

OFFSHORE

NUMBER 43

AUGUST/SEPTEMBER 1978

50c*



The cruising yachtsman's engine

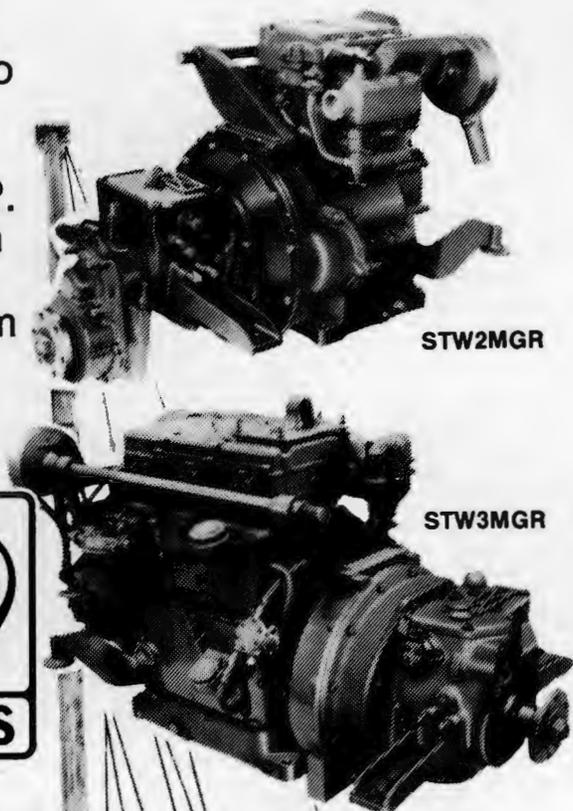
Simplicity. Reliability. Economical operation. Three powerful reasons to investigate the Lister option for cruising yachts from 6m to 20m in steel, timber, ferro-cement and G.R.P. Engines up to 88 b.h.p. are fitted with both raised hand and electric start, as standard equipment. Choose from these water-cooled, propulsion models from 20 to 250 b.h.p.

STW2MGR	20 at 2,300 r.p.m.
STW3MGR	30 at 2,300 r.p.m.
HRW3MGR	44 at 2,200 r.p.m.
HRW4MGR	59 at 2,200 r.p.m.
HRW6MGR	88 at 2,200 r.p.m.
JW6MGR	138 at 2,000 r.p.m.
JWS6MGR	170 at 2,000 r.p.m.
JWSC6MGR	250 at 2,000 r.p.m.

MARINE AUX GEN SETS

LT1MA	5 KVA
STW2MA	8 KVA
STW3MA	12 KVA
HRW3MA	25 KVA

Air cooled models also available



HAWKER SIDDELEY

R.A. LISTER AUSTRALIA

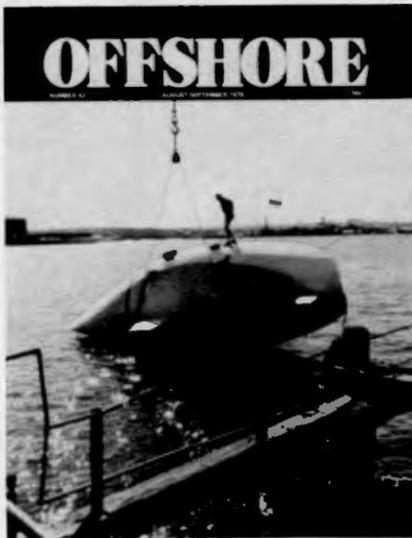
Head Office: 65 Marigold Street, Revesby, N.S.W. 2212. Tel.: 771 4911
 Qld.: 316 Evans Road, Salisbury Nth. 4107. Tel.: 277 6311
 Vic.: 10 Nicholson Street, East Coburg. 3058. Tel.: 386 9124
 S.A.: 108 Rundle Street, Kent Town. 5067. Tel.: 42 4482
 W.A.: 151-153 Guildford Road, Bassendean. 6054. Tel.: 279 4100
 Tas.: South—R. L. Ditcham Ply. Ltd.; North—Glasgow Engineering

LMP1

OFFSHORE

Number 43

August/September 1978



Cover: The C.Y.C.A. self-righting tests (see results, page 10).

Photo by D. Colfelt

In the next 'Offshore':

How to become a famous ocean racer (Part II); C.Y.C. mark laying — a milepost passed; Be faster downwind; Avoiding collisions between the very big and very small; What's new?; and more.

Registered for posting as a publication — Category (B)

FEATURES

The I.O.R. — Where are we now?	2
Where are we going in ocean racing	13
Celestial navigation — the Marshall way	14
Yacht insurance	17
How to be a famous ocean racer	21
How to keep a good log book — and why	27
Important radio communications changes	31
Biggles' Column	33
Safety Harnesses	34
Sydney-Suva '78	36

OFFSHORE SIGNALS	37
------------------------	----

CLUB NOTES	38
------------------	----



Vale Jack



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

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

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

Editor: David J. Colfelt

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

*Recommended price only

THE I.O.R. - WHERE ARE WE NOW?

by John Brooks

The I.O.R. is not the easiest subject to write about at this time. It is in the midst of the greatest upheaval since its inception. Although the final details are still to be officially confirmed, we are fast approaching the introduction of some sweeping I.O.R. changes. It will be an entirely new ball game for offshore yachtsmen.

By the end of next year's northern summer, boats designed to the new rules will have shown their paces, and a clearer picture of this new monster can emerge. Add another year for any initial aberrations to sort themselves out and mark you, provided no new avenues of rule exploitation open up in the meantime, by 1981 we might be back to where we were about seven years ago — that is, with some chance of putting a racing boat in the water that will not become obsolete before the end of the same season. It would be nice if we could believe that, but I get the sinking feeling that nothing much has changed other than this year's I.O.R. ratings.

The most disturbing thing about the continuing saga of the I.O.R. over the last year is the apparently haphazard nature of the developments. Consider the following scenario — only one side of the story, admittedly, but based on fact, nevertheless. Around mid-1977 the Farr design school, having proved itself in all international arenas, threw up its latest developments and, wonder of wonders, was closely followed in emphasis by other big-name designers to produce the ultimate offshore G.T. machine, the ultra light displacement boat.

Some of these came equipped with centreboards (which was nothing new in itself); some had rigs which would do credit to a high-wire trapeze act; all came with some pretty fancy go-fast gear; most appeared to be of flimsy hull construction; and all were aimed directly at Level Rating World Championships in either New Zealand or Australia.

Now some of this was fairly predictable having regard to design trends which date back to Doug Peterson's 'Ganbare.' Nevertheless the developments caused a violent reaction within the sport and, dire predictions were voiced in every yacht club bar in the South Pacific. Very few of the people holding forth so stridently had actually set eyes on one of the new flying machines at the time, much less sailed one, but they were convinced the damn things were bad news anyway. About this time a story circulated freely around Sydney concerning a new 3/4-tonner which took a knockdown and failed to self-right.

More fuel was added to a rapidly building fire when a tough One Ton Worlds series in New Zealand resulted in some thought provoking hull damage and, incidentally, proved the boat speed superiority of the new designs conclusively. But that was enough. The reactionaries were in full cry, or so it seemed. The ripples soon reached London, and the O.R.C. was called upon to do something, anything, before disaster descended upon us all.

There was some confusion in people's minds at this time as to what area of the

I.O.R. had failed. To some, the centreboards were the danger; to others, the ultra high sail area/displacement ratios; to still others, the lightweight construction and fancy rigs; and to some, the whole concept simply made the boats unseaworthy. Incidentally, no one who had actually sailed on them at that stage thought they were unseaworthy.

Meanwhile, although not directly involved, the Sailing Committee of the C.Y.C.A., watching all this with some trepidation, started contemplating the theoretical consequences of a knockdown/staydown in Bass Strait and did not like what they saw. Realising that any likely action by the O.R.C. would come long after the Hobart Race, they calculated a self-righting formula which came in for scathing comment from those most likely to suffer from it, including an increasingly bitter Bruce Farr. Letters were written, and comments were publicly or privately made along the theme that the C.Y.C.A.'s "Armchair Admirals" were at it again, fighting progress, and Kiwi-bashing on principle.

Enough of the protest reached the O.R.C. to result in the C.Y.C.A.'s formula being almost neutralised by an O.R.C. screening formula which protected all but the most extreme designs from the C.Y.C.A. self-righting test. The impending World Half Ton Championships were allegedly saved from debacle, and what had been achieved, if nothing else, was that the International Offshore Rule, or its administration, was in complete

disarray.

The final nail in the coffin came when a typical, if short-lived, Tasman gale hammered an indifferently-prepared or perhaps complacent Hobart Race fleet, causing the retirement of all but one U.L.D.B. (and, incidentally, plenty of others not of that description). The O.R.C. was now convinced, the U.L.D.B.s had to go, but with the passage of time, support for the attitude was also arriving from the most unexpected sources. The following is an excerpt from a letter received with a returned post-Hobart-Race-questionnaire (sent by the Sailing Committee to all skippers who had retired from the Hobart Race). The author is New Zealander Ian Gibb ('Swuzzlebubble') and is reproduced here with his permission, notwithstanding his pre-race criticism of C.Y.C.'s self-righting formula.

**ATTACHMENT TO QUESTIONNAIRE
RE SYDNEY/HOBART RETIREMENT**
Team boats do not retire casually from offshore yacht races and this was certainly the case with 'Swuzzlebubble'.

At the time of the boat's retirement, we calculated from its position and returns of other boats that, on corrected time, she was lying very well forward in the race.

The writer has skippered boats in many offshore events, including two previous Hobart races as skipper of the 1-tonner, 'Runaway.'

Our navigator is also an experienced offshore seaman and the current Commodore of the Royal Akarana Yacht Club, Dick Jones.

About the time of our retiring, Jones was washed overboard twice and, of course, retained by his safety harness.

With our No. 2 helmsman (Mike Pope, also a most experienced ocean yachtsman) out of action through illness, a racing ½-tonner, as you well know, becomes close to the limit of its crewing capacity when members are being washed overboard.

The non-availability on Wednesday night of the weather report and the non-availability from Australian coastal stations of weather reports giving any clear indication of the situation in Bass Strait left us in considerable doubt regarding the wisdom of continuing in the conditions we were meeting at the time we retired.

We were sailing a lifting keel ½-ton yacht with its keel pinned down.

We are not party to the emotional



exchanges in the keel boat versus centreboard offshore boat controversy, as we are simply owners and crew members. We are not responsible for the development permitted under the I.O.R. rules and regret our inability to influence it.

As owners we are the losers all the time to the continued change in design being permitted.

We feel strongly that the best contribution to offshore yacht racing that your influential Club can make is through increasing the pressure on behalf of yachtsmen to ensure that the Offshore Racing Council does something effective to stabilise offshore racing in wholesome keel boats.

Strong words from a racing man experienced in all forms of offshore racing. The Sailing Committee was to receive examples of similar sentiment from other yachtsmen, and it can be assumed that so, too, did the A.Y.F. and the Offshore Racing Council.

For the first half of 1978 the International Technical Committee submissions were bandied back and forth around the world, much revised, rejected and modified, all with bewildering argument and counter-argument until finally, almost 12 months after it all began O.R.C., Bulletins 23 and 24 announced the impending I.O.R. changes. With all this

not one word of any rule change has any direct effect on the detail of lightweight hull construction which had worried so many people. The reason for this is that no one really knows how to frame rules which govern hull construction strengths, so the attack is concentrated on high sail area/displacement ratios.

The Offshore Committee of the A.Y.F. met to consider the changes and issued their own press release which contains the substance of O.R.C. Bulletin 23 and some comments on implementation. It also decided to make amendments 1 to 9 effective for the coming Australian season, although overseas they will not be introduced until January 1, 1979.

1. To control the extreme development of light displacement yachts. This is achieved by a "Base displacement ratio" and a "Displacement Length Factor" which have the effect of increasing ratings of lightweight boats.

2. To control the extreme development of high ratio of sail area to displacement. This will be achieved by implementing a "Sail Correction Factor" based on a formulation of sail area to displacement.

Very few yachts will be affected by this change in Australia as the majority of yachts have a small sail area relative to displacement.

3. To limit the excess of Forward Depth Imersed.



This will effectively control the amount of "bow down" trim that the lighter displacement yachts can achieve and will generally only effect the lighter boats and those others with undue bow down trim.

4. To determine a minimum separation of After Girth Stations.

Some yachts are exploiting the rule by achieving an almost zero separation between the After Girth Station and the After Inner Girth Station.

A minimum separation will more accurately determine any undue distortion in the after end. This will not affect yachts built before January 1, 1978.

5. To correct the rating advantage gained with keel mounted propellor drives.

This is achieved by placing a "no bonus" figure in the formula if the Depth of the Propellor is greater than the normal. It will also help keep costs down as keel installed drive units are fairly expensive. This will not affect yachts built before January 1, 1978.

6. To control the rigging on masts. This is done in two ways:-

(a) Prohibition on rigging attached to the mast below 25% of "I" and

(b) Prohibit adjustment to the mast at both ends of the yacht, i.e., forestay or backstay/s may be adjusted but not BOTH. These will help to control extra light masts and prevent large alterations to mast rake during a race.

7. To reduce the allowance for feathering propellers.

This will have the effect of increasing ratings for yachts with feathering propellers and reducing the rating advantage currently enjoyed which is more than the speed disadvantage.

8. To compel yachts to have a forestay.

Some yachts did not have a permanent forestay and this is considered an unsafe and unseamanlike practice.

9. To encourage centreboards to be locked down when racing.

This is achieved by increasing a yacht's rating by 1½% if it elects to retract its board whilst racing.

It is aimed at the "new type" centerboarders and not the traditional "lift board" encased in a ballasted keel.

The following two items are under consideration and will be dealt with at the November meeting of the Offshore Racing Council.

It is not therefore possible to implement any decision arising at least until the Australian 1979/80 season.

1. New Draft and C.G.F. formulae:

(a) C.G.F. proposals.

The intention is to place a maximum limit on the Tenderness ratio and from observations made this limit will almost certainly assist in controlling the stability of the boat as outlined in the screening value formulation.

The new TRD would also endeavour to take account of the likely effect of crew weight.

(b) Draft Correction proposals.

The intention of this is to determine the actual depth of any keel as distinct from a continuation of hull form and is related to hydrobodywave aspects.

Both (a) and (b) above would affect ALL RATINGS and are unlikely to be operative worldwide until January 1, 1980.

2. Modification of the Mark IIIA.

To complete the package of cutting off the "top edge boats" further benefit to older boats will be a relaxation of the requirements for Mark IIIA eligibility and the inclusion of some age allowance built into the rule.

It is envisaged that yachts built prior to 1973 will receive a 1% reduction to rating whereas those between 1973 and 1976 inclusive will also receive some assistance.

It will still be necessary to maintain a local age allowance system which will vary from country to country.

So what has been achieved? Well, for one thing, those fancy multi spreader rigs will probably pass into history and, as a crewman who previously watched one threaten to disintegrate in a 35 knot blow, I can't say I'll be sorry to see the last of them. The proliferation of hydraulic controls has been reversed and that is no loss either. Some of the more finicky rating dodges have been eliminated; the highly touted modified formula for MR was not adopted, but don't hold your breath, the I.T.C. are still casting a jaundiced eye on it. For the time being some of its parameters are altered.

For those of you who can visualise the changes to a boat by reading the formulae, here they are. The rest of us will have to wait and see what happens to the actual ratings and/or the final effects on hull design. One can only hope that the new formulae do not produce any ill effects such as a return to the dreadful downwind handling characteristics I.O.R. boats exhibited only a few years ago. Two things about those lightweight flying machines: they steer easily and they run dead straight.

APPENDIX I TO Bulletin No. 24

The following are announced as firm changes to I.O.R. Mark III. These Amendments will be distributed in printed form after the Council's November Meeting, but will not be changed

at that meeting. They will be effective 1st January, 1979.

1. Change to 105.5

A. Measured Rating (MR):

$$MR = \frac{0.13L \times S + 0.25L + 0.2S + DC + FC \times DLF}{\sqrt{B \times D}}$$

Note that in this formula $S = \sqrt{S} \times SCF$ (See new 894). DLF is a new term (See new 339)

B. Rating (R):

$$R = MR \times EPF \times CGF \times MAF \times SMF \times LRP$$

LRP is a new penalty defined in item 7 (802.5)

2. Change to 337 Formula for D.

337.1 Formula for FDIC

The corrected value of FDI (FDIC) shall be found from the formulae:

If $FDI \leq 0.435 (MDI + CMDI)$: $FDIC = FDI$

If $FDI > 0.435 (MDI + CMDI)$: FDIC shall be the lesser of:—

$$(0.2175(MDI + CMDI) + 0.5FDI) \text{ or } 0.475 (MDI + CMDI)$$

.2 Rated Depth D is found by the formula

$$D = 1.3 MDIA + 0.9FDIC + 0.055 (3FOC - AOCC) + L + 10ft/30$$

3. New Formulae to increase ratings of yachts with high length/displacement ratios.

338 Formula for BDR

Base Displacement Ratio (BDR) is found by the formula:

$$BDR = \frac{2.165L^{0.525-5.85} 0.375}{(L \times B \times MDIA)^{0.125}}$$

(Metric equivalents: for 2.165 use 1.23127 for 5.85 use 1.783)

339 Formula for DLF

If $BDR \leq 1.0$: $DLF = 1.0$

If $BDR > 1.0$: DLF = the lesser of:

$$1.0 + 5.7 (BDR - 1.0)^{1.75} \quad \text{or} \quad 1.10$$

4. New section to come between existing sections 891 and 892 (to be renumbered). These sections increase the cost of large sail areas.

