

OFFSHORE

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SHIPWRIGHTS

BY APPOINTMENT TO

Actually we have not seen much Royalty around lately, some say its because of the high cost of Downstairs etc., others suggest we may have found them a bit thin after that nasty incident under the big tree here at Clontarf back in 1868 between Alfred, Duke of Edinburgh and that Irishman, however be what it may we still have skilled shipwrights to attend to your crafts requirements in conjunction with our specialist team who apply superior finishes on craft with modern applications and spraying equipment. For further information regarding our services including slippings, moorings, brokerage etc., phone John Jeffress at 947312 at our Establishment known as Clontarf Marine Service or just leave your card.

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Cover: The pearling lugger *Cornelius* before she was completely refitted, which is another story to come. (photo D. Colfelt)



BEWARE THE LURE OF THE MAXI

The maximum rating for ocean racing under the rule is 70ft, and over the years this has encouraged the building of the 72 footers which have now been sailing in the Honolulu, Bermuda and Trans-Atlantic races for many years. Many of these yachts have also been campaigning around the world for some time, such as *Stormvogel*, *Ondine*, *Kialoa*, *Blackfin*, *Windward Passage*, etc.

These maxi boats are now coming to Australia and entering our Hobart Race, as in 1965 we had *Stormvogel*, 1971 *Ondine* and *Kialoa II* and in 1972, *Grey Beard*. Similar-sized yachts are now being built in Australia for this world renowned Hobart Race, and a whole new ball game is starting.

The change brought about by these large yachts can be assimilated to the transition which took place in 1959 when *Vim* came to Australia and the America's Cup challenge was on. The yachting scene in this country at that time had not seen this type of gear used, the loads on equipment or the techniques applied to sailing these 12 metres yachts, and we introduced such things as the dip pole jibe, the mirror change spinnakers, the interim headsail change and many others, such as stretching and stopping headsails. There were also new types of equipment developed out of this, such as straight-opening snap shackles, pedestal winches and terylene bosuns chairs.

The type of change taking place in the handling of maxi yachts is not really in sailing or sail handling techniques but in mastering the power of these huge vessels and the experience of crew required. Reefing, for instance, which can be achieved by merely turning a handle on a roller reefing boom in a small yacht, becomes a major operation in a 72 footer, where the luff and leech are often pulled down by two Barlow 35 winches and then tied by reefing points. At this stage the end of the boom can be 10ft over the side of the boat and a similar distance above the water. To tie these reef points means walking along the boom leaning against the sail.

When a change of headsail is called this can mean running a halyard down the forward hatch and winching the new sail out of the sail locker or the forward cabin. This can be a major operation.

It might be necessary to replace a genoa sheet, which in a small yacht could mean leaning over the side and tying on another rope, and if a wave comes aboard you could be unlucky and get wet. This same operation in a 72 footer usually means getting into a bosun's chair and swinging over the side, probably 10-15 feet above the water; and if you are caught by a wave on this ship, it could easily sweep you over the side, as the speed and power of these craft create a wash which it is almost impossible to hold against.

A simple operation of trimming sheets or going about in a small craft can be done from the shelter of the cockpit and behind the dodger, and often an off-watch crewman, still in his sleeping attire, can assist from the main hatch. This same operation on a 72 usually requires the crew to man stations along the deck at the grinders.

During my last trip to Hobart in *Kialoa II*, it was not uncommon for the winch tailer to be completely under water, and on occasions, he had to be rescued from washing along the deck.

Yachting today is again moving into a new era with competitive racing swinging back to the professionals. In most cases the pleasure yachtsman cannot devote the time required for all the overseas competitions which are now on.

However, come Hobart time with 100 or so entries, the crew talent situation is stretched to the limit. The bigger yachts with their large crews are always looked upon as the glamor entries and the most comfortable ride. But, let me point out that the most pleasant, most comfortable and safest way to go to Hobart is in one of the smaller boats, and I would recommend around 35-40 ft.

As more and more maxi boats join our racing fleets, the crew position becomes more critical. It is more often than not that the inexperienced obtain berths on the larger yachts. The most important ingredient in the handling of large crews is that of management. Every operation which occurs on the yacht, from departing from the wharf (including all sail hoisting and handling) to typing up procedures must be planned and delegated to each member of the crew for efficient operation and to enable a happy crew to exist.

Experienced crew will look into the management people handling these maxi boats and consider whether it is worth the risk of being one of the three or four hands in a crew of perhaps fifteen or twenty to do all the work; on the other hand, inexperienced hands will join these crews with the completely false impression that this is a big boat and we will have a safe and comfortable ride.

While on the subject of safety I would like to impress upon my readers that these maxi boats are the most dangerous ships to sail on because, as I have mentioned, all operations are of a major nature. The force and power of the water created by the motion of these ships is more than most yachtsmen have had to contend with.

Let us be reminded that during the last round the world race two men were lost overboard from large yachts, one from the deck of *Great Britain II* in the same waters in which we sail to Hobart. Let us also be reminded that during our 30 years of Hobart Races, we would have had many more crew man hours subject to the anger of these southern waters than they experienced in the Whitbread Round the World Race. These man hours have been spent on smaller yachts and thankfully no lives have been lost.

In recent years we have had five entries of 72 footers in the Hobart Race; *Ondine*, *Kialoa II*, *Grey Beard*, *Buccaneer* and *Helsal*, and of these there was only one to my knowledge which had a pleasant and successful race, and that was *Kialoa II*.

The degree of crew morale and success of *Buccaneer* has not come to my attention, but I do know that the performance of *Ondine*, *Grey Beard* and *Helsal* were very much marred by crew morale, which usually comes down to team management.

In conclusion, I would like to suggest that all potential crew signing on maxi boats should first look at the management of the crew by the owner or the sailing master and also at the ability of his prospective shipmates. I would suggest to all owners of maxi boats that they look very carefully into their ability to manage and demand respect from their crew; alternatively, they might prudently select a competent, capable sailing master who can demand the respect of the rest of the crew.



Kialoa — Maxi of Maxis

— Mick York

The Sea, Heavy Weather and Montagu

— John “Fred” Dawson

Initially, I was not going to write on the Montagu Race. With 45 starters there would have been plenty of other offers. However, that was not the way things happened, and because of the impact of this race on the local scene and as I was on one of the few boats that finished, I have taken the opportunity not only to report on the race, but aspects of the sea, for which I think we should have more respect in ocean racing.

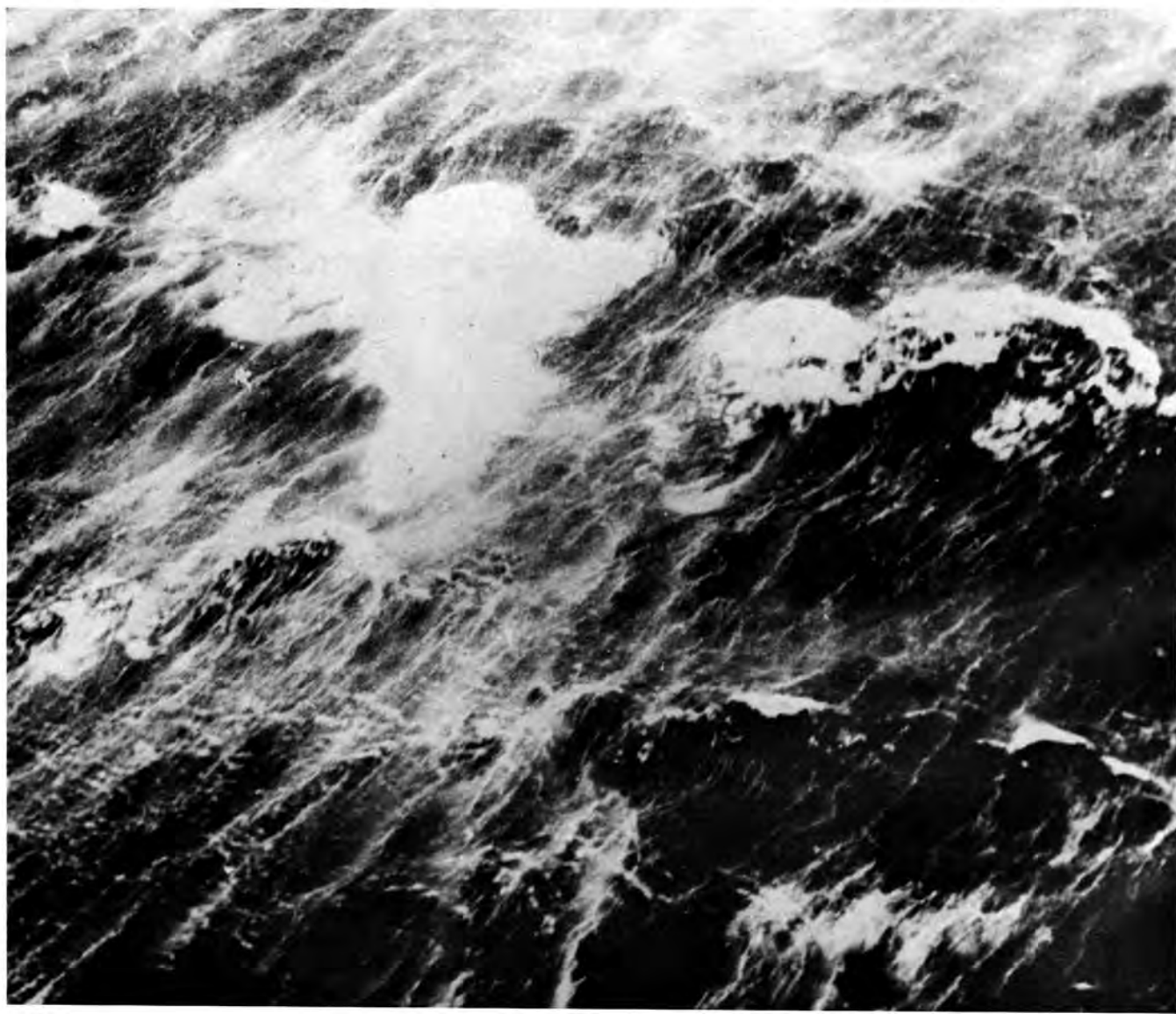
Unfortunately, in one way, I lived in the south western suburbs of Sydney until a number of years ago. Being some distance from the harbour, my sailing career did not commence until my early twenties.

However, from the time I was seven my family managed to get to the surf at North Cronulla most weekends, and that was when I first fell in love with the sea. Like many other Sydney boys, with natural progression I completed my bronze medallion to become a lifesaver and in subsequent years a beach inspector, and in between duties I spent countless days boardriding up and down the N.S.W. coast.

But, what has all this to do with ocean racing and the Montagu Island race? Well, I had never feared the sea no matter how turbulent or how big the waves were until I

The Sea in 70 Kts.

photo courtesy Bureau of Meteorology, Sydney



was seventeen. I was as fit as a fiddle then, not an inch of fat. (I know that's hard to believe). A hard southerly had been blowing for a few days, and North Cronulla beach had been closed because of rips and a 15-20 foot swell. My friend (also a qualified lifesaver) and I went for a body surf at a more remote place on the beach. We were caught between two rips at the back of a sand bank. We could not get out into deeper water nor back to the beach and for 10-15 minutes were pounded by steep "dumpers". The water was full of sand and when you tried to get under a wave you could not tell when you tried to surface which was the top or bottom. Initially, we panicked; our breath became shorter and we tried to fight the sea unintelligently. There was no help. However, we gradually made it to shore, exhausted and suffering from shock.

From that day on I have always respected the sea, or perhaps feared it.

With ocean racing sea conditions can change so very quickly. I think the problem for the not-so-experienced racing man, whether he be the skipper or crew, is handling heavy conditions for the first time. For example if you have only experienced a 25 knot breeze on the nose, then you are inclined to think that a 35 knot wind is only 10 knots worse. Arithmetically this is correct, but the actual physical condition of the sea changes much more greatly than one envisages. That is where the trouble is. For those less experienced they just cannot imagine a seaway until they face say 35 knots or more.

Then, depending on the individual's makeup, he overcomes the fear of a seaway, going forward in the dark or being swept down the lee gunnel while changing a sheet position for a smaller headsail. As conditions get worse he might have to fight off seasickness, and even if he goes below he still has to hang on and put up with all the commotion the hull and rigging make as the yacht plunges through each wave. Then there is the inexplicable time when a yacht has leapt out of a sea and you wait as it crashes down into the next sea; the noise is like being in a cement mixer. As the seas continue to mount, on most boats down below it becomes wetter and wetter. Water trickles in through hatches, runs down the mast or just comes off the crew in wet gear coming up or down the companionway. After a few hours of this weather the closed up boat soon gets that stench from the stale air, wet jumpers, a half bucket of "spew", cooking smells and even the "heads" may have contributed too. About this time experienced crew think about the nice clean dry lounge room at home; even with the worse show on T.V. it would leave this for dead, and they may also think that it's time to retire. They never do. They always come back.

The inexperienced perhaps get into a bunk, and they might not come on deck again until the blow is over. They have no doubt that it is the time to retire from ocean racing and sometimes they do.

Probably the most dangerous hand on any boat is the experienced crew who packs up when least expected. Normally he has a responsible position and he therefore jeopardizes the whole safety of the boat. Although he may have years of experience behind him, it can happen when he meets higher winds and larger seas than he has ever encountered before. Just as it can happen in the surf, one minute you are in full control; then you have none, and then you are fighting for your life. When this happens not only does the boat lose his

services, but he affects the morale of more junior hands who may also think that down below is the best bet. Then things can really go wrong. Sails are not changed down quick enough, the boat has too much gear up for the conditions, watches are disrupted and the boat is out of routine.

In a very short time a good ocean racing boat and it's crew can be fighting for survival. All the glamour and pre-race talk around the bar disappears as the cold relentless sea takes over.

Two ocean races stick out in my mind as the hardest by far in my own career: the 1970 Hobart and the 1971 Brisbane - Gladstone. Both were so different.

The Hobart was a hard run for nearly two days followed by a fierce 70 knot sou'-east gale which lasted for 36 hours. This gale created huge seas and at times 40 foot boats could not drive over the waves which were as big as the boat. Yachts went end for end, and there were some incredible stories of damage. No lives were lost but a record 16 boats were forced to retire. An indication of how crew experience and a good boat and gear go hand in hand were the result. *Pacha*, with a crew total of more than 100 Hobarts, won the race, and *Ragamuffin* was second.

The Gladstone race started in a lovely nor'-east breeze but finished in a cyclone which was recorded as blowing up to a maximum of 112 knots at a lighthouse not far from Gladstone. The seas were following seas, not on the nose like the Hobart, but again they were huge with the bigger ones in the 40 feet range. Only six boats out of 28 finished. One pleasure yacht which was following the fleet was never sighted again; she had a crew of four. A trimaran went aground with two crew lost, and a fishing trawler foundered drowning a further one crew. The six yachts that finished were all Sydney boats.

