turnouts:

1. A harbour rendezvous cruise on Sunday 5th September. Boats will rendezvous at 1030 hours 300 metres west of Clarke Island and cruise *in company* to a location indicated by the lead boat according to the prevailing weather.
2. A passage cruise to Brisbane Waters on the holiday weekend Saturday 2nd, Sunday 3rd and Monday 4th October. Peter Rysdyk in *Onya of Gosford* has kindly arranged for pilotage through the Rip and offered the unique opportunity to be guests of the Gosford Aquatic Club. Club facilities will be available and entertainment is being arranged including a visit to Old Sydney Town.

This will be an outstanding experience and a fleet of approximately 30 boats is expected. All boats are welcome.

Details of both events will be published, distributed and made available at the C.Y.C.



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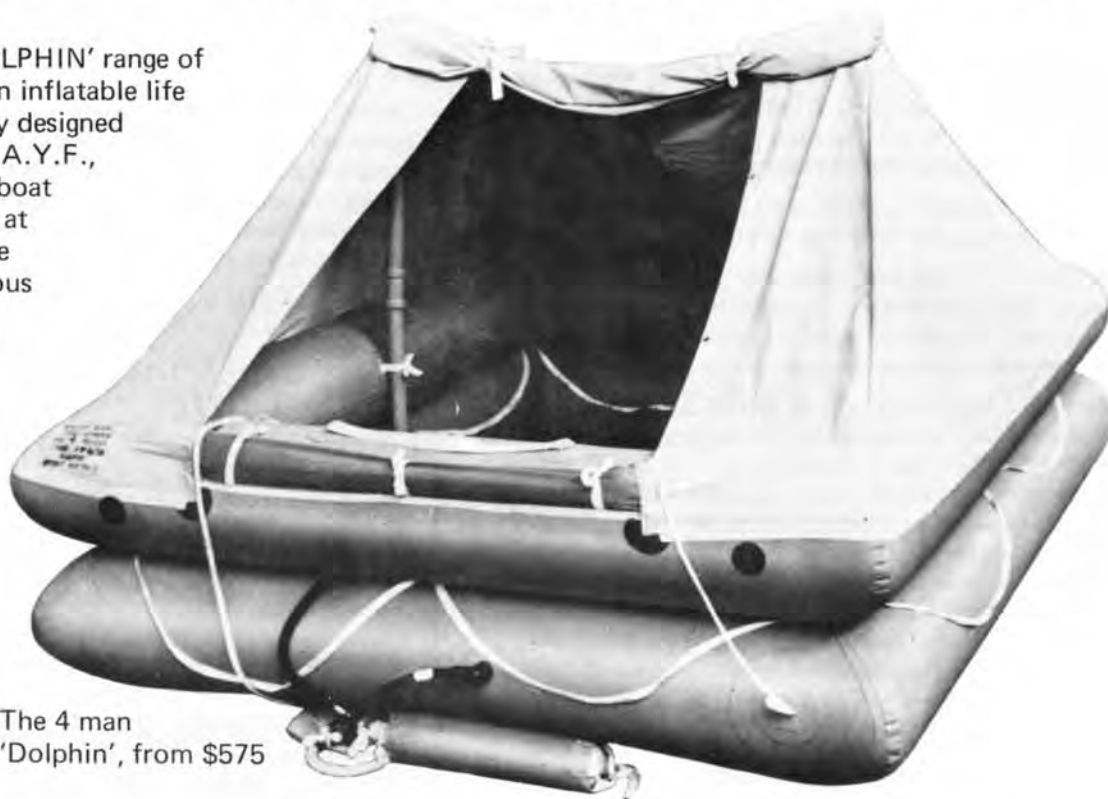
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# THE SYDNEY – NOU 'MEA RACE: its history, and the 1977 race

by Peter Rysdyk

In the early hours of Sunday, September 20, 1953, watchers on the bridge of the French frigate, *Tiare*, anchored near the reef entrance leading to Noumea, picked up the navigation lights of a small two-sticker beating towards them.

"It's *Irene*," said a lieutenant after a quick look at an identification chart. "She'll be first home."

"No she won't" shouted someone on his left. "There's another yacht still closer to us, over there." And he pointed to another light glimmering in the velvet blackness of the tropical night.

The second man was right. The light he saw belonged to George Brenac's 48-foot cutter, *White Cloud*, who sailed into the beam of *Tiare*'s searchlight at 3.20 a.m. (2.20 a.m. Sydney time) to take the course record for the first Sydney–Noumea Ocean Race, having covered the 1,100 miles in 7 days, 10 hours and 50 minutes. But French-born Brenac and his seven man crew knew they had no chance at the main prize, for the low-rating, 41-foot schooner, *Irene*, was hot on their tail, and her time correction factor of .7105 gave her an unassailable handicap lead on *White Cloud* (T.C.F..7694).

Sure enough, when *Irene* crossed the finish line between *Tiare* and Amedee Island Lighthouse five minutes later, a brief calculation showed that she had nearly ten and a half hours in hand on *White Cloud*.

It was a big moment for *Irene*'s owner-skipper, Newcastle yachtsman Harry Hughes. Generally speaking, *Irene* turned out a surprise packet. And no one thought *White Cloud* could out sail Frank and John Livingston's 55-foot ketch, *Kurrewa III*, a veteran of many ocean races including the Frisco-Honolulu and holder of the record for the Tasman crossing.

The steady weather and the swiftness with which the yachts ate up the miles provided another surprise. The wind came to the ESE on the third day of the race and stayed there to the finish.

The Cruising Yacht Club of Australia organised the first Sydney–Noumea Race at the invitation of the Government of New Caledonia, who wanted the event to coincide with the celebrations marking the centenary of French rule on the Island colony.

All the entrants in this first Sydney–Noumea Race were Hobart–Race veterans, and two boats, *Kurrewa III* and *Solveig*, had competed in both Trans-Tasman and Trans-Pacific (Honolulu) races. The former was favoured to take line honours and the latter the handicap prize, but both were to disappoint their supporters, *Solveig* due to an accident which put her out of the contest.

## The Race

The yachts got away to a good start at 3.30 p.m. on September 12th, all crossing the line within a few seconds of one another. *Solveig* led the fleet down Sydney Harbour and was first to clear the Heads. The sun was shining, and a Force-5, SSE. wind gave the contestants a reaching start.

It was on the 14th that the fleet's mother-ship, H.M.A.S. *Hawkesbury*, which had left Sydney on the previous day, caught up with the yachts and established radio contact with them. Carrying a civilian liaison group made up of C.Y.C. secretary, David Allworth, George Barton and J. McD. Royal, the *Hawkesbury* was to provide the best radio cover so far given an ocean race in our waters.

The accident which put *Solveig* out of the race happened in the evening of September 15th. A cap shroud carried away and 17 feet of *Solveig*'s mast crashed overboard.

1953: *Irene* ties up at Noumea. A huge crowd gave them a royal reception.



The crew laid the backstay along the deck to act as a temporary aerial and managed to let *Hawkesbury* know they were returning to Sydney under jury rig. The navy offered to tow *Solveig* home, but the Halvorsens declined the offer. The same morning sked which brought news of *Solveig's* disaster also revealed that Hughes' rhumb line strategy had paid off, putting *Irene* in front of the fleet. She was to lose and regain the lead several times.

### In Noumea

Once ashore, the crews joined in the four-day round of centenary celebrations with all the gusto of sailors who have left a few days' hard seafaring behind them. The language was a problem to many, but the "parley-voing" only added to the fun.

The prizegiving ceremony, counted as part of the celebrations, was held on September 25th. Each competing yacht got a beautifully-sculptured trophy; miniature huts, native totems carved and polished, and even a replica of a complete native village carved from one piece of wood, were some of the unusual prizes given to the skippers. The C.E. Tait Trophy, consisting of a silver platter for the skipper and silver tankards for each crew member, was presented to *White Cloud* as line-honours prize. An enormous tortoise shell was presented to the parent club of the winning boat; Harry Hughes accepted it on behalf of Lake Macquarie Yacht Club.

Visiting yachtsmen will long remember the hospitality extended to them by the "Association du Centenaire de la Nouvelle-Caledonie".

Reviewing the race itself, crews agreed that the radio cover was the most efficient yet attempted by the C.Y.C. This was made possible by the complete co-operation of the Navy, who made available the facilities of *Hawkesbury's* radio room. Two transmitters were used, a low power set to work the yachts and a high-power set to send progress reports to Sydney Radio.

Special weather forecasts were prepared on board *Hawkesbury* and relayed twice daily to the contestants.

