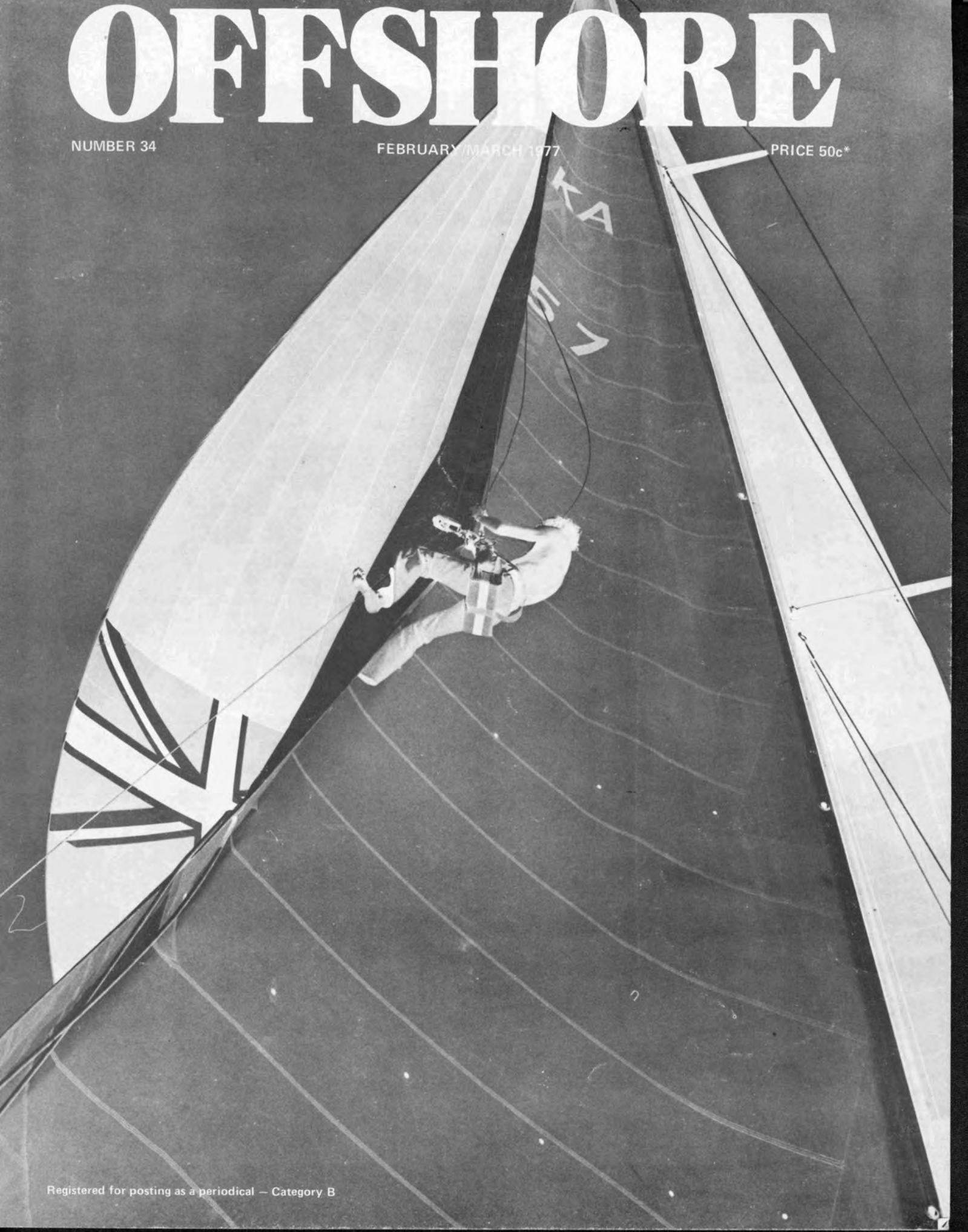


# OFFSHORE

NUMBER 34

FEBRUARY/MARCH 1977

PRICE 50c\*



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# OFFSHORE

Number 34

February/March, 1977



Cover: About one half hour before running into 40 knots of wind in Bass Strait, 'Ballyhoo' crew member, 'Zappa' Bell, goes aloft to install reef lines. The photograph was taken by Rob Sterling on colour transparency film and was reversed in printing.