(continued next page)

State of Sea

The following illustrations are reproduced from the Meteorological Office (U.K.) "State of Sea Card". Descriptions are according to criterion laid down by the World Meteorological Organisation.



Photo by R. R. Baxter (Crown Copyright)

FORCE 0
Wind speed less than 1 kt.
[Sea like a mirror.]



Photo by O. R. Bates

FORCE 9

Wind speed 41-47 kt.; mean, 44 kt.

[High waves. Dense streaks of foam along the direction of the wind. Crests of waves begin to topple, tumble and roll over. Spray may affect visibility.]



Photo by J. Hodgkinson (Crown Copyright)

FORCE 10

Wind speed 48-55 kt.; mean, 52 kt.

[Very high waves with long overhanging crests. The resulting foam, in great patches, is blown in dense white streaks along the direction of the wind. On the whole, the surface of the sea takes a white appearance. The tumbling of the sea becomes heavy and shock-like. Visibility affected.]

The Sea, heavy weather racing

From my own experience and from information gained from crews of other boats in these two races there certainly were crew failures as well as gear failures, and which comes first I guess will be the quandary of ocean racing skippers for years to come.

The 1975 Montagu Island race. I think this year's race, which saw a record of 45 starters and only 12 finishers (another record — 33 retirements), had very much in common with circumstances already discussed. Personally, I feel it was a very sorry day for N.S.W. ocean racing, but at least there were no lives lost. Two people did drown delivering a yacht in the gale on the first night.

Before I go any further I would like you to read the official time sheet submitted by The Royal Prince Alfred Yacht Club taken from the radio relay vessel *South Pacific*. The race started on Friday at 1700 hours.

ORDER OF STOPPING RACING

| | Yacht | Time | Reason |
|----|-----------------|----------------|----------------------------|
| 1 | Ballyhoo | Fri. 17.45 | Top section of mast broken |
| 2 | Geronimo | Fri. 18.55 | Broken Mast |
| 3 | Excalibur | Fri. 19.12 | Broken Capshroud |
| 4 | Veninde II | Fri. 20.25 | No Steering |
| 5 | Lowanna II | Fri. 20.50 | Taking water |
| 6 | Marlew of Man | Fri. 21.20 | Crew ill |
| 7 | Tabasco | Fri. 21.27 | Damaged |
| 8 | Polaris | Fri. 21.45 | Crew ill |
| 9 | Gypsy | Fri. 22.50 | Towing dinghy |
| 10 | Romanda | Fri. 22.55 | Taking water |
| 11 | The Fox | Sat. 00.17 | Retired |
| 12 | Moonbird | Sat. 00.20 | Rigging damaged |
| 13 | Leda | Sat. 06.17 | Damaged |
| 14 | Pandora | Sat. 06.18 | Damaged |
| 15 | Dancing Mouse | Sat. 06.35 | Leaking fuel tank |
| 16 | Skylark | Sat. 06.45 | In Sydney |
| 17 | Duet | Sat. 06.46 | In Sydney |
| 18 | Makana | Sat. 07.00 | At CYC |
| 19 | Catriona M | Sat. 07.15 | Gear damage |
| 20 | Gandalf | Sat. 07.30 | Injured crew member |
| 21 | Warri | Sat. 07.47 | Crew ill |
| 22 | Trevassa | Sat. 08.20 | Crew |
| 23 | Gidgee | Sat. 08.25 | Torn sails |
| 24 | Apollo III | Sat. 08.55 | At CYC |
| 25 | Harmony | Sat. 09.26 | Crew ill |
| 26 | Balandra | Sat. 09.30 | Gear damage |
| 27 | Lollipop | Sat. 11.15 | Broken skipper's bunk |
| 28 | Helsal | Sat. 13.00 | Torn mainsail |
| 29 | Rough Red | Sat. 18.43 | Bent rudder |
| 30 | Tawarri | Sat. 18.45 | Time to go to work |
| 31 | Hustler | Sat. 19.20 | In harbour |
| 32 | Matika II | Sun. 08.35 | At CYC |
| 33 | Patrice III | Mon. 12.40.55 | 1st over line |
| 34 | Ruthless | Mon. 18.12.11 | 2nd over line |
| 35 | Meltemi | Mon. 19.51.31 | 3rd over line |
| 36 | Fair Dinkum | Mon. 21.46.95 | 4th over line |
| 37 | Kintama | Tues. 00.12.35 | 5th over line |
| 38 | Zilvergeest III | Tues. 00.48.20 | 6th over line |
| 39 | Pegasus | Tues. 02.07.90 | 7th over line |
| 40 | Odyssey | Tues. 03.59.55 | 8th over line |
| 41 | Myuna II | Tues. 04.17.00 | 9th over line |
| 42 | Granny Smith | Tues. 07.42.00 | 10th over line |
| 43 | Boomaroo III | Tues. 13.39.16 | 11th over line |
| 44 | Gilliwa | Tues. 18.55.52 | 12th over line |
| 45 | Rival | Thurs. 09.00 | Lee shore |

I estimate that possibly 15 to 20 of these boats could have and would have raced on if Sydney Harbour had not been so handy.

The C.Y.C. on the Friday afternoon before the race was

quite normal. One thing did surprise me, however — the amount of grog being consumed around the bar, particularly as a good southerly had been blowing for more than a day which meant once around South Reef, the breeze would be right on the nose. I even settled for a squash under the circumstances, but I did hear that quite a number of top boats were sighted with crew hanging over the rail rather than trimming gear early in the race.

Well it is history now that a 25 to 40 knot southerly crippled the fleet. I sailed aboard *Patrice III*. It was wet and cold, very cold, and the seas were very steep but not that big. We went to sea with one reef in the main and our No. 3 Genoa. The breeze freshened as it became darker.

We were not overpressed at that stage, but the wise decision was made to go to a smaller headsail while there was still light and the breeze looked like it was on the make. Later on we put the second reef in and prepared for a long hard punch. Probably the most awkward thing was that the sky was black as a "cows belly", and it was very hard to see where you were going.

On my watch I shared the helm with Peter Green with "Greeny" doing most of the steering at first in order to settle the boat and crew down. The breeze persisted throughout the night with frequent rain squalls and sudden 10 degree wind shifts making life difficult. To handle the tacks properly we needed a crew of seven on deck each time we went about. Of course the innerforestay and runner contributed to more work, but I was very surprised to find out that some boats who had this gear fitted did not use it! There was not much sleep on board that night as it was pretty wet down below, and the resounding crash of the aluminium hull against the seas did not encourage rest.

Just after 1300 Saturday we learned that the last of the larger boats, *Helsal*, had retired and that we looked a good

chance for line honours. This sent a ray of warmth through us all. At this stage we were south of the big steely cliffs of Jervis Bay, and the breeze had moderated to 30-odd over the deck. Although still wet and cold and with eyes full of salt, the feeling of what ocean racing is all about came through loud and strong. The breeze gradually eased as we approached Montagu but remained in the south providing a windward work all the way. In the nine Montagu races in which I have sailed, this was the first complete work I had encountered.

As we approached the island, and as has happened before, the breeze lightened right off, and we took nearly three hours to round in an awkward current. We were followed by *Meltemi*, *Ruthless* and *Fair Dinkum* (not necessarily in that order). The homebound leg was much more subdued with light running and reaching. Monday morning found us with absolutely nothing, just lulling in a glassy sea awaiting the nor'easter. About 1000 hrs. the breeze came in from where we had predicted, and we crossed the finish line at 1240 to get the gun.

For the record *Patrice III* is an S & S design, 47 footer, built in aluminium by Halvorsen, Morson & Gowland. Rigging and sails are from Hood and mast from Alspar. The crew of 9 have competed in 66 Montagu races among them.

We were followed by *Ruthless* nearly six hours later, then *Meltemi* and *Fair Dinkum*. Hats off to all finishers — the balance being *Kintama*, *Zilvergeest III*, *Pegasus*, *Odyssey*, *Myuna II*, *Granny Smith*, *Boomaroo* and *Gilliwa*. *Ruthless* took handicap honours with *Fair Dinkum* second and *Zilvergeest III* third. I was very, very impressed by the way the smaller boats hung on and kept at it. By the same token the all girl crew of *Rival* must be congratulated, and no doubt there were blushes by a few male "heavies" on this point.

So with this year's Hobart just around the corner, let us all go down again to the sea in our small boats — but perhaps with a little more respect.



Photo by Post Office (Crown Copyright)

FORCE 11

Wind speed 56-63 kt.; mean, 60 kt.

[Exceptionally high waves. (Small and medium-sized ships might be for a time lost to view behind the waves.) The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility affected.]



Photo by Post Office (Crown Copyright)

FORCE 12

Wind speed greater than 63 kt.

[The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.]



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| 1970 | "Bali Hai" |
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Twelve fabulous weeks to New Zealand and back

by Basil Catterns

This is the title of the log of the 40ft. motor sailer *Billie D* for which Harvey Drew was awarded the C.Y.C. Cruising Trophy for the best cruise of 1974.

The log is attractively presented with the addition of colour photography and it documents in detail as Harvey expressed it "the greatest experience my wife and I have ever enjoyed together and only made possible by the marvellous co-operation of marvellous friends — friends that for twelve weeks fitted in, in complete harmony, no matter what the conditions".

Billie D is a Salar 40 design by Laurent Giles built of glass fibre in Melbourne. She has a beam of 11ft. 3ins; a 5ft. 6ins draught; she will do 8½ knots under either her sloop rig or 72 h.p. Perkins Diesel. She has a central cockpit with the owners suite aft and the rest of the accommodation, saloon and galley forward.

The start of the journey was postponed to 2nd January 1974 giving everyone a relaxed Christmas at home and a chance to see the start of the Hobart race. Everyone included Harvey's wife, Billie Drew, and a motley crew of ex C.Y.C. Commodores, racing skippers etc., including Ron Cottee, Jim McClaren, Les Lawler, Dr Bill Webb and Sid Champion.

The departure from C.Y.C. marina was a memorable one with balloons and streamers flying from the rigging, ship's stereo playing "Now is the Hour" and a crowd of sixty friends and relatives waving farewell.

Having cleared Sydney Heads at 4 p.m. and with winds



freshening to 16-18 knots from ESE, an extract from the log reads: "Dr. Bill excelled himself and gave us a taste of things to come by serving a delicious three course meal". A significant log entry indeed, for it sets the keynote for the "king-like" manner in which Harvey and his crew lived during those 12 fabulous weeks.

With the help of the auto pilot (probably the hardest worked member of the crew) the crossing of the Tasman was made in 8 days 13 mins. Some good sailing breezes and a rough 40 knotter provided variety for the trip with only a minor problem of the self-furling headsail halyard chafing through on the masthead sheave and parting with a terrific bang.

Thursday 10th January: "The seas are very rough, the wind is howling, and *Billie D* is plowing into the blackness. From my after cabin I could hear the boys on watch, saying, "Look on the Port bow — did you see a light?" I was on deck in a flash, the time 0313 hours and within one minute sure enough there was no mistake. A tremendous shout went up and everyone was soon up top. It so happened we had a couple of cold bottles of champagne, just in case, and it took at least two hours to toast Jim especially, when he pin-pointed the light to about the minute. Nobody seemed tired, and streaks of dawn were showing. I guess we all felt this was N.Z. and the Tasman had treated us kindly.

Having dropped anchor close to shore in Tom Boline Bay, *Billie D's* crew were quickly introduced to the fabulous fishing in N.Z. waters; "This is no fish story: within one hour of dropping anchor we had more fish than we wanted". Then they sailed to Whangaroa Harbour for customs clearance.

A few days enjoying the hospitality of Whangaroa and then on to Russell in the legendary Bay of Islands and a rendez-vous with Andy Donovan, skipper of the cruiser *Winsome II*, and a very good friend of *Bali Hai* skipper Lindsay Mee. (Cont'd)



Left to Right: Jim McLaren, Harvey Drew, Les Lawler and Sid Champion. Receiving the C.Y.C. Cruising Trophy



Twelve fabulous weeks to New Zealand

Dr Bill Webb had to return to Sydney and left ship here.

Billie D then followed *Winsome II* for a conducted tour of the Bay of Islands, rounded Cape Brett and on to Tutukaka. The new floating marina and splendid shore facilities were sampled and Harvey and Jim joined the Whangarei Deep Sea Fishing Club.

On Thursday 18th January, *Billie D* headed out of Mansion House Bay, through Rosario Channel, past Tiritiri and Rangitoto Islands and entering Auckland Harbour, motored slowly through the Orakei Yacht Basin to the floating yachting's paradise of Westhaven.

Joy McLaren, Nita Cottee and Barbara Champion joined ship in Auckland and transport and motel accommodation were arranged. A happy holiday week was spent in Auckland. This was followed by two weeks of cruising in company with Frank and Peg Gresham in the motor sailer *Triton* to Kawaii Island, Great Barrier Island, Mansion House Bay and up to Port Fitzroy "where we anchored in a marvellous little bay so close to the shore that Les dived over with a rope and tied it to a tree". Meanwhile Ron and Nita Cottee were exploring North Island by car.

A few more days were spent in Auckland to prepare for the next two weeks cruise to Tauranga. The highlight was to view over 1000 yachts competing in different classes in the Auckland Anniversary Yachting Regatta in perfect weather. Ron and Nita opted to go by road and the crew of seven, just returned from the Great Barrier Cruise took off again on Tuesday January 27 in company with *Triton*.

First the beautiful islands of the Hauraki Gulf and a stay at superb Ponui Island. Then Te Kouma a fabulous land-locked all weather anchorage with beautiful mountains sweeping right down to deep water.

Port Charles was next anchorage, then Great Mercury Island, Whitanga, Slipper Island, Wedge Island, Whangamata and the game fishing resort of Mayor Island. Balmy breezes, fishing galore, fun and frolic; the log tells a story of cruising at its very best.

A very significant entry is recorded in the log for Sunday 10th February. A five column banner headline with photo and full story reads:

"The Drews breeze in to see old friends"

A former Tauranga Borough Councillor, Harvey Drew, literally blew back into town the other day, sailing through Tauranga Harbour entrance with spinnaker set during the course of a three month boating holiday"

The homecoming in Tauranga lasted two weeks with "relatives days", parties and excursions afloat and ashore and then the preparation for the return voyage, including an incredibly fast slipping operation "up and down in one hour" on the Harbour Board slip.

The crew now comprised Jim and Joy McLaren, Les Lawler, Harvey and Billie Drew and Barry Wagstaff as far as Auckland. New cruising grounds were explored as well as revisiting some favourite spots on the way back. Dr Ron Hunt then replaced Barry for the Tasman crossing.



