

OFFSHORE

NUMBER 33

DECEMBER 1976 — JANUARY 1977

PRICE 50c*



Registered for posting as a periodical — Category B.

WIN A LUXURY YACHT

ADMIRAL'S CUP ART UNION

THE PRIZE: A BRAND NEW SAVAGE DEFIANCE CRUISING/RACING YACHT 30FT

[9.15 metres] overall complete with teak-finished cabin and galley, seven bunks and a separate forward cabin.

THE YACHT YOUR WIFE WILL WANT TO OWN!

As the number of tickets is limited, send for your tickets immediately to ensure that you have a chance of winning this superb fibreglass yacht built to the world-leading Sparkman & Stephens design. Worth over \$35,000 at the time of the art union launching, the Defiance yacht has been selected and recommended by the Technical Committee of the Australian Admiral's Cup Challenge 1977. The cruising version of the basic Defiance racing yacht has been developed to provide a fast family cruising sail boat of luxurious finish that can be safely sailed away for a year and a day.

TICKETS \$50



ONLY 2,500 TICKETS

We thank you for your support in helping to send the Australian team to Cowes for the 1977 Australian Challenge for the Admiral's Cup.

Promoter: Andrew G.S. Gibbons
Art Union Committee: N.B. Rydge Jr. Commodore G. Evans, S. Fischer,
P. Kurtz, B.C. Psaltis,

TO ADMIRAL'S CUP ART UNION
c/o ANDREW GIBBONS PROMOTIONS PTY. LIMITED,
24 BAY STREET, DOUBLE BAY, N.S.W. 2028
Telephone: 02-32 9966-7

Please forward me tickets in the 1977 Admiral's Cup Art Union.

My cheque for \$ is enclosed.

Name

Address

Telephone: Day Evening

Cheques payable to Admiral's Cup Art Union

OFFSHORE

Number 33

December 1976 – January 1977



Cover: The concept of the sailing life raft seems, on limited experience, popular with yachtsmen and unpopular with rescue authorities, a subject raised by the recent C.Y.C. life raft exercise which will warrant further discussion. Read about this and more about life rafts in our special story, pages 2-9 this issue.

Photograph by David J. Colfelt.

FEATURES

The C.Y.C. life raft exercise	2
Use of the heliograph	10
The days of wooden ships and iron men	12
The Hobart: picking a winner	21
Biggles' Column	27
Those wonderful men in their mark-laying boats	28
The Gretel II America's Cup challenge	30

OBITUARY

Farewell to a departed friend	24
-------------------------------	----

RACING REPORT

The 1976 Lord Howe Island Race	32
The first Lord Howe-Coffs Harbour Race	34
The Noumea Race 1977	34

TECHNICAL

Watson's Knaviguessing know-how	36
---------------------------------	----

CRUISING

The C.Y.C. Cruising Division is airborne	37
--	----

BOOK REVIEWS

38

CLUB NOTES

38

MARINA NEWS

40



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

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

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

Editor: David J. Colfelt

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

*Recommended price only





THE C.Y.C. LIFE RAFT EXERCISE

On October 27th 1976 the C.Y.C. in co-operation with three life-raft Companies — Beaufort, Avon and R.F.D. — conducted a survival exercise seven miles off Coogee. In conditions that were 'just short of dangerous' — in other words, ideal conditions for the exercise — seven rafts were launched. Two overturned in the confused and choppy seas whipped up by 25 kt. sou'westerly winds.

Much publicity both in lay and yacht ing press has been given the event. On the following pages we present the Official C.Y.C. Report of the exercise, by Gordon Marshall, and the experiences of one of the 'guinea pigs', told by Jerry Humphrey. Much of what there is to say about it all is said somewhere in these pages.

After the exercise, there was discussion of life raft comfort and safety. Life rafts are built to be as inexpensive as possible (whilst meeting standards) in order to make them accessible to yachtsmen (and saleable by the Companies). Unless pressure is brought by yachtsmen on the standards-setting authorities — in this case the A.Y.F. — to raise standards, then what may be seen as deficiencies are likely to continue. This is a natural economic phenomenon, and raising life raft standards poses a vexing trade-off question. Any life raft is probably better than none at all.

The publicity attendant the overturning of two rafts, both R.F.D. rafts, a fact which may well be statistically insignificant, has unfortunately attracted a lot of contorted lay press. This has upset the raft Companies (which suffer together). They donated much to the exercise and correctly point out that the rafts were not being operated according to instructions, i.e., no drogues, when they overturned. The adequacy of the pre-exercise briefing has drawn fire from both Companies and some participants.

The overturning was probably fortuitous. It has raised questions about the function of drogues — to provide stability? to arrest drift? to provide rather acute discomfort? — and a thorough going-over of this issue seems necessary if only so that clear understanding can be given all yachtsmen.

And the question of the sailing raft, not an unrelated matter, also comes under scrutiny — man and his individual right of destiny versus the complexities of modern society and search and rescue. Which one poses the greatest likelihood of survival in a life raft at sea?



OFFICIAL REPORT

by Gordon Marshall
Chairman, C.Y.C.A. Sailing Committee

On Sunday 10th October 1976 the C.Y.C.A. held a liferaft exercise outside Sydney Heads, and the following report gives details of the operation.

At 0500 hrs on 10th October 1976, the officials and participants began to arrive for the briefing, planned to precede the exercise.

At 0515 the roll was called and, having determined those applicants absent, the final distribution of personnel in the rafts and their allocation to the embarkation vessels was decided as follows:

Escort Vessel	Raft	Occupants
<i>Onya of Gosford</i> (Skipper, P. Rysdyk)	Raft 1 (6-man R.F.D.)	6 males
	Raft 2 (4-man R.F.D.)	3 males, 1 female
<i>Patrice III</i> (Skipper, P. Green)	Raft 3 (10-man Beaufort)	9 males, 1 female
<i>Love & War</i> (Skipper, P. Kurts)	Raft 4 (4-man Avon)	4 males,
	Raft 6 (8-man R.F.D.)	7 males, 1 female
<i>Marabou</i> (Skipper, K. Storey)	Raft 7 (5-man Beaufort)	4 males

Raft Captains were nominated as follows:

Raft 1	Mick York, Engineer
Raft 2	Felix Huber, Medical Practitioner
Raft 3	Barry Russell, Marine Biologist
Raft 4	Michael Henderson, Medical Practitioner
Raft 6	Bruce Walpole, Geologist
Raft 7	Gordon Marshall, Engineer, CYCA Rear-Commodore

Note

Raft 5 (7-man Beaufort) was withdrawn from the exercise since 7 applicants failed to arrive by briefing time.

Total number of participants allocated to rafts at embarkation time: 36, including 3 females.

The briefing by Gordon Marshall, CYCA Rear-Commodore followed.

The purpose of the exercise was enumerated in detail with stress on the need for ocean-racing yachtsmen to gain experience in life raft drill.

All occupants were checked for lifejackets and, where necessary, these were issued.

After a short question-time the group broke up and proceeded to their respective launch and recovery vessels, departing the C.Y.C. marina at 0615.5.

Marabou, the Committee vessel appointed for the exercise, led the group through Sydney Heads and steered a SE. course to a point approximately 7 miles due east of Coogee, where she stood by waiting for all vessels to gather.

At 0845 *PeterLyn* (Skipper, M. Dan) carrying photographers, representatives of the Press, and George Barton, C.Y.C.A. Sydney-Hobart Yacht Race Director, joined the group and made up the full complement of vessels engaged in the exercise. At this time the wind was SW. at 25 knots, and an 8' to 10' sea was running.

Whilst the conditions were rough, Gordon Marshall did not consider that they warranted aborting the exercise. Each Raft Captain was allowed to make his own decision whether launch or not, and each was told that he should feel free to exercise his choice without embarrassment. Gordon further advised that he had decided to launch raft 7.

One Raft Captain exercised his option to withdraw (Raft 2, on *Onya of Gosford*).

At 0900 Raft 1 was launched, followed in the next 30 minutes by Rafts 4, 6, 3, 7, in that order. The launches were all successful, all inflations were good, and all occupants boarded without incident. On the launch Raft 7, Keith Storey on *Marabou* took complete control of the operation.

Seasickness in the rafts and on the vessels standing by had now become prevalent, though the motion of the rafts seemed much less severe than the vessels.

Of the 5 rafts now in the water, walkie-talkie contact was established by *Marabou* with only three rafts, No. 1, 6 and 7. These three were instructed, during the first two hours, to go through flare and smoke drill.

By 1030 Raft 7, the 'sailing' raft, had overcome the initial difficulties in rigging its sail and had began to move out of the general company of the other rafts on a course angling towards the coast.

At about 1130, Raft No. 1, now with 5 occupants (one serious sea-sickness case having been recovered by the escort yacht) capsized. The occupants righted the raft and re-boarded.

At about 1200, Raft No. 6 capsized. It was righted and re-boarded.

Recovery of these two rafts by the escort yachts was then effected, and the exercise was continued with Rafts 3, 4, and 7.

At 1500 a decision was taken to terminate the exercise, probably predicated by the high proportion of sea sickness amongst all of those involved in the exercise, and Rafts 3 and 4 were recovered. Raft 7, now close inshore at Dee Why, was the final recovery at about 1600.

The escort vessels and *Marabou* made their way individually back to the C.Y.C.A. and a de-briefing was commenced at 1830.



The C.Y.C. life raft exercise

Debriefing

Each Raft Captain was individually asked to report on the activities of his raft.

Raft 1 (Mick York)

A 6 man R.F.D., launched with 6 occupants, 1 person was sufficiently seasick to warrant transfer back to recovery vessel. Mick observed that the conditions were good for a test exercise.

The raft capsized at approximately 1130 with 5 people on board. It was easy to right and easy to re-board. Some gear was lost, including 2-way radio.

At the time of capsize, crew were relatively comfortable, morale was good, there was no anticipation of imminent capsize, and the raft was in fair trim. The drogue had been tried but caused uncomfortable jerking and spinning of the raft. It had been shipped prior to the time of capsize.

General remarks:

- Canopy should have pockets for secure stowage.
- Barley sugar badly packaged
- No tin opener for canned water.
- Couldn't read instructions for heliograph.
- No inflation instructions on board.

Raft 3 (Barry Russell)

A 10-man Beaufort launched with 8 occupants of whom 6 became seasick, though all saw the exercise to completion.

Barry reported that the lack of stowage facilities was very evident, but otherwise his crew morale was good (considering the seasickness), and they felt quite confident of the security of the raft.

Raft 4 (Michael Henderson)

A 4-man Avon launched with 3 occupants, one of whom became seasick. Michael reported no instructions on board. Two can openers had punctured some of the packages. Better stowage was felt to be urgently required.

He reported that raft to relatively dry, though uncomfortable when using the drogue. His crew felt confident and secure.

Raft 6 (Bruce Walpole)

An 8-man R.F.D. launched with 4 occupants, two of whom became seasick, one being transferred back to the launch vessel.

They capsized at approximately 1200, but, at the time, the three occupants felt comfortable and secure.

He reported the puncture type can openers not suitable, in fact dangerous; there was no bailer on board and no instruction sheet. They found the drogue caused uncomfortable raft motion and they finally lost it when it carried away.

One flare did not operate; another tended to burn the hand of the operator. Though only 3 persons were on board at the time of capsize, they were evenly dispersed. The raft was easy to right after capsize, and easy to re-board. They lost equipment, including their two-way radio, whilst capsized.

Raft 7 (Gordon Marshall)

A 5-man Beaufort launched with 4 occupants.

This was a rectangular, round-ended raft equipped for sailing. After launch, an hour was spent attempting to sail the raft as rigged. It was finally decided that the keel/skeg arrangement precluded the raft's sailing in the direction intended, and the mast (now shortened 4' due to damage) was resteped near the centre of the raft instead of at one end and re-rigged accordingly.

The raft was then comfortably controllable and progress was obvious. It quickly sailed away from the area of launch and, notwithstanding the offshore component of the wind, (SW) they were able to prevent the raft from blowing out to sea.

At about 1100 hrs. the wind direction moved nearer to south and they were then able to close on the coast. At 1200 they were off the Heads with a course suggesting a landing on Dee Why beach. They were in continuous two-way contact with *Marabou* who, in turn, was accurately plotting the sailing track.

Celestial navigation was conducted using a plastic sextant on transferred sun sights, and an observed position was achieved within 10 miles of actual position. In the rough conditions this was considered satisfactory.

The raft was comparatively dry, and on only 3 occasions did it ship water. At all times the crew felt safe and secure.

At approximately 1530 when about one mile off Dee Why beach and obviously in a situation where a landing was possible, they jibed the craft and set a new course to clear the end of Long Reef, intending to re-jibe into its lee, then to paddle ashore. Before this was effected, *Marabou* reported all other rafts recovered and a decision was taken to terminate the voyage.

Subsequent examination of *Marabou's* plot of the track showed that the raft, without its skeg/keel was capable of a course down-one-knot current in winds that varied from 25 knots at the beginning of the exercise to 15 knots at the end.

The raft, without its skeg/keel, was capable of a course downwind 30° each side of the wind direction. Thus a course choice of 60° downwind was available.



General observations

1. Visibility of rafts from surface vessels in rough conditions was extremely limited.
2. In future exercises, better communication could be achieved by using each escort vessel as the contact with the rafts and allowing the Committee vessel to exercise an overall control of the operation.
3. Relatively rough conditions are essential for an effective exercise, but, anticipating this to be the case, each escort vessel should be responsible for only one raft.
4. The communication problem due to the heavy weekend traffic on 2524 was very evident. Future exercises should use walkie-talkies.



Marabou plows to the launch site

Conclusions

The Yachting Association of N.S.W. should be supplied with this report and any other available information from the exercise so that their Safety Committee may investigate and advise. Some of the aspects they should investigate are as follows:

1. Is the capsize of rafts in the conditions prevailing during the exercise inevitable? If not, what contributed to the capsize of two rafts out of five.
2. Does the use of drogues contribute significantly to the security of a raft in rough conditions? If so, this should be made clear to all yachtsmen since, up to now, their use has been understood to be limited to arresting drift.
3. If capsize is to be accepted as a likely possibility, what steps can be taken to prevent the loss of equipment from the raft?
4. Since it seems likely that rescue will be initiated by aircraft sightings, does the use of miniature emergency transmitters become desirable?
5. Should more experiments be conducted with variations of the sailing raft in order to determine the optimum sailing performance?
6. Is there any advice available regarding seamanship in a raft which may contribute to limiting capsizes, especially bearing in mind the lowering of the endurance and morale of occupants who may be continually emptied into the sea?

Finally, the C.Y.C.A. wishes to freely offer its services towards any investigations or experiments the Yachting Association's Committee may desire, in the hope that a better understanding of the factors involved in safer rafting emerges.



