

OFFSHORE

NUMBER 28

FEBRUARY—MARCH 1976

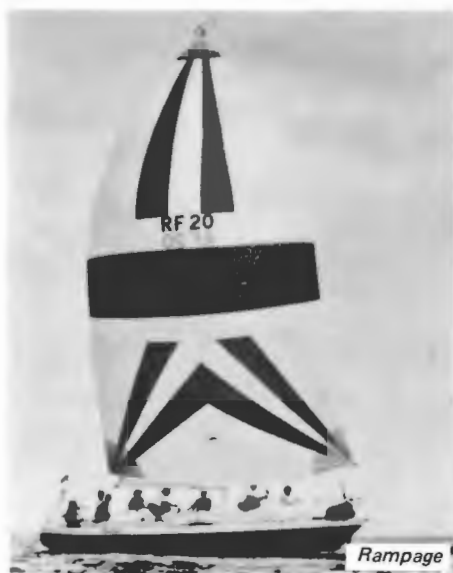
PRICE 50c*



The American maxi-yacht 'Kialoa' screaming along her way to Hobart with some 10,000 sq. ft. of sail clawing at the wind; she tore the Race record to shreds.

photo by Brian Curtis and Associates, Hobart

The 1976 Sydney to Hobart Yacht Race



Either way Brookes & Gatehouse was first!

Kialoa



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In the August 1975 Edition of OFFSHORE there appeared a very entertaining article entitled 'The Science of Cookery'. Due to a misunderstanding this article was incorrectly attributed to John Meekan. It was, in fact, by Captain H. Johnson, originally appearing in a volume entitled 'The Yachtsman's Weekend Book' published by Seeley, Service and Copper Ltd. of London, to whom we owe an apology. For those who might like to find more amusement of a similar nature, this book, if it is still in print, might possibly be available from the Specialist Library (See advertisement, page 31, this issue).

'OFFSHORE'



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This year's Sydney-Hobart Race was the fastest ever 'Kialoa' (right), the 79 ft. American ketch and member of the American Southern Cross Team, literally devastated 'Helsal's' previous record carving an unbelievable 11 hours off the latter's 1974 time. No less than nine yachts beat the previous record, with weather conditions virtually programmed to make this year's Race a downhill run of a kind not likely to be seen again for many years.

Veteran competitors of this ocean classic have been predicting a rough trot to Hobart for several years now, notwithstanding the capricious nature of the weather, which is invariably 'exceptional' and which repeatedly scoffs at the common man's misunderstanding of the Law of Probability.

Tony Cable wrote a colourful piece for the 1975 Hobart Program entitled "The Hobart — Not Always a Piece of Cake" in which he echoed the weather admonitions of the old pro's and attempted to lay to rest any suggestion that the Hobart run is a silvertail's champagne cruise, despite the relatively balmy conditions of the past several years.

Below, Tony reflects upon this year's event and seemingly has abandoned the prophets of doom (and the Law of Probability) as he explains:

THE HOBART

~ it doesn't blow
like it used to

In the last issue the Editor gave me the job of picking the winner of the Hobart, and similarly this month I have the job of writing it up.

In the last article I erred on the side of caution and mentioned quite a number of winning possibilities. The Editor rather sarcastically classified this approach as a "sharebroker's recommendation". He will have to acknowledge, however, that *Rampage* was included — so cop that! (Yes, *Rampage* was included. —Ed.)

photo by D. Colfelt





The Hobart — it doesn't blow . . .

A difficulty in having much to say about the '75 event is that it was over so quickly there is not a great deal that can be said about its progress. Further, with OFFSHORE's February publication date, much has by now been already set down elsewhere.

The weather pattern that provided for the record run was not all that unique. It was just that our normal sequence of breezes occurred with an almost ideal timing.

The fleet started on the last day of a SE. pattern. There was plenty of east in it and through the range 10-20 knots the fleet could maintain a good clip in reaching conditions — some carrying spinnakers.

Through the first night the breeze swung more to the NE. without fading, so that revs were kept up. Through the 27th the breeze went NNE. 15-20+. This remained 'til about 2000 on the 28th, eased a bit, swung to the WNW. 15-25 knots for a few hours. Then on the 29th it was N. 20-30+ knots. I understand this persisted through the 30th then SE. conditions came in.

With these conditions it is no wonder it was a fast race. On *Pacha* we didn't drop below 6 knots at any time. Apart from individual stories of knockdowns and spinnaker explosions, there seems to be little of great interest to describe further.

Down off Tasmania there always has to be something different. This year it was mist/fog which caused some of the fleet to overshoot Tasman Island. Leader in this Maatsyker Is. derby was the Tasmanian, *Antagonist*, which had the distinction of going down an extra degree (59 miles), while Alby Burgin on *Boomerang of Belmont* confused the Radio Relay Vessel when he gave a position as "coming back". Unfortunately for N.S.W. Southern Cross prospects, *Mercedes IV* suffered this same fate. Will there ever be a time that we can report "ordinary" sailing at Tasman!

By now all the post mortems have been done, but to cast through some of the results of the 99 finishers. Jim Robson-Scott's *Fair Dinkum* was right on form with her second — same place as in the Montagu. Third, *Superstar*, confirmed her potential but must have surprised many with this placing.

Next were *Pied Piper* (U.S.A.) and *Prospect of Ponsonby* (N.Z.) and *Noryema* (U.K.), 7th; they showed that the element of luck was not all that dominant, as these were all favoured boats.

At 8th *Polaris* upheld the reputation of the Cole 43's for consistent performance. Commodore Joe Diamond's 9th with *Duet* was a startling and creditable performance applauded by many, and it will be encouraging for all those veteran boats that might want to have a ride in the future.

While some of the stars did well, others were well down e.g., *Love & War* (16) and *Patrice III* (23). Some analysts indicated that the structure of the placings was due to the fact that while the bigger boats were moving fast, they were not flat out, so that the smaller fry kept within striking distance of them. For example, *Fair Dinkum* (34') with elapsed time of 3 days 10½ hours was only some 8½ hours behind much bigger boats — *Fantasy Rag* (49').

On balance the race would have to be described as another easy one (although some helmsmen might disagree). While in

Hobart, Albert T. Ross and Piccolo abused me for writing a "terror" article in the programme, describing how hard it can get. They almost didn't go on the strength of it.

The result was they got me thinking; after much deliberation I have reached the conclusion that it really doesn't blow like it used to. Now after a long succession of easy races the Hobart might start to lose its reputation as a test of blue swells.

The Poms, after all, will readily confirm this; they have scarcely had their feet wet in five Southern Cross/Hobarts. The last decent blow that anyone talks about is way back in 1970, and this only lasted 2 days or less. One then has to go back to 1963 and then the regular blows of the 50's.

Well, that's my view this February. I wonder if I'll change it again by next December and buy a new pair of oilies just in case?

— Tony Cable

Windward Passage

photo Brian Curtis, Hobart



OFFICIAL RESULTS

1975 Sydney ~ Hobart Race

Place	O-All	S/C	YACHT	Elapsed Time	O/All	Corr. Time	Southern Cross	Points	Team
				Day Hr.Min.Sec.	Day Hr.Min.Sec.				
1	1		Rampage	3 04 43 03	2 13 16 56		99		W.A.
2	—		Fair Dinkum	3 10 35 23	2 13 27 47		—		—
3	5		Superstar	3 03 13 00	2 13 53 18		87		Vic.
4	2		Pied Piper	3 07 38 58	2 13 55 10		96		U.S.A.
5	3		Prospect of Ponsonby	3 07 59 06	2 14 00 16		93		N.Z.
6	—		Brer Fox	3 07 41 40	2 14 02 03		—		—
7	4		Noryema	3 00 52 39	2 14 09 26		90		U.K.
8	—		Polaris	3 05 30 58	2 14 24 58		—		—
9	—		Duet	3 11 46 20	2 14 26 07		—		—
10	—		Dragonfyre	3 12 56 04	2 14 28 10		—		—
11	6		Hornet	3 12 22 08	2 14 47 14		84		S.A.
12	—		Pilgrim	3 10 23 16	2 15 01 36		—		—
13	—		Dancing Mouse	3 12 59 04	2 15 20 51		—		—
14	—		Huon Lass	3 11 38 37	2 15 25 37		—		—
15	—		Blue Poles	3 13 24 45	2 15 28 12		—		—
16	7		Love and War	3 02 38 46	2 15 28 18		81		N.S.W.
17	—		Warri	3 11 45 13	2 15 32 38		—		—
18	—		Corinthian	3 01 35 03	2 15 37 15		—		—
19	8		Nike	3 13 29 24	2 15 37 18		78		Tas.
20	14		Fantasy Rag	3 02 00 42	2 15 40 47		60		Vic.
21	13		Apollo II	3 03 12 07	2 15 44 55		63		P.N.G.
22	15		Meltemi	3 05 33 18	2 15 45 06		57		U.K.
23	9		Patrice III	3 02 14 48	2 15 49 21		75		N.S.W.
24	—		Kailua	3 02 37 49	2 15 50 20		—		—
25	10		Brutta Faccia	3 10 23 01	2 15 51 50		72		W.A.
26	—		Moonbird	3 12 14 50	2 15 54 35		—		—
27	11		Huon Chief	3 10 30 06	2 16 02 46		69		Tas.
28	—		Natelle Two	3 06 18 07	2 16 03 32		—		—
29	—		The Fox	3 10 23 44	2 16 18 35		—		—
30	12		Tempo	3 10 45 00	2 16 19 47		66		N.Z.
31	—		Diamond Cutter	3 11 39 30	2 16 34 30		—		—
32	—		Hustler	3 03 00 33	2 16 43 31		—		—
33	—		Bedouin	3 15 12 05	2 16 47 58		—		—
34	—		Quickstep	3 11 26 22	2 16 51 57		—		—
35	16		Apollo III	2 23 54 01	2 16 55 07		54		U.K.
36	21		Vittoria	3 08 34 17	2 16 58 22		39		Vic.
37	—		Mercedes III	3 11 50 25	2 17 02 06		—		—
38	17		Sunbird V	3 01 31 50	2 17 03 09		51		Japan
39	—		Koomooloo	3 10 23 09	2 17 20 25		—		—
40	—		Whispers of Wellington	3 08 28 06	2 17 22 21		—		—
41	—		Thunderbolt	3 19 01 27	2 17 22 25		—		—
42	—		Pintado	3 19 07 13	2 17 27 06		—		—
43	27		Windward Passage	2 14 59 52	2 17 31 26		21		S.A.
44	—		Geronimo	3 04 16 09	2 17 33 40		—		—
45	18		Quicksilver	3 10 23 39	2 17 39 06		48		—
46	19		Ruthless	3 12 27 19	2 17 39 20		45		Qld.
47	20		Siska	3 02 43 13	2 17 41 39		42		W.A.
48	—		Mary Blair	3 10 01 08	2 17 49 42		—		—
49	22		Mercedes IV	3 08 01 25	2 17 54 27		36		N.S.W.
50	—		Thundercloud	3 12 48 59	2 17 56 10		—		—
51	—		Quando	3 02 39 20	2 18 06 00		—		—