Tutukaka — Northland. This deep sea fishing harbour, 29 km north from Whangarei is the headquarters of the Whangarei Deep Sea Anglers Club. Charter boats for big-game fishing and sightseeing trips to the Poor Knight's Islands and Dome Cave leave from this anchorage.
Photograph by Robt. Wells



Above: Shooting the mid-day sun. Below: Typical New Zealand anchorage



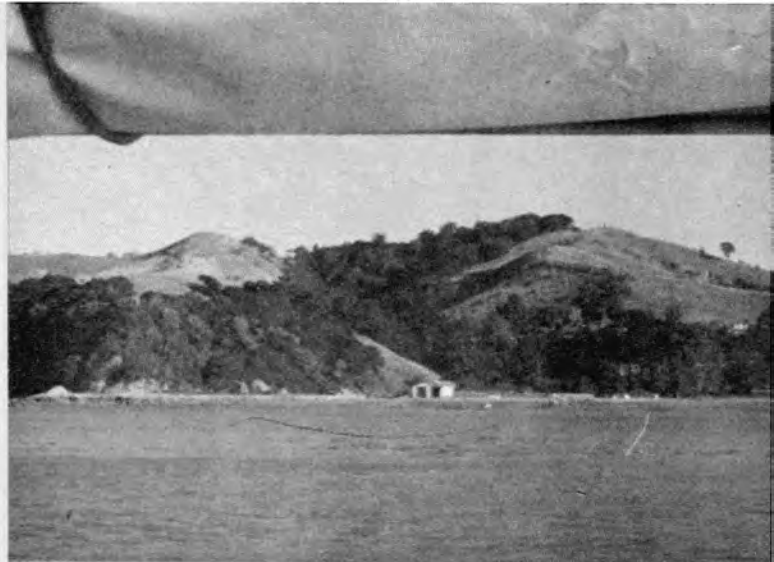
There were anxious moments at the wharf at Russell when a 700 ton tug reversed into *Billie D* and squashed her against the piles. This was followed by a bad night when a combination of tremendous tides and boisterous weather set up a huge surge in the bay, calling for a full set of springs tended by a vigilant anchor watch.

Customs clearance at Whangaroa then on Tuesday 19th March *Billie D* rounded North Cape with a 40-50 knot following breeze and headed for Lord Howe Island.

On Friday 22nd March a black squall came in from the north-east at 40 knots and gusting to 50 knots. *Billie D* was howling along with four rolls in the main and No. 2 headsail poled out when the spinnaker pole collapsed from the compression.

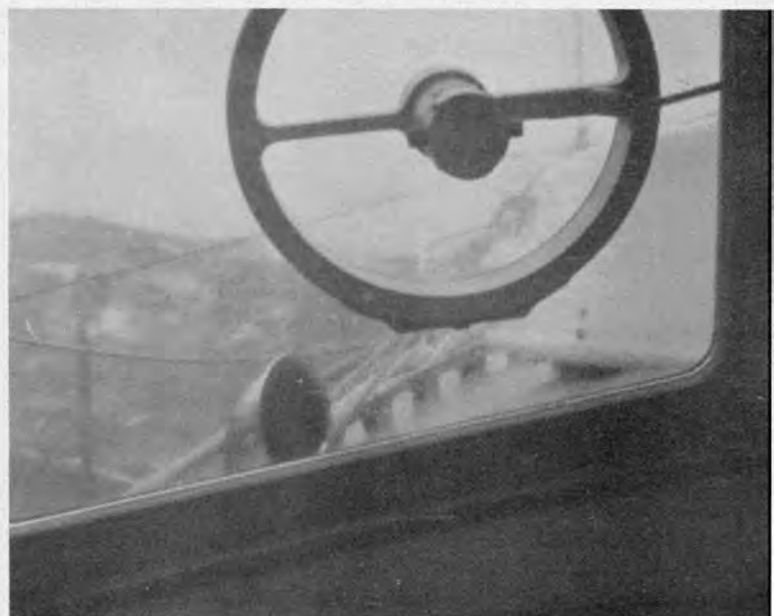
By 0300 hours with winds gusting to 70 knots Jim and Les rolled the main, battens and all, around the boom, and with motor ticking over at 1000 revs they carried on. Joy wedged herself between the mast support and the lounge berth under the saloon table while Billie strapped herself in her bunk in the aft cabin.

But worse was to come. Radio Sydney advised that "Cyclone Alice" wasn't heading for Brisbane any more but had swung around and was now headed for Lord Howe.



Above: Ponui Island

Below: Cyclone "Alice"




By Sunday March 24 the wind was coming from the south-east in excess of 100 knots and steadily rising, with seas a good 60 ft.

The log records that at: "0600 hours to 0900 hours we must have been very close to the 'eye' with winds at 120 knots." The motor was cut to 600 revs and *Billie D* just ran ahead of everything. During this period the waves were flattened and the noise was unbelievable.

By Monday evening the experience of "nature at its wildest" was over. The first hot meal for days and Joy and Billie were able to meet and have their first conversation in nearly four days. Lord Howe had now been by-passed and *Billie D* headed for the N.S.W. coast with wind and seas slowly abating.

Entry through Sydney Heads in clear weather on Thursday 28th March was wonderful homecoming after the experience of the cyclone. At the welcome home party at the C.Y.C. Harvey paid tribute to Jim McLaren, Lew Lawler and Ron Hunt for their wonderful seamanship and stamina during the cyclone.

Summarising the trip Harvey said "New Zealand has just so much to offer yachtsmen that crossing the Tasman is well worth the effort when you open up such glorious cruising grounds".



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THE HOBART



PICKING THE WINNER

The Editor gave me a simple job today. He rang and said, "By tomorrow can you give me an article on the main prospects for Hobart?". Now tipping the Melbourne Cup in comparison, seems dead easy — for one thing, there are not around 105 runners!

After a bit of thought I contacted 'Messo'. In the past he has picked quite a few firsts, and one year it was even the *first three*. Frankly, however, when asked, he seemed to be reserving his judgement, but did give some essential wisdom: "You have to pick boats *and* crews".

Therein lies the real task. There are some smart boats with crook crews and dud boats with good crews.

Then there is the weather. Will it be a small or big boat race? This year the odds are on one of the regular big blows (if it doesn't come, then pity the poor sailors in '76).

So much for hedging around; I'll have to begin tipping. Firstly, the all-rounders who should show whatever happens. Last year's winner *Love and War* has lacked some of her previous form since returning from the U.K. She could do it again, but what odds two in a row? *Patrice III*, after a year of solid improvement and a crew that is well drilled, must be a favourite. *Mercedes IV* falls into this bracket and also *Apollo III*. With these it could merely resolve into the luck of the draw. *Noryema* (U.K.) must be included among the first rank, along with the N.Z. mainstay, *Prospect of Ponsonby*.

After these there are a wider group of chances. I confess a lack of detailed form knowledge of the rest of the Kiwi's, but it wouldn't surprise me at all if one of them took it.

Apart from the Duncanson $\frac{3}{4}$ tonner *Blue Poles*, I really can't see a Victorian yacht winning if we are looking for a 1974/75 model for 1st place. This is not to overlook the strong contingent of very well known yachts coming up, including *Fantasy Rag*, *Koomooloo* and *Superstar*.

Kialoa, if she can get her skirts up, can win. So too *Gretel*, if *American Eagle's* precedent is taken as a guide.

Among the smaller boats there are some good prospects, particularly when remembering *Granny Smith's* 3rd last year. *Ruthless* has been performing well lately as has *Matika II*. The Miller $\frac{3}{4}$ tonner *Dancing Mouse* rates a chance along with *Plum Crazy*. Ted Turner's one tonner *Pied Piper* should certainly come into calculations. Also *Fair Dinkum* has form, especially after her Montague 2nd placing.

Well, with that lot I should have covered myself, but to throw in a few more for safety's sake (and speaking of "sake") who wouldn't be delighted if one of the Japanese contingent took the prize.

Among the other entrants with possibilities: *Anduril*, the U.S. Carter 39; *Apollo* and *Apollo II*; *Boomerang of Belmont*; *Geronimo*; *Hornet*; *Huan Chief*, *Lollipop*; *Meltemi*; *Mercedes III*; *Pacha*; *Rampage*; *The Fox*; *Zilvergeest III*. All are listed on the basis of various attributes — good crews, design, age allowance, size or form.

Well Mr. Editor, if that doesn't give the punters some to go on with I don't know what will. Hope we haven't blotted the copybook too much.

— Tony Cable

Editor's Comment: The author has slim chance of blotting his copy book after that shotgun blast. Obviously he should have been a sharebroker. Our recommendation is that you buy a copy of the Hobart Race program, stick a few pins through pages 53-64, and Bob's your uncle.

This year, for the first time, the Sydney to Hobart Yacht Race has a backer-TAA

We're proud to be associated with this race – and we're looking forward to helping you see it. During the race carnival, TAA will be operating 6 flights a day to Hobart via Melbourne – and of course, you can return to Sydney on any one of 6 daily flights from Hobart after the race is over. And that's not all – you can also take advantage of any of the special holidays below, put together just for the race. See your local TAA Travel Agent or TAA today – and follow the blue water people the Friendly Way!

1. TAA's Sydney Special Holiday

Arrive Sydney Thursday, Christmas Day. Stay at Wentworth Hotel. Next morning, board a special ferry at Circular Quay to watch the start of the race. On Saturday, 27th December, spend the morning at the Royal Sydney Yacht Club before joining your flight home.

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| Prices from: | | | |
| Melbourne | \$123 | Hobart | \$188 |
| Brisbane | \$127 | Launceston | \$172 |
| Canberra | \$ 74 | Adelaide | \$171 |
| | | Perth | \$394 |

2. TAA's Hobart Holiday

Arrive Hobart Saturday, 27th December, travel by TAA coach to Wrest Point Hotel Casino. Enjoy six nights accommodation at the Casino plus a full day tour to Port Arthur with transport to TAA's vantage point on the Derwent to see the finish of the race. The holiday includes a tour of the Royal Yacht Club of Tasmania, including lunch – plus days at your leisure to explore Tasmania. Jet back for home on January 2nd.

| | | | |
|--------------|-------|----------|-------|
| Prices from: | | | |
| Melbourne | \$169 | Adelaide | \$236 |
| Brisbane | \$321 | Sydney | \$243 |
| Canberra | \$218 | Perth | \$459 |

3. TAA's Sydney-Hobart Holiday (combination of Holidays 1 and 2)

Arrive Sydney Thursday, Christmas Day. Stay at the Wentworth Hotel. Next morning, board a special ferry at Circular Quay to watch the start of the race. On Saturday, 27th December, spend the morning at the Royal Sydney Yacht Club, then fly to Hobart. Stay at Wrest Point Casino for 6 nights – and watch the exciting finish of the race. The holiday includes a day tour of Port Arthur and lunch at the Royal Yacht Club of Tasmania – plus days to spend at your leisure. Jet back for home on January 2nd.

| | | | |
|--------------|-------|-----------|-------|
| Prices from: | | | |
| Melbourne | \$282 | Adelaide | \$340 |
| Brisbane | \$361 | Perth | \$563 |
| Canberra | \$282 | Newcastle | \$300 |

4. TAA's Hobart Weekender

This is a TAA Weekender – one or two nights in Hobart, (available any day of the week) with accommodation in the wing of the Wrest Point Casino. Join in – and see the end of the race before boarding your flight for home.

| | | | |
|--------------|---------|--|----------|
| Prices from: | | | |
| | 1 night | | 2 nights |
| Melbourne | \$ 86 | | \$ 96 |
| Brisbane | \$228 | | \$238 |
| Canberra | \$132 | | \$142 |
| Adelaide | \$149 | | \$159 |
| Perth | \$356 | | \$366 |
| Sydney | \$155 | | \$165 |

Call at your TAA Travel Agent or TAA for full details and brochures of TAA's Special Yacht Race Holidays. Prices shown are based on Economy air travel and accommodation on a share-twin room basis. Prices and flights are correct at publication deadline but subject to change without notice.

TAA

**have
helped to make
this year's
Hobart
a great race.
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help you
see it**





Alan Brown stayed on in Europe after the Admiral's Cup series, and he only recently returned to Sydney. He brought back with him some reminiscences which he gave OFFSHORE as a CYC Member rather than in his previous capacity as team manager. The Admiral's Cup 1975 is over, but the memory is still worth a lingering word.

The Admiral's Cup team members will long remember Cowes Week 1975 — not so memorable because we finished 9th when we thought we had a good chance of winning, but memorable because of the most spectacular yachting scene that Cowes presented.

A record 57 top ocean racing yachts from around the world competing for the Admiral's Cup mixed up on the Solent with another 430 I.O.R. yachts and over 700 smaller boats from 16 classes was really a sight that will live in the memory of us all.

The booming of the polished brass cannons that marks the start of the each race; the immaculate grey stoned Royal Yacht Squadron; the mixture of tourists and yachtsmen mingling in the bustling High Street; the crowded Island Sailing Club and the never-to-be-forgotten Groves & Gutheridge marina jammed tight with competing yachts spilling out into the Medina River every morning and crowding back in each night; "MAC" McKecknie and his well shaped female hired to keep intruders out; the Brazilians on *Wa-Wa-Too* beating out a steady rhythm well into the night; all were part of Cowes Week 1975.

But then there was the sailing. We thought the sailing conditions that existed for our Cup trials in March were light and frustrating, but they hardly compared with the combination of light airs, heat haze and the strongest tidal streams of the year in the Solent.

What started out to be one of the greatest offshore yacht racing championships ever staged faded away after the first race into a sailor's nightmare due to the unusually light airs that engulfed the racing area during the two Solent races and the latter part of the Fastnet Race.

Britain is to be congratulated on regaining the Admiral's Cup with their easy win. They thoroughly deserved to win after being in 4th position after the first race and then, with good sailing tactics and use of local knowledge in the two Solent races, were leading the series before the Fastnet started. If Britain had any luck it may have been in the Fastnet, which was possibly the most frustrating race of all.

The Fastnet turned into a small boat race resulting in three ¾ tonners taking out the first three places in the overall result, which is possibly unique in Fastnet history, and 40- and 41-foot boats took the places in the Cup fleet.

Although not successful in the Cup races, *Bumblebee 3* was brilliant in winning the Cowes to Dinard, No. 1 Division Cowes to Cherbourg and Cherbourg to Cowes races and the Britannia Cup. In the third Cup race *Bumblebee 3* led on handicap by several minutes at the second last mark, but then faded in the calm airs and tides.

There is no suggestion that Australia's ninth placing was due to bad luck. All our yachts sailed well while there were moderate to strong winds, but they all had difficulty in handling the light airs and unusual tidal conditions.

As a result of the unsatisfactory sailing conditions experienced this and previous years, there was some discussion amongst the competing teams about the advisability of continuing to hold the two Admiral's Cup inshore races in the Solent which is subject to peculiar weather conditions and strong tidal flow. The starting lines used at Cowes also produce extremely hazardous, if not dangerous, conditions for large ocean racing yachts and other craft in the area.