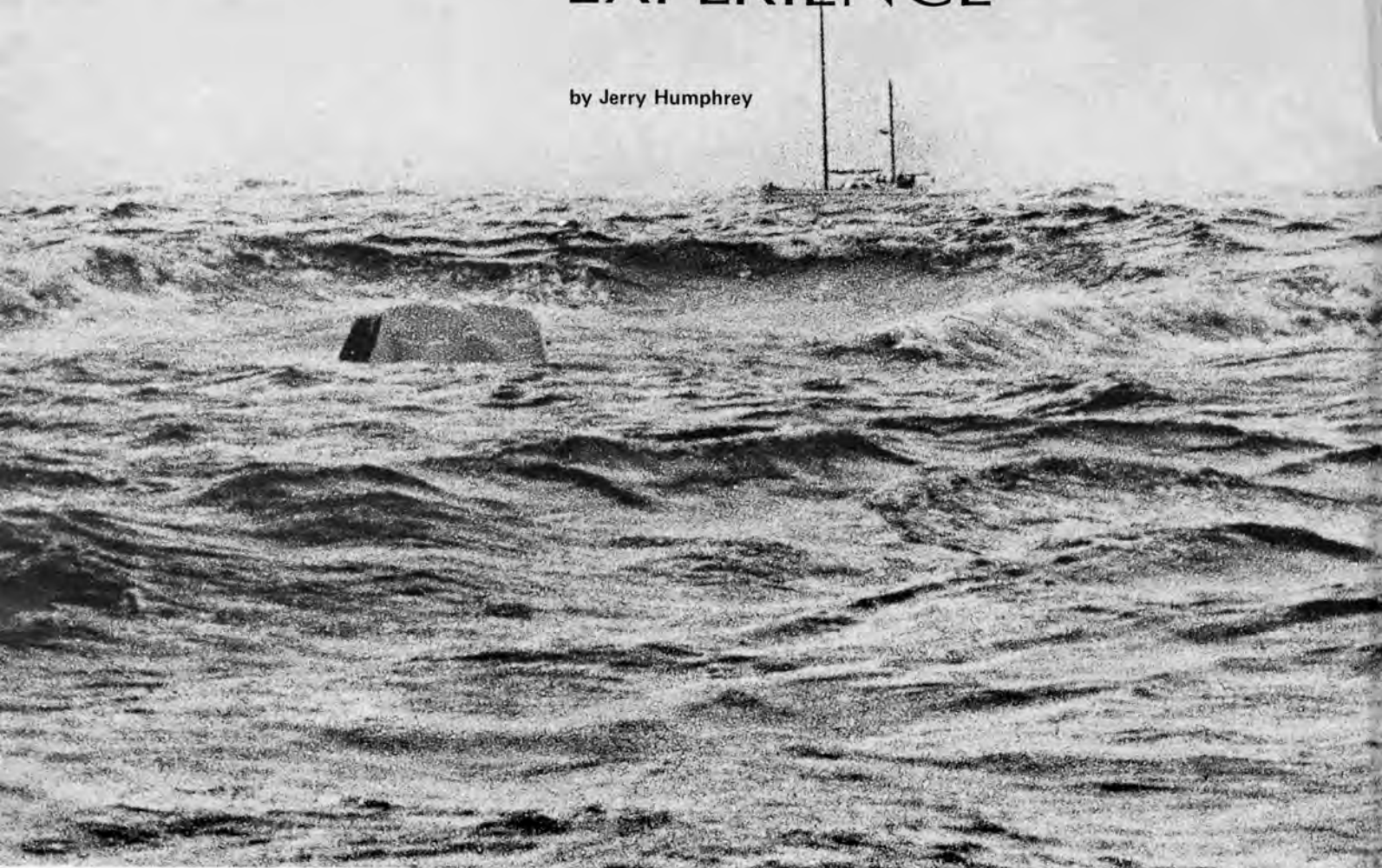
The landing platform of a motor vessel can be wet . . .



. . . and a hazard to a life raft at sea.

ONE GUINEA PIG'S EXPERIENCE

by Jerry Humphrey



I was one of fifty-odd guinea pigs in the life-raft exercise. Eight of us slopped around for 7 hours in a Beaufort 10-man raft. When finally picked up by *Patrice*, we unanimously agreed that we had rocks in our heads for volunteering for this exercise in discomfort. Now, three weeks later, I've decided that it really was great experience and will volunteer for the next exercise.

Conditions for the exercise were ideal — wet, cold and miserable. Rough, irregular seas, whipped up by a 25 knot SE. wind, tested rafts and crew. The guinea pigs were well briefed and prepared — good wet weather gear, boots, caps, woollen underwear etc., and prophylactic seasickness tablets were by the cautious. We were psychologically prepared for an unpleasant eight hours, and we were ready to tough it out.

With eight people jammed into a 10-man raft, we stayed reasonably warm, although the outside temperature was about 12°. The flap over the windward opening of the canopy was kept closed most of the time, and only one or two of the breaking seas penetrated the raft. This water was easily mopped up with the sponges supplied. The closed canopy and the double bottom kept us relatively dry and

warm, and the exercise would almost have been enjoyable but for the incredible motion of the raft.

Following the manufacturer's advice, the drogue was used continuously. The drift of the raft was certainly checked, but the raft tended to snatch and yaw violently in a 120° arc about the sea anchor. This, combined with the unceasing flexing and heaving of the raft floor, induced nausea and vomiting in six of the eight crew. Most claimed that they had never been seasick before. The violent and completely unpredictable motion was best described as like riding a waterbed in a huge agitator washing machine. The raft rode the seas well and always felt safe. Two other rafts not using drogues capsized without warning. The crews on these rafts had discontinued use of the drogue because of the severe yawing and up to the time of unexpected capsize felt that the rafts were handling the seas comfortably and safely.

On our raft, as the hours dragged by we became more and more lethargic. There was little conversation and certainly no card games or sing-songs. After seven hours, despite our detailed physical and psychological preparations, we were apathetic and very anxious to get off. It was then easy to

appreciate the importance placed by survival experts on the necessity for a positive mental attitude and a strong will to survive.

Squeezed together in the cold, bobbing raft, it was extremely easy to imagine that this was not an exercise but was the real thing, and you begin to wonder about the seaworthiness of your yacht, your liferaft and safety gear and of yourself. The most alarming and depressing thought was that we were drifting helplessly and were completely and utterly dependent on being sighted and picked up by others.

Thinking rationally, if we had foundered somewhere on a busy airline or shipping route, if a long 'Mayday' signal had been transmitted and received, if weather conditions permitted an intensive and prolonged air and sea search, if the castaways remained alert and optimistic and did not close the canopy flaps and sleep — assuming all this, one can easily imagine that the raft would be found in two or three days.

Then as *Patrice* tears past and quickly disappears from view, you realise that you could easily sink in some unspoiled corner of seas, far from commercial traffic, and you realise that this standard raft has no radio transmitter, no radar reflector, no strobe lights or beacons, that the only vitals are water and barley sugar, that flares are notoriously unreliable, and that in these five-foot seas the approximately four-foot-tall raft can only be seen from boats passing within 100 metres.

You also remember that the raft is designed to stay in the one spot and that unless your 'Mayday' is heard or some vessel stumbles upon the raft you are destined to starve to death in this unsinkable, unmanoeuvrable platform.

These unpleasant daydreams remind you that if you choose to go to sea then your safety and survival depend on your own efforts and planning. This planning for survival should be based on

- Ways to prolong survival time in the raft
- Ways to enable searchers to pinpoint your position
- Need for a sailing life raft
- To abandon ship only as a last resort

The equipment provided for ocean racing yachts is not as comprehensive as that on rafts used by the Navy or by airlines. The Beaufort representative pointed out that yachtsmen can only expect to get what they pay for. Additional survival gear could easily be stored in a panic kit attached to the raft. Suggested equipment is as follows:—

E.P.I.R.B. — Emergency Position Indicating Radio Beacon, or other transmitter, sending signals on the internationally monitored emergency channels.

Radar reflector unit or tape.

Water, food, fishing lines, solar still, flares, strobe light, heliograph, charts, knives etc.

Beaufort demonstrated a four man sailing raft:— the mast and sails were easily rigged, the raft made three knots and could be sailed at about 60° off the wind. The crew were extremely pleased with her performance and this type of inflatable life raft offers many advantages to the cruising sailor.

The exercise was a very valuable experience for all participants. I suggest that you enrol now for the next exercise — its an experience you shouldn't miss.

OFFSHORE — December 1976/January 1977



THE USE OF A HELIOGRAPH

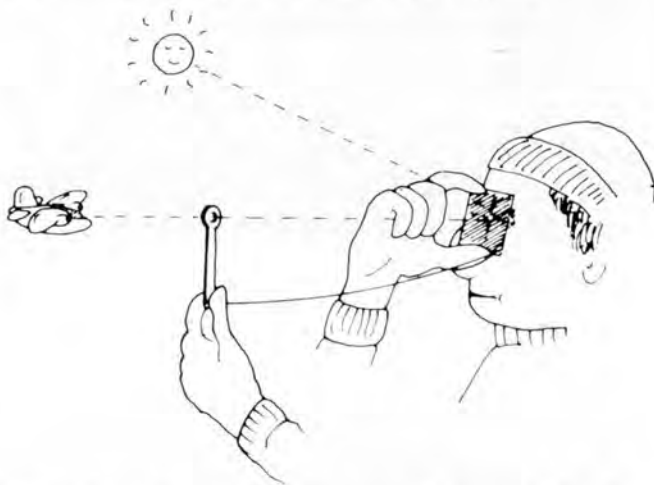
a Department of Transport Safety Education Article

The value of a heliograph as a means of attracting attention is often overlooked.

For those who are not familiar with the term, a heliograph is simply an instrument which reflects the sun's rays and can be used for attracting attention.

When used properly it can transmit a flash of sunlight over remarkably long distances; aircraft have observed heliograph flashes at heights of 30,000-35,000 feet, and a flash from an improvised heliograph, in this case a tobacco tin at a height of fifty feet, has been sighted at a distance of fourteen miles.

The heliograph usually supplied as part of survival equipment consists of a metal mirror with a 5 mm. hole and a separate sight attached to the mirror by a short cord. The mirrored surface of the instrument may have crosslines or concentric circles scored on it to assist in directing the reflection onto the sight. The sight is held in one hand about fifteen centimetres from the eye and in line with the target. With the other hand the mirror is held close to the eye and tilted until the sun's reflection appears on the sight. The reflected sunlight is then on target and slight movements of the mirror will appear as flashes to the observer.



At some angles between sun, observer, and target, it will be obvious that a reflection cannot be trained; this will be particularly evident when the observer is facing the target and the sun is behind him.

An advantage of attracting attention by the sun's reflection is that, in the absence of the properly-designed instrument, a heliograph can be improvised out of the bottom of a tin or

any similar piece of flat reflective material. Simply use the fingers of one hand to form a circle for your sight and direct the sun's rays through to the target.

If you are adrift and need to attract attention, it's worthwhile flashing along the horizon even if there is no evidence of a ship or aircraft in the vicinity. The chances are that, if you are known to be missing, someone will be looking for you, see your flash and investigate. Similarly if you can hear an aircraft but cannot see it, flash the heliograph at the sound; chances are that the pilot will see the flash. Remember **to stop flashing as soon as your signal is acknowledged**; imagine the sun being trained into your eyes, and you'll know how the pilot feels.

Whilst the heliograph is recognised as a simple and effective device, its use is limited to sunlight conditions.

PAY LESS FOR YOUR GOLF EQUIPMENT

TRADE-IN unwanted golf clubs for the most up-to-date equipment. We trade in golf equipment, fishing tackle, rifles, shotguns, binoculars, bowls and other saleable goods. Highest trade-ins allowed. Easy terms available.

THE GOLF HOUSE



220 ELIZABETH ST.,
SYDNEY, N.S.W.
PHONE 212-1449

*For Personal Attention
and Expert Advice ask for
ROBBIE LANDIS*

survive on inflation with **Beaufort**

Hundreds of seamen, aircrew, and yachtsmen already owe their lives to Beaufort inflatable liferafts, available in 'Dolphin', 'Porpoise' and 'S.O.L.A.S.' models to suit the needs of commercial and pleasure vessels.

All Beaufort liferafts feature two separate buoyancy tubes, canopy, water stabilizer pockets and drogues, plus a range of survival equipment required by the various authorities. The new 'Dolphin' 4, 6 and 8 man range is specially designed to meet the pleasure boat, A.Y.F. and Coastal regulations in temperate waters, at two thirds the cost of conventional models. Beaufort rafts are manufactured in Australia and are backed by approved Beaufort Service Stations around Australia and the Pacific.

Beaufort inflatable lifejackets have 35 pounds of buoyancy, are unobtrusive and comfortable, and are capable of being stowed in small spaces. They are A.Y.F. approved.



4 man DOLPHIN (4D)
(from \$575)

inflatable liferafts and lifejackets

Also available are inflatable boat rollers, fenders, and marker buoys, plus a range of survival items

play safe with **AG**

Beaufort

Allied Polymer Group

Distributed by: BEAUFORT DISTRIBUTORS

N.S.W.
1 Cross Street
Brookvale
N.S.W. 2100
Phone 939 1166

VIC.
444 Geelong Rd.,
West Footscray
VICTORIA 3012
Phone 314 6822

QLD.
Geo Pickers & Co.,
Lytton Rd
Colmslie
BRISBANE
Phone 95 2044

TAS.
R. R. Rex & Son
31-35 Morrison St
HOBART 7000
Phone 23 2711

S.A.
E. J. Milde & Co.,
176 Tynte St
NTH ADELAIDE 5006
Phone 267 4611

WA/NT
12 King Edward Rd
Osborne Park
W.A. 6017
Phone 46 8022

and most Marine Dealers

NOTHING BUT BOATING BOOKS

BOOKS ABOUT: • SAILING
• NAVIGATION • BOATBUILDING
& DESIGN • CRUISING TALES
• FISHING • CANOEING
• NAUTICAL HISTORY • ETC, ETC,
ETC.

OVER 500 TITLES IN STOCK!

Write, phone or call for Free Book List.
Mail Orders & hard to get orders a specialty

THE SPECIALIST LIBRARY

Sydney: Corfu House, 35 Hume Street,
Crows Nest, 2065

Telephone: 439-1133



TOM MORRISSEY
and STAFF . . .

of

"SEGRAVES"

AUSTRALIA'S FOREMOST
YACHTING UNIFORM SPECIALISTS

offers to all boating personnel
a complete

AQUATIC CLUB CLOTHING SERVICE

Stocks of Bermuda Jackets with Club pockets, Cream Trousers, White Uniform Shorts, Shirts, Stockings and Shoes, Caps with Club Badges, Sailing Waterproof Jackets and Formal Wear (Mess Jackets with Club Buttons and Epaulettes, Dress Trousers and Accessories; readily available.

BE CORRECTLY DRESSED

SEGRAVE PTY. LIMITED

810 George Street, Sydney. — 212-4988, 212-4576

"SEGRAVES" have opened another shop at
136a Liverpool Street, Sydney.
(opposite Mark Foy's Steps) 'Phone 61-8225.