Place	D-All	S/C	YACHT	Elapsed Time	O/All	Corr. Time	Southern Cross	Points	Team
				Day Hr.Min.Sec.	Day Hr.Min.Sec.				
52	28		Bacardi	3 10 22 47	2 18 07 05		18		P.N.G.
53	—		Leda	3 00 01 13	2 18 10 46		—		—
54	23		Vago	3 06 19 02	2 18 11 37		33		Japan
55	24		Kialoa	2 14 36 56	2 18 12 12		30		U.S.A.
56	—		Anticipation	3 01 58 06	2 18 13 52		—		—
57	—		Tawarri	3 10 35 12	2 18 22 59		—		—
58	25		Anduril	3 11 23 43	2 18 31 58		27		U.S.A.
59	—		Westwind	3 14 17 58	2 18 32 13		—		—
60	—		Pegasus	3 15 45 36	2 18 39 13		—		—
61	30		Apollo	2 22 12 19	2 18 34 07		12		Qld.
62	—		Balandra	3 10 23 50	2 18 50 56		—		—
63	—		Binda	3 17 14 04	2 19 03 35		—		—
64	26		Rebel	3 18 34 36	2 19 11 56		24		S.A.
65	—		Tuppence	3 18 41 01	2 19 22 41		—		—
66	—		Gidgee	3 07 59 25	2 19 33 35		—		—
67	—		Taurus	3 12 23 12	2 19 30 03		—		—
68	—		Brumby	3 23 30 30	2 19 41 47		—		—
69	29		Ballyhoo	2 16 41 05	2 19 52 25		15		Qld.
70	—		Plum Crazy	4 01 18 16	2 19 59 12		—		—
71	—		Morning Star	3 21 40 25	2 20 02 07		—		—
72	—		Pacha	3 05 08 51	2 20 19 19		—		—
73	—		Willi Willi	3 10 25 04	2 20 36 17		—		—
74	—		Lollipop	4 02 05 21	2 20 49 10		—		—
75	—		Buccaneer	2 18 28 06	2 21 21 11		—		—
76	—		Tina of Melbourne	3 21 41 25	2 21 20 07		—		—
77	—		Appaloosa	4 01 11 10	2 21 20 32		—		—
78	—		Anaconda	3 09 50 10	2 21 36 14		—		—
79	—		Skylark	4 03 40 04	2 21 38 16		—		—
80	—		Sir Henry Meekan	3 04 35 33	2 21 39 39		—		—
81	31		Miyakadori III	3 05 36 13	2 21 46 52		9		Japan
82	—		Pandora	3 17 15 35	2 21 55 34		—		—
83	32		Aquila	4 01 17 11	2 21 59 51		6		P.N.G.
84	—		Imogene	3 10 23 19	2 23 13 59		—		—
85	—		Saracen II	4 05 37 31	2 23 49 07		—		—
86	—		Ali Baba	4 00 18 17	2 23 53 29		—		—
87	—		Gretel	3 02 31 42	2 23 55 38		—		—
88	—		Shioji Too	3 21 19 20	3 00 50 17		—		—
89	—		Rough Red	4 04 05 30	3 01 16 02		—		—
90	—		Marsude	4 01 15 15	3 02 04 43		—		—
91	—		Tanglefoot	4 01 01 35	3 03 46 33		—		—
92	—		Barbarian	4 03 54 19	3 04 37 02		—		—
93	—		Bravura	4 14 17 29	3 04 47 05		—		—
94	—		Sea Jade	4 16 02 05	3 07 15 52		—		—
95	—		Excalbiur	4 12 33 43	3 08 24 43		—		—
96	—		Myuna II	4 10 20 29	3 08 28 07		—		—
97	—		Silhouette	5 03 03 45	3 21 28 42		—		—
98	—		*Antagonist	3 16 54 11	2 21 34 32		3		Tas.
99	—		**Bommerang of Belmont	3 08 26 20	2 20 38 19		—		—

* = Penalised 20% for late lodgement of Declaration.

** = Penalised 30% for failing to lodge Declaration.



Navigator's Log book

The recent Sydney-Hobart Yacht Race was instrumental in launching another "first" for the Cruising Yacht Club of Australia.

T.A.A., the first sponsor of the Hobart Race, expressed interest in offering a new prize — two free return air tickets to Perth plus a week's accommodation for two at Parmelia Hotel. They were, however, uncertain as to the form the competition should take.

When navigation was mentioned, Gordon Marshall was consulted, as he has been involved in furthering this art amongst yachtsmen through his celestial navigation courses and the C.Y.C's Navigators' Club. Below is his report on what may become a new trophy.

I was immediately enthusiastic. Meetings took place with T.A.A. executives. The result was a prize for the best kept logbook, and this in turn led to the generous printing by T.A.A. of a special logbook for the occasion to be presented to each navigator at the Race briefing and to be used during the Race. Thus the "T.A.A. Navigator's Logbook" was born.

There are unlimited variations in the layout of logbooks, many of which come from the bridges of steamers and are thus unsuitable for yachtsmen. The one I used was developed for *Caprice of Huon* over the years I sailed with her. It reflects the mutual thoughts of myself and Gordon Ingate, who has strong feelings as to what information his navigator should gather and record during a race. This does not mean, of course, that there are no other suitable layouts.

The main point is that every navigator in the race was exposed to a good log layout, and I suspect that, in quite a few cases, it was for the first time.

At the race briefing I made the point that navigators should use the radio skeds to produce plots showing the disposition of the fleet. These should be included in the logbook to demonstrate that it had been done. Many comments were made after the race by both skippers and crew indicating that this had been done for the first time, and that it did serve a useful purpose. Many found that, notwithstanding the obvious anomalies in some yachts' positions, post-race analysis in detail was possible and tactical experience thus emerged much more readily.

Whilst on the subject of sked plotting, I feel a few words are in order on the midday sked. To my mind an early morning and late-evening position is more than adequate from the standpoints of both safety and public relations; three skeds per day, with fleets of the size we are now experiencing, is too tedious for both navigators and radio relay personnel.

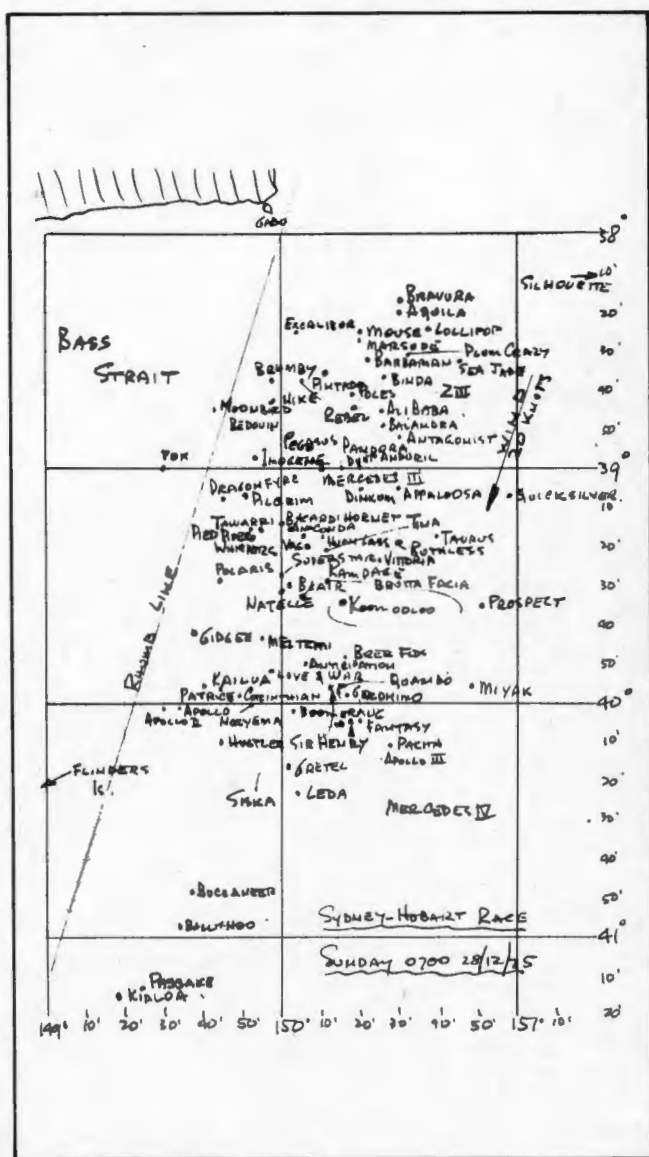
The legibility of the logbook and the evidence of discipline in its frequent entry was an important factor in my judging. After taking these into account, together with the previously mentioned sked plots, and, finally noting the inclusion of information relating to position finding, such as R.D.F. bearings or celestial plots, it wasn't hard to reduce the stack

TAA

SYDNEY - HOBART YACHT RACE 1975

LOG READING AT START START (FRIDAY DEC. 26TH, 1200 TO 2400 HOURS)

Time Period from—to	Course	Speed	Log	Diff.	Wind		Sails
					direct	speed	
to							
to							
to							
to							



A page from Gordon Marshall's log showing fleet position plots as asked for in the race briefing.

of entries from over 50 down to four. They were Lindsay May of *Dancing Mouse*, John Meekin of *Skylark*, Bob Snape of *Polaris*, and Sheila Beach, navigator of *Barbarian*. These were undoubtedly beautifully kept logs, and I spent quite some time before deciding that John Meekin should take the cake.



Winner of the 1976 TAA Navigator's Trophy John Meekan (left) with Miss Helen Dobell of the Parmelia Hotel, Perth, and Len Lembourne, TAA District Sales Manager.

After speaking with Commodore Joe Diamond, himself a keen navigator, it is clear that the concept of an Official Race Logbook has proven a very successful innovation. It seems worth pursuing, and the thought of a perpetual trophy is already being enthusiastically canvassed. The "Barry Vallance Navigator's Trophy is an eminent possibility.

SYDNEY - HOBART YACHT RACE 1975

TAA

LOG READING AT START START (FRIDAY DEC. 26TH, 1200 TO 2400 HOURS)

Temp	Time	Log	Remarks, Bearings, etc.



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Specifications	
L.O.A.	29.730 feet
Beam—Max.	10 feet
Draft	5' 4"
Sail Area	total approx. 500 sq. ft. 100% Fore Triangle—390
I.O.R. Rating	21.7 feet
I	38 feet
J	12' 6"
E	9' 6"
Ballast Weight	3,620 lbs. lead

SC 9076



'ZILVERGEEST III' AND THE LATE H. R. VALLANCE



So many friends of Barry Vallance, particularly old crew members of *Zilvergeest I* and *II*, want to know the circumstances of his death, so I am setting down this report commencing on the afternoon as we approached the Tasman light.

We had been running before a strong NE. wind for the day and previous night without any chance to check for set because of the poor visibility. If our R.D.F. was to be believed, we were closing the coast just south of Maria Island but could only speculate that we could see a vague shape through the rain.

We eventually were within 5 miles of the light when we realised we were 23 miles closer to the finish — due to set — than we had been stating. At this time the wind changed to a south-westerly. We had a magnificent ride up to the Derwent averaging about 7 knots.

As we came up to the Iron Pot we changed to a spinnaker and intended running up the east side. We were all on deck expecting to finish about 5.00 a.m. — 7 hours under 4 days would have been our fastest ever. The night was very black, and I was given a compass course to steer which was to carry us clear up to White Rock, where we would go over to the other shore.