Various alternate courses have been discussed including an Olympic type course off Portsmouth. As the Admiral's Cup is conducted by the Royal Ocean Racing Club of Britain, it alone can decide if any changes are to be made.

It would seem that the Cup series has become so popular it has outgrown Cowes Week, and as the accepted ocean racing championship of the world, it deserves some separate consideration from the gala sailing that is Cowes Week.

— Alan Brown

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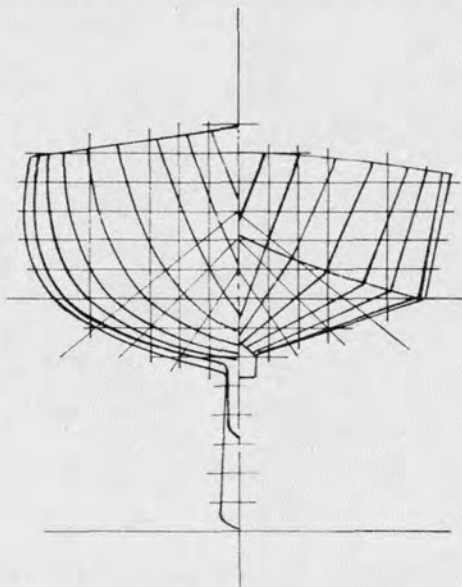
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PROFILE

Bert Oliver

"Today is our third day out of Sydney, and off Tasmania's east coast it is fine and sunny, a light SW wind and a smooth sea — a tremendous contrast to this time last year, when the yachts were fighting their way through a block southwest gale!"

The words from a media voice familiar to all yachting patrons — ABC Commentator Bert Oliver, seasonal veteran of 15 Sydney-Hobarts — a man of ripe experience.

"I love sailing and going to sea and the camaraderie that goes with it. I was raised on 16 footers in Perth. The Sydney-Hobart is one of the three biggest races in the world and to my knowledge the only one covered in such a way. Reports are broadcast nationally and as far afield as Asia and the Pacific through Radio Australia."

Bert Oliver is the Federal Sporting Co-Ordinator for the Australian Broadcasting Commission. His travels for the Commission have taken him twice to Newport for the America's Cup and earlier this year to Cowes for the Admiral's Cup. He admits that these ventures were a direct result of his long standing affinity with the Hobart Race.

In 1969 he experienced his first race in a non-commentator's role. He crewed on the 66ft New Guinea cutter *Even*, owned and skippered by Captain Bill Gibson of Port Moresby. It was an unforgettable experience — after all it is not too often one is escorted by a pack of killer whales!

"We were moving at about 8 or 9 knots in the nor'easter, about 120 miles east of Gabo Island looking for a southerly current. Suddenly we were completely surrounded by these killer whales or whale sharks. They were all in excess of 20 feet. They circled for hours and hours as we maintained our speed and course. Finally one dived under the stern — another foot and it would have carried the whole stern away — and swam the full length of the boat. It then rolled over on its back exposing a massive stomach and an open mouth with some very fierce looking teeth. In due course they disappeared — but obviously they were attracted by our underwater lines.

Many asked why we were so far east in the first place. Well, we made landfall at Maria Island and then were on a good wind from Maria to Tasman, which was roughly our original strategy.

As a commentator it was personally satisfying to experience the conditions under sail as distinct from writing about them with a few hundred horsepower driving you along."

The ABC has a long and happy relationship with "the Hobart". Dick Healy M.L.A. covered the race in 1955, lucky Martin Royal in the big blow of 1956, James Dibble in 1957, and Bert and Don Closs have shared it since 1958.

When Sporting Supervisor of Tasmania, Bert recalls driving out to Hobart Airport with Lloyd Jones who was about to fly him out over the fleet.

"Now Lloyd this is the way I'd like it done." Before he could continue he was interrupted. "You're the first ABC Commentator to come up with me. You do the broadcast; I'll fly the plane!"

They proceeded to make their way along the coastline





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Bert Oliver

passing several yachts. But Lloyd refused to go low enough to identify them. Bert remained non-plussed but tight-lipped. Then finally they descended on a boat. It was *Anitra* with Magnus and Tryvge Halverson on board. The plane circled and then Lloyd quipped "Right, I've greeted my friends; now we'll go back and identify the fleet!"

One of the greatest thrills for any yachtsman is the welcome at 'the other end'. Hobartians react spontaneously, whatever the hour. In 1957 Bert was part of the crowd. Equipped with tape recorder he boarded *Kurrewa* for an interview with the Livingstone brothers. He immediately found himself clenching a mug or rum. Some time later the interview took place. Was it a good one? "Not the best!" replied Bert with a wide grin.

The function of the relay vessel is, as its name implies, to relay yacht positions back to the C.Y.C. This is complemented by the ABC Broadcast. From his angle, the commentator's task is not always easy.

"Simple communicative language is essential. You've got to try to mention every boat; it's a feeling of reassurance for relatives and friends. From the time schedules are received, you have roughly 2¼ hours to write your script, but there's a lot of information to disseminate.

The actual plotting in a rolling sea can be difficult, but over the years I've never really had any complaints from other yachtsmen about inaccuracies.

The communications system now is about as streamlined as possible. Handicap positions from the computer are fed to us from Campbell Scott in the C.Y.C. Communication Centre — a change from the old days when I used to borrow Merv Davey's slide rule to make a few rough calculations!"

This year Bert is taking some recreation leave, but his heart is still in the right place; he is radio operator on the relay vessel. It will also give him the opportunity to sail back on *Love and War*.

As he sums up philosophically — "I suppose it's a labour of love, but what a great way to go!"

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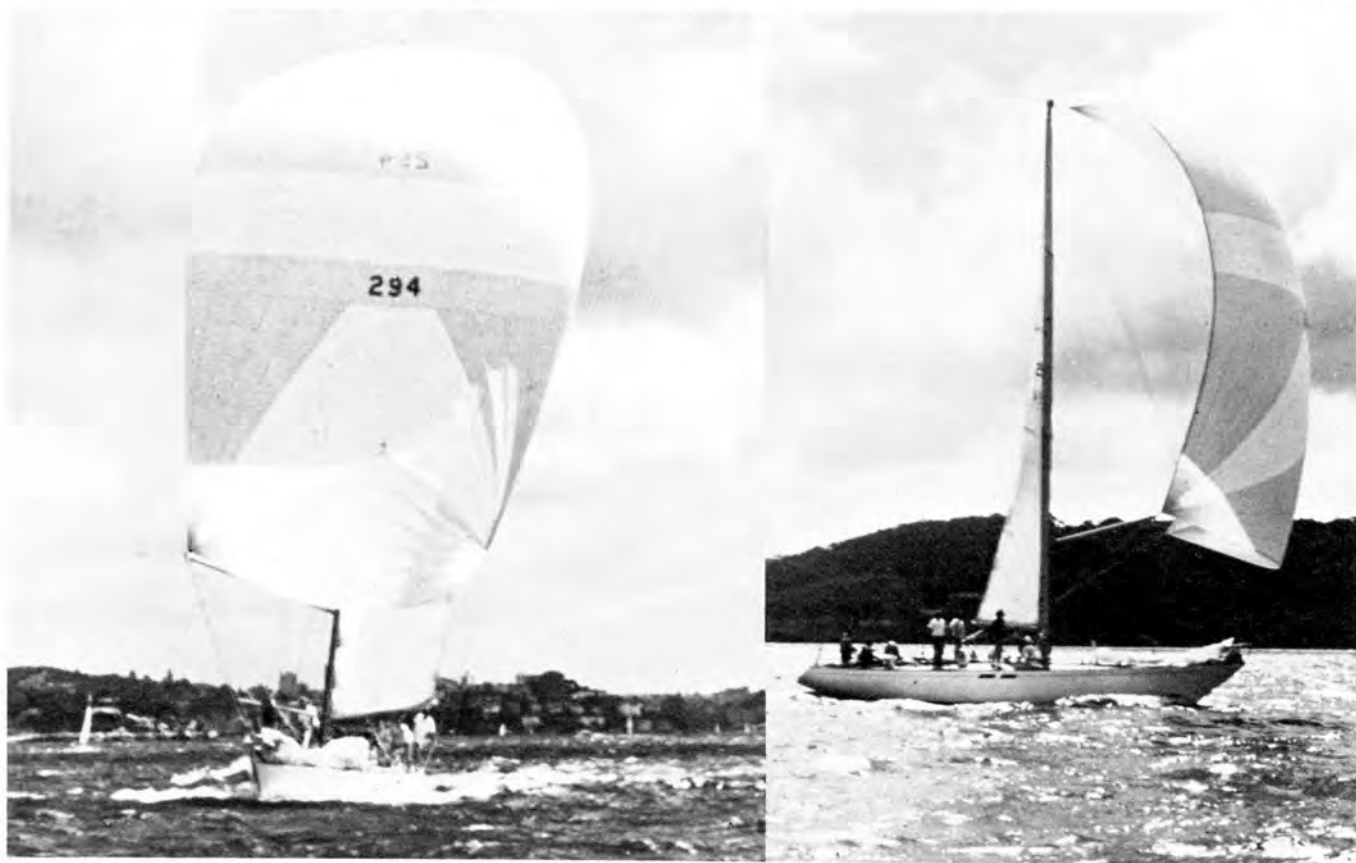
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2nd, German Team; "Rubin" and "Duva", North's genoas and mains.

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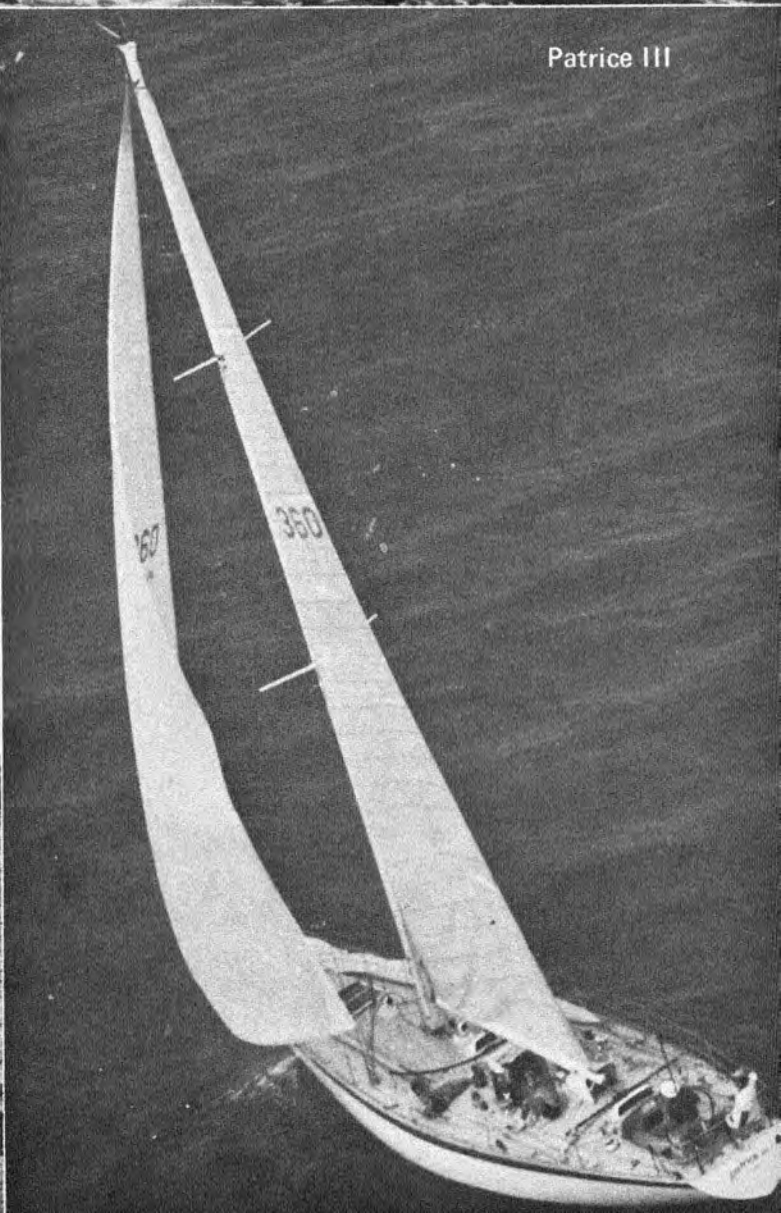


The New South Wales
Southern Cross Cup
Team

Mercedes IV



Love & War



Patrice III

SOUTHERN CROSS CUP PREPARATIONS

Well the dust has hardly settled from the Admiral's Cup when the Southern Cross Cup looms on the horizon. In fact, the Aussie boats just made it back in time for S.C.C. trials which were regular races on the C.Y.C.A. calendar, including a bruising Montagu Island Race which many later wished they had missed.

The big disappointment was the news that the British Team was unable to raise sufficient funds to meet transportation costs for their boats. After Britain had won the Admiral's Cup series many Australian were looking forward to seeing some of the top U.K. boats in action out here, such was their reputation. Still, *Noryema* made it and she is the big gun.

The 1975 S.C.C. shapes up as one of the best ever despite the absence of a fully representative British team; strong teams from the U.S.A. and Japan complimented by the usual top group from across the Tasman plus a very comprehensive list of State entries. Britain, the defending Champion, has only one British registered yacht entered with the others chartered, but the chartered yachts are British crewed and it was crew work which went a long way toward Britain's Admiral's Cup win.

Scattered amongst the State Teams are most of Australia's best yachts and some other well known names from overseas. It is very definitely a top international racing fleet and has attracted strong sponsorship from City Ford. Whatever the ups and downs of individual competitors we are all in for a great racing series.

JAPAN. Their first shot at the Southern Cross Cup; it probably foreshadows stronger representation in world class offshore events by Japan. Certainly some of the names appearing on the owner and crew lists are not strangers to Australian waters. There have been earlier *Sunbirds* and *Vagos* seen out here, but these are different. They are all-out racing machines, and they form a very strong team indeed which could pull a few surprises in this world-class field.

Vago is a 45 footer of aluminium newly completed in Auckland; she represents the latest in S & S design as do her two team mates. *Miyakadori 3* and *Sunbird 5* are sister ships also of aluminium but built in Japan.

Miyakadori 3 sailed the Transpac this year shortly after completion and did well for a first outing in a race which

does not suit any but the most blatant downwind sleds. A few of the *Sunbird* crew went along on that race on *Miyakadori* so they should be able to get *Sunbird* going fairly smartly. This and some other aspects of the Japanese team organisation indicate some thoughtful long range planning and suggest that this team is not out here to mess around.

NEW SOUTH WALES. A team that would appear to have picked itself; in reality things were not that simple and the selectors must have been bothered by the early performances of *Love and War* and, on occasion, by *Mercedes 4*. Both boats seem to have had a few problems getting into gear again after returning from the campaign at Cowes, but their potential is not in doubt.