New 892 Determination of Sail/Hull Ratio (SHR):

$$SHR = \sqrt{S} \frac{8.66 + 1.0}{L \sqrt{B \times MDIA}} - \frac{L}{100.0}$$

(Metric equivalent:— for 100.0 use 30.48)

893 Determination of Sail Correction Factor (SCF)

$$SCF = 1.0 + 0.04 (SHR - 16.1)$$

SCF shall not be taken as less than 1.0

894 Determination of Sail Value (S)

$$S = \sqrt{S} \times SCF$$

5. Incorporation of Forecast 1304 in the Rule. Incorporated into 311.2 and 332.4.

311.2 Add new sub-paragraph C:—

C — If the after inner girth measured as in B above gives a GSDA of less than 0.1 (B + GD), AIGS shall be relocated with the GSDA of not less than 0.1 (B + GD). The girth length at this station shall be measured, as defined in 307, and the girth length so found shall be recorded as GLAI (Girth Length Aft Inner). (Where the girth is located as in "B" above, GLAI shall be recorded as 0.0).

This sub-paragraph shall NOT apply to yachts with Hull Dates prior to 1st June, 1978.

332.4 Reword as:—

A. Where GLAI = 0.0

$$AGSL = \frac{GSDA}{0.0625B + FA - FAI - 0.2BAI + 0.2BA}$$

B. Where GLAI is measured in accordance with 311.2C

$$AGSL = \frac{GSDA}{0.5GLAI - (0.375B + 0.5GD) + FA - FAI - 0.2BAI + 0.2BA}$$

6. Changes to 610. Propellor Factors

Change factors for Feathering propellers to:

Out of Aperture	
Exposed Shaft	0.950
Strut Drive	0.675
Other	0.450

The Bulletin goes on to detail penalties for rigging and rig adjustments and details of more changes scheduled for November concerning Centreboards, Bumps and Hollows, Draft Allowance Formulae and a proposed new formula for TR, but after all that my head is spinning. Apart from some of the more simple penalties it does not mean a lot to me and I hope that before this issue of 'Offshore' goes to press we receive the new computer ratings of the overseas yachts that have been subjected to the new formulae. All I know for sure is that I am glad I am not half way through building a new I.O.R. Racer.

Meanwhile, almost forgotten, the C.Y.C.A.'s self-righting formula remains an integral part of the I.O.R., partly blocked by the screening formula to be sure, but still a parameter, and its mere existence hopefully will steer designers away from boats which have marginal



self-righting capability in an offshore knockdown. Whichever side of the argument they have been supporting, most crewmen will breathe a sigh of relief at that.

One of the criticisms levelled at the C.Y.C.A. prior to the 1977 Sydney-Hobart Race was aimed at the short notice with which the Club introduced the self-righting rule. It is clear in retrospect that events were moving so fast that the Sailing Committee had little choice in the matter but in case anyone has any misconceptions for the future, the attitude of the Sailing Committee on self-righting is eloquently summarised in an internal memorandum of January 1978 by the then Chairman of the Sailing Committee (Gordon Marshall) to the Commodore and throws some interesting sidelights on the continuing development of self-righting parameters.

It is reproduced here in an effort to rebut the "Armchair Admirals" line

used in lieu of logical argument by some of the C.Y.C.A.'s sillier critics:

"After lengthy discussion at the Meeting, the unanimous and enthusiastic decision was that we should carry on with investigational work (on the self-righting formula) where we left off last year. The Committee feels strongly that a means has to be found to prevent yachts with minimal righting ability from sailing in such a race as the Sydney-Hobart. It may be unlikely that the Y.R.C. will ever appreciate that the Sydney-Hobart has its own peculiarities of safety, but once having passed Gabo Island, yachts have over 300 miles of desolate ocean to traverse in an area where weather is notoriously bad and often unpredictable. If a yacht went onto its side in Bass Strait in bad weather, and stayed there, the chance of a search finding it would be so small as to be negligible. At very best, all that could be hoped for was that the boat had entrapped air and didn't sink. The hulk might then ultimately come to

light, but a crew would have no chance of survival for the time that is likely to be involved.

"I must remind you that in the case of near tragedy in 1965 when the navigator was lost off the Italian entry 'Corsaro' in Bass Strait; we picked him up 30 minutes later on 'Corroboree' and he was a mumbling zombie, all but dead from exposure. This suggests that one hour is the absolute limit of immersion for crew in these waters. There is no likelihood that rescue could be effected in such short time. In fact, it is reasonable to suppose that a search would not even start until a day or more after its last radio schedule (bear in mind that 'Corsaro' was upright, got off mayday radio calls and discharged flares, none of these actions being likely in the case in question. This then leads to the conclusion that the yacht *has* to be positively self-righting in strong wind conditions.

"You might be interested in a



conversation I had with Chris Bouzaid the other day, when I rang him on another subject. After dealing with the matter which prompted my call, he said . . . 'When are you going to get your stability rule adopted as the primary one instead of the O.R.C. 'Scanning Rule?' I was a little surprised to hear that sentiment from Chris, a hairy chested New Zealander, and commented as such. His reply was that . . . 'The scanning rule is worthless in preventing non-righting boats going to sea, and I don't want to be caught on one when it gets into an upside-down state.'

"I reasoned with him that even we in our dedication had not contemplated testing boats when upside-down, but were conscious that wide beamed, light displacement, non-keeled yachts posed a real problem if they ever did a 180 deg inversion. I further explained that our reasoning on this aspect of self-righting was that such an inversion would probably only occur in heavy wave conditions; wind alone should not cause a positively self-righting boat to assume a 180 deg stance, and it would very likely be the offending heavy wave condition which would make the upside-downer displace itself from the inverted vertical, whereupon the positive self-righting characteristic should take over. True, a knife may need to be put through the sails (difficult though that may be) in order to allow the boat to pendulum its immersed mast, but the boat would *have* to be positively self-righting. This is where our rule would show benefit. Chris seemed to accept this logic as the only thing presently available to protect his life.

"The race itself did little to prove our point on stability safety, but on reflection, how could we ever prove it, short of the actual catastrophe with the inevitable dire results? It is certain that we would not be given the second chances that occurred at La Rochelle with a boat on its side for five hours, and then the crew rescued. In Bass Strait, in the conditions we envisage, the crew would not last the five hours, and in any case, no rescuers are likely in anything like that time.

"But back to the race. Only one of the centreboarders (out of six starters) ventured beyond Gabo Island to arrive in Hobart. The others either thought better of it, or suffered hull damage in the short time they allowed themselves

to be exposed to storm conditions. (Bear in mind, too, that the 50 knots encountered is not the ultimate in wind strength likely in this area; we've had it worse and will get it worse again. Who knows? Next year? But hull integrity is another completely separate problem which requires action from experts other than us. But whilst mentioning it, let me disclose some observations on hull damage that have surfaced since the race. A boat soon shows signs of hull failure which usually doesn't sink it immediately. There were a number of cases where ribs cracked or decks split in this race, so the crews called it off and turned away from the storm. Such a boat quite easily made it to shelter when running with limited gear up (even though they may have been taking some water). No warning, however, is given when a boat goes onto its side and doesn't return.

"There will be no second chances in that case. The attitude adopted by many of those involved in hull damage problems was . . . 'Back to the drawing board, we'll have to stiffen her up here or there.' Let me repeat, this won't be the case with a knockdown/staydown.

"Onto the realities of our investigational work. We plan to pull down and find the righting moment of quite a few more boats. Our opportunities to do this are now much greater with no Hobart in the immediate offing and the

consequent fear of our refusing their entry. Having done as many as the progressive results indicate as necessary, we should arrange to get Professor Joubert up from Melbourne, get him together with Alan Payne, and have a conference on the subject. At that time we could verify the suffestation that the way we use 'P' in our formula is selectively punitive against $\frac{3}{4}$ rigs (with which most centreboards are equipped) and, if this is so, then we can readily correct it. We have no desire to single out individual rig types for special attention. An immediate thought is that instead of using 'P' we should try $\frac{1}{2}(P + 1)$, and, by strange coincidence, Chris Bouzaid suggested this as a way of arresting the emotionalism generated in New Zealand.

"Projecting further ahead, we should announce such changed formula as may then result, to apply to the next Sydney-Hobart Race (at that time, still six months off, and in a year without the international pressures of the Southern Cross Cup Series).

"There can be no doubt that one of the most serious criticisms levelled at us last November was that the imposition of our rule at such short notice was quite unreasonable, and I must confess that whilst we may have been doing right, we certainly didn't *appear* to be. Whilst I appreciate that your preference would be to get the O.R.C. to accept such a



resulting rule, and I, too, would like that to happen, if they shilly-shally, we must go it alone in order to prevent a potential tragedy in our next Sydney-Hobart.

"Finally, we are not inclined to throw this rule as a blanket over *all* races. Sydney-Hobart positively 'yes', but equally positively, not to the short triangular (30 mile) courses we run in daylight outside our Heads. The Committee feels that if there is a sufficient body of vigorous young skiff type yachtsmen who wish to get out of the congested confines of harbour racing, then we should try to accommodate them, and we don't see serious rescue problems in this case. (This suggests that such a rule will have to be tied in with a qualification relating to race categories.)

"In the long run, development may correct the design deficiencies of centreboarders, but the experimental period must be limited to the type of racing that we can handle from the safety and rescue point of view. There will be no need for me to remind you that we have now run the Hobart Race for 33 years, and our yachtsmen have spent 1¼ million man hours sailing between Gabo Island and Tasman Island. We haven't lost a man or boat yet and are very jealous of our record. Obviously, this is becoming harder and harder to sustain, but we must not let

the immensity of the statistic cause us to relax with the philosophy that 'we've got to lose one soon'."

That memorandum circulated in Australian yachting circles and attracted much favourable comment, not the least of which was from designer Alan Payne on 15th March:

"... In the sport of ocean racing, one might suppose that a good deal of the matters connected with safety could be left to the common sense and self-interest of the people who sail in the boats. Experience however, seems to prove exactly the opposite, and it is my belief that nothing needs regulation more than the subjects you are looking at now... For what use it may be, I would like to tell you that I am very much in accord with the attitudes that are set out in your memo of January 25, 1978, to Commodore Diamond. I also think the 'Analysis of Retirements' is a very valuable document and that yachting administrators in other countries should read the latest issue (February) of 'Offshore'..."

To that, one can only add that not only are some offshore yachtsmen careless of their own safety, some have a definite death wish, if past criticism of the C.Y.C.A.'s attitude to self-righting can be taken seriously.

SPECIAL REGULATION NO. 133

133. Self-Righting Ability

An oceangoing yacht may, whilst racing, expose itself to conditions of weather and sea which severely test its self-righting ability, the outcome of which could determine the safety of the crew or the vessel.

The C.Y.C.A. may therefore require the owner or charterer of a yacht to confirm its self-righting ability which will then be evaluated in relation to the category of the race he wishes to enter.

For acceptance to race, the following scale of righting ability will apply:

SRI (Self-Righting Index) shall not be less than

- 2.0 for Category 1 races
- 1.7 for Category 2 races
- 1.4 for Category 3 races
- 1.1 for Category 4 races

when the yacht is tested to the following formulae:

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

$$W = \frac{.67LB^2 + .051^3 + 17.5R (FMD)}{I + .5 FMD}$$

and

where SRI is the Self-Righting Index.
TM is the Test Mass established during depression of the yacht to a mast horizontal athwartship position with a mass suspended at the upper point if I.
W is the theoretical equivalent mass (at the upper point of I) representing the total effect of the dynamic conditions of a storm on a yacht whilst lying on its side.

L is the I.O.R. Rated Length.

B is the I.O.R. Rated Beam.

R is the I.O.R. Rating.

FMD is the I.O.R. Freeboard at MDS.

I is the I.O.R. Height of Foretriangle.

(All dimensions in feet or lbs.)

(Continued next page)



Results of self-righting ability tests

See C.Y.C.A. Special Regulation No. 133 (To apply to the '78-'79 Season, commencing September 2nd.)

The following yachts, chosen to represent a range from moderately 'stiff' to apparently unstable, were subjected to the mast horizontal physical test. The actual weight supported at the upper point of I, causing a neutral righting moment, was carefully established and is shown in the column headed 'BY TEST'.

This number, divided by 'W' in the adjacent column, produces the 'Self-Righting Index'.

The other pertinent characteristics of each yacht are summarised in the remaining columns for general interest. Gordon Marshall.

YACHT	DESIGN	KEEL TYPE	MASS (lbs)		SRI (INDEX)	SUIT. CAT.	BALLAST POS.	L DSPL	SCRUT-INISE?	
			by form (W)	by test					Dsp.	Ball.
MATIKA II	MILLER	FIX.	168	590	3.5	ALL	KEEL	5.9	NO	NO
FARR OUT	FARR	FIX.	171	538	3.1	ALL	KEEL	8.7	NO	NO
SKYLARK	CARTER	FIX.	152	400	2.6	ALL	KEEL	8.0	NO	NO
LIQUIDATOR	FARR	FIX.	122	308	2.5	ALL	KEEL	12.8*	YES	NO
RELENTLESS	PETERSON	FIX.	187	449	2.4	ALL	KEEL	8.4	NO	NO
KLINGER	FARR	FIX.	119	210	1.8	2	KEEL	14.4*	YES	NO
SMIR-NOFF-AGEN	FARR	C/B	182	232	1.3	4	INTERN.+	8.0	NO	YES
WEATHER REPORT	FARR	FIX.	96	112	1.2	4	KEEL	22.0*	YES	NO
INDUSTRIES	BEASHELL	C/B	127	158	1.2	4	INTERN.+	13.1*	YES	YES
NEWSPAPER TAXI	WHITING	C/B	132	132	1.0	NIL	INTERN.+	12.4*	YES	YES

+ In these cases, the internal ballast percentages exceed the limit suggested in 133 (a).

* These numbers exceed 9.0, the limit suggested in 133 (b).

NOTE: In recommending our Special Regulation 133 to the I.T.C. for their consideration at the September London meeting, we suggest that the words "the conducting Club" should be substituted where the words "the C.Y.C.A." and "the Sailing Committee" are used in our text.

Whilst any yacht may be required to have its self-righting ability confirmed by its owner or charterer, the following may be used as a guide to the Sailing Committee in determining which yachts will come under scrutiny.

(a) Any yacht which carries more than 30 percent of its total ballast as internal ballast. (In this context, 'ballast' shall not include anchors, chain, or batteries, and 'internal' shall mean within the lines of the canoe body of the hull).

(b) Any yacht in which the relationship $\frac{L}{DSPL}$ is greater than 9.0

where L is I.O.R. Rated Length.
and DSPL is I.O.R. Displacement (in tons).

- home of nautical books
- boat maintenance
- boat accessories
- Barlow service agent



contact

*Rosemary
Dove*

rushcutter
offshore
pty. ltd.



3 NEW SOUTH HEAD ROAD, RUSHCUTTERS BAY 358 4288

the Compass 750



The Compass 750 — the latest production fibreglass yacht from Compass Yachts. The $\frac{3}{4}$ rigged, $\frac{1}{4}$ ton rating 750 is trailerable with a retractable alloy fin which disappears completely into the hull when raised.

This New Zealand designed yacht by Alan Warwick has similar race winning lines to the latest level rating world champions. With the retractable fin she is a down wind flyer yet very close winded on the wind. In light weather the fin can be partially raised for extra windward performance.

With all its racing attributes the 750 is ideal for the family cruising man.

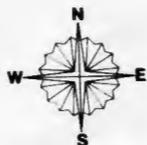
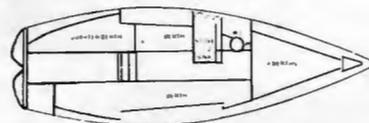
It has comfortable sleeping accommodation for 5 adults with 6' vee berths in the forward cabin, and head room in the saloon. Of particular appeal to the ladies is the separate toilet cubicle — unusual in a boat of this size, while the galley area is on the port side aft of the toilet.

In high tidal areas and for those who like a still, quiet night on board, the 750 will lie unsupported on mud or sand with only a 15° list.

The 750 is built to the high standard of finish that all Compass Yachts are renowned for, and for its moderate price it must be one of the best value yachts around.

SPECIFICATIONS:

LOA:	7.540m (24'9")
LWL:	6.000m (20'0")
BEAM:	2.490m (8'2")
DRAUGHT:	Board up 1'3 $\frac{1}{4}$ "
	Board down 4'10"
	Keel version 4'6"
DISPLACEMENT:	1476 kg (3255 lbs)
INTERNAL BALLAST:	544 kg (1200 lbs)
WORKING SAIL AREA:	241 sq. ft.

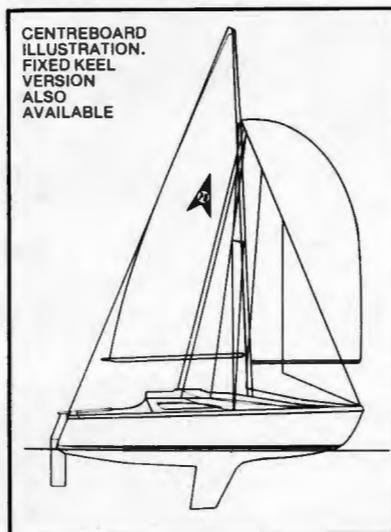


Compass Yachts (AUSTRALASIA) PTY. LTD.

