OFFSHORE

NUMBER 39 DECEMBER 1977/JANUARY 1978 PRICE 50¢*

Top point scorer in the Admiral's Cup series, IMP

Photo Tom Leutwiler.

STOP PRESS:
B195, Australian [redacted]e Top Champion used all NORTH working sails.

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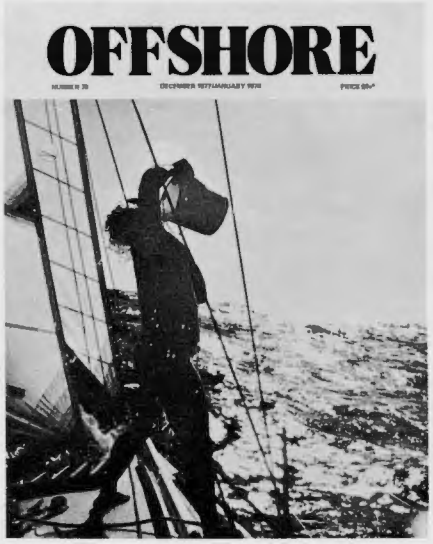

Cover: Early morning shower aboard 'Satin' Sheets', half-way to Lord Howe Island. Photograph by John Ashenhurst.

OFFSHORE

Number 39 December 1977/January 1978

FEATURES

RACING REPORT

TECHNICAL

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The Hobart – How to Pick the Winner

For the past three years Tony Cable has been invited to be tipster for **Offshore** *in picking the winner of the Hobart. In his first attempt he succeeded in bagging his duck all right, albeit with a blast from a blunderbuss which scattered shot through fully one half of the fleet; he got the winner, and we were all left spitting out stray shot. For this effort he was dubbed 'sharebroker'.*

Last year still smarting from previous criticism he pulled up his socks. Despite an intimidating Editor's introduction, which described Tony's ensuing article as 'an annual exercise in necromancy', Tony picked eight out of the first ten place-getters. More surprisingly, despite a wanton lack of understanding of the law of probability, he also accurately foretold a blow unlike anything since 1970.

To this, his third attempt, there will be no snide

Editor's preamble. Read this year's prediction, and then ring your bookmaker (unless you are fettered by the notion that lightning never strikes twice, in which case Tony will shout you a beer whilst exchanging with you pet nostrums, crippling biases, etc.).

For the third November running the Editor has given me a call a month before the Race and casually asked me to review the fleet and pick the winner. This time when I protested that there were about 140 entries to choose from, he offered no sympathy, stating simply that "You can do it; we have to have the article; I've left space for it".

Last year the task was relatively easy as there were only some 100 starters, almost all from Australia, and the weather was predictable in that it was high time for a good blow.

This year it is rather more difficult, as many of the yachts have not yet hit the water *(as was the case with the winner 'Piccolo' last year);* many are from overseas, and the writer has scarcley heard of any of them; and there are many from interstate who did not provide any information on their sailing history with their entry forms.

Faced with the impossible set of circumstances I thought it might be easier to provide a "do-it-yourself" guide to picking the winner so that anyone who closely follows the Race will be able to assess his own form and do just as good or bad a job as I will.

WHO CAN WIN? FACTORS TO CONSIDER?

THE WEATHER

Up until last year there had been an unusual succession of easy races, so the odds were that the '76 event would be a heavy one (and it was). This year the chances would have appeared to be even, save for one thing: Being a bi-annual Southern Cross Cup year, it is noted that there has never been a heavy Hobart for this series so far. The Poms, for instance, have scarcely ever got their feet wet on their way south. Further, they have had luxury conditions in the last two Fastnets, so it is high time they had their trip to Australia spoilt by a fair dinkim Bass Straight blow. Therefore, folks, we will have the second heavy Race in a row. Just imagine the total retirements in a fleet of 140!

Taking this heavy weather into consideration, we can immediately eliminate a few score boats that are not noted for heavy-weather performance and/or do not have crews able to sail them hard in a real blow. The first group to eliminate is all the ½ tonners (some 17 someone said). I can't see them winning a Hobart under any but the lightest conditions, if that. Secondly, eliminate all those crews that are no good in any stiff weather. Start with all the skippers who put themselves to bed sick. They can't run their boats effectively while prone. In heavy weather more hands are needed rather than fewer. Then look at the crews; forget their performances in 15k, 30-mile races, how they talk at the bar, and many Hobarts they have already done. What has to be gauged is how good they are in a heavy bash to windward for a couple of days or more. It is then that you can sort out who are the really good seamen, and the crews of these boats should be identified. It was largely on this point that made me pick 'Piccolo' last year — a top, hard crew with tha ability to thrash though.

DESIGN.

Looking over the history of the Race in the last 20 or so years, there has not been one winner that was not an outstanding vessel of her time. The aim, then, in picking the winner is to go for really outstanding boats that are winning races consistently and really deserve a win. Don't be sidetracked by good boats of yesteryear that might still be crewed and sailed well — the Hobart is an international event only to be won by an outstanding yacht.

Yachts that should be eliminated under this category would include 'Apollo II' and 'III', 'Love and War' 'Mercedes IV', 'Margaret Rintoul II', 'Pandora II', 'Sunburst', Nyamba' ('Runaway'), 'Patrice III', 'Ragamuffin' and 'Whispers of Wellington'. Now that is pretty strong stuff, but none of these are showing outstanding form and, save for luck, why should they win? (If that doesn't send someone after Cable's blood nothing will!).

Also under the category of 'Design' there can be eliminated a whole host of yachts whose designs are outdated, e.g. Swanson 36's and Cole 43's, fine boats but not now race winners. Also, cut out cruising types of which there are a number (what chance has a cutter?). Remove all other yachts, new or old, which, because of a combination of factors — poor design, bad crew, etc. — are just duds and known for it.

OVERSEAS ENTRANTS.

These have a very good record in the Race with wins in '67, '69, '71 and '72. So a careful examination of these should be made as these could provide a winner.

LUCK.

The Halvorsens with their three straight wins in the 60's were said to have made their own luck, There is luck in this race, but when it comes to winning it is only shared by the top yachts who are in a position to make the most of it. This is why no second-ranking boat can win, for if conditions favour it, then they will also be there for a first rank yacht. First there are 1 tonners, which could well provide the winner again. This type of boat has shown that it can win in any conditions, and heavy weather is no longer laid on for the plus 40' category. 'Piccolo' is still a potential winner, but this time I just don't like the odds these days of winning two Hobarts in a row, Others that could feature are 'B 195', 'The Sting', 'Rockie' 'Southern Comfort', 'Smir-Noff-Agen', 'Streaker', 'Jenny H', 'Variag' and 'White Pointer'.

Looking at the next size up, the 41' West German 'Pinta' has plenty of credentials; the U.K. yachts 'Winsome 77' and Knockout' and the U.S. 'Bravura', should take care of the overseas chances.

Others not well known to the writer but which seem to offer potential include the Farr 2-tonners, 'Farrawa' and 'Nitro'; Cole ¾ tonners 'Chaos', 'Fair Dinkum' and 'Bellman' are representative of a still-very-competitive design.

Well, so much for sticking my neck out again, Mr Editor. As you clearly want my hide for some past transgression, I will close by saying we will have a winner from the above list of 1-tonners.

And bless all the crews and those who write about them.

THE AUTUMN OF AUSTRALIAN OCEAN RACING

(the names are falling like dead leaves)

by John Harris

John Harris is a 1977 Australian Admiral's Cup Team member and an ocean racing enthusiast of many years. He is a solicitor by profession.

In the following article he examines the controversial issue of sponsorship of ocean-racing yachts and the recent disallowance of certain names of yachts because of alleged breaches of Rule 26 (Advertisements on yachts).

Have protest committees recently rushed in "Where angels fear to tread"? And will recent decisions end up working against the interests of Australian ocean racing?

Photo by David Colfelt

It is hardly hot news that boats are losing names like autumn leaves. One wonders whether club officials really relish this turn of events. Would you like to proofread a race entry form consisting entirely of numbers?

The solution may lie in the present economic situation together with the continued severity of highly moral protest committees. If there is no benefit for actual or potential sponsors, there will be no sponsors. One can foresee few indeed or, at least, appreciably fewer ocean racers of any worth on the scene than 'might have been'. We could all turn into Des Renfords.

It is trite to say that there is a multiplicity of issues involved. Two are basic: do we want sponsorship in ocean racing 'a la' 18 footers? and what does the rule governing it all say? We will here look at the latter issue, leaving the first for the philosphers amongst you.

Rule 26 says: 1. The hull crew or equipment of a yacht shall not display any form of advertisement except that: (a) [deals with sailmakers' marks] (b) [deals with builders marks] 2. [deals with size of marks] 3. A yacht shall not be disqualified for infringing the provisions of this rule without prior warning and adequate opportunity to make correction.

The rule is unchanged since the 1973-77 edition of the rules.

In view of the issues involved, which are potentially quite complex, and in view of the money potentially (and in fact) involved, the time is already here when Rule 26 and its ramifications should pay a visit to the N.S.W. Supreme Court.

Let no-one imagine that it couldn't happen. Since the 19th Century Lord (or was it Earl?) Dunhaven and his fellow peers went spearing into each other with their huge schooners on the Solent, it has clearly been established that the issues of yacht racing are open to judicial interpretation and determination. A more recent case of Hall v. N.S.W. Trotting Club Ltd. (reported 1977 N.S.W.L.R. 378) again establishes that, even in sport, the determinations of quasi-judicial bodies (here, protest committees) are bound by the rules of natural justice, and this is a springboard that disgruntled sponsors can use to get Rule 26 before our courts.

The writer claims no special expertise in the yacht racing rules or encyclopedic knowledge of the activities of protest committees. However, my taste in protest committees has at least been fairly catholic - from local Sabot races up (or was it down?) to hearings of an international jury. Win, lose or draw, one figure has been found ever-present — Rafferty — and he is just the person to allow a Supreme Court Judge to latch onto a protest committee verdict.

On reading Rule 26 one might well imagine that the crux of the matter is the "display of any form of advertisement". That seems straight forward enough, but questions do spring to mind. Some are: [1.] What is precluded — an actual' advertisement or an 'intended' advertisement? If an actual advertisement most would agree that the names 'Bacardi', 'Granny Smith' (complete with apple on tuck) 'Ballyhoo', 'Dynamite', Mercedes', 'Farr Fetched', and the like at least bring products or a designer ***to mind***. Do they thus 'advertise' (Give public notice . . . make known, according to the Oxford)? If so, how do these names continue to be accepted? It seems that within the literal wording of Rule 26, such names should go, whatever the motives in originally naming the yachts.

Compare 'Bacardi' and 'Farr Out' with 'Runaway'. Did any (or many) of you know what on earth 'Runaway' referred to in an advertising sense before the fuss? [Runaway' has been renamed 'Nyamba' under duress: Ed.] Do you really know now? What sort of an advertisement is 'Runaway'? If 'Runaway' in Sydney is a prohibited name, what about the yacht named 'Runaway' in New Zealand or more pertinently in Queensland (where the place Runaway Bay apparently is)? Surely these boats must change their names if the word offends.

[2] If mere wording does not alone constitute an advertisement within Rule 26, should we perhaps look at intention or motive? What if 'The General', whoops, 'Banacek' is intended to advertise a T.V. show, 'Geronimo' a store selling Red Indian artefacts, 'Windward Passage' a new form of laxative, and so on but none of us realise it? Should those yachts be unpenalised merely because the form of advertisement is ineffective? The ½-tonner 'Industries' smacks of a case in point Perhaps to some people such a name has advertising significance. It seems by the decisions of the protest committees and by the wording of the rule that the effectiveness or otherwise of the form of advertisement is irrelevant. If there is ***any*** form of ad, out it must go.

[3] To ensure fairness to all, should committees be set up to enquire into the name of every racing yacht? The alternative is to leave it to the individ uals or vigilante groups to ride shotgun on the Rule 26 morals of yacht owners. This raises the spectre of who can protest. A stranger on a cliff? Another question is raised here, outside the scope of this article.

[4] Remeber Rule 26 extends to the " . . . crew of a yacht. . . " Does this mean — surely it must — that those of us wearing Marlin jackets with their 'form of advertising' of the top pocket are liable to attack under Rule 26 (or are they excluded under provisions for sailmakers' marks)? If that argument seems specious to you, re-read the rule and explain the logical deficiency. If the

(continued next page)

argument is valid, where does the absurdity stop? (Do your sailing shorts bear a 'King Gee' tag inside them?).

[5] In Australia 'Runaway' allegedly advertising a development 'Runaway Bay' is out, as is 'Pioneer Sound' or its diminution, 'Pioneer', if referring to sound equipment. On the other hand, apparently you can call your boat 'Pioneer' if that is merely an ad for the production boat of the same (or previously the same) name That sort of national absurdity aside , we are in various yachting areas attempting to compete under the **International** Yacht Racing Union Rules. In that scene we find sponsored yachts racing under the names — 'The Red Lion', 'Smirnoff' etc. etc. Sure, the N.Z. boats had to have inconsequential alterations to their names ['Smirnoff' is now 'Smir-noff-agen'] but the advertisement remains extant. Our own Australian potential sponsors are offered nothing. It seems, as in measuring, we are once again going to be the whiter-than-white bunnies. Personally that's what I'd prefer on an overall basis, but that's a preference, not a reality. Why not admit there is more than one possible interpretation and accept the one which at least offers our yachtsmen the chance to complete on equal terms. The decision is by no means based on 'morality' or 'right and wrong' It is purely a matter of interpretation of the written word.