The big plus is *Patrice III*. Ray Kirby has this boat really flying now and it will be interesting to see how *Patrice* and *Noryema* shape up against each other. Not a big name crew until now, Peter Green has forged a crack crew on *Patrice* that should be able to match the heavies on *Noryema*. After narrowly missing out on Admiral's Cup selection, they will certainly be out to prove themselves in a big way.

NEW ZEALAND. Kiwis like beating Australians even more than Australians enjoy beating Yanks. Perhaps for this reason there is always a strong New Zealand team present around Sydney-Hobart time. This year is no exception with two one tonners and the 41 footer *Quicksilver* which raced here in the last Southern Cross Cup in 1973.

The most interesting of these is the Farr designed one tonner *Prospect of Ponsonby* which has had great success in its early racing in New Zealand. Bruce Farr has quickly achieved an international reputation as a designer of level rating and offshore boats to match his pre-eminence in 18' skiffs. *Prospect* is the first of his larger yachts to make an appearance here so it will be watched with much interest.

PAPUA/NEW GUINEA. At time of writing a group from Victoria were negotiating with the Papua/New Guinea Government for the right to represent in the series. The yachts involved are *Apollo II*, *Aquila* and *Bacardi*.

Southern Cross Cup

QUEENSLAND. A team which does not appear very well balanced at first glance, it has more or less the opposite construction to South Australia in that it fields two big boats and one small.

But once again it is the boats themselves which count, and prominent in this team is Jack Rooklyn's *Ballyhoo*. *Ballyhoo* has had a rather chequered early career with more than a fair share of design and construction problems. These have resulted in some spectacular incidents, but what does not get much publicity is the fact that *Ballyhoo* has turned in some paralysing performances on occasion and is one of the few maxi-boats around capable of winning almost any race on handicap.

However, she has a newly fitted, redesigned keel and a new mast, all of which gear has to be tuned up, and there will be no major races to test her before the start of the S.C.C. series.

Apollo needs no introduction and, although eligible for age allowance in regular events, she is no boat to be underrated even in this company. Given her conditions *Apollo* can still turn on a dazzling display of speed, and she excels in short seas to weather, a condition which stops some big-name boats around Sydney.

The third Queensland yacht was to be the modified Miller Half Tonner *Give 'em Plenty* which unfortunately was badly damaged in transit. A third yacht has yet to be named.

SOUTH AUSTRALIA. At first glance not a well balanced team what with two Three-Quarter Tonners and a maxi-boat fronting up to the starting line. But what a maxi-boat! *Windward Passage* of all things, is the winningest big boat of all time. She is out here primarily to hunt *Kialoa* which has taken over *Passage's* mantle of invincibility.

The Three-Quarter Tonners are the latest version of the Duncanson Three-Quarter which has been unbeatable in South Australia. An earlier version has had more than its fair share of winning in Sydney waters, particularly under I.O.R. handicap, so this S.A. team could do very well if the Adelaide conditioned helmsmen lock on to the Sydney conditions quickly.

TASMANIA. The Taswegians return to N.S.W. waters with *Huon Chief*, with which they had so much success during the 1975 level rating series, *Antagonist* and *Nike*, all of which have raced here before. *Nike* did not have much luck here but the experience will have improved her. *Antagonist* is a Van de Stadt design skippered by well known Tasmanian yachtsman Frank Hickman with a very experienced crew.

UNITED KINGDOM. The Brits may be disappointed that some of their great boats of 1975 did not make it for the S.C.C. but they have ended up with a well balanced team

anyway. Leading the charge will be *Noryema*, top scoring boat in the Admiral's Cup and 1975 RORC Class 1 Champion. A Frers design at 46.2' LOA, she is similar to *Bumblebee 3* in concept but rating at 35.5. Easily driven, she is a good-sized boat for Sydney waters particularly if it is a light series, and we have already seen what *Bumblebee 3* could do out here in light airs.

Meltemi: One of the most underrated yachts in Sydney, *Meltemi* could surprise everyone in this series. The Brits are no strangers to handling S & S yachts and *Meltemi*, although some seasons old now, is well equipped, well cared for and, rating at 33.5, compliments *Noryema* nicely.

Ruthless: A Peterson One Tonner, *Ruthless* might appear on the small side compared to Admiral's Cuppers, but there are many one ton and even three-quarter ton boats in this series, so *Ruthless* fits in nicely in this team. *Ruthless* has loads of potential and, although previously inconsistent, she has displayed the ability to handle most conditions around the east coast.

U.S.A. The Yanks have fielded a very strong team this year both in boats and big-name crew. For Australians, interest will be divided equally between the appearance of the maxi-boat *Kialoa* and the return to our shores of the equally 'maxi' "Voice of America", Ted Turner.

A very popular figure in Australia, Ted Turner always turns on fierce competition, and this time he is bringing the Peterson designed *Pied Piper*, the 1975 One Ton Cup Champion.

Kialoa has achieved legendary status in her first year of racing with an incredible record of handicap and elapsed time victories. Any other maxi boat would be suspect as a points scorer in a series like the Southern Cross Cup but in this case it would be a mistake to underrate the American team for that reason alone.

Completing the U.S. team is *Anduril*, a stock Carter 'Offshore 39' skippered by Jeff Foster. Both have a good reputation in their home waters.

VICTORIA. It would not be Christmas in N.S.W. if Lou Abrahams and *Vittoria* were not ensconced at the C.Y.C.A. Both seem to improve with age and once again they appear on the Victorian Team along with *Superstar*, the stock Swann 44 which last appeared in the S.C.C. as part of the British team and *Fantasy Rag* (nee *Ragamuffin*).

For a moderate weather series off the N.S.W. coast this would have to be one of the best balanced teams as far as comparison of rating is concerned; however all three yachts are aging in the I.O.R. sense and they will be up against it with a large number of new designs to contend with.

WESTERN AUSTRALIA. This year the 'Sand-Gropers' present us with a mixed bag including an interesting S & S designed 53 footer which rates 38.5'. It is sailed by Roly Tasker and its name, of course, is *Siska*. *Rampage* returns for another shot and could do well again, and the team is completed by *Brutta Faccia*, a Carter one tonner which does very well in Western Australia.

SOUTHERN CROSS ENTRIES

| SAIL NO. | YACHT | OWNER/SKIPPER | LOA | RATING | DESIGN | TYPE | YEAR BUILT |
|--------------------------|----------------------|----------------------------|---------|--------|---------------|-----------|------------|
| Japan | | | | | | | |
| J1666 | Miyakadori III | Hiroshi Ozazaki | 54' 2" | 41.3' | S and S | | 1975 |
| J1710 | Sunbird V | Tatsumitsu Yamasaki | 54' 2" | | S and S | | 1975 |
| J1414 | Vago | Haronobu Takeda | 45' | | S and S | | 1975 |
| New South Wales | | | | | | | |
| 294 | Love & War | Peter Kurts | 46' 8" | 35.2' | S and S | | 1973 |
| 1313 | Mercedes IV | Ted Kaufman | 41' 10" | 32.2' | Kaufman | Two Ton | 1974 |
| 360 | Patrice III | Ray Kirby | 46' 8" | 36.3' | S and S | | 1974 |
| New Zealand | | | | | | | |
| 2530 | Prospect of Ponsonby | Noel Angus | 36' 2" | 27.3' | Farr | One Ton | 1975 |
| 1761 | Quicksilver | Richard Wilson | 41' 1" | 29.4' | S and S | | 1973 |
| 2120 | Tempo | Cliff Johnson/Norm Vitali | 38' | 27.4' | Wilson | One Ton | 1974 |
| Papua/New Guinea | | | | | | | |
| SM111 | Apollo II | B. Tardrew | 45' | 36.8' | Miller | | 1972 |
| R44 | Aquila | K. Read | 33' | 24.5' | S and S | ¾ Ton | 1971 |
| SM336 | Bacardi | P. Spradbery | 43' | 31.7' | Cole | | 1969 |
| Queensland | | | | | | | |
| 357 | Ballyhoo | Jack Rooklyn | 72' 5" | | Miller | | 1974 |
| 1400 | Apollo | Scott Barrett/Rob Stirling | 57' 10" | 51.3' | Miller | | 1969 |
| | Give 'em Plenty | Vic Day | 31' 9" | 21.6' | Miller | ½ Ton | 1975 |
| South Australia | | | | | | | |
| SA 49 | Rebel | Dick Francis | 33' 8" | 24.5' | Blackburne | ¾ Ton | 1975 |
| SA150 | Hornet | John Duncanson | 34' 3" | 24.4' | Blackburne | ¾ Ton | 1974 |
| 7099 | Windward Passage | Fritz Johnson | 72' 8" | 70' | Gurney | Ketch | 1968 |
| Tasmania | | | | | | | |
| A11 | Huon Chief | Hedley Calvert | 36' | 27.5' | Noel Jennings | One Ton | 1974 |
| A16 | Antagonist | Frank Kickman | 39' 8" | 28' | Van de Stadt | | 1974 |
| A3 | Nike | Charles Davies | 35' 3" | 24.5' | S and S | ¾ Ton | 1973 |
| United Kingdom | | | | | | | |
| K148 | Noryema | Ron Amey | 46' 2" | 35.5' | Frers | | 1975 |
| 89 | Meltemi | Chris Dunning | 44' 7" | 33.5' | S and S | | 1971 |
| 1510 | Ruthless | John Roome | 35' 11" | 27.5' | Peterson | One Ton | 1975 |
| U.S.A. | | | | | | | |
| 47721 | Pied Piper | Ted Turner | 35.9' | 27.5' | Peterson | One Ton | 1975 |
| 13806 | Anduril | Jeffrey Foster | 39' | 29.5' | Carter | Carter 39 | 1974 |
| 13751 | Kialoa | Jim Kilroy | 78' 10" | 67.4' | S and S | Ketch | 1974 |
| Victoria | | | | | | | |
| R70 | Fantasy Rag | Jack Musgrove | 48' 6" | 38.1' | S and S | | 1968 |
| B458 | Superstar | Keith Farfor | 44' | 33.2' | S and S | Swan 44 | |
| SM33 | Vittoria | Lou Abrahams | 42' | 31.4' | S and S | | 1970 |
| Western Australia | | | | | | | |
| R96 | Brutta Faccia | Guy Fornaro | 36' 9" | | Carter | One Ton | 1974 |
| RF20 | Rampage | Peter Packer | 39' 3" | | Miller | One Ton | 1973 |
| RF11 | Siska | Rolly Tasker | 52' 6" | 38' | S and S | | 1975 |

Fantasy Rag



Kialoa



Miyakadori III



Huon Chief



Windward Passage



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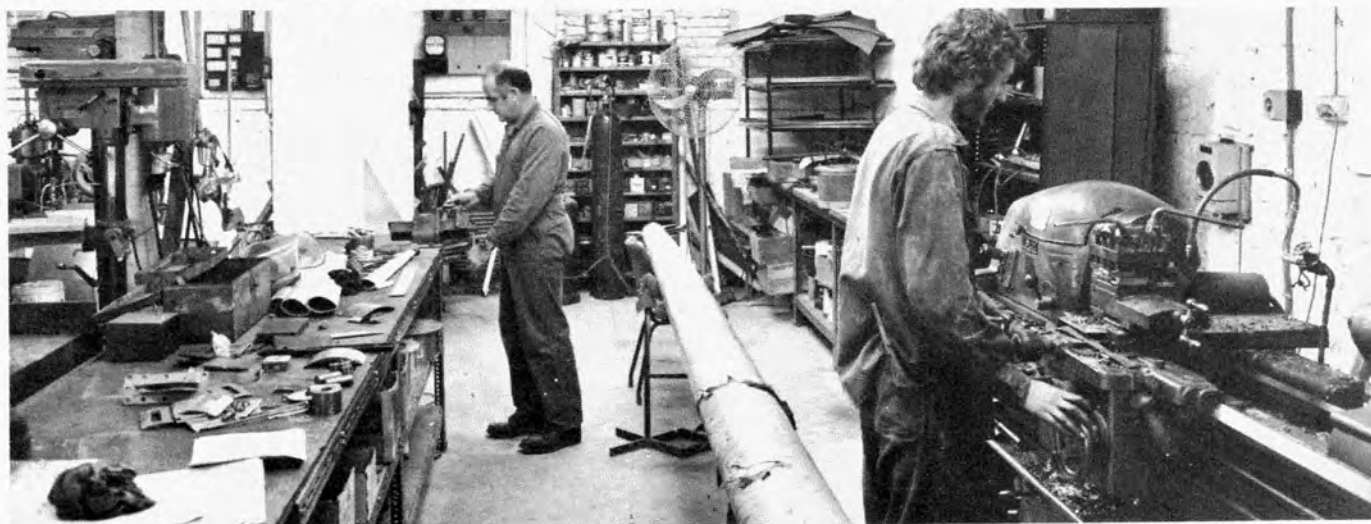
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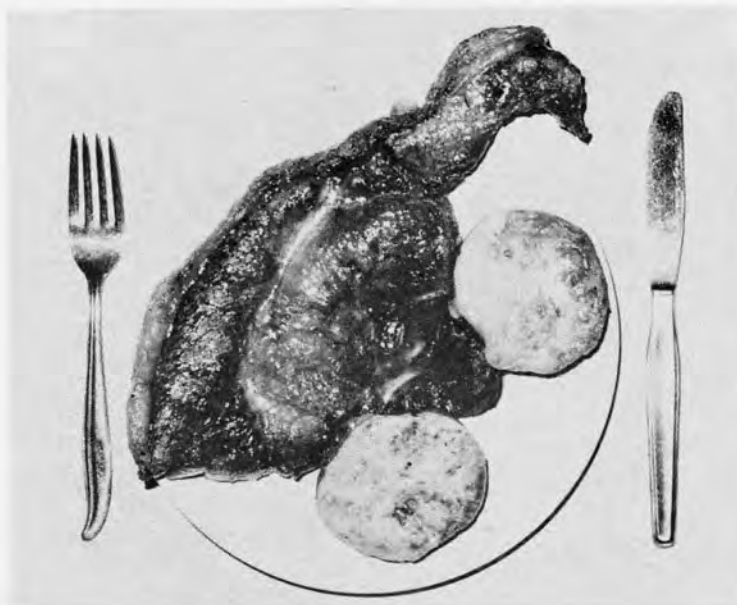
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THE HOBART Culinary Considerations



Boxing Day . . . every year, and there is a pilgrimage to Sydney Harbour and its foreshores to watch the start of the Sydney-Hobart yachting classic. While the tens of thousands of people watch the sleek ocean racers slide out of Sydney Harbour they enjoy one of the greatest spectacles that the city can provide.

For the hundreds of competitors it is the culmination of many months of hard work preparing themselves and their yachts. For many this is their chance to prove that their yacht is among the best in the world. They will be racing to win. But for the majority the Sydney-Hobart classic represents a chance to compete in one of the world's major ocean races and an opportunity of enjoying a race to a distant port.