We were all peering into the darkness and eventually could see the outline of a headland, and I corrected the course to go outside it. Time approximately 0300 hours. Soon after we felt the keel running over odd rocks. No matter how we tried we could not get clear and finally we were almost on the shore.

Four of the crew went over the side and were standing in water about knee level holding the boat off a ledge.

It took me about a minute to convince Barry that when you try and keep clear of the outgoing river flow, a grounding can occur and it was no big deal. He calmed down and came on board. I was talking on the radio arranging for the club launch to come down the odd 12 miles and tow us off. We have a new two-man rubber dinghy which was still in its cardboard box. I wanted an anchor put out. Barry was sitting next to Stephan Kingsland reading the instructions for inflating the dinghy. He said "I feel faint."

Stephen tried to revive him and eventually commenced mouth-to-mouth breathing.

I then called for a Doctor and instructions for heart massage. Stephen, with reliefs, continued mouth breathing until the Doctor came on board. We abandoned the boat virtually, leaving one overside and the rest working on Barry.

About 1¼ hours after the call the club launch anchored about 40 yards off. They were floating a buoyed line to us, when Roy Hunt, to save time, swam out and brought in the line.

We tied it around the mast and were immediately dragged into deep water, hitting the odd rock on the way.

We were towed up the river and finally met a hydrofoil with the ambulance doctor on board. He pronounced Barry dead and took the body off. He said that we had done everything possible to save him.

Later at 1200 hours the clerk of the Coroner's Court told me that the post mortem showed that he had a very bad heart and could have died any time. (continued p. 10)



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H.R. Valance

The boat was towed to the yacht club and the Secretary, Tony Nielsen, was waiting for us and had her slipped in the early dawn.

She had not been taking water, and except for some reparable scuffing near the middle of the top sides starboard, and gouges out of the lead and a small corner off the rudder, she was unharmed. I have had reservations about glass boats, but this convinced me of their toughness.

We transferred her to Jock Muir's slip and most of the damage had been repaired before I flew out on the Thursday. Thursday.

I had made the general funeral arrangements from Hobart in consultation with his sister, Betty Walch. The service was held at the Northern Suburbs Crematorium, 2.30 p.m., Friday, with a large attendance.

We were the second radio relay vessel in our half of the fleet. Barry was his real perky, happy self. He had virtually given all the position reports the last evening because of the bad reception of the other relay vessel, *Duet*. We had discovered a bonus of 23 miles and looked as though we would be well up in the handicap results. We had a dream run up the Bay — so, but for the distress at our grounding, he died a happy man.

The fast and effective assistance provided by the club's launch, the ambulance service, and Tony Nielson's help in getting me started on the millions of things I had to do once I came ashore, are most appreciated.

Our liaison officer — since 1965, Peter Johnstone — ran me around and made it possible to clear the matter with the Police and Coroner, to ring numerous people, fix up insurance and repairs, organise the funeral and generally provide the support and comfort of an old friend.

That's about it. Barry's will is not up to date, and probate is probably a good way off. However it is my intention to race *Zilvergeest III* until the court gives some decision, and within reason, buy the half belonging to the estate if they are agreeable and I am still fit enough to continue.

— Alan Murray

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SOUTHERN CROSS REVIEW

— John Brooks

New Zealand won the 1975 Southern Cross Cup and won it well. It was not the sort of action that kept observers on the edge of their seats, although going into the last race it was possible for N.S.W. to take the trophy with a good team performance in the Sydney-Hobart Race. That was not to be, however, and the Kiwis continued on their winning way for what could be considered a solid win over N.S.W. with Britain a long way away, third.

There was plenty of wind around for all the races except one, but somehow it turned out to be a series for the small boats and, in particular, the one tonners. This naturally leads us to *Prospect of Ponsonby* which was by far (heh! heh!) the best individual performance since *Ragamuffin* in 1969.

It did not seem to make much difference to *Prospect* what the weather was doing, although it would be interesting to see how she would fare against the Peterson designs in really light air and flat seas. However, it would seem that Farr has achieved some sort of breakthrough for moderate conditions — in Australian waters at least.

Prospect of Ponsonby was strongly supported by her teammates, particularly *Quicksilver*, and the Kiwis seem to know more about sailing off the N.S.W. coast than some of our own people. They rarely made any tactical errors. Before they left for home the New Zealanders were talking about the possibility of sending two teams next time, representing North and South Island; maybe this is the first move towards Federation.

N.S.W. was second in the series, and all three yachts were sailed very consistently. A lapse by *Mercedes IV* in the Sydney-Hobart Race was costly from a team score point of view, but by the same token it would be hard to top the point score avalanche of *Prospect of Ponsonby*. There could be absolutely no doubt that the selectors picked the right team for us. In the list of top ten scoring boats for the series the only N.S.W. based yachts to get a mention were, in fact, the N.S.W. team. However, you may well wonder: where do we go from here?

Britain did not go too well with her partly-chartered team despite a powerful performance by *Noryema*. The chartered boats were just not good enough, and that includes the much modified and very heavily crewed *Apollo III*. Alan Bond must have been very disappointed. *Noryema* beat our best but not badly; *Love and War* was right up there with her.

This time around the British could not raise the money to send a full team; but what about 1977? Will they be able to

represent at all, and if so, will they be rushing around in chartered yachts that were unable to make the N.S.W. team? These are questions of some importance since we will soon be faced with exactly the same problems with our 1977 Admiral's Cup Team, and we should be doing something about it right now.

The W.A. Team put together a fourth for the series ahead of the U.S. Team, and it was not just on *Rampage's* Hobart victory. *Rampage* sailed well throughout the series, was well supported by *Brutta Faccia*, and with just a little more help from a very new *Siska*, W.A. may well have embarrassed the British Team as well.

For the Americans *Pied Piper* was the "go" boat; with Ted Turner sailing it what else could be expected? *Kialoa* also provided some valuable team points despite preoccupation with maxi-boat match racing, while *Anduril* again reminded

'Prospect of Ponsonby', by Farr . . . the best individual performance since 'Ragamuffin'
photo by MODERN BOATING



Southern Cross Review

us that stock U.S. boats rarely do well in Australian waters.

The Japanese Team performance was disappointing, but only *Miyakadori III* had any pre-series race practice and that was a Trans-Pac, hardly the sort of experience to tune for S.C.C. The Australian on *Vago* thought she did not sail up to her rating, but again this was *Vago's* first effort. It was *Sunbird's* first event too, but she did rather well considering and just made it into the list of top ten boats.

This was a series where there were always two races going on at any one time. While the main body of the fleet fought it out and tried to ignore the sight of *Prospect of Ponsonby* footing it with larger yachts, further ahead of the fleet, and usually out of sight, a battle of a different kind was in progress as *Kialoa*, *Windward Passage* and *Ballyhoo* clashed in what the press optimistically billed as the battle for world maxi-yacht supremacy.

In fact there were one or two important omissions for it to be called that — *Ondine* for instance — but it was still a unique occurrence and created a lot of interest. No official score was kept, but *Kialoa* narrowly beat *Windward Passage* while *Ballyhoo* proved what many already believed: she is unquestionably the fastest yacht in the world to windward.

For the rest it was perhaps a disappointing series; the depth of talent in boats was just not there, and outside of a small group of boats which were in the running every race, the competition tapered off sharply.

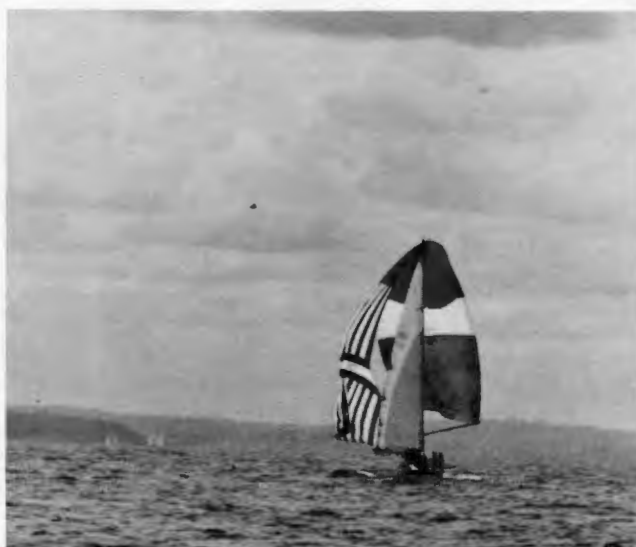
N.S.W. offshore yachting has reached some sort of plateau. All of our best boats have now been beaten in their home waters, and the lack of activity in the builders yards bodes ill for the 1977 Australian Admiral's Cup Team. Apart from Syd Fischer, who no doubt will be as great a force as ever with his new boat, there is now an alarming vacuum in the Australian offshore racing scene.

'Windward Passage'



The Top Ten

1. <i>Prospect of Ponsonby</i>	N.Z.	Farr	224
2. <i>Pied Piper</i>	U.S.A.	Peterson	210
3. <i>Noryema</i>	Britain	Frers	199
4. <i>Love & War</i>	N.S.W.	S & S	198
5. <i>Rampage</i>	W.A.	Miller	189
6. <i>Patrice III</i>	N.S.W.	S & S	177
7. <i>Quicksilver</i>	N.Z.	S & S	168
8. <i>Tempo</i>	N.Z.	Wilson	153
9. <i>Sunbird V</i>	Japan	S & S	145
10 <i>Mercedes IV</i>	N.S.W.	Kaufman	142



'Ballyhoo' . . . unquestionably the fastest yacht in the world to windward.

photos by Keith Storey

'Anticipation' and 'Rampage' anticipate the downwind leg.