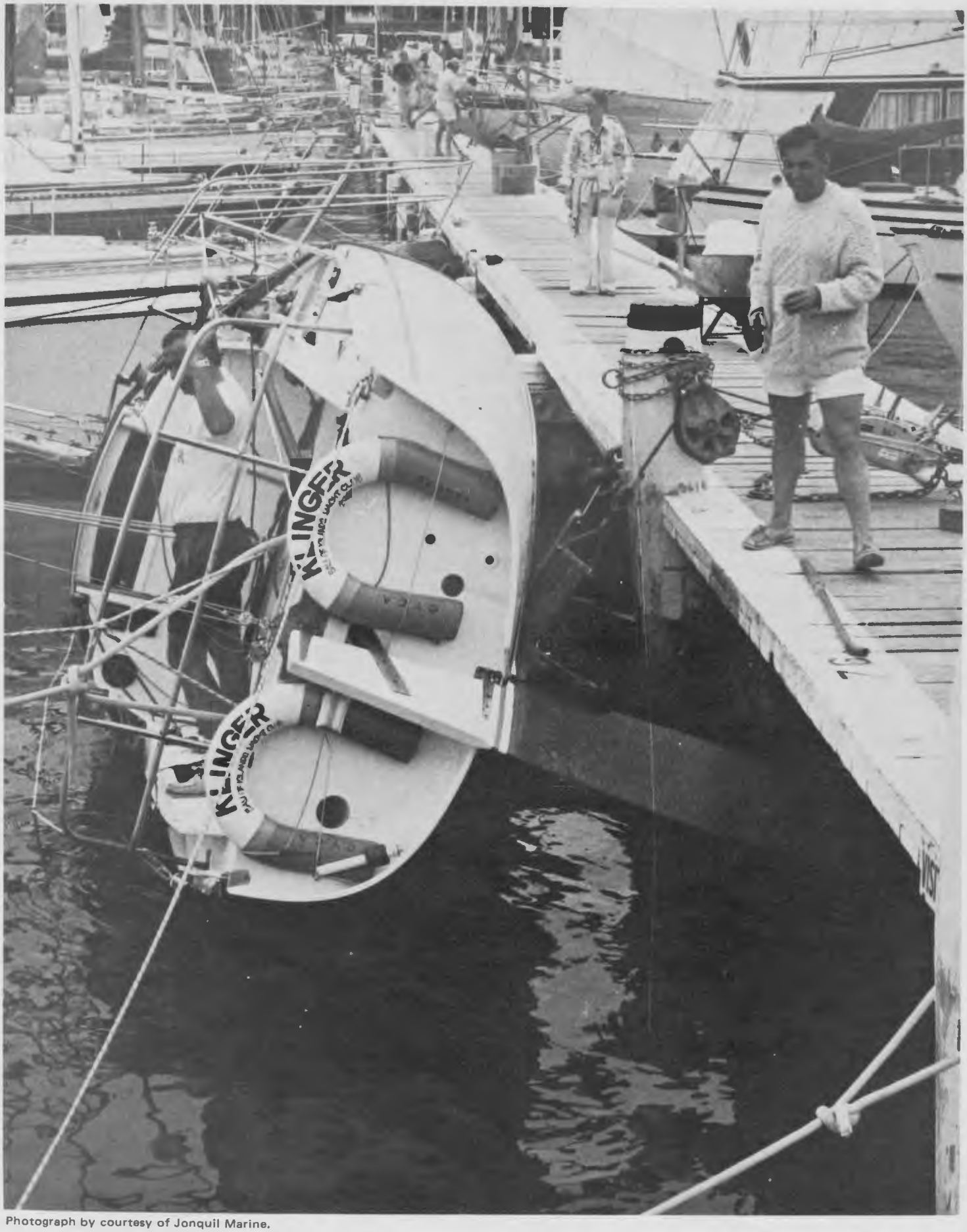
[6] The situation is further confused because Rule 26 appears fairly black and white and mandatory on first reading. Intention regarding advertisement is irrelevant as is actual ownership or sponsorship. Yet Case 43 in the superseded rule book gives an 'Interpretation' which appears to almost ignore what the rule actually says. The interpretation says (inter alia) "the hull of a yacht owned or sponsored by a group or organisation shall not display any wording or emblem that specifically related to such owner or sponsor". On this basis 'Runaway', wholly owned by her skipper and sponsored by no one, must be clear — yet a protest committee has decided otherwise. One concedes in advance that the "clarification" is highly dubious on many counts, and amongst others because it refers to "groups or organisations" but apparently by default clears (or ignores) sponsorship and advertisement by individuals.

[7] Now let us suppose we name our vessel 'Happy Days'. Two years later a large brewery decides on a theme of advertising featuring a yacht and the words "Happy days — Drink XX". If the advertising is successful the yacht will in time be seen by many as an advertisement for the brewery — whatever the owners wish. Is that yacht now in breach of Rule 26? One could argue that it had so become in breach.

There we have it. You can twist and turn the Rule endlessly. It is badly drawn, or badly interpreted? You cannot have it both ways. In its present form Rule 26 would not stand up to the pressures which could be exerted upon it.

We now wait for a sponsor who wants to put money into an ocean racer and is prepared to fight for his or her right to name it. Which club is prepared to stand behind its protest committee to the tune of the costs of a legal battle? It need not necessarily be an A.Y.F. burden.

Remember finally, that even Rule 1.4 is subject to the overriding power of the rules of natural justice and would be subject to particularly intensive scrutiny if it did reach the courts. That is another story altogether.



Photograph by courtesy of Jonquil Marine.

SEAWORTHINESS

Recent Yacht Stability and Safety Considerations

by Joe Diamond

Joe Ward's 'Skylark' was the first to undergo the stability test to prove John Meekin's new formula. Photos by Keith Storey

Recently general concern has been expressed around the world as to the seaworthiness of some of the newer ton classes. New materials, new methods of construction and lifting keels have resulted in yachts which are an entirely new concept in ocean going yachts. The C.Y.C.A. has been watching this development with great interest.

Over the last few months reports were received of some yachts not immediately recovering after a capsize. Mr. J. Meakin (Chairman of Safety Committee and an engineer attached to the Australian Standards Association) was asked to somehow produce a formula which would give an exceptable righting moment when a yacht was inclined with its mast parallel to the water

This is a most difficult problem as we were looking for a static test to apply to a dynamic problem. There is no possible way that we can simulate a 50 knot gale and 20 foot seas.
The formula produced consists of three terms;

1. The wind pressure on the inclined hull.
2. The effect of the weight of water in the rigging and sails.
3. The crew weight.

A safety factor had to be applied to this formula. To test its effectiveness boats were physically inclined and, in view of these results, s safety factor of 1.6 was arbitrarily selected. The C.Y.C.A. then decided that the weight calculated from this formula was the 'reasonable' righting moment as specified in our Safety Regulations.

The Ocean Racing Council was kept informed of our actions, and we pressed very hard to have them adopt our formula at the recent meeting of the council attended by Jim Robson Scott as Australia's representative.

In their wisdom the O.R.C. produced

another formula which approaches the problem from another angle. They concerned themselves mainly with the initial stiffness of the yacht. The International Technical Council consists of members of repute in international yachting design, and there was much discussion before an acceptable formula was agreed upon.

The O.R.C. decided that the O.R.C. formula should be applied first. A yacht's rating certificate is all that's needed to determine whether it 'passes' the O.R.C. formula test, i.e. if it satisfies this calculation, it is deemed to have a satisfactory righting moment.

If a yacht fails under this calculation, it is to be inclined under the C.Y.C.A. formula.

It is reported that Olin Stephens was of the opinion that the O.R.C. Formula I may prove to be too lenient and the C.Y.C.A. Formula II too onorous.

The I.T.C. Minute quotes: "The I.T.C. recommend the earliest possible application date (fixed by the O.R.C. Council as January 1, 1978). However the Chairman requests interim authority to adjust the formulae upon agreement with the Chief Measurer."

The I.T.C. proposes to meet again, probably in late January, and the Australian Yachting Federation have been asked to provide any information or observations that will be relevant.

In view of these circumstances, the C.Y.C.A. adopted the O.R.C. ruling forthwith. I feel that there must be a continual reappraisal of the formula or, possibly, a new approach. While some yachts may be considered safe manned by the present experienced crews they have, these yachts will ultimately get into the hands of less competent people.

On the question of hull integrity, the relevant I.T.C. Minute reads: "That the O.R.C. Council register its concern at the current trends in hull construction, and as an interim measure, advise all National Authorities of its full support for strict interpretation of the requirements of Clause 3.1 O.R.C. Special Regulations in relation thereto.

Also that the I.T.C. accord top priority in its next meeting to a study of the problem."

The following statement was issued by the C.Y.C.A. on 18.11.77.

The Cruising Yacht Club of Australia will, with immediate effect, adopt the formula as prescribed by the Ocean Racing Council.

In effect this will mean that if a yacht fails, on paper, to satisfactorily comply with Formula 1 (one) then the yacht will be required to physically undergo a stability test according to Formula II (two).

The formulae are as follows:

Formula I

a) $BM = \frac{0.03 \times L \times (BWL)^3 \times K}{DSPL}$

b) $GM = \frac{54 \times RMI^{\circ}}{DSPL}$

c) $BM = GM + 0.6\ CMDI \leq 0.54\ CMD$

K = 64 in feet
= 1025.8 in metres

Formula II

$$W = 1.6 \times \left(\frac{LB^2 + (P - \frac{D}{2})(5P - 110) + 35R}{I + .670} \right)$$

Where
W = Test weight to be applied at high point of I in LBS.
I = Height of foretriangle ft.
L = Rated length ft.
B = Rated beam ft.
P = Mainsail hoist ft.
R = Rating ft.
D = Rated depth ft.

Photograph by courtesy Jonquil Marine.

(by John Brooks)

The accelerating series of events surrounding the centreboard controversy culminated in a London decision of the Offshore Racing Council in November to introduce a stability formula to be implemented 1.1.78. Thus the C.Y.C.A. concern over the safety of the new centreboarders vis-a-vis the Sydney-Hobart Race has been backed by the O.R.C., which has in fact made use of the C.Y.C.A. — designed formula for establishing the test weight to be applied in self-righting tests.

The O.R.C. has ruled that the C.Y.C.A. test be applied to all centreboarders which fail to pass an O.R.C. formula which provides a centre of gravity comparison, the data for which is taken directly from the yacht's rating certificate. The C.Y.C.A.'s formula has been tested on a series of boats including 'Matika II' Skylark' and 'Klinger' in order to optimise the mathematical factors.

The test in its final form is applied by hauling the boat (in measurement trim, sails set.) over to 90 degrees of heel. A weight is then attached to the upper point of 'I', and if the yacht increases its angle of heel, it has failed the test.

The weight to be applied is found from the formula:

$$W = \frac{1{\cdot}6\left(LxB^2 + (P-\frac{D}{2})\,(5P-110+35R)\right)}{I + .67D}$$

The fact that the O.R.C. ruled that the new formula be almost immediately implemented from 1.1.78 and be applied to the Half Ton Championships as well reflects the seriousness with which the world body viewed the matter. It completely vindicates the C.Y.C.A.'s earlier stand. Many experienced yachtsmen agreed with the C.Y.C.A s approach, the exceptions being, understandably enough, owners of newly-built centreboarders and, of course, the New Zealanders who seem to believe that the whole idea is aimed at them personally if recent communications are any guide.

Locally, the owners most affected by the rulings were Peter and David Hankin who were building twin Peterson 1 ton centreboarders side by side in Newcastle. Without waiting to see if 'Southern Comfort' and 'Deception' passed the self-righting formulae, the Hankins switched construction of the two boats to a fixed-keel configuration, a complicated change made easier by the fact that the design had been made from the start optional by Peterson. Nevertheless the subsequent delay in construction schedule probably has cost the two boats starts in the Sydney - Hobart Race this year, their primary target all along.

Although the main thrust of research by controlling bodies has been towards self-righting ability of the new designs, the World One Ton titles in New Zealand demonstrated a few problems, which indicate they might have been well advised to take a look at scantlings and construction techniques generated as part of the trend to high sail area/displacement ratios. In New Zealand one Australian entry split down the side in the chainplate area. Other incidents here and in New Zealand support the idea that some designers, or perhaps owners, have gone too far in efforts to save weight.

Concurrent with the centreboard controversy a sponsorship upheaval concerning Rule 26 (advertisements) has been taking place. First in line was Tommy Stephenson's 1-tonner sponsored by Pioneer Electronics and originally named 'Pioneer Sound'. That had to go, and she was forced to sail under her sail number or choose another name which did not reflect the name or interests of the main sponsor.

That settled along came Graeme Oborne with his ½-ton Farr centreboarder, also sponsored by a Japanese electronics firm. The R.S.Y.S. rejected the boat because of its name ('That's Life'), and the C.Y.C.A. refused an entry from Oborne for the same reason. Eventually the yacht raced under its sail number and won the Australian Half Ton Championships.