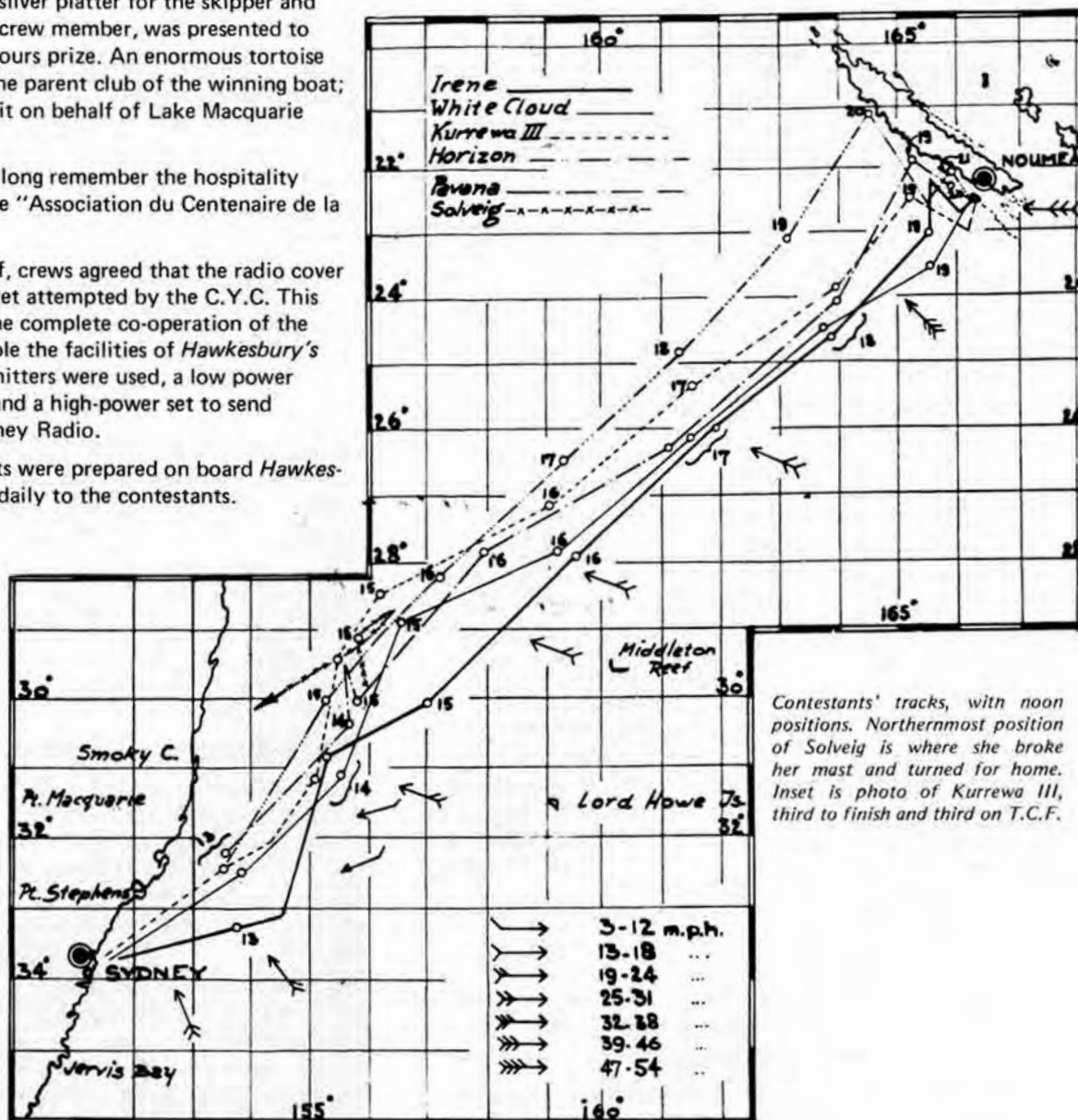
*Hawkesbury's* captain, Lt. Cmdr. R.J. Scrivener, regarded the yachts as being in his personal care. When it was known that *Horizon* and *Pavana* were working down along the reef-studded coast of New Caledonia, he kept the ship at two hours' notice "just in case they need assistance".

### Results

Elapsed times were taken by the contestants themselves and are to the nearest minute only; corrected times are given in days, hours, minutes and seconds.

		Elapsed	T.C.F.	Corrected
<i>Irene</i>	(H. & W. Hughes)	7.10.55	.7105	5. 7. 7.13
<i>White Cloud</i>	(G. Brenac)	7.10.50	.7694	5.17.35.39
<i>Kurrewa</i>	(F. & J. Livingston)	7.17.00	.8258	6. 8.46.34
<i>Horizon</i>	(S. Berg)	9. 4.45	.7016	6.10.53.26
<i>Pavana</i>	(G. Mayne)	8.11.45	.7834	6.15.35.51

*Solveig* (T. & M. Halvorsen, T.C.F. .7048) did not finish.





## The 1957 Sydney—Noumea Race

We have been unsuccessful in obtaining accurate information on this race. We believe seven yachts started, but only two completed the course.

## The 1966 Proposed Sydney—Noumea Race

Again insufficient information is available. It seems that this race was cancelled because only three entries were received.

We look forward to hearing from members who can fill in the '57 and '66 gaps so that we can compile a complete history.

## The 1974 (reborn) Sydney—Noumea Race

Few wins could have been more popular than that of Mick York in his 11-year-old yawl, *Tui Manu*, in the 1974 Sydney—Noumea race, held to coincide with the 200th anniversary of Captain James Cook's discovery of the Island.

With the forced withdrawal of the two main contenders for line honours, *Helsal* and *Apollo*, the gun went to the beautiful Victorian 60' steel sloop, *Banjo Patterson*. *Helsal* pulled out when a cabin sole bearing fractured the concrete hull, and her pumps could not hold against the intake of water. They sailed her to Coffs Harbour for repairs. *Apollo's* race finished when bolts sheared off a chainplate.

This left *Banjo Patterson*, skippered by owner John Jarrett, to fight line honours with *Widgeon*, another Victorian boat. *Banjo* finished the course in 197 hours 32 minutes 26 seconds, two hours 24 minutes ahead of *Widgeon* and just over four hours ahead of *Alcheringa*, skippered by Commodore Joe Diamond.

### The Race as seen by the "BANJO'S"

The race started in an 8-knot sou'-westerly which swung to the north-east as the fleet left Sydney Heads led by *Apollo*. The wind dropped to 2.5. knots during the night, but the barometer was falling rapidly, and on the second day the nor'-easter strengthened to 10 knots, then 20.

*Apollo* and *Helsal* were leading, followed by *Banjo*, *Boomerang* and *Widgeon*. Throughout the second night the wind strengthened, reaching 40 knots by morning. *Apollo* dropped out during the night with a broken shroud, and *Helsal* also abandoned the race, reporting a holed hull. This left *Banjo* in the lead.

The wind continued to strengthen until it reached 60 knots, and *Widgeon*, *Dulcinea* (the only New Caledonian entry) and *Alcheringa* moved up on *Banjo*. On the fifth day the wind dropped below 20 knots but soon rose again to 50-60, accompanied by torrential rain. At this stage *Widgeon* overtook *Banjo*, with *Alcheringa* and *Dulcinea* lying third and fourth.

### Sunshine at last

On the sixth day the wind dropped again and the sun re-appeared. The crews hoisted spinnakers and *Banjo* once more took the lead, which she was to keep to the finish.

She took 12 hours to cover the last 60 miles, finishing at 5.32 p.m. on Friday, June 6. *Widgeon* came in 2 hours, 24



*Cercle Nautique Caledonie — our host Club in Noumea with 746 vessels on the marinas (November 1974).*

minutes later, and *Alcheringa* was third across the line, 4 hours 8 minutes behind *Banjo*. Then came *Hustler*, *Boomerang*, *Harmony*, *Sunbird*, *Tui Manu*, *Astelot*, *Dulcinea* and *Four Winds* — the last boat finishing 37 hours 49 minutes after *Banjo*. On corrected time *Banjo* was relegated to eighth place, while victory in the third Sydney—Noumea Race went to steel yawl, *Tui Manu*, with a corrected time of 159 hours 12 seconds.

Second on corrected time was *Harmony* (160 hours 2 minutes 15 seconds), third *Alcheringa* (164 hours 11 minutes 29 seconds).

### 1974 Results

		Corrected time
<i>Tui Manu</i>	(M. York, C.Y.C.A.)	155.25.12
<i>Harmony</i>	(G.B. Foster, M.H.Y.C.)	160.02.15
<i>Alcheringa</i>	(J. Diamond, C.Y.C.A.)	164.11.29
<i>Widgeon</i>	(J. Bush, H.B.Y.C.)	167.47.16
<i>Astelot</i>	(J. Walker, M.H.Y.C.)	170.10.01
<i>Dulcinea</i>	(P. Rothery, C.N.C.)	178.31.49
<i>Four Winds</i>	(S. Gibson, H.B.Y.C.)	178.51.16
<i>Banjo Patterson</i>	(J. Jarrett, R.Y.C.V.)	181.50.10
<i>Hustler</i>	(P. Bates—B. Climo, C.Y.C.A.)	182.50.10
<i>Sunbird</i>	(J. Morris, R.P.A.Y.C.)	183.08.49
<i>Boomerang of Belmont</i>	(A. Burgin, L.M.Y.C.)	189.41.30
Fastest time:	<i>Banjo Patterson</i> 197.32.26	
Retired:	<i>Helsal</i> , <i>Apollo</i>	

## The 1977 Sydney—Noumea Race

And so we come to the future "Noumea" starting Saturday, 7th May at 1100 hours from Sydney Harbour, coinciding with the school holidays. The "fourth" Sydney—Noumea fleet will make its way 1080 nautical miles to the sun-soaked islands of New Caledonia, with the finishing line off the capital, Noumea, better known as the "Paris of the Pacific".

The Race, which will be organised in the usual thorough C.Y.C. manner and in conjunction with our Noumea sister club, the "Cercle Nautique Caledonie", will have a number of new features. Firstly, we have our "hot-rod" I.O.R. Division with possible level rating and/or further subdivisions. Secondly, we will have the Arbitrary Division,



which will give our unrated members and friends an opportunity. Last but not least we have our "Cruise in Company" Cruising Section.

This exciting new addition to our fleet will give the newly-formed Cruising Section of the Club, and those members of ours who have complained for years of being neglected, the opportunity of a lifetime to "cruise in company" in an organised event, under radio control, to one of the most beautiful areas of the Pacific.

Obviously all entrants will have to comply to the A.Y.F. and C.Y.C.A. Category 1 Safety Rules, and in addition, the Sailing Committee will look at the qualification and/or experience of the navigators concerned. Cruising section entrants, which will have to be motor-sailers or cruising sailing vessels, will be allowed to use either sail or engine propulsion, and the use of electronic aids, radar, auto-pilots etc., will not be restricted.

The judging of the "Cruising Section" will be on a point system and based on appearance of ship/crew, seamanship, log and chart-navigation records of the course, general behaviour at Noumea, etc.

#### Cock of the Pacific

A further new feature for the big boys in the I.O.R. Division will be the "Cock of the Pacific" Trophy for line honours, standing for four years until the next Noumea Race in 1981, which will entitle the winning vessel to fly the honoured eight-foot-long Cock of the Pacific Pennant, which we hope will become a rare and coveted honour.

#### Social events

C.N.C. is challenging visiting yachts in an afternoon round-the-buoys race, and there will be a weekend cruise-race to the fabulous "Island of Pines" forty miles away. This event will be sponsored by the "Relais de Kanumera" holiday resort.



OFFSHORE — August/September 1976



*The beach at Island of Pines*

#### Australia week

Coinciding with the fleet's arrival at Noumea, the Federal Government's Trade Commission for the Pacific, in conjunction with the C.Y.C.A., will be organising an "Australia week" with trade promotions, art displays, Australian T.V. programmes etc.

#### Special holiday package tours

As already mentioned, the '77 Race is timed to coincide with the school holidays (9th — 20th May), and for this reason we expect great numbers of relations and friends to fly over to meet the fleet and participate in the festivities. We have therefore decided to negotiate "special inclusive package tours with the airlines and hotel companies. Negotiations to this effect are in full swing to arrange the most attractive and economical tours possible. Next issue will give full information and particulars on this matter.