One thing all competitors have in common is the preparation of their yachts. They must be safe and seaworthy and well stocked with food and other supplies. To achieve this there is a well organised programme usually based around an extensive list of jobs to be done . . . from checking rigging and sails down to what type of chocolate biscuits crewmen prefer.

Victualing a yacht is just as important as all other jobs. Space aboard yachts is limited so there is always a need for a well planned menu . . . a menu which keeps everyone satisfied in rough weather and smooth. The menus can vary greatly between yachts. Some crews are satisfied with the simplest of food others enjoy nothing but the best, including roast dinners and wines. It all depends on what attitude a crew places on the race. In the early days of the Sydney-Hobart race refrigeration was limited to inefficient ice boxes so fresh food lasted only a very short time. Great emphasis was placed on tinned foods. Even in more recent

years tinned foods have played an imported part in the menus of crewmen. The famous Halvorsen brothers, with their triple Hobart race winner *Freya*, relied mainly on tinned food. It's reported that a tin of curried meat was the highlight of many of their races.

But like a good army, ocean racing men need to race on full stomachs. And many of the yachts you see passing through the Heads on December 26 will have aboard some impressive menus.

Lynn Marshall, who has victualled Syd Fischer's well-known *Ragamuffin* for the Hobart Race on three occasions, gave an idea of the work that goes into providing food for the crew.

"The most important thing is discovering what the crew prefer eating," she said. "Usually after a race a few weeks prior to the Sydney-Hobart they sit down and discuss a basic menu then pass it on to me."

"The 'Rago' crew have always wanted nothing but the best food. While it might cost more it keeps them happy throughout the race. They have the best fillet steak, the best Scottish marmalade for breakfast, a case of cherries and a lot of fresh summer fruit.

"To have everything ready for the race I have to start cooking a week before. As the pre-cooked part of their menu is prepared I freeze it so that it goes aboard the boat frozen and thus stays fresh. Feeding 10 men three meals a day for a possible four or more days isn't easy. So every time they go below they have a list to check just what meal is scheduled." Lynn has had only one problem since taking on the job as food hostess. She prepared a lavish meat loaf for one meal, and very proud of her effort, quickly froze it. When it was

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The Hobart — Culinary Considerations

pulled out for consumption in the middle of Bass Strait the crew discovered Lynn had forgotten one thing . . . to cook it! "I guess it wasn't quite good enough for steak tartare," said Lynn. They broke it up, threw it in a pot and converted it to mince on toast."

Naturally the bigger the boat the better the cooking facilities. Giants like the American yachts *Kialoa* and *Windward Passage* have full-time cooks. Preparing food for between 12 and 20 men three times a day and keeping their desire for snacks satisfied is a full time job. Imagine how difficult your shopping would be if the total of the tape came to \$1000 . . . but that's the sort of bill some of these giants face.

Jackie Wright has sailed as cook on *Windward Passage* on many of her delivery voyages in the past four years.

"The easiest way to get the food together is to get lots of money and spend it as fast as you can," she said.

Windward Passage has a huge deep freeze and a large galley so a plan must be kept of where all the food is placed. Nothing is pre cooked.

Don Mickleborough's well known sloop *Southerly*, also known as "The Floating Hotel", pioneered ovens aboard ocean racers many years ago, a move which made life far more pleasant for crewmen. "An oven is not always an advantage," Don recalls. "I had prepared a pot roast for the six crew for some time during one Hobart race" he said. "I was really proud of it but got pretty savage when I got on deck to discover no-one felt like eating. Two of the guys finished up wearing it as I threw it over the side in disgust."

Over the years there have been hundreds of funny incidents in the culinary departments during Hobart races, like:

THE year a yacht ran out of bread so a smart thinking crewman used fruit cake for bread in sardine sandwiches.

THE crewman who insisted that the only way to drink rum and milk while racing was to suck on a tube of condensed milk then take a quick swig of rum.

THE chap who for 30 minutes had tormented the crews' pangs of hunger at breakfast, asking from the galley "how many eggs?", "soft or hard?", how do you like your bacon?" only to appear on deck with six glasses of whisky on the rocks and a suggestion that they all use their imaginations.

THE yacht which had a pot of corned beef cooking on the stove for two days because no-one was feeling well enough to eat it.

So, for some, the Sydney-Hobart race is a serious event . . . for others a relaxed exercise in ocean voyaging. But everyone has a good story to tell when they arrive at Hobart.

— Rob Mundle

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That Was The Lord Howe Race that Was



The lagoon, Lord Howe Island

photo by D. Colfelt

There she was, a blasted howling south-westerly screaming out of the Hawkesbury River and gusting up to 48 knots on the dial, a starting line we couldn't find and all of us still full of the good food and bottled niceties from the night before.

A man must be out of his silly old nut to do this thing for entertainment. Admitting it? . . . nevvver . . . , keep up that stiff upper whatsisname and tell the masses "Yachting? Marvellous, keeps you young". You should add "and poor, and wet, and tired, and worst of all, in constant trouble with THE WIFE". But no, not us; "Marvellous, man, absolutely terrific".

It is Saturday 25th of October, 1340 hours, or in shore terms, twenty to two p.m. We are on yet another starting line of yet another ocean race, The Gosford — Lord Howe Island Yacht Race '75, rapidly becoming an Australian Ocean Classic superbly organised by the Gosford Aquatic Club.

As said, she is not the best of weathers she is, unsuitable for our Cole 31, the half Tonner *Onya of Gosford* who likes it light, tricky and, if possible, hard on the wind. Reefing her down under Commodore's Head with two reefs in the main and the tall number three genoa, wet weather gear, seaboots, all hatches closed and secured and prepared to get soaked and thrown about in that "Mickey Mouse" boat of ours. The "boss" at the wheel, Lindsay yelling over the top of the wind noise and Leo undisturbed looking his calm self, while Doctor Peter Harris "the Pom" from Sydney Uni has his first look at this crazy Aussie set up.

1352 Hours up to the line, cut the motor for the Ten Minute gun. "No gun"; what the hell is up; are we deaf or has the H.M.A.S. *Bombard* used a pop gun to save the Navy money? SHE MUST HAVE GONE!! Anyway, wait for the Five Minute gun; still we don't hear it over the racket of the wind. Bugger it, we'll start on our watch (Lyndhurst Time on the dot). Too early, back for another run and . . . we are twenty seconds late starting, a real lousy beginning as beginnings go. Bobbing up and down like the proverbial YO YO, we get the storm spinnaker ready; "Shall we or shall we not"; wait, some other crazy B. is getting a kite up, but five seconds later Leo laconically utters "That is another thousand dollars on the books for *Balandra* because that's all it took to blow her kite to kingdom come. O.K. no kite then.

In the meantime, we settle down to discuss tactics. "Cover *Granny Smith*"; "We can't hold the big ones in this weather"; eventually the skipper states "All right cut it, we stick to the rhumbline, sail our own race as best as we can but spare the gear as, firstly, it is a long race and, secondly, the boat is sold and we don't want to wreck the thing".

And so it was, mainly on a reach with a beam wind, sometimes veering aft, a quartering sea running pretty high and unpleasant, all in all making the old stomach complain like made.

At that time Ron Youngman and his Radio Relay ship *South*

Pacific was having his own troubles after a collision in the starting area with a spectator's yacht resulting in an armful of "sprung" planks in the ship's hull. Having had the wind (his wind) knocked out of him, he took *South Pacific* to the Royal Prince Alfred Yacht Club in Pittwater for a close inspection. His beautiful ship!! And all this because of some clumsy clot!

What'll we do? Going in this sea? . . . dangerous! Letting the boys down? . . . NOT ON. Then the typical decision "If the crew is game, we'll go". Well the crew was game and away they went a day late after the fleet; "YOU CAN'T LET THE BOYS DOWN".

Night comes and the wind stays. The first radio report at the night "sked" already shows some erratical position reporting (the yachtie term for this is "navyguessing") by over optimistic navigators, wishing to go further than their ship can make it. However, next day it shows that Albie Burgin has his *Boomerang of Belmont* really in the groove and percolating; our great enemy *Granny Smith* is a mile ahead of us and *Polaris*, the Cole 43 from Lake Macquarie, is also going great guns.

So it goes on, working hard to keep her at top speed, sleeping in our wet weather gear because everything is soaked anyway, cooking and eating at an inhuman angle while *Onya* dances her way to Lord Howe and our wives and friends look down from 25,000 feet from their comfortable aircraft, winging its way to the welcome party.

Any excitement . . . not really, until Monday night's evening "sked" discloses that *Islay-G*, the beautiful 53' cruising

entry of Johnny Challinor, is in trouble; boy is she in trouble. Rudder broken away and, to top it off, her gearbox packed up. We look at each other; has John got problems! And all this in this rotten sea and strong winds.

In the meantime, on *South Pacific* Ron Youngman holds his war council: "Would anybody be able to take her in tow? Hell, would anybody be able to find her in these seas at night in the middle of the Tasman Sea, while the wind is still gusting up to 55 knots?"

"*Promise*, would you be able to take *Islay-G* in tow as you have the engine to do it?" Back comes the answer "Sorry, *South Pacific*, we have troubles of our own, however we'll try".

From then on those listening in by radio are witnessing a beautiful piece of seamanship by a highly competent man as Youngman sets out to pin point a 53' seriously crippled yacht in a black stormy night by radio bearings, spotlights, "on" and "off" switched nav. lights and any means possible. A few hours later, the radio message very calmly comes over the coastal stations and shipping radio: "*Islay-G* located, standing by ready for towing". And so Ron and his *South Pacific* towed the rudderless yacht for a hundred miles or more, while coming up at "sked" time on the second and carrying out the usual mass of radio reports, weather information, position plotting, voice reports to major radio stations etc. etc. Of course "YOU CAN'T LET THE BOYS DOWN".

During all these going on *Onya* continues to romp down the rhumbline until on Tuesday morning 0440 hours first light

GOSFORD TO LORD HOWE ISLAND OFFICIAL RESULTS 29.10.75

| YACHT | ELAPSED TIME | CORRECTED IOR | CORRECTED ARBITRARY | LEVEL RATING | NON-IOR ARBITRARY |
|-----------------------|--------------|---------------|---------------------|--------------|-------------------|
| Apollo | | | not started | | |
| Ballyhoo | | | not started | | |
| Balandra | 65.30.02 | 53.08.26 | 7 52.24.01 | 3 | |
| Boomaroo III | 71.10.32 | 51.37.25 | 5 54.26.57 | 8 | |
| Boomerang of Belmont | 50.49.43 | 48.36.36 | 1 50.17.54 | 2 | |
| Cagou III | | | retired | | |
| Granny Smith | 70.22.28 | 49.10.14 | 2 53.29.04 | 5 49.58.22 | 1 |
| Gypsy | 75.43.49 | 55.48.20 | 8 59.49.37 | 11 | |
| Onya of Gosford | 71.54.31 | 50.58.59 | 4 54.17.27 | 7 50.58.59 | 2 |
| Piccolo | 74.40.11 | 53.01.23 | 6 56.22.32 | 10 53.01.23 | 3 |
| Polaris | 63.08.23 | 50.38.40 | 3 53.59.04 | 6 | |
| Alimar | | | retired | | |
| Amanda | 80.38.52 | | 54.50.26 | 9 | 54.50.26 3 |
| Chubasco | 83.14.00 | | 60.35.38 | 12 | 60.35.38 4 |
| Escapade of Pittwater | 63.31.31 | | 45.25.14 | 1 | 45.25.14 1 |
| Franklin | | | not started | | |
| Narcissus | | | not started | | |
| Jellybean | 100.22.03 | | 65.14.20 | 14 | 65.14.20 6 |
| Pindaree | 70.20.00 | | 53.06.06 | 4 | 53.06.06 2 |
| Ropawe | 83.05.07 | | 61.04.04 | 13 | 61.04.04 5 |
| Islay G | | | retired | | |
| Josephine | | | not started | | |
| Promise | 67.50.18 | | | | |
| Pinjarra | 82.18.04 | | | | |

Cruising — First
Cruising — Second

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LINE HONOURS — *Boomerang of Belmont*

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Lord Howe 1975

shows Ball's Pyramid right on the nose fourteen miles away with Lord Howe Island, Mount Gower and Mount Lidgbird further back in the morning clouds.

Rounding "Ball's" and finishing at 1300 hours to be beaten by *Boomerang*, *Granny* and *Polaris* in to fourth place. God knows we tried, but as one of our crew remarked "Anybody who sailed a better race than us deserved to win", and so it was.

Then . . . Lord Howe Island, that beautiful unspoiled piece of dirt in the South Pacific with its marvellous hospitality and old friends, its choir practise and lush greeneries and, wonder oh wonder, yachties who behaved like Christians. Is it possible that the statement by the Race Director during the briefing: "Skippers will be kept responsible for the action of their crewmen; the yacht misbehaving will be blown from the race whatever its placing and sister clubs notified" had something to do with it? We don't know, but there it was: Happy Islanders, happy yachties, marvellous atmosphere, beautiful place and, hang on to your hat, **not a can in the Lagoon**. To top it all off, compliments from the visiting politicians including Sir Charles Cutler's informing the L.H.I. Board: "What a nice lot of fellows you brought here".

Forty-four entries; the organising club sadly had to return nineteen, as the Islanders "under no circumstances" will allow more than twenty five yachts to enter, the sensible reason being that the Island's resources "just can't cope".

And so with pleasant anticipation we look forward to the next "Gosford to Lord Howe Island Race" starting on the 23rd of October, already known as one of the best organised and most pleasant races on the Calendar to one of our Country's loveliest and unspoiled Islands.