Special Discount to bona fide members of registered clubs.



HOBART: THE DAYS OF WOODEN SHIPS AND IRON MEN

by Mick York

I joined the 64ft. gaff schooner *Mistral II* in 1946 for that year's Hobart Race. Previously she had competed as a square rigger, and we converted her to the modern rig with her first spinnaker.

I spent four years with this ship, and during this period a group of five very keen ocean racing men formed the nucleus of the fifteen crew who raced her.

These were the days of wooden ships and iron men. We were all using cotton sails, grass ropes and no winches; all pulley hauling work was done with block and tackle, and we carried twelve handy billies on board for this purpose. All blocks were wood, and there were over 60 of them which had to be varnished each winter. During races the watch off spent almost the whole time sewing sails, and the on watch were continually checking for chafe.

For the 1950 race we converted *Mistral* from the old gaff gear, with its cane hoops around the masts and the big heavy gaffs, to a more modern staysail schooner, and would you believe the weight of some of this new gear? The sail slides were cast bronze and weighed two pounds each!

I would now like to write direct from the log of *Mistral II* in the Sydney-Hobart Race of 1950. As most of my friends know, I am keen on delegation of duties, strict organisation and firm management in ocean racing, and what I shall now relate is that which kept our crew together for so many years. Maybe a page out of this log written 30 years ago could help some of our newcomers to ocean racing.

Sixth Sydney-Hobart Race December 1950

Mistral II

Owner	R.F. Evans	Engineer	Ivan Graham
Skipper	Frank Barlow	Cook	Nick Alexander
Mate	Mick York	AB's	Tony Gray
Mate	Geoff Paton		Brian Adams
Navigator	Marsden Hordern		Frank Crossle
Navigator	John Dowey		Aston Watkins
Sails	John Morris		Peter Nolan
Sails	Ken Cronwell		Dick Swan
			Alan Hart

General daily routine

5.00 a.m. All sails, halyards, sheets etc. to be checked and adjusted. All deck gear to be checked, racing flag to be lowered and reset to prevent chafe.

7.00 a.m. Check bilges.

7.45 a.m. Breakfast

9.30 a.m. Pump bilges.

Change batteries 2½ to 3 hrs.

Check batteries with hydrometer.

12.45 p.m. Lunch

5.30 p.m. Check lights paying particular attention to the navigation lights, binnacle light and mast lights.

6.45 p.m. Dinner

7.30 p.m. Check bilges; all sails, halyards, sheets etc. to be checked and adjusted.

The watch off must start meals *punctually* so as to be ready to take over their new watch on time.

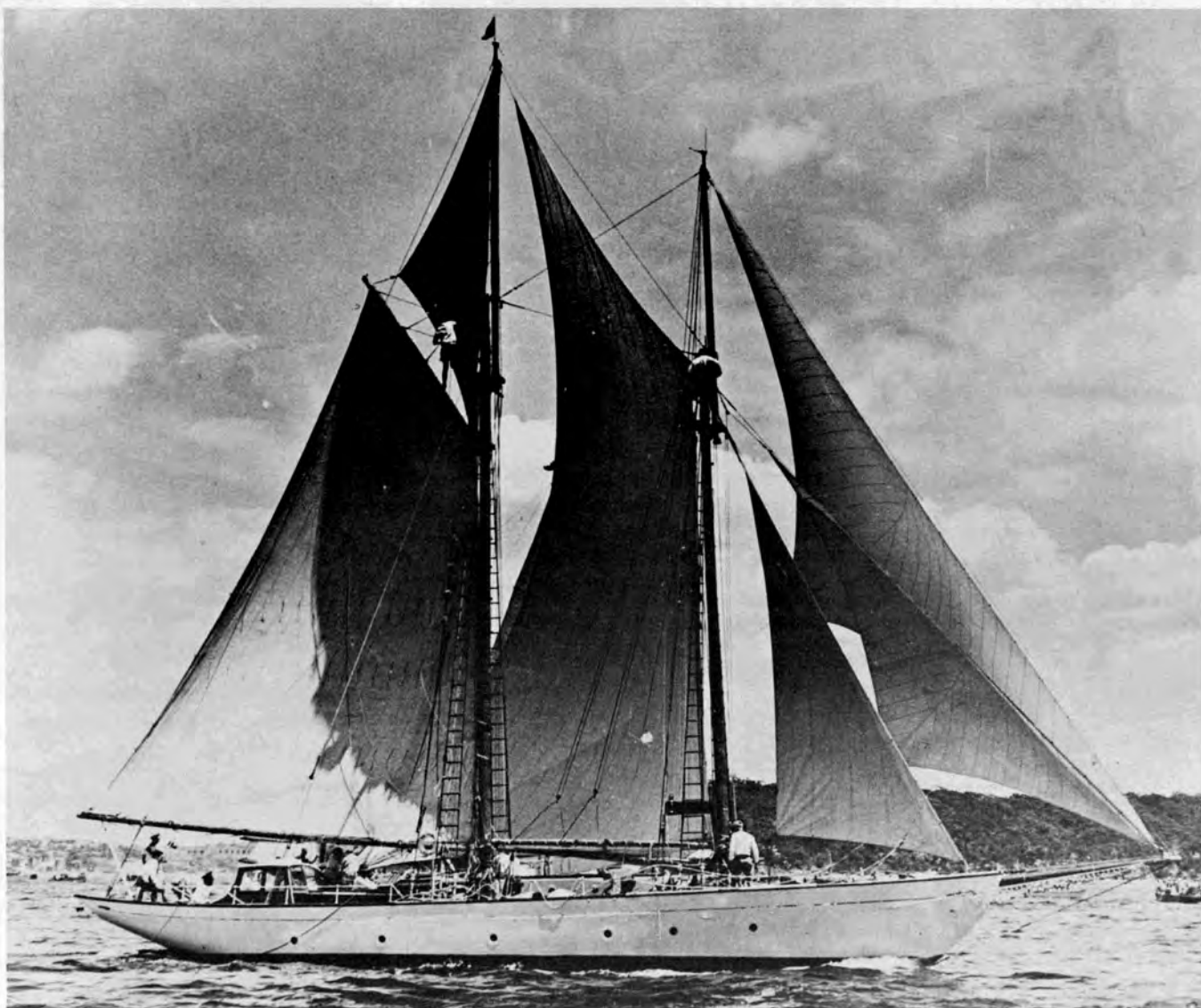
All personal belongings, including clothes, must be left in canvas bags fastened to bunks.

All wet clothes and oilskins must be hung in lobby or lavatory or in owners bag. Only dry clothes are to be brought into saloon or cabins.

Be Tidy, Think of the Other Bloke.

Duties of Mates

- (1) Responsible for seeing that the general daily routine is carried out during their watch.
- (2) See that necessary entries in the log are made at the following times:
 - (a) every half hour
 - (b) at every change of course, however small
 - (c) at any obvious or impending change in weather or sea condition
 - (d) on receipt of any wireless weather reports or any wireless messages direct to the ship.
- (3) At the end of each half hour and at each change of course the following entries to be made in the deck log:
 - (a) time
 - (b) log reading
 - (c) barometer reading
 - (d) any change in weather or sea condition
 - (e) any alteration or change of sails
 - (f) any relevant remarks, in brief.
- (4) Call the skipper before:
 - (a) making any change of course (i.e. a major change)



'Mistral II'



Keen ocean racing crew, 1950

- (b) at any change of wind or sea condition
- (c) before making any change of sails.

Don't carry on too long before calling the skipper. Consult with engineer.

Duties of Navigators

Responsible for all navigation equipment and gear including charts, books, tables, compass, steering and hand-bearing log, sextant, sundry instruments, log book, alidus, chronometer (wind daily at 0800 hrs). Record on chart as often as possible ship's position by D.R. or observed.

Duties of Engineer

Responsible for:

- (1) Engine and electrical equipment
- (2) charging batteries, main bank and wireless
- (3) all lighting equipment and fittings including navigation and mast head lights
- (4) freezer.

See that necessary spares are carried for lights, fuses etc. Keep a check of fuel consumption. See general daily routine.

Sails

Responsible for:

- (1) all sails
- (2) sail mending gear etc. and stopping cotton
- (3) sail clips and slides
- (4) see that spares are carried for clips, slides and marline twine and shackles.

Consult with mate re shackles and gear for sails.

Commissariat

Responsible for:

- (1) Food
- (2) water
- (3) cooking utensils
- (4) bottled gas
- (5) stowage of food.

LOG

Time: 0730, 26th December 1950. Skipper aboard. Majority of crew at work on final preparations. Newspaper reporters and photographers making a nuisance of themselves; as usual, many friends to say goodbye.

1000 hrs. All visitors ashore, stowage completed. Last-minute weather report indicates southerly wind for 36 hrs.; it looks as if we will get a bashing right from the start. Towed from moorings. Bloke in launch didn't know much about towing and gave us a few anxious moments. Made sail all lowers, and cruised in vicinity of starting line. Too many spectator craft cruising behind starting line; crowds on show boat, club launches etc. There is no doubt that the start of this race must be a thrilling sight for the onlookers, but it is a nightmare for us.

1100 hrs. Crossed starting line. We think we were first across. Anyhow, we were only 2 seconds after the gun. Hoisted balloon jib — not worth hoisting our spinnaker for the run to the heads. *Mistral V* first through the heads.

We are close astern of her. There is a rough sea with waves very close together. Too close for us. We are burying our bowsprit in nearly every wave.



1130 hrs., jib blew out

1130 hrs. Jib blew out. Actually it shipped a sea and was badly torn. We should have had a new jib for this trip. Good crew work lowered main staysail; gusts up to force 6-7.

No. 2 jib hoisted. Now under main forestaysail jib and jib topsail; made much leeway without jib.

Bunnerong bearing 248°, Macquarie Light 290°. Fire in main control panel. This was soon under control. A great deal of water is getting below. This wet the control panel and caused a short. We will be without lights until we can get the panel dried out.

1645 hrs. Seas are getting larger and further apart but we still bury our sprit occasionally.

Next about in heavy sea. Still shipping much water. There is an ominous leak somewhere aft. Will have to get the pump going and get rid of some water from the bilges.

1930 hrs. Hove to on 125° to pump bilges. Pump will not work. This is bad. Bucket brigade instituted to get water out. Some of the new crew members (and some of the old) I feel have just about had it. However, I'm not saying anything as we intend to bash on while we can control the water; we feel sure we can. Not looking forward to the night without lights of any description.

Miserable night. Still shipping some seas; much water getting below; the leak in the stern seems to be in the rudder tube but we cannot get at it.

2400 hrs. Owing to disorganization with torn headsail and pumping trouble and no lights, we missed the wireless weather forecast. We feel that we should look to a rise in the barometer soon. Ship being kept on proper course with difficulty. Helmsman steering with aid of hand torches to light the compass. Crew below in complete darkness except for occasional flash of a torch as someone moves about. This has demonstrated the value of each member carrying his own torch. We would have been worse off only for these torches.

0100 hrs. on 27th. Wind south at force 5-6; barometer still falling; wind steady and hard from S. Ship working heavily. More bucket work during night — must keep water out of her.

0430 hrs. Jib topsail blew out. Replaced with Ratsey, topsail. Bang goes another sail! Our headsails are too old for this kind of work. Crew are dispirited this morning. Everything below is wet. Water everywhere. Mr. Evans was flooded out of his bunk by a sea which crashed on to the cabin top, the first we have ever known to do this. He spent the night sitting on the floor of his cabin. Everything he has is wet through; all his cigars and clothes are ruined. He is a brick; not a murmur out of him and no suggestion of turning it in.

Hoisted mainstaysail and fisherman.

0910 hrs. Wind S. force 5; barometer still falling but so is the wind; maybe we will soon get a rise in pressure — we hope so.

Barometer rising. Wind now force 3 and seas are moderating. D.R. lat. 35°S. — long. 151°E. Wireless from *Nerida* who is 20 miles E. of Pt. Perpendicular. *Seevogel* 2 miles astern of her; *Kintail* 2 miles astern of *Seevogel*; *Mistral V* and Margaret Rintoul close astern.



Manning the bucket brigade

Wireless to VIS re above position. Reported we were off Ulladulla. Owing to difficulties aboard, log entries have not been made by watch officers each hour. This must be attended to in future.

1345 hrs. Log 224. Pt. Perpendicular bearing 250° 8 miles. Apparently there has been no southerly set, especially while we were wide out. Must correct our position with VIS at next schedule at 1800.

At 1500 hrs. we had everything drying out below. Control panel has been dried out and fused wires disconnected; will have lights tonight.

1700 hrs. Starboard watch very much remiss. No log entries hourly; entries must be made. This is most important from now on. Compass course 225, log 253, wind SE. force 3.

This is a better course. Wind now SE. but light. Barometer steady. May get SE. wind for a day or so but it will be light — a pity because we lost a lot the first 30 hours with damaged headsails and carrying much water in the bilge. I must pay a tribute to those of the crew who did the bulk of the bucket bailing and who manned the hand pump for hours on end.

The conditions we have just been through finds the weak spots in one's crew and highlights the blokes with guts and no nerves. As long as we have these latter there will always be

keen ocean racing, and we will always have such keen blokes, I hope.

1800 hrs. Wireless to VIS correcting our previous advice that we were off Ulladulla. Should have been E. of Perpendicular as we had no current with us and our DR was out. Reported a yacht about 2 miles astern might be *Seevogel* and another 8-10 miles astern during afternoon. Weather report from 2FC 34° S — 161° E moving E. anti-cyclone 1019 mb to W. of Tasmania pushing ridge along E. coast of Australia. Fresh-to-strong SW. to SE. winds gradually moderating turning S.

December 28th, 0100 hrs. Course now 135° , wind S. at force 4. Blew out jib topsail. Lowered it away and also doused fishermans. Indefinite course E. to SE.; heavy rain squall passed ahead of us and to seaward. At 0200 light variable winds and rain squalls. Now we want more wind. 0410 spoke to steamer northward bound. Hoisted yankee jib. Jib developed a tear; lowered yankee and hoisted small jib at 1030, hoisted small fisherman. Starboard watch have been busy since 0800 sewing torn sails.

1100 hrs. All lads to breakfast; must see that breakfast is not delayed like this again. Cook does not realize his responsibilities. Must keep food up to crew.

At 1200 wireless from *Mistral V* advising her receiver out of action; her position 5 miles SE. Lathra Head; from

The days of wooden ships and iron men

Solveig, position 65 miles E. of Bermagui; *Nerida* position 23 miles E. of Bermagui. To *Solveig* our position 4 ENE. Montagu Island with an unidentified yacht inshore. National news advised that *Wayfarer* had pulled into Jervis Bay in a leaking condition. Montagu Island bearing 240° distant 6 miles.

1305 hrs. Reset repaired No. 2 jib topsail. Apparently we are getting a slight southerly set. *Kintail* passed ahead to port.

Wind SE. at 2; very slow progress — in 4 hours we made only 11 miles.