#### In conclusion:

We are excited about the response already received, and to date we have twenty-four yacht owners on our provisional-entry list.

One of our members has offered the use of a brand-new, sixty-foot motor yacht to act as radio escort vessel. All indications are that our C.Y.C. is heading for another winner.

We thank *Seacraft*, *Modern Boating*, Tryg Halvorsen and the York family for information supplied on previous races.

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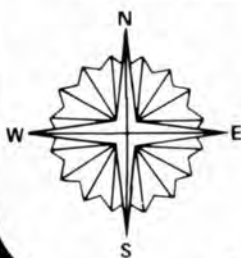
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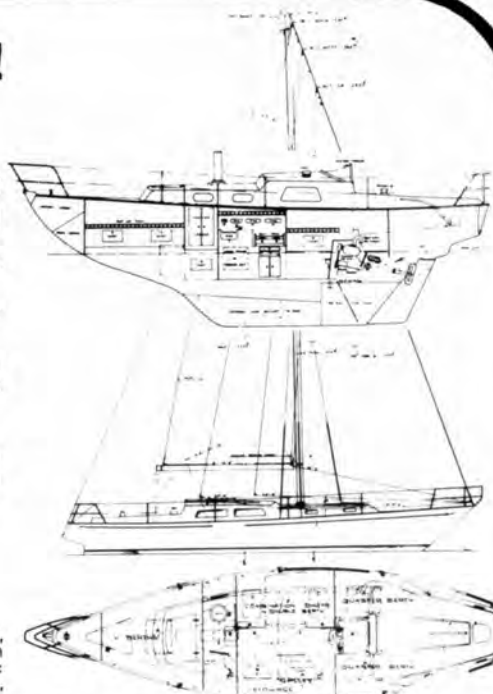
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# NEW OFFSHORE TRIANGULAR COURSES

by Gordon Marshall

*Even though last season's S.O.P.S. triangles proved very popular, and accurate mark laying now seems to have settled into a well-ordered routine, the C.Y.C.A. Sailing Committee, headed by Gordon Marshall, has announced that changes are planned for the coming season. Full details will appear in the Club's new issue of "Special Regulations and Sailing Instructions", but in the meantime, 'Offshore' interviewed Gordon so that skippers and navigators may get a preview of what is in store.*

"Notwithstanding the success of our triangles, we have been constantly aware that it has been fundamentally wrong to start the small boats first and then send the larger ones through them.

"The justification for doing this is self evident; the Div. 4 boats, being smaller, are slowest around the course, so we have started them first. However there has to be another way. Well, now we have come up with it, though it does add more work for the mark layers and recovery crews.

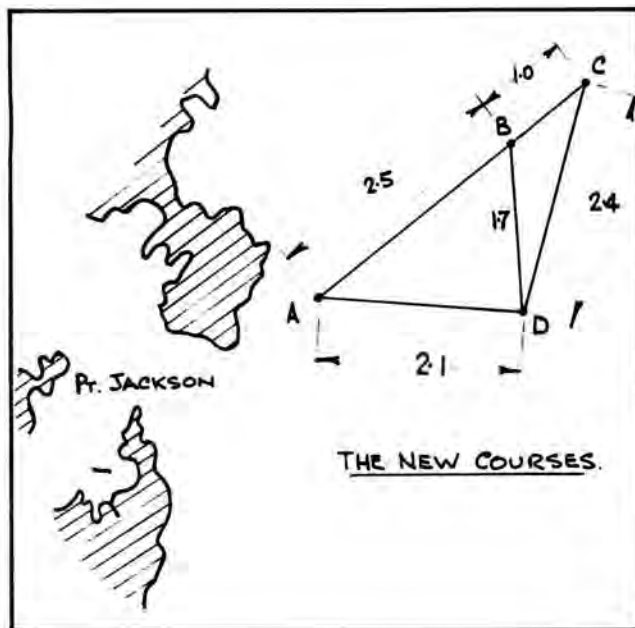
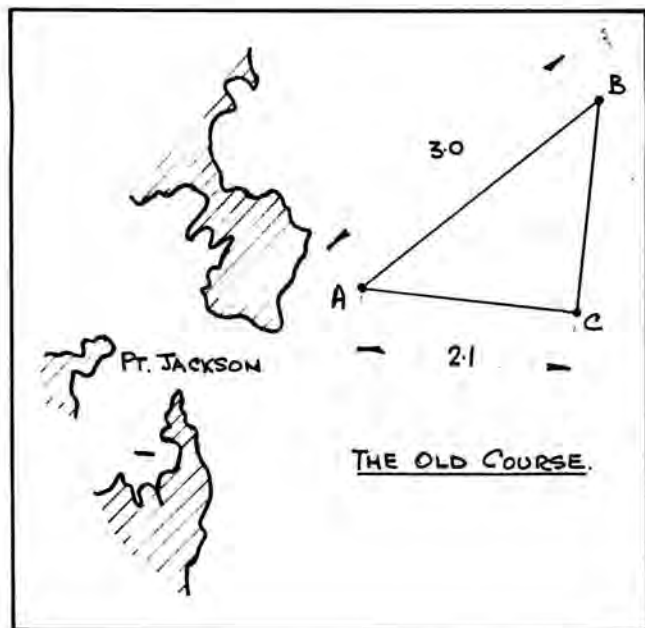
"Instead of a single mark at the end of the long leg, we now intend to have two. One will be  $\frac{1}{2}$  mile closer to mark (A)

than originally, the other  $\frac{1}{2}$  mile further away. Thus they will be 1 mile apart and on the same line as the original (A) to (B) leg. We will then have a line (A) (B) (C). The wing mark (D) will be in a compromise position, half way between the apexes of the triangles based on (A)-(B) and (A)-(C).

"Taking the case of the classical NE. breeze situation, the larger boats will start  $\frac{1}{2}$  an hour earlier and sail around the furthest mark (C), which, incidentally, will be identified by having a broad yellow stripe around its mid-girth. The half-tonners will go off at their normal time and also sail the extra  $\frac{1}{2}$  mile to (C), whilst the Div 4. boats will start  $\frac{1}{2}$  hour later than previously and will only go to mark (B),  $\frac{1}{2}$  mile closer than originally.

"Taking into account the shorter wing leg for the Div 4 boats their total distance will be reduced by two miles, whereas the remainder of the fleet will sail two miles further.

"Considering the changed starting times, together with the course changes, finishing times should be similar to last years, but we will now avoid the congestion of one fleet sailing through the other in the early stages of the race."







Peter Kurts, Mike Taylor, Peter Shipway and Alan Fox at Suvavou kava party.

# THE SYDNEY SUVA YACHT RACE

or The Race to the Golden Dragon

"Jerry" Humphrey

## For the Records:

Line Honours in the inaugural 1800-mile race went to *Boomerang of Belmont* (A. Burgin) with an elapsed time of a little under 10 days. And *Bacardi* and *Vittoria* sailed neck-and-neck over the final 60 miles to finish, 53 seconds apart.

## Handicap

I.O.R. 1st *Vittoria* (L.J. Abrahams) VIC.  
2nd *Bacardi* (R. Gould & W. Rockliffe) VIC.  
3rd *Four Winds II* (S. Gibson) VIC.

Arbitrary 1st *Four Winds II*  
2nd *Bacardi*  
3rd *Vittoria*

The prize for the hardest worker went to John Martin (M.H.Y.C.).

The race was not a sun-drenched, down-hill affair as many pre-race forecasters were predicting. Instead there were irregular, sloppy seas, and wet weather gear was needed

most of the time. Winds were usually forward of the beam, 12 - 20 knots, although they reached 40 knots after 8 days and 1500 miles from Sydney. It was a tight reach most of the way with *Love & War* the only boat to try a star-cut — unsuccessfully!

The combination of strong breezes, sloppy seas, and long reaching legs produced many rigging failures. *Love & War* while on port tack had to repair a damaged port lower shroud. Then four days later, when 150 miles from Suva and on starboard tack, she broke the windward lower shroud. The mast fractured very badly at deck level and was bent severely at the lower spreader. The crew supported the mast by taking halyards and spare lines from the lower spreaders out to the toe rails, then around the fractured section and on to the deck winches. Afterwards they hoisted a spitfire jib, only to find that they could not tack. The yacht eventually withdrew from the race 40 miles from the finish.



Earlier in the race *Love & War* had had motor troubles. This was repaired by crewman Mike Taylor, who hails from the N.S.W. snow country. He spent two days in the bilges stripping and reassembling the engine.

The largest yacht in the race, the 70' ferro-cement ketch, *Marqueen*, broke a spreader 150 miles out of Sydney. This was welded back into place with the yacht's own welding gear while she sheltered in the lee of Lord Howe Island.

*Bacardi* and *Vittoria* also broke lower shrouds and were fortunate in not suffering any damage to their masts.

The social whirl in Suva was even more gruelling than the race. The hospitality of the Royal Suva Yacht Club was overwhelming. The bar stayed open as long as 1 or 2 people were prepared to drink. The prize-giving was a mind-blowing night, with the members preparing a magnificent Fijian feast. The music, dancing and singing carried on to dawn. The crew levy of \$10 per head (complained about by Biggles in OFFSHORE, April/May issue) was our admission charge to the prize-giving . . . we thought we got our money's worth!

Informal entertainment was just as hectic. The crew of *Love & War* stayed in 5 motels in the course of 2 days before being welcomed at the Isa Lei Hotel. There they were adopted by a local village Rugby team, but, alas, *Love & War* lost the inaugural Sydney - Suva Rugby match. They did manage to win the doubles though, 4 tries to 1. After the match, Peter Kurts needed cardiac resuscitation on the bar at the R.S.Y.C.

Albie Burgin and the other plumbers of *Boomerang of Belmont* played musical baths throughout Fiji and Tonga; ask Albie the cost of keeping clean in the South Pacific. The *Boomerang* crew also won the race to the bar of the Golden Dragon, with Lou Abrahams a close second. This little oasis in the South Pacific is a wild, swinging disco-night-club, where one can pick up almost anything. The natives here are very friendly, although some people had difficulties picking the boys from the girls.

After the prize — giving all boats except *Marqueen* left on extended cruises to recuperate. *Boomerang of Belmont* went to the outer Fijian Islands, Tonga, New Hebrides and Noumea.

*Metung* loaded enough beer and spirits to last a normal crew 6 months, having planned a leisurely trip home to Victoria. *Bacardi*, *Vittoria*, *Boomaroo* and *Four Winds II* are cruising back via New Hebrides, Noumea and Moolooloobah.