Finally, a protest was lodged against Jim Hardy's 'Runaway' by a C.Y.C.A. Board Member (someone suggested it must have been a bored member). The Squadron agreed with the validity of the rpotest, and Jim was instructed to change the name and the racing insignia. Asked what the new name would be, 'Gentleman ' Jim speculated on 'Sour Grapes' as a replacement but settled for 'Nyamba'. This case turned into something of a debacle when the Southern Cross Cup Selection Committee blithely announced the N.S.W. team as 'Ragamuffin', 'Mercedes V' and 'Runaway' Oops!

Speaking of Southern Cross Cup teams, one wonders on what performances the N.S.W. team was selected this year as none of those selected had any serious local racing to speak of prior to selection. Which left 'Margaret Rintoul 2' wondering what you have to do these days to get a guernsey: six firsts in eight starts, a second and a D.N.F. Did the selection committee know that the team was to be selected on a basis of I.O.R. Mk III A? Well if anyone is looking for a charter to make up a team 'Margaret Rintoul II' is the hottest boat in town under Mk III A and yes, it is the original 'Ragamuffin'.

While the O.R.C. is moving towards penalising extreme centreboarders, Miller and Whitworth (U.K.) have come up with an interesting compromise which is a combination of fixed keel/lifting keel configuration. A ballasted fixed keel representing about 55% of the total area is trailed by a lifting board, which is raised to reduce wetted surface area off the wind.

A number of interesting points emerged from the November meeting of the O.R.C. which were obscured by the importance of the centreboard ruling. Briefly the O.R.C. has directed the International Technical Committee along lines which hopefully will lead us back along the path towards the genuine dual-purpose cruiser-racer. This includes support for the one design offshore cruiser-racer concept.

If you are planning some new super boat you should be aware of the new O.R.C. directives which include the following points:

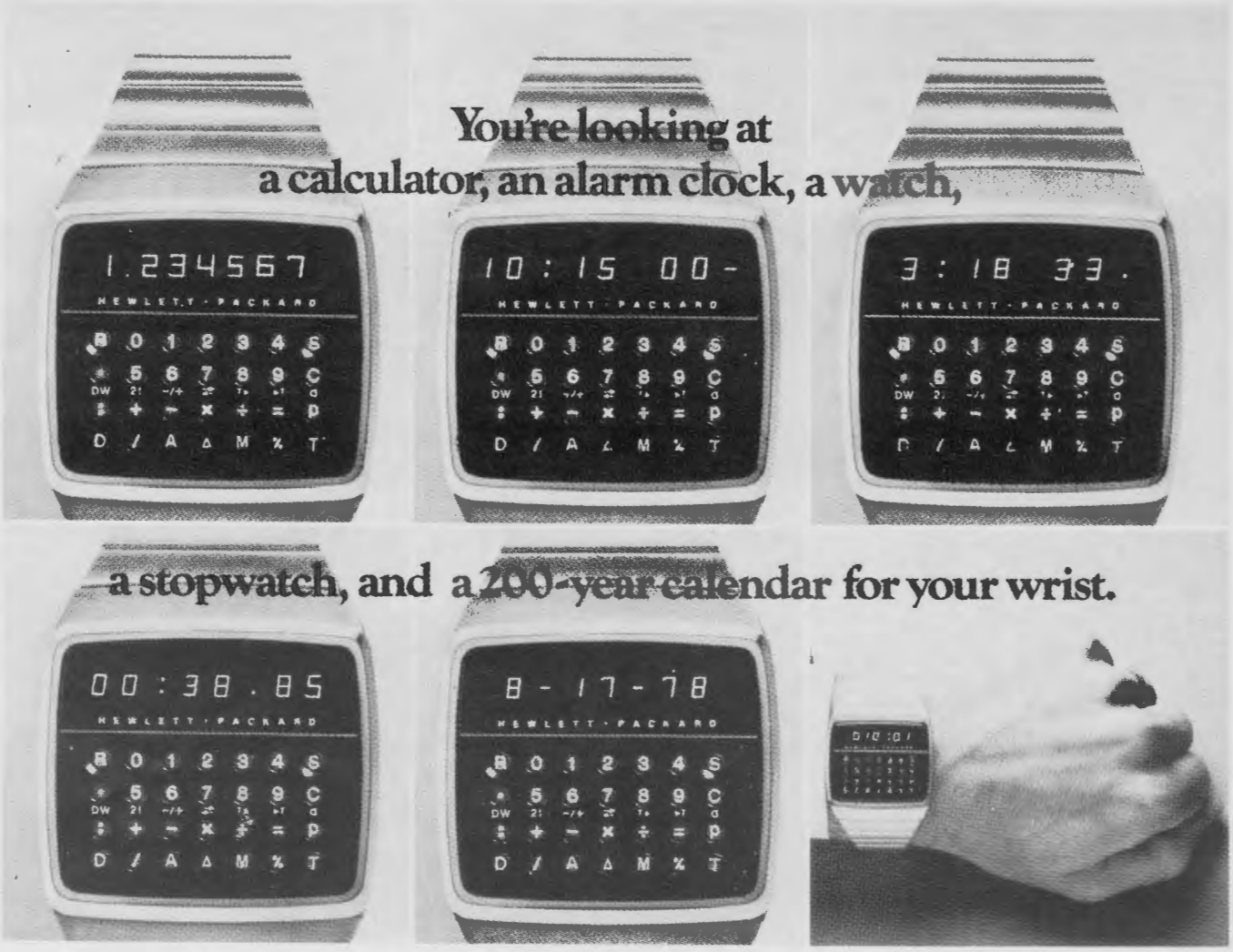
". . . restrain and control the trends towards lighter displacements and larger sail plans as its first priority".

". . . develop spar scantling requirements with limits, or penalties as required . . . "

" . . . draft a rule to prohibit the adjustment of headstays while racing except for yachts whose backstay cannot be adjusted . . . "

Immediate introduction (1.1.78) of a penalty against shallow draft centreboarders. "The application of this formula will cause boats fitted with centreboards or daggerboards, and having hull depth not greater than 0.3XDM, to rate exactly as keel boats of the same total draft." I'd say that will effectively limit the popularity of centreboarders in years to come. There are also to be some changes to the level rating point scoring system and changes in sail limitations, including abandonment of sail limitations for yachts rating over 45'. Jim Kilroy will be pleased with that one as he lobbied very hard for it.

Finally, after commenting on the effectiveness of age allowance systems the O.R.C. recommends the use of age allowance methods "to all race organisers". That must gladden the hearts of those C.Y.C.A. Sailing Committee Members Merv Davey, Gordon Marshall, Keith Moss, Graham Newlands, who developed the system and stuck to their guns despite some fairly stiff local and international opposition



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N.Z. 1977 TON CHAMPIONSHIPS

Some Thoughts To Weigh On Design And Sponsorship.

Gordon Bray interviews Tony Mooney, who was a member of the International Jury in Auckland.

Question: What sort of conditions were experienced, Tony?

Mooney: Very strong breezes generally. On the olympic triangles breezes averaged 15 – 20 knots and only once calmed down to 8 knots. In the long ocean race, on the evening of the first day out they encountered 50-knot winds and 20-foot seas in 7°Celsius temperatures – they certainly knew they were alive, or almost dead, on that first night out.

Question: Did these conditions favour the local yachtsmen?

Mooney: I don't think they particularly favoured the New Zealand boats. They all had to go through the same conditions, the lighter displacement boats, the centreboard boats, were able to go over the waves rather than through them; the two masts that broke on the first night out both belonged to what we would call relatively-light-displacement boats, but these were both keel boats.

Question: Looking at the three top boats, 'The Red Lion', 'Mr. Jumpa' and 'Smir-Noff-Agen', what were their main features?

Mooney: They are three centreboard boats all designed by Bruce Farr. They are fairly light boats, they have active and competent crews, and I think this is part of the success of this type of boat – you've got to have skiff-type guys involved. Yet the average age of 'The Red Lion's crew was something like 39-40, so they certainly weren't youngsters.

Sponsorship of sorts was quite evident and, in fact, the first four boats had received outside assistance through sponsors. Maybe that's an indication of how you've got to go if you want to win these types of events.

Question: Is that a good trend?

Mooney: I'd rather not make a categoric statement. I think sponsorship is with us, and I think without sponsorship we'll not succeed in international competition. It's really as simple as that, because no individual can afford to campaign that sort of boat in that sort of competition.

Question: 'B195' was Australia's 'big hope', and before the regatta the New Zealanders were worried about her. How did she perform?

Mooney: She performed fairly well but not consistently enough. She finished 5th, 8th, 2nd, 5th and 4th in the five race series. 'Mr Jumpa', which finished ahead of her, had a worst placing of 4th. 'Jenny H' was the unlucky boat that finished 5th. Had she finished the long race, I'm sure she would have beaten 'B195' into 4th place. In a series like this its not just an ordinary ocean race where you go out to win or do as well as you can. You must sail a series competition. Therefore in each race you try to defend or attack the opponent who is closest to you on point-score. In the last race, for example, there was a drifting match for the last 24 hours after the 50-knot gales, and in these conditions 'The Red Lion' only had to sit on 'Mr Jumpa' and make sure she didn't get away. That was the way she sailed the race; she didn't go out to win the race – she went out to beat 'Mr Jumpa'.

Question: 'B195s' results, with her 'crack' crew on board, suggests that the Peterson design simply wasn't competitive with the Farrs.

Mooney: That's true. Doug Peterson has had success with the medium-displacement boats he's designed over the years. I have the feeling, and I'm told, he was reluctant to design a lightweight flyer because of the experience of the other people. I know he did spend some time in New Zealand before he put pen to paper to put 'B195' together, some people have implied, trying to sap the brains of the locals – and that didn't go down too well in some areas. His resulting design didn't go to the extremes of the New Zealand boats, and I think thereby hangs the tale. Unless you go to the absolute extremes – push the rule to the limits – these days you're only second best.

Question: And what of the other Australian boats – 'Hecate', 'Wild Turkey' and 'Piccolo'?

Mooney: 'Wild Turkey', being a displacement keel boat, was at a disadvantage to start with. 'Country Boy', for instance, was the top N.Z. 1-tonner – one year ago exactly – when she won the N.Z. Championship, and she was so fast that the others decided they wouldn't even compete against her in the long

race. The best she could do overall in this series was 7th. She finished 6th, 12th, 8th, 12th and 6th. 'Rockie' was the next boat, a keel boat. She finished eighth. 'Smackwater Jack' had troubles in the last race, and then came 'Wild Turkey', 10th overall, and I think in today's racing and today's rating game, that was still a very creditable performance for a keel boat. But certainly they couldn't match it with the centre-boarders.

Question: You mentioned sponsorship ties with the leading boats. To what extent was it used, particularly as regards the boat names?

Mooney: Well it certainly comes in with the name — just what financial arrangement the sponsors had made with the individuals I don't know. 'The Red Lion', for example, was the top boat, and Lion Beer is the number one beer in N.Z., I understand, not drinking that particular type. Lion Beer comes with red labels and blue labels, and red label is the number one seller. So for the name, they were forced to put 'The' in front of 'Red Lion', which the owner claims is the name of a lot of pubs in England.

'Mr Jumpa' was the second boat."Mr Jumpa" is the name of a commercial knitwear company in N.Z. They added the "a" to get around the problem. Then there was 'Smir-Noff-Agen', the 3rd boat. Smirnoff is pretty well known throughout the world as a brand of vodka. The 18 footer that these gentlemen previously sailed was called 'Smirnoff', and the "Agen" was added to it instead of 'Again' in a rather transparent attempt at getting around the commercial connotation of the name.

Question: You stated that the degree of sponsorship with the N.Z. boats was nowhere near that of 'B195'.

Mooney: Not at all. B195 was straight-out sponsorship, purchasing the vessel entirely. I understand that with the three N.Z. boats the degree of sponsorship was some financial assistance or an underwriting of the overdraft but certainly nothing to the extent of 'B195'.

Question: And so where does Australia go now in a level rating series like the World One Tons?

Mooney: (giggle) I'm not sure. I don't quite know what the answer to that one is. I think the Offshore Racing Council has solved part of that for us through the alteration of the rules, to not quite outlaw centreboard boats but certainly bring them equal. For example, we put the rating certificate of 'The Red Lion' through the computer, and she obtained a .27 advantage in rating with a centreboard as against a fixed keel. I think that's important, and Bruce Farr's attitude is that whilst the rule encourages me to design centreboard boats, then I shall continue to do so. That will be partly solved by the Offshore Racing Council regulation which is effective from the 1st January. I think the other thing is that the self-righting tests and requirements of the O.R.C. will hopefully discourage 'way-out' designs, which may mean that 'B195', a centreboard boat but not a 'way-out' design, can probably get back to a rating far more quickly than any of the other three that finished in front of her.

Australia's really got to look at how we, as a country, can participate equally with other countries in these events. I think the answer is obviously sponsorship, because you can't afford to do it yourself.

Question: The whole key to this recent controversy has very simply been safety. Do you feel sanity has prevailed in the whole business?