1645 hrs. Discovered that port cap shroud turnbuckle had broken. On examination it was found that the screw had been fractured for about 2/3 of thickness; apparently this had been so for some years. Put about and carried out repairs to main shroud. Have been worried all day by an obvious fault developing in head of mainsail. Looks as though sail is pulling away from headboard. Set large fisherman (gollywobbler), lowered mainsail and found head almost pulled right away from headboard. Set about repairs; lowered jib topsail and hoisted balloon jib.

At 1845 rehoisted mainsail. Very good job made of repairs. Mick York has also done a good job of the port shroud, and it will take any strain we put on it.

At 2100 we received a wireless message from *Seevogel* 15 miles E. Green Cape with light E. wind; *Fortuna* 8 miles E. of Eden; *M. Rintoul* 25 SE. of Gabo; *Nerida* 15 miles ESE. Green Cape; *Mistral V* 13 miles ESE. Green Cape.

When will there be more wind? Another very poor 5 hours of sailing. Wireless VIM per *Solveig* giving known positions of yachts.

Midnight on 28th. A very trying day of light variable winds. We would have been lost without our balloon and gollywobbler. If wind comes more to NE. shall run off on about 180° and keep wide out from Tasmanian coast.

Must gamble on holding northerly wind out there if we are to pick up on the leaders.

Anyhow, we shall see, and so starts another of Frank's birthdays celebrated at sea and, as usual, most of it will be in Bass Strait.

At 0100 barometer is falling again at last. It certainly looks as though we shall get a northerly wind with some weight in it. Here's hoping.

0200 hrs. Green Cape bearing 282° . Town of Gabo bearing 224° and at 0300; Gabo light bears 250° .

In the early morning at 0500, wind NE at 4-5. Hoisted new heavy-weather spinnaker, and two minutes later the balloon carried away and we lowered it. Another sail gone with the wind. This is now 6 torn sails in 3 days.

Thirty minutes after hoisting the spinnaker, the wind had increased to force 5 and the foreguy carried away. Replaced.

The new spinnaker is a winner for ocean work. Nor'-easter is here at last. Here's hoping it stays with us; force increasing to 6-7. Nor'-easter now force 6, and at 1140 spinnaker outhaul carried away; lowered spinnaker. Spinnaker was rehoisted within 20 minutes and we maintained 9 knots over the hour.

At 1315 fisherman sheet carried away. This was a brand new sisal rope. Sisal is completely useless for ocean racing. We'll never use it again. Lower fisherman (gollywobbler) as it is not doing much good as we are now running very square.

All hands mustered to sing greetings to skipper on his birthday.

Crew produced a birthday cake which was consumed with gusto.

It is good to have blokes like these at sea, makes the game well worthwhile.

Wind fallen to force 5; rain falling but not cold.

At 2045 the mate called the skipper and said he could not hold 180° and asked if we should gybe. We did not want to close the Tasmanian coast.

Mick thinks we will be too wide off. Long consideration given to chart and weather reports. We then agreed to gybe.

At 2100 lowered spinnaker, gybed ship and reset spinnaker to starboard; this operation took 45 minutes.

Wind now NNE. force 5, and at 2200 main boom fore guy parted. Australian shackle carried away — blast it — you can't trust these shackles.

At 1800 we called VIM and gave our position as 130 miles SE. from Gabo.

Apparently *Solveig* was ahead of us at 1200, also *Fortuna* and *Nerida*, but we think we have passed all three by this.

Can now hold 200° without difficulty; wind has backed to W.

Log reading 596.4 only. Rotor found to be missing. Line and rotor replaced at 0210. Log recommenced at 596.4. Allow extra 4 miles on 0200 reading and $1\frac{1}{2}$ miles on 0300 reading.

Spinnaker set well for'ard. No doubt this new sail is 100% for ocean work — little if any chafe.

Set gollywobbler and it is drawing well. Bowling along under spinnaker, gollywobbler and main. Very good going for past 5 hours; we are now closing the coast.

It is now 0800 on 30th December and the wind is NW.xN. at force 6; the wind is freshening; may be better off without spinnaker. It also looks as though it won't be long before we get a change from the S. Skipper took over the wheel to keep an eye on things for the next couple of hours.

Wind coming ahead we feel sure. Lowered spinnaker and hoisted jib and forestaysail. Wind is still mainly NW. but it's obvious that it's going S. at any time.

At 0905 lowered gollywobbler and hoisted main staysail. Bore away before a strong and sudden SW. change, force 7.

This change of wind came with a pause of less than a minute between the NE. and SW. wind.

Lowered mainstaysail; now under jib topsail, jib, forestaysail and main.

At 1100 wind now swung to SSE. at force 6; jib topsail sheets foul under hull and over rudder. Eventually cleared the mess without having to cut them. Cost us a couple of miles we can't afford to have lost.

Seas are rising now. May, however, hoist main staysail if wind falls at all.

At 1300 *Fortuna* passed astern of us on starboard tack, distant 300 yds; she's doing very well and must be in the money.

Lloyd Jones flew over us in VH-ARV and gave us a beating up dropping flour bags on us as a welcome to Tasmania. It was great to see the grin on his dial as he flew round us trying to bomb us with paper bags full of flour.

At 2000 ABC news reported that at 1940 hrs *Mistral V* was 10 miles SE of Maria Island; *Margaret Rintoul* 12 miles astern of *Nerida* 5 miles astern of *Kintail*, *Mistral II* 15 ESE of Forestier light. .

Most disrespectful entry found in decklog. Skipper copped the lot when a sea broke inboard — was nearly drowned.

At 2345 wind south at 4; hoisted jib topsail; much trouble with fouled halyards.

December 31st, 0126 hrs. Very cold clear morning. The navigator offered a tot of rum to watch on deck — offer was declined according to the deck log. Watch must all be sick or else they beat the navigator to the rum.

Hoisted small fisherman. Sighted 2 sails astern; cannot identify them. More light wind, blast it.



VH-ARV dropped flour bags on us to welcome us to Tasmania

This morning at 0815 *Solveig* told us she was then 52 miles E. of St. Helens; *Nerida* 12 miles E. of St. Patricks Head with light NW. wind; *Seevogel* 40 miles E. of Eddystone doing 7 knots — she had been under bare poles for 2½ hours repairing mainsail.

At 1300 *Nerida* told us she was 12 miles E. of Wine Glass Bay. Hoisted main staysail.

0805 hrs. Lloyd Jones flew over again, same procedure. Small fisherman torn at leach. Lowered it. Hoisted intermediate fisherman. Tasman light 292°, distant 13 miles. Jib topsail torn; lowered it. Tasman light abeam 3 miles. A very trying and baffling day; light winds never very steady. We are making only very slow progress. Wind SW.xS. 3-4. A little free now, and we are romping along — 7 knots that hour.

The days of wooden ships and iron men

At 1643 wireless news that *Margaret Rintoul* had crossed the finishing line. Congratulations from all hands but, of course, we cannot raise him on the wireless to talk, so our congratulations must wait.

1710 Cape Raoul abeam. Had hoped wind would last so we could finish before midnight, but it's falling light again.

At 1810 Wedge Island abeam. The bloody wind is falling faster, looks as though we'll see the new year in somewhere in the Derwent within sight of Hobart.

Log taken in as it has ceased to register at a speed of about .2 of a knot; reading 850 miles.

Darkness comes down on us just moving past the Iron Pot. Baffling wind of force 0-1. Skipper has been at the wheel since 1700 hrs and will continue to finish.

Just drifting along but we are slowly drifting up the river.

Celebrated Brian Adams' 21st birthday. All hands drank his health in champagne. All hands on deck, more champagne, rum and coke; youngest member of crew, Alan Hart, struck the usual 16 bells at 2400 hrs.

Watch off go below again, and we drift slowly on. Still no wind; practically becalmed, drifting in circles; can't keep our sharp end pointing to the lights of Hobart.

For the past hour or so someone has been flashing lights at us from the direction of the Grange; must be Doug Nicholls.

Hailed by a rowing boat; it's Doug and a friend who handed us a dozen Cascade. Good old Doug.

Very quietly we got glasses and the birthday cake and relaxed to enjoy the delights of the beer of beers. We had to be quiet so the watch off duty would not be wakened and so consume our beer.

A very light breeze and we said goodbye to Doug and drifted slowly up to One Tree Point.

Not far from the line now, a launch came alongside and handed us Hobart papers and wished us a happy new year.

It is now 4 a.m. Made 3 more tacks within 100 yards of finishing line, and eventually made it.

We crossed the line at 0400, 5 days 17 hours 15 seconds out of Sydney. Lowered away and towed into Constitution Dock by Club launch. Very well handled and we thank them. Quite a few revellers on the wharf and the crowd in the judges box gave us a cheer.

There was quite a crowd there even at 4 o'clock in the morning.

We tied up alongside and the crew can't get ashore quick enough to get under hot showers. And so ends the 1950 Sydney-Hobart Race for *Mistral II*.



Constitution Dock, Hobart, 1950

MEET



“BIG MITCH”

Next time you need to slip your boat lift it out with “Big Mitch” — Mitchell’s hydraulic hoist. “Big Mitch” can lift up to 45 tonnes and handle the biggest cruising/racing yachts around.

“Big Mitch” is an integral part of Mitchell’s comprehensive shipwright, mechanical service and survey facility at Church Point. It’s quicker, safer and more convenient than an ordinary slip. So we can get you back on the water faster, more economically.

There’s only one “Big Mitch” in Australia and that’s at Mitchell’s, Church Point. Come and have a look for yourself. We’ll be glad to show you what our shipyard can do for you.



MITCHELL'S BOATING CENTRE

**McCARRS CREEK ROAD, CHURCH POINT.
PHONE 997 2055.**

MT5370

STOCK UP YOUR CELLAR

ADMIRAL'S CUP WINE OFFER

FINE WINES \$24.00 PER DOZEN
CHAMPAGNE \$35.00 PER DOZEN
SPECIALY SELECTED, BOTTLED & LABELLED
BY THOMAS HARDY & SONS PTY. LTD.

THE WINES YOU'LL WANT TO SERVE

RIESLING

Vintage 1976. Bottled soon after vintage, this crisp dry white wine will be appreciated for its freshness. A blend of Clare Riesling and Tokay.

CHAMPAGNE

This Premiere Cuvee, Demi-Sec wine is made by the Charmat process widely used on the Continent. A specially selected wine made from the Semillon grape.

CLARET

Vintage 1975. A full bodied red made from Shiraz and Mataro grapes at the Siegersdorf Winery. An excellent balance of Tannin, acid and fruit.

FASTNET BIN 77

Thank you for your support in helping to send the
Australian Team to Cowes for the 1977
Australian Challenge for the Admiral's Cup.

TO ADMIRAL'S CUP WINE OFFER
C/- ANDREW GIBBONS PROMOTIONS PTY. LIMITED
24 BAY STREET, DOUBLE BAY N.S.W. 2028
TELEPHONE: 329966

Please send me the following

RIESLING. Dozen at \$24.00 per doz.

CLARET. Dozen at \$24.00 per doz.

CHAMPAGNE. Dozen at \$35.00 per doz.

My cheque for \$. is enclosed.

Name.

Address.

Telephone: Day Evening

Delivery is included for dozen
lots to all capital cities and
Launceston, but not Hobart.
Delivery to all country
destinations is freight on from
nearest capital city, and Hobart
is freight on from Launceston.

Cheques payable to Admiral's Cup Wine Offer

THE HOBART 1976: PICKING THE WINNER

an annual exercise in necromancy*

by Tony Cable



* Art of predicting by communication with the dead; magic, enchantment.

Again this year (in mid-November!) my task is to review the Hobart fleet and, I think rather foolishly, to try to pick the winner. Last year to cover myself from 'round-the-bar' ridicule, I 'subtly' picked about 19 potential winners, with the result that the Editor cuttingly remarked that this was a 'sharebroker's recommendation'! However, he later had to concede that one of the 19 was *Rampage*.

Nevertheless, I will confine my tips to but several vessels and trust that one of them saves me from the wrath of doting owners and partisan crews.

Firstly, I would like to make one unequivocal prediction: it is going to really blow this year — not just something for a day, but the sort of 50-hour affair not experienced since 1970. After all it is high time this occurred, and remember that Hewey was very nice to sailors in 1975. Another reason why there will be a tempest is that I'm not going this year, so it is better therefore for these conditions to occur this time rather than when I do return in 1977.

What a surprise it was to get 90-plus entrants; the list initially looked very small. Some 40 of the boats were launched in the last two years, so there is no shortage of class in the fleet. About 15 of these are in the 36' range and about 11 in the 32'-34'. With only some 3 overseas entries, the local boys at least don't have to worry about the bi-annual crop of hot Kiwi and U.K. vessels.

With so many new launchings it is impossible to predict the total form of the fleet — how can a winner be picked if it's still on the slips?

Amongst the new small-fry are *Chauvinist*, *Lots Wife* and *Vanessa*, all East Coast 31's. There is the 33' Dick Carter *Ghost* and Compass 30' *Anomie* which has not yet raced. Included is the Farr design, *Hot Bubbles*. The S & S 34' *Icthus* is another brand-new one from Victoria.

In the one ton group, apart from the flock of Farr's, is *Chaos*, a Compass from Geelong.

At the 40' range is *Dynamite*, the S.A. Farr two tonner. Another from the same State is *Quasar*, a 50' aluminium Van de Stadt — a very good size for strong conditions. *Quest*, a Swanson 42', was recently fitted out.

To look at various contenders for handicap honours by the various groups.

Half ton. I am very far from being any form of expert yachting analyst. Indeed there must be a major blank in my knowledge somewhere, for I just can't see a half tonner winning the Race. There are, despite this view, some very good boats in this group: *Brumby*, winner of this class last year; the Joubert, *Lollipop*, with her experienced crew; *Lyndal*, a Defiance class from Victoria which has been performing well; the Cole design, *Storm Bay*, with many wins and a Magnus Halvorsen is aboard; *Providence*, 1975 Australian champion, is also there. What a race it will be in this division.

In the three-quarter ton group there is *Dancing Mouse*, the Miller design; and *Fair Dinkum*, second last year and C.Y.C. Bluewater Champion, is still one for calculations.

One ton. It seems that the real potential in the fleet is in this class. The winner could come from among the Farr one tonners, *Far Out*, *Hot Prospect II* (5th Montagu), *Invincible*, *Rockie* (3rd '75 N.Z. Championships) or *Piccolo*. The last of these has scarcely hit the water, but I'll back her very experienced Lake Macquarie crew. *Kestrel*, the S.A. Blackburne design, has an experienced crew and deserves a mention. Also the Peterson, *Diamond Cutter*, which has been performing well.

Favourite in this division would have to be the Lidgard designed *Matika III* with one of the top crews in the race.

Beyond the ton level at 38' is the 1971 vintage *Kintama*, with her strong crew. *Natelle Two* with her Montagu win has to be a danger, but I trust I am correct in observing that the crew isn't as well stacked this time.