Race organisation by M.H.Y.C. and R.S.Y.C. was first-class. The pre-race briefing even included a movie of the entrance to Suva Harbour and the finishing line. Suva is the cross-roads of the South Pacific, and many interesting cruising boats and people pass through the R.S.Y.C. Cruising through the South Pacific islands was great fun and a welcome change from racing. A regular race from Sydney (or Moolooloobah) to Suva would give both racing and cruising yacht owners a great chance to get out of Australia during the winter and do some cruising, which could also include a challenging long-distance ocean race.

OFFSHORE — August/September 1976

View of *Love and War*'s mast as it made its crooked way up to the sky. Note the shrouds and ropes (starboard lower); all spare halyards, topping lifts, etc. were tensioned to the toe rail.



# MEET



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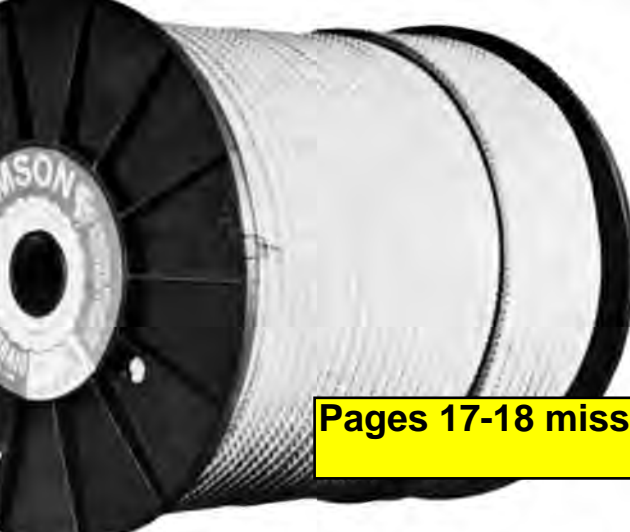
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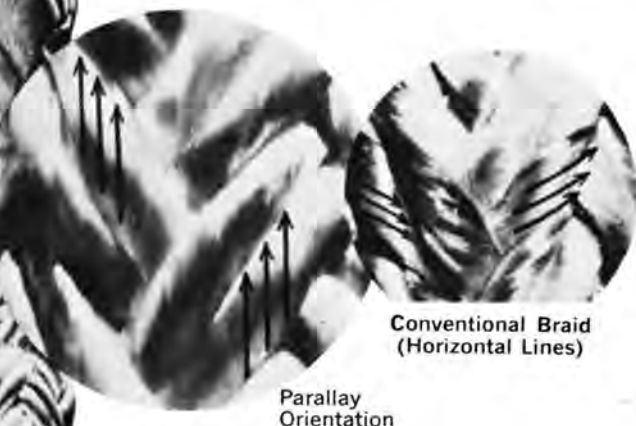
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# TECHNICAL

## SYNTHETIC ROPE ON YACHTS

by John Noakes

Synthetic rope is now used almost universally on all types of yachts. Its main advantage is that it is rot-free and non-absorbent. Synthetic ropes of poorer quality tend to swell with use (I have seen 12mm rope that has increased to 14mm). They also can become quite hard and wirelike. I have seen rope spinnaker halyards that could be held out horizontally like a boat hook. This, I believe, is due to the strands locking up under load, which happens, sometimes, due to poor construction and sometimes because of continuous exposure of the fibre to sunlight and salt water.



Conventional Braid  
(Horizontal Lines)

Parallay  
Orientation

When synthetic rope hardens cleating it becomes extremely difficult, as does tying knots that remain secure. One type of rope which does not harden is 'Samson' braid, which is imported from the American Samson Rope Company. The rope is of a patented construction called 'Parally TM'. With 'Parally' rope, the fibres of each strand run in a longitudinal plane instead of nearly horizontally across the rope, as with most other brands. This makes the rope run more freely, stops it twisting or kinking, and reduces stretch (at 20% of load) to well below that experienced with many other brands.

Samson 'Parally' yacht braid can be easily and neatly spliced with only a very small increase in rope size. The advantage is that the splice doesn't get jammed in blocks and exit boxes. It can be end-to-end spliced, back-spliced and brummel-spliced (an eye spliced in the centre of a line as for genoa sheets). Samson 'Parally' yacht braid can also be very neatly rope-to-wire spliced, i.e., wire and rope spliced together to form a continuous line, as for genoa halyard, spinnaker halyard, main halyard etc.

It is also possible to put rope covers on wire spinnaker braces, genoa sheets and halyards up to any length and to leave a rope tail. This, although more expensive than barb wire, gives quite a lot of protection to the topsides when braces are allowed to trail over the leeward side (as is so in nine out of ten cases) when going to windward. This rope covering also stops spinnaker braces from becoming kinked as they are pulled under load through the pole beak after a gybe.

### Wire/Rope Splices

Three-strand, laid rope has several disadvantages for use as sheets, halyards, tails, etc. Wire-to-rope splices in laid rope are harder to do than in braided yacht line. They are not nearly as strong and tend to fall apart when pulled, under load, around a winch. Laid rope also twists and hockles under load (the three separate strands each form individual loops resulting in a large lump that could jam in a block).

Quite a number of other plaited and braided ropes are available. Sixteen-plait rope does not wire-to-rope splice at all satisfactorily. Splices in this type of rope usually finish up much weaker than the rope or wire and are harder and more time consuming to do. Eye splices are also hard to make in comparison to the Samson eye in braided yacht line.

Some eight-plait ropes can be wire-rope spliced. Usually these consist of an eight-plait cover with unplaited, straight longitudinal strands as a core. The tightness of the cover in these ropes means that, as a rule, only small-diameter wires can be spliced into relatively large-diameter ropes. Single-plait and single-braid ropes cannot be spliced satisfactorily as the cover is so tight that it is impossible to force the wire up inside the cover.

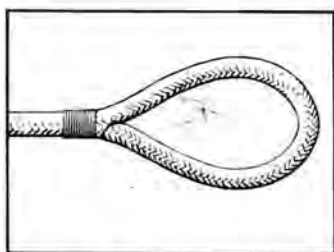
### Uses of Rope tails on halyards

**Genoa halyards.** With wire-rope halyards the usual function of the rope tail is to provide a comfortable grip while getting the wire itself onto the winch. The loads on the rope are comparatively small; these tails can be made out of light rope, which saves a lot of weight aloft and reduces cost because the rope is cheaper than wire.

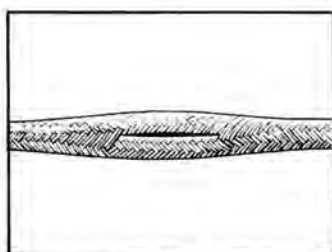
There are two limiting factors on the size of the rope chosen for a tail. The first is that it must be of sufficiently large diameter to grip comfortably, and this depends on the size and weight of sails to be hoisted. The second factor is the size of the wire to which the rope is to be spliced.

**Main Halyards.** In the case of main halyards, if, when the sail is reefed, wire does not reach the winch, the rope tail

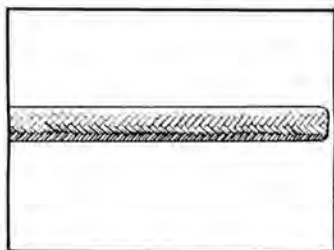
## Synthetic rope on yachts continued.



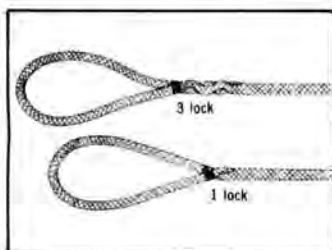
Basic Eye Splice



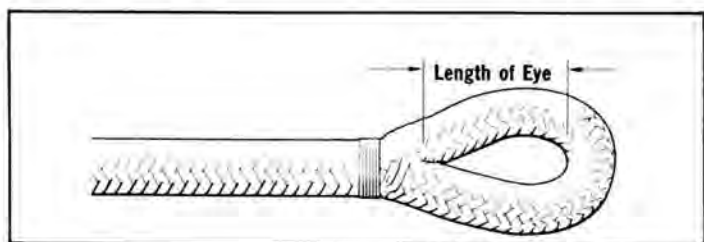
End-for-End Splice



Back Splice



12-Strand Single Braid Splices



will need to be made of sufficient diameter (i.e., strength) that, when deep-reefed, the sail can be correctly tensioned along the luff. If, on the other hand, as is the case with some racing boats, the wire is sufficiently long to reach the winch (even when deep-reefed), the tail can be the smallest diameter that the wire will splice into, because the load when hoisting the main is very small, and speed is not very important. When using this long wire for the main halyard, care must be used to prevent the excess wire from kinking when stowed.

**Spinnaker halyards.** As a rule these halyards take very much more load on the rope tail than other halyards; we've all seen sweating forward-hands winding spinnakers up the last 20 feet in a fresh nor'easter, so the tail is required to take the full weight of the spinnaker. Don't worry about the splice pulling out under load, as a correctly-made splice is stronger than the wire or rope.

One thing worth mentioning is that *all* halyards should have markings to achieve proper adjustment of the sail in the case of maximum hoist headsail halyards, and in the case of spinnaker halyards, so that some well-meaning 'gorilla' doesn't try to winch the snap-shackle through the masthead block in the dark.

**Spinnaker pole topping lifts and staysail halyards.** These are probably best made as wire-rope halyards, as the wire portion of the halyard stops excessive bounce of the pole when dip-pole gybing, creates less friction at the top mast exit, and has less windage when not in use. The wire should

be of sufficient length that, when used as a staysail halyard, it will reach the winch drum, but when used as a pole lift, there will be only rope on the drum. In this case the rope tail should be marked so that, when gybing, the mast man can let out enough halyard to allow the pole to swing under the forestay. This marking is best done so that it can be felt at night time (as well as seen).

**Genoa sheets.** These can be either all Samson braid of a suitable size or wire with rope tails.

In larger yachts, it is often an advantage to have all-rope sheets tapered. This gives a heavy section of rope from the clew of the sail to the winch, with enough extra length to allow the sheet to be sprung for reaching; the balance of the sheet is then made of a lighter size, which saves weight and makes it easier and faster to tail when tacking. It also saves cost. With Samson rope it is possible to end-to-end splice tapered sheets without losing very much in strength and without forming a lump that would jam lead blocks.