Mooney: I think that the Offshore Racing Council's formula as it now stands is probably a little weak. On the other hand, I feel that the C.Y.C.'s original formula is a little strong as regards ¾-rig boats. There's too high a penalty for the mast height above the hound that you can't use in strong breezes. I think, therefore, that we've achieved something. According to the 'Wild Turkey' crew, who were alongside 'Smir-Noff-Agen' in 50 knots when the latter tried to set a spinnaker — in conditions under which, incidentally, 'B195' clocked 18.2 knots, which is really travelling in that sort of boat. 'Smir-Noff-Agen', in the words of the 'Wild Turkey' crew, did a massive wipeout and capsized to windward, and they didn't think they'd see her again for the rest of the series. They thought, 'Well, that's fixed 'Smir-Noff-Agen', she'll just sink'. Indeed, she not only recovered and got back on her feet but won the race! I'm not sure with the present crews that are on these boats that the problem is stability. I agree that there is a problem when the present crews sell them to someone else, and there are plenty of people eager to buy fast boats. I think the problem is more of hull structure. Two of the boats 'Jenny H' and 'Hecate', sustained structural damage during that strong breeze, and I think that's probably the major safety problem rather than the capsizing capabilities.

FINAL RESULTS

	Heat					
	1	2	3	4	5	Net Points
1. 'The Red Lion' (N.Z.)	2	1	1	4	3	72.62
2. 'Mr Jumpa' (N.Z.)	4	2	3	2	2	70.00
3. 'Smir-Noff-Agen' (N.Z.)	1	5	6	DF	1	66.25
4. 'B 195' (Aust.)	5	8	2	5	4	61.50
5. 'Jenny H' (N.Z.)	3	4	5	1	DF	52.25
10. 'Wild Turkey' (Aust.)	10	10	12	9	7	32.00
12. 'Hecate' (Aust.)	11	9	7	11	DF	26.00
13. 'Piccolo' (Aust.)	9	13	10	7	DF	23.50

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1972	American Eagle	HOOD	Caprice of Huon	HOOD	Ginko	HOOD*	Apollo II	
1973	Ciel III		Prospect of Whitby	HOOD	Rampage		Taurus	HOOD
1974	Love and War	HOOD**	Bumblebee III	HOOD*	Granny Smith		Mercedes IV	HOOD*
1975	Rampage		Fair Dinkum	HOOD	Superstar	HOOD	Pied Piper	
1976	Piccolo	HOOD	Rockie		Ragamuffin		Love and War	HOOD***

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Lord Howe Island Race 1977

by John Hawley

Photography by John Ashenhurst

As the minutes ticked away towards the start of this year's Lord Howe Island Race (2.00p.m. on Saturday 29th October), there was only a four to eight-knot northwest wind in Broken Bay. The twenty-some yachts manoeuvered for position on the starting line which lay between peaceful Lion Island and a naval gunboat moored below Barrenjoey Head.

One of the vessel's mighty guns roared, the ten-minute warning flag was raised, and tee shirts were hurriedly donned to conform with the tradition of no bare torsos within enclosed waters whilst racing. All seemed set for a beautiful afternoon's sailing and a southerly change was forecast to be a happy fifteen to twenty knot affair which would give fast reaching conditions.

No one could have guessed the destruction which would hit this placid fleet within the hour.

On the stroke of 2 00 p.m., the third cannon report rumbled across the bay, and the yachts were gliding on port tack, their spinnakers filling sufficiently to colour the whole scene. A few boats indulged in tactical manoeuvres more appropriate to an afternoon harbour race than the prelude to over 400 miles of hard ocean racing.

Unperturbed by the tactics of the smaller boats, the magnificent brushed aluminium hull of Neville Gosson's 52-foot 'Leda' pointed straight down the rhumb line, closely followed by the immaculate Cole 43, 'Polaris' owned by Les Savage of Lake Macquarie.

As the wind died and changed to south west, sails were gybed and the fleet picked up speed. The southerly seemed pleasantly as forecast at fifteen to twenty knots, With every sail set the yachts romped towards the first mark of the course Balls Pyramid, a massive rock 410 miles ENE of Sydney and 18 miles SE of Lord Howe Island.

Without warning, the wind suddenly increased from 15 to 50 knots, gusting to over 60. The sea was whipped to a frenzy and itself almost drowned out the sound of exploding spinnakers. Within two minutes one yacht was dismasted, two damaged,and tattered sailcloth flew from every mast.

Satin Sheets', the 37-foot sloop on which I sailed, was re-christened 'Tattered Sheets'. The 1½ oz. red white and blue spinnaker was totally destroyed, the reaching headsail torn and the clew torn out of the tallboy. But most seriously, the mainsail was torn in half.

For half an hour men toiled to remove their ruined sails. Boats surfed at 10 knots, straight on course to the island, under bare poles.

We raised the smallest storm jib and our speed increased to 12 knots in now - furious waters; then we put up the trisail, and a small storm main was sheeted into position.

The wind abated as evening turned the grey clouds black, and the red glow of subdued cabin lights revealed the off-watch crew stitching with sailmaker's palm and needle. There was no sleep that night, and it was 25 hours later that the re-built mainsail returned to its rightful place on the mast and boom.

'Onya of Gosford', Peter Rysdyk's beautiful ketch, was radio relay vessel, calling up the fleet in alphabetical order at 7.30 in the morning and 7.30 in the evening. The first night's 'sked' was a shambles with atmospherics, lightning, static and broken, storm-tossed equipment.

By Sunday morning the weather had improved, but a new problem had arisen. During the previous night, daylight saving had arrived, and an argument ensued as to whether clocks should be advanced or put back and, anyway, Lord Howe was half an hour earlier (or was it later?) than Sydney time. In the end, we decided to operate the yacht on Greenwich Mean Time, to which the ship's chronometer was set. This was 10 hours behind our starting time, 11 hours behind our current time, and 11½ hours behind Lord Howe Island summer time.

Albeit 'Onya' contacted every yacht in the fleet and for the whole race conducted some most creditable 'skeds'. The bleak picture became less unhappy as we discovered that 'Blue Moon', Warren Anderson's beautiful new Cape Barren Goose sloop, had been dismasted and returned safely to Pittwater; 'Manu Kai', the red-hulled Duncanson, was damaged but also safely in port; and 'Huon Chief', the fast 1-tonner from Tasmania, returned to Broken Bay, repaired and re-started five hours behind the fleet — steadily picking up on the tail -enders who all had stories of costly battering.

By Monday afternoon there was no wind at all, The sun blazed out of a clear blue sky as we sat 'like a painted ship upon a painted ocean', telling a few pathetic jokes about Irishmen. We covered five miles that afternoon and asked 'Huey' to send more wind. No one mentioned how much, so he gave us another 40-knot southerly! At least it was fast travelling again with most of the gear repaired. Not fast enough to find the tall, unlighted rock of Ball's Pyramid in daylight and too cloudy to get sights to confirm our position.

Neither Lord Howe Island or Ball's Pyramid have navigation lights, but the moon rose a little after midnight on Wednesday. There eight miles ahead was the towering monolith, its peak shrouded in whirling cloud, and massive waves around its base. This awesome sight brought all crews on deck, their sleepiness gone, to gaze in open-mouthed wonder and to congratualte the navigator, trim sails for the last eighteen miles beat to the finishing line.

The first golden streaks of dawn lit the sky as we approached Lord Howe and after three days of never sighting another yacht, three boats of similar size converged on the finishing line, which they crossed with but 10 seconds separating them. 'Cordon Bleu' and 'Satin Sheets' were half a boat's length apart.

Clive Wilson, the island pilot, patiently waited in his boat with a friendly wave to follow him into the tranquil coral-protected lagoon. A heavy chain mooring, originally laid to moor the flying boats which served the island up until three years or so ago, was soon attached. The champagne we had brought along for this moment was not quite chilled enough, and was never meant to be drunk from plastic mugs, but it couldn't have tasted better.

'Cordon Bleu' and 'Mystic Seven', the two boats which finished alongside us, forgot to call Onya on the 7.30 a.m. 'sked'. We gave our position in degrees and minutes of latitude and longitude and placed the other two boats a little astern. We never discovered how long it took Peter Rysdyk to work out the fact that we were home and dry. Well, delete dry.

Congratulations to Gosford Aquatic Club on their efficient organisation of this, their fourth annual Lord Howe Island Race; to Peter Rysdyk for his radio 'skeds', and to Lord Howe Islanders for their patient acceptance of a lot of boisterous, noisy sailors who regarded bicycle stealing as fun.

And belated congratualtions to the smallest boat in the fleet, the 27-foot 'Jelly Bean' which had still not arrived at the presentation party, nor even after most of the yachts had departed on their return journey, but which soldiered on in total calm, to finish sometime.

Most of the contestants finished in approximate order of size 'Leda' 'Polaris' 'WilliWilli' through to the tiny 'Jelly Bean'. The winner on handicap was 'Quadrille', a Duncanson ¾-tonner owned and sailed consistently well by Brian Hayden and the Royal Australian Navy.

The tattered sheets of 'Satin Sheets' being retreived in a heavy blow shortly after the start of the 1977 Lord Howe Island Race.

Two scenes from Lord Howe Island that may help explain the lure that inspires yachtsmen to endure cruel punishment by the sea and the dangers of finding Ball's Pyramid at night. One of the '77 starters, 'Huon Chief', was forced to return to Broken Bay for repairs; undaunted, she started the race again 5 hours later. Photography by David Colfelt.

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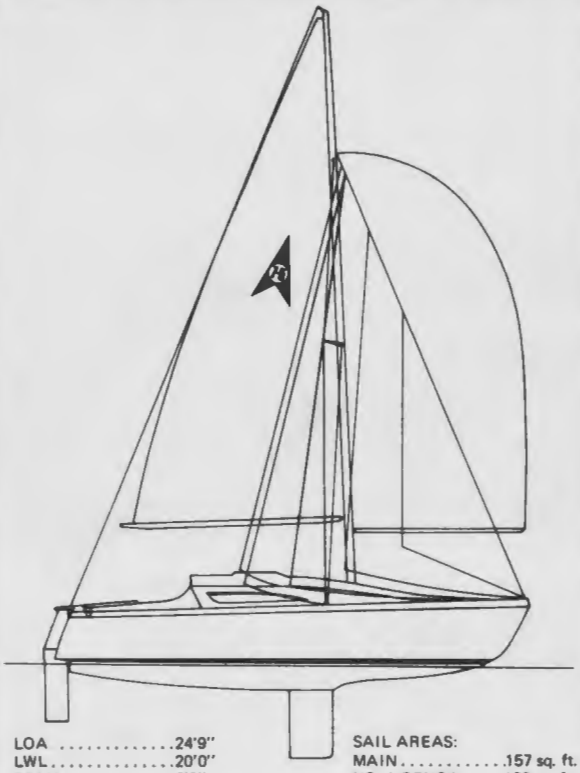

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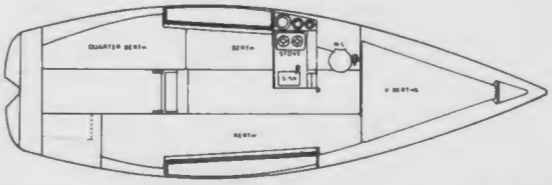

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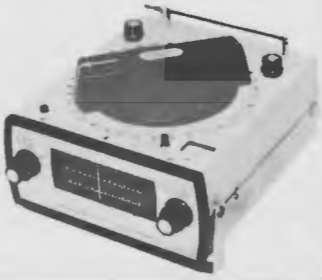

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Photo by David Colfelt

Helicopter Rescue at Sea

a Department of Transport Safety Education Article

From time to time we read in the press that a small craft has become a casualty and the crew have been picked up by helicopter. The statement makes the rescue operation sound simple; ***it is*** straightforward and simple if you have the prior knowledge of what you should do.

Firstly assist in your rescue by (i) giving your position as accurately as possible (ii) using your heliograph or some other equally efficient device to attract the attention of the pilot. Remember that from the pilot's point of view a small boat awash is not easily picked out from other small craft in the area and some means of attracting attention is essential.

Most of the helicopters called upon to assist in these incidents are operated by the military, although civilian-operated machines are gradually appearing in the Australian scene.