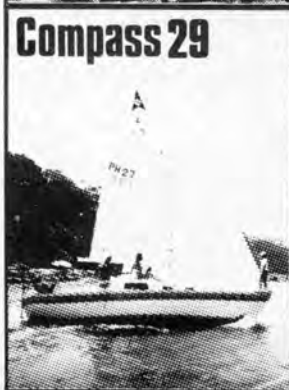
Rogue, the foam sandwich sister of *Rampage*, has been

Sail away in Compass comfort Compass value Compass performance

Compass 28



Compass 29



Compass



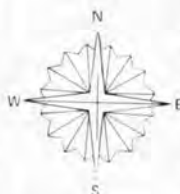
By specialising in only three models, we have been able to concentrate all our craftsmanship and design skills on creating high performance cruising yachts at economical prices. As a result we are now one of the largest producers of stock fibreglass keel yachts in Australia... family-style yachts built for stamina, comfort and speed under all conditions. Excellent after-sales service too.

COMPASS YACHTS ARE SOLD COMPLETELY FINISHED OR IN MONEY-SAVING KIT FORM. FINANCE AVAILABLE - TRADE-INS ACCEPTED.

COMPASS YACHTS

(AUSTRALASIA) PTY. LTD.
4 Production Avenue,
Kogarah, N.S.W. 2217.
Tel: 587-8672

North Queensland: Bruce Bartlett, Box 1707, Townsville. Tel: 71-4337. South Queensland: John Holmes, 24 Verdichio Ave., Mermaid Waters. Tel: 39-8978. Victoria: Eric Mercer, 9 Jephson St., Blairgowrie. Tel: 88-8666.



235

The Hobart 1976: picking a winner

working up well, and there is *Brer Fox*, 6th last year, and *Woftam IV*. Any of these three could show.

If the weather is on the moderate side, and given the element of luck where a position 20 miles inside or outside can make the difference, then the leader will probably come from the group that includes *Apollo II* with consistent performances in Victoria; *Leda*, which is at the peak of her form; *Mercedes IV*, if her new crew handles her well; *Queequeg*, under Mike Fletcher. Added to these are three that could deliver a winner: *Love & War*, well crewed and sailed, might have her second win; *Patrice III* has been constantly improving, and I like this crew's potential in heavy conditions, *Ragamuffin*, new, good crew, and she might just succeed where her previous celebrated namesake was always disappointed.

In essence, assuming moderate-plus conditions, one has to opt for capable boats in such breezes which also have the experienced crews who can still race them in a blow and not go to bed instead. Having established this criterion, many good boats will just not be up to the demands of heavy extended sailing. Others, on the other hand, will be handled well but still won't win because they are outclassed. In the line-honours stakes, *Ballyhoo* will be confronting *Anaconda II*. But no predictions are given on the outcome of this contest between a proven maxi racer versus an 82 footer, with a crew hardened by a trip back from England.

To recap, we will have a winner from among the Farr's - *Piccolo*, *Matika III*, *Fair Dinkum*, *Natella Two*, *Rogue*, *Love & War*, *Patrice III* and *Ragamuffin*.

That's it Mr Editor. It pleases me to know that you are not in a position to judge whether the above is rubbish or not until about December 31st. Until then pity the poor sailors and fellas that write about them!



This is the last time I go to Hobart with a skipper who owns a delicatessen

When the going gets tough the tough go North

North's successes in the 1976 World Level Rating Regattas

- 2 Ton**
- 1 "Williwaw" all North sails
- 1 Ton**
- 1 "Resolute Salmon" all North sails
- 2 "Pied Piper" all North sails
- 3 "America Jane" all North sails
- ½ Ton**
- 2 "Perception" all North sails
- 5 "Southern Shamrock" all North sails
- ¼ Ton**
- 2 "Business Machine" all North sails
- 4 "Star Eyed Stella" all North sails
- 6 "Spread Eagle" all North sails
- 7 "Fred Again" all North sails
- 9 "Goose" all North sails



Williwaw World 2 Ton Champion carries North sails.

North's successes in the 1975 Sydney-Hobart Race

SYDNEY-HOBART CORRECTED TIME POSITION IN ALL DIVISIONS

- 1 'Rampage', North's main, blooper, light and regular genoas.
- 2 'Fair Dinkum', North's main.
- 4 'Pied Piper', all North sails.

SYDNEY-HOBART CORRECTED TIME

DIVISION 'B'

- 1 'Rampage', North's main, blooper, light and regular genoas.

DIVISION 'C'

- 1 'Pied Piper', all North sails.

DIVISION 'D'

- 1 'Fair Dinkum', North's main.

Each of North's class winning or ocean race winning sails can be reproduced exactly by any of their 16 lofts throughout the world. This is achieved by matching cloth stretch ratios and pattern cutting.



NORTH SAILS

NORTH SAILS (AUST) PTY. LTD.

879 Barrenjoey Road, Palm Beach, N.S.W. 2108. Phone 919 4044

NORTH SAILS (MELB) PTY. LTD.

21 Beach Ave., Mordialloc, Vic. 3195. Phone 90 9966 or 598 7953

QLD. Peter Hollis (07) 284 9433 S.A. Bruce Finlay (086) 4 5863

W.A. Noel Robbins (092) 64 6087 TAS. Greg Muir (002) 34 1696

FAREWELL TO A DEPARTED FRIEND:

I have been invited by the Editor of Offshore to write an obituary to David Burke. Sadly I have agreed; an 'obituary' for David Burke – a boy, even though 26, and about to be married – is just too gloomy and too final, and obituaries are perhaps better left to the clergy.

Sailors like David Burke are fast becoming legendary sailing anachronisms. Young, completely fearless and tremendously strong, David gave to his boat, his skipper and the crews that sailed with him the sense of complete confidence, assurance and mateship that comes only from a dedicated professional.

It was my great fortune to have been David's boss, also his friend in many long ocean passages and races, and the terribly sudden and final tragedy that took away the life of this vital and beautiful boy – like a proud spinnaker blown out in a sudden, terrifying squall – left me cold, sad and empty.

Only those who were aboard Ballyhoo when she capsized in her maiden Sydney - Hobart – clinging onto the rails and winches with fingernails as she lay like a great, mortally-wounded whale at 110°, with her top leeward spreaders submerged below the freezing, heaving depths of Bass Strait – would recall that it was David who quietly fought his way, without orders or help, and cleared the fouled spinnaker that had caused her to round up and capsize and who typically, made no comment when she righted herself but nonchalantly set up new gear to continue the race. Most of the crew – including myself and several enormously-experienced sailors, the builders of the boat as well, who had as many Hobarts under their belts as David had years – were seriously considering dropping and stowing the gear and retiring from the Race. There is no question that it was David's cool courage, quick thinking and seamanship that saved the boat and probably the lives of many of the crew in those frightening sudden few minutes.

David sailed with me in the horrendous passage from Noumea to Suva. In conditions that only Joseph Conrad could describe – a zone of convergence (usually a comparatively small area where the southeast and northeast trade winds meet) – with a handful of crew, including two girls and an inexperienced hand who had never before been offshore, this frightful voyage (that Stan had calculated

DAVID HADDON BURKE

would take 75 hours) stretched into a horror passage of seven days. During this terrible time, with water pouring in through the keel from gale-force winds and huge seas, David worked tirelessly and uncomplainingly, often doing double and even treble watches.

As sure as I am that David would not have wanted an elegy, I am as equally sure he would not have wanted a eulogy.

Any words on such a tragic occasion are hollow and can give little comfort to his parents, his family, and his friends which, I am sure, embraced almost every member of the C.Y.C.A. and probably the yachting community. He was a fiercely proud Australian, proud of his boat and his crew-mates, and I only ever once saw him slightly embarrassed – after the China Sea Race. Ballyhoo had sailed to Tokyo via Okinawa. We were given a reception by Nippon (Japan) Ocean Racing Club at Sajima Yacht Club. The Commodore, the President and myself occupied the stage. As I called and introduced each member of the crew, the Commodore and President bowed deeply in the most formal Japanese manner. All the crew members courteously returned the bow. When it came to David's turn to be introduced, he, too, received the deep courteous bows. For a long, frightening, silent moment this beautiful young Australian stood with his mouth slackly agape, unsure whether he should laugh, shake hands or just nod; but as the Japanese were still bow down and stern up, he couldn't exercise any of the options but return the bow. This he did with all the grace and aplomb he could muster. A completely 'Ocker' bow followed, the starboard shoulder dropped 45° and a knee jerked in and out like a dipping spinnaker pole. 'Ogie' could not have done better.

It will be difficult, if not impossible, to replace David as a seaman, a yachtsman and a friend. Completely honest, dedicated and loyal, I loved him like my own son. It will take many years for any of us to forget David, if ever we do. It is poor comfort for his parents and family, but this terrible tragedy should never have happened. His instructions were to fly directly back to Sydney from San Francisco to assist in completing the refit of Apollo. What perverse trick of fate made him and Linda break the journey at Fiji we may never know.

I don't want to be trite or flippant. But David has now gone to the Great Skipper in the sky, and I'm sure if there is a Heavenly Yacht, David will be Sailing Master.

— Jack Rooklyn

David Haddon Burke

David Burke was destined to become involved in yachting. He cut his teeth sailing on his parents' yachts, including *Blue Peter*, *Alcyone*, *Camina*, and *Kururra*. All the children of Doris and Walter Burke were accustomed to sleeping in hammocks before they could walk.

Educated at St. Ignatius "Riverview" College, David excelled at sport, representing his school in the G.P.S. Head of the River Championship Eights and First XV Football Team in 1968. After completing a course in engineering, David worked for a time in the family business.

During this period, his active participation in yachting grew. After sailing aboard Gordon Ingate's *Caprice of Huon*, David joined the crew of *Taurus* for his first Sydney - Hobart Yacht Race in 1970. Ever keen to learn, he developed quickly into a sought-after hand, capable of crewing in all positions. Even in the worst conditions, David was more often than not first on deck, working calmly to reduce sail as the situation demanded.

David sailed aboard *Taurus* for three, perhaps four, seasons, being a crew-member in 1972 when it won the Blue Water Championship. When Geoff Lee sold *Taurus*, David sailed on a number of boats including *Love and War* and *American Eagle*.

After the 1974 Sydney-Hobart Race, David went to Hawaii, competing in the Round-the-State Race. He was joined here by his fiancée, Linda Horne, and spent several months touring the United States, United Kingdom and Europe, returning home late in 1975.

Talking to David, it was obvious that he was restless, and when the opportunity came to join *Ballyhoo* as paid hand in Manila, he eagerly accepted this new challenge. We all know the fine record of *Ballyhoo* during 1976, David having played a major part in delivery, preparing and crewing aboard the yacht until asked to return home and prepare Jack Rooklyn's other yacht, *Apollo*, for this year's Sydney - Hobart Race. David and Linda were in Fiji for a short stopover on their way home at the time of his sudden and tragic death.

In recent weeks, many things have been said of David, but I feel two comments stand out. To quote:

"You always expect Burkse'y to turn up at any time with one of his outlandish stories",
and

"No matter the seriousness of a (yachting) situation, David could always find the lighter side of things".

In short, he was a constant source of cheerfulness to his friends. Famous for his 'Luigi' jokes, David devoted a great deal of his time to his family, especially his nieces and nephews. When not sailing, he played football for Northern Suburbs Rugby Club, and latterly, for the Riverview Old Boys Rugby Club. I often met him either dashing off to or returning from a day in the surf. He was, indeed, active all the time.

David's early death at 26 years of age deprives his family and friends of the pleasure of the company of one of the finest young men I have had the privilege of knowing.

I.R. Hughes 1/11/76.



The Official Souvenir Program HITACHI Sydney-Hobart Yacht Race 1976

NOW ON SALE

\$1.25

— at Newsstands or your Yacht Club —

The biggest program in 32 years, containing 96 pages of facts and entertainment, including the complete history of this classic ocean racing event.

The entries 1976
Identification Chart
Journey to Van Diemen's Land
The Maxi Racers
The Great Lights
Why they go
Radio Communications
Milestones of the Hobart
Those in Peril
Recollections of Constitution Dock

November 20th at last brought some relaxation of the grim smiles in the *Ragamuffin* camp where her earlier performance had given some cause for concern. A good win in the S.O.R. that Saturday lifted *Rags* out of the ruck and into Admiral's Cup team contention. *Rags* is now pointing higher and footing faster, with that tenderness she displayed earlier less evident.

Although *Ragamuffin* is a much improved boat the closeness of the L.O.P.S. and S.O.P.S. results at the upper end make it apparent that determined campaigning by *Love & War* should give her every chance of making the team again. Unfortunately, while taking nothing away from *Love & War's* performance, it also seems evident that our offshore yachting strength has remained more or less static for the last couple of years.

Nevertheless, the other boats still under construction will have to be right on form almost as soon as they hit the water, a situation which presupposes top-line, experienced crews. In the case of the two boats being built in Melbourne, they are well-proven Peterson designs which should get in the groove quickly enough provided they have not left their run too late.

It would be nice to think that the closeness of the C.Y.C.A.'s First Division competition so far this season reflects the long-term influence of the I.O.R. and that the rule is working at grass roots level. There is nothing basically outdated in the *Love & War* or *Patrice III* designs, and look at the way *Meltemi* continues to hang in there.

The top designs now operating overseas would probably give these three a bit of a caning in top-level competition, but I wonder how much this would be due to superior rig and sail technology rather than any great improvements in hull design. No doubt that statement will draw forth protests from my sail-making mates, but the fact is we trail badly in this area despite the international tie-ups publicised by some of our sailmakers. And can anyone remember the last time one of our multitudinous spar manufacturers came up with an original idea that improved performance.



With *Mercedes IV* sold to Victoria, Ted Kaufman immediately started work on what one assumes will be *Mercedes V* and was up to plating stage by mid-November. Building right side up, it took a mere three weeks from lofting to fitting deck plates, a performance that Carl Eichenlaub might well envy, although I hear on the grape vine that the San Diego speedster is now churning them out in less than four weeks from go to whoa. An aluminium two tonner to son Scott's design, Ted Kaufman's new boat will be ready for the Admiral's Cup Trials. There are designs by S & S, Peterson, Farr, Blackburn and now Scott Kaufman all aiming towards Admiral's Cup selection.

With nearly a dozen Farr one ton sister ships or derivatives now in the water or on the way, the C.Y.C.A. Second Division is blooming into an interesting battlefield after a period of relative inactivity — so much so, in fact, that what was aesthetically awkward-looking when *Prospect of Ponsonby* first appeared here last year now seems more or less normal. The first of these production boats to make a showing, Dick Cawse's *Invincible*, won the division in the Ron Robertson Memorial Race and scored eighth overall. What would really hot things up now would be if a new Peterson one tonner suddenly appeared on the scene.

aground with *Apollo III* shortly after the start, in full view of the clubhouse and the dignitaries assembled to watch a season-opening regatta, an incident of sufficient moment to produce headlines in the Sunday sports pages.