Wire-and-rope sheets are mainly used on bigger ocean racers where speed of tacking is all-important and damage to crew and boat are of secondary consideration (if you have ever been whacked on the side of the head by a wildly flogging 5/16"-diameter wire sheet you will know what I mean). The wire in these sheets need only be made long enough that, when close hauled, you have five turns of wire on the winch drum.

The rope tail should be strong enough to allow the headsail to be sprung for reaching and to allow the headsail to be winched in after a slow tack. Once again, if the splice is properly made, it will not pull out under load.

**Main sheets.** These should be all Samson braid of as small size as possible to save weight when square running. It must be remembered that, with a boom 10 feet long and two double blocks, you could have seventy feet of rope over the side. On larger yachts one way to save weight is to taper the main sheet. This provides heavier rope around the blocks and up to the winch when close-hauled; the balance of the sheet is small-diameter rope, Samson-spliced onto the heavier rope. Again there is a saving in cost and weight.

### Anchoring

One of the requirements of an anchor line is that it should be resilient, so that as a yacht surges in a seaway, it doesn't snub hard against the anchor. If this happens continuously, it can result in failure of the mooring cleat or a break in the line.

For anchoring, nylon is used as the fibre in Samson golden braid. This is a double-braided rope with a nylon cover and nylon core. This rope has been designed so that elasticity is controlled (so that it doesn't act as giant rubber band).

The main anchor should have at least five fathoms of suitable sized chain shackled to the anchor. The weight of this helps to hold the anchor on the bottom and imparts a more horizontal pull on the anchor from the anchor line. It also overcomes the problem of anchor line chafing on rocks at the bottom.

The amount of line used varies with the conditions but should not be less than 3 times the depth of water; it could be up to seven times the depth in severe conditions. Once your 30 feet of chain has disappeared over the side, you have no way of telling how much line has been let out. So it is well worth the effort to mark your anchor line. I



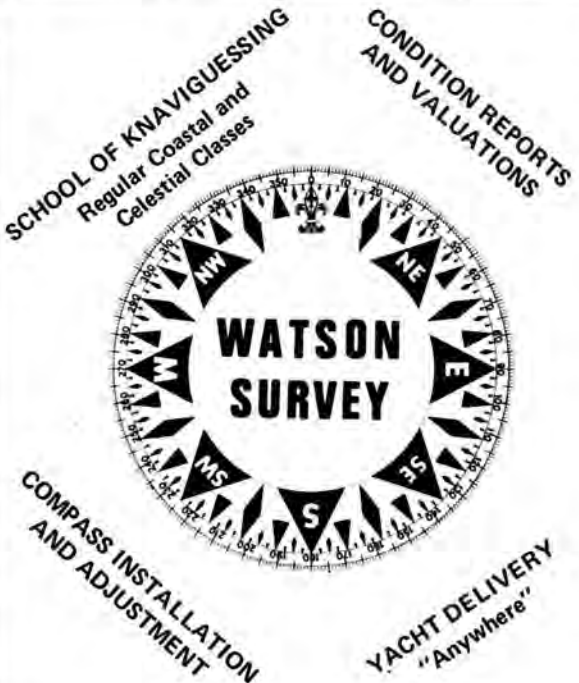
have had considerable success with marking the rope at every 5 fathoms. Using a waterproof felt pen, I make black bands 1" wide around the full circumference of the rope, one band for 5 fathoms, 2 bands for 10 fathoms, and so on up to 30 fathoms, which would have six bands. For 35 fathoms I go to one band, as with over 6 bands the mark becomes confusing; even the dumbest forward hand can figure out whether he has 5 or 35 fathoms of line out!

**Stowing the anchor line.** Make sure that the bitter end of the line is made fast to something substantial in the anchor locker, and then just feed the line in and let it find its own place.

Do not try and coil it, as, sure as fate, it will kink and finish up in knots. Stowed loose in this manner it will run right out to the end without any problems.


A good method of stowing anchor line in a boat without an anchor locker is in a plastic bin (i.e., a garbage bin of suitable size). Punch a hole in the bottom of the bin and feed the bitter end through; then just stuff the line in with the chain and anchor on top. When anchoring, all you have to do is to drop the anchor and chain over the side and let the line run until reaching the appropriate mark. This method has been used by Australian Admiral's Cup Boats for kedging in very deep water when trying to buck an adverse tide. *Ragamuffin* was using 60 fathoms of 9mm nylon line, 5 fathoms of chain and 10 lb C.Q.R. anchor, and this has held her in 3 knots of current and 30 fathoms of water with no wind.

We would just drop the anchor over the side and let it run, and we never had a foul-up. Mind you, getting it up from 35 fathoms with such a thin rope was an entirely different matter.



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by John Brooks

On the Admiral's Cup scene things are relatively quiet, with a new committee yet to gather momentum. At time of writing they were stalled on the appointment of a chairman, with Norman B. Rydge and Bill Psaltis both mentioned as possibilities. Currently the committee consists of Bill Psaltis, Gordon Reynolds, Syd Fischer, Graham Evans, Ted Kaufman, Keith Farfors, Rolly Tasker, Lou Abrahams, Alan Brown and Jim Robson-Scott, with more to be added.

The committee has a busy year ahead of it with a venue for the trials yet to be decided and the host club yet to be named. One improvement is that the A.Y.F. is taking more of an interest than previously, which will ease the burden of the host club considerably. The challenge 'under the auspices of the A.Y.F.' will now be fact more than fiction. Fund raising is the big bogey, but with full A.Y.F. backing and a strong committee it might be less of a problem than last time.

While the administration seems to be well under control, the operations side leaves something to be desired. Only Syd Fischer's new *Raganuffin* amongst the new boats looks as if it will be fully prepared for the trials. Keith

Farfors has called for tenders for his Peterson design, which is to be 46' LOA to a design rating of 36'. A big effort will be required if it is to be completed and tuned to maximum by March. Tommy Stephenson heads a team of Melbourne 'heavies' concerned with the project.

*Apollo*, back in Sydney from Ballina, where she spent some time following a dismasting in the Sydney-Brisbane race, is undergoing a complete refit including new sails and Barient winches. When she reappears for the '76/'77 season she will also be sporting a new crew, which will be mostly female if Jack Rooklyn has his way. Lesley Bryden was given the job of recruiting an all girl crew but did not at first take the idea seriously; she now leans strongly to a 50-50 mix of men to women for the 58 footer and is sorting out applications from interested parties, including some from the C.Y.C.A.'s winter programme for lady sailors. Jack Rooklyn's comment on the plan for an all-girl crew was that he might finally get a crew he can keep under control, but that does seem a contradiction in terms.

Speaking of all-girl crews, Vicki Willman is at it again, this time promoting an all-girl, match-racing series. (She must have read my last column; I'm glad someone did). Vicki is putting up a perpetual trophy herself with the aid of residual funds from her all-girl-crew Sydney-Hobart effort, but replica trophies etc., are waiting the attention of a sponsor. Middle Harbour Yacht Club is backing Vicki with organisation, and Cavalier Yachts are organis-

ing the owners of six Cavalier 26's who will provide the boats.

Six yacht clubs will be represented by all-girl crews consisting of a skipper and three crew; R.S.Y.S., R.P.A.Y.C., R.P.E.Y.C., M.H.Y.C., Port Hacking Y.C. and the C.Y.C.A. The races will be sailed on the 14th and 21st November, and it promises to be a series that the men may well envy.

M.H.Y.C. seems to be quite active in the match racing area. They are also promoting a seminar (28th of September) on match racing rules and tactics, the lectures to be given by Jim Hardy and Tony Mooney. It is hard to imagine two more qualified speakers in this country. There seems to be little doubt that match racing will be playing an increasing role in the sport in Australia, and I suggest that the Sailing Committee should be showing some leadership in this area or we will end up as a genuine cruising yacht club, lower case letters purely intentional.

Tom Stephenson will be sailing a Ron Holland design when he defends his World Half Ton title in Trieste this September. Although he won the title originally in a Peterson boat, he was unable to find one available for charter in Europe. However, Hugh Treharne considers the brand-new Holland design to be more than capable of doing the job.

The boat is being built in Ireland, will be sailed to England for Cowes week, then trucked south to Italy for the Championships. Sailing with Tom are Hugh Treharne, Rob Hose, Tony Michael, and Fred Warner replaces John Green, who is busy studying. Otherwise the crew remains the same as that which Tom Stephenson sprung as a surprise on the international heavies in Chicago last year.

An interesting sideline following on from Tommy's problems in finding a Peterson boat for Trieste is that, of the five British entries in the World One Ton Championships, this year three are Holland designs, one is Peterson and one is by Bruce Farr.

# The sailcloth no sailmaker can buy.



There's been a lot of talk about Sailcloth lately, which is understandable because more and more people are coming to realise that the quality and durability of the Sailcloth are probably the most important factors in a sail. Nearly everyone has had the experience of owning a sail that looked good initially but lost its shape and performance after very little use this is because the resin which is used to try and hold the weave together has broken down, distortion of the fabric occurs and there is just nothing you can

do about it. Hood fabric is produced by Hoods own looms and is woven nearly twice as tight as normal commercial sail fabric without the use of resin stabilisers. Our picture shows a sample of the different sailcloths we now make and use in Hood Sails, there are more than 40 types, not to mention a rainbow of colours. Hood cloth is designed and constructed to suit the sail for which it is meant: for instance Mainsail fabric is quite different in its characteristics than Head-

sail fabric. Although similar in outward appearance. In addition every roll is accompanied by a test card describing its characteristics so that it can be used in the most appropriate way. Lets face it; who better to say what they want in a cloth than Sailmakers, and we don't have to take just whatever cloth is available to us, the way that almost all other sailmakers in the world have to do.

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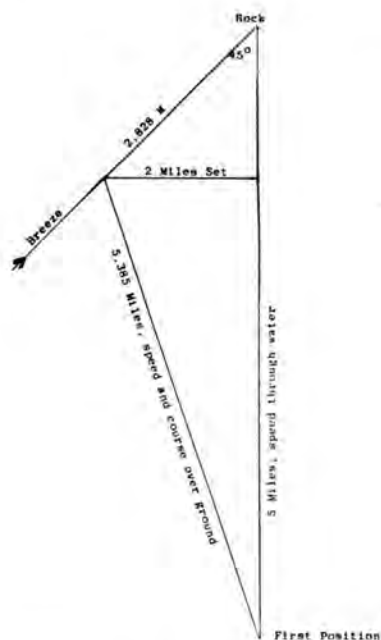
Hood Sails Perth: Call Phil Harry ..... 31-4693



## Watson's Knaviguessing Know-how

Sorry about the last issue. Right at that time we were in the throes of moving up to Gladstone on a semi-permanent basis, which put a few things back a bit, including my journalistic endeavours. Although I'm based up here now, I plan to visit Sydney regularly, and my Sydney office is still going full steam ahead, which shows that no-one is indispensable!