Helicopter crews are well practised in rescuing people from the decks of vessels and from the sea. They will not land on the water even if they are equipped with floats; their engines do not benefit from salt water spray. Any of the following lifting devices may therefore be used:

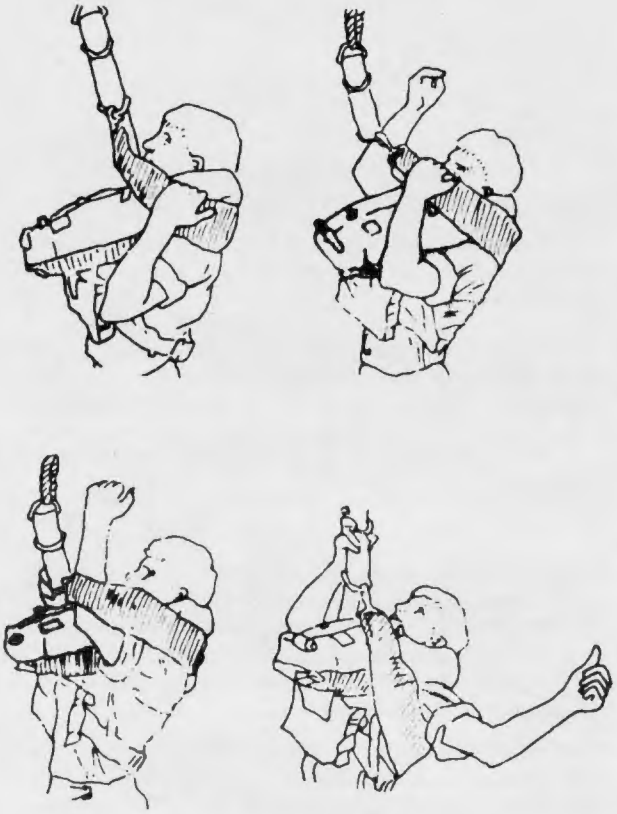
(i) Rescue sling or strop

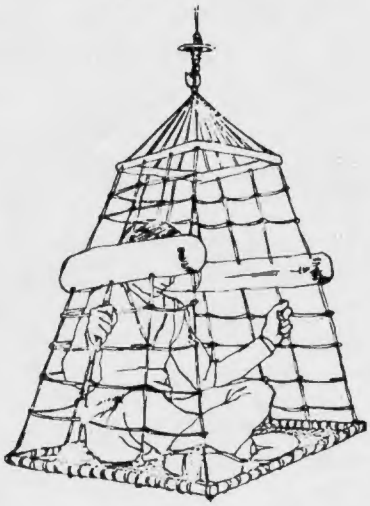
(ii) Rescue net

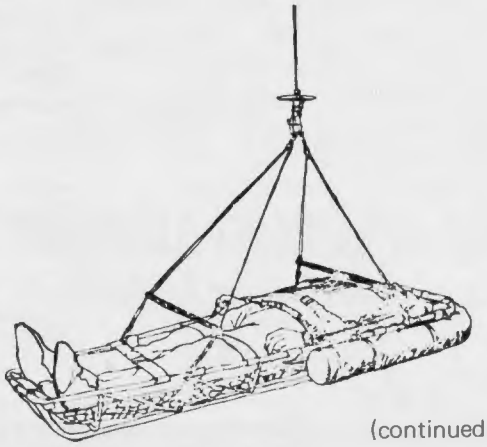
(iii) Stretcher or litter

The rescue sling is the most commonly used in cases where the victim may be damp but uninjured. It will be lowered for him to get into and he will be winched up to the aircraft and hauled inboard. The sketch illustrates the method of getting into the sling — it's rather like putting on a coat — back up to it, insert one arm, then the head and upper body then the other arm. Both arms are then outstretched horizontally and the thumbs up signal given for hoisting. Three things are paramount:

- Do not sit in the sling.
- Ensure that the yoke of the sling and the hoist cable are to the front.
- When you are hoisted ***do not attempt to get into the helicopter by yourself*** — the aircrewman will turn you to face away from the cabin door and then pull you back into the aircraft. Once inside the aircraft do as the aircrewman directs.







Where there is doubt about the ability of a survivor to manage the rescue sling on his own a helicopter crewman will be lowered in a double sling. Similarly with the rescue net, an aircrewman will generally be there to assist survivors into the net and inevitably, when a victim is injured, an aircrewman will take charge of the lifting operation, get him strapped into the stretcher and hoisted aboard the aircraft. Where there is a small child or baby to be winched, he should be placed in the rescue net with an adult. The rescue sling can be adjusted to fit smaller people by undoing a snap lock clip on the sling and adjusting the sling to the correct size.

Note: 1. Do not release the whole sling from the rescue hook.

2. Do not attach the rescue hook or wire to any part of the boat.

(continued next page)

Helicopter Rescue

Some civilian helicopters do not have winching facilities but use a static line. Here again assistance will be given by the crew of the aircraft.

In all cases involving sea rescue by helicopters it is to the advantage of all that the operation be carried out smoothly and quickly and the aircraft crew will do their best to ensure that this is so. Do your best to familiarise yourself with the basic procedures and, if the time comes, obey the air crew's instructions to the letter.

Remember that the crew of the aircraft may not be fully aware of the situation despite the fact that they will be briefed before take-off. If there is some fact that you think is important inform the aircrewman.

Be prepared to expect a lot of spray which is whipped up by helicopters hovering over the water.

NEW E.P.I.R.B. REGULATIONS

The Department of Transport has advised manufacturers and small craft owners of the Department of Transport's requirements with respect to the production and voluntary carriage of emergency position indicating radio beacons (EPIRBS) on small sea-going vessels that are not subject to the provisions of the Navigation (Life-saving Appliances) Regulations, but for which the Commonwealth Government has a responsibility to provide a search and rescue service when an incident is beyond the resources of State search authorities.

It is proposed that legislation will be introduced which will prohibit the carriage on any sea-going vessel of an EPIRB which is not of a type approved by the Department and also provide for penalties in relation to the carriage of non-approved EPIRBs and for the operation of an EPIRB except when a vessel is in distress.

To date, the Department has approved two types of EPIRB, THE Clifford and Snell CSIA and the Burndept BE 369MA, both of which are designed primarily for carriage on passenger and cargo ships, but there is no objection to these types being carried on small ships.

The Department is working with other authorities to develop a specification for coded EPIRBs. These beacons will transmit individual signals allowing rapid identification and assisting in the elimination of false alarms. Where small boat owners decide to carry EPIRBs on their vessels after 1st Jnauary, 1980, they will be requires to be of this type and details of identification lodged withe the Department of Transport.

The specification attached to this notice provides details of the design and performance standards which a small ship EPIRB must meet in the interim. Any manufacturer who desires to have an EPIRB approved should forward a prototype together with full technical details to the Chief Marine Surveyor, Marine Standards Division, Department of Transport, 35 Elizabeth Street, Melbourne. 3000.

The Department requests all small boat owners who carry EPIRBs in their vessels at the present time to forward details of the name and type of EPIRB to the Chief Marine Surveyor as this information could assist in ensuring that all beacons meet the specified requirements and in facilitating search and rescue opertions

1. The equipment shall be designed as one integral unit. Any flotation collar fitted shall be permanently attached. Buoyancy shall not depend upon inflation.
2. Reliability of operation and prevention of inadvertent operation should be principal design objectives.
3. Design and construction of equipment should be such that the possibility of internal or external damage during shortage or use is minimal.
4. The equipment shall be designed so that it may be conveniently stowed in any liferaft in a manner appropriate to its use in an emergency.
5. The equipment shall be designed so that it can be stowed and used without causing damage to the liferaft or its equipment.
6. The equipment shall be buoyant, watertight, self-righting and so designed that when floating in water it will maintain the antenna substantially vertical.
7. operation shall be initiated by not less than two simple mechanical actions following which the equipment shall operate automatically. For the purposes of complying with this clause the equipment shall be deemed to be operating if it produces a field strength greater than 500 μv/metre when measured at a distance of 3 metres.
8. The switching facilities shall be so designed as to preclude accidental activation by physical shock, magnetic influences or other causes.
9. The equipment shall include a 'switch-off' facility which shall be unambiguous in operation and clearly labelled. After the equipmenthas been switched off it shall require the operation procedure specified in clause 7 to reactivate it.
10. The equipment shall be capable of being set in operation by an unskilled person. Simple operating instructions in a clear and durable form shall be permanently affixed to the equipment. These instructions shall include a warning to the effect that the equipment is not to be operated except in an emergency and that improper operation carries a severe penalty.
11. A towline of not less than 20 metres in length shall be provided. The towline is the attached permanently to the eqipment in such manner that it will not adversely effect any of the requirements of this specification.
12. The equipment shall be raised to a temperature of 70 degrees Celsius for not less than 1 hour and then immediately immersed for one hour in water of temperature 20 degrees Celsius the surface of which is at least 10 centimetres above the highest point of the equipment. The equipment shall then be evaluated to ensure that it is effectively waterproof.
13. The frequency and tolerance of the Radio Frequency carriers shall be 121.50 MHz ± o.oo5% and 243 MHz ± 0.005%.
14. The Radio Frequency carrier shall be amplitude modulated to a depth of at least 85 per cent.
15. Modulation shall consist of an audio frequency tone swept downwards through at least 700 Hertz within the range 1600-300 Hertz with a sweep repetition rate of 2 to 3 Hertz. The Radio Frequency carrier shall be interrupted after each third modulation sweep for a period equal to 3 full modulation sweeps so that the transmission duty cycle has a 1:1 on/off ratio. Sequential operation is permissible.
16. The effective radiated power during the transmitting interval and when floating in the sea with the antenna vertical, shall be not less than 100 milliwatts on each frequency, at an elevation of 10 degrees to the horizontal.
17. The radiation from the antenna shall be essentially in with the following requirements:
    (a) Vertically polarised
    (b) Omnidirectional in the horizontal plane.
18. The beacon endurance shall be not less than 48 hours for which time the foregoing minimum performance requirements shall be achieved over the temperature range from 0 degrees CElsius when using batteries at the end of their declared shelf life.
19. to ensure the specified endurance, the date when the battery is to be replaced shall be clearly and durably marked on the battery and on the outside of the equipment.
20. The battery shall be leakproof under all conditions of stowage and operation.
21. the battery shall provide a minimum shelf life of 18 months at 20 degrees Celsius.
22. Manufacturers shall endeavour to limit all spurious radiations to a level 30 decibels below the output of the carrier frequencies of operation.
23. The antenna shall be integral part of the equipment.
24. The transmitter shall be designed and constructed so that when it is transmitting at maximum power the antenna may be short circuited without damage being caused to any part of the equipment.

Any semi-conductor devices incorporated in the equipment are to be effectively protected from damage to:

(a) Junction temperatures exceeding manufacturers' recommended maximum
(b) Transient voltage changes in power supply
(c) Accidental reversal of polarity of power supply
(d) Energy from electromagnetic fields.

HOW GOOD IS YOUR FIRST AID AT SEA?

by Bruce Adam

The cost of equipping a yacht for a Class I safety certificate runs into thousands of dollars.

How much thought have you given to the 'personal' element of safety? Is your preparedness for first-aid emergencies commensurate with your other safety precautions?

A man with his hand through the genoa winch, the cook with a shirt full of boiling water, or a man overboard, knocked out, and picked up apparently drowned — these are all incidents which we guard against but which still can and do happen. You, of course, carry the regulation first-aid kit. But how capable are you of using it and how adequate is it in present regulation form?

The first aid manual of the St. Johns Ambulance Brigade and the Ship's Captain's medical guide, while excellent works in their own field, are not really directly applicable to yachting situations, e.g., digging for water in dry places, venereal disease amongst the crew. A modern ship carries an extensive medical armamentarium, and it is useless to read up treatment when the necessary materials are not available.

I feel that it would be a forward step if the Yachting Federation were to sponsor the production of a medical handbook specifically orientated towards the yachtsmen and realising the contents of the medical kit. I am sure that many medical yachtsman would be pleased to organise and contribute to such a work. Further, the major drug companies are usually eager to improve their public image by financial sponsorship of such projects. Such a book is, of course, valueless unless read, and at least two members of the crew should be familiar with the emergency procedures. If the only person capable of resuscitation and external cardiac massage is the one who falls overboard, his knowledge is not of great use.

Now to consider the contents of the kit item by item.
[It may be of interest to read the A.Y.F. formulary in conjunction with the following.]

1.**Aspirin tablets 100.** Aspirin, whilst an old anaglesic, has in chronic use been blamed for renal damage but, much more to the point here, is not tolerated by people with certain gastric conditions and can precipitate gastro-intestinal bleeding. 'Veganin' contains aspirin and is open to the same objections. 'Panadol' and 'Digesic' are not so guilty in this respect and might with reason be a substitute.

2. **'U-V Filter Cream'** is an obvious inclusion. A tube of low-strength cortico-steroid cream ('Aristocort') will work wonders after the event for the sun and wind burns. NOT TO BE USED NEAR ANY INFECTED AREA.

3. **Iodine.** I have not used Iodine in seventeen years of medical practice. Modern thinking is against the use of antiseptics, particularly strong ones. They wont kill dangerous sporing organisms and they injure delicate tissue surfaces and may actually delay healing. Much better to pour warm clear sea water (not from the murk) over the wound if foreign matter is present and apply sterile dressing. If wound is clean and bleeding use the dressing only.

4. **'Bandaids'** (or equivalent) are a plastic occlusive dressing and, I feel, encourage exudate and delay healing.

5. **Cotton wool** is a messy material, sticks to wounds, should never be used on an eye and is ideal for stuffing up limber holes. Combine dressing resembles a long roll of women's sanitary napkins and can be cut up into lenghts and used as such. It can be used anywhere better than cotton wool and also as an arm sling, figure eight bandage etc.

6. **'Nonad Tulle'** is a most valuable material, particularly for the dressing of burns. More than 10 sheets should be carried. It is a available in individually packed sterile envelopes. This precludes the possibility of contaminating the remainder of the tin when extracting one sheet.

7. **'Decicain' Eye Drops** 25ml would be a suitable quantity for the 'Queen Mary'. Once this pack has been open it is again liable to contamination. Alternatively, single dose packs (minums) are available and would be preferable.

8.**Sulphacetamide Oitment** was wonderful treatment for eyes 30 years ago. Unfortunately our germs have become far more sophisticated. I consulted a leading Sydney Opthalmologist (alsoa sailor) who recommends 'Chloromycetin' Eye Ointment. This can also be used for small infections.