MANUFACTURERS OF THE COMPASS 29, COMPASS 28 AND COMPASS 750
4 Production Ave., Kogarah, N.S.W. 2217. Ph. (02) 587 8672

Compass Yacht Dealers

- N.S.W. Bob Holmes, New Beach Rd, Darling Point. 2027. Ph: 32 9991.
- Nth Queensland. Bruce Bartlett, Box 1707, Townsville. 4810. Ph: 71 4337.
- Sth Queensland. John Holmes, 24 Verdichio Ave, Mermaid Waters. 4218. Ph. 38 3873.
- Victoria. Harry Twikler, 31 Frankston Rd, Dandenong. 3175. Ph. 792 4468.
- Tasmania. Greg Muir, 2 Napoleon Street, Battery Point. 7000. Ph. 23 1946.
- Tasmania. Gus Green, 2 Gloucester Street, Launceston 7250. Phone: 31 9463
- Sth Australia. Lewis Bros. Marine, 197 Grange Road, Findon. 5023. Ph: 268 3946.



CENTREBOARD ILLUSTRATION. FIXED KEEL VERSION ALSO AVAILABLE

GWA1783



WHERE ARE WE GOING IN OCEAN RACING?

by John Dawson

John Dawson made his first trip across Bass Strait in 1965, in the 35 ft sloop 'Southerly', has sailed in most Hobarts ever since and has competed in every major yacht race on the east coast of Australia.

In this article, which is not a technical argument of rating vs. rule, John reports an interview with John Bleakly on the general topic, 'Where are we going in ocean racing?'. John has promised further interviews on the same subject, which will be published in subsequent issues of 'Offshore' as they are available.

This last year I did not quite make it to Hobart, just as the crews of some 50 other craft didn't. Since that time I, and many others, have pondered the question of the future of ocean racing in Australia, particularly in view of:

1. Our recent poor showing in the Admiral's Cup
2. The 58 retirements in the last Hobart
3. Racing versus boat strength and design, centreboarders and lightweights, age allowance.

I wonder, even if money were not the limiting factor, how a current owner/skipper would plan for a future purchase of a new boat to win races in the next season — on I.O.R.? What design and size should it be to achieve this?

John Bleakly commenced racing in 1964. His first boat was 'GyMEA', a 32 foot double-ended vessel which had done two Hobarts before he purchased it. This was followed by 'Akala', an Arthur Robb design built by Steele of Newcastle, which he owned for nearly 10 years and in which he contested six Hobarts. 'Warri' was next, off the board of Bob Miller and built in 1969. John had the winches moved, 4 ft added to the mast, the stern pinched and flattened, a spade rudder installed and a wheel substituted for the tiller. He still owns and races 'Warri', which has won her share of events, and she still does well in a fresh breeze.

John Bleakley was Commodore of C.Y.C.A. in 1972 and is also a Member of long standing of both The Royal

Prince Alfred Yacht Club and The Royal Sydney Yacht Squadron. He is off to Sardinia next month to sail with Bill Psaltis in a chartered yacht at the invitation of the Aga Khan.

"Basically I do not believe that ocean racing is any different from many other activities — in that Australia follows world trends.

In spite of the problems and frustrations caused in some years particularly, ocean racing yachts are products of strong scientific evolution, and I believe that the science will continue in its strong upward path. I feel that Australian yacht owners will continue to participate in the evolution of the future as they have in the past. The normal pattern — most advanced developments emanating from Europe and the U.S.A. — was altered by the advent of the light displacement New Zealand yachts. Because of the strength of their assets, the U.S.A. and European designers are still, I believe, most likely to evolve the newer, superior designs and to lead in the introduction of new construction materials.

A sufficient number of Australian yacht owners, seriously interested in world-class ocean racing, have demonstrated that they are able to afford the high costs involved. Also, having tasted success in strong world-class competition, the Australian ocean racing yacht owner will, I believe, not be prepared to take a back seat.

Admittedly there can be weak years and strong years. At present there is cautious waiting to evaluate the full

effects of the Rule change before committing to a new expensive yacht.

Personally I have been ready for a year or more to move into another yacht — only a yacht of very satisfactory performance and larger than my present yacht, 'Warri'. However, at present I am in no hurry and may find satisfaction in a good performer just about to gain an age allowance and capable of doing well in I.O.R. This course could be, perhaps, wiser, for some time, than indulging in a new, crack ocean racer to be campaigned with a top crew, including some professional sailors.

I wish I could see a stronger trend developing in one-class, restricted-design ocean racers from a top world designer, which would offer not only excellent racing but also some protection against early obsolescence.

Another thing we might consider to help with the high expenses of contemporary world competitors for example, would be, instead of our transporting our yachts to the Admiral's Cup, to campaign chartered vessels.

And racing in an area such as Hawaii, which is much more accessible to us than England, will provide world competition at less expense.

In the forthcoming Sardinian Cup, we will be provided with chartered yachts, and apparently of high-quality, modern designs.

Satisfying participation in world events can be possible at a lower cost; it may well become a popular trend.

I believe that ocean racing in Australia, around a coast with quite varied conditions and unpredictable bad rough seas, offers exciting, rewarding racing that will, in the medium to long term, create a demand for the very latest designs in new yachts even although the rewards are difficult to achieve and the cost mainly excessively high."



CELESTIAL NAVIGATION — THE MARSHALL WAY

by 'Go About' (Leo Conaglen)*

On long ocean races I have often looked enviously at the navigator as I've been camped in the permanent 'feet over the rails' position, shivering on a long cold watch at night, and thought to myself there has got to be a better lurk than this. Of course, navigating has to be so simple — they get plenty of sleep, and who ever heard of a wet cold navigator? Well, "Come into the parlour" said the spider to the fly, because, as any navigator will tell you, I had just made my first foolish surmise.

Now to the second. Enrolment at the C.Y.C., \$40 — not too much to pay to be a navigator. Then a circular from the Club. Of course, each student will require the following items; 1 nautical almanac, 1 book of sight reduction tables, 1 star identifier, etc. etc. . . . another \$54 parted from the fly's wallet, not to mention the cost of sextant and stop watch yet to come, and why not a Tamaya calculator whilst you're at it? Struth, I should have left my feet over the rails; could have bought a fair few bottles of rum to ward off the cold on those wet night watches.

On to the third. Arrived late to the class; won't mention the quickie I had at the bar to settle the nerves. Will you just look at all those aspiring navigators. Seems like quite a number of others reckon this navigating's a good thing . . . just my luck. I'll bet that next season one won't be able to find a berth when this crop of naviguessers hits the water . . . must be 50 at least. What, no chairs or tables left either? . . . just squeeze into the back row. "Sorry, no room here mate" was the reply. "But Ken, we just did the Brisbane race together, there must be room". Managed that now . . . There's Gordon Marshall, the much venerated master navigator, America's Cup, Admiral's Cup, etc. etc.

*We asked Gordon Marshall for a brief biographical note about the author. "Leo is the Sailing Master of 'Helsal', and might have been considered one of the 'Indians', who always do all the dirty work — It's good to see him aspiring to become a 'Chief'." — Ed.

"Attention class. These are Sight Reduction Tables" said Gordon, holding up with one hand a voluminous-looking book, "and these are plastic covers which I am providing for the class, and as I'm supplying, I naturally expect you to have them covered by next class, 10 points lost if you don't." . . . That's a very easy first 10 points, thought I. But, of course, late-comers never get the lucky door prize, and tonight was no exception; owing to an unprecedented demand I missed out on a number of necessary first-night items, and, naturally, the sight reduction tables had long gone. Never mind, scored the plastic cover anyway, and Gordon is generously offering to pick up any items for the few who missed out.

Now Gordon reads the students names, a quick bow as your name is called suffices (. . . an attractive lady in the centre now, notes I, but, of course, well surrounded by the early birds). Gordon explains the crash nature of the course — only 8 class nights — and away we go into the elementaries of celestial navigation. Proceedings are called to a halt half-way through for a quick cup of tea at the bar, and my head is already awash with terms such as Sidereal Hour Angle, Declination, not to mention Greenwich Mean Time. Back to class, and the last half of it quickly bore out the suspicion that, indeed, a great folly had been perpetrated and I should have left my feet over the rail. Perhaps in the peace and calm of my study at home I can piece back together with the homework, just what everyone else so quickly seemed to grasp, except me.

Second Class. Much to my surprise, after plenty of work in my study, most of Gordon's message had been absorbed. A quick summary of the star sights we'd had to work up for homework, and tonight . . . how to plot them.

In retrospect one can only be amazed at how quickly the majority of the class had absorbed such considerable knowledge on these first 2 nights. Mind you, a number were 'letting down the main' crying "slow down" like me, and Gordon would patiently repeat those certain points we were having difficulties with.

Third night. Planets introduced, how to work up their sights and plot them, and how to use the star finder. Once again what I once regarded as difficult is

extremely simplified by work sheets designed by Gordon. Just a moment's pause to admire the triple sight form sheets and star and planet forms. Gordon by now would have instructed literally hundreds of students using his methods, in which the sight form has each step numbered and is self explanatory. However, as Gordon says, this is first grade mathematics, and most of you will have more trouble adding and averaging five sets of sight times and altitudes than anything else. It was at this stage I became convinced if that was all there was to it, then I would certainly make the grade. After this third night it was a downhill run.

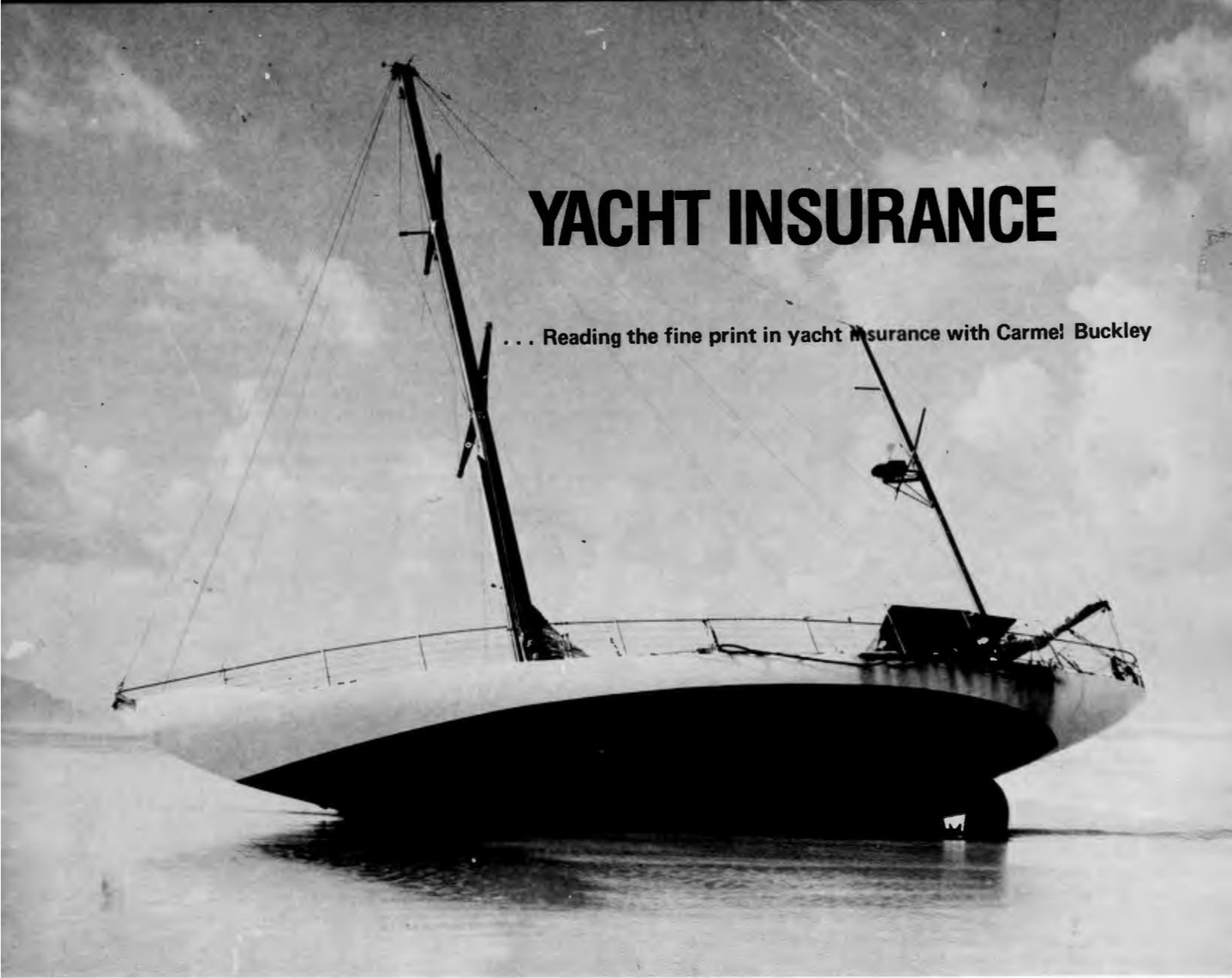
Fourth night. Presentation of the navigator's trophy for Sydney-Hobart Race plus other goodies from our generous major sponsor, Hitachi. Also the Navigators' Club Meeting, a Club designed by Gordon to keep his ex-pupils in touch and up to date, aided by regular exercises.

For this meeting, the Australian Managing Director of Hitachi, Ken Caldicott, had flown up from Melbourne, and himself a yachtsman of some repute, presented the prizes. Not surprisingly, George Bennetts, and ex Gordon Marshall student, headed a close field of contestants. Chris Oxenbold, of 'Streaker' was second and just happens to be a Navy instructor of navigation. (I have had the pleasure of sailing with Chris — in my estimation a navigator of considerable expertise.) Third was David Hocking, from 'Patrice III'. Lindsay May, a previous Hobart prize winning navigator (Gordon Marshall inspired), gave a short farewell speech to Dr Peter Harris who was returning to the U.K., being invited to join 'Pinta' as navigator for the coming season (even withstanding the fact that Peter was immortalized in this year's Hobart for throwing indiscriminate burley into Bass Strait).

(Continued next page)

Learning how to bring down the sun with the sextant. "Does Antares have a green flashing light on the left side?"





YACHT INSURANCE

... Reading the fine print in yacht insurance with Carmel Buckley

Marine insurance these days is available in various packages: if you have chosen the right package, that most suitable to your vessel and cruising range, you should have bought well.

The first requisite is a competent insurance broker, who will provide a quote that is suited to your particular vessel and who can explain the meaning of 'mysterious' terminology in your policy. If not using a broker you should obtain quotes from a number of insurance companies and analyse the quotes — look at the exclusions and other language in the policy. And remember, there is a big difference between 'cheap' insurance premiums

and 'competitive' insurance premiums, although the difference may escape you right now.

Very cheap premiums are only cheap while no claims have been made. Cheap can become very dear if great difficulty is experienced in having claims settled and denial of liability is made by the insurer. If you're an experienced boat owner with a good claims history, you can expect to benefit by obtaining competitive insurance premiums. A person insuring his first cruising vessel, with limited or no experience, must expect to pay more, initially. Rates come down progressively upon renewal, provided you have had a claims free year. A minor mishap particularly if caused by a third party or beyond your control will not prejudice your right to a reduced rate.

When you do have a claim

You will help yourself if you advise your claim as soon as possible after it has happened. Complete the claim form and return it as quickly as possible. This enables the assessor to get on with his job — and there is nothing he can do until he has your claim form in his hand. Do not hesitate to seek assistance from your broker or insurance office in completing the claim form correctly. If your broker is not prepared to honour his promise of service and help, then get a new broker.

And, write out a statement while all the facts are fresh in your mind. It is surprising how a few hours can dull recall; in the event of a collision, you may forget something that could make a

* Carmel Buckley is a marine insurance executive with Adair Insurance Pty. Ltd., Sydney.



Hitachi's Managing Director, Ken Caldicott, flew to Sydney especially to present the navigator's log book prizes for the '77 Hobart. Here George Bennetts receives the Barry Valance Memorial Trophy for the best log book (he also won a Hitachi colour television).

The main guest speakers for the evening were Dr Karl Nillson from the R.A.N., and Dr George Creswell from the C.S.I.R.O., who gave a most instructive talk on coastal currents on our eastern seaboard, which I recommend that all yachties momentarily put down their glasses and absorb.

Fifth night. Really ripping into it now — stars, planets, now transferred sun plotting etc. Getting easier, I thought. That was about when Gordon handed back the current homework, and would you believe who had messed up averaging five sets of elementary sight figures? . . . You're right!

Had an interesting dawn breakfast earlier that week with Gordon and my navigation partner, Phil Wright, under the Bondi sewer vent. Gordon personally instructs the students (in pairs on the cliffs at Bondi) on the use of sextants and star finders. Phil supplied the cold coffee and vegemite biscuits, Gordon and myself the appetite.

Sixth night. Moon sights now, considered the hardest by many navigators but, once again, simplified the Marshall way.

Seventh night. Virtually repetition and practice of what we already had learnt, plus some interesting information on how a log book should be kept.

GORDON!

— a few poetic verbs penned by Jim Churchill, of the Class of '78

*While Gordon stands with chalk and board
And waves a knowing hand,
He, part relaxed, supports himself
Against the baby grand;
With cigarettes and orange juice
He tries to keep his cool,
While giving and deducting marks
— It's like a bloody school!
The class around in anxious state
All look with knowing light,
Absorb the ancient mysteries of
How to take a sight.
The knowledge pours across the room
Some feet above us all,
While Gordon thinks, "I may as well
Address this to the wall."
But under the cloud of words that flow,
Like 'Dec.' and 'azimuth' too,
It's possible that just one of us
Might catch a single clue.
So Gordon, please don't give us up
And leave in sheer disgust,
For one day, surely, one of us
Will get the Navo's lust.
Then sailing o'er the ocean blue
To Hobart or Lord Howe,
We'll say, "It's thanks to Gordon Marshall
That we know where we are right now."*

Now for the big test. Trials at sea on board the magnificent 'Marabou', supplied by courtesy of Keith Storey. Class split, one half for Saturday, the rest Sunday. My partner, Phil, and self snatch a quick moon shot on the way out; must have been quick — mine didn't work out too well. Then the early planet Venus, me having trouble bringing it down onto the horizon as usual. Now Canopus, a quick hiccup over the side by Phil, then back into the fray. Then, tragically, the stop watch clatters to the deck. I managed, in transferring the baton to Phil, to spill it out of the case. First time I've seen Gordon unsympathetic. (It was his watch, on loan.) Back inside the stateroom of 'Marabou' to work up the sights. Not easy — protractor, ruler, pencils, books elusively sliding away with the roll of the boat. First in with a position . . . hooray, it's me!, but in this case 'first in is *not* best dressed'.