What was our last problem? The gybing one, I think. Here is the picture . . .

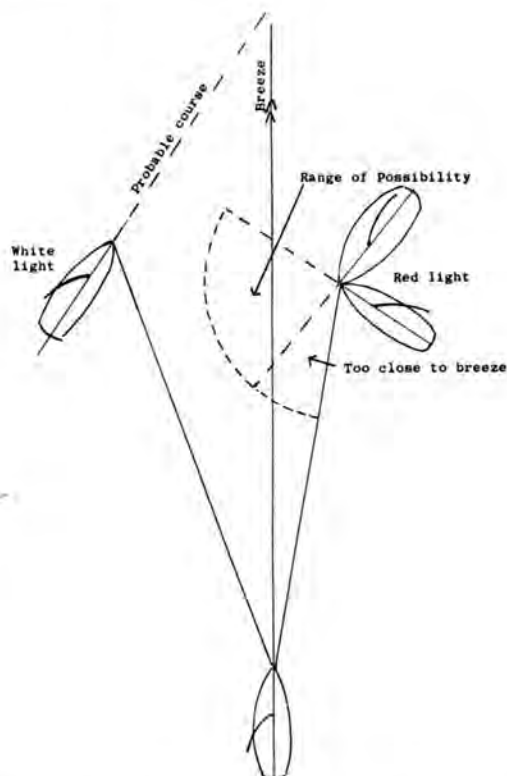


We shall be at the gybing point in one hour precisely at which time the rock will bear  $045^{\circ}$ T, distant 2.828 miles. That really fell into place, didn't it? We may try for something harder this time.

In a recent Flinders Islet race, the following situation arose. We were running dead square, poled out to starboard, when

we saw two lights ahead. One was white,  $20^{\circ}$  on the port bow, the other red and  $10^{\circ}$  on our starboard bow. It became apparent that both lights were getting closer, and their respective bearings were not changing, so we had a possible collision situation. The night was dark, and we could not make out any details of the boats except that they were yachts. The racing rules had been replaced by the Collision Regulations, so what were we to do?

Look at the sketch . . .



The red light must be on port, either close-hauled or free. The white light is a stern light, and as it is converging with us, must be running on starboard gybe. We have no idea as to their distances away, but our responsibility under the Rules is to keep clear of the white light, as we are overtaking, and to stand on for the red as we have a clear-cut port-and-starboard situation. Even if red is running free, we are not deemed to be overtaking, as we can see his side light.

To confuse the issue, the red may also have to keep clear of the white, (port and starboard), but he cannot be certain which gybe we are on as he can only see our starboard light. He may either tack or bear away, depending on his relationship to the white light.

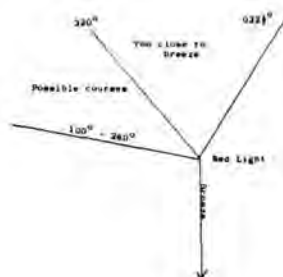
Having deduced the possibilities, we sat it out for a little while to await developments. Sure enough, after a few minutes, red tacked on to starboard, showing us his green sidelight, and we were able to gybe and alter to port and pass the stern of the other.

This sort of situation, which could have been a lot worse in poor visibility, shows how important it is to be able to interpret the available information. It also demonstrates the importance of having navigation lights showing over the correct arcs. Inspectors place some emphasis on this point and find many yachts in error.



To find the range of directions in which a yacht or motor boat may be heading, take a compass bearing of the light. Reverse the bearing and add  $112\frac{1}{2}^\circ$  for a red light, or add  $112\frac{1}{2}^\circ$  for a green light. For a yacht, exclude any direction less than  $40^\circ$  from the true breeze.

Example: A red light bears  $100^\circ$ T. Reverse this ( $\pm 180^\circ$ ), to get  $280^\circ$ T. Add  $112\frac{1}{2}^\circ = 032\frac{1}{2}^\circ$ T. If a yacht, and the breeze is  $000^\circ$ T, then her course can only lie between  $280^\circ$  and  $320^\circ$ T.



For this lot of champers, if we see a yacht's sternlight bearing north, breeze is north, what are her possible courses? Please ring Max Lees with your answers — 329371.

Hedley Watson.

'Offshore' owes Graham Ewing a bottle of champers for being first in with the correct answer to Hedley's problem in the April edition of Offshore. 'A ship aground' was correct as reported in June. We also have a winner for Hedley's June problem — Pat Toolan. 'Offshore' owes you each a bottle; please contact the office for your prizes.

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OFFSHORE — August/September 1976



# OFFSHORE SIGNALS

Dear Sir,

I would like to comment on Biggles' remarks about the basis of fees for the inaugural Sydney-to-Suva Race jointly organized by Middle Harbour Yacht Club and Royal Suva Yacht Club.

Royal Suva Yacht Club made it clear that they could only afford to arrange the finish if a contribution was made to cover the cost of facilities, and they asked that this be a capitation fee as in previous Auckland-to-Suva Races, as this more truly reflected costs than a fee per yacht. Royal Suva Yacht Club is not a wealthy club and does not have the benefit of either poker machines, which we are told help to keep local clubs solvent, nor the advantage of a large fleet of local craft as is the case in Noumea. The \$10.00 capitation fee includes the cost of the prizegiving, admission to which is \$5.00 for other than crew members, and we consider that this basis of charging is reasonable under the circumstances.

We repudiate any suggestion of inhospitality as made in the last paragraph of Biggles' column. Unfortunately, any "promotion value and tourist money drawn into a city as a direct result of a major ocean race or series" flows to shopkeepers and hoteliers and not to organising clubs. A number of these organizations recognized the worth of the Suva Race by presenting trophies, a total of eight being awarded for this inaugural race.

Yours faithfully,  
G.B. FOSTER

Secretary,  
Sydney-Suva Race Committee,  
Middle Harbour Yacht Club.

## Radio 2CH begins special weather broadcasts for sailors and fishermen.

Special weather reports for yachtsmen, fishermen and all boating enthusiasts are now being broadcast by Radio 2CH every two hours on weekends and public holidays.

Information covers tides and weather

for Broken Bay, Pittwater, Port Jackson, Botany Bay, Port Hacking, and an area 100 kilometres to seaward.

Transmissions on the 2CH frequency of 1170 kilo hertz begin at 5 am on Saturday mornings and continue every two hours thereafter throughout the day until 7 pm. This timetable is repeated every Sunday and also on public holidays.

The forecasts from the Bureau of Meteorology are flashed to the 2CH newsroom by AAP telex.

So far, 2CH is the only Sydney radio station to provide this service.



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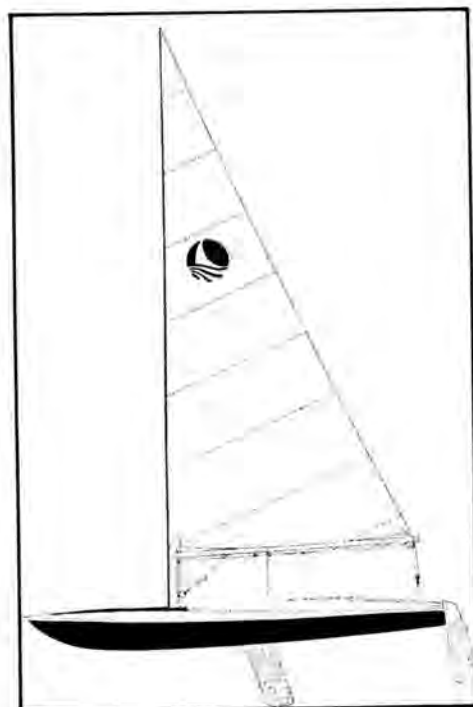
Black hour and minute hands in combination with a red, sweep second hand make for excellent readability.

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## New design — 'Invitation'

'Invitation' is a monosail boat similar to the Laser but longer and with greater cockpit capacity. It has a two-section, anodised aluminium mast (22') with the smaller, upper section providing mast bend for additional sail control. It is of fibreglass construction and weighs 165 lbs.

LOA	15' 7"
LWL	14'
Beam	5'

For more information, contact Neville Gossen.

## Lord Howe Race

We have been advised by the Gosford Aquatic Club that entries for the Lord Howe Island Race (23rd October) are closed. The Islanders' have set a maximum number of 25 entries; some twenty entries had to be returned.

An innovation this year is a return race via Coffs Harbour starting on Saturday 30th October. The C.Y.C.A. is now represented with nine entries.

## Noumea Race Director

At the June meeting the Sailing Committee appointed Peter Rysdyk Race Director for the 1977 Sydney Noumea Race.

# BOOK REVIEWS

## The Best of Sail Trim

published by Adlard Coles  
\$15.00

*Sail* magazine is in my opinion, America's — possibly the world's — best magazine for articles on the selection, application and trimming of sails, and this book contains a selection from five years' editions. Obviously some of the thinking must be five years old. After arriving at page 247, having painstakingly read, learned and digested so much erudition, we start a series of articles by Arvel Gentry with the words "So you think that you know how sails work . . . You are in for a few surprises". He goes on to say "My research has revealed the astounding fact that all the explanations in the sailing books on the interaction between the jib and the main are wrong". This is all somewhat confusing. It is not to say, however, that this book is a waste of time, for it does contain articles by well-known experts and deals with trimming dinghy sails right through to taking down spinnakers on giant ocean racers. There will be few readers who cannot benefit from some part of this anthology whether they be cruising gentlemen, foredeck fumlbers or heavies.

John Stanton's article on the double-headed rig will drive many more owners to fit cutter gear, and two articles on the starcut will be discussed at many crew meetings.

An excellent article by Steve Colgate on "The Effects of Apparent Wind" should persuade many navigators, who think their job is merely to find the mark, that calculations of true wind should be a constant task and should be regularly fed, updated, to the skipper.

If you have ever wondered "what are we doing wrong" this book may supply the answer.

J.H.

## Marine Information Manual Australia

published by the Department of  
Transport  
\$20.00

This is a beautifully-produced, ring-binder, loose-leaf volume. It was reprinted only this year, and enclosed in each copy is a reply-paid card which entitles the purchaser to receive a supply of amended or additional pages as and when they are published.