The new twelve is coming along on schedule under the hand of Steve Ward, and they hope to have it sailing in January, which is pretty fast work. *Southern Cross* has been refitted under Scott McAllister's supervision and started crew training on the Swan in November. Despite the uncharacteristically low-profile approach adopted by Alan Bond for this challenge, the whole thing seems to hang together very well, and if good looks are any guide the new twelve will really be something special. It looked like a work of art to me — but I hasten to add that my knowledge of twelves is in the kindergarten category.

In the last issue I speculated on a vague rumour about another Admiral's Cup boat for Alan Bond. Shortly after that I happened to be in Perth where I had the pleasure of racing with Bondy on *Apollo III*, and I can now confirm that it was just a rumour. He does have a set of plans for an Admiral's Cupper but shelved them when the decision was made to go with the new twelve.

I had a lot of fun with Bondy and his *Apollo III* crew, which now includes Mike Summerton of Sydney, who is in Perth on a construction project. Sailing on the Swan has its hazards, however, and I hope that Bondy will forgive me for reporting that we went

* * *

No one told me we'd gone international with this rag, so I was as surprised as anyone at the anguished screams which emanated from Hong Kong after the June/July issue hit the streets. What fool sent them a copy anyway? [*Offshore goes to most major ocean racing clubs around the world as a matter of routine. — Ed.*] All this just when I was beginning to think that I had never provoked any letters to the Editor because everyone agreed with everything I wrote. At least it was not me who called them amusingly decadent colonials.

OH, THOSE WONDERFUL MEN IN THEIR MARK-LAYING VESSELS

by Alexandra Wilson

Alexandra Wilson, one of our new crop of Sailing Associate Members, recently spent a day out with the C.Y.C.A.'s mark layers. Since she is by profession a journalist, she couldn't resist penning the following story for the benefit of those members who don't know what goes on behind the scenes of 'round the buoys' ocean racing.

With the summer series in full swing, more yachts than ever are rounding those off-shore marks. But how many of those who enjoy Saturday racing ever think of the work involved in setting the courses and laying the marks?

A day out on Keith Storey's cruiser, *Marabou*, revealed just what goes on behind the scenes in making the off-shore courses variable and testing for the yachts and their crews.

The C.Y.C. has a roster of vessels and navigators available for mark laying, but too often it's left to the faithful few to do the job. A team of navigators is trained and selected for the season, and after a refresher run, they go on the roster.

In mark laying, there are three major aims: 1. setting the right course; 2. ensuring the tackle is correct and secure; and 3. putting the mark in the right place.

Setting the best course is no easy task. The course must be set for mid-race conditions, some hours ahead, not necessarily according to the conditions of the moment. The navigator takes wind readings, then has to look ahead to possible wind changes later in the day to set what he calculates will be a challenging course at the time of the race.

With the course set the Starter's Boat is radioed and the marks are prepared. A ballast chain is attached to the buoy to hold it perpendicular; then comes the line (twice the depth so the anchor won't drag) and finally the anchor itself.

The care that goes into preparing the tackle is for the benefit of both those who race (so the marks won't miscarry) and the Club (marks are not cheap to replace). However, in the latter respect, the C.Y.C. has not fared too badly. Only two marks lost in three years is quite a record.

The most difficult task is actually dropping the marks, with precision the keynote.

If the craft used has radar (as does *Marabou*) the job of calculating where the buoys will be dropped and getting to the exact spot is simplified. From the radar screen, bearings can be taken and distances measured off, showing the boat's position in relation to where the mark should be dropped.

Without the aid of radar, there's a lot more skill involved. Three accurately-charted and identified objects are selected, and a sextant is used to measure the horizontal angles subtended by those objects. The fix is taken, and the vessel adjusts course to find the drop-off point. A second fix is taken to double check before the mark is set.

Then it's the same performance to lay each of the other marks — with the same stress on precision.

According to the Director of the C.Y.C. Navigation School, Gordon Marshall, the greatest emphasis is on accuracy. "That's what it's all about — and we take a pride in it".

So when skippers and crews are going round those marks for the second time in the clubhouse postmortem, spare a thought for the people who put them there. They will then be out picking those marks up so that they will be ready for next week. You might even ask yourself "Shouldn't I be lending a hand?"





David Goode takes a walkie-talkie on to "Offshore" from Gordon Marshall on "Marabou"



Communicating with the starter's boat from Marabou's wheelhouse.



Preparing the ground tackle



Taking horizontal sextant angles.

THE GRETEL II

AMERICA'S CUP CHALLENGE

The America's Cup is the world's oldest sporting trophy still being competed for, and no challenger has been successful in a race series since it was won by the schooner *America* in 1851.

The America's Cup Challenge is held by the New York Yacht Club and may be challenged for by any yacht club outside the United States of America. For the 1977 series, five challenges were accepted: from the Yacht Club D'Hyeres, The Royal Sydney Yacht Squadron, The Royal Corinthian Yacht Club Cowes, The Royal Gottenburg Yacht Club, and The Sun City Yacht Club. All five clubs are to compete in a sail-off series to decide the challenger. This series and the Cup Challenge will be conducted off Newport, Rhode Island, U.S.A.

Gretel II is expected to leave Sydney in late May 1977 and be ready for sail training in mid-July in Newport. It is planned to have an unofficial tune-up against the French and the Swedes prior to the sail-off which, unofficially at this time, is expected to be in late August. The Challenge will commence 13th September.

The *Gretel II* challenge team will be substantially smaller than the previous *Gretel I* and *II* teams, being 16 men and one boat versus approximately 30 men and two boats in the former instances.

It is not planned to have a trial boat in Sydney, although *Gretel II* will sail on Sydney Harbour between January and April 1977.

Gretel II was launched in February 1970 as a challenger for the America's Cup that year. She was designed by Alan Payne and built by Bill Barnett for the Australian America's Cup Challenge Association, headed by the late Sir Frank Packer. *Gretel II* represented the Royal Sydney Yacht Squadron in the challenge series.

Her record in 1970 was the best of any 12 metre yacht challenger for the America's Cup. She sailed against *Intrepid*, who won races 1, 2, 3 and 5. Race 2 was won by *Gretel II* and then lost to *Intrepid* by a protest. *Gretel* won race 4. The final result was 4 - 1, *Intrepid*.

Gretel II was then sold to a West Australian Syndicate headed by Alan Bond and used as a trial horse for *Southern Cross* for her 1974 challenge. Without any improvements or new gear, *Gretel II* was on many occasions superior to *Southern Cross*.

In March 1975 Bill Manning and Gordon Ingate first discussed campaigning *Gretel II* in the 1977 series on behalf of the Royal Sydney Yacht Squadron. She was discussed as a viable challenger because: she was thought to

be at least equal to *Intrepid* and *Courageous* and faster than *Southern Cross*; because she was a proven boat that could be updated; and because as she was already built, the campaign effort could concentrate on the things that will count in '77 — planning and organisation, sails, helming and crewing. The problem of tuning and proving a new boat would be obviated.

The Association believes that, given the best in planning and organisation, sails, helming and crewing, *Gretel II* is quite capable of an excellent performance in the 1977 America's Cup Series.

Alan Payne's original notes on the prospects of *Gretel II*

The yacht's present overall sail area/sailing length ratio broadly must remain unchanged, major alterations being impracticable at this time. The ratio fixes the wind-speed range for which the yacht's proportions are best suited. This wind-speed range is likely to be experienced in the elimination trials and cup races.

Recent rule changes require that the deck be altered. This involves a simple addition of extra structure, and a surrender of ballast is possible with an associated small loss of performance. Lloyd's Register has approved that the deck work be built at a weight corresponding to aluminium construction, resulting in a net lightening of the yacht. While the deck work is in progress, the hull shape could be altered to reduce waterline length and displacement. The planned hull alterations are structurally simple. The altered



vessel would not be significantly inferior to the *Courageous* type of design at the *Gretel II* optimum wind-speed range.

Small rig changes are required, with no new spars except the spinnaker pole.

Financing the challenge

The estimate of the cost of the *Gretel II* Challenge is \$490,000, plus two contingencies totalling \$110,000.

Any interested person may contribute to the Association in one of three ways:

1. They may give a cash contribution.
2. They may wish to underwrite part of the planned fund raising which aims at raising about \$250,000.
3. They may wish to provide goods and/or services in kind.

For further information you should contact the Sydney headquarters on 241 3951 and leave a message and a member of the Association will contact you.

The Association is a non-profit organisation and it is not possible to pay dividends, etc. The Association has written to the Chief Secretary to register an Art Union, and we have had several people who wish to assist in its organisation. The Chief Secretary's approval is expected in the near future.

Learn Navigation*

COASTAL OR CELESTIAL

small classes — once weekly

central location

WHY NOT RING AND CHECK IT OUT?

RING HEDLEY WATSON

692 0130 Bus.

498 7374 a/h.

** Navigators and seacooks are in short supply.
(we don't teach cooking!)*

CROWS NEST MARINE COMPLETE YACHT OUTFITTING SERVICES

SPAR FABRICATION

FULL RIGGING SERVICES

STAINLESS FABRICATORS

ALUMINIUM WELDING.

WORK CARRIED OUT ON

TRAILABLE YACHTS

UNDERCOVER.

4-6 TEPKO ROAD, TERRY HILLS. N.S.W.

MANUFACTURING DIVISION OF —

THE CROWS NEST

Ship Chandlers Pty. Ltd.
43 3119, 43 4854, 43 3110

9 ALEXANDER ST. CROWS NEST
PARK AT REAR, ALEXANDER LANE



Phone
450-2333



'Stormy Petrel' beached for inspection and repair – carried out by a tractor and bulldozer without much fuss.

THE 1976 LORD HOWE RACE

by Peter Rysdyk

It is 1349 hours, Saturday 23rd October 1976, and the Gosford Aquatic Club's Lord Howe Island Yacht Race is about to get underway.

On H.M.A.S. *Bombard*, starting officer Mike Alsop is making the countdown and . . . the ten minute gun booms away over Broken Bay. The starting line, as in other years, is between Barrenjoey and Lion Island, Broken Bay. The five minutes flag shoots up, accompanied by the gun, and the line-up takes shape. Wind Speed: 17 knots NE. — in other words, right on the bloody nose to Lord Howe. 1400 hours, and away they go in what one of the V.I.P'S on H.M.A.S. *Bombard* described as a 'spectacular start'.

The Mottle 33, renamed in mid-race in George Möttlé's cheeky way, *Follow Mee*, touches the buoy and has to restart. Half the fleet choses to follow the coast North and stay out of the set; the other half, with the promised southerly in mind, takes the plunge and heads out on 095°. However, the southerly does not arrive until early Monday, and the gamble paid off only partly.

In the meantime, the long-awaited eclipse of the sun takes place, and although it is by no means dark, the eerie sky proves something is amiss. The race, which carries a special



To the relief of many havigators, Ball's Pyramid will be dropped from the course in the future.

navigator's trophy, brings the best out of the "naviguessers", and several take sights during the eclipse. The quest for the trophy, won hands-down by C.Y.C.A. Navigation Instructor and Rear Commodore, Gordon Marchall, produced some beautifully-completed log books, specially supplied by the Gosford Aquatic Club. It also produced some most 'interesting' position reports on the seven-foot plotting chart in the Clubhouse, where yachts gave positions indicating they had sailed backwards or had advanced 90 miles during a six-hour period! It was here that the name 'the race of many lies' was struck.

Sunday morning, 24th. 0635 sked sees the radio relay yacht and cruising division entrant, *Islay-G*, heading the fleet, followed by the *Promise* (cruise), *Lady Caroline* (cruise), *Polaris* (I.O.R.), *Vanora* (Arb.), and *Rogue*

Polaris (I.O.R.), *Vanora* (Arb.), and *Rogue* (I.O.R.) all to the east of 153°. The fleet is already spreading out over an area of 90 miles by 48 miles in a NNW. wind of 10 knots and a set of 1.2 knots flowing SSE.

Sunday afternoon the wind drops and backs to the west, strength average 6.5 knots for some eight hours, changing south at 2200 hours with a strength of 10 knots. At the turn

of Sunday to Monday the yachts are romping away in a southerly of 20 knots. The Monday 0635 sked shows the fleet spread out over an area of 100 miles by 60 miles, most hanging onto the rhumb line with *Islay-G* 110 miles from Lord Howe Island.

Vanora (Arb.), *Suraya* (I.O.R.), *Leda* (I.O.R.), and *Lady Caroline* (cruise) are 10 miles back. Twenty miles back are *Gypsy* (I.O.R.) and *Polaris* (I.O.R.); 25 miles back, *Rogue* (I.O.R.); 30 miles back, *Promise* (cruise); 40 miles, *Quo Vadis* (I.O.R.); 48 miles *Ropawe* (Arb.); 58 miles *Stormy Petrel* (I.O.R.); 62 miles, *Anitra May* (Arb.); 65 miles, *Manu Kai* (Arb.); 75 miles *Mother Goose* (Arb.) and *Humdinger* (I.O.R.), who is 25 miles north of the rhumb line, with *Pinjarra* (Arb.) 20 miles south of the rhumb line, the field closed by *Onya of Gosford* (I.O.R.) and *Jelly Bean*. This is the day the fleet blows apart, with winds of up to 60 knots and nasty short seas forcing many yachts to hove to with resulting retirements. Tuesday morning dawns, and the 0635 sked proves *Rogue* and *Polaris* are well in the running for I.O.R., with *Anitra May* (Arb.) and *Mother Goose* (Arb.) pushing them; all four have the Island in sight; Winds ENE. 15 knots and a rather strong NE. set.

As the yachts finish during the Tuesday, it becomes clear that *Rogue* is a virtual certainty for I.O.R. with *Leda* line honours; *Mother Goose of Elvina Bay* is first on Arbitrary, and Graham Evan's *Lady Caroline* first in the Cruising Division; there are a great number of retirements.

'Stormy' hits reef

As requested at the Race briefing, yachts were not to enter the lagoon without escort and had to accurately follow (track) in the escort path of 'lead in' vessels. *Stormy* was preceded into the lagoon by *Promise*, who was brought to her mooring by *Lulawai*, the island vessel skippered by the Lord Howe Island Pilot, Clive Wilson. When it was *Stormy Petrel's* turn, *Lulawai*, returned to the north passage entrance to lead her in. *Stormy Petrel* followed *Lulawai*, but as the latter turned into the starboard dogleg, so did *Stormy* — well behind *Lulawai* and the result was that *Stormy Petrel* did not negotiate the narrow passage but struck the reef and received a battering before being taken off with a hull fracture and a 'set keel'. Later she was towed on to the beach in front of Pine Trees for inspection and repairs. The general opinion was that resolute action by all concerned, including continuous pumping by the crew, avoided more serious damage. Her taking out second in I.O.R. was a poor consolation for skipper Palmer.

General interesting points

During 'the blow', which peaked to 60 knots in the lagoon, some of the moorings proved too light and gave some worrying moments to several skippers. No doubt Clive Wilson, in his efficient way, will remedy this problem, and we have already been notified that the matter is being looked into.