— Peter Rysdyk

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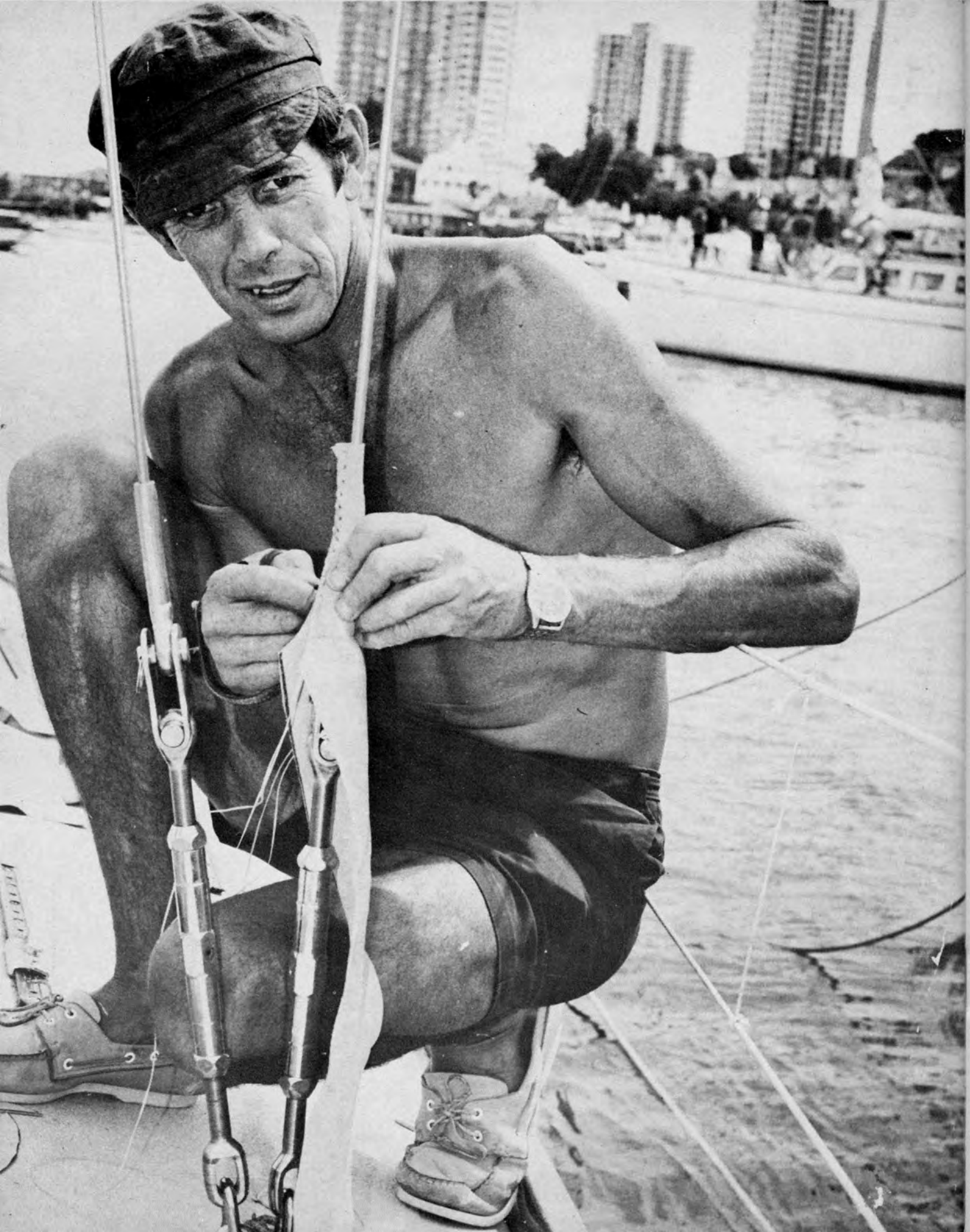
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John Noakes heads Alspar's Rigging division, the largest specialist yacht riggers in Australia, having rigged 7 out of 9 of the Yachts in our last 3 Admiral's Cup Teams, as well as providing rigging for Southern Cross.

John has had many years of experience in yachting in Australia and Europe, having originally learned the art of rigging in the British Navy. A foundation member of the English J.O.G., his first Ocean Racing experience was in Sopranino.

Since coming to Australia in 1952, he has sailed in many of our well known Ocean Racers, including Bacchus D, Ragamuffin (3 Admiral's Cup Series), Stormy Petrel, Taurus, Pacha and Ragamuffin II.

John is a member of the C.Y.C.A. and the R.O.R.C.

Rigging the Ocean Racer

by John Noakes

Standing Rigging

The most commonly used form of wire for yacht standing rigging is 1 x 19 stainless steel. The numbers refer to the construction of the wire, i.e., 19 single strands.

The wire is relatively inflexible, and except in the smallest of sizes, (a maximum of 5/32" dia. (4mm)), 'Talurit' type terminations are quite unsuitable.

Correctly designed stainless steel terminals, available in a number of types, such as eyes, forks and studs should be used, fitted to the wire with a machine in which the swage is either rolled or pressed on to the wire.

With wire sizes in excess of 3/8" dia (10mm) a hydraulic press should be used, fitted with a pressure gauge to ensure the correct pressure is used.

There is a risk with a roll-swage machine in the larger sizes of wire that deflections in the parts of the machine may result in insufficient pressure being applied to develop the full strength of the swage.

'Stretch' in wire rigging is of two types. 'Mechanical stretch' is due to the individual strands 'laying in' and the wire becoming more compact. Whilst this 'stretch' is never

entirely eliminated, it decreases with use. The other type is 'elastic', due to the inherent elasticity of the stainless steel. This stretch is always present, as it is with other forms of stainless steel such as rod.

For standing rigging 1 x 19 construction wire is superior to other forms of wire rigging (e.g. 7 x 7m 7 x 19) as the mechanical stretch is less, thus allowing greater accuracy in tuning the rig.

The attachment of the standing rigging to the spars and to the chainplates on the yacht is critical from a number of aspects. Firstly, it is desirable that there be some movement at the mast end of the stays. Stays such as the cap shrouds, lowers and backstay, require only a slight amount of movement generally provided by a small clearance between the pin and the fitting. However, an effective toggle — there are several forms in use — should be used on the top end of forestay, runner, and inner forestay, to allow the take-off angle to vary widely without bending the wire at the terminal.

It is also necessary to provide some form of toggle at the connection between the lower ends of all the stays or rigging screws and the chainplates, with the possible exception of the backstay.

The most common form of failure with standing rigging is the breaking of individual strands where they emerge from the terminals. If with repeated application of load the wire is continually bent at this point (due to misalignment), the strands will gradually work harden and fail.

Running Rigging — Halyards

A wire halyard with a rope tail on the 'hauling' end is the type that is best suited to all halyards on racing yachts, with the possible exception of mainsail halyard, which may be in some cases best served by an all wire halyard fitted to a reel type winch.

The advantages of the wire halyards with rope tails are (1) less stretch than rope, allowing better control of sail tension; (2) less windage when the halyards are not in use.

The rope tail should be (preferably) braid on braid-type rope which permits a rope to wire splice, neatly tapered down onto the wire and exceeding the strength of either the rope or wire. The size of the rope tail is largely dictated by the ability to handle it comfortably and to splice it to the wire, rather than strength. For this reason, 12mm rope is most commonly used, with 8mm as the smallest in general use, even on small yachts, and sizes greater than 16mm rare even on the largest of yachts.

The two types of wire rope most commonly used for halyards are 7 x 19 (wire core) and 6 x 19 (hemp core). 7 x 19 construction is to be preferred to 6 x 19 construction for galvanised wire, as the hemp core of 6 x 19 tends to retain moisture and promote rusting. In the larger sizes, 7 x 37, an even more flexible type is often used particularly for spinnaker halyards. Only copper swages should be used with stainless wire, and aluminium alloy swages with galvanised wire; otherwise rapid electrolysis will take place.

With eye splices, the thimbles should be of adequate strength

for the loads they will carry; otherwise collapse of the thimble will lead to failure of splice. In cases where the loads are very high, the use of a solid cast thimble with a drilled hole for the shackle may be advisable.

Winches — Halyards

As mentioned, with the possible exception of the main halyard winch, sheet type winches are the best type to use for halyards for a number of reasons

Firstly, from a speed point of view, sail changes can be made much more rapidly with a sheet type of winch.

Secondly, there is a weight bonus to be gained by using sheet winches, e.g. a nl. 26 sheet winch weighs 20lbs (in bronze) and has a power ratio of 33.2 to 1, whilst a reel type winch weighs 20lbs (Barlow No. 5), and has a power ratio of only 7.6 to 1.

Thirdly, sheet winches may possibly be used, with some planning for more than one halyard, either by providing leads for two halyards that are not used at the same time to the one winch, or by the use of sheet jammers.

Caution should however be exercised in the use of sheet jammers, as heavily loaded halyards (or sheets), while relatively easy to jamb, can be difficult to release and may wear the halyards excessively.

I believe that the best position for the majority, if not all, of the halyards winches is on the deck or cabin top rather than on the mast; one exception to this is the pole topping

lift winch. Apart from the obvious reasons of reducing 'clutter', keeping the weight lower and reducing windage, there are several other advantages in deck mounted winches.

Firstly, with halyard exits well up the mast and turning blocks at the heel, two crew members can hoist a sail, one hauling and one pulling the halyard around the winch.

Secondly, a much stronger attachment of the winches is usually possible to the deck compared with attachment to the mast.

It should be realised that, of necessity, there are many exceptions to all these ideas, and for the best possible advice you should endeavour to consult someone with a wide range of experience in both rigging and its practical application in ocean racing.

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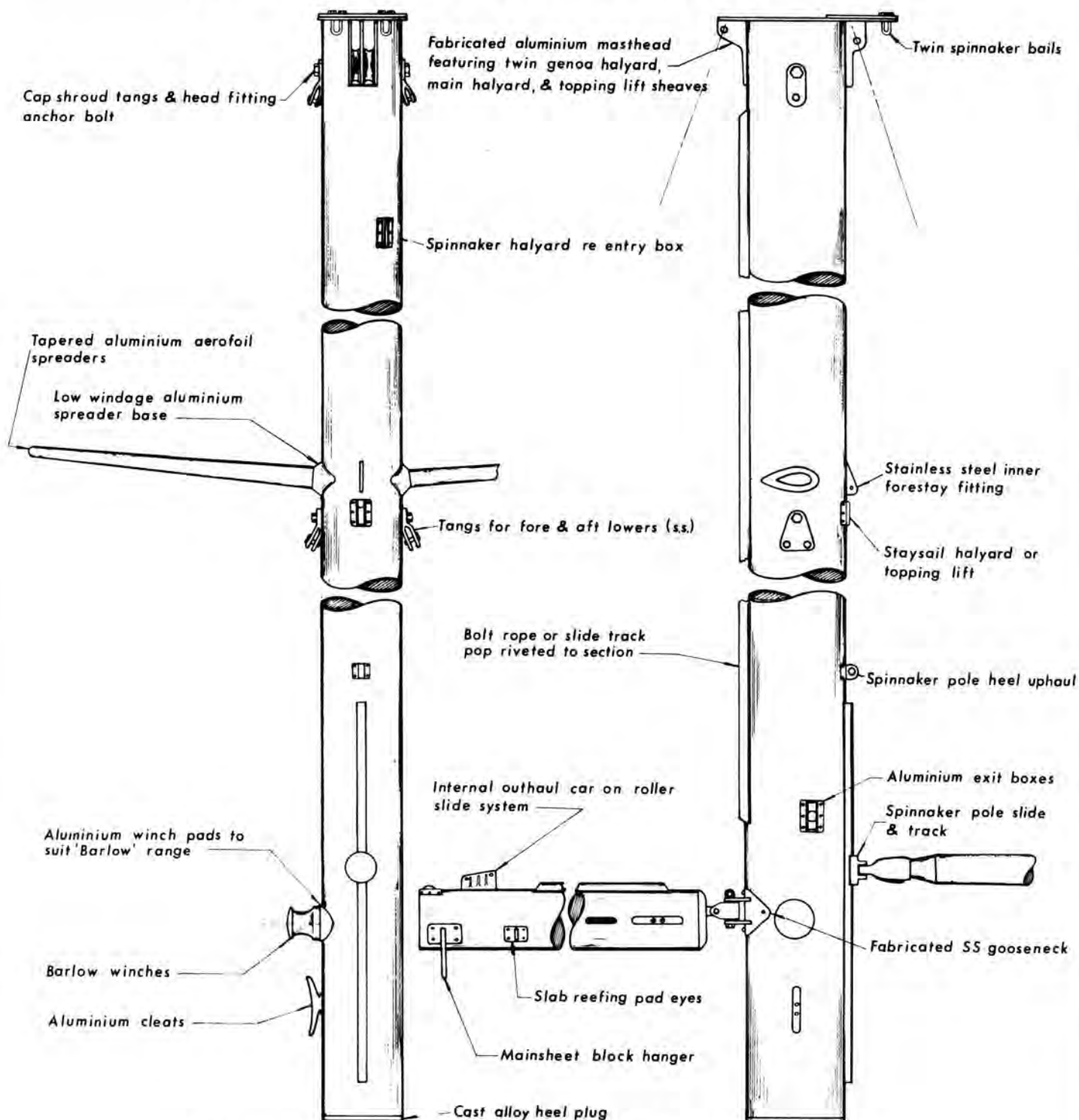
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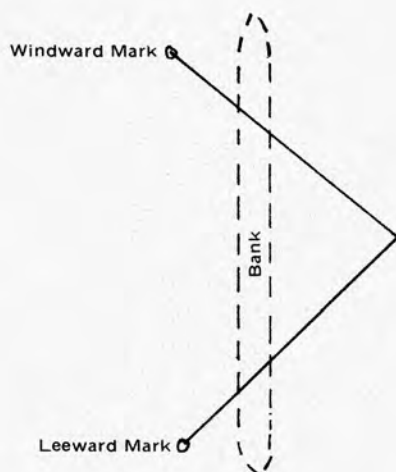
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Watson's Knaviguessing Know-how

How did you go with the Tide Problem? Here is the way I tackled it: — The question was this:



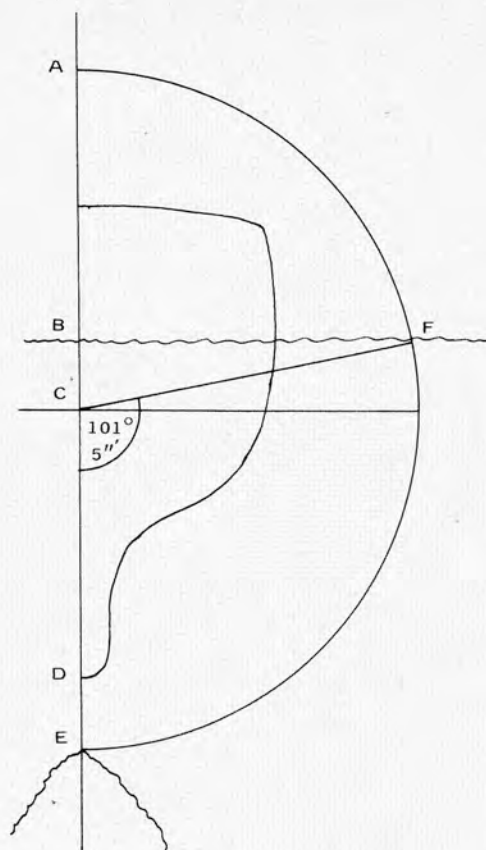
In the picture, we round the leeward mark 2 hours after high water: On the starboard side of the course is a N-S bank which is just dry at low water. If we elect to cross the bank, at what time should we tack so as to have one foot under the keel when we cross the bank on starboard tack. Ignore Set.

(see diagram top of next column)

The semicircle, 180° , represents the duration of the tide, i.e. 6 hours 30 minutes.

E is low water height, when the bank is just dry. BD is the draft, 5 feet. DE is the depth under the keel, one foot. B must be the minimum height of tide for one foot clearance, and angle DCF represents the interval from the time of low water.