The manual is a must for all ocean going seamen, though its weight must be some handicap to the half-tonners and smaller vessels.

The first section, entitled "List of Visual Navigation Aids", lists the name, location character and structure of every lighthouse in Australia. It also gives the nominal and geographical ranges of each. This latter information, together with the "Luminous Range Diagram" and "Geographical Range Table", is invaluable to navigators at night, for metric charts are now quoting "Nominal Range"\* as are *amendments* to fathom charts, while fathom charts themselves quote "Geographical Range". The information in this manual is also completely up-to-date, which is something one can say of very few charts.

Other sections list: all the nation's radio navigation aids; vast information on all aspects of Radiocommunications; invaluable notes on the Australian climate, currents, tidal streams and prevailing winds. One section reprints the full Regulations for Preventing Collisions at Sea, whilst another gives extracts (illustrated in colour) from The International Code of Signals. The last section, "TABLES", gives all useful metric-to-non-metric conversions, Time, Speed / Distance tables and "Distance Off by Vertical Angle" at a glance.

Full marks to The Department of Transport who have produced this splendidly-presented and well-indexed manual.

\* Nominal Range is the Luminous Range when visibility is ten nautical miles. The Luminous Range Diagram however, converts the Nominal Range for all types of visibility.

J.H.



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# CLUB NOTES



## HITACHI Sydney-Hobart Yacht Race 1976

For the first time in its history the Hobart Race is to have a full-scale sponsor. The race will this year be officially titled the 'Hitachi Sydney-Hobart Yacht Race'.

Commodore Graham Evans recently announced that he was delighted that this year the Race is to be sponsored to the tune of \$50,000 by Hitachi Sales Australia Pty. Ltd.

It all began in 1960 when Caltex provided a radio relay vessel sponsorship of one form or another for communications that would make the race an internationally followed event. Since 1960 the number of entrants has steadily increased as has the prestige of the race. So has the expense of running the race. It has become increasingly necessary to provide sophisticated communications and administration to keep the world fully informed of the progress of the yachts and, in fact, just to provide the handicapping system by which progress is judged.

The Managing Director of Hitachi Sales Australia Pty. Ltd., Mr Ken Caldecott, has himself sailed in 19 Sydney-Hobart races, primarily on *Winston Churchill*, but also on *Bacchus D*, *Tamboo*, *Ilina*, and *Warana*.

## Commodore's message

Dear Members,  
Our Club is a busy place, particularly during winter, as anyone who participates in the winter series can testify, but the action is not all on the water or around the bar. Behind the scenes there is activity also.

The Sailing Committee has already organized next year's programme and concluded another agreement with Middle Harbour to sail with us in our S.O.P.S. series.

Planning has begun in earnest for the 32nd Sydney-Hobart Race and preliminary planning is afoot for the 1977 Noumea Race next May.

To make all these plans come to fruition, and to maintain and improve the amenities of the Club, takes money. Happily our trading picture looks satisfactory as a result of good Club patronage and careful management.

Even more gratifying is the sponsorship of this year's Hobart Race by Hitachi, the giant international appliance company, for the sum of \$50,000. We are pleased to be associated with Hitachi and other associated companies whom we will later acknowledge.

It is worthy of note that Mr. Caldecott, Managing Director of Hitachi Sales, has himself done 19 Hobarts and is

sensitive to the proper balance between commercial requirements and the sporting nature of this world famous race.

Good sailing for the rest of winter,

Graham Evans,  
Commodore

## Sailing Secretary's Report

At time of writing the Winter Point Score is at the half-way mark, and despite the light and variable weather, it is proving the usual interesting and competitive scene.

For the first time we have a Laser Division, which is dominated by Anton Lynar and Andrew York, but the introduction of handicaps will give the rest of the fleet a chance at the weekly prizes. We on the Committee Boat have a soft spot for the two juniors who try so hard, in all weathers, in Laser Number 35691 and congratulate them on their two third places to date.

Of the 164 boats entered (average 130 starters) one or two stand out as being candidates for re-handicapping, and I would like to see that, in the original spirit for this winter series, every starter has a fair chance of reward for keenness as well as skill.

One outstanding observation is the fact that some have not read the Sailing Instructions, and the following two reminders may avoid compulsory retirements:

- (1) Course A: On the leg from Naval No. 2 Buoy to the Eastern Channel Mark, the Nielsen Park Buoy must be left to starboard.
- (2) On completion of the first round all yachts must cross the start/finish line before commencing the second round.

The atmosphere in the Club after the race would indicate that the Prize-Giving Dinner at the end of the season will be a "beauty". As it is obvious that space will preclude accommodating all competitors, I suggest that you make your bookings as soon as the date is announced.

Good Sailing,

E.T. (Max) Lees

### Warning to Members

Members are warned that there have been a number of reports of items missing from about the Club premises, including clothing taken from changing rooms, duffel bags, sail bags etc. You may be well advised not to leave gear unattended, particularly outside the front gates. Persons without legitimate business on the premises should be asked to move on.

Bob Holmes is moving.

Bob Holmes, who has operated his yacht brokerage business from the C.Y.C. for the past 3 years, has been granted new office space at the C.Y.C., in the flat next to the Club-house.

Bob's company has also been granted the yacht brokerage franchise to the C.Y.C. premises by the Board. He intends closing his office at Cammeray and will move to sell solely from the C.Y.C.

Members who are thinking of selling their boats or who are interested in his Australia-wide listings, have this facility on seven-day-a-week basis.



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and STAFF . . .  
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Crows Nest, 2065  
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## C.Y.C. Flag Officers and Board

For the benefit of new Members who may not yet have met all of our Flag Officers and Members of the Board of Directors, below are brief profiles and photographs.



**Commodore Graham Evans** is a Civil Engineer and businessman with a deal of sailing experience. This includes 6 Hobarts; 2nd in the World One Ton Championships with his *Pilgrim*; an Aegean Rally, and racing on the U.S. east and west Coasts. He presently has the motor sailer, *Lady Caroline*, his 7th ownership, and is planning to race her to Lord Howe Island.



**Tony Pearson, Vice Commodore**, heads the Management and Finance Committee which oversees the day-to-day running of the Club. He rather prefers to sail *Matika II* and has a Lidgard one tonner on the way.

Included in this issue of 'Offshore' you will find a complimentary Noumea Race car sticker. You can help us promote this race by fixing the sticker on your vehicle (rear window for easy removal later).

Members interested in the race should submit name and address to the office to receive regular newsletters on the event.

**Dick Cawse, Rear Commodore**, owns the quarter tonner, *Invincible*, which he has campaigned over the last two years. He, too, is preparing a one tonner — a Farr design. New to the Board this year, his first task is to head the Club's membership drive.



**Gordon Marshall, Rear Commodore**, has the distinction of being the first to hold the post of non-boat-owning Rear Commodore. He is Chairman of the Sailing Committee and the Club's representative on the executive of the Y.A. of N.S.W. He runs the celestial navigation class and the Navigator's Club. He is our official I.O.R. measurer.



**Tony Cable** is Chairman of the Publications and Communications Committee — the producers of OFFSHORE and the Hobart Program. He is a regular ocean racing hand, having been on 12 Hobarts.



**Ken Davis**, his first year on the Board, has the new Cavalier 26' quarter tonner *Davo*. He is engaged in various house activities.



**Joe Diamond** ex Commodore, has remained on the Board to assist in ensuring a continuity of its activities.



He is playing a key role in the area of sponsorship and is involved in yard administration. He recently sold *Duet*, in which he achieved a 9th placing in the '75 Hobart and he has taken up harbour sailing with the Spencer 28' *Serendipity*.



Buster Rickard, a member since '65, skipper of *Stardust* which won the past season's Division 4 ocean point score. He is Chairman of the House Committee and is on the Management and Finance Committee.



Kerry Roxburgh has been Treasurer for the past three years and is a member of the Management and Finance Committee. Not surprisingly he is a chartered accountant, who mixes tax advising with sailing. He has successfully sailed his Folkboat, *Mowana*, since 1971 and has had two Hobart starts (one finish).



Campbell 'Tiger' Scott is an ex-Chairman of the Publications Committee and has run the C.Y.C. press centre for the past three Hobarts. Owner of two young sons (instead of a yacht), he is involved with our sponsorship activities.



Mick York was a foundation member in 1945. He has sailed *Tui Manu* for many years as well as crewing on a number of yachts. He is building a new 40' motor sailer. Mick heads the Election Committee.

### Outdoor paging discontinued

In cooperation with environmental authorities, the Club has discontinued use of the outdoor paging system.

## C.Y.C.A. RACE RESULTS

### Spring Short Ocean Point Score Divisions 1, 2 & 3 Overall

YACHT	BEST 7 OF 9
<i>Patrice III</i>	337
<i>Meltemi</i>	331
<i>Quadrille</i>	297

### Spring Short Ocean Point Score Division 1

	BEST 7 OF 9
<i>Patrice III</i>	140
<i>Meltemi</i>	132
<i>Kingurra</i>	126

### Division 2

<i>Kintama</i>	164
<i>Ruthless</i>	133
<i>Salacia</i>	126

### Division 3

<i>Quadrille</i>	140
<i>Sandpiper</i>	138
<i>Nand II</i>	138

### Three Quarter Ton Division

<i>Quadrille</i>	108
<i>Sandpiper</i>	73
<i>Zilvergeest III</i>	33

### Half Ton Division

<i>Fuzzy Duck</i>	148
<i>Hot Bubbles</i>	143
<i>Defiance</i>	132

### Division 4 (J.O.G.)

<i>Sascha</i>	184
<i>Waikikamukau</i>	175
<i>Fair Lady</i>	154

### Spring Long Ocean Point Score Overall

	BEST 3 OF 4
<i>Zilvergeest III</i>	5123
<i>Fair Dinkum</i>	5110
<i>Patrice III</i>	4354

### Half Ton Division

<i>Skylark</i>	3376
<i>Plum Crazy</i>	1101
<i>Granny Smith</i>	800

### Spring Long Ocean Point Score Divisions Best 3 out of 4 races

Division 1	
<i>Patrice III</i>	4299
<i>Meltemi</i>	3940
<i>Apollo III</i>	1853
Division 2	
<i>Kintama</i>	4225
<i>Ruthless</i>	3530
<i>Moonbird</i>	2714
Division 3	
<i>Fair Dinkum</i>	3998
<i>Zilvergeest III</i>	3848
<i>Thunderbolt</i>	2307