Strong complaints were uttered about the rounding of Ball's Pyramid as too dangerous in darkness. The Race Director, at the 'Fish Fry' trophy presentations, promised to delete this rounding mark from future races, which statement was enthusiastically received.

Behaviour of the crews again was excellent, although early on one crew were in perhaps excessively high spirits over a line-honours win.

Although heavily overbooked as usual, only 21 yachts

started (25 is the maximum number allowed by the Islanders). Two cancelled their entries in the last week and a further two did not face the starter.

Conclusion

The Fourth Gosford Lord Howe Island Yacht Race will start on Saturday, 22nd October, 1977, at 1100 hours under a different Race Director, as the writer will be unable to take on the Organisation again due to other commitments, including the organisation of C.Y.C. Noumea Race.



Skipper Palmer of 'Stormy Petrel' responds to announcement by Race Director, Peter Rysdyk, of his second in I.O.R. Division.

Gosford — Lord Howe Island Yacht Race 1976 Final Race Results

Yacht Name	Elapsed Time	Corrected Time	Owner/Skipper
I.O.R. DIVISION			
Boomaroo 111	92.04.33 (6)	67.01.19	H. Finlay
Gypsy	112.04.00 (8)	82.14.04	N. Wylo
Humdinger	102.04.00 (7)	72.28.39	W.B. Northam
Leda (C.Y.C.A.)	66.17.52 (5)	61.12.22	N. Gosson
Follow Mee (Mottl 33) (M.H.Y.C.)	78.00.00 (3)	60.27.56	G. Mottle
Onya of Gosford	RETIRED		P. Rysdyk
Polaris	76.05.45 (4)	61.02.11	L. Savage
Quo Vadis	RETIRED (1)		H. Marks
Rogue (C.Y.C.A.)	74.09.04 (2)	57.48.03	V. D'Emillio
Stormy Petrel (C.Y.C.A.)	79.00.00	59.56.14	I.A. Palmer
Suraya	RETIRED		G.A. Potter
ARBITRARY DIVISION			
Anitra May	RETIRED		R. Walter
Jelly Bean (M.H.Y.C. (M.H.Y.C.)	123.12.16 (3)	80.04.50	R. Sheldon
Manu Kai (C.Y.C.A.) (C.Y.C.A.)	89.44.00 (2)	70.26.26	I.W. Barry
Mother Goose of E/B (R.P.A.Y.C.)	76.14.23 (1)	67.51.12	K.J. Beashel
Pinjarra	RETIRED		J. Neilsen
Quadrille	NOT STARTED		I.M. Simpson
Ropawe	RETIRED		A.A. Strachan
Vanora	RETIRED		J. Arends
CRUISING DIVISION			
Dufyken	NOT STARTED		J. Peschar
Islay — G (R.M.Y.C.)	Second Placing Cruising		J. Challinor
Lady Caroline (C.Y.C.A.)	First Placing Cruising		G.H. Evans
The Promise (G.A.C.)	Third Placing Cruising		R. Davey
G. Marshall (C.Y.C.A.)	Navigators Trophy		

RACE REPORT: FIRST LORD HOWE -COFFS HARBOUR RACE

The Race started on Saturday 30th October, 3.30 p.m. Seven entries faced the starting line which was off the southern end of the lagoon at Lord Howe Island.

The Race was sailed under strong northeast conditions, on arbitrary handicap T.C.F.'s based on the previous Gosford-Lord Howe Race, giving all yachts equal chance.

Organised by the Coffs Harbour Yacht Club with Peter Rysdyk as Race Director, who also handled the Radio Relay, the Race was an unqualified success and is bound to be a regular annual event.

The festive trophy presentation took place in the beautiful new Clubhouse of the C.H.Y.C. Tuesday evening 2nd November.

line honours	. <i>Leda</i> — N. Gosson (C.Y.C.A.)
first on T.C.F.	. <i>Manu Kai</i> — I.W. Barry (C.Y.C.A.)
second on T.C.F.	. <i>Suraya</i> — G. Potter (O.C.Y.C.)
third on T.C.F.	. <i>Onya of Gosford</i> — P. Rysdyk (C.Y.C.A.)

THE U.T.A. SYDNEY- NOUMEA RACE

After the generous sponsorship our Club obtained for the Hitachi Sydney-Hobart, in no small way due to the

enormous footwork by Board members Joe Diamond (immediate past Commodore) and "Tiger" Scott, it had to be rather obvious that the Sydney-Noumea Race should look for financial assistance also. So the same untiring workers again struck oil, with U.T.A.-Air France picking up the tab for our fourth Noumea Yacht Race 1977, which will in future be referred to as the U.T.A. Sydney-Noumea Yacht Race.

We are delighted to announce that U.T.A. French Airlines have offered the sum of \$20,000 to become the Official Sponsors of the Race.

Up to November 15th, the following entries were on hand or in the mail.

Yacht	Description	Owner
<i>Lady Caroline</i>	45' ketch (Cruising)	G. Evans
<i>Cera</i>	37' sloop (Arb. Division)	Dr. M. Henderson
<i>Onya of Gosford</i>	42' ketch (Cruising)	P. Rysdyk
<i>Captain Woodin</i>	45' ketch (I.O.R.)	J.C. Quintin (Noumea)
<i>Petula</i>	37' sloop (I.O.R.)	B.C. Ryan
<i>Promise</i>	50' sloop (Cruising)	R. Davey

<i>Escapade of</i>	37' yawl (Arb.)	T. Gowland
<i>Pittwater</i>	37' sloop (I.O.R.)	D. A. Strachan
<i>Satin sheets</i>	38' sloop (I.O.R.)	P. Rothery
<i>Unnamed</i>		(Noumea)

It is our hope that in excess of twenty-five yachts will face the starting vessel, H.M.S.A. *Bombard*, which has been made available by the Royal Australian Navy. Start will be 1100 hours, Saturday 7th May, coinciding with the school holidays. We have also received confirmation from the Cercle Nautique Caledonie, our Noumea Host Caledonie, our Noumea Host Club, that the French Navy vessel *Le Dunkerquoise* will escort the fleet for the second half of the route. We admit to having great hopes for an R.A.N. vessel to match this for the first half.

The beautiful new 61-ft. *Koomooloo* Motor Yacht, skippered by ex-Commodore Norman Ridge, is acting as Radio Relay Vessel, and all indications are that our C.Y.C. is heading for another successful Race.

Customs information

We are fortunate to have member Russell Campbell, of Campbell & Ronan Pty. Ltd., Custom Agents, looking after this complicated matter for all entries free of charge. It is, however, advisable that, in view of the not-always expeditious ways of officialdom, entries should be sent in early. It is agreed, should, inadvertently, a cancellation be necessary, the entry fees will be refunded up to fourteen days prior to the starting date.

As a result of our partnership with U.T.A. in this four-yearly race, interesting tours will be available for relations, friends and camp followers. In the very near future special announcements and brochures will be available on this matter.

Australia Week

We are in an advanced stage of obtaining wholesale co-operation from the Department of Overseas Trade and the Chamber of Commerce Et D'Industrie De Nouvelle Caledonie to make this an unforgettable occasion with improvement in export trade and improvement in relations between our two Pacific Regions.

Skipper when selecting crew should not lose sight of the fact that all our men will be expected to act as ambassadors for Australia and our Club.

Monthly Newsletter

We remind our readers once more that a monthly newsletter is sent to all interested parties; we would require your name and address at the C.Y.C. office.

Peter Rysdyk
Noumea Race Director

The birth of the next generation of **HOOD** fabric



Ted and Professor Hood checking the picks and ends of our new 8.8 oz. high aspect ratio mainsail fabric.

1976 sees the release of a whole new range of mainsail and headsail fabrics produced by Hoods own mills at Marblehead, Massachusetts, which are engineered to handle the high loads of modern high aspect ratio sail plans.

Our new 4.9, 6.4, 8.8, 3.5, mainsail fabrics, and our 2.2, 2.9, 3.5, 4.1, 5.5, 7.0, 8.2, 10.5 genoa fabrics outperform and outlast any-

thing we have produced before; which is no mean feat in itself.

One design and class boats have not been ignored either and our totally new finish fabric has proved itself at its first application, with Bruce Ritchie notching up a 3rd in the worlds' Etchells this year using sails made from our special class boat fabric.

Whatever style of yachting

you enjoy from Admiral's Cup to Olympic Classes or just plain cruising. Hoods have the knowhow, the technology and most importantly the cloth to produce the best sails in the world.

Why not give us a call now to see how Hood technology can help you.

Hood makes a difference — they're fast and they last.



HOOD SAILMAKERS (AUSTRALIA) PTY. LTD.

Hood Sails Sydney, call Pete or Kev at The Loft. 929 0700
P.O. Box 165, Milsons Point, 2061
Hood Sails Melbourne. Call Jim Vickery 88 5500
Hood Sails Brisbane. Call Mike Tyquin . . . 52 1268 . . . A.H. 68 4494
Hood Sails Adelaide. Call Don King 47 3100
Hood Sails Perth. Call Phil Harry 35 3734



Watson's Knaviguessing Know-how

We had a lot of interesting answers to our last problem, and a lot of abuse, too! It was quite simple, really, if you thought about it for a while. One of the standard methods for laying off bearings with an unknown compass error is to convert them to horizontal angles, and then lay them off geometrically, or with a station pointer, Douglas protractor or just good old tracing paper.

The problem was this, briefly:

Compass bearings	— Collaroy Water Tr.	340°
	Islet off Bungan Hd.	013°
	Barrenjoey Lt.	056°

What was the compass error?

The error was obviously large. To find the position, firstly, we take the differences between the bearings, and write the horizontal angles thus:

Water Tr. 33° Islet 43° Barrenjoey Lt.

On the chart, the situation is as shown in the sketch.



The simplest method is to draw the angles on a piece of tracing paper and manoeuvre it on the chart until each line passes through its respective object; our position is at the intersection of the lines. Then, mark the position, measure the

true bearing of one of the objects and compare that with the compass bearing — result, error.

The answer was: Distance from Water Tr. 7.7 miles
Error 100°W

Up here in Queensland, we see heaps of cruising yachts. Sizes and types are of infinite variety, and they range from accidents trying to happen (rare, luckily) to beautifully-set-up boats with crews who obviously know what they're about. Destinations vary from the specific to 'where the wind blows'.

To prove that world cruising is within everyone's reach, if they want it, a Gladstone half-tonner has set out on a leisurely circumnavigation via Suez and Panama. Her itinerary is a classic for the armchair cruising man! Noumea, Vila, Honiara, P.N.G., Ambon, Bali, Singapore, Bangkok, Colombo, Suez to the Mediterranean. Some cruising in the Greek islands, then to Marseilles and through the canal and river systems to the Baltic! My mouth is watering; how's yours?

Twelve months in Europe, and then back via Panama. That part of the itinerary is still unplanned.

Joker is the yacht, a steel 30 footer, 10'4" beam and 5'2" draft, built in Launceston six years ago. She is similar to the popular Ballard class, and some of you will have seen her in the Brisbane — Gladstone and Gladstone — Cairns Races this year. She was one of the few boats to finish the Cairns race during the cyclone scare.

Owner is Bill Webb, a Gladstone accountant, and crew are Dick Kennedy and Glen Butcher of Gladstone, and Hanz Christian of Mackay — a chauvinist group. We're hoping to get some feedback of their experiences along the way, and I'll pass on any interesting ones.

Which brings us to this issue's problem. Ocean passages are so different from the coastal sailing most of us are used to. We encounter the problems of weather patterns which, although massive, are small in comparison to the distances we are travelling. It's often a toss up whether a major diversion will be faster or disastrous, and alternative routes can be a thousand miles apart. The Cape to Rio Race is a good example, as this race can be won or lost by the initial decision as to whether to take the northerly or southerly track.

In moderate-to-high latitudes, when the course has a significant east or west component, the direction of the great circle course can be a deciding factor. For interest's sake, compare the initial great-circle course from the Cape to Rio with the rhumb-line course. First in is best dressed with the champions, as usual.

Use these positions:

Cape Town	33° 54'S	18° 25'E
Rio	22° 54'S	43° 10'W

(Clue: Nories tables give a simple method for finding the G.C. course in the A.B.C. tables).

Next issue, we'll discuss the advantages and disadvantages of the two courses. See you then.

Hedley Watson

CRUISING DIVISION IS AIRBORNE

by Basil Catterns

There were 26 yachts and 3 large powerboats rafted up together in the Lane Cove River when the seaplane arrived. It taxied expertly through the fleet, rounded up at a mooring only feet from the beach where the C.Y.C. were having a barbeque party, and the pilot and his passenger stepped ashore at his home.

"There you are," said cruise leader Nick Cassim, raising himself on one elbow on the green grass, careful not to spill his drink, "you can say that the C.Y.C. Cruising Division is now airborne".

Yes, you could say that now. Despite threatening skies and weather forecasts which promised everything, including hail, the record fleet of cruising boats assembled at the Shark Island assembly area at 1100 hours on 21st November and headed up the harbour. Nick Cassim's *Lolita* as lead boat wore the No. 3 pennant, advising the rendezvous, and carried a 'crew' of nineteen, which had clearly got the Cruising Division message 'enjoy yourself'.

Veteran skipper, Tommy Thompson, entertained the fleet at the start by going aloft on *Lilith* to clear a fouled halyard. *Lilith's* mast would be one of the few old, very-tall seven/eighths with 3 crosstrees. It is still held up with block and tackle runners and a wound bandage of fibreglass — applied when fibreglass was experimental. No fears for the white-haired old salt — only concern whether the mast would take his weight.

Northwood Park was the destination. Everybody came in line astern and made up in rafts of 5 or 7. Hospitality was shared on each other's boats, and then the dinghy fleet ferried everybody to the beach for barbeque lunch.

It was 5 p.m. before the sun disappeared behind a dangerous-looking cloud fast advancing from the south, and the cry of 'all aboard' emptied the park and beach of the sun-soaked yachties.

This very enjoyable day on the harbour followed the successful trip to Gosford on the October holiday weekend, when a total of 26 yachts and powerboats followed Peter Rysdyk in *Onya* up through Brisbane Waters.

It was an exciting new experience for all. So with offshore passages to Port Hacking and Gosford, and harbour rendezvous at Chinaman's Beach and Lane Cove River, all immensely successful, it is true to say that the new Cruising Division is airborne.



ARE WORDS WE HOPE YOU'LL NEVER USE.

We've used everything we know to make the new Stingray 120 the most reliable SSB transceiver for the money available in Australia today. In power, range, reliability and clarity. So you'll have a minimum of language difficulties when you transmit on Stingray 120 so you won't have to 'phonetic' your calls so frequently. Stingray 120 is simple to operate with automatic aerial tuning that anyone can operate. If you're about to invest in SSB two-way radio, look at the others first, then compare these Stingray features (if you've got a friend with a Stingray, you'll be sold).