CITYFORD

SOUTHERN CROSS CUP RACE SERIES



SCORE CARD

YACHT	BRITAIN		JAPAN		NEW ZEALAND		NEW SOUTH WALES		PAPUA NEW GUINEA		QUEENSLAND		SOUTH AUSTRALIA		TASMANIA		U.S.A.		VICTORIA		WESTERN AUSTRALIA												
	NORVEGA	MELTEMI	APOLLO III	MIAKADORI III	SUNBIRD V	VAGO	PROSPECT OF PONSONBY	QUICKSILVER	TEMPO	LOVE AND WAR	MERCEDES IV	PATRICE III	APOLLO II	AQUILA	BACARDI	BALLYHOO	APOLLO	RUTHLESS	REBEL	HORNET	WINDWARD PASSAGE	HUON CHIEF	ANTAGONIST	NIKE	PIED PIPER	ANDURIL	KIALOA	FANTASY RAGS	SUPERSTAR	VICTORIA	BRUTTA FACIA	RAMPAGE	SISKA
PROV. RATING (in 11)	35.5	33.5	42.1	41.3	41.6	34.0	27.3	29.4	27.4	35.2	32.2	36.3	36.4	24.5	32.0	72.5	51.3	27.5	24.5	24.4	70.0	27.5	28.0	24.5	27.5	29.5	67.4	38.1	33.2	31.4	27.2	29.7	38.0
SAIL NUMBER	K 148	89	1661	1668	1710	1414	2530	1761	2120	294	1313	360	111	44	336	357	1400	1510	49	150	7098	A 16	A 3	A 4	47721	13806	13751	70	B 458	SM 33	R 96	RF 20	RF 11
CORRECTED FINAL POSITION	2	12	11	22	6	18	1	8	14	7	5	9	13	28	33	27	29	4	20	25	32	19	17	31	3	20	23	15	24	30	16	10	21
INDIVIDUAL POINTS	32	22	23	12	28	16	33	26	20	27	29	25	21	6	1	7	5	30	8	9	2	15	17	3	31	14	11	19	10	4	18	24	13
TEAM POINTS	77		56		79		81		42		19		35		56		33		55		66		72		116		72		43		81		
CORRECTED FINAL POSITION	6	5	18	32	14	24	1	2	12	3	11	8	27	29	16	10	30	21	27	23	13	20	17	22	9	31	4	15	26	25	33	7	19
INDIVIDUAL POINTS	56	58	32	4	40	20	66	64	44	62	46	52	14	10	36	48	8	26	14	22	42	28	34	24	50	6	60	38	16	18	2	54	30
TEAM POINTS	146		64		174		160		82		78		86		116		72		86		116		86		116		72		43		81		
CORRECTED FINAL POSITION	13	32	17	19	8	29	2	4	11	6	3	9	20	24	25	33	30	7	10	15	31	16	28	23	1	18	27	21	12	26	5	22	14
INDIVIDUAL POINTS	21	2	17	15	26	5	32	30	23	28	31	26	14	10	9	1	4	27	24	19	3	18	6	11	33	16	7	13	22	8	29	12	20
TEAM POINTS	40		46		85		84		32		46		33		33		32		46		35		35		56		43		81				
CORRECTED FINAL POSITION	4	15	16	31	17	23	3	18	12	7	22	9	13	32	28	29	30	19	26	6	27	11	31	8	2	25	24	14	5	21	10	1	
INDIVIDUAL POINTS	90	67	54	9	51	33	93	48	66	81	36	75	63	6	18	15	12	45	24	84	21	69	9	78	96	27	30	60	87	39	72	99	42
TEAM POINTS	201		93		207		192		72		129		87		206		228		272		150		153		186		213						
TEAM POINTS TOTAL AND POSITION	464		259		545		517		206		228		272		312		381		334		415												
	3		9		1		2		11		10		8		7		5		6		4												

SHOWDOWN ON SYDNEY HARBOUR

it's all
'Ballyhoo'

— Gordon Bray

High noon, December 14th, 1975, a heavyweight showdown around the buoys — a peerless day in yachting history with an assembly of the biggest and fastest ocean racers in the world competing for the Giant Yacht Challenge donated by City Ford.

It is a pure test of speed to determine sovereignty in the ranks of these illustrious maxi-racers.

The course is 40 miles from Point Piper to a mark off Manly, then back to Bondi, and from there to a seaward mark followed by the final leg home to Clarke Island. And so to the contestants. **KIALOA**: a 79 foot ketch from the drawing boards of the famous American designers, Sparkman and Stephens. She starts an odds-on favourite after 22 consecutive line honours victories since her launching in late '74. Her celebrated Australian navigator, Magnus Halvorsen, says she is the world's fastest all-rounder because of her reaching and windward qualities.

WINDWARD PASSAGE: a 73 foot ketch and holder of seven race records including the famous Los Angeles-Honolulu Transpac event. Skipper Fritz Johnson says "We have travelled 13,000 miles for this contest so I'll be asking my crew for an extra special effort to win this inaugural maxi race." "The Passage", despite her older vintage — she was built in Bermuda in 1969 — is a very firm second favourite.

'Ballyhoo' photo Honolulu Advertiser



On the third line of betting, **BALLYHOO**: a boat dogged by bad luck since her launching. Despite misfortune she has a second over the line in the '74 Hobart and a fifth across in the 1975 Transpac. Jack Rooklyn's 72 foot aluminium flyer is kept safe by the "odds men" because of her outstanding speed into the wind and imposing crew lineup.

Next in favouritism, **HELSAL**: a 73 foot ferro-cement sloop, the Sydney-Hobart record holder, and **GRETEL**: Australia's first America's Cup challenger converted for ocean racing, with Jack Sturrock at the helm.

And finally the two outsiders, **GREAT BRITAIN II** and **ANACONDA II**: both superb yachts but not rigged for the quick manouvering of a short race and burdened too with extra supplies for the next leg of the Financial Times around-the-world clipper race. The former is a 72 foot ketch designed by Alan Gurney on loan to the British Army, the latter an 82 foot ketch designed for Josko Grubic of Adelaide by Alan Buchanan.

And so to the start — a mass of spectator craft and the awesome, if not sensuous, sight of seven giants ready to pounce.

They're away! *Windward Passage* judges her entrance to perfection at the leeward end only three metres short of the line at the gun. *Ballyhoo* is hot in pursuit with *Kialoa* and *Gretel* at the windward end. Then follows *Great Britain* and *Helsal* with *Anaconda* missing the start badly by 200 metres. Conditions are light with calm seas. Twenty-five minutes after the start, the *Passage* is first out of the Heads, 50 metres ahead of *Kialoa* with *Ballyhoo* 300 metres astern. Then a good gap to *Gretel*, her hull already showing displeasure at the small swell, and a further space to *Helsal* with *Great Britain* and *Anaconda* the trailers.

At this point its obviously a three boat race with *Windward Passage* first to set her spinnaker in the reach to Manly.

Kialoa soon closes the gap, and around mark A the big ketch forges ahead pointing higher into the wind than *Windward Passage* which in turn is being followed up by *Ballyhoo*.

At mark B off Bondi it's *Kialoa* three minutes ahead of *Windward Passage* with a further 1 minute 15 seconds to *Ballyhoo*, and here's where the race is won and lost. *Kialoa* covers *Windward Passage* overlooking the potential of *Ballyhoo* to windward. The Americans find themselves on

'Windward Passage' leads 'Kialoa' down the harbour photo David Colfelt



Showdown!

the wrong side of a wind shift and the Australian boat takes full advantage. *Ballyhoo* embarks on a long tack to the northeast; Hugh Treharne has anticipated a 15 degree wind shift whilst also taking advantage of the fast running southerly set. Navigator Stan Darling plots the tack to the seaward mark C to perfection, and the race has taken on a brand new face. *Ballyhoo* is around and heading for home under shy spinnaker with an 11 minute advantage over *Kialoa* and a further 2½ minutes to *Windward Passage*.

Onlookers are stunned as the Bob Miller boat surges forward with a winning advantage, colourfully complementing the distant hazy backdrop of the coastline.

From here it's clear sailing, although half way back *Ballyhoo* is a little overpressed and a genoa replaces the spinnaker.

Rounding South Reef another kite is set with *Kialoa* edging closer under 10,000 square feet of reaching sail. But there's no catching Jack Rooklyn. That familiar protruding cigar is now puffing smoke like a rejuvenated steam train. Intermingled are excited hand gestures to floating well wishers on the harbour. This is surely Jack Rooklyn's moment of moments in this exacting sport.

The big boat challenge, billed as a match race between the Americans *Kialoa* and *Windward Passage*, is taken out by the Australian dark horse. As one man quipped, "We've beaten the Yanks at their own game!" On the day, *Ballyhoo* is too good for the all-round, faster boats.

But was this victory such a surprise? To her skipper and crew, no. And talking of crew, *Ballyhoo's* lineup must rank as one of the finest outfits ever mustered on a big boat; helmsman, Bobby Holmes, a five time winner of the world 18 foot championship, he capitalised on every wind lift in a dexterous display of concentrated steering; tactician Hugh Treharne, internationally-renowned yachtsman who played such a crucial role in Tom Stephenson's World Half Ton victory; Stephenson himself; Navigator Stan Darling, at 67 totally impervious to the passing years; the cream of *Ballyhoo's* regular crew; plus a liberal sprinkling of men from Southern Cross, the America's Cup challenger, and Syd Fisher's *Ragamuffin*.

Jack Rooklyn could be forgiven if he sounded at all chauvinistic when he said "It's probably the best crew ever assembled anywhere in the world."

And so a very complete Australian victory to the "also entered" *Ballyhoo*. And at what better time when Jim Hardy confirms Australia's next challenge for the America's Cup. Further proof on December 14, 1975 that this country has a particular skill and expertise in its yachtsmen.

In synopsis:

Kialoa and the *Windward* crew
Just did not count on *Ballyhoo*.

They covered each other
Like sister and brother,
And still can't believe that its' true.

The thoroughbred of the seas!

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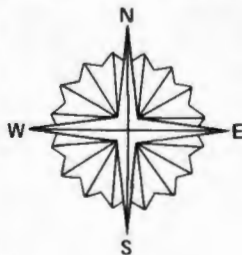
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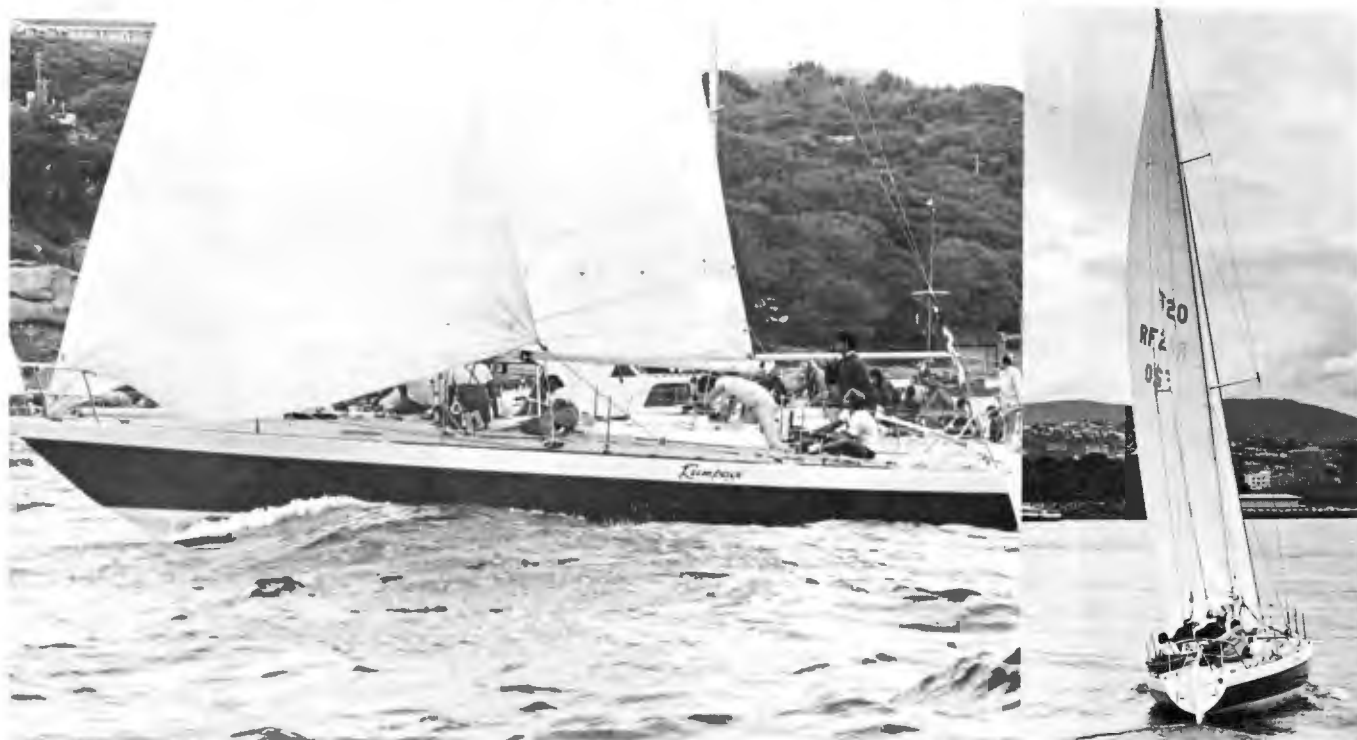
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MODERN BOATING PHOTO

"Rampage" 1975 Sydney—Hobart race winner using her North's main and genoa as she sails up the Derwent to the finish.