### Club Spring Ocean Point Score Division 4 (J.O.G.) 2 Races Count

<i>Stardust</i>	2610
<i>Sascha</i>	1004
<i>Plastic</i>	929

### Blue Water Long Ocean Point Score (Overall) 1975/76

	BEST 8	PLACE
<i>Fair Dinkum</i>	14931	1
<i>Patrice III</i>	13101	2
<i>Kintama</i>	9450	3

### Divisions 1, 2 and 3 Long Ocean Point Score (Overall) - Raced on I.O.R. Rating - Full Season

Division 1		
<i>Patrice III</i>	9846	1
<i>Meltemi</i>	6250	2
<i>Love and War</i>	5520	3

Division 2		
<i>Kintama</i>	9395	1
<i>Moonbird</i>	7427	2
<i>Ruthless</i>	7418	3

Division 3		
<i>Fair Dinkum</i>	10223	1
<i>Zilvergeest III</i>	7416	2
<i>Matika II</i>	5205	3

Half Ton Division		
<i>Skylark</i>	6055	1
<i>Granny Smith</i>	2451	2
<i>Plum Crazy</i>	1101	3

### Summer Long Ocean Point Score (Overall) - Raced on I.O.R. Rating

ST	4	BEST 4	PLACE
<i>Patrice III</i>		6389	1
<i>Fair Dinkum</i>		6138	2
<i>Love and War</i>		5234	3

### Divisions 1, 2 and 3 Long Ocean Point Score (Summer) - Raced on I.O.R. Rating

Division 1		BEST 4	PLACE
<i>Patrice III</i>		5547	1
<i>Love and War</i>		3752	2
<i>Geronimo</i>		2789	3

### Half Ton Division Long Ocean Point Score (Summer) - Raced on level rating

Half Ton		
<i>Strider</i>	4954	1
<i>Skylark</i>	2378	2
<i>Shenandoah</i>	1000	3

### Short Ocean Point Score (Full Season) Results of combined Divisions 1, 2 and 3 raced on time allowance by I.O.R. Rating

	BEST 10	PLACE
<i>Patrice III</i>	489	1
<i>Meltemi</i>	466	2
<i>Ruthless</i>	455	3

### Short Ocean Point Score (Summer Season) - Results of combined Divisions 1, 2 and 3 raced on club handicap

	BEST 4	PLACE
<i>Patrice III</i>	195	1
<i>Ruthless</i>	190	2
<i>Kintama</i>	184	3

### Short Ocean Point Score (Full Season) - Raced on club handicap

	BEST 10	PLACE
<b>Division 1</b>		
<i>Patrice III</i>	216	1
<i>Meltemi</i>	186	2
<i>Kingurra</i>	180	3

Division 2		
<i>Kintama</i>	232	1
<i>Ruthless</i>	205	2
<i>Salacia</i>	193	3

Division 3		
<i>Sandpiper</i>	220	1
<i>Nand II</i>	219	2
<i>Matika II</i>	172	3

Half Ton Division		
<i>Defiance</i>	210	1
<i>Headhunter</i>	197	2
<i>Pippin</i>	176	3

### Short Ocean Point Score (Summer Season) - Raced on club handicap

	BEST 4	PLACE
<b>Division 1</b>		
<i>Patrice III</i>	88	1
<i>Meltemi</i>	79	2
<i>Kingurra</i>	66	3

Division 2		
<i>Kintama</i>	88	1
<i>Ruthless</i>	84	2
<i>Salacia</i>	77	3

Division 3		
<i>Nand II</i>	87	1
<i>Sandpiper</i>	84	2
<i>Cherana</i>	75	3

### Short Ocean Point Score (Summer Season) - Raced on level rating

Half Ton Division		
<i>Headhunter</i>	89	1
<i>Defiance</i>	84	2
<i>Happy Days</i>	73	3

### Division 4 (J.O.G.) Club Ocean Point Score - (Full Season)

	BEST 4	PLACE
<i>Stardust</i>	4919	1
<i>Librian</i>	3715	2
<i>Galadriel</i>	1832	3

### Division 4 (J.O.G.) Club Ocean Point Score - (Summer Season)

<i>Librian</i>	3313	1
<i>Talisman</i>	3137	2
<i>Stardust</i>	2739	3

### Division 4 (J.O.G.) Short Ocean Point Score - (Summer Season)

	BEST 5	PLACE
<i>Midas Touch</i>	135	1
<i>Skybird</i>	130	2
<i>Librian</i>	118	3

### Division 4 (J.O.G.) Short Ocean Point Score - (Overall) - Full Season

	BEST	
	12	
<i>Midas Touch</i>	302	
<i>Stardust</i>	271	
<i>Fair Lady</i>	267	

### ROYAL CLUBS' TROPHY Most Points on club handicap

	POINTS	PLACE
<b>Division 1</b>		
<i>Patrice III</i>	105	1
<i>Meltemi</i>	80	2
<i>Kingurra</i>	80	2

Division 2		
<i>Ruthless</i>	101	1
<i>Kintama</i>	88	3
<i>Salacia</i>	78	3

Division 3		
<i>Sandpiper</i>	99	1
<i>Cherana</i>	89	2
<i>Nand II</i>	88	3

Half Ton Division		
<i>Headhunter</i>	104	1
<i>Happy Days</i>	85	2
<i>Defiance</i>	81	3

Division 4 (JOG)		
<i>Librian</i>	115	1
<i>Midas Touch</i>	109	2
<i>Cyrene</i>	108	3

### Bob Ross starts new sailing magazine

Australia's best-known yachting journalist (and also a C.Y.C. Member), Bob Ross, has launched a new, national monthly yachting magazine called *Australian Sailing*. The first edition was published in August by Bob Ross and Associates. It will sell for 85c.

Bob will be joined in the venture by Ken McLachlan as associated publisher and National Advertising Manager.

*Australian Sailing* will cover every aspect of sailing - racing, cruising, big and small yachts. Heavy emphasis will be given to providing practical information to help expert and beginner alike. Distribution will be by Gordon & Gotch, through newsagents.

For more information, contact Bob Ross, 42 Evans Street, Waverley 2024.

OFFSHORE - August/September 1976



# MARINA NEWS

by Jack North

John Gilliam's new boat, *Aggression*, is 43 feet by 13 feet and draws 6ft 11ins. Designed by Peter Ebbutt, her hull is three skins of malayan kauri, cold moulded and dynel sheathed, with laminated oregon ribs and stringers. The deck is 3/8" teak on 3/4" marine ply and she has Hood sails and Alspar spars. Her donk is a 4-cylinder Thornycroft-Leyland diesel, 35 b.h.p., with a Borg-Warner V-drive.

Launched in Western Australia late in January 1976, she sailed south about to Sydney. The passage was not without incident according to the three-man crew; twenty-six days on the wind is enough for anybody. Their first fair breeze was a southerly off Wollongong.

*Aggression* was sold in Sydney to become John Gilliam's twenty-eighth yacht; perhaps the *Guinness Book of Records* people should be interested. According to John the boat is not yet completed as far as internal fittings are concerned, and she will not qualify as a two-tonner, rating over .36 as she does. But she proved to be fast in her first race on Sunday, July 4th, and he is well satisfied with her performance.

\* \* \*

The notes on *Kurura* in the last issue of *Offshore* brought word from Norm Milne, who owned the yacht at one stage of her career. Norm, who was a journalist in Western Australia, entered the oil industry. Coming to Sydney as public relations manager for Caltex, he commenced his east-coast-yachting career in *Joanne Brodie* way back in 1960. For years he was the contact man in regard to the Caltex radio relay ship for the Hobart race, a job that must have made him feel like the ham in a sandwich being devoured by a famished tiger. But the relay vessel

was always there, a credit to Caltex, the C.Y.C., and to Norm Milne.

I wanted to sail in the relay ship, for I saw it as a sort of yachtsman's paradise. Three watches, not much to do, lots of tucker, lots of grog, dry bunk — all that sort of thing. So Norm got me a berth on *Lauriana*, in 1964 I think. And didn't I learn a thing or two! I was soon wishing I'd gone on the smallest, most uncomfortable, bitchiest windjammer in the race. You see, sailing vessels don't roll like motor vessels. And if they start to leak, their electric pumps don't pack up.

Also, in the middle of a Bass Strait blow, *Lauriana's* anchor fell out of the hawsehole, taking fifty fathoms of heavy chain with it. This all had to be winched back by hand, at midnight. And then there was electricity flying round the forepeak. It was 240 volts, they told me, and I took their word for it.

When we reached smooth water behind Maria Island we had to chuck all the ice cream overboard because the deep freeze wasn't freezing. We'd already suffered the humiliation of being unable to assist a small yacht that had broken her rudder because she got to shelter before we could catch up with her.

Yet *Lauriana* kept every one of the schedules and sent up-to-the-minute news to the papers. This radio service to the press is a tradition in the Hobart Race and has helped to place it in a pre-eminent position in the world's ocean racing classics. Tremendous credit is due to the Caltex Oil Company for this, and to Norm Milne.

Anyway, Norm, maybe tired of pour-

ing oil on troubled waters, left Caltex four years ago and went to Burmah Oil. This July he left the oil industry altogether. You'll find him up Port Stephens way nowadays, where he runs a charter vessel, the *Tamboi Queen*. *Tamboi Queen* is a 52-foot cruiser licenced for 100 passengers on Port Stephens and Myall Lakes. So if you're thinking of cruising those waters, it might be worthwhile getting in touch with Norm first. You might even do a surveying tour of the area in *Tamboi Queen*, which should be very stimulating, as she has a liquor licence.

\* \* \*

Some things never change. Yacht crews have always had trouble controlling their owners and skippers, and this is no new problem. In *The Yacht Sailor 1862* Vanderdecken gave some good advice to owners, which I repeat here just in case it's been forgotten. "You will not, I feel sure, need me to remind you that the ox that treads out the corn must not be forgotten, and that judicious encouragement to your crew, exercised with discrimination, will smooth away many difficulties and cause them to meet your wishes with joyous alacrity; for when a good steady crew find that the cheering word, the merry smile, the pleasant hour of recreation after labour, is in store for them, and that they are cared for and looked after as well as the good ship herself, it becomes to them a justifiable pride to have their vessel the crack clipper of the fleet, the foremost and best handled in the race, the smartest and neatest in any harbour, and the soberest and best conducted wherever they go."





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