9. **Tetracycline Capsules** are handy for most infections (except some throat infections — streptococci — for which the treatment is penicillin). CHECK FOR ALLERGY FIRST. On my boat I carry 50 capsules of tetracycline and 50 of oral penicillin.

10. **'Fortral'** is an excellent pain killing drug and has few of the disadvantages of the narcotics. But some knowledge of its uses and administration is necessary. 'Fortral' would be used normally to relieve pain which may be associated with shock; in this condition, tablets and subcutaneous injections are of little value and may ultimately be dangerous. The administration of choice is intravenous; don't flip, more about this later.

11. **Eye pads.** It must be realised, that after using 'Decicain' Eye Drops the eye will be anaesthetic, and the eye surface may be easily injured without the patient feeling anything. Therefore, before applying a pad the eye must be closed. No cotton wool.

The most serious condition that could be found on board is surgical shock, the basic treatment of which consists of stopping bleeding, relief of pain and replacement of blood or restoration of blood pressure.

Nobody will carry a bloodbank or even albumen on board. However, there is available a blood replacement fluid (Haemaccel) which comes complete in sterile pack with plastic disposable transfusion set. To use it one must be capable of performing an intravenous injection.

At this point it may be appropriate to comment on the legal aspect of possession of these drugs, most of which are under Schedule IV of the Poisons Act.

A master of a sea going vessel (yacht), upon satisfying the Poisons Branch of the Health Council of his bona fides, may be issued with a permit to possess narcotics, which may be supplied by a Pharmacist. They must be kept locked on the boat; otherwise there is an invitation of burglary — 'Fortral' is just as good and safer.

Schedule IV drugs may be obtained under two regulations of the act: one relates to first aid kits in remote places; the second realtes to wholesalers. The master of a ship is regarded as a wholesaler in respect of drugs for use at sea. To obtain drugs, get a Doctor, perhaps someone at the Club, to write a private script thus;

John Smith
Master 'Porpoise'
C.Y.C.A.

and have it dispensed. The NHS will **not** pay for these materials.

Mention has been made of intravenous techniques, and familiarity with first aid and medical procedures. It would be an advanced step if the A.Y.F., or any yachting body, were to organise a series of courses, demonstrations and films. There are excellent films supplied by drug companies which would be highly suitable. Some I would suggest are:

Venepuncture (I.C.I.)
I.V. Infusion: Basic theory and practice (Abbott)
Dress the Wound (Johnson and Johnson)
Bandages & Bullets (Johnson & Johnson)

I'm sure that in every yachting field there would be medical men who would be happy to participate in such a programme. I would be most pleased to co-operate.

I am not advocating yet another set of rules and regulations with which to burden sailors. But remember, as master of your ship you are responsible for the well-being of your crew, who are friends and family anyway.

Last word. The only time to worry about blood is when it's your own.

Watson's Knaviguessing Know-how

We've looked at the forces that affect the compass on your boat — now let's examine the practical aspect of adjusting your own compass.

A word of warning before I start. What we are talking about here is an adjustment adequate for day sailing and racing around the buoys. Overnight sailing needs a spot-on-job, and the preceding articles should have brought it home to you that errors can exist which are difficult to define in a harbour check.

Right! Where do we start?

Stepping aboard the boat, the first job is to stow all gear (metallic, that is) in its seagoing position. Then check to see if any loose steel or iron is stowed close to the compass, within three feet, say. If so, remove it to a permanent stowage further away.

Have a look at the compass itself. Any bubbles? If so, remove them by topping up with proper compass spirit (60% alcohol 40% water is common). Some compasses use an oil filling, so if you are not sure what's in yours, take it to a compass dealer to do the job.

Bubbles gone, take a small piece of steel, and use it to deflect the card 5°. Remove the steel, and the card should return smoothly to its original heading. If it does not, the pivot may be worn or even cracked, or the card may not be seated properly. Another job for the workshop.

With no bubbles, and a freely swinging card, we can think of the adjustment. Is your steering compass of the type which can be fitted with a shadow stick? This is a vertical pin mounted above the centre of the card so that its shadow indicates the direction of the sun. If it is, we can proceed. If not, as in the case of a bulkhead compass, we need a pelorous. Almost nobody has one of these, so we'll knock up a simple one.

Glue a plastic knitting needle vertically in the centre of a 360° protractor. Mount the protractor on a piece of board or foam so that the pelorous can be mounted on the cabin top, clear of obstacles. Use a spirit level to keep the whole thing horizontal, and sticky-tape it down so that 0° faces forward and 180° faces aft, precisely.

What sort of magnets are used in your compass? They may be inbuilt with screw correctors, placed in permanent holders, or just screwed to the deck around the binnacle. In the first two cases, the compass usually comes provided with the appropriate magnets, but you have to obtain the deck magnets yourself. Don't outlay any money until you have done a preliminary swing and established that magnets are needed. For the compasses fitted with screw correctors, you'll need a non-magnetic screwdriver.

Choose a calm day, fairly early so that the sun is nice and low. This way, you'll get a good shadow and the bearing of the sun will be changing quite slowly so that, for practical purposes, you can treat it as a fixed bearing. I like to start about 0800 and finish about 1000. The morning is usually better than the afternoon, as there is no sea breeze. Find a quiet spot, with plenty of room to run E.-W. and N.-S.

I'll go through the system using the pelorous, as it is easily adaptable to a compass fitted with a shadow stick

STEP 1

With ship's head E. or W., observe the bearing of the sun's shadow on the pelorous. Alter course 180°, and observe the bearing again. It should be 180° different to the first bearing. If it is not, halve the discrepancy, steer to hold the shadow on the halved bearing, and adjust the compass to read E. or W. As that sounds like gobbledegook, here's an example.

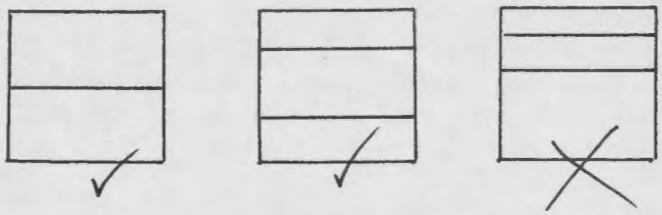
Ship's Head	Sun's Bearing
090°	140°
270°	300°

As the first sun bearing was 140°, the second should have been 140° + 180° = 320°. We have 300°. Split the difference = 310°. Steer the boat to keep the shadow on 310°., and move the screws marked E.-W. to make the card read 270°. For built-in or deck magnets, we have to change the magnets which lie in a fore-and-aft direction athwartships of the card. Make them larger or smaller, or move them away from or closer to the card. Make sure that the magnets are lying truly fore and aft, and that the centres of the magnets are exactly on the athwartships line through the centre of the card. Trial and error will soon show if you are doing the right thing.

Having done all that — do it again. By this time, also, you will appreciate the need for a good helmsman, as the completed job will only be as good as his steering.

Now, repeat the operation on N. and S. headings, this time using the corrector screws marked N.-S. or the magnets which are lying in an athwartship line, but which are placed fore and aft of the compass.

If your compass has quadrantal correctors (these are spheres or plastic boxes fitted on each side of the compass — the plastic boxes hold iron plates), do the job again on NE. and SE. headings. Remember that you are only turning through 90° now. Move the spheres away from or towards the compass, take them away altogether or one at a time if necessary, In the case of the plastic boxes, vary the number of plates in each box to suit. Note: It is not necessary to have the same number of plates in each box, but they must be symmetrical in the box — see picture.



Check your quadrantal errors again on NW. and SW.

Once you have reduced the errors as much as possible, it is time to do a complete swing. Start on north, and swing slowly through 360°, pausing every 20° and recording the sun's bearing. Finish back on north, and record the bearing again. This is necessary because the sun will have moved slightly, and you will need to interpolate a little. Construct a table like this:

Ship's Head by Compass (1)	Pelorous Reading (2)	Reciprocal (3)	Increment (4)	Compass Bearing 5)	Deviation (6)
	+180				
000	045	225	225	225	1W
020	024	204	204	224	0
040	003	183	183	223	1E
060	342	162	162	222	2E
080	324	144	144	224	0
100	304	124	124½	224½	½W
120	285	105	105½	225½	1½W
140	266	086	086½	226½	2½W
160	247	067	167½	227½	3½W
180	226	046	047	227	3W
200	203	023	024	224	0
220	181	001	002	222	2E
240	162	342	343	223	1E
260	141	321	322	222	2E
280	100	280	281½	221½	2½E
320	080	260	261½	221½	2½E
340	062	242	243½	223½	½E
360	043	223	225	225	1W

Explanation

Column 3 = Col. 2 + or — 180°.
Column 4 = Col. 3 + the increment proportional to the sun's movement during the swing. Note that the pelorus reading for 360° is 2° less than that for 000°. To compensate for this, Col. 4 has been slowly increased to bring 360°back into line with 000°.
Column 5 = Col. 4 + Col. 1. This converts the relative bearing to a compass bearing.

Column 6, the deviation is found as follows.

Method 1. Note the correct local time during the swing, and calculate the actual azimuth of the sun. The azimuth during the above swing was calculated to be 224° magnetic. When this is known, the values of the deviations are easily found.

Method 2. Find a good transit (any heading), and steady on accurately. Note the compass heading. Say the transit is 220° mag., and the compass reads 218°. Deviation on 220° (approx) is therefore 2°E. Enter this in the table opposite 220°, and the other deviations can be entered by inspection and comparison.

Having completed the table, check your results on a few different transits. If you can, check again with the boat heeled. Once you are satisfied, write your card out neatly, date it, and stick it up in the cabin.

Going back to those yachties who have shadow sticks on the compass itself, all you have to do is record the shadow reading on each heading, get the reciprocal and apply the increment to get the actual compass bearing. The rest is the same.

That word of warning again. This adjustment will only hold good for local waters in daylight hours. Don't trust your life on it.

See you next time.
Hedley Watson.

Mooloolaba Harbour entrance, boat harbour and adjoining waterway system Lawrie's is the only floating marina in Queensland.

MOOLOOLABA

by John Hawley

'Sailing centre of the South Pacific' is the claim made by the Mooloolaba Yacht Club — a big claim which would no doubt be disputed by residents of Sydney and Auckland, nevertheless one which has some justification if one views the cruising yachts which assemble there in it's maternal safety during the cyclone season, poised to take off north in April.

The harbour itself must be accepted as one of the safest in Australia and one which may be entered in any weather conditions. It has become beloved by all who enter there and much of this is due to the friendly hospitality of the mooloolaba Yacht Club.

In 1973, the finishing line of the Sydney — Brisbane Yacht Race was changed from Brisbane to Mooloolaba, a change which enchanced the popularity of this race enormously. Instead of the forty-mile slog up Moreton Bay with it's dangerous sandbanks and inadequate mooring facilities, there was an ocean line finish on a natural transit line of the breakwaters, a sheltered bay in which to drop sails and ten minutes later be tied up to the Club jetty with it's welcome green lawns, hot showers and a greeting exceeding that found in Hobart, Portsmouth or Newport (Rhode Island).

At the finish of the first race in 1973 the Mooloolaba Yacht Club consisted of a small bar upstairs over the office, the showers and the beer store which for that occasion became the 'yachties' bar (and one which never closed). One year later the new club was built. It was opened a few days before the finish of the race, complete with dining room, large ballroom and cocktail bar opening onto balconies on the upper floor. Below were the casual bars, office reception area, radio room, men's and ladies' showers, a D.I.Y. laundrette and a television room.

The Club's jetty and private berths handle a visiting fleet of 40 Ocean-racing yachts including *Helsal* and *Apollo.* The Club Commodore is currently ex-C.Y.C. yachtsman, Ken Flehr, who campaigned his S & S 34 *Marara* (now *Zilvergeest*) so successfully in the L.O.P.S. and ¾-ton level rating series.

In 1975 the Mooloolaba Yacht Club decided to hold its own offshore racing event and add an important new series to the national offshore calendar. In August of that year it held the first S.C.O.R. (Sunshine Coast Offshore Racing) series, which attracted yachts from three states, including *Helsal* and *Waikikamukau* from C.Y.C., and thirty-three other starters in the five-race series which, at that time, carried trophies making it the richest bluewater event in Australia. Repeated in 1976 and 1977 the S.C.O.R. has become an offshore fixture. Mooloolaba is also the finishing port for the Trans-Tasman Singlehanded Race.

All this achievement over a period of seven years reflects great credit on an administration which many of us know and admire so well, ex-Commodore John Macfarlane, secretary Doug Fortune, manager Peter Webb and Nancy in the office, who has solved all our problems over the years.

In addition to the yacht club and it's welcome is the town of Mooloolaba. Set upon miles of superb surfing beaches, with the spectacular backdrop of the Blackall Ranges, the climate is almost perfect both winter and summer. A little more than 100 miles south of the Tropic of Capricorn, it is a lush area for the growing of pineapples, paw paws, avocados to add to the gastronomic delight of the famous Mooloolaba prawns and the daily crop of fresh fish. For cooking on board, prawns and fresh reef fish may be purchased from the

Fisherman's Co-operative next door to the yacht club, you can visit Dooley's fabulous fish restaurant on the Ocean front at Mooloolaba, where no yachtsman is ever charged more than five dollars and which is the second home for the racing crews whilst in town.

Pre-noon, the town milk bar puts on the gastronomic delight of piles of greasy bacon and eggs and serves, in my opinion, the worst coffee in Australia — but the best milk shakes.