Therefore $DCF/180^\circ \times 6 \text{ hours } 30 \text{ minutes}$ is the time interval.



DCF (by construction or calculation) = $101^\circ 5''$.

So, $101^\circ 5''/180^\circ \times 390 \text{ minutes} = 220 \text{ minutes}$, or 3 hours 40 minutes before low water.

We crossed the bank of Port tack 4 hours 10 minutes before LW, so we have 30 minutes left before we must cross on Starboard tack. Assuming constant speed on each tack (we must assume something), we must tack no later than 15 minutes after the first crossing, or, 1435 hours.

How about a celestial problem for the Hobart naviguessers. Earlier this year, two yachts were in the Atlantic Ocean, each in longitude 20°W at sunrise, ea

in longitude 20°W . At sunrise, each took an amplitude, and, although in widely differing latitudes, each had the same true bearing of the sun. If one yacht was in latitude 20°N , what was the latitude of the other?

"Lead, Log and Latitude"

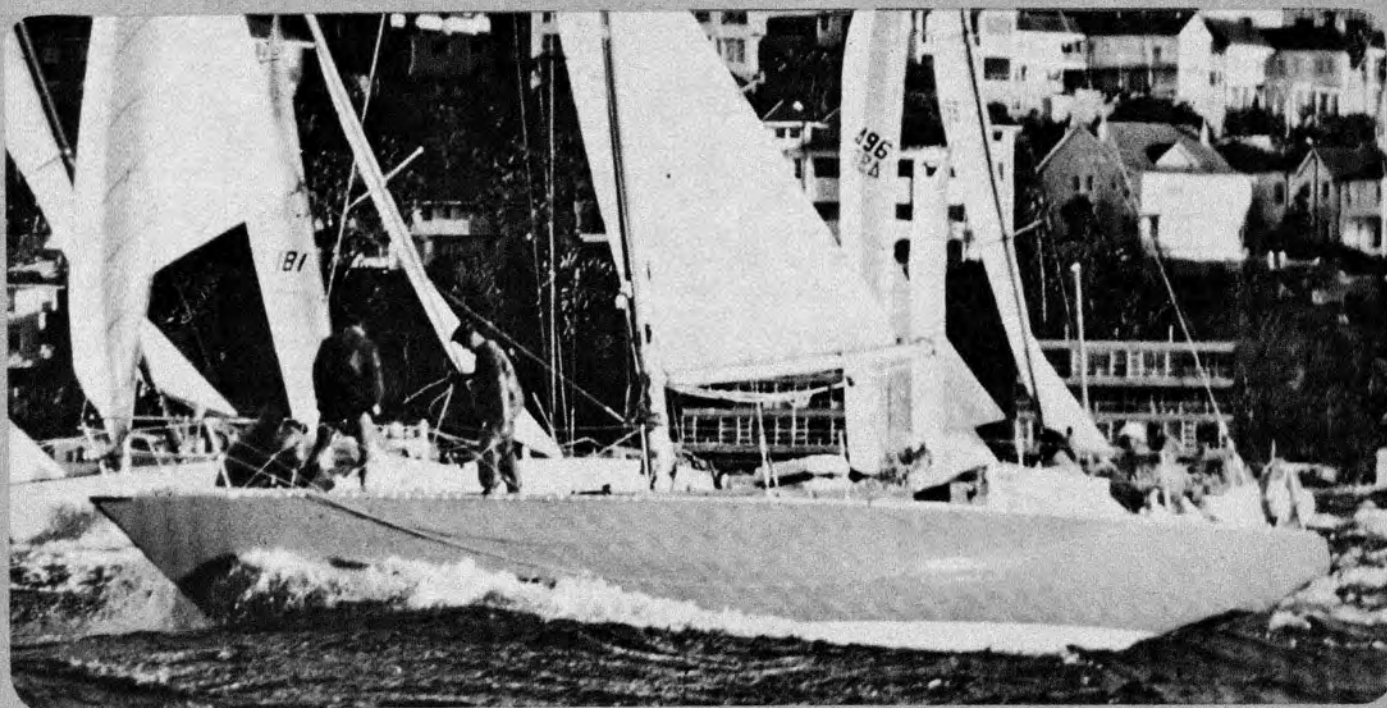
This precept arose during the era when accurate time, (and therefore longitude) was not available. The use of the leadline to obtain a position line when coasting or when approaching land was almost mandatory, even though considerable human effort was required to case and retrieve a deep sea lead. Even Lord Kelvin's patent sounding machine required two men for 15 minutes hard winding in depths of 100 fathoms!

The moral of this story is that the log should be read and a sounding taken (echo sounding, that is) **every time** you obtain a fix or a position line. When only single bearing are available, such as when approaching a light at night, a sounding is probably the best way to estimate your distance off, if there is sufficient gradient on the bottom.

See you in February!

— Hedley Watson

your gear must be faultless ...so must your watch!



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CLUB NOTES

Sailing Secretary's Report

Sometime around August last, certain Club "Prophets of Doom" forecast that the economic situation would have disastrous effects on our list of entries for this season. But I, for one, "buoyed up" by the wonderful air of enthusiasm that carried us through the winter season, was confident that we could and would go on to bigger and better days and we have the figures to prove that the C.Y.C. is still the premier offshore racing club.

As we go to press we have

- (1) 105 entries in the Sydney-Hobart Race
- (2) 11 teams (5 from overseas countries) in the Southern Cross Cup
- (3) on the local scene we saw 82 yachts line up for the start in a race which, at the finish, reminded the race officials of most winter harbour races with 80 boats crossing the finishing line in 60.27 minutes.

This race included the Middle Harbour 1 and 2 divisions, and their presence added to the spirit of keen competition and we welcome them at any time.

I also enjoyed it (not that I saw any of the action after the start, being confined to the radio set at base). My enjoyment came from the fact that it was apparent that the competitors behaved like the gentlemen they are, and no protests were lodged.

You will appreciate that things are busy around here at the moment, so I shall return to the mountains of paper that make up part of our side of the Sydney-Hobart Race.

Good sailing.

— Max Lees

Hobart Program

By the time this OFFSHORE is published, the 1975 Hobart Program will have been on sale for a couple of weeks. I am sure that many will agree that this

is the best edition ever produced.

In previous years the Club has had the program edited for us by professionals, and most satisfactory issues they were. This year, however, the Publications and Communications Committee decided to have a crack at it entirely on their own. A year's planning and hard work went in to achieving the finished result.

Club members might be interested to note some details of the tremendous amount of work this voluntary project entailed from the selection of the printer, paper, sheet size, to the setting of competitive advertising rates and the sale of space. There was a major task of organising and writing the copy and chasing up latecomers (many skippers again did not provide yacht pictures and crew lists!). A great amount of skilled effort was needed to get the publication "to bed", and finally much organisation needed to distribute and sell it. All this was achieved on an honorary basis — an "amateur" effort with a "professional" result.

I wish to acknowledge this help and effort. David Colfelt, our editor, must be singled out for his dedication and creativity. All the other members of the Publications Committee put in many hours, each in their own "specialty". Our thanks to various contributors, in many cases professionals donating their time. Thanks also to Club staff for their vital administrative backup. Wymond Morell, our printers, pulled out all stops to meet our tight deadline, the Ladies Auxiliary for their sales in the foyer and to all others not mentioned above.

This program will be a significant revenue earner; the only acknowledgement we wish is your support in selling as many copies as possible.

Tony Cable,
Chairman
Publications & Communications
Committee

Hot showers provided by ATCO

Two portable buildings providing extra showers and toilet facilities were hoisted by crane into the C.Y.C. this month.

The Club is extremely grateful to ATCO STRUCTURES PTY LTD, the largest builder of transportable accommodation in Australia for making these units available free of charge

during the Southern Cross Series.

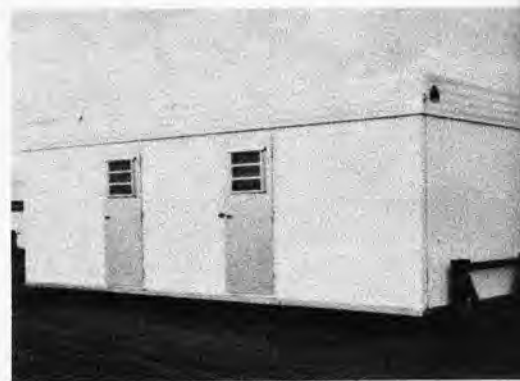
Mr Laurie Philpott, Leasing Manager of Atco Structures pointed out that the Company has over 900 buildings in its rental fleet and is the only Company in Australia offering rental of these buildings on a national scale.

The Adelaide plant has a capacity of 90 units per week on production line techniques and with a complete design section, large projects can be specially designed to meet the requirements of workforces in any environment.

Export orders in South East Asia and the middle east have earned Atco an Export Award and a reputation for supplying major projects with workforce accommodation in almost inaccessible locations.

Atco has sales offices in Adelaide, Melbourne, Darwin and Sydney to service customers requirements. In addition Site offices built by Atco are leased to Client's through the firm of Wreckair Pty Ltd.

Those who are familiar with Atco buildings on minint sites and construction projects in remote inland areas will welcome their presence on the waterfront with the thought of a hot shower after a hard race.



City Ford Sponsors Southern Cross Cup

City Ford, The Sydney car retailer, announced its sponsorship of the Southern Cross Cup series at a press reception at the CYC in October. The sponsorship is the second secured by the Club to help meet the costs of conducting its major international racing. TAA's sponsorship of the Hobart Race was announced previously.



The man at the helm of City Ford, Neville Ham, is a keen yachtsman and member of the Club. Last season he campaigned the Quarter Tonner, *Intention*. Just now, he is between boats but taking a keen interest in the fortunes of the 18-footer *City Ford*, sailed by Ron 'Wrecker' Johnson.

The City Ford sponsorship will enable a very complete press coverage to be given to the three races of the Southern Cross series preceding the Hobart.

A press centre, headed by Bob Ross, will be established at the Club from which results and race descriptions will be transmitted to newspapers, radio and television stations.

City Ford is providing two press boats — one a fast planing 26-footer for cameramen chasing deadlines; a slower one for reporters intent on watching the whole race.

At the press reception announcing the City Ford sponsorship, Commodore Joe Diamond thanked Neville Ham and City Ford. He said that the continued success of ocean racing was assured by such generous sponsorship help.

OFFICIAL ANNOUNCEMENT

Middleton Reef Shipwreck Supplies

The Gosford Aquatic Club announces that it has placed the following supplies on the wreck of the *Fuku Maru* on Middleton Reef, latitude 29° 28' south, longitude 159° 05' east, 115 miles north of Lord Howe Island:

- emergency food rations
- flares/rockets
- medical supplies
- water and water catch equipment
- fishing tackle
- hand operated radio transmitted
- blankets and roping

The wording "Food — H2O" is painted in large letters on the wheel-house and the reef side (eastern) hull of the *Fuku Maru*.

The Gosford Aquatic Club undertakes to check and/or renew the supplies annually after the Club's Lord Howe Island Yacht Race.



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MARINA NEWS

by Jack North

In February 1974 *Tama Hoi* called in on her way from Adelaide to the Barrier Reef and a lot of other places; her crew were Rowly and Anna Taylor and their fifteen month old son, Monty.

Well, the voyage is almost completed with a few alterations. For a start they sold *Tama Hoi* in Sydney and purchased *Paroa*, a ketch with a clipper stem and canoe stern. Wooden hulled and designed by D. Cox in New Zealand, *Paroa* is 39 feet by 11 feet and draws 5ft 6 ins. She was extensively altered in Brisbane before the Taylors bought her in Sydney.

After sailing to Southport, crossing the Southport bar to get there, they cruised onward to the Barrier Reef and Samarai. Christmas 1974 saw them in Rabaul, before continuing to the Solomons and New Hebrides. Names like the Loyalties and Vila appear on the list of ports visited. On Wednesday 29th October *Paroa* was back in Sydney after a twenty day passage from Noumea. Calms and wild westerlies accounted for her slow time.

Monty Taylor, now aged three, having spent more than half his life at sea in small ships, has thrived on it. According to his mother he delights in storms and insists on everyone coming on deck to look at an especially big approaching wave.

Rowly Taylor advised that *Quest*, also a past marina visitor, was in Vila while he was there and *Crusader* with her dogs and parrots is in Indonesian waters, heading for Singapore.

Catriona, built for Mac Brown, sailed her first Hobart race in 1956 and competed in the following years while he was Commodore of the C.Y.C. In 1964 she raced as *Phyllis Graham* under the ownership of Dr Russell Roxburgh.

Designed by Laurent Giles as a yawl she did all her racing, except for her

first Hobart race, as a cutter. However she was yawl rigged again for her round-the-world voyage which ended when she sailed through Sydney Heads on 18th October last.

Crewed only by Russell and his wife, Phyllis, the yacht arrived in Newlyn, Cornwall, on 13th May 1974, just twelve months to the day after leaving Pittwater. Ports on the way included Darwin, Durban, Capetown, St Helena and the Azores. The return passage which commenced on 17th September, 1974 was by way of the Panama Canal, the Galapagos and Tahiti.

The 28 foot sloop *Sachikaze* was built in Manilla by a Japanese firm to a Vanderstat design. On 11th May 1975 she sailed from Kokura city in the Japanese island of Honshu, bound for Sydney. Calling in at Saipan, Guam, Ponape, Kusai, Nauru, the Ellis Islands, Fiji and Noumea, the yacht tied up at the marina on 11th November last. The fact that this was Remembrance Day and a day of exciting things in Canberra was probably coincidental; the happy crew of five have no set cruising plan. The crew includes skipper Yuzo Ohira and his wife Sachikaze after whom the

boat is named. The name also means Happy Wind or Fair Wind.

As looking after the varnished topsides became a bit of a bugbear, the yacht will be painted in Sydney. She is powered by a Yanmar YS8 and the number JH6 QYS on the coachhouse is her radio callsign. As I have seven words only of Japanese, and these include numerals one to five, the interview would have been a bit stilted if the crew between them hadn't mustered quite a vocabulary of English.

Ice Bird which left the marina in October 1972 to circumnavigate Antarctica is now back in Sydney, under new ownership. Her story is well known and in any case David Lewis has written a book about his voyage. This book, I think, will be a 'must' for every yachtsman's library.

Ice Bird is remembered as being Peter Cosgrave's *Teriki* prior to her sale to David Lewis. David is said to be planning another mighty voyage, this time between Hawaii and Tahiti, in a double canoe and in the track of the early Polynesian navigators.





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| L.O.A. | 29.730 feet |
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| Draft | 5' 4" |
| Sail Area | total approx. 500 sq. ft. 100% Fore Triangle—390 |
| I.O.R. Rating | 21.7 feet |
| I | 38 feet |
| J | 12' 6" |
| E | 9' 6" |
| Ballast Weight | 3,820 lbs. lead |



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