*This issue of 'Offshore' was to be an issue on yacht design. Not all of the articles we had hoped for materialised; we do, however, have two excellent reports: Allen Blackburne takes us on a survey of the evolution of modern yacht design; Kenneth Matthews interviews Paul Johnson and presents a wealth of information on sensible cruising yacht design.*

*We present our usual summation, for posterity, of the Hobart, and Tony Cable has some philosophical ramblings on the subject as well as a well-deserved skyte about his clairvoyancy; Peter Rysdyk brings the latest on arrangements for the U.T.A. Noumea Race; Phil Walsh tells about the Hobart trip, done the other way around; and more.*

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# HOBART 1976

by Tony Cable

Mid-February is far too late to give a blow by blow description of what happened in the Hobart Race. Rather, the writer has some miscellaneous bits and pieces to comment on.

The past Hobart was the first I have done in the Bar — or more correctly, several hours were spent in the adjacent Press Centre. Funny, when you are there all warm, dry and sunny, you feel you wouldn't mind being out in the Strait in 40k. But then, on the other hand, when you are out in the Strait in 40k, you'd love to be answering the phone in the Press Centre.

But this experience ashore proved well worthwhile. I know that Race Officials always get a passing thanks for all the work that they do, but I wonder how many active sailors really appreciate the total volume of work that actually goes in to administering an activity such as the Centre? As one well-respected member remarked, "Many members just think that the Hobart Race simply just happens." It was impressive to see how much work, attention to detail and efficiency that goes into this communication link. George Barton and his team deserve much more praise than we tend to extend to them.

Having answered the phone on several occasions after the various skeds, I came away with some of the following reactions that I think merit some minor comment:

1. Before you go next time, give your wife or darling a conservative estimate as to how long your yacht will take to get down there. If you are on *Jindivik*, indicate to her that you will not get down there within days of *Ballyhoo*. On day 4 she will then not be disappointed when the Press Centre tells her how many miles you still have to travel.
2. Warn her that you might not necessarily be in by 8 p.m. for the New Year's Eve party.
3. Advise her that just because you do not report in for a sked or two, it does not automatically indicate that you have been lost with all hands — rather you may just have broken a generator belt.

*Opposite: (above) Aboard 'Ballyhoo' shortly after clearing the Heads. If the starters provide an awesome spectacle for the spectators, the spectator fleet must be a terrifying sight for the starters. (below) 'Ballyhoo' slams across the Strait with the maximum number of tucks in her main. Photos by 'Ballyhoo' crew member, Rob Sterling.*

4. Buy two Hobart Programs. It is no good taking the only copy with you and then have your darling ring up after a few days asking where you are. Without her Race Chart she will have no idea where the Isle Des Phoques is, despite the fact that you gave your position as being on it!
5. More seriously, I did learn that there are people in the Press Centre whose job it is to actually worry about you! If you retire, they are poised to coordinate assistance and have the responsibility to advise as best as possible your enquiring fans. Don't be slack in reporting how you are getting on and your safe arrival. One retired boat gave an E.T.A. Eden but while apparently in a position to easily do so, did not report at all to the Club for many hours afterwards. I know this caused considerable worry among the Officials.
6. The Press Centre inevitably has to close shop, with the result that there is no reporting of the whereabouts of the tail enders. Yet, there are many who obviously wish to follow their progress and continue to ring the Club. Can anything be done to continue closing stage information from Sydney?

Another novel experience while ashore was to watch the T.V. coverage of the start. The ABC gave a very good account of many of the boats although, as one of the commentators, Tiger Scott, said, "It was often difficult to pick out particular vessels when scanning massed groups of smaller boats."

In contrast, I was most disappointed with the commercial direct coverage with Messrs. Ramsden and Ingate commenting. If you were in any other but several boats including *Ballyhoo*, *Apollo*, *Leda* and *Love & War*, you would not have appeared on the screen. The whole concentration was on these leading boats as they went up the Harbour. They had a camera alongside *Ballyhoo* for many minutes as she went down the coast, while the rest of the starters were virtually ignored. This must have been frustrating for the thousands who follow particular boats — if you were under 45 ft, you just didn't rate a picture.

The ABC deserves every praise for the Hobart film. It was long, creative, and a most welcome development over the rather stereotype efforts of past years. I particularly liked the balance in it. When have we seen before a good coverage of the tailenders and an enjoyable interview with an effervescent crew of the last boat? (continued)



While still on the subject of media coverage, how many people have you met that think that *Ballyhoo* had a great win? I seem to remember that years ago the Club used to actively try to get it through to the journalist that the big boats first home didn't win the Race. This year they were unrestrained in their description of the Race between Jack and Warwick. They must have been really stuck for words when *Apollo* didn't report in for a sked or two.