In summing up this course may I say "thank you" Gordon Marshall. Seeing a class of 40 through dawn sights under the Bondi sewer vent — that has to be dedication; for not feeding me to the sharks after dropping your stop watch, that has to be patience; but for the ability to impart the wonders of celestial navigation to the likes of me, that's a miracle!

When all the numbers were added together, Gordon came up with our class performances, and to give credit to the top, here they are:

1st	Bret Hart	93.0%
2nd	Rod Irwin	90.6%
3rd	Max Smith	88.0%
4th	Graham Rowe	85.2%
5th	Al Shaw	83.3%
6th	Geoff Carter	82.1%
7th	Frank Noble	80.7%
8th	David Colfelt	79.2%
9th	Roger White	79.0%

Congratulations fellas!!!

difference in whether you get the blame or the other party does.

There are no 'knock for knock' agreements in marine insurance. An insurance company will try to recover the amount claimed from the other party if it considers its own client is in the right. Marine insurance, unlike Motor Vehicle insurance, does not have automatic rate increases based on the number of claims. Each risk is underwritten entirely on its own merits and history.

If you do not notify a claim for weeks, or take weeks to return a claim, you shouldn't complain bitterly that the vessel has not been repaired; remember that the assessor has to analyse the claim form, negotiate repair costs, and obtain the insurer's approval.

All insurance starts with the proposal form being completed. The following questions are typical of those asked by boat owners. The answers may help you understand more about what your insurance will do for you.

Q. What does a 'typical' marine policy cover?

A. The hull itself, its fixtures and fittings, sails, masts, spars and rigging, all fixed navigation equipment and, generally that equipment which would be sold with the vessel if it changed hands. This does not normally include such items as hand bearing compass, sextant and other more personal items.

Q. What doesn't it cover?

A. Now this is where you have to examine the exclusions in the policy wording. Certain exclusions can be removed by paying additional premium. Within the terms of the policy, what is not excluded is included.

Q. What about explosions caused by gas bottle, primus stove or petrol tank?

A. Yes, they're covered.

Q. Am I covered if the vessel is stolen?

A. Yes, theft would be covered under your marine policy, which would cover your dinghy too. It is important to remember that your dinghy must be clearly marked with the name of your yacht (or registration number, if you have a cruiser).

Q. What if somebody breaks into the vessel?

A. Following forcible entry into the vessel or store, damage to, or loss of machinery, fittings or equipment is protected. Replacement of items stolen or repairing damage done is part of the policy conditions.

Q. What about negligence of another person causing damage to my boat?

A. Yes, this is covered under your policy. Your salvage, sue and labour charges are covered too, in case you have to use those facilities.

Q. What happens if somebody else uses the vessel and another person loses their life or is injured or there is damage to property? How can one insure oneself against this?

A. You take out a third party indemnity cover, which is additional to your hull cover, and this is usually a substantial sum (i.e. hull value \$30,000, indemnity \$250,000). This is known in marine as P & I (Protection and Indemnity). If you would like a definition of third party cover, here it is as paraphrased from the actual policy wording of a standard policy extension:

There are two parties to a contract of marine insurance, the insurer and the assured, being the first and second parties. Any other party concerned in connection with a claim is a third party. 'Third party liability' is the legal liability of the assured to a third party by reason of loss or infringement of rights suffered by the third party as a result of some negligent action of the assured. The plain form of marine policy does not cover third party liability, but the assured has an insurable interest in respect of such liability, and the policy may be extended to cover this. The hull policy is extended, in practice, to cover collision liability; salvage contributions, general average contributions and sue and labour payments are not third party liabilities because they are for the preservation of the property and are not incurred by negligence.

Third party liability, other than collision liability, is usually covered in P & I clauses, although separate policies may be placed in respect of specific liabilities. The measure of indemnity for third party liability is the amount of

liability, subject to any limitation imposed by the policy.

Q. Am I covered if my outboard motor drops off or falls overboard?

A. Yes, in most policies you would be covered for this. It is up to you to make sure the policy covers this. It is no help stating 'I did not know' to the insurance company when a claim is made (as brokers, we only insure with companies providing this cover).

Q. What happens if I am towing my boat on a trailer and I have a collision, or it is overturned or, at the worst, the boat is stolen whilst on the trailer?

A. Most marine policies allow for this. Also, your trailer would normally be covered for damage. Here, again, it is important that you insure with a company that does provide the protection in the policy wording.

Q. Does the marine policy cover everything I have in the boat?

A. Not necessarily. It is a good idea when you take out a marine policy to make sure that your policy covers all those extras and loose equipment e.g. compasses, anchors, oars, paddles, boat and motor covers, life buoys, jackets, fire extinguishers. Often people do not realise that these items must be listed and their value shown, e.g. if somebody broke into the vessel and stole any one of those items, if you do not have them listed, you won't get your full value in case of a claim. You also must specify if you have personal radio, stereo or cassette systems on board. This also comes under 'special gear and equipment'.

Q. What about my dinghy?

A. Yes, this is special gear and equipment and must be itemised. The dinghy must be clearly marked with vessel's name (or vessel registration number). Many policies exclude theft of dinghy if it is left lying around in the open overnight or unattended. If it's kept in a proper storage area, such as a club rack, this is acceptable, although you may be expected to secure it with proper lock and chain.

Q. Am I covered if, for instance, the dinghy breaks loose and is swept against the rocks, especially in the case of a rubber dinghy?

A. Yes.

Q. I have an 'old timer' yacht. Is there an extra premium for this?

A. In most policies you would require a survey certificate obtained in the last few months prior to insuring. Rating will be based on this survey. An insurer may decline to insure. Some insurance companies, as a matter of policy, do not insure vessels over a certain age.



Q. What would happen if my boat is moored at a marina and it were to sink? Would I be covered?

A. Yes, providing it was not a deliberate act by the owner.

Q. What if I had the vessel slipped to check if there was any damage below the water line — following something happening that I felt constituted a claim?

A. If reported and slipped by request of the insurer or assessor, then cost of slipping is part of the claim costs. However, if you elect to slip the boat yourself and there is no damage, then you are satisfying yourself and so you would pay for slipping.

Q. What sort of territorial limits usually apply to marine policies?

A. These are laid down usually by the insurance companies, and they vary. Limits may depend on the size of your craft, type of craft, whether it has self-draining cockpits, is a day-sailer or a cruising vessel. Territorial limits can be

(a) inland waters only

(b) inland waters and limited areas, i.e. Broken Bay to Port Hacking.

(c) inland waters and a limited distance from any point of sailing where launched, i.e. 22 kilometres in any direction to sea.

(d) coastal waters State limits (N.S.W., Vic., etc.)

(e) Australian inland and coastal waters — covering the continent of Australia: You can sail from one port to another or right around Australia without prior notification.

Q. How far can I go out to sea with 'coastal waters' territory limits?

A. This depends upon the size of the craft. A large vessel going up the coast may well tack out 60 miles to sea in doing a long trip. A small vessel might be unwise to go so far out. You must be proceeding from A to B on the Australian coast. Calling in at Lord Howe Island or Norfolk Island is not considered to be sailing within Australian coastal waters.

Q. Can I arrange to cruise beyond 'coastal waters' limitations to other islands, for example, New Zealand and further afield?

A. Yes, you can, by arranging an extension of the policy and paying the extra premium. You are expected to give details of: crew and crew competence; knowledge of navigation; itinerary; time expected to be away.

The premium will be based on various factors, such as how difficult it is to obtain repairs in the area you are cruising, the time of the year (typhoon, monsoon season). Many insurance companies will not handle this business and will not extend their current policies. This then calls for obtaining specialised advice.

Q. What sort of exclusions would be in most marine policies?

A. (1) Loss of or damage to machinery or electrical equipment unless caused by the vessel being stranded, sunk, on fire, or in a collision

(2) sails (and protective covers) split by the wind or blown away while set, unless occasioned by the vessel being stranded or in collision

(3) moorings or fishing gear

(4) loss or damage due to wear and tear and gradual deterioration

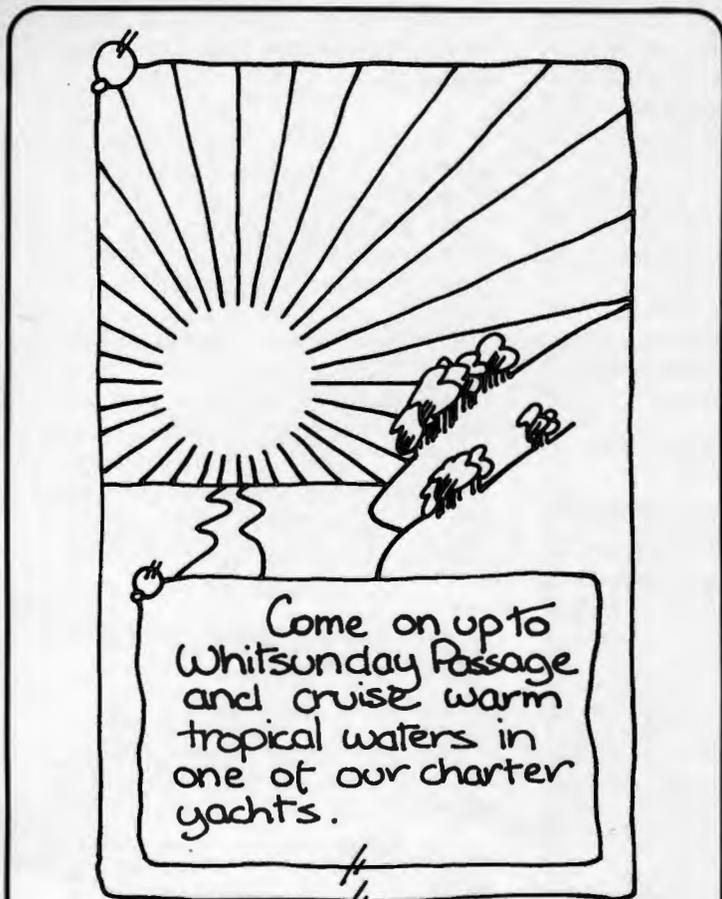
(5) employer's liability to workmen.

Q. What would happen if I had to send my radio to be serviced and there was damage to the radio while it was in transit? Would I be covered?

A. Yes, if it was itemised on your policy.

Q. What would happen if I sold my vessel? Can I transfer the policy to the new owner?

A. No, you can't. Your policy would be cancelled from the time of sale and a return premium made. The new owner then takes out an insurance policy from the sale date and completes his own proposal, which asks the pertinent questions relating to his own past experience.



Come on up to
Whitsunday Passage
and cruise warm
tropical waters in
one of our charter
yachts.

CHARTER YACHT

There's no need to worry about travelling to Whitsunday because

now we are offering, in conjunction with TAA a package holiday deal. This package includes considerable savings on air fares.

Once you're here, let us pamper you with our Mottle 33. A fast, stable, comfortable yacht, easy to handle and with plenty of room below for up to 6 people.

Experience ultimate luxury with stereo cassette, on board barbeque, snorkelling gear, large aft cabin, separate toilet and shower, and galley with a deep freeze. We can also provision the yacht for you.

So come on up and enjoy the sunshine in the magnificent Whitsunday Passage.



Whitsunday
Yachting World
3 Church St
Pymble nsw 2073
Phone 02-442439

YOU'VE SEEN THEM BEFORE, BUT WHAT DO THEY MEAN?



Code Flag A.
I have a diver down keep clear.



Code Flag E.
I am altering my course to starboard.



Code Flag M.
I am stopped and making no way through the water.



Fraser sails.
You've probably seen this one often so you probably know that Bob Fraser is a sailmaker, makes racing sails, cruising sails, big sails or small sails.



If you're a racing man you might have noticed this logo on 2269, the current Australian Half Ton Championship; or on Hot Bubbles 11, third overall in the last Sydney - Brisbane race; or perhaps on Maizey Dates, 2nd Hood 23 State Championships; or on Jumbo, 2nd Triton State Championships.



You may have noticed this logo on Bob's new loft opposite the Rushcutter Bowl in Bayswater Road; just across the park from the C.Y.C.A.



This logo also means a couple of other things you may not know; for instance we pick up and deliver from the C.Y.C.A., from your boat if you like. We have a new powerboat to enable us to evaluate and tune your sails on the water.



Now you know a bit more about what these signs mean why not call in and talk to Bob Fraser about your new sails, by the end of the season his logo could mean a lot more to you.



Fraser Sails

155 BAYSWATER RD.,
RUSHCUTTERS BAY (Opposite Rushcutter Bowl)
PHONE: 33-4836

How To Be A Famous Ocean Racer

(Without Knowing How To Sail)

by Tony Cable

The Cruising Yacht Club of Australia this year is to undertake an active programme of encouraging newcomers to the sport of ocean racing, and as part of this effort it is developing a formal training curriculum which should be of considerable benefit to new and old hands alike.

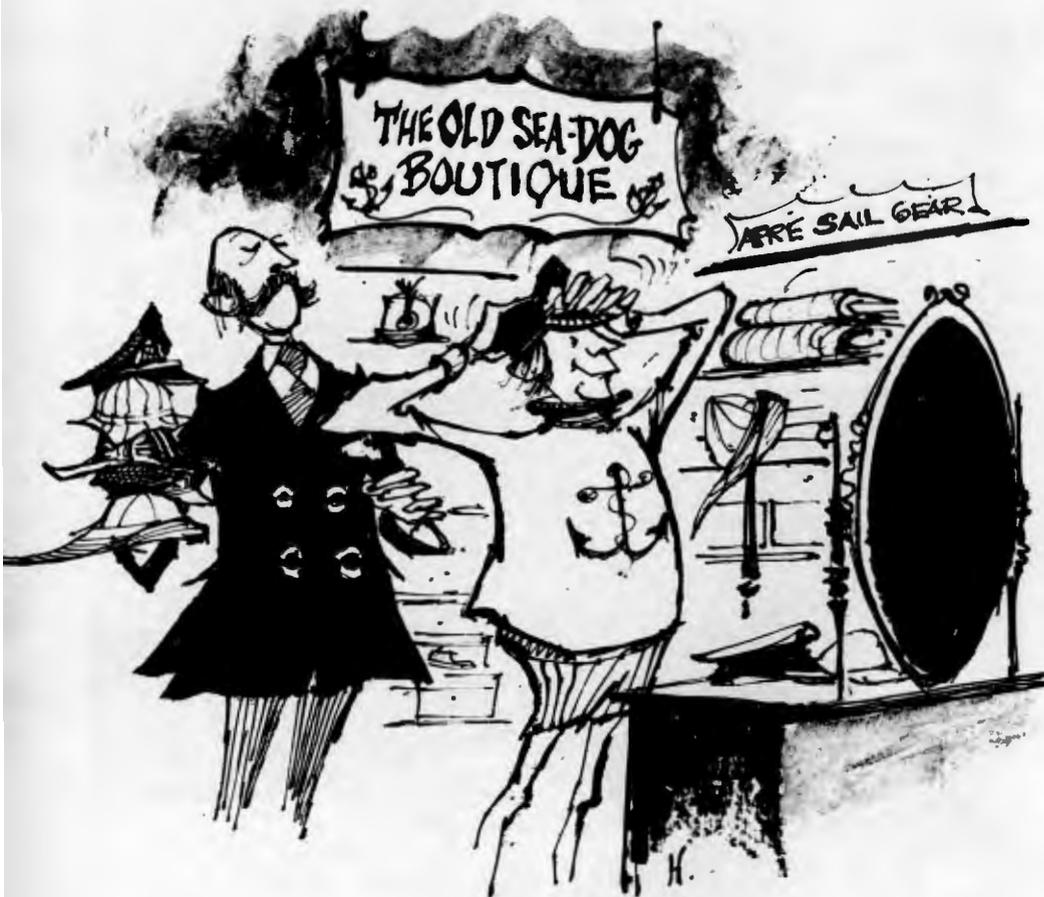
As a contribution to this, your scribe decided to put his hand to the pump and draw some dirty water up from my bilge which may provide some useful preliminary tips for the new entrant on how to play the game. No details, however, will be presented that have anything to do with 'how to sail', for the writer, being a very mediocre hand, wouldn't presume to offer this advice.

The comments in this 'manual for mugs', are of a strictly non-sailing nature which, if followed scrupulously, could make the novice seem like a famous yachtsman without him actually knowing how to sail. This idea is based on my experience over a number of ocean races, during which I have witnessed varying degrees of sailing incompetence among crews of many boats — from their skippers down to the newest of hands. Many individuals among these, however, had a happy knack of giving an illusion that they were much better than they really are!

This is not to have a shot at all those fellow mediocre sailors, for they are, to a man (almost), excellent shipmates and, after all, it is the companionship that accounts for much of the pleasure of ocean racing.

What I am saying to a new chum is that his lack of sailing knowhow shouldn't be a bar to entry. Go ahead and sign on a yacht. If you have any nous, you will readily master the mechanical, routine functions you will be given and, meanwhile, you will pick up on sailing experience.