Vic Meyer has retired from circumnavigating to grow pineapples in Mooloolaba. Bruce Ramsden has deserted *Ballyhoo* and *Apollo* to run a motel in nearby Noosa. Ken Flehr has sold his Sydney chandlery to become a Yacht broker in Mooloolaba.

Perhaps one of the features which will make Mooloolaba a yachting haven is Lawries Marina, half a mile upstream from the Yacht Club. Designed on the lines of the famous Marina del Rey, half of the 150 floating berths are already completed and occupied; the showers, toilets, laundry and marina shops are a model which could well be copied by Sydney operators.

Much of the immediate coastal area is devoted to the growing of sugar cane, but behind this rich crop, in the mountains, is the beautiful village of Montville with it's village green, a first-class art gallery and a sophisticated restaurant with some of the most spectacular views over 100 miles of coastline.

It is sad to note that customs and quarantine do not accept Mooloolaba as a port of entry, whether through bureaucratic perversity or for some reason known only to themselves. It is, however, a fact that many of the owners of yachts competing in the Noumea Race would have paid the travelling costs of customs to meet them in Mooloolaba for it's safety and convenience. Even the famous Vital Altar raft "La Balsa" drifted into Mooloolaba as it's first landfall after leaving the coast of South America. The pilots for Brisbane operate from Mooloolaba. Over 100 deep sea fishing trawlers and prawn trawlers operate from Mooloolaba, but a yacht must sail 40 miles up Moreton Bay to re-enter it's own country.

See you at the S.C.O.R.

John Hawley

BOOK REVIEWS

A.Y.F. & N.Z.Y.F. 1977-1980 Yacht Racing
Published by A.Y.F. $2.00*

The Rules Book
by Eric Twiname, Published by Adlard Coles

Paul Elvestrom Explains the Yacht Racing Rules
Published by Creagh-Osborne and John de Graff.

Last November, the Offshore Racing Council met in London to formulate the yacht racing rules to be in force for the ensuing three years. After careful consideration of the rules as they existed, it was decided that over 100 amendments were required, and this has resulted in the Australian Yachting Federation producing their latest Rule Book which will be in force until the eighties.

Still referred to as "The Blue Book", the dyes used in producing the latest edition are supposed to give a non-fading colour which, unlike the 1973 edition, should not finish its life whiter than white. No doubt the contents may become tarnished in some eyes, but the years of expertise of an international body cover with great care and intelligence almost every situation which may ne encountered in yacht racing.

The rules as such can so easily be misunderstood or misinterpreted that a guide book to them is a most useful addition. There are two in the world which cannot be ignored, and every owner and keen sailor should possess one or the other.

Eric Twiname's **The Rules Book** is my personal choice. Eric Twiname is a member of the R.Y.A's Racing Rule Committee who has developed a diagrammatic, almost comic-strip, approach which makes situations particularly easy to understand, is pleasureable reading and is of a pocket size which leaves no excuse for not having it available at all times. The book has been arranged commencing with "The Start" and ending with "Finishing" which appears pretty logical. In between, events follow in expected order, and the use of the English language emerging in cartoons from the helmsman's mouth is beautiful but decidedly un-okker — none of the nastier words with which Sydney Harbour is flooded on Saturday afternoons.

Paul Elvstrom's well-known explanation of the rules is now contained in a blue plastic binding; the red one should be discarded forthwith as its use could be most confusing. It again contains plastic model yachts for sailing in beer spills on clubhouse tables after racing, ensuring all owners of the book an extra two hours worth of sailing of the day's events over again without getting cold or wet. Care should be taken if sailing them in the bath however, as they tend to be as unstable as some of the recent half-tonners and are small enough to be lost in body orifices.

Presentation of the book has been improved by reproducing the official text of the rules separately from the explanations, and the two are cross-referenced by marginal numerals. There is a section relating to the IYRU interpretations and the references of the rules to which they relate. There is also a Race Officers' Guide and a quick guide to signals accompanied by clear diagrams to simplify the sometimes confusing text.

When two equal boats are competing, the winner will probably be the one which makes the fewest mistakes. The greatest mistake of all is not knowing the rules and how to use them. A good protest, properly lodged and conducted, can make a winner out of a runner-up. So, for those who find the rule book dry as dust, purchase either Elvstrom or Twiname and spend some time with the rest of the crew discussing and re-sailing. Buy both books, Elvstrom for the plastic boats and Twiname for the easy to follow reading.

Great Voyages in Small Boats -- Solo Circumnavigations
Published by John de Graff, 516 pages. $19.50*

Omnibus volumes are not to everyone's taste.

They are bulky, heavy and frequently contain one or more stories which one has already read.

This particular volume contains three complete books which all men who go down to the sea in ships should read: Joshua Slocum's **Sailing Alone Around The World,** Vito Dumas's **Alone Through The Roaring Forties;** John Guzwell's **Trekka Round The World.**

Each is a book which can stand up, in its own right, proudly upon one's bookshelf. Purchased separately each would probably cost more than this omnibus edition.

Each is an exciting and well written account of a monumental voyage; read collectively one thinks in wider terms of the reasons which make men spend years of their life in loneliness hardship and danger. None of these men say why but a common point emerges — that they are record-makers who regard record making as a matter of importance.

Joshua Slocum's record is that he was the first man ever to complete a solo circumnavigation. He left Boston in April 1895 in his 37-foot yawl, 'Spray', to return 38 months and 46,000 miles later using a clock, for which he paid one dollar, for navigation.

Dumas is an Argentinian farmer, spent a year, commencing in 1942, circumnavigating in the world's stormiest areas in his 31½-foot double ended ketch. His sufferings in the process were more than man should bear, but his fortitude prevailed. He was the first man to sail solo west to east outside Cape Horn and holds the record to this date for the speed of his circumnavigation.

Guzwell sailed from his home in Canada in 1955 in his 20½-foot yawl 'Trekka', built by himself. He still holds the record for the smallest boat to circumnavigate. His own voyage was comparatively free of trouble. He did however, take time off in New Zealand to crew for his friend, Miles Smeeton, back to South America in 'Tzu Hang', which capsized off Cape Horn. This epic voyage and speculation as to the cause of the disaster make fascinating reading.

For the past two years "Book Reviews" has been a regular feature of **Offshore**, and we would like to record our thanks to John Ivemey of the Specialist Bookshop, 35 Hume Street, Crows Nest, who has made the books available for review from his enormous stock of over 600 titles about boating He is also an official Chart Agent and carries all the exciting and essential things required by navigators. Regretably, his assistant, Rosemary, may not be removed from the premises.

J.H.

CLUB NOTES

Commodore's Message

Dear Member,

As reported to you earlier we can now go ahead with our development plans, the Woollahra Council's appeal having been rejected.

Plans for the marina extension have been with the Maritime Services Board for some time, and we expect them to be approved in the very near future.

Our architect is drawing up detailed plans for the car park and engineering building, and this will be submitted to Council before the end of the year.

As soon as we can get an estimate of the cost we will be able to do some detailed financial planning. Your Board is hopeful that, as the marina and car park will be revenue-producing, this stage I of development will be largely self-financing.

J.P. Diamond

Odyssey's Epic Voyage

As we go to press (December 2) 'Odyssey', whose attempt at circumnavigation (non-stop) of Australia was reported in the Oct./Nov. 1977 edition of 'Offshore', is reported to be 180 miles south of Sydney. She is 64 days out of Mooloolaba. By the time you are reading this, she may well have become the first yacht to sail around Australia non-stop, a feat that will assuredly earn her a place in 'The Guiness Book of Records'.

C.Y.C.A. Celestial Navigation Course

At its Board Meeting in November, the Club Directors invited Rear Commodore, Gordon Marshall, to conduct his celestial navigation courses at the club in the coming year.

Many Club Members have already taken Gordon's courses, which he has conducted at the Club over the past six years; the visits to the cliffs at Bondi for their first instruction on sextant use, taking sun sights; those early dawns to get star sights; and the final trip to sea on 'Marabou' to test students in the actual conditions of position finding. Keith Storey, Club Director, has again expressed his willingness to make 'Marabou' available for this essential part of the course, and the Club is indeed indebted to Members such as he for the contribution they make to such vital Club activities.

The Prime advantage offered Club Members in this course is that it is conducted by a practicing yacht navigator. Gordon has been ocean racing for the past 20 years, sailing on such well-known yachts as 'Caprice of Huon', 'Ragamuffin', 'Love & War', 'Koomooloo', 'Klinger', etc., and most recently, 'Gretel II'. His students invariably win the navigator's prizes in those long races such as Sydney-Lord Howe Is., Sydney-Noumea, and Sydney-Hobart, and they attribute their success to the practical nature of the C.Y.C.A. course.

Gordon made the following comments to 'Offshore'.

"Celestial navigation is only a very small part of a yachting navigator's repertoire but is essential for any long passages. Whilst coastal navigation may be learnt from many of the excellent books available, or even "picked-up" whilst sailing in Club races or cruising, Celestial is another story. Most books on the subject are written from the lofty perch of a steamship's bridge and are generally unsuitable for the use of yachtsmen.

"On the other hand I find it an easy subject to teach. Many of our students have done celestial study previously and have generally been left confused and frustrated. I get great joy in putting them on the right track and showing them how easy the subject is to master. After all, I went through their traumas some ten or more years ago when I attended one of the standard local courses. I emerged capable of reducing a star sight by the cosine-haversine method, but it took literally hours to do, even in the comfort of the lounge room, and the complexity of the figurework was impossible to handle in the difficult confines of a small yacht.

"We have now evolved methods which use preprinted sight forms, and the Marcq St. Hiliare system, which together with the computer-produced Marine Sight Reduction Tables, do away with all of the unnecessary tedium. Celestial navigation becomes a joy instead of a chore!

"Evidence of the success of the course is found in the enthusiasm of the "Navigators Club", a group of keen navigators from previous courses who meet periodically to discuss assignments and further their studies. They are kept up to date on the latest trends in navigation by this healthy exchange, which in an age when space research and computer technology is opening new fields daily, is essential if we are to progress".

The first course in the new year will commence on Tuesday evening, February 14, and will continue for 8 consecutive evenings. The hours will be 7.30 until 10.30 p.m.

Gordon explains that since the course is of 'crash' nature, it becomes essential to attend every lecture; thus, if intending students do not confidently anticipate meeting this requirement, then they should not enrol. The only other requirement is that students should have a general understanding of coastal navigation, including the ability to read charts, understand latitude and longitude terminology, be able to take and plot compass bearings, and know the difference between 'variation' and 'deviation'.

In addition to the eight nights of lectures, the students will be given instruction on a Saturday or Sunday morning with a sextant, and each will be conducted through a dawn set of star sights. A trip to sea at the end of the course, rounds out the instruction. It follows that intending students must have the dedication and discipline to see these practical exercises through if they are to profit from the unique aspects of this course.

Costwise, each student will need to spend approximately $40 on the equipment required (details will be supplied after application), but expensive items such as sextants and stop watches will be supplied.

The fee for the course is $40 for Club Members, otherwise $70, which should be sent to the Club together with the application form included with this copy of 'Offshore'.

Enrolment will be on a first come, first served basis, and additional forms will be available from the Club office or bar.

Successful applicants will be advised by mail and supplied with the list of requirements together with sources of supply.

[Editor's Note:- Interested students will note the requirement of previous knowledge of coastal navigation before attempting this celestial course. If this proves to be your stumbling block, be advised that Gordon intends to run a 'Coastal' course immediately after this celestial one, and it will be followed by another celestial course for which you would then be prepared. 'Offshore' will carry details of this next coastal course, together with an application form, in its next issue.

Classic Yachts — 1905 and Before

Dear Sir,
In 1975 I read the excellent book Restoring Classic Yachts' while celebrating the 70th birthday of my engineless 44' yawl, 'Iolaire'. We celebrated racing her in the 50th anniversary of the first Fastnet Race, sailing her, in all, 12,000 miles in seven months. On this trip we met a number of the old boats that were still sailing and racing. We discovered so many wonderful old boats that I decided it was time to write a book 'Classic Yachts 1905 and Before' — yachts that are still sailing. Many yachtsmen (and all fibreglass boat builders) felt that there would not be enough boats to write a book about. Nothing could be further from the truth.

Preliminary investigation reveals at least one hundred and fifty yachts pre-1905 that are still afloat and in commission. A number of these boats date back to the 1860's and 1870's. I am sure that we have not located all of them and thus would appreciate your help in not only locating all the pre 1905 boats, but also in tracing the history of the boats, owners, designers, builders, crews (both amateur and professional).

This book will include all areas that have pre-1905 boats, chapters being laid out approximately as follows: Designers; Builders; Owners, Crews; then chapters on the following areas: Scotland; England; East Coast; South Coast; West country and Wales; Northern Ireland; East Coast of Ireland; South and West Coast of Ireland; South and West Coast of Ireland; U.S.(Herreshoff receives a full chapter because at least 75% of the boats are designed by Herreshoff, in the U.S.); U.S. East and South Coast; U.S. West Coast; Canada; Australia; New Zealand; Tasmania; Scandinavia; EEC countries.

To do this we need the help of all those yachtsmen that are interested in old boats. Please send all information to me.