North's successes in the 1975 Southern Cross Series and the Sydney—Hobart Race

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- 4 'Love & War', all North sails.
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SYDNEY—HOBART CORRECTED TIME POSITION IN ALL DIVISIONS

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

SYDNEY—HOBART CORRECTED TIME DIVISION 'B'

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

DIVISION 'C'

- 1 'Pied Piper', all North sails.

DIVISION 'D'

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

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manager Chris Bouzaid first flew a reacher in this manner in 1971. To-days Hood Shooter pulls like a train, flies well away from the mainsail and is easy to trim — gone are the days of reefing the main to keep the Shooter full. Bodega's reaching performance was also very impressive, she used her Hood Tri Radial Flanker coupled at times with her Big Boy Stay'sl creating a very

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NATIONAL TON CHAMPIONSHIPS

Quarter and Half Ton, Port Phillip

The Australian Championships for the ton classes, formerly the CYCA's level rating regatta, after being held out of Sydney for two seasons, this year moved to new venues in other States.

The half and quarter ton series were held on Port Phillip Bay, the host club being the R.Y.C.V. who organized a first class regatta, both afloat and ashore. Officials of the Club acknowledged the debt owed to the C.Y.C.A. for originating the level rating concept and also for evolving such an efficient race organization system for events of this type.

Port Phillip failed to live up to its bad reputation for nasty weather and steep seas, and produced instead excellent weather, with good steady day breezes fading away to light at night, without so much as a shower of rain!!

Entries from five states made up the 28-boat fleet, with the Western Australian contingent deserving special mention for trucking their boats across the Nullabor for the series.

All the leading designers were represented in the fleet, with notable newcomers being the Bruce Farr designed *Klinger*, owned by Robert Bruce and sailed by Mike Fletcher; a new Cole 32, *Bodega* owned by Alan Nicol of Perth and sailed by Keith Adams. Tom Stephenson again sailed *Providence*, a careful program of improvement and practice making him the boat to beat. Other stalwarts included Tig Thomas with *Plum Crazy*, Bob Bear with *Astrolable*, and Peter Joubert with *Gumblossom*.

Excellent racing was had by all competitors right throughout the fleet and particularly in the three Olympic courses, where several boats were finishing in the same minute. The long races, a series of legs of about 6 to 27 miles around and across the bay, made for some very exciting racing. Good navigation, the right sail selection, and constant trimming of gear was of paramount importance in these conditions.

Bodega is a new design from Pete Cole following on the success of *Shenandoah*. She was built in wood, very light, with a very high ballast ratio — about 55%. She has a big rig, with an I measurement of 40'0". Basically she is a more drawn out hull than *Shenandoah*, with a considerably longer waterline and a much smoother run aft, with the rudder right aft, making her much more controllable downwind.

Upwind she also showed marked improvement over the earlier boats being much stiffer and able to carry her sail better in a breeze. *Providence* was very fast in light winds, and Tom Stephenson has worked continually to improve the boat. New spinnakers and a light genoa gave him great speed in light breezes, particularly upwind. Excellent crew work, tactics, and local knowledge made him a very hard man to beat on the bay. *Klinger* sailed very fast at times, going very well to windward in the chop, but she suffered very badly in the light airs and really felt her lack of rig when running. She had a bad result in the light-air medium race, which virtually put her out of the running for a higher placing.

The last race was a real cliff-hanger, with *Providence* or *Bodega* having to beat the other to win the title. The lead changed four times throughout the race, and as the boats ran towards the finish line only a few seconds separated them after 225 miles sailing. *Providence* went very wide and inexplicably missed the finish line, having to return to windward to cross it, so *Bodega* won the race and the series by half a point (or 3/8th of a point).

— Tiger Scott

Three Quarter and One Ton, Hobart

The Sydney boat *Fair Dinkum* skippered by Pittwater yachtsman, Jim Robson-Scott, scored an impressive victory in the National Three Quarter Ton Cup held over the first two weeks in January in Hobart. In conditions which varied from calm to gale force winds over the five-race series, *Fair Dinkum* proved an all-round superior boat to her seven opponents. She won both long races plus one of the shorter Olympic course events. The performance capped her mighty effort to finish 2nd in the record Sydney—Hobart fleet of 99 finishers.

The National One Ton Cup was held in conjunction, but the fleet fell away to only four boats. The Western Australia entry, *Brutta Faccia*, skippered by Guy Fornaro, after trailing for four races clinched the title with a decisive victory in the final event. The 1975 champion *Huon Chief* skippered by Hedley Calvert had to finish second in the last race to retain the title, but a tactical error proved her downfall. (Cont'd)

Three Quarter and One Ton Championships

RACE 1 (28 miles) Began in a fickle southerly but picked up to 20 knots in the afternoon.

$\frac{3}{4}$ TON

1. **Nike** (C. Davies)
2. **Rebel** (R. Francis)
3. **Fair Dinkum** (J. Robson-Scott)

Winning margin: 11 seconds. Elapsed time: 4 hrs 56 min 33 secs.

1 TON

1. **Brutta Faccia** (G. Fornaro)
2. **Huon Chief** (H. Calvert)
3. **Antagonist** (F. Hickman)

Winning Margin: 4 min 23 secs
Elapsed time: 4 hrs 43 mins 28 secs

RACE 2 (22 miles - Olympic type course)

A light south-easter at the start which freshened to average 15-18 knots.

$\frac{3}{4}$ TON

1. **Airies** (W. Woodman)
2. **Nike** (C. Davies)
3. **Morning Star** (H. Swarbrick)

Winning margin: 41 secs Elapsed time: 3 hrs 31 mins 32 secs

Aries was forced to withdraw later in the series.

1 TON

1. **Huon Chief** (H. Calvert)
2. **Brutta Faccia** (G. Fornaro)
3. **Antagonist** (F. Hickman)

Winning margin: 6 mins 6 secs.

RACE 3 (140 miles offshore.)

Began in light winds which prevailed overnight and in the morning. A 30-40 knot southerly sprang up in the afternoon.

$\frac{3}{4}$ TON

1. **Fair Dinkum** (J. Robson-Scott)
2. **Nimrod** (J. Howell)
3. **Hornet** (J. Duncanson)

Winning margin: 1 min 11 secs.
Elapsed time: 32 hrs 43 secs

1 TON

1. **Huon Chief** (H. Calvert)
2. **Brutta Faccia** (G. Fornaro)
3. **Diamond Cutter** (A. Sweeney)

Winning margin: 9 mins 34 secs
Elapsed time: 32 hrs 5 mins 14 secs
Antagonist broke her boom and finished under spinnaker.

RACE 4 (22 miles - Olympic type course)

Started in a sou-wester 3-4 knots which picked up to 15 knots.

$\frac{3}{4}$ TON

1. **Fair Dinkum** (J. Robson-Scott)
2. **Rebel** (R. Francis)
3. **Nimrod** (J. Howell)

Winning margin: 39 secs
Elapsed time: 4 hrs 58 secs

1 TON

1. **Huon Chief** (H. Calvert)
2. **Diamond Cutter** (A. Sweeney)
3. **Brutta Faccia** (G. Fornaro)

Winning margin: 1 min 23 secs
Elapsed time: 3 hrs 57 mins 17 secs

RACE 5 (205 miles-Schouten Is.)

$\frac{3}{4}$ TON

1. **Fair Dinkum** (J. Robson-Scott)
2. **Mulloka** (C. Wilkinson)
3. **Nimrod** (J. Howell)

Winning margin: 35 mins 55 secs
Elapsed time: 42 hrs 58 mins 50 secs

1 TON

1. **Brutta Faccia** (Guy Fornaro)
2. **Diamond Cutter** (A. Sweeney)
3. **Huon Chief** (H. Calvert)

Winning margin: 32 mins 23 secs
Elapsed time: 41 hrs 9 mins 42 secs

Huon Chief led to Cape Raol but then struck a calm patch and her opponents, further seaward, sailed past. Hedley Calvert elected to stay inshore up the east coast in a series of short tacks. **Brutta Faccia** and **Diamond Cutter** stayed well offshore in a series of long tacks. Both experienced a 15-20 knot nor'-easter while **Huon Chief** floundered in a very light northerly.

FINAL STANDINGS:

$\frac{3}{4}$ TON

1. **Fair Dinkum** 46.125 pts
2. **Nimrod** 38.5 pts
3. **Rebel** 30.00 pts

1 TON

1. **Brutta Faccia** 15.750 pts
2. **Huon Chief** 15.375 pts
3. **Diamond Cutter** 9.5 pts

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SPRING LONG OCEAN POINT SCORE

OVERALL, BEST 3 OUT OF 4 RACES

	BEST 3
Zilvergeest III	5123
Fair Dinkum	5110
Patrice III	4354
Ruthless	3727
Meltemi	3340
Kintama	3320
Skylark	3251
Thunderbolt	3166
Rough Red	3129
Matika II	3127
Pegasus	2482
Granny Smith	2245
Moonbird	2188
Apollo III	2127
Catriona M	2058
Dancing Mouse	1846
Makana	1734
Love and War	1327
Geronimo	1257
Leda	1252
Boomaroo III	1123
Plum Crazy	1004
Veninde II	938
The Fox	898
Pandora	797
Corroboree	662
Balandra	628
Trevassa	101
Pimpernel	101
Sandpiper	101

HALF TON DIVISION, 3 RACES COUNT

	BEST 3
Skylark	3376
Plum Crazy	1101
Granny Smith	800
Skye	101

DIVISIONS, BEST 3 OUT OF 4 RACES

	BEST 3
DIVISION 1	
Patrice III	4299
Meltemi	3940
Apollo III	1853
Love and War	1768
Geronimo	1660
Leda	1433
Balandra	746
Trevassa	101
DIVISION 2	
Kintama	4225
Ruthless	3530
Moonbird	2714
Pegasus	2386
Catriona M	2232
The Fox	1164
Veninde II	1008
Corroboree	770
Pandora	748

DIVISION 3

Fair Dinkum	3998
Zilvergeest III	3848
Thunderbolt	2307
Matika II	2162
Rough Red	2061
Dancing Mouse	1431
Makana	1164
Boomaroo III	1155
Pimpernel	101
Sandpiper	101

DIVISION 4 (J.O.G.), 2 RACES COUNT

	TOTAL
Stardust	2610
Sascha	1004
Plastic	929
Librian	101
Invincible	—
Galadriel	—
Cyrene	—
Waikikamukau	—

SPRING SHORT OCEAN POINT SCORE

	POINTS BEST 7 OF 9
Patrice III	331
Meltemi	323
Quadrille	294
Kintama	288
Ruthless	287
Malika II	281
Sandpiper	265
Apollo III	265
Southerly	252
Dancing Mouse	240
Salacia	237
Kingurra	236
Aphrodite	232
Geronimo	230
Love and War	196
Veninde II	195
Lolita	184
Corroboree	151
Zilvergeest III	148
Trevassa	148
Boomaroo III	144
Matika	136
Pimpernel	134
Leda	128
Makana	58
Manu Kai	57
Fair Dinkum	40
Poitrel	1

DIVISION 1

Patrice III	140
Meltemi	132
Kingurra	126
Geronimo	103
Apollo III	96
Love and War	78
Leda	74
Trevassa	67

DIVISION 2

Kintama	164
Ruthless	133
Salacia	126
Aphrodite	109
Veninde II	99
Matika	72
Corroboree	64

DIVISION 3

Quadrille	140
Sandpiper	138
Nand II	138
Matika II	108
Southerly	107
Dancing Mouse	94
Lolita	92
Manu Kai	75
Zilvergeest III	59
Boomaroo III	55
Pimpernel	52
Fair Dinkum	17
Poitrel	1

THREE QUARTER TON DIVISION

Quadrille	108
Sandpiper	73
Zilvergeest III	33
Boomaroo III	23
Fair Dinkum	16

HALF TON DIVISION

Fuzzy Duck	148
Hot Bubbles	143
Defiance	132
Headhunter	113
Pippin	108
Happy Days	93
Justine	72
Skylark	70
Skye	51
Granny Smith	20

DIVISION 4 (J.O.G.)