The basic reason for this opportunity for the new man is that all yachts seem to have a 'passenger' or two among the crew, whether or not they come aboard as such (the role is usually played by one of the regular hands, whether he be the skipper or a crew member who may as well be a passenger for all the help he provides). There is thus some space for a 'trainee' to be carried, and if he can make himself useful in ways which I shall outline, he may well prove more competent than some of those who have already done many miles at sea. Later, he can become famous for his abilities



in such 'technical' tasks as foredeck and cockpit work or perhaps in navigation or cooking; excelling in these maybe, but still perhaps, not really even then able to sail.

By 'sail', I mean being able to steer and control a yacht in all conditions; not necessarily race it, but just plain sail it. Many famous ocean racing men can't sail so, therefore, it should be possible to set down a whole host of non-sailing activities that one could excell at, thereby becoming celebrated. Humorous as this might seem, I assert that there have been members of Australian Admiral's Cup teams that could not sail by the above definition (Mr Editor, that should get a letter or two).

If one has a Laser or a Finn yet doesn't know the rudiments of sailing you will probably be out of control within a few yards of leaving the beach. But on an ocean racer there are others to cover for you, and while disastrous things can happen through your lack of knowledge, you are not necessarily pinpointed for the blame. That well-known Kiwi yachtsman, Sid Brown, has been quoted as saying "Thirty percent of crews on maxi-boats are useless anyway"; yet see and hear them in their uniforms at the bar, and, to a man, they all look like champions.

The most famous non-sailor I ever struck was Harold, a publican from some little place in N.E. Tasmania. We were in Launceston on 'Fare-Thee-Well' in company with Don Mickleborough's 'Southerly' sometime after the '65 Hobart. Now, Don over the years has been renowned as a great collector of odd characters; his boat in its hayday bore the well-earned nickname, 'The Floating Hotel'. On this particular occasion Don was approached by an emissary from some chap who wanted to sail back to Sydney. Subsequently, the man arrived, just on sailing time, carrying no other gear than a banjo case and a black Gladstone bag, and it transpired that the latter contained nothing but grog, not even pyjamas.

Harold nevertheless excelled on the trip, for while he chose never to go on deck at all, he made the homeward voyage very pleasant, just sitting on his bunk dispensing grog from his sea bag and entertaining the boys with regular plunks on his banjo.

Harold has not been sighted since, but I'd bet if Don saw him strolling along the marina, he'd whisk him aboard as a permanent hand, sailing ability notwithstanding.

Years ago I was a 'nigger' on 'Kintail'. One night we started a long race, and at the end of the first watch I was sent below to rouse the next shift. I succeeded with the exception of a new hand, Cliff, who explained that, as he was a bushy from Dubbo and a guest of the Captain, he didn't have to go on deck. As a result he had two uninterrupted night's sleep. It wasn't till we got home that the crew informed me that Cliff Monkhouse, among his many achievements, was holder of several 18' titles.

But this was the sort of thing that always happened on that boat with a crew whose nicknames ran "Horney George", "Sox", "Shirts" and "Wally the Wombat". Oh, Wally couldn't sail either, but he was most welcome aboard as he happened to own a pub. But I've got a little away from my subject.

Ocean racers — what sort of people are they?

Most of the established ocean racing hands are, in my estimation, of a very fine character, and maybe it is the sea that has struck this common denominator, being such a tester and sorter of men. Those who physically and mentally can't take it very soon fall by the wayside. Those who remain have been tested and prepared for the worst that is usually dished out.

Perhaps because of this sorting, the participants come from all stratas, rich men, tinkers, tailors and sausage makers. One wouldn't normally see a surgeon and garbage man golfing as a pair, but having been together on a yacht through tough times, they can readily develop a much more firmly based respect and friendship than would be possible given conventions ashore. The sea knows nothing of cheque books or status.

Many sports call for physical prowess and character, but few call upon these qualities in matching the elements. While a football team, for instance, needs as one attribute, group spirit on a Saturday afternoon, the ocean racing crew needs this spirit also, but along with it, a high level of compatibility is necessary to keep them working harmoniously while confined for longish periods in sometimes trying and even dangerous conditions.

Looking at the participants in different categories, first take the skippers. These cover the spectrum, from those who have represented Australia to complete novices. With regard to the former, I think it is necessary to point out, as far as ocean racing is concerned, the difference between a 'champion' and a 'seaman'.

Champions from other classes often crew on ocean racers because of their proven abilities in helming, tactics, trimming, tuning and knowledge of the rules. This does not necessarily make them wise to the ways of the sea nor able to sail most effectively in it in



other than relatively placid harbour racing conditions. I have struck several champs who are no better than a raw recruit when, in a big seaway, they get flattened by seasickness and haven't the drive and stamina to keep going.

Seamanship represents a range of skills that really distinguish the good ocean racer from his inshore counterpart, and while the seaman may not necessarily show finesse in, say, tactics, he will be the best chap to be with if it gets at all hairy out there — perhaps calm in a real crisis, knowing how to make a boat ride out a real blow, with storms/s etc, capable of 'jury wrigging', — in short, those whose knowledge will contribute to the survival of the ship.



Looking at the novice skippers, many of these enter the sport more due to the process of signing a cheque than a progression through the sailing ranks. The latter could be looked upon as a modern day version of 'purchasing a commission', and from the moment these skippers take command, a crew will automatically grant them the courtesies, rights and authority that a ship's master traditionally holds. Some may learn to deserve it, and some may not. Those who don't will soon make themselves known, but such is life. The sport is lucky to have newcomers with the boats and the necessary regular injections of heaps of money to keep the boats going, and in most cases despite their initial shortcomings as sailors, they can still be excellent fellows to be with.

Even the old skippers can vary from being fine men to those you can lose much respect for — the ranters and ravers, the disloyal, the ignorant, the negligent and incompetent (as an example, I have known of one or two of these to go to sea with less than minimal water and stores aboard) — something on a par with failure to provide survival equipment.

A next group to identify are the 'old hands' who have raced consistently over many years. They are not necessarily "stars" for all the miles they have covered but, universally, they are top people to have on a crew — experienced, steady and gifted — with a broad range of skills.

New and old hands alike are these days challenged by an accelerating technology on yachts — new methods of headsail changing, new types of sails (e.g. bloopers), electronic and hydraulic gadgets, new winches, centreboards, stiff-type sailing at sea. If one walked onto a top yacht after an absence of say five years, it would take a deal of reorientation. The top hand of yesteryear might well find with such a layoff he has lost much of his racer's edge.

A further group are the relatively young top rate hands. These can be *quite* young, maybe already having had many years in various other classes. With their varied backgrounds they can adapt very quickly to this branch of sailing.

Because they are new, they won't necessarily be widely *regarded* as famous.

On the other hand, one crowd which should be taken down a peg are the famous who really have no strong claim to such a title. Because ocean racing can be an easy-entry sport, it is not unusual for someone to come in, develop some special skill (e.g. being a good man on the bow) and before long, are famous. His reputation may spread because he himself has spoken of it, and sometimes even gullible yachting journalists will be mesmerized by one of these coves and create for him his image — without ever having sailed with him. As a new hand you will not be long in meeting one of these chaps, and you will see how myths are quickly exploded when there is some hard and skilled work required.

Taking up ocean racing

A prerequisite in taking up ocean racing is a degree of dedication, which achievement in any sport demands. That's pretty obvious. Without some solid application, you will be wasting your own time and the efforts of those who may initially extend help to you. (You may even prevent someone else from getting a berth.) To start with, you face a 'Catch 22': to find out if you like the game you need to try a race or two, but to get a berth you need to be experienced in racing! But as you'll note later your own persistence in getting a ride can overcome this.

Don't go into it with *rose coloured glasses*. It is guaranteed, for instance, that you will regularly go through hard, rough and miserable weather — maybe on your first trip. Don't dream of how nice it will be out there in gentle breezes and smooth seas with the 'tang of salt air'. Ponder what it would be like in a protracted gale, say, 60 k for two days.

Think of pitch-black nights with enormous waves you can't see coming at you; sail changes on surf swept foredecks; wild runs with very big following seas; broaching and the fear of gybing ('disaster' when you do); urgent calls on deck; no time for oilies; cutting cold; clammy, wet sticky, smelly clothes, water down your neck and a wet bum; fighting sleep and physical tiredness. Contemplate being below, battling against the gyrations when handling gear; changing clothes and cooking; the shambles; the racket —



crash, bang, trickle, trickle; things that go boom in the dark; wet blankets, no sleep, drips in your eyes and ears; the pessimism that it won't end, the 'realization' that you were a fool to take it on; the dreams about hot food, showers, T.V.'s, loungerooms and clean sheets. You've got to be crazy to do it.

In the last Hobart Race of the 58 boats that retired, 41 percent gave as their reasons for so doing: "the weather was too rough" or "seasickness"; * these latter boats didn't fail, the men did. The weather was not as rough as reported ashore. It spanned less than 24 hours with the maximum breeze up to about 50 knots.

So much for the emphasis on heavy weather. If this was on all the time, one would be mad to keep it up. The appeal of ocean racing is harder to define. "Men go down to the sea in ships and they know why they go, but it is no good asking them why because they won't tell you. Once you put the question they realise you just can't understand and kindly switch to some simple subject like grog or the dreadful price of anti-fouling" — a quote from the late Jack North, 'Offshore', June/July, 1978, p.251).

For my part I like the satisfaction that comes from doing well in hard conditions; I enjoy 15-20 knot

* Official post race analysis from the Sailing Committee C.Y.C.A.

spinnaker runs on sunny days; smooth seas are great; ports away from home are good fun and ocean racing people are always good to be with on boats and land. Otherwise I can't think why I like doing it.

Getting a ride

There are few formal introductory programmes that serve to provide a guaranteed lead onto a crew. Hopefully the C.Y.C.'s initiative will be a long term one to alleviate this deficiency. Short of this, getting a berth is a rather haphazard process where only the persistent are assured of success. Firstly, an approach may be to contact the Secretary of a Yacht Club, although this will probably be fruitless as he might be too busy, or not interested in non-members, or be unaware of what you are talking about, or not run a crew register, or not have Members interested in training newcomers. The R.O.R.C. in England has (or had) a good scheme. For 50p you could file a registration form detailing your experiences which could be perused by a short-handed skipper (pardon the image). My five bob got me a ride in the Channel Race on the R.N.V.R. yacht — a very cheap way of getting to know some Pom sailors, who really got to know this area in 1939-45.

Friends and vague contacts are another obvious source, but really, the best way

is to persistently walk up and down a marina asking for a ride. Often as not someone will need an extra pair of hands at the last minute. Seagoing hours build up with a ride here and a ride there; this enriches one's experience by seeing different crews, boats, techniques and gear. Following such a pierhead jump, sooner or later you will be asked along for another race and, lo and behold, you will find yourself on a regular crew.

The best time to try for an ocean racing berth is just after a major race, such as the Hobart, when many crews, for political purposes, try to regain lost time with the family. (Actually it is impossible to really make this up, and many actually need the services of O.R.M.C.'s*). You may be able to get a few hours on one of the very good boats whose regulars are at home.

Trying just before a major race would be less successful, for then even experienced men, who often 'come out of the woodwork', can find it hard to get a berth then.

Try getting a cruise back from Hobart or from other major races such as Brisbane or Gladstone. Returning from these, many boats may be shorthanded and they may take a punt on the odd stranger who appears. While they may only be cruising back, you may be lucky enough to get a good range of weather (even a good dusting), and so get a very useful 600 miles or so under your belt.

A winter harbour series is also a good time to start. Yachts are not necessarily fully crewed with their regulars in the off season, and 12-mile races are a good opportunity for an intensive introduction — even if you still need to test yourself at sea.

To close this part: in essence, few will really put themselves out to help you get a regular berth; if you really want to break in, it is up to your own persistence and keenness.

The need for training for ocean racing

I was recently on a well known ocean racer reaching flat out down the coast in dream conditions. The helmsman, finding no problem in pointing, left his relief in the bunk and handed the wheel to the chap who happened to be nearest him in the cockpit. Shortly afterwards the new driver exclaimed that this was

* Ocean Racer's Marriage Counsellors.

the first steer he had been given after two years crewing on the boat!

This incident caused me to reflect on the abundant lack of training, formal or informal, which occurs in our fleet. There must be a significant wrong in the situation where a chap had never been given the opportunity to touch a wheel in two years, not even when returning from a finish or when out on a social day! My idea of sailing is not spending an eternity being the port side winch grinder, No. 2 on the foredeck or the nav or cook. Sailing is holding the wheel and coaxing the boat along, sailing with the crew helping you to do it.

Two years! In the same time the chap could have learnt to climb mountains or to fly an aeroplane, yet it appears that driving a boat is so difficult it needs a great long apprenticeship before one can even touch a wheel.

Skippers and sailing masters who love to sail might ponder this.

I have never been on a boat where conscious training has taken place. I am not referring to sessions for crew co-ordination such as before a major race, rather, I mean specific training given to newcomers. I do not concede that taking a new man on a crew and, at best, giving him lots of advice over a season, is training.

With a really aggressive formal training



programme a rank amateur could be very quickly advanced in the mechanical aspects of handling an ocean racer. For instance, how many times in a summer season would the man on the bow do a gybe? Twice a race? How good, by contrast, would the new man be if he was taken out for two 8.00a.m.-5.00p.m. days doing nothing but say, a sequence of 30 gybes down the harbour then 40 tacks back with trimming coaching on the way and then repeating and repeating this. I have never heard of this being done, but I'd bet you could teach a monkey to gybe over these same two days. We don't do

this in our sport; it takes many races for a man to do as much.

If this two-day idea has any substance, continue to ponder the extent of an individual's development over several other intensive days of training. Can I further pose a question to any famous helmsmen? Does it take years to learn your craft? If not, how many intensive days' work would it take for you to make an amateur handy at the wheel? Whatever your answer, how much active instruction have you ever given to new helmsmen?

I can foresee two major stumbling blocks in this area: firstly, getting vessels to train on, whether they be training ships or those from among the active racers who have skippers interested in training; secondly, there is a need to find capable educators — experienced men who also have the skill to impart their knowledge as instructors.

Becoming a famous ocean racer in the lounge room

Sit in your favourite chair and glean as much as you can from the extensive literature on sailing, a good deal of which is about ocean racing. However, when you eventually get afloat, be circumspect in recommending to a crew that "author so and so says it should be done in such a way", for that writer may be out of date, or not really up on what he was talking about and, at any rate, your crew might have their own tried methods. This is not to say that



newcomers should shut up until, by seniority, they have earned the right to speak; it is simply a caution about 'book learning'.

One particular area you should study is knots, and an ideal place to learn them is in the loungeroom. Don't step aboard before you can handle some of the basic ones, as these are always needed, often in a great hurry. They are among the basic vital skills of a deckhand, and a sure giveaway of a new man if he has to ask someone to tie something for him. In this area you could readily surpass some of the famous sailors for it would be an interesting exercise to determine how many of them don't know their basics in this department.

In fact one could pose a minor test to a "top" hand who naturally should know the answer. You have to make up a very long line quickly (say for a dinghy to tow) and all you have are various sized shorter lengths. What knot should be used that is quick to apply and will join lines of different widths and materials? (I would go for a sheet bend to be quick, but then I'm not a top hand.)

The only knots I know well are the reef, clove hitch (and its variant, the rolling hitch), sheet bend (and double sheet bend) and not to be overlooked, the bowline. I delude myself that these are a good enough essential group; if you learn a few more you will have all normal situations well covered. Whipping and splicing, when needed, tend to be less urgent; The non-sailor can look very good if he extends his ability to do fancy knots (the chap who can do a Turk's Head can impress me), do various splices e.g. rope to wire, and be handy with other wire work such as swaging.

There are many other skills that can be developed in the comfort of your own home; navigators can learn their thing; cooks can practice on the family; skippers can play with computer programmes. Indeed, the more one thinks about it, one doesn't really need to go sailing at all; in fact rather than getting beaten around on the next Montagu, I might settle down with a good cruising book, and if any part of it makes me feel wet, cold and miserable I will jump into a hot shower.

Becoming a famous ocean racer at the mooring

The new man can be much more useful than the experienced hand even before the boat leaves the marina. Some 'heavies' can be completely useless up until the lines are cast off. Some, for instance, can join a yacht on the eve of a major race without having contributed any work at all to its preparation (and they may even have displaced in the process an inexperienced hand who has worked long and hard on the boat). If you, in your innocence, cannot pick who is such a heavy, a tip is that he will often be the chap who arrives very late to rig the boat on race day, and even when he turns up, does nothing but sit on his bum in the cockpit.

Tremendous expense and a tremendous amount of work is needed to maintain a yacht, and many skippers very much appreciate any labour the crew can give. To me it seems entirely fair that if you are on the regular crew, you should put a reasonable amount of work back into the boat, e.g. on regular scheduled work days. In practice, many crew members do not acknowledge this duty and either do not contribute or do so only in a half-hearted way. The new hand can obviously, through his willingness, be in front of these. On the other hand, some skippers do not appreciate the work that their crews give and can even overexploit the willing ones.

If you have some technical ability — carpentry, electrical, mechanical — you will immediately be of value. But even the most hopeless handyman can be kept fully occupied on useful and necessary jobs — washing sails, painting, cleaning, lifting, oiling, carrying. There is always something that needs to be fixed, more so when the boat is racing long and hard. The new man enhances his value when he can knuckle in and do things without being asked.

On a work day many regulars arrive late or cannot come because they are visiting sick grandmothers (who never get ill on race days). A full crew working a good 9-5 day can potentially achieve heaps, yet this seldom seems to happen. You can be again valuable by giving such a day top priority. The reward could be, as it has been to many newcomers, "Well, he's not much of a sailor, but he deserves a trip for all the work he has put in".