In my view this maxi thing is getting out of proportion. There is certainly a heightened awareness of them following the visits of *Kialoa* and *Windward Passage* and *Ballyhoo's* successes overseas last year. But I also think that there has been a bit too much ballyhoo about them, they have had stacks of coverage, e.g. "The Barracuda and The Killa" (Oct/Nov '76 Offshore) and Brooks' remarks on maxis in the Hobart Programme. "... the biggest and best parties are on for the maxi yachts and whatever the calibre of the other competitors there always seems to be just that little bit of extra prestige and glamour attached to the maxis and their crews. At least in the public eye." He rather saved himself with that last phrase, for how many rank and file hands on the rest of the fleet would agree with that summary?

A wise old sailor once told me that a yacht goes about  $1\frac{1}{2}$  times the square root of its waterline length. This piece of wisdom has always been very sustaining for me — on occasions such as when, say, 60 miles off St. Helen's, going into about 50k, I don't get jealous when Hobart Radio announces that a maxi has arrived two days before we will, complete with her crew of straphangers, jockstrappers, heavies and sundry passengers, and I know from what people like Brooks tell us that they are about to have a big party. I take comfort in the fact that, while I envy them very much for only having to endure three nights at sea, at least the rest of us will soon be heavies ourselves as we are getting anything between two and four days more sailing practice in on them every time we go out and 'verily the weak shall be strong'.

Much of the foregoing has been set down to delay coming to a rather embarrassing part of this commentary. As regular readers know, I put my head on the chopping block in the December issue when I picked eight yachts to win. Now it could have been that at this time I would have had to start making a series of excuses, but

fortunately there was a modicum of success in these predictions. I don't think I'll try to pick the winner next year, as it was too much for the nerves waiting for *Piccolo* to beat *Rockie*, despite the fact that *Raggamuffin* was looking like the winner for a time. Nothing further will be said on the matter, merely to indicate that the eight yachts selected came out at: *Piccolo* (1), *Ragamuffin* (3), *Love & War* (4), *Natelle Two* (6), *Patrice III* (7), *Matika III* (23), *Rogue D.N.F.* and *Fair Dinkum D.N.S.*

There has been plenty of criticism that the Hobart is a lottery. It is curious that in studying the history of the Race there is plenty of evidence to indicate that this view is a fallacy. Going back as far as 1956 (and possibly earlier) with *Solo's* win, there has not been one outsider to win the event. Each year the prize has been taken by an up-to-date vessel of her time that fully deserved victory. What luck there is, and there is no denying that it exists, has always curiously been shared among the better boats and crews. There was no change in this situation in '75.

To repeat a point made in November "... assuming moderate plus conditions one has to opt for capable boats in such breezes which also have the experienced crews who can still race them in a blow and not go to bed instead". How many people did go to bed in this Race, rendering it a foregone conclusion that only the experienced crews would do well?

And so it came out in the results. In addition to those already mentioned the Farr, *Rockie*, almost took the Race. *Dynamite* (8), *Apollo II* (9), *Queegqueg* (12), were placed fully up to expectations. Those Cole 43s continue to surprise with their longevity; *Bacardi* (5), and *Ruffian* (10) maintained the success of this line. The record of the very small boats in this tough race was very impressive. *Chauvinist* (11), *Ghost* (13) and *Mulloka* (14), all go to show that in such conditions that the 40+ footers do not automatically have the Race to themselves.

As a finale to the Race I was invited to attend the victory celebrations for *Piccolo* at the Lake Macquarie Yacht Club. When a C.Y.C. boat wins the crew bring her home, tie up and disappear. *Piccolo* was welcomed by a Lake swarming with scores of vessels, a yacht club crammed with hundreds of people, including a Brass Band; there was very comprehensive local media coverage. It was the second time this Club has taken the honour, and I can think of no better place for the trophies to be entrusted.





Before the Race at the C.Y.C. marina. Upper Left: The crew of 'Willi Willi' gather around the female member of the crew for a photograph; upper right: 'Love & War' crew member, John Harris, gives his nine-month-old son some foredeck training before they head for the line (John Jr. stayed home with his mum); bottom left: the crew of 'Banjo Patterson' with Ken Caldecott, Managing Director of Hitachi in Australia, Official Sponsor of the 1976 Race; bottom right: lonely vigil under a slipped yacht.