Sascha	184
Waikikamukau	175
Fair Lady	154
Midas Touch	148
Aphrodite	147
Plastic	145
Stardust	126
Skybird	124
Spinoff	115
Gemini	83
Katiusha	75
Cyrene	65
Librian	62
Invincible	50
Galadriel	18



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Watson's Knaviguessing Know-how

TECHNICAL

Well, we have a winner! Ted Worrel, of *Red Reef*, came up with the correct answer to last issue's teaser, which was:

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

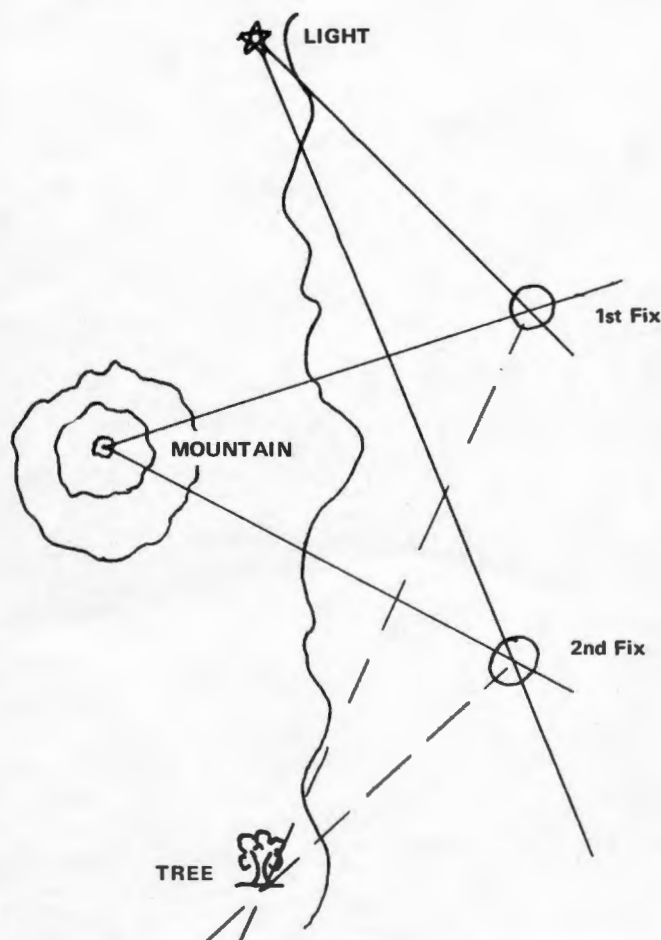
A lot of people appeared to be confused as to what an amplitude actually is. It's the bearing (measured) from east or west) of a body when it is on the True Horizon, that is, rising or setting. At this time, its Zenith Distance is 90°, which makes the solution of the spherical triangle comparatively simple. The only arguments used are Latitude and Declination, and the amplitude is named after the Declination. A body with south declination will always rise in the south, and vice versa.

So, if the amplitude in 20°N is, say 15°, then the only other latitude where it will be 15° is in the opposite hemisphere, 20°S.

Taking a compass bearing of the sun when rising or setting is a quick way to determine compass error. The navigator of *Great Britain II* took amplitudes at all opportunities on the voyage out, which will confirm the practical application of the method. Most nautical tables list amplitudes of the sun to the nearest ½° of latitude and declination. For the calculator buffs, the formula is: $\sin \text{amp} = \sin \text{dec} / \cos \text{lat}$. Remember the amplitude is measured from east or west, and named according to the declination e.g. Latitude 35°S, Declination 20°N. Amplitude (rising) = E24°.7N. That is equivalent to an azimuth of N65°.3E. Setting, of course, the amplitude will be named from the west.

Have you ever had difficulty, when sailing along a coastline with few landmarks, in getting good objects for bearings? Most people have at one time or another. Similarly, with plenty of landmarks which are hard to tell apart, like a flock of mountain peaks, establishing just *what* you are looking at and taking bearings of can be a problem.

One way out of this situation is to "project" your bearings ahead of your position each time you get a fix. Have a look at this sketch:



We are sailing from north to south, can see a mountain and a light which are charted and a large tree which is not. If we take a bearing of the tree each time we get a fix, then we shall establish the position of the tree, which can then be used for subsequent fixes. This is precisely the manner in which early navigators like Cook drew charts as they sailed along an unknown coast.

The method can also be used to identify a particular peak in that confusing range before you need to use it. Thinking ahead like this will help you to keep your position accurately plotted, which is the name of the game after all.

This month's Teaser: In the Southern Hemisphere, if a circum-polar star is on the True Horizon at its lower transit, and directly overhead at its upper transit, what are (a) its declination, and (b) our latitude? (I expect a deluge of answers).

— Hedley Watson

Scott Kaufman's new one ton design

Scott Kaufman on his design 018 One Ton Cup yacht.

Design. This design for a one tonner stems directly from my experiences with *America Jane III* this summer. Several changes have been made to the basic design in an attempt to improve performance overall. These include a reduction in stability, a slight reduction in beam, slightly fuller ends and a lower sheerline, and addition of a cabin now necessary because of the new headroom requirements for one tonners.

It became obvious at this year's One Ton Cup that well sailed boats can be sailed efficiently with less stability than this designer would like to see in conventional racing yachts. This led to many boats cutting out lead and adding sail area which improved their performance. In this new design I have allowed for 860 ft. pds. of righting moment which I feel is adequate, especially considering the location of the next One Ton Cup in Marseilles.

The headroom requirements for one tonners have been raised to 6.0', and this has made it impossible to retain the flush deck approach as on *America Jane*. The solution has been a reduction in freeboard and deck camber and the addition of a minimal coachhouse.

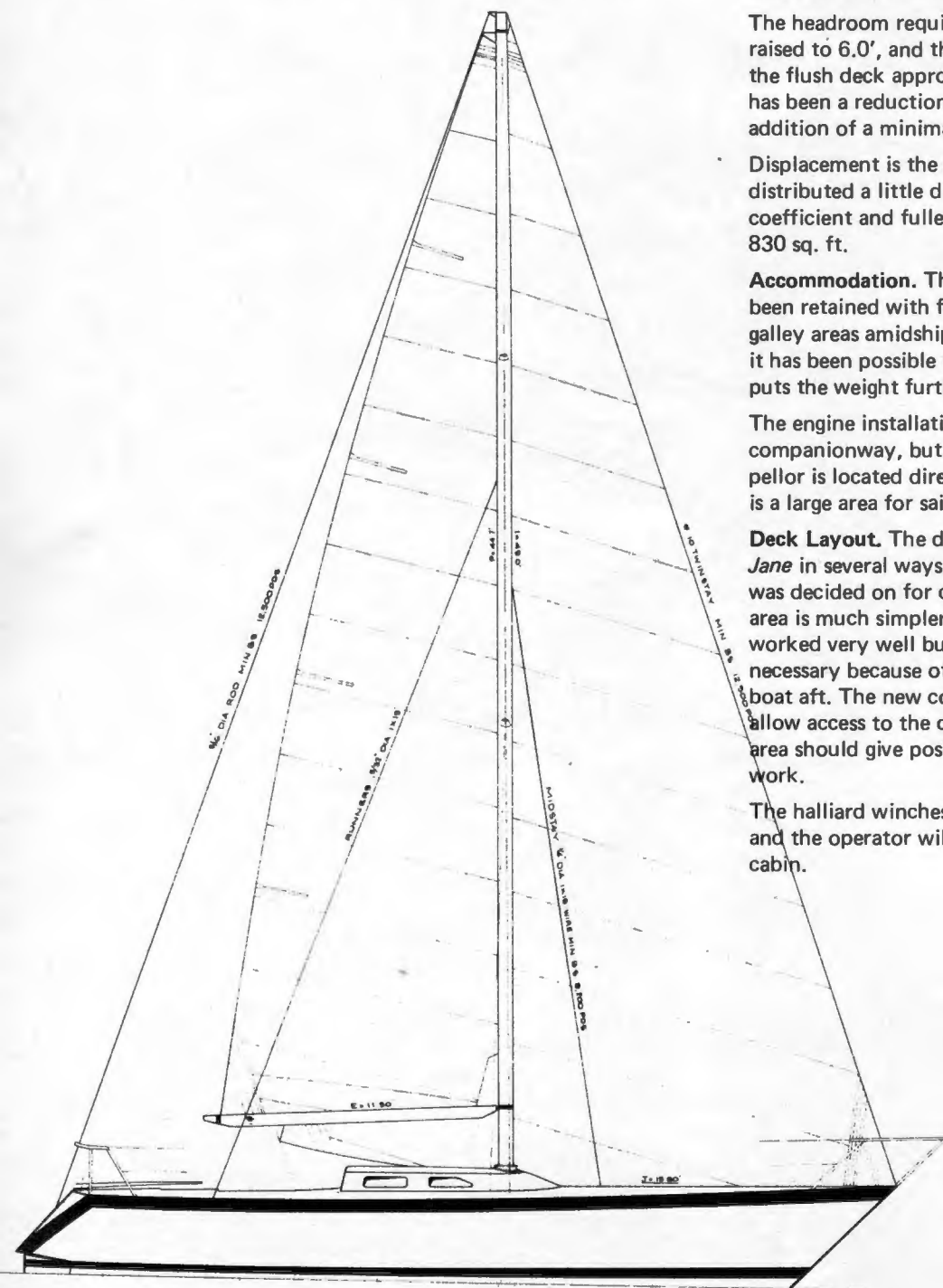
Displacement is the same as on *America Jane* but has been distributed a little differently, with a higher prismatic coefficient and fuller ends. Sail area is slightly less at 830 sq. ft.

Accommodation. The basic *America Jane* arrangement has been retained with four berths each side and navigation and galley areas amidships. Because of a change in the deck plan it has been possible to use stacked quarter berths aft which puts the weight further to windward.