One 'sailing' advantage of all this work on the mooring is that you get to know where everything is, and here you will be very much more useful than the famous name who jumps aboard at the last minute wearing his 'I've represented Australia' shirt. While he is up there in the middle of the night clutching the wheel like glue, you are the guy who is doing all the running around; you know and he doesn't where all the switches are, the spare fittings, the torches and how to turn the gas on. You can instruct him on the use of the head, tell him what sails you have (because you washed them), get a spare shackle, clear the weed off an impeller, find a blanket for him when he wishes to retire and even make his favourite hot drink. He is the famous sailor, but you will be able to find and replace such things as a broken sheet, batten, block, far quicker than he can.

Indeed this 'top helmsman' may often be good only for sleeping, eating and steering, and that's all. He will not cook and wash up, pack sails, tidy up or do anything extra. This sometimes lazy, self-assured senior hand will in many ways be useless. Give me any day a good helmsman who is also willing to do everything from the stem to the tuck. If you are lucky enough to see one of these coves in action, then you will appreciate what makes a really top hand.





HOW TO KEEP A GOOD LOG BOOK – AND WHY

by Gordon Marshall

Ever since sailors commenced making long voyages across the seas they have found it useful to keep a running logbook of the events of their passages.

Those kept by the early navigators such as Tasman, Cook and Flinders are historical treasures which are now carefully stored in Maritime Museums, and Bligh's during his open boat voyage from near Tahiti to Timor, is a classic.

In more modern times, the entering of the logbook by the Officer of the Watch has become a rigid formality, and the book is often called for by Boards of Enquiry in the event of an accident at sea.

So it is, or should be, with yachtsmen.

In recognition of the need, the C.Y.C.A. has encouraged the practice for many years by teaching the techniques of log keeping in its celestial navigation courses.

Progressing this policy one stage further, the Club in 1975 created a standard logbook for the Sydney-Hobart Race and supplied it to each competing yacht, a prize was offered to the navigator who returned the one judged best kept during the race.

In the following year a perpetual prize was created, the Barry Vallance Trophy, and this was added to the prize list for the best logbook. (Hitachi has since added a colour television set and radio direction finders as additional prizes.)

The concept has received very favourable comment within yachting circles, and, as another 'first' for our Club, it is now being emulated by some other Clubs when running long ocean races.

The design and layout of this standard logbook has improved with each year, and none could help but admire the concept and content of the one which has been prepared for our next Sydney-Hobart Race.

If properly executed, this logbook will become a useful and handsome memento of the race, appreciating in value as the years go by.

There are provisions within the book for the permanent inclusion of the Notice of Race, the Sailing Instructions, the list of entrants, the list of finishing times and placings, together with space for the navigator's self-produced radio schedule positions, their plots, his navigational work sheets, and celestial sight plots. Additional to the foregoing is a group of inherently vital data, printed in the rear section of the logbook. Amongst this is the list of lights, a list of radio direction finding beacons, a chart list, a list of radio frequencies for obtaining accurate time, and a complete chronological listing of times for radio operation, including all weather forecasts and obligatory listening or reporting schedules together with a Morse code and phonetic alphabet list. Finally, the official Race Declaration Form has been printed as a page of the book, thus necessitating its handing in within three hours of finishing time.

For those navigators or skippers who are unfamiliar with the execution of such a logbook, the following hints and advice may be of help.

Firstly, the book must be protected from damage by water during the passage. This can be best achieved by covering it with a sheet of protective P.V.C. plastic film which may, if desired, be removed on its safe arrival in port. Additionally, you ought to find a way to preclude its finding its way onto the cabin sole or into the bilges – so easy to happen on a yacht heeling from tack to tack in heavy weather. Navigators resort to many practices to guarantee the safety of their logbooks. One of the most simple and effective of their tricks is the use of a piece of



To keep the log book away from the cabin sole, the wet, and the tromping of feet, a PVC pocket is easily made and tacked to a convenient bulkhead.

P.V.C. film, folded and attached to an adjacent bulkhead by drawing pins and forming a neat pocket, open at the top, into which the logbook is dropped when it is not being used. Not only can the book never fall out, but it is kept off the chart table where it otherwise becomes a nuisance to the navigator whilst he works on his charts.

Regarding the actual hand entries in the book, it is as well to advise the neatness, whilst desirable, is not the overriding criterion used in judging the quality of the work. It is the content that matters . . . but it has to be legible! It is not anticipated that the copperplate style of the ancient mariners will appear in the racing yacht's log. In fact, the best effect can be gained by using a flowing, semi-printing style which is usually more easily read than most navigator's normal hand writing (when done under difficult conditions). Care should be taken when making entries to slip a blank sheet of paper under the preceding page so that "carbon copying" of the previous text does not occur. Towards the same end, the use of a hard grade of pencil lead should be avoided, though one which is too soft smears and becomes easily soiled. HB grade is the best compromise.

Regarding the preparation of documentation intended for permanent inclusion in the logbook, most of which

is double-sided printed, care has been taken to see that sheet sizes are suitable, without trimming, and margins have been left on the appropriate edges so that glueing can be accomplished without obscuring the text on either side. Items in this category are Notice of Race, Sailing Instructions, list of entries, etc. For some years now the C.Y.C.A. Navigators' Club has been producing its navigational forms, such as its Triple Sight Form, Star Identification Form, and plotting graph paper in sheet sizes suitable for logbooks.

All of this adds up to making it simple and straightforward for the navigator, and it thus becomes a practical proposition. No longer can it be claimed that good logbooks are only produced



P.V.A. hobby glue, in a soft, unbreakable plastic bottle with effective dispensing nozzle, is quick setting and an effective way to permanently affix sight forms, plots, etc in the log book — at the earliest opportunity.

on large comfortable vessels. The trophy has already been won by navigators on 1/2-ton and 3/4-ton yachts.

The actual glueing in of pages and worksheets and sked forms is best done with a P.V.A. hobby glue. Perkins market such a glue in a small semi-soft unbreakable bottle with a very effective dispensing nozzle. The contents are non messy, quick setting, and as a final bonus, the colour is white. All large newsagencies carry this product.

On the question of whether it is necessary for the racing navigator to produce plot sheets (after radio skeds) showing the position of the fleet, or that part of it which is deemed of

interest, I should make comment. On the face of it, this seems a rather demanding chore for the navigator, but my experience is that if it is not done, then he is obliged to find answers to a string of questions after each sked . . . "How far ahead is 'Kialoa'?" . . . or . . . "Have we caught up any distance on 'Zilvergeest III'?" . . . and . . . "Is 'Granny Smith' still quoting a position well to the east of the rhumb line?" The exercise then gets repeated when the off watch emerges from their bunks and the whole question and answer routine can very likely spread over several hours. On the other hand, spend 30 minutes on a plot, pass it around, and it eliminates the need to handle those many and varied individual questions that inevitably arise. On top of all that, the skipper and crew develop a feeling that they are getting service from the navigator and also have a much better appreciation of the overall tactical situation. What's more, you've then got a permanent record of the sked which can be affixed to the logbook before you receive the next one.

True, three skeds a day have been mighty demanding on those navigators who have elected to plot-up positions, but here is good news. Next season we drop the middle sked and work on two only, spread 12 hours apart. With this new arrangement, navigators will have little excuse for not producing a position plot twice a day.



Sight forms with a trail of glue down one side are put in one on top of another to conserve space, a permanent record — an important consideration for navigators who seek certification.



The foregoing may be interpreted as referring only to the special races where logbooks are Club supplied. This is not intended. There is every reason to apply the same philosophy to all long races (or cruises) that yachtsmen undertake. All of the previous arguments still apply. It only means that the skipper, or navigator, has to go out and purchase a suitable book. In this respect I can recommend a good quality, stiff covered version, Collins model 3880 "faint and paged". This will last between two and three years of normal racing; longer perhaps if you are less active. Because of its potentially longer life, the earlier remarks on keeping it dry and off the cabin sole are even more valid. A couple of pages left blank at the front will serve as an index, and the numbered pages make for easy reference. (They also help discourage the habit of tearing out pages for casual notepaper.) The back pages can be used to note those items which navigators may wish to record permanently (sked times, radio frequencies and times of weather forecasts etc.) and, in fact, this is how the special logbook's permanent information evolved ... copied from the back of practicing navigators' logs. This book is available from most large newsagencies or stationery houses, and the cost is about \$5.00.

There is one more compelling reason to accept the foregoing discipline, and it has to do with recognition of navigational skill and experience. Several years ago, the Australian Institute of Navigation introduced two certificates, the second and more prestigious of which, the Ocean Yacht Navigator Certificate, requires that at least three voyages be completed with a minimum length of 200 miles in each ... "during which celestial navigation was the prime method of position fixing". Another requirement is "... the production of navigator's work/sight books as evidence". Finally, the applicant is obliged to produce a personal log of the voyages, and it must show distances logged, details of weather and wind force, number of observed positions, together with a signature of verification from the skipper of the vessel. All of the foregoing would appear in the style of logbook previously described, and in the case of a recent application wherein the standard C.Y.C.A. logbooks were tendered, the panel of examiners at the Institute were generous in their praise of the presentation and remarked on the ease of appraisal when such logbooks were supplied as evidence.

For those navigators who will be sailing in the coming Sydney-Hobart Race, apply yourselves to the task; you'll be surprised at the satisfaction achieved, and you'll become better navigators as a result. What's more, you'll be a third of the way towards being recognised by the Institute.

Finally, having experienced using a specially prepared logbook, it will be easy for you, on your next voyage, be it a long race or a cruise, to create and work up your own log and thus join the ranks of navigators who keep a good logbook.

Twilight races

David Goode is arranging training sessions for crews to man the committee boat for twilight races. This will be a fun scene, and if you can spare an occasional Wednesday evening, we can use you. Talk to David, John Gillian or the sailing office (32-9731).

Mark laying

The Club has arranged the use of A.W.A.'s 'Dameeli' for mark laying during the summer season. The Sailing Committee needs volunteer skippers, navigators, radio operators and crews for this essential (but enjoyable) task. If you can spare the occasional Saturday, please advise the sailing office (32-9731).

BOB HOLMES

THE YACHTSMAN'S BROKER

PERSONALISED PROFESSIONAL SERVICE



BOB HOLMES BOATING SERVICES PTY. LTD.

Agents for MARINE HULL INSURANCE
COMPASS YACHTS

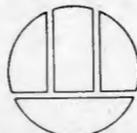
Phone Sydney 32-9991 (3 lines)

Now at the C.Y.C., Rushcutters Bay.

Currie Chegwyn the yacht insurance professionals

Currie Chegwyn Insurances have been insurance consultants to the New South Wales yachting fraternity for nearly 20 years. For obligation-free counsel telephone Konrad Szymanski on 29 8031 or call at 54 Carrington St., Sydney.

A DIVISION OF



MINET AUSTRALIA LTD

MELBOURNE SYDNEY ADELAIDE BRISBANE PERTH AND THROUGHOUT THE WORLD.

IMPORTANT DEVELOPMENTS IN RADIO COMMUNICATIONS

by Keith Storey

Substantial improvements in race radio communications have been programmed for the 1978-79 season which, collectively, are designed to reduce the navigation and radio work load afloat and ashore, provide for quicker emergency action and, for the Hobart and Noumea races, to substantially improve the efficiency of the position report schedules.

A new radio frequency has been designated for the 1978 Hitachi Sydney-Hobart Yacht Race, a 4MHz frequency used by itinerant small craft operating in South Pacific waters. Pictured is the radio set-up aboard 'Mia Mia', official Radio Relay Vessel for the Race.



A major operating change is the reduction in number of Position Report Schedules, from three to two in each 24-hour period. These schedules will be conducted at 0605 hours and 1805 hours local time for regular Club races and accordingly will reduce the mandatory navigation and radio work on board the yachts, the radio relay ship and at the Club.

In between times, at 1205 hours and 0005 hours local time, Race Traffic Schedules will be conducted. These are intended to have a duration of about five minutes when the relay ship will announce urgency signals, the weather forecast (if at hand), messages to (and from) crew members and other race traffic.

Importantly and together with the position report schedules, they will provide the race committee with four opportunities each day to attempt to locate yachts which, for one reason or another, repeatedly fail to report their positions. The infrequent decision to ask a yacht to close with another, be it under sail or power, to fire flares or report sightings has never been taken lightly; however the previous 12-hour void between 1830 hours and 0630 hours has seemed interminable when concern was held for the safety of a crew or a yacht.

The new schedules, providing for contact at six-hourly intervals, will improve the opportunities for urgency action when it is deemed to be necessary. The schedule times may be different for the Hobart and Noumea races: however the same schedule plan will apply.

The other change for regular Club races is deletion of the tertiary frequency 2032 kHz, a frequency allocated for use by certain Clubs and members' vessels. It is used extensively for passing race results from the finishing boats to the Clubs, and although it is available to any of our yachts, it has never been used for race schedules. Its application for that purpose is unlikely until such time as the race frequency 2284 kHz becomes unusable due to pressure of heavy traffic by yachts and small craft; accordingly it is deleted from the instructions.

For the Hitachi Sydney-Hobart and U.T.A. Sydney-Noumea Races, two major changes are introduced.

By International agreement, transmissions above 3MHz have been required to be in the SSB mode since 1st January this year. The A.Y.F. Prescriptions require the 4MHz Supplementary Distress and Calling frequency to be fitted for Category I events (e.g. Noumea race) and the C.Y.C.A. has long required either the

4MHz or 6MHz Supplementary Distress and Calling frequency (previously Calling and Working) for the Hobart race and continues to do so even though it is now a Category 2 race.

In the circumstances, all entrants in these races, commencing with the 1978 Hobart race, must be SSB equipped. In return they will enjoy enhanced radio communications due to the improved range and clarity afforded by this mode.

The other improvement is the change of race frequency for use during schedules with the radio relay ship. Previously 2284 kHz, the race frequency now becomes 4143.6 kHz. This 4MHz frequency has been allocated recently as a common call and work frequency for itinerant small craft operating in South Pacific waters. Having now been approved for use during our two longest races we can look forward to a dramatic improvement in the efficiency of our race schedules due to its much greater daylight range and the improved clarity of the SSB mode.

Difficulty was experienced during the 1977 Hobart race for the reason that when 'Kialoa' crossed the finishing line, several yachts were just about to enter Bass Strait, about 400 miles away. Even if the radio relay ship were perfectly located exactly half way between, it would have to reach out up to 200 miles and the yacht radios likewise. From our experience, this is something that 2MHz cannot be relied upon to do, especially in daylight. As usual, the relay ship had to rely upon the capable and willing assistance of a couple of relay yachts which fortunately had not retired or suffered radio failures. Apart from all of the extra effort required, the schedules took longer to complete and many yachts were inconvenienced to that degree.

This problem should be eliminated by use of the new 4 MHz race frequency, its greater range being due to ground wave and sky wave propagation by day and night in contrast with the 2MHz frequencies which rely on ground wave propagation during daylight. Accordingly the relay ship should be able to copy all yachts without the need of relay yacht assistance and the yachts will enjoy the benefit of a 150 watt SSB transmission from the relay ship in lieu of the 30-40 watts effective power from
32 - August/September 1978, OFFSHORE

the previously used AM-compatible mode.

A further development is the approval granted the Royal Yacht Club of Tasmania base radio station (VH7AM) to fit the new race frequency. This will enable continuity of the race radio schedules at the same times and on the same frequency after the radio relay ship enters port, a major improvement on previous arrangements which involved Hobart Radio on its frequencies and at times suitable to its daily work load.

Failure to maintain contact with slower yachts in past years has brought criticism from some of them who claimed they were disregarded after close down of the relay ship, a complaint which was valid even though the race committee had the best of intentions and its concern for the yachts was real. The new facility will be to great advantage as the committee can be confident of maintaining continuity of contact with the fleet until the last yacht reaches port, by virtue of the 4MHz SSB mode and having the communications under its direct control.

A useful advantage of the new race frequency is that it will be guarded by Hobart Radio between 2130-0730 G.M.T. Monday to Saturday and 2200-0600 G.M.T. Sunday. Service is also available on request (via the distress/calling frequencies) at Sydney, Brisbane, Townsville and Thursday

Island Radios. Although the frequency is not intended for use as a Coast Station working frequency, yachts which are not fitted with a working frequency will be accommodated.

However, it will still be necessary for yachts to have the capability of receiving Coast Station weather reports on 2201 kHz or 4428.7 kHz, as in the past.

Many of us tend to classify two-way radio as an invention of the devil even though we might not be too enthusiastic about going to sea without it. Poor signal range and quality, together with man-made and atmospheric interference has given rise to widespread dissatisfaction, as frequent repetition of traffic and the long time span sometimes necessary to exchange it, if one can make satisfactory contact at all, brings on frustration and the attendant fatigue.

The new 4MHz race frequency and the change in race radio schedules should do much to overcome our problems. Given good antenna and earth systems, the new developments will provide us with the best and most efficient facility practicable, until such time as we might be able to enjoy the static-free pleasure of an overhead V.H.F. satellite to bounce off.



It's 'Mia Mia'. They want to know, did you order five dozen Tasmanian scallops or trollops?



BIGGLES' COLUMN

(by John Brooks)

The Ocean Racing Club of Australia has apparently gained a toehold, however precarious, on the ocean racing scene after years of rejection and political in-fighting with the A.Y.F. Although it has still not been accepted by the A.Y.F. for affiliation, O.R.C.A. has gone ahead with plans to expand its membership and sponsor National and International ocean racing events starting with support for the Australian teams competing for the Clipper Cup in Hawaii in August and the introduction of a match racing series to be held off Sydney in September.

The latter promises to attract a lot of interest, entering a much neglected area of Australian sailing, and some big names in the sport have nominated for places in a starting line-up of eight skippers. O.R.C.A. has also managed to fulfill one of its claimed reasons for existence by finding a sponsor for the series in the Marine Hull Insurance Group. The races will be sailed beginning September 22nd using the Peter Cole East Coast 31 design of

which there are now, I was surprised to learn, 72 in existence and more on order.