Donald M. Street, Jnr.
Rock Cottage,
Glandore, County Cork,
Ireland.

Hanover Cottage,
29 Cromwell St.,
Battery Point, Tas. 7000.

Dear Sir,
I read with interest in the latest **Offshore** about the block donated by Kopsons from the 'Falls of Garry'.

I have a postcard photo captioned the "Wreck of the 'Falls of Garry', at Ballymaccus". This shows the ship aground with nearly all working sail still set, and most of the hull still clearly visible.

The photo would be able to be copied, either by myself or one of your members.

Please let me know if this is of any interest, presumably for display with the block.

Yours faithfully,
MICHAEL DESMARCHELIER.

P.S. For your interest I enclose a leaflet describing the newly formed Vintage Boat Club of Tasmania, of which I am Commodore.

[Information about the vintage Boat Club of Tasmania follows. Thanks to Mr. Desmarchelier for the postcard of the 'Falls of Garry', which was reproduced in 'Marina News', **Offshore** October/November 1977. Ed.]

Vintage Boat Club of Tasmania

P.O. Box 175,
Sandy Bay, Tasmania 7005.

The club was formed in August 1977 by a group of people interested in old boats. The objects of the club, as stated in its

constitution are

"(a) To aid, assist and promote the preservation and restoration of old or unique vessels, both sail and power.

(b) To maintain a register and history of appropriate vessels.

(c) To encourage the building of boats in traditional style.

(d) To organise races and other events and functions for old and traditional boats."

We believe Tasmania has a large number of vessels worthy of preservation. Apart from the larger vessels, barques, schooners, ketches and steamers there are a vast number of smaller boats many of which date well back into last century and some over 100 years old. Most of these boats are small enough to be preserved or restored by individuals and we hope to be able to promote this, and assist these people.

We are to have a gaff-rigged race in the Bellerive Regatta for the second year and hope to have a sail past at the Royal Hobart Regatta.

We are organising a calendar which will include a couple of cruises in company (one day and weekend), technical "worshops", film and slide evenings, and talks by interesting people, such as veteran sailors and old river men.

Membership is open to anyone interested in old boats, whether they own a boat or not. We have set the fees at $5.00 per year; we hope to keep this at the minimum level necessary to meet expenses.

We hope the club will be instrumental in widening the interest in our maritime history, and preserving the rapidly dwindling number of boats that still exist.

C.Y.C.A. Navigators do it again

At the Gosford Aquatic Club on Saturday evening, November 26, the winner of the Navigator's Prize in the recent Lord Howe Island Race was announced, and who else should take out the award but Pat Toolan, the navigator of 'Leda'.

This is the third year in succession in which the award has gone to a C.Y.C.A. Club Member, and also, co-incidentally, to a student from the C.Y.C. Celestial Navigation School. Last year it was Gordon Marshall, the Club's navigation tutor, and the year before it was Lou Carter, one of Gordon's brighter students (from the year of '73).

With the same sort of result occurring in Sydney-Noumea Races, not to mention the Sydney-Hobart navigation awards, it is not surprising that C.Y.C.A. navigators are receiving international acclaim. Dave Kilponen, from the class of '72, recently won the prestigious S.O.R.C. Navigator's Award in the U.S. racing circuit.

The venerable Ted Turner, winner of the 1972 Sydney-Hobart in American Eagle, and more recently the America's Cup winner, was heard to remark in Hobart last year (he had just won the 1-ton Division, sailing 'Pied Piper'), ". . . . I was lucky to take first placing since we made a surprising chance landfall on Tasman Is. when least expecting it, whereas you Aussies came in from out at sea, obviously knowing where you were. You people have developed much more skill in celestial navigation in difficult conditions, than is generally seen in U.S. ocean racing!"

Back to Pat Toolan; it's good to see Pat gain recognition for his expertise, and it may, in some small way, repay him for all the good work he has put into the C.Y.C.A. Navigators Club, a group of ex-students who meet periodically to discuss navigational developments and generally advance their art.

Congratulations Pat Toolan from the class of '73 !!!

Capt. Jack remembered with Painting.

On Friday 25th November a Jack Earl painting was hung in the Club dining room as a memorial to the late 'Capt. Jack' Halliday. Some 40 of his former crew members had raised the funds to commission the picture.

It depicts Jack's *Carol J* rounding South Head in company with 1961 Hobart winner, *Rival*, and provides a fine complement to the other Earl painting on the same wall.

Just as the last page of this issue of 'Offshore' was going to the platemaker we received two correct answers to the question posed on page 35 of the October/November edition, i.e., the identity of that magnificent old building up the Parramatta 'River' at Concord, the Dame Edith Walker Hospital. Both answers arrived at the same time, one postmarked 11.30 December 5th and, alas, the other bearing a stamp but unpostmarked (no wonder the mail service loses money).

In fairness, both entries will be judged as correct. Jenny May gets a point for her correct answer; and somebody at Computer Technology who forgot to put his/her name on the envelope also gets a point. Will the latter person please identify himself/herself.

Can you identify the object and location of the object pictured below?

Send your name and answer on the back of an envelope to the Editor, c/- C.Y.C.A. to qualify you for the 1978 Argonauts Award and bottle of French Champagne.

Marina News

(continued from page 36)

quite a while at the marina being prepared for her cruise to the Barrier Reef. From there she will sail round the Top End, across the Indian Ocean, through the Red Sea and Suez Canal, to arrive in Greece in the summer time. Sailing the Grecian Islands is the ambition of skipper, Ken Anderson. His crew will be Rob and Margaret Walls, and Ken's wife will also sail various stages of the voyage.

* * *

It's no longer news that the mighty 'Solo' has been sold to David Lewis. The new owner is best remembered in yachting circles for his circumnavigation of Antarctica in 'Ice Bird' (ex 'Teriki') a few years ago, and all the scuttlebutt is that 'Solo' is destined for a similar venture. It seems that the Antarctic ice is about the only part of the world 'Solo' has never sailed.

* * *

'Mijo' is a Twister, 28 feet, sloop-rigged of course, and with an Albion petrol engine to give her power. Nobody's quite sure what the name means; it was the one she had when Robin Reid bought her and he saw no need to change it

Sailing from Dartmouth, England, in October 1976, he arrived at the C.Y.C. marina on Saturday, 19th November, 1977. Actually he reached Sydney late on the 18th, but by the time he'd got through Customs and all that sort of thing, he felt he'd sooner stay in Watson's Bay and snatch a bit of sleep. This is his first visit to Australia and it's really no fun wandering 'round a strange harbour in the dark, looking for a place like Rushcutter Bay.

The passage from England by way of the West Indies, Tahiti, Tonga, Fiji and Noumea was marked by weather that was mainly good. Robin says the only really bad patch was in the Bay of Biscay, where he met a prolonged blow of eighty knots or so, with big, vicious seas And as this was midwinter in the Northern Hemisphere, it was cold too.

Usually he had a crew of one but some stages of the journey were single-handed passages. The ubiquitous self-steering vane is as good as another hand. The passage from Noumea to Sydney took 13½ days, the first part being across the sou'east trades. This was followed by a period of light headwinds, but a good nor'easter for the last two days of the trip made up for that.

Robin's future plans are uncertain but he means to potter around the Australian coast for the next few months.

* * *

'Gea' sailed after two or three weeks at the marina. This is the sloop twenty-eight feet or so, that Madamoiselle Brigitte Oudry sailed out from England, single handed. The yacht departed at 1820 hours of Saturday, 19th November, in a fading breeze, which should have given some degree of comfort for the earliest part of the passage at least. Brigitte's projected homeward path is Tahiti to the Falkland Islands by way of Cape Horn, and thence to Plymouth.

* * *

MARINA NEWS

by Jack North

Harvey Drew is selling his Salar 40 Motor sailer, 'Billie D' (he's probably sold her by now), and moving to the Gold Coast. He tells me he's going into the 'hot water business' as it is not possible to keep a sizeable sailing yacht on the Nerang River. Too many bridges.

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

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

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

Perth is another place plagued by bridges. The bridge at Fremantle has only twenty-seven foot clearance; that's why Perth yachts all have their masts in tabernacles.

The ketch 'Madelon II' is no exception to the rule. She is 49'x13'x7'4" and, although she was launched as late as November, 1976, both masts are wooden. Henry Westerdyke of Gosford went over to Perth especially to build her for Tom and Eileen Kenny; the designer was Phillip Curran.

The yacht is of 3/16" steel to deck level while the deck and coachhouse are plywood and timber. Her main engine is a 110 Ford diesel while a 6 h.p. KVA lighting plant provides electric power. A 13 cubic feet freezer and a 5 cubic feet refrigerator are run off the main motor.

The ship is roomy with ample accommodation for ten, most of whom are members of the Kenny family. 'Madelon II' left Perth early in March, 1977, crossed the Bight and called at a lot of southern and eastern ports before crossing the Tasman by way of Lord Howe Island.

Arriving at Auckland she cruised around the North Island before going on to Tonga and Fiji, where she spent two months. She next proceeded to the New Hebrides and New Caledonia and then came on to Sydney. Her passage time from Noumea to Sydney was 6½ days and she arrived on Moday, 27th September.

Tom Kenny says the weather was perfect all the way. Almost four years ago he was in Sydney a time or two in the first 'Madelon', in which he did extensive cruising. 'Madelon' will probably leave in early December, perhaps returning to Perth north about.

* * *

The 'Sydney Morning Herald' recently ran an article on the rolling of the schooner 'Wavewalker' in the Roaring Forties. She sailed from Table Bay on December 13th, 1976 bound for Sydney with, according to the 'Herald' report, a crew consisting of Gordon Cook, his wife Mary, their two children, Suzanna and Jonathan (aged 7 and 6 years,) an American named Larry, and Herbie, a 24 year-old Swiss.

On New Year's Day 1977 the 'Wavewalker' was running before a westerly of from 45 to 50 knots. Late in the afternoon she shortened down to a storm jib only. On the 2nd of January, with the gale blowing force 11 and driving 50 foot seas before it, the yacht was trailing a hundred fathoms of line over the stern.

Shortly after 5 p.m. one of those wild, steep, overfalling seas came tearing along, its face nearly vertical, like a wall. There was no breeze in its lee and the yacht had no hope of rising to it. Gordon was on the wheel; he was swept overboard. When he came to the surface again he saw 'Wavewalker's' masts emerging from the sea; they were horizontal. His lifeline held and he got back on board as she rolled upright, the yacht is very high wooded, and getting back aboard involved a great deal of luck.

'Wavewalker' was in a dreadful mess. The hatches were gone and part of the starboard side-deck was stove in. She was sluggish with all the water inside her and various crew members were injured. Gordon himself had a broken nose.

It wasn't till next day that they got all the water out of her, for more kept coming in as seas swept the deck; the crew was never entirely free of the need to pump. The holes were patched up with canvas and anything else that came to hand and they set course for Amsterdam Island. As they had not had a sight for days the navigation was of the 'by-guess-and-by-God' variety, but Providence was on their side. They made a perfect landfall.

There was a French scientific team on the isla island and medical help was available to treat the injuries. Mary and the children were taken on to Australia in a diverted container ship while the men sailed 'Wavewalker' to Fremantle. The yacht was four months in Fremantle undergoing repairs.

'Wavewalker' arrived at the C.Y.C. marina on Tuesday, 1.11 77. She is clipper stemmed with a square stern and, being blue with white painted ports, is easily distinguished. Designed by Alan Bates she was built at Bembridge in the Isle of Wight; her auxiliary is a Gardner 60 h.p. diesel.

The yacht left Plymouth on 12th July, 1976, exactly two hundred years to the day after Captain Cook sailed on his third voyage. It was proposed to follow in his wake with a diversion to Sydney, but the capsize in the Southern Ocean sent that plan awry. However, with the yacht now in going order again, the Cooks mean to press on with their dream of following in the track of their illustrious namesake. As a matter of interest, Gordon Cook is a Yorkshireman, as was Captain Cook.

* * *

Cook's ships, the 'Resolution' and the 'Adventure', called in at Adventure Bay, Tasmania, after leaving the Cape of Good Hope, then proceeded to New Zealand From there they sailed for the north-east Pacific, discovering the Hawaiian Islands, or the Sandwich Islands as Cook named them. The expedition's objective was to sail through the Nor'west Passage, and it is remarkable that it got as far as it did. James Cook did not name his furthest point north, which he marked on the chart simply as 'anchorage'. That's how present day Anchorage, in Alaska, got its name.

The 'Resolution' and 'Adventure' returned south by way of Petroplavsk in what is now the USSR and made its way back to Hawaii where James Cook was killed by natives on 14th February, 1779. And these are the points that mark the route of the 'Wavewalker' for the next stages of her voyage.

* * *

'Dreamtime' set out from the marina in mid-November. She is a 40-foot centreboard sloop, fibreglass and designed by Miller. Displacing eight tons, she has a draught of a little over two feet with the centreboard up. A Perkins 3 cylinder 35 h.p. diesel gives her about seven knots.

The centreboard, not in the original plan, was an addition, and a hydraulic hoist is to hold it down rather than raise it. There is a midship cockpit above the centreboard case and the main cabin was moved aft to make way for these additions. As a result the after cockpit has been reduced in size to a steering well only.

'Dreamtime', named in honour of the dream-time of Australian aboriginal legend, spent

(continued page 35)

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