The engine installation has been moved aft under the companionway, but by use of an hydraulic drive, the propeller is located directly behind the keel. Aft of the engine is a large area for sail stowage.

Deck Layout. The deck layout is different from *America Jane* in several ways. Firstly, there is tiller steering which was decided on for cost reasons and, secondly, the cockpit area is much simpler in shape. The cockpit on *America Jane* worked very well but was expensive to build and partly necessary because of the wheel steering and the beam of the boat aft. The new cockpit narrows as it extends forward to allow access to the quarter berths aft. The narrow helmsman's area should give positive support for heavy air downwind work.

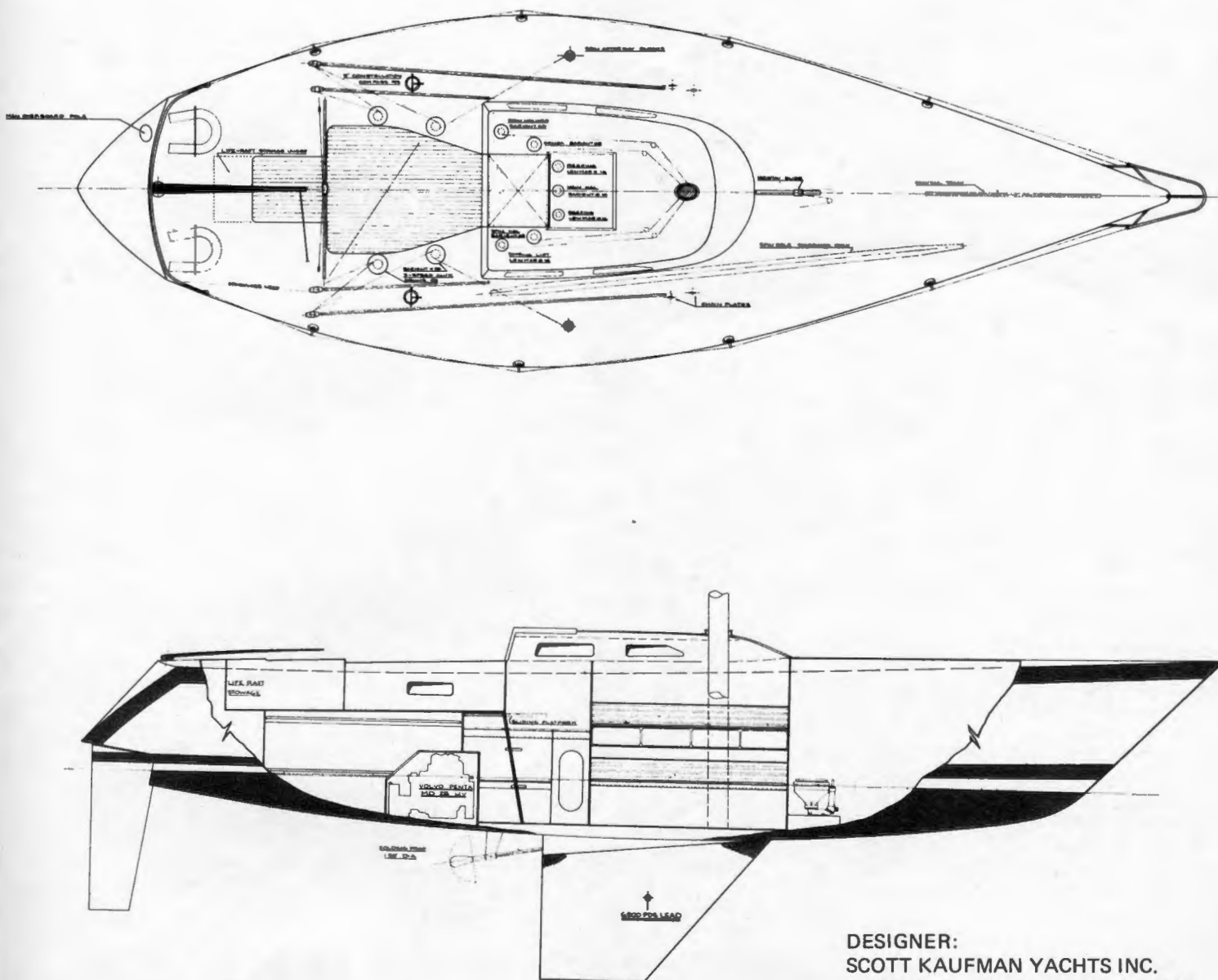
The halliard winches are arranged around the companionway, and the operator will stand on a sliding platform in the cabin.



Construction. *America Jane* was built on an unusual framing system of major transverse web frames and longitudinal frames (evenly spaced) wrapped around these. This was then plated with 3mm. plate along the sheer line, and the entire aft section with 4mm plate covering the remainder of the hull except for the garboard area, which was 6mm. The plate used was a special high tensile plate which proved its strength after a major collision with *Silver Apple* which caused only minor damage to the plate. I like this system of longitudinal framing because I think the frames follow the natural lines of the hull as opposed to transverse frames which are cut or bent. Either way, building a light aluminium hull in this size yacht is quite a problem, and the best system is the one that requires the least thickness of microballon filler for a fair hull. The design calls for a plywood deck with a minimum of additional framing and a mahogany-sided coachhouse.

I hope to have improved on the *America Jane* model by making small adjustments and refinements to a successful design. The aim has been to reduce wetted surface area, hold displacement and sail area. Next September both boats will sail along side each other and we'll see.

OVERALL LENGTH	36.57'
WATERLINE LENGTH	29.60'
MAXIMUM BEAM	11.84'
DRAFT	6.55'
DISPLACEMENT in I.O.R.	
CONDITIONS	14,300 POUNDS
SAIL AREA, I.O.R.	830 SQ. FT.
CONSTRUCTION:	ALUMINIUM.



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New Miller ~ Valentijn Partnership

Bob Miller and Johan Valentijn have teamed up to form a new yacht design partnership.

Bob Miller, an Australian, is already internationally famous for many handsome and successful ocean racers. These include the very fast *Apollo I* and also *Apollo II* and *Ginkgo* which were selected for Australia's 1973 Admiral's Cup Team. (*Ginkgo*, renamed *Guia III*, sailed for Italy in the 1975 series, came second in one race and proved to be Italy's best yacht.) Other well known Miller boats include the One Tonner *Ceil III*, overall winner of the 1973 Sydney Hobart Race and the 70ft *Ballyhoo*. There have also been many Half and Threequarter Tonner and series production yachts such as the Olympic 484, built in Greece. At the lower end of the scale, Bob Miller's Contender was chosen by the International Yacht Racing Union, after selection trials, to be their new world singlehand class.

Bob Miller was chosen by Alan Bond to design his 1974 America's Cup Challenger, *Southern Cross*.

Johan Valentijn (pronounced 'Valentine') hails from the Netherlands where he grew up in a small family boat yard, learning about boats as soon as he learned to walk. After graduating in Naval Architecture and Marine Engineering from the H.T.S. Academy at Haarlem in Holland, he quickly crossed the Atlantic to New York to join the world's most famous design company, Sparkman and Stephens Inc. of Madison Avenue. For nearly five years Johan Valentijn worked under Olin Stephens. During that time he worked on yachts of all kinds and for the last three years had complete design responsibility for many ocean racers which quickly proved their worth afloat.

On the technical level Johan Valentijn has made a special study of the I.O.R. rating rule and has written a paper suggesting improvements to that rule's method of measuring stability which makes a real contribution to this difficult subject. On the practical level, Johan Valentijn has become expert in all aspects of yacht construction and stress.

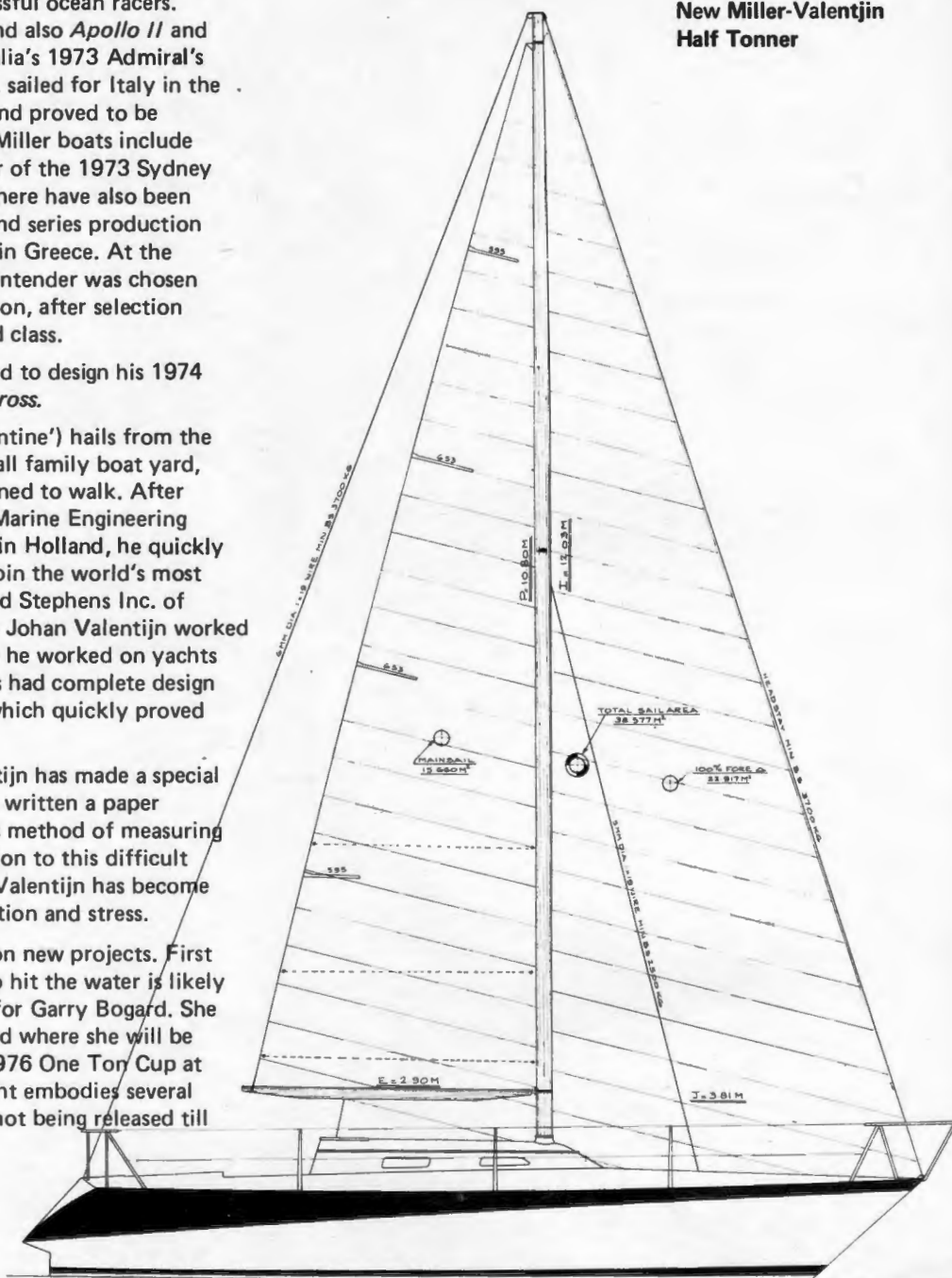
Already the pair are hard at work on new projects. First of the new Miller and Valentijn line to hit the water is likely to be a One Tonner in C Flex G.R.P. for Garry Bogard. She is being built in Southampton, England where she will be worked up before competing in the 1976 One Ton Cup at Marseilles in August. This one-off yacht embodies several innovations, particulars of which are not being released till later.