The success that the Waikiki Yacht Club has had in attracting international entries for their Clipper Cup series in Hawaii tends to support the claim that the enormous expense involved in sending a team to Cowes may have ended Australia's participation in the Admiral's Cup. The attractions of the series in Hawaii are many, not least of which is the facility of delivering boats to the venue on their own bottoms, certainly so where the larger boats are concerned.

However the Hawaiian series has yet to fully establish itself as a serious event for top-level competition, and after the novelty has worn off the Admiral's Cup will remain, by general consensus, the world team championship of ocean racing despite some drawbacks in that respect. This being the case, owners and crews will still want to pit their boats and skills against the best that the world has to offer, and Cowes is still the place to do it.

The problem, as always, lies in finding the means to get a team to the U.K. and back, and it would be a pity if the efforts of supporting the teams in Hawaii dilute our capacity to do the same for the Admiral's Cup team — to the point of extinction. There are now so many team events as well as circuit racing clamouring for attention in the Northern Hemisphere that hardly a summer month passes without a major international offshore yachting event taking place somewhere, and it would be physically impossible to compete in them all.

However the Admiral's Cup, for all its faults from our point of view, is head and shoulders above all others as a teams championship, and for Australian yachtsmen not to do everything possible to maintain representation there would be a major loss for the sport — ours not theirs. It is perhaps in this area that O.R.C.A. might well prove its worth if it can drum up sponsorship and the dynamic organisation needed to support an Admiral's Cup Challenge.

The claim of the O.R.C.A. principals is that the main thrust of the O.R.C.A. concept is the co-ordination of Australian ocean racing management,

resources (financial and man-power) and leadership, all of which have been a weakness of A.Y.F. stewardship — they have simply passed the buck in past years to the C.Y.C.A. International yachting challenges are now too costly and too complex to be foisted off on the C.Y.C.A., or any other local club for that matter, and if the O.R.C.A. can take up that aspect of the sport in Australia successfully, it will be doing us all a favour. O.R.C.A. is not, as one paranoid gentleman has claimed, an attempt by the C.Y.C.A. to take over Australian ocean racing, a state of affairs the Club might well have had on its shoulders in the past, if only by default.

One of our more pressing problems last season was the shortage of experienced or well trained crews. In some ways this appears to be a direct result of the boom in yachting over the last five years which has spread experienced men thinly over a greatly increased offshore fleet, or so goes the theory. This is very true of the M.H.Y.C. fleet, which has expanded enormously since the early '70s, but it is not true of the C.Y.C.A.

My own recollection of short ocean races and 90 milers dating back to around 1970 is that the C.Y.C.A. fleet was larger then than now, and a little research into the records produced the startling fact that entries for Divisions 1, 2 and 3 for the summer season have fallen 25-30% since 1974 in S.O.R.'s. For L.O.R.'s the figures are a little better, until you notice that these events are well patronised by M.H.Y.C. and R.P.A.Y.C. boats, and again the C.Y.C.A. entries have fallen by about 30%.

That phenomenon is worth delving into for its own sake, but why are we short of crews if the fleet has in fact shrunk? It can be argued that there has always been a constant turnover of crews from season to season as older men drop out of the sport (no letters to the Editor requesting my retirement please), younger ones disappear into marriage, at least temporarily, and that our main problem is we are no longer attracting the replacements. When I first started racing with the C.Y.C.A. I remember that a crew berth was a pretty desirable and competitive business, and a lot of work went into keeping the position — in the form of working bees and training runs on the harbour mid-week. (more)

Nowadays some skippers sail shorthanded from week to week, and it is rare for a crew to remain together all season, as yachting boat hop with gay abandon or find pressing business elsewhere. It is disturbing to see experienced skippers begging for crews and ending up with questionable material or, at best, good hands with no experience at working with each other or on the boat.

It is ironic that the encouragement of lady sailors is being promoted and publicised to the hilt while the traditional sources of our recruits, the smaller classes and dinghy sailors, are being all but ignored. I could develop that line only at the risk of being beaten up by Lesley Bryden, Joanna or 'Squeaks' next time I walk into the Club on a Sunday afternoon (I know, I know, any one of them could do it), but the fact remains that we should be doing more to attract young crewmen to the C.Y.C.A., train them and keep them here.

SAFETY HARNESSES

Just as copy for this article was going to typesetting, 'Offshore' learned that the Standards Association of Australia has issued a draft standard for Yachtsmen's Safety Harnesses and Lines. SAA is inviting public comment up until August 31, 1978. Presumably this Standard will become the basis for future argument on safety harnesses, although the following was written assuming British Standard BS 4224 to be the only authority for reference.

This year the Safety Inspections will include a requirement that safety harnesses conform to a minimum standard and since this raises a new headache for owners, the Sailing Committee of the C.Y.C.A. wishes to make clear the reasons for the decision to administer the existing rule when it has in the past allowed it to be observed more in the breach.

First, let us look at the rule itself. The A.Y.F. 1977-1981 Yachting Racing blue book states (Addendum "B", A.Y.F. Safety Regulations 11.3 Page 96):

"Each yacht shall carry one safety harness and line for each person on board. The harness, line and all attachments shall be of non-magnetic materials and be manufactured in accordance with British Standard No. 4224 of 1967 (or as amended). A breaking strain of 900 kg on the fabric material and 680 kg on the metal attachment is required."

It is neither the duty nor the desire of the C.Y.C.A. Sailing Committee to explain decisions of the A.Y.F. which, as far as Australian sailing is concerned, is law anyway, but this case deserves some background presentation in view of the fact that it hits the boat owner hard (about \$200 hard on average) in the pocketbook.

Why would the A.Y.F. adopt a standard devised by a British Authority? Basically because the British are the only ones who have carried out and published results of scientific research on the subject — as a direct result of the tragic loss of 'Morning Cloud' which, you will remember, lost a man overboard when his safety line snapped. The rest of the crew made it ashore, lucky and alive. Out of the sinking came BS 4224 (1975), a specification which goes into painstaking detail concerning the standards of manufacture of safety harnesses and lines and, because it was the only real authority on the subject, it was adopted by the A.Y.F.

While the intent of the regulation was admirable, two factors which were obviously overlooked by the A.Y.F. made it quite impractical. Firstly, no British-manufactured harness conforming to the Standard was then available in Australia. Secondly, even if harnesses to the B.S.I. specifications were locally manufactured, they would still not conform because the conditions of manufacture would not be readily inspectable by the British Standards Institute Inspectors and thus could not receive the Kite mark.

All of which left administration of the safety regulations at the mercy of boating gear importers. The opportunity either escaped their notice or provided insufficient profit motive, because for

the first season of the new A.Y.F. blue book, the C.Y.C.A.'s Safety Inspectors had to ignore the regulation pertaining to Safety Harnesses or close down offshore racing for the rest of the year. So, all things considered, Addendum "B" A.Y.F. Safety Regulation 11.3 fell rather short of its objective.

Something had to be done to rationalise the situation, so the Australian Standards Association was approached with a view to having the association accept the B.S.I. specifications for local manufacture.

The harnesses themselves, however, are now being manufactured by Blue Peter and Marlin and will be available for the coming season.

The detailed, technical nature of BS 4224 makes it quite impossible to upgrade existing harnesses to conform to the standard, and the Sailing Committee is aware that this means that most owners are faced with the prospect of replacing what may seem to be perfectly good harnesses. Indeed, the Chief Safety Officer (Peter Rysdyk) is himself in the very situation of having to replace almost new (and expensive) harnesses which do not meet the requirements. Consider the following excerpts from BS 4224.

4.1 Harness. The yarn used for harness materials shall be of bright, high-tenacity, continuous-multi-filament polyamide (nylon) or polyester fibres having a uniform breaking strength. The minimum breaking load of the harness material shall be 1000 kg per 25 mm width . . .

4.22 Safety Line . . . Rope shall comply with the requirements of BS 4928, Part 2. The safety line shall have a minimum breaking load of 2080 kg and, in the case of rope, a minimum nominal diameter of 10 mm.

4.4.1 Quality . . . Unless made of stainless steel, metal fittings shall be electroplated with nickel and chromium in accordance with service condition number 3 of BS 1224:1970, alternatively aluminium fittings . . .

5.2 Sewing. All machine sewing shall be carried out on a lockstitching machine and securely finished off by backsewing for at least 13 mm except where sewn by an automatic lockstitching machine when the first and last stitches . . .

and on it goes detailing breaking loads, splicing and whipping requirements, non-magnetic properties, testing conditions and certification marks. Unless manufactured to these specifications, no safety harness can fulfill all the requirements of BS 4224, and that is what the A.Y.F. blue book requires.

While we on the Sailing Committee sympathize with owners faced with the prospect of an unexpected major expense for the coming season (many of the Committee are in the same position), it is the responsibility of the Committee to administer the A.Y.F. Rules and Safety Regulations for the C.Y.C.A., and this Regulation must be complied with just as conscientiously as any other in the Addendum to Safety Regulations. In this case, however, lack of knowledge has in the past cost lives overseas, and now that we have that knowledge and the experience we would be foolish and irresponsible not to apply what has been learned at such great cost.

Accordingly, the C.Y.C.A. Sailing Committee has instructed the Chief Safety Officer that Safety Regulation 11.3 of Addendum "B", A.Y.F. Safety Regulations (or as amended), must be applied during the coming season (1978-1979).

Since this will result in a large number of purchases of harnesses at the beginning of the season, arrangements have been made with Rushcutter Ship Chandlers and Peter Green Ship Chandlers for a 15% discount on purchase of the new approved harnesses and safety lines, and this discount will be applied by those retailers on presentation of your Club membership number.

TWO CHANCES

TO WIN AN ALFA ROMEO FOR ONLY \$20



ALFA ROMEO ALFETTA GTV 2000

ALFA ROMEO ALFETTA 2000

AND HELP AUSTRALIA WIN THE 1978 CLIPPER CUP INTERNATIONAL YACHTING CLASSIC IN HONOLULU, HAWAII - AUGUST 1978



FIRST PRIZE:
ALFA ROMEO ALFETTA GTV 2000
Luxury sports coupe
VALUE: \$13,550

SECOND PRIZE:
ALFA ROMEO ALFETTA 2000
4 door saloon with sports car agility
VALUE: \$11,530

Both vehicles include registration and pre delivery from Skandia Motors Sales Pty. Ltd., 163-5 William Street, Sydney Telephone 31 2022.

Get your \$20.00 tickets now and win these fabulous prizes!
Only 5000 tickets sold.

The more tickets you buy, the better your chances of winning.

Australian Challenge for Clipper Cup Art Union 1978.

Promoter: Andrew G.S. Gibbons

ANDREW GIBBONS PROMOTIONS PTY. LIMITED

24 Bay Street, DOUBLE BAY NSW 2028

Telephone (02) 32 9966

Not valid in states where contrary to Act.

Please forward me tickets in the 1978 Clipper Cup Art Union

My cheque for\$. is enclosed.

Cheques payable to Clipper Cup Art Union.

NAME
(please print)

ADDRESS
(please print)

TELEPHONE

AUSTRALIAN CHALLENGE FOR THE CLIPPER CUP ART UNION
ANDREW GIBBONS PROMOTIONS PTY. LIMITED
24 Bay Street, DOUBLE BAY NSW 2028
Telephone (02) 32 9966

A.G.P.

SYDNEY-SUVA '78

by Frank Sticovich

The Governor General, Sir. Zelman Cowen, started the second Sydney to Suva Yacht Race at noon on the 4th of June last. The 1735-mile race, organised by the Middle Harbour Yacht Club and the Royal Suva Yacht Club, is the longest ocean race starting in Australian waters.

Of the 19 yachts entered, 17 crossed the starting line at Balmoral, 13 yachts in I.O.R. Division and four in the Cruising Division. Competitors in the Cruising Division were allowed to use their engines for propulsion and also their self-steering and radar; they had to average a minimum of 112 miles per day.

Amongst the entrants in the I.O.R. Division were 'Ragamuffin', using this race as a stepping stone towards the Pan-Am Clipper Cup Series in Hawaii next August; Josko Grubic's 84 foot ketch 'Anaconda II' with an Army crew; Lou Abrahams' 'Vittoria', the winner of the inaugural Suva Race in 1976; Neville Gosson's 'Leda', and Fred Clutton's 'Mercedes III', which was the Radio Relay Vessel. Frank Spencer's one

tonner, 'Bushwacker', did not start, as she was damaged in a storm a few days before the race.

The predicted nor'westerly winds allowed a spinnaker start, with 'Ragamuffin' taking the start from 'Embrace' and 'Leda'. The lead soon changed hands as a Cruising Division entrant, diesel engine at full throttle, made a dash for the Heads, probably looking forward to winning a prize for first yacht out of the Heads. (There wasn't one.)

I had the pleasure of sailing on board 'Ragamuffin' with Syd Fischer as skipper, Peter Green sailing master, David Hocking as navigator and seven other guys that made the trip worthwhile. Particular mention should go to Jerry Humphreys for his culinary talents.

For us it was an easy and enjoyable ride; the westerlies that gave us a good push at the start stayed with us for eight days. There were some variations in wind direction (to ship's head 220 deg to 330 deg) and wind speed (5 to 30

knots) to keep the crew reasonably occupied. In all, 42 sail changes were made during the race using only seven sails: 3/4 ounce and 1 1/2 ounce spinnakers, starcut, blooper, tall boy, reacher and staysail.

After sailing on one tack for a long time, attention must be given to gear that is in constant use, and regular inspections were made of mast and rigging, and some halyards were changed. The southeasterly trade winds did not reach us until late Monday the 12th, and we gybed to give the starboard side a bit of use, some changes had to be made, of course — like walking on the other leg.

Monday the 12th was also Peter Green's 54th birthday. Peter was hoisted from his bunk at 0010 hours to the thunder of "H.B. to Yoooo" from the crew, champagne corks popped, birthday cake and crepes were passed around. Somebody at Royal Suva Yacht Club must have received word of it, because at the end of the 0700 sked a quartet sang "H.B. to Yoooo" over the air waves.

2ND SYDNEY TO SUVA YACHT RACE RESULTS

I.O.R. DIVISION		ELAPSED TIME HRS. MIN. SEC.	IOR TCF	CORRECTED TIME	ARB TCF	ARB. CORR. TIME	
1.	RAGAMUFFIN	S. FISCHER	220-26-05	.8596	189-29-09	.870	191-46-42
2.	VITTORIA	L.J. ABRAHAMS	245-52-20	.7933	195-03-01	.785	193-00-35
3.	JISUMA	W. ROCKLIFFE	264-39-57	.7401	195-52-45	.740	195-51-10
4.	MERCEDES III	A.T. CLUTTON	257-47-42	.7730	199-16-32	.770	198-30-08
5.	SUNDOWNER	W.E. GORDON	238-29-12	.8494	202-34-14	.840	200-19-44
6.	CALLALA	R.K. & A.I. BIRTLES	265-56-45	.7634	203-01-23	.740	196-48-00
7.	LEDA	N. GOSSON	220-08-35	.9232	203-14-07	.900	198-07-40
8.	ANACONDA II	J. GRUBIC	201-46-07	1.0416	210-09-44	.980	197-44-00
9.	THERMOPYLAE	G.J. ALEXANDER	281-49-18	.7634	215-08-34	.740	208-32-53
10.	METUNG	W.C. WOODWARD	287-14-27	.7707	221-22-35	.750	215-25-50
11.	RIVAL	T. SECCOMBE	333-34-26	.7196	240-02-23	.710	236-50-15
12.	QUEST	R.W. CRUKSHANK	375-49-19	.7961	299-11-30	.740	278-06-30
13.	KALINA	P.A. LEVY	406-08-10	—	—	.740	300-32-27

I.O.R. ARBITRARY
 NOTE: I.O.R. WINNERS PRECLUDED FROM ARBITRARY PRIZES
 LINE HONOURS: ANACONDA II 8 DAYS 9 HOURS 46 MIN 7 SEC

CRUISING DIVISION		ELAPSED TIME	
1.	KE OLA	G. WOOD	278-36-46
2.	EMBRACE	K. HANSEN	306-57-01
3.	AMAZING GRACE	W. COLLIER	369-53-53

At dawn on Tuesday the 13th, we sighted land for the first time since leaving the Australian coast. By 0900 we had reached Cape Washington, which meant 60 miles to go to the finish. We had seen 'Leda' over the horizon earlier that morning, and although we made up a fair distance, she crossed the finishing line 17½ minutes ahead of us. 'Anaconda II' had taken line honours some 20 hours earlier.

For us the race has a lot of merit. Leaving Sydney on a cold winter's morning and finishing in tropical Fiji (average temperature 28 deg) is highly recommended; reaching and running is a great way to get there. Syd Fischer had a lot of praise for it, particularly as part of the Pacific circle, with the expected success of the Hawaiian series. The next race should have at least 40 entrants. I know I'll be there again.

All wasn't rosy, of course. Soon after we finished the wind started to swing to the east and a number of yachts had to work to the finish. 'Quest', a Swanson 42, was on the wind for five days and then fell into some calms. Days earlier, 'Mandalay II' was struck by lightning, burning out all electrics from stem to stern. The lightning strike even pierced some beer cans stored under the cabin sole; they had to retire.

Once over the line yachts were welcomed by Officers of the Royal Suva Yacht Club, headed by Commodore Daddy Doyle, and after a few grogs at the bar were guided to the Bay of Islands to tie up at the Trade Winds Hotel marina for more hospitality.