- **Power output** — Stingray 120 delivers 100 watts PEP minimum on SSB and 50 watts nominal on AM.
- **Power in reserve** — Stingray 120 has two transistors each rated at 100 watts.
- **Durability** — Stingray 120 is enclosed in a rugged die-cast case.
- **Broadcast band** — Stingray 120 gives you a broadcast band (530 to 1600 KHz). PA facilities as an optional extra.
- **Noise blanker** — Stingray 120 incorporates a full I.F. impulse noise blanker.
- **10 channel versatility** — Stingray 120 gives you a choice of 10 channels in the frequency range 2 to 13 MHz.



Stingray 120 gives you more, so surely when it comes to safety at sea, can you really afford to compromise?

STINGRAY 120

Get the complete details now:

TRYMAX MARINE

22 Punch Street, Artarmon. N.S.W. 2064.
Phone 439 8933.

"Delta Echo", as every radio operator knows, is the phonetic expression for the words "This is" and used in case of language difficulties.

If sounds great. Send me details of the Stingray.
P.O. Box 390 Artarmon NSW 2064
Ph. 439 8933.
Name _____
Address _____
P/code _____
Telephone _____

BOOK REVIEWS

Navigation of Small Craft

by Frank Underdown
(223 pages \$10.20*)

The Yachtsman's Navigation Manual

by Jeff Toghill
(255 pages \$12.95*)

Two first-class tutors of navigation, both of them living in Sydney, have written excellent books from which a reasonably intelligent person could, with application, learn to navigate both along the coast and on long ocean passages.

Books have the obvious disadvantage over direct tuition in that a misunderstanding of the text could lead to fundamental errors, whereas a tutor can correct his pupil at each step.

Both books are written with Sydney dwellers in mind, and the examples and exercises are locally based so that the crews of local offshore yachts can take themselves through the art of navigation with some encouragement from the skipper and navigator.

It is interesting to note that both authors have devoted the first 108 pages of text to Coastal Navigation and the balance to Celestial Navigation, whilst differing otherwise in their approach.

Frank Underdown, who runs Chart-room Enterprises in Crows Nest, is a lecturer in the Technical Education Branch of The Royal Volunteer Coastal Patrol and has an excellent technical approach to his subject.

Jeff Toghill is a graduate of the School Of Navigation at Southampton University and has taught navigation for twenty years. His books, *The Art of Sailing*, *Let's Try Sailing*, *Manual of Yacht Navigation*, *Sailing for Beginners* and *The Boat Owner's Maintenance Manual* are well known in Australia. He is also an Editor of *Australian Boating*.

It is perhaps due to Jeff Toghill's expertise with the pen and his editorial pencil that he has produced a more easily read and far more interesting book, which must be the reviewer's recommendation for beginners. The numerous illustrations and photographs retain one's interest throughout the book, and whilst it is easy to criticise the quality and the value of many of the photographs, there is no doubt that their presence holds the wandering mind.

In Frank Underdown's book, even the typesetting looks scholastic, and his approach is entirely technical. The R.V.C.P. methods show up clearly, and each chapter finishes with an exercise, the answers to which will tell the reader whether or not he has correctly assimilated the preceding text.

For the complete beginner, Jeff Toghill's book would almost certainly be the one to purchase, graduating to Frank Underdown after acquiring a working knowledge and having found sufficient interest in the subject.

It is surprising how few of the hundreds of men who crew the offshore racing fleets of Sydney have any interest in navigation, most of them coming below after a watch will pause at the 'naviguesser's table' and ask "where are we?". Due to their lack of knowledge of navigation, a tactical discussion will rarely follow. With the help of either of these two books, deck crew would be encouraged to take a greater interest in the total operation of the boat or stand in for an ailing or absent navigator. They could also prepare themselves for continuing their sailing activities when advancing years render them unable to prance around the foredeck.

Jeff Toghill would make an admirable Christmas present. Some recipients would eventually purchase Frank Underdown. [For our male readers, *Julie Christie or Sophia Loren may be more gratefully received* — Ed.]

J.H.

The Continuing Story of Aries Place

Now in paperback \$5.60*

This annual best seller undoubtedly owes its popularity to the galaxy of stars which play the leading roles. The day-to-day (and night) activities of 57 of the brightest stars are vividly set

down, and the hourly intimate details of the naked Venus laid bare for the first time in paperback.

Maybe it is portentous that the British Alan Hunter has been joined by American S.J. Sleeper to produce this monumental work, which will be pawed and pored over by navigators during the night watches whilst the healthier deck crews will have to settle for old copies of *Playboy* and *Men Only*.

We hear that the all-girl crews have been seen smuggling copies aboard their boats with their Norries and other more seemly publications. Chauvinists beware.

Regular readers will be pleased to find that Pollux and Peacock are still together, and it will be no surprise that the bad Betelgeuse remains unconstant. It does seem a pity that the producers have had to include 30 pages of corrections at the end, but there are a couple of heavenly drawings on pages 266 and 267.

This year they have a very plain cover which could offend no one, bearing only the words 'The Nautical Almanac 1977, Published by Her Majesty's Stationery Office'. Do not fail to have one aboard.

J.H.

CLUB NOTES

Sailing Secretary's Report

The age allowance system is designed to raise the chances of older yachts appearing high on the result lists. It arose from the fact that designers' skills had reduced over the years the competitive capabilities of the older yachts.

Three years, through my geriatric eyes, does seem rather young to grow old, but such is progress. Some yachts do grow old gracefully and accept and enjoy the pleasures that age brings; some appear to be branded as old before their time; such a one is *Love and War*.

Peter Kurts and I discussed the rule some months ago and Peter finished the session with the thought that "it is, sometimes, hard to grow old".

The first race of this season found

Love & War "old". That was too much; the lady picked up her skirts and decided that this was not for her, the result:

1st overall Trade Winds Trophy —
1 year off
1st overall Woollahra Cup —
1 year off
1st overall Ron Robertson Memorial —
young again

Now she goes to the Queen's Birthday Cup and the Hobart as a straight I.O.R. Handicapper, and good luck to her. You can't keep a good man (girl) down.

Peter was right; sometimes it is hard to grow old.

* * * * *

Our season goes from strength to strength. The records stand at: 74 Starters in a Short Ocean Point Score Race; 43 Starters in a Long Ocean Point Score Race; 92 in a non-Southern-Cross/Hobart Year.

The 92 would be 98 if late, late entries could be accepted after the close of late entries. Administrative difficulties preclude this; those who have not experienced the "backroom" cannot appreciate the vast quantities of paper, calculation, etc. involved. Some may say that this can be overdone, but if there is a better way to make "The Hobart" the world-recognised attraction (both for yachtsmen and the public) that it is, we would like to know it.

To those who missed out on late entry, we understand your disappointment and you have our regrets. We would be delighted to put you down for a record Southern Cross/Hobart next year.

Jill, Michele, and I — the Sailing Staff — wish you a Merry Christmas and good sailing in the New Year.

— Max Lees

Renovations

Dear Members,

Our Club is having a face lift.

The Men's and Women's ground floor toilets and showers are being enlarged to provide additional shower area; and the Bar is being extended by the elimination of the store room on the western side.

Over the past few years we have all been conscious of the restricted service area in the bar during the

Winter Race Series and during the period prior to the Hobart Race start.

The extensions will increase this service area by about forty percent and provide two extra beer pulls, another Norris glass washing machine and another Post-mix drink outlet.

All of the bar top is being renewed, and a new, concealed, fully-illuminated ceiling is being installed.

The design theory behind the alterations is to give the effect of making the whole Club appear larger. It will be possible to look across the bar directly out into the harbour and the bar will become an island accessible from three sides for service.

On the new advice of an interior decorator, the ceiling is being sprayed navy blue, and Lachlans have been a great help with the selection of navy blue carpet and new curtains.

All available funds have been allocated for the shower toilets and bar improvements.

The Board is presently considering the installation of a sauna, and a considerable number of members have agreed to donate \$20.00 each towards its construction.

As is always the case, money is the problem, and the above-mentioned improvements have been the subject of considerable discussion between the Board and the House Committee. The sauna proposal is subject to sufficient cash being donated.

Many boat owners will be pleased to hear that electricity will be reconnected to the work wharf. This was disconnected when the old collapsing dinghy shed and work shop were demolished to provide temporary parking until the Club's building project could commence.

Members will be pleased to know that fellow Member, Ron Dalbora, won his appeal against Woollahra Council and can now proceed with the removal of his dilapidated, rusted old sheds and commence the construction of buildings worthy of the site.

The C.Y.C. appeal against Woollahra Council has yet to be heard, and therefore we cannot comment.

Yours faithfully,
— Dick Christian

AWA Leaders in marine electronics

International NAVIGATION EQUIPMENT AND ACCESSORIES
SEAFARER RANGE

SEAFARER III
DEPTH
INDICATOR



SEASCRIBE
ECHO SOUNDER



SEASCAN RADAR



SEAFIX



SEAFARER LOG

AWA LEADERS IN MARINE ELECTRONICS

*Catch the Spirit
of Adventure
with AWA*



CAPT. COOK



MARINE SALES & SERVICE DEPOTS

Leichhardt	560 8644	Port Adelaide	47 4822
Newcastle	25 166	Whyalla	45 8975
Wollongong	29 5881	Fremantle	35 2881
Melbourne	699 6144	Hobart	34 5412
Brisbane	44 1632	Launceston	44 5155
Townsville	79 6155	Baroko	3177
OS - RT		Lae	42 1548

MARINA NEWS

by Jack North

Fire Bird is an 85-foot ketch whose other statistics are 18 feet by 10 feet. Designed by Timken and Dunham, she was launched in 1967 at Sturgeon Bay, Wisconsin, U.S.A. The Palmer Johnson yard where she was built also gave birth to *Bumblebee*.

Fire Bird's main engine is a 320 horse GM8B 71. She also has two 30KW generators as well as a cruising one (20KW) driven off the main motor. The fuel tanks hold 3000 gallons and the freshwater tanks 1800. A special watermaker produces 5 to 7 gallons of freshwater an hour when necessary. Tonnage works out at 105 gross, 95 net and 85 displacement according to the skipper, Bob Bucknell.

The yacht has roller furling main and mizzen, the roller being along the luff of the sails — hence those solid-looking aluminium masts that intrigued so many people. The booms swivel from a point some distance abaft the masts so that, as gear is eased, more belly comes into the sails. This idea is not new, having been used in some nineteenth-century fishing schooners.

Although Oregon is shown on the hull as the home port, *Fire Bird* hails from Newport, Rhode Island. Her owner is Sam Rehnborg. The yacht left the United States in July 1975 for Acapulco and then headed across the Pacific. Ports of call included Tahiti, Suvaroff Island and Samoa. Her last port before Sydney was the Isle of Pines, and she made that passage in eight days with the aid of the donk. Breezes are said to have been light and mostly from ahead. By contrast she sailed 3300 miles from Acapulco to Nukuhiva in seventeen days, which works out at an eight knot average.

The yacht left the marina in mid-November on the next stage of her round-the-world voyage.

Visiting yachts come in to the marina, and sail again, to arrive at their ultimate destinations, presumably. *Moriah*, a 38-foot yawl from Fort Walton Beach in Florida was here for some months in 1973 as reported in the August issue of *Offshore* for that year. She was owned and crewed by Cliff and Joyce Nunnery and their son, Matt.

During December 1973 *Moriah* set out for Hobart, not as a race entrant but as a sort of unofficial entry. However, after striking bad weather in Bass Strait and ripping a sail or two, the crew decided to see the new year in at Eden.

Later the yacht headed north and passed through into the Indian Ocean, having called at Darwin and Bali. From Bali she sailed to the R.A.F. base at Gan, in the Maldives. She was to go on to South Africa, but the Nunnery family changed its mind and decided that Sri Lanka (Ceylon) might be more interesting. The passage of 2400 miles from Sri Lanka to Djibouti (in former French Somaliland) took sixteen days.

Plugging through the Red Sea, *Moriah* reached Eilat, Israel, where she was loaded onto road transport and taken overland to Haifa. The Suez Canal was still closed at that time, of course.

The Mediterranean passage was followed by an Atlantic crossing, and the idea was to sail direct from Gibraltar to Florida. But, as the self-steering gear broke down, *Moriah* had to put into Antigua for repairs. Once back at sea those repairs lasted just one hour, and it was back to manual steering.

The world circumnavigation was all but completed by then. She sailed through the West Indies and passed through the Florida waterways to arrive at her home club Fort Walton Beach on 7th September, 1975.



Whiting half-tonner

That bare looking craft tied up in *Li'l Cav's* berth at the time of writing is Sydney's first Whiting Half Tonner. This is the stepchild of Cavalier Yachts, who import the hulls and decks from New Zealand and assemble them here. Sails will probably be made locally.

With a 1600 lb lead keel underneath, she displaces 4800 lbs on a 24-foot waterline. Other dimensions are 31 ft. 9 ins. overall, 10 ft. 6 ins. beam and 5 ft. 3 ins. draft. Although an inboard motor can be installed, it was hoped that she would rate with an outboard. However, it seems that this was not to be.

The Whiting was a New Zealand entrant in the recent World Half Ton Championships in Trieste and came eighth in the final results. She won the invitation race and came second in the second heat. Light conditions prevailed throughout the series, and the boat's connections feel she would have performed even better with a bit of weight in the breeze.

BOB HOLMES

THE YACHTSMAN'S BROKER

PERSONALISED PROFESSIONAL SERVICE



BOB HOLMES BOATING SERVICES PTY. LTD.

Agents for MARINE HULL INSURANCE
PETERSON YACHTS
COMPASS YACHTS
HOOD YACHTS

Phone Sydney 32-9991 (3 lines)

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

We don't sell yachts, and we don't make waves-when we put you into a new Ford.

It's all plain sailing out at Nev Ham Ford. A ship shape line up of LTD's, Fairlanes, Fairmonts, Falcons, Cortinas and Escorts, to pass any Commodore's inspection. Try for line honours with Nev on your next deal.

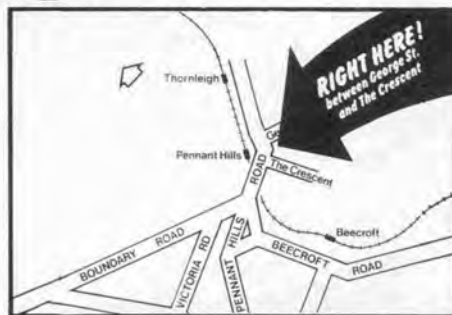


Nev Ham

PTY. LTD.



367-369
Pennant Hills Road,
Pennant Hills.
Phone: 848 9222



Mitchell Cotts Airfreight

(INCORPORATING CORRIGANS EXPRESS)



Win the great freight race—Britain to Australia

MITCHELL COTTS FREIGHT—MOVES CARGO FAST

Mitchell Cotts Airfreight Head Office: 194 George Street, Sydney Telephone: 27 8621 Telex: 25533