Some of these new ideas will be incorporated in a Half Ton design for limited series production in Italy. The first of these will be racing in the 1976 Half Ton Cup at Trieste next September.

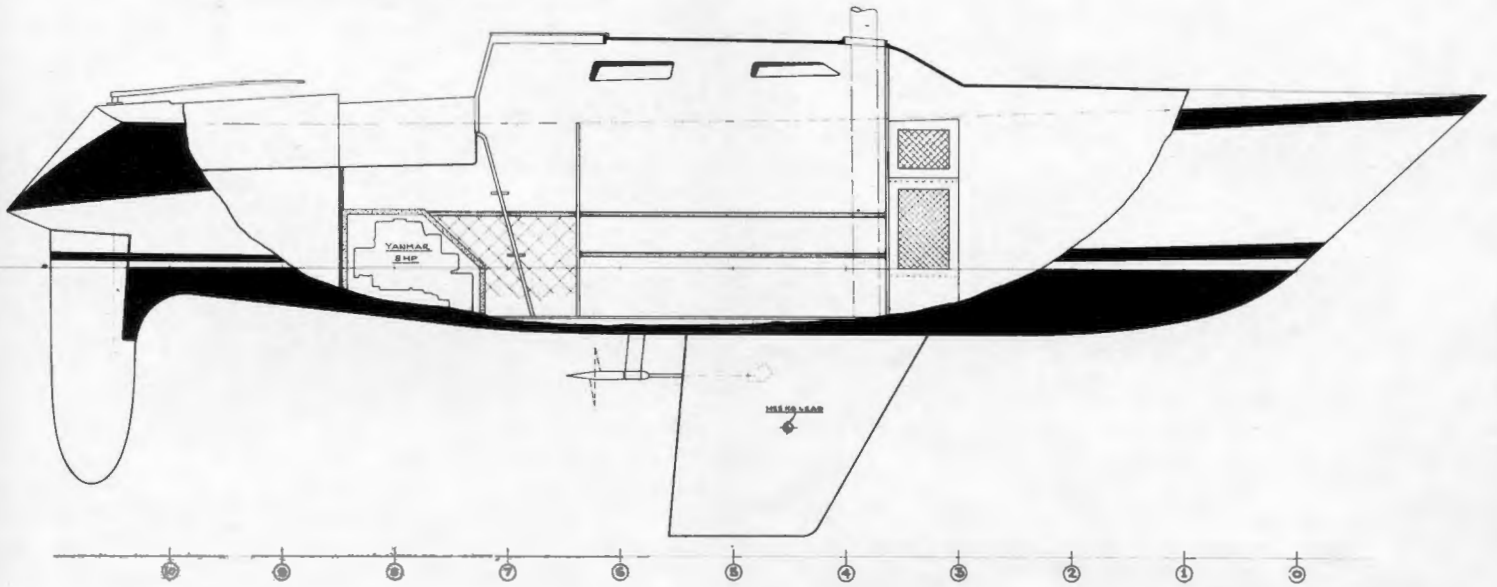
Alan Bond has already commissioned Miller and Valentijn to initiate an intensive research project for a new Twelve Metre to challenge for the America's Cup, under the Australian flag, in 1977. Needless to say, each partner brings unique experience to this awesome task.

Yachts purely for cruising, introducing new standards of appearance, performance, seaworthiness and comfort, are not being overlooked. High on the list of priorities is a 38 footer for limited production.

**New Miller-Valentijn
Half Tonner**



Design 23 for the construction of a half tonner of fibreglass construction.



Design Purpose

This Half Tonner has been designed as an ultimate racing boat. The basic concept has been to design a light displacement boat with a high ballast ratio. The sail area had to be rather large to obtain a very good light weather boat with high acceleration power. The boat will be used specifically for the Half Ton Cup series in Trieste in September '76 where the conditions are generally light and flucky.

Hull.

The hull is quite beamy at 3.19 metres but the waterline is narrower than most other Half Tonners to keep wetted area down. The Displacement is light at 2700 kg while rated sail area is a very large 48.6 sq.m. The keel area is large and this in combination with the rudder is done to compensate for the extra side force needed for the larger rig.

Accommodation.

This is held to the bare minimum of the Half Ton requirements. This will therefore allow sail stowage in the optimum area for performance point of view. The engine is located aft with an hydraulic drive to the keel. This will give a minimum E.P.F. factor in the I.O.R. rule.

Deck Layout.

The deck is thus organised that all shetts and halyards can be handled from the cockpit and a platform in the main companionway hatch. The deckhouse finishes just forward of the mast to allow the halyards to come back aft without extra leads. For sailing to windward in a breeze all sheets can be handled from the windward side thus improving stability and therfore windward performance of the boat.

Construction.

For both hull and deck a sandwich construction with an airex core has been used. Both inner and outer skins are fairly thin to obtain minimum weight with maximum stiffness.

LENGTH OVERALL	9.23m (30.28')
LENGTH DWL	7.35m (24.11')
BEAM	3.19m (10.46')
DRAFT	1.67m (5.48')
DISPLACEMENT	2700kg (6200lbs)
BALLAST	1425kg (3150lbs)

Please address all enquiries to: Miller and Valentijn,
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OFFSHORE SIGNALS

Cruising Yachtsmen's Guide to Whitsunday Islands

The Cruising Yacht Club of Mackay has published a pamphlet of twenty-one cyclostyled pages plus seven sketch maps for yachtsmen cruising the Whitsunday Islands. The "forward" to the guide is reproduced below.

FOREWORD

The Cruising Yacht Club of Mackay has prepared this information for the use of visitors cruising in the Whitsunday area. Members of this Club have long felt the need to provide this information to yachtsmen because of the vastly different conditions existing in the Whitsunday area compared with those in their home ports. It is also hoped that the information will be useful to local people and that it will help to improve the relationship between yachting people and the administrators of the Resort Islands.

While we stress the need for care in approaching many bays and inlets yachtsmen should not be overawed into believing the area is one of great danger or difficulty.

It is a beautiful cruising ground and can be safely navigated by anyone who has a moderate degree of skill and who uses commonsense.

While we have only dealt with the major anchorages there are many other places of interest for the yachtsman who has the urge to explore and members of the Cruising Yacht Club of Mackay would be delighted to provide additional information if requested.

Please do not hesitate to make yourself known to our Club and we will do all we can to help you.

Good luck on your cruise.

R. R. Croker
Commodore
Cruising Yacht Club of Mackay

Postal Address:
The Secretary
The Cruising Yacht Club of Mackay
Post Office Box 53
MACKAY, Qld., 4740
Australia

The guide is available for \$3.50 postpaid.

1975 Squadron Cruise

Brian Northam, the yachtsman who conceived the idea of the Royal Sydney Yacht Squadron's popular Annual Cruise, will be Captain of the 1976 Cruise.

The seventh annual Squadron Cruise, will be held during the school vacation, from Saturday, May 8 to the following Saturday, May 15.

As in past years, it will take the expected fleet of some 70 yachts and motor cruisers from Sydney to Pittwater, then to Lake Macquarie, and back to Pittwater.

The Cruise combines family social activities with short offshore passage cruise/races and inshore races on Pittwater and Lake Macquarie.

Brian Northam sailed in the New York Yacht Club's famous Cruise in 1967 and was so impressed with the concept he talked the RSY into staging a similar event.

His father, Olympic gold medallist Bill Northam, was captain of the first Cruise.

For next year's Cruise, Brian Northam will not only be Cruise Captain but will

also sail his own yacht, the Half Tonner *Humdinger*.

Flagship for the Cruise will be George Graham's cruiser, *Sunrise G*, which has taken part in most previous cruises as a committee boat or patrol vessel.

The format for the 1976 Cruise will vary slightly from this year's programme.

After the first race/cruise from Sydney Harbour to Pittwater on Saturday May 8, there will be a race for lady skippers on Pittwater on the Sunday.

The fleet will sail to Lake Macquarie on the Monday and after three days there, with headquarters at the Wangi Wangi Workers Club's marina, the yachts will sail back to Pittwater on the Friday.

There will be a final inshore race on Pittwater on the Saturday, the Cruise ending with the traditional prizegiving dinner at Royal Prince Alfred Yacht Club on the Saturday evening, May 15.

Sydney freight forwarding Company, Corrigan's Express, is the first company to support Australia's 1976 Congressional Cup Challenge. Pictured is Mr. Pat Corrigan (left), presenting a cheque for \$1000 to Hugh Trehame, who will lead the Australian crew. For more information contact Hugh Trehame on 90-1740.



OFFSHORE Signals

1976 Sydney — Suva Race

Twenty five yachts, representing all States and practically every Yacht Club in Australia have already entered for the inaugural Sydney to Suva yacht race, organised by Middle Harbour Yacht Club and scheduled to start from Middle Harbour on May 30th. At least five other yachts are known to be going, but have not yet completed their paper work.

The race, over one thousand seven hundred and thirty five nautical miles, is the longest ocean race on the Australian calendar and is planned as a bi-annual event in co-operation with the Royal Suva Yacht Club.

Though some yachts will leave the fleet at Suva to cruise through lush tropic isles, arrangements have been made for a return passage race to Noumea with a three day stopover before returning on the second leg to Mooloolaba in Queensland. Radio contacts will be maintained throughout the trip of nearly four thousand miles by regular skeds from the radio relay vessel *Marqueen*, a seventy-two foot ketch

from Middle Harbour Yacht Club. Time for the round trip, with ample breathing space from each port, should be around six weeks.

Arrangements are also well in hand for families and friends to fly to Suva, at specially discounted rates, to join the fleet for the finish in Suva and to cruise locally before returning to Sydney by air. The cost, including accommodation at some of the best hotels, will be \$379 for ten days, or \$422 for fourteen days, as a contingent of over one hundred is anticipated, early bookings are advisable.

Already a permanent news centre at Middle Harbour Yacht Club has been established with new direct telephones installed. This centre will be manned continually by members on a roster basis with the ladies auxillary supplying the vital secretarial services daily.

The centre will have a full-scale test during the Sydney to Brisbane race starting April 7th, the third and final race in the series for the Ampol Tasman Sea Trophy.

Modern Boating Magazine is producing a souvenir programme for the event. At this time it is planned to release the

programme as a supplement to *Modern Boating* with additional copies available through Yacht Clubs.

With this extensive promotional activity and the known interest from yachtsmen in Australia's longest ocean race, it is expected that many thousands of spectators will flock to vantage points around the natural amphitheatre of Middle Harbour on May 30th to see this spectacular start for what must become one of the world's ocean classics.

Sydney-Suva Berths Available

From our friends at Middle Harbour Yacht Club we hear that there are several berths available, including those for navigators, in the Sydney-Suva Race (May 30th). Gordon Marshall is keen to see the Suva Race navigator's trophy in the hands of one of his students, in addition to the Hobart Race and Lord Howe Race navigator's trophies.

Contact Middle Harbour Yacht Club direct if interested.

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