The presentation night was a well arranged affair, heavily patronised by visitors and locals. The trophies were certainly outstanding, both in quality and size. I wonder how Josko Grubic managed to get his King Size Kava Bowl home?

OFFSHORE SIGNALS

Sailing birds

Sailing classes for ladies started on June 8, 1978 with a class of 26. A new class will commence September 21. For more information, ring Rob Landis.

Yachtsmen's Ball

The A.Y.F. Development Committee is organizing a gala Yachtsmen's Ball to be held at the Sydney Town Hall on Friday, September 22, 1978 at 8.00 p.m. According to information received by 'Offshore', 800 tickets will be sold to this black tie event at \$20.00 each. The proceeds are to go to the Australian Women's Sailing Fund (50%) and to the Blue Water Classic (50%). The Yachtsmen's Ball will be the venue for the announcement of the Yachtsman of The Year award and will be attended by many well known public figures, including the Governor of New South Wales, Sir Roden Cutler.

Tickets for the Yachtsmen's Ball and table allocations are available at the Middle Harbour Yacht Club, The C.Y.C.A., The Royal Prince Alfred Yacht Club, The Golf House (220 Elizabeth St., Sydney) and The Bosun's Locker (17-19 Bridge St., Sydney). Formal Wear Hire Service branches are offering a 20% discount to ticket holders for the ball. For telephone bookings, ring 61 7810.

Gori Propellers Australian Distributors

Word has recently been received that Gori Marine of Denmark have appointed Ideal Marine Pty. Ltd. of Sydney as Australian distributors for their famous self-adjusting propellers.

The manufacturer claims that this carefully designed propeller will supply full engine power even when sailing automatically adjusting to the actual sailing conditions. An added feature is the ability of the propeller to assist in supplying full power when going astern — of even greater importance to the racing enthusiast is the propeller's unique self-adjusting mechanism which provides a low drag system increasing the speed of the yacht by 0.5-1 knot.

The Gori propeller is cast of corrosion resistant nickel aluminium bronze. For further particulars see the advertisement on the inside front cover of this issue of 'Offshore'.

New Company Formed

Two well known Sydney boating personalities, Lawson Abbott and Rosemary Dove, have joined forces to form a new company servicing the boating public.

Rushcutter Offshore, located at 3 New South Head Road, Rushcutters Bay, will be retailing nautical books and charts and boating accessories. A maintenance service is provided as well as Barlow service facilities and spare parts.

The location is handy for Club Members. A quick phone call to Lawson or Rosemary on 358 4288 will assist you with any enquiries you may have.

New ship's chandlery to be opened in the heart of Sydney

A new retail chandlery is about to be launched in one of the older parts of Sydney — right in the heart of its financial district, in fact.

The new store, called The Bosun's Locker, will open for trading in early August 1978.

The Bosun's Locker will sell a wide range of gear from clothing, safety equipment, ropes, winches, fastenings, anchors, etc., through to giftware and books with a nautical flavour.

The merchandising approach, with supermarket type self-service racks and regular specials, is a new departure from the usual methods of traditional chandleries.

Boating enthusiasts will staff the new store, and the sales team will be led by 28-year-old yachting veteran Peter Shipway, who needs no introduction to C.Y.C. Members. He says the concept of opening such a store in the city's financial area was firmed up after market research showed a high concentration of sailing boat owners in the area.

Shipway says that pricing will be very keen, and he feels the supermarket merchandising approach will encourage people to come in and buy. Sales staff will also be available for advice.

Managing Director of the shop is Bill Smallwood, who has been keen on the idea of a central city boating store after years of wasting good sailing time at the weekend in chandleries all around the suburbs.

New cassette coastal navigation course

Australia's first cassette coastal navigation course has just been launched by veteran navigator, Captain Hedley

Watson.

Developed and produced in Australia, the course has been designed to give the student a feeling of personal instruction by the combination of 'plain English' cassettes and graduated notes and exercises. Questionnaires will be returned to students as they progress, to ensure maximum teaching benefit and individual satisfaction.

Priced at \$90, the course can be obtained direct from Captain Hedley Watson, 17 Bonanza Parade, Sans Souci, 2219.

A cassette celestial navigation course will be released in the not too distant future.

CLUB NOTES

Commodore's Report

Dear Members,

I am pleased to report that in the three months since I last wrote for this column, the Club has been prospering. Use of the house facilities, the dining room in particular, is increasing, and thanks to the unremitting efforts of the House Committee, we have had a number of most successful functions.

However, the House Committee have not been the only ones working extremely hard for the Club,, and before going on, I wish to thank all those active and dedicated Members who are really making things happen down in New Beach Road as well as out on the water. The spirit of the Club is in good shape; now some comments on the body.

A substantial start has been made on the replacement of Nos. 2 and 3 marinas and progress, apart from delays due to weather, is satisfactory. This is great, but it also means we are expending, over the next three months, slightly over \$200,000. Early next year we have to start redevelopment of our shore facilities, and in 1979 this is going to require expenditure of the order of \$300,000.

These large sums of money are not being spent just because some Members wanted better marina berths or because some of us would like better car parking facilities or a fancier-looking workshop building, or even a Clubhouse that is more suited to our needs than is one big room with a bar in the centre. These improvements are being required under the terms of the lease of the Club's property. My personal view is that the money had to be spent anyway. Marinas 2 and 3 are at the end of their useful lives and have reached a state where replacement is more economical than repair. The lack of adequate parking detracts from our enjoyment of the Club's amenities and discourages members from using the facilities. The fact that the authorities are, in effect, compelling us to spend money now raises a problem that has to be faced. The money has to come from our pockets, and this is still a fact even when we borrow on a long term basis, for the debt has to be serviced and the capital sum repaid - albeit over an extended period of time. It has been suggested that the answer to this problem is to enlarge the membership so that the burden is spread among more people, if necessary, by increasing the number of social members. I would, however, like you to consider the following:

The objectives for which the Club was established (as per the Memorandum of Association) were, a) "To encourage and promote the sport of amateur yachting and boating and cruising for pleasure and the building and sailing of yachts and boats", and b) "To encourage and promote amateur ocean yacht races and to promote regattas anywhere in the world."

I think the strength of this Club is very dependent on the concentration of its Members' interest in yachting and boating, and in the maximum number of its Members benefiting from all the facilities that it provides. As this is principally a Sydney-based interest, we perhaps should consider carefully whether the second of these objectives requires modification.

It is stated from time to time by those who don't have boats on the Club's marinas that Club Members who do should not pay less than commercial rates for the privilege. I have also heard boat owners complain that the money

that the Club makes from the marinas, moorings, slipping, etc., supports the balance of the Club's activities. Both arguments are sound, and we have tried to avoid policies that tend to divide us; we have to do those things that unify the Club, and the most important are yachting and to enjoy the social contact and functions that stem from participation in a great sport.

We also have to pay for our participation, particularly if we want to participate in a Club in a most convenient location near the centre of the City which is required to have amenities of a standard befitting that location. This, unfortunately, means membership fees have to rise. Your Board will be giving this considerable attention over the next few weeks, and an Extraordinary General Meeting will be called. I urge all Members to try and increase their participation in the Club and its activities so that you maximise on your investment in the best yachtsman's Club in the country. It is like anything else in this world - the more you put in the more you get out (poker machines excepted).

A. Pearson,
Commodore

Sailing Secretary's Report

Changes to the Sailing Programme

106.

Additional documents required viz Annual Summary of Notice to Mariners. Marine Operations Centre, Search and Rescue booklet.

107.2

Sydney-Noumea is Category 1 (with modifications to be notified).

107.3

Radio frequencies. For the Noumea and Hobart Races, SSB is now mandatory. Check the required frequencies to ensure that you obtain the appropriate crystals. In the coastal races, AM is still acceptable, but 2032 kHz has been dropped.

108.

Note the two new paragraphs on Safety Inspections. August is the inspection month, so ring the office now. Paragraph 6 recommends the carrying of an E.P.I.R.B. transmitter (which is the small automatic beacon).

111.1

The word "valid" has been inserted

before I.O.R. Certificate, now that we have annual validation.

113.

The 1964 Olympic System for L.O.P.S. races has been abandoned. All races now operate under the system described in 113.2, which is the system we have used for years in the S.O.P.S. and winter races.

129.

Automatic steering devices may now be permitted in certain races, e.g. Cruising Divisions.

130.

Notice that previously-ineligible NAV aids may now be used under certain circumstances, but such use must be reported to the Race Committee. If it is felt that an unfair advantage may have been gained, albeit unintentionally, a penalty may be applied.

218.

The radio reporting system for long races has been changed completely. There are now two position reporting times each day — 0605 and 1805 local time — instead of three as before. In addition, however, two listening schedules have been prescribed for race traffic. These are at 1205 and 0005 hours local time.

The nett effect is to make radio reporting less onerous, but also to increase our safety capability by having yachts listening in every six hours.

219.

Recalls. Radio calls on 2284 kHz have been provided for all recalls in ocean races.

Also, for the first time, General Recalls apply to races starting after sunset. The sound signals will be supplemented by a flashing strobe light. No colour is stated for the light, but it will probably be white. In any case, it will be unmistakable.

223.

Finishing Lines. The location in Watsons Bay has been changed to keep the shipping channel clear, and to shorten the line.

224.

(a) Rounding Marks.

Note the definition of a laid mark. C.Y.C.A. Marks will generally be identified by a black mid-girth band. In courses Q, R, T and U, Mark C will

have a white band, and in courses V and W, Mark G will have a white band instead of a black band. Only where we rely upon another club to lay a mark, such as in Broken Bay or Port Hacking races, will the mid-girth band be omitted. Extra marks have been nominated for Coogee, Long Bay, Long Reef and Turimetta so that we can get away from the eternal triangle.

(b) To legalise the situation, the island marks have been removed from the re-rounding requirements of Rule 52.

225.

Note that ½-ton division will race the *short* triangular course with Division 4.

229.1 and 2.

Note additional marks, and substitute signals.

3. Harbour courses have been changed completely.

The principle followed has been to divide the fleet into three major groups and to send each group around separate marks, hopefully to avoid the great bunches of boats at rounding marks in a drift. Manly E. and W. marks have been brought in as an alternative for the big boats when conditions are suitable. When these marks are used, yachts will *not* sail twice around, but make one long and one short circuit.

230.

This is a new instruction. Should a sufficient number of yachts be interested, and volunteer starters be found, then we'll run a race each Wednesday during the daylight saving period.

The course is simple, and should be fun. It can be varied between 6 and 9 miles according to the conditions.

A notice has been posted in Coaster's Retreat asking for the names of interested yachts and also for the names of people interested in joining the Wednesday starter's boat roster. Please let us know so that we can make these events successful.

Register of Yachts

Two cards have been sent to each member, and we ask that the relevant details be filled in so that we can reconstruct the Register, which is in a mess. *All* boat-owners are asked to do this, even those whose boats are currently on the Register, as we are starting from scratch.

Note: To be eligible for some races (e.g. Sydney-Hobart) yachts *must* be on the

register of a club.

C.Y.C.A. Coastal Navigation Course

In the last issue of 'Offshore' we advised that Gordon Marshall would be running a coastal navigation course at the Club, and we included an application form.

At the time of going to press with this issue the course is under way, and it was considerably oversubscribed. Consequently there were a number of disappointed applicants — enough in fact, that a second course may be possible.

If you were too late in applying for the original course and still wish to take one, contact the Club (Miss Jill McLay) and enquire about a second course. You may make it after all.

Boat Owners

Have you filled in and returned to the C.Y.C.A. office your yacht/MV registration cards (the blue and yellow cards you recently received in the mail)? Please do it today.

Rusty on your
NAVIGATION?

How long since you
last had your
COMPASS CHECKED?

ring
Capt. HEDLEY WATSON
for

yacht navigation tuition
compass adjustment
professional advice
(02) 529-4806



DATAMAR 100D Depth Sounder scaled 2-99 feet. An automatic gain compensates for variation in depth and bottom conditions. DATAMAR PBK 40, the knotmeter at a realistic price measuring speeds of between 0-30 knots. Both units have compact watertight cases and can be bracket mounted or recessed. The readouts are digital, as clear and unmistakable in bright sunshine as in deep night.



S200D Digital Depthsounder, designed for sailboats, with depth range between 2-199 feet. Clearly readable display contained in waterproof casing. C/W 205 kHz transducer with 30' lead. As an added feature this unit incorporates a preset alarm.



S100K Knotmeter with a range of between 0.1 to 15 knots, with rugged low drag through hull impeller which is retractable. Both the S200D and 100K models are flush mounting. To complement this series a S100 Log is also available.



FOR PRECISION EQUIPMENT CONTACT
Amalgamated Wireless (Australasia)
Limited
Marine Division
OR YOUR NEAREST DEALER NOW.

GORI[®] is the only propeller which always gives maximum speed when sailing, full power astern and full power ahead!

GORI is the world's only self-adjusting propeller for yachts. It adjusts automatically to the blade position which gives maximum speed - with sail or motor. The picture shows 5 positions which the blades of the GORI propeller can assume - depending on prevailing conditions.

1. Maximum speed when sailing.

The reduced resistance gives 0.5-1 knot greater speed.

2. Full power astern.

The reversing ability of the GORI propeller is at least as good as that of a fixed propeller. And it is more efficient in stopping.

3. Full power with motor and sail.

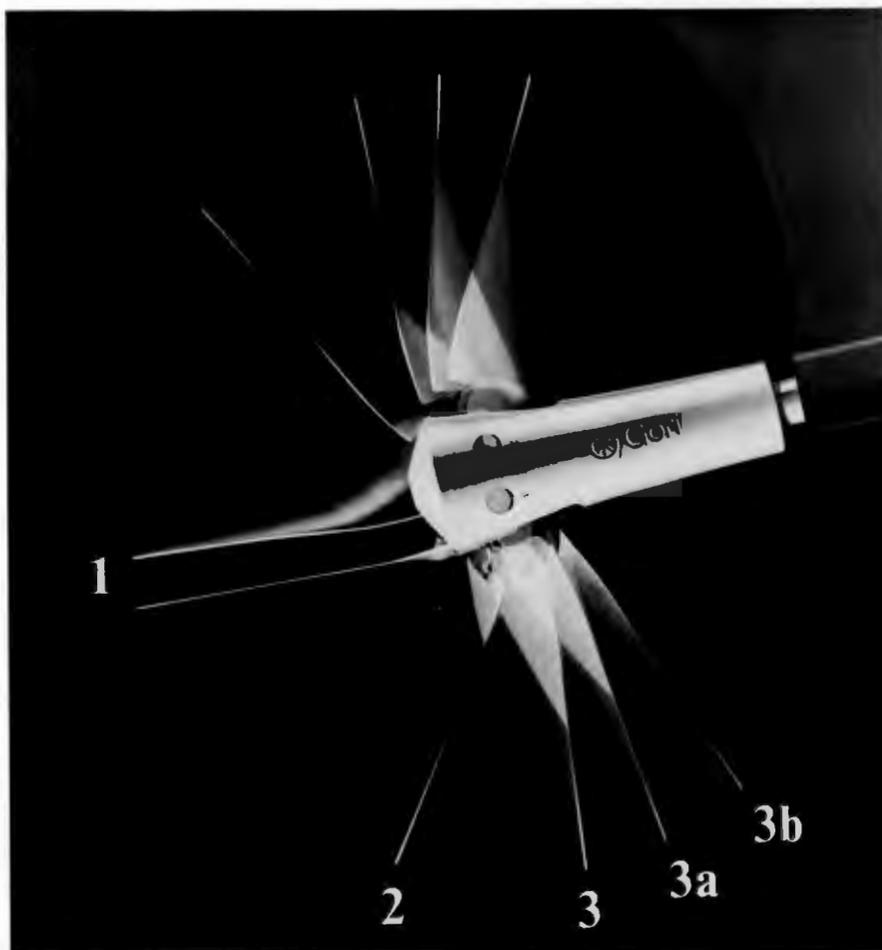
Even a tiny puff of wind will get the yacht moving faster.

3a. Full power when motoring in calm weather.

Engine power is utilized 100%. That gives up to 0.5 knot more speed.

3b. Full power when motoring in head winds and rough seas.

Self-adjustment prevents the engine from turning too slowly and thereby overloading.



GORI is registered and patented in a number of countries throughout the world. USA patent no. 3.981.613.

NEWS

GORI is now available as 14" x 9½" and 18" x 12"

We have expanded the GORI propeller programme with sizes 14" x 9½" and 18" x 12" so that there is always a GORI propeller (from 11½" to 24") to fit your yacht.

Use this coupon or simply write to:

Australian agents:
IDEAL MARINE PTY. LTD.
P.O. Box 318,
LAKEMBA 2195.

Phone: (02) 759 8544

Telex: IDEAL AA25488

Please forward information on the GORI self-adjusting folding yacht propeller.

Name

Address

..... P/Code Tel:

MARINA NEWS



VALE JACK

Since late 1972 this has been Jack North's page in 'Offshore'.

His untimely death a few weeks ago has left a void that can not be filled.

Jack had a consuming love of the sea, he made many friends of the kind that only the sea can make and left many at the C.Y.C.A. who genuinely loved him.

In a forthcoming issue we will relate some of the story of this remarkable man.

if you've heard a rumour we're expanding



Mascot airfreight terminal



The new Brisbane terminal



Opened September; Adelaide

you've heard right!

whether you import or export, manufacture or distribute ... the expanding, service-minded Mitchell Cotts Organisation will take a load off your mind. Because we know you want nation-wide service plus top international contacts.

Mitchell Cotts Freight ... to ensure you get service with a style uniquely "MC".

Mitchell Cotts Freight (Aust.) Pty. Ltd.
Sydney • Melbourne • Brisbane • Adelaide
Agents world-wide.

A member of the world-wide Mitchell Cotts Group.