# HOBART 1976

## Review from the Press Centre

by Tony Cable

Just before press date we had second thoughts about giving details of the Hobart on a day-to-day basis. While the yachting press and other media have said much of what has to be said, there is nevertheless a need for this journal to present some material for the sake of history.

In general the '76 Race could be described as a fairly hard one, with plenty of 35-40 k conditions, with some boats experiencing, at times, 50 or 60 k puffs, although they may not have been quite hard on it. Hands who had experienced the 1970 blow still think that race was harder.

The start was in a light NE of about 8 k with *Love & War*, *Ballyhoo* and the one tonner, *Hot Prospect*, leading through the Heads. The breeze freshened through the afternoon and by early evening it turned to a 25 k southerly which reached 40 k during the night. (continued page 7)

## A view from aboard Patrice III

by John Dawson

By the time this *Offshore* goes to press, last year's Hobart will have been sailed and resailed — wave sizes will have increased and the breeze zoomed in by another 10-20 knots.

However, for the record and the armchair admirals, who perhaps missed previous publicity and only read *Offshore*, the following brief observations were made from *Patrice III*.

Weather: Boxing Day was an absolute beauty — clear sky which promised a fair NE. breeze to get the fleet down the N.S.W. coast. The breeze was NE. as the gun went, about 6 knots, but eased a little later which saved a few tacks in getting out of the heads. Outside it became a true nor-easter at 15 knots and the fleet made a beautiful spectacle under spinnaker as they were pushed south. The first night the wind backed to the north, then west, and about 10 p.m. the forecast southerly came through up to 25 knots.

Dawn on Monday saw the southerly peter out with the wind going to a light easterly, and as the morning progressed, it backed to the north. About 1800 that night the wind died all together. *Patrice*, *Ragamuffin*, *Love & War* and *Leda* were in a close group abeam Cape Howe. It was two or three hours before the forecast south west change came in.

Although the wind strength forecast was moderate (25-25 knots), it in fact gradually increased throughout the night. Tuesday morning saw Bass Strait with lumpy green swells and the breeze still out of the SW. at approximately 40 knots. Some vessels reported gusts to 60 knots, and with the seas increasing, 15 boats were forced to retire.

First light Wednesday morning saw the gale abating and going to the southeast at about 10 knots. We were off St. Patrick's Head. During the afternoon, south of Maria, the breeze again went southwest and wested further, which saved quite a few tacks between there and Tasman Island. After getting around Tasman about 0200 on Thursday the breeze was right on the nose to the Raoul. It was one very tight leg from there to the Iron Pot. The river provided the normal inconsistencies down to a calm. Eventually a sea breeze came in and the easterly pushed us over the line. No doubt the same breeze was welcomed by other boats between Tasman and the finish as it only lasted for about six hours.

Performance: An excellent result for designer Farr, particularly *Piccolo*, which was brilliantly sailed. An outstanding





performance by *Rockie* to come second. It is interesting to note that *Piccolo* beat *Rags* on corrected time by some 78 minutes. Between *Rags* in third place, *Love & War* fourth, *Bacardi* fifth, *Natelle Two* sixth, *Patrice III* seventh, there was only a total of some 41 minutes on corrected time. *Dynamite* at eighth 27 minutes further behind would seem to be the disappointment. Being the same design as the winner, but a two-tonner, theory would seem to point that she should have been closer to the top if well sailed. Another good performance by *Apollo II* (ninth) and a great one by *Ruffian* (tenth).

Again, Coles 43's have distinguished themselves in the first ten.

Now to this year — and the hope that it will surely not be as cold as last year!

#### Cable (continued from opposite page)

On the morning of the 27th *Ballyhoo* had sailed 160 miles and was off Bermagui. *Apollo* was 12 miles astern, then 10 miles back were *Love & War*, *Anaconda*, *Apollo II*, *Leda*, *Meltemi*, *Ragamuffin*, *Patrice III* and *Geronimo*. Conditions were light NE. At the lunch sked *Apollo* reported a 12 mile lead over *Ballyhoo*. The Honeywell computer printout gave the N.Z. *Rockie* the handicap lead, followed by *Invincible*. Breeze 10 k E.

At the 1900 sked *Apollo* was off Cape Howe with *Ballyhoo* and *Leda* 4 miles behind — the latter had been going particularly well so far. *Invincible* was calculated as first, followed by *Ghost* and *Thunderbolt*. Wind 4-6 k NE.

On the morning of the 28th, the reports indicated that the fleet had experienced a light SW 5-10 k overnight, which had by then come in at 35 k. *Lyndal* had retired with illness in the crew. *Thunderbolt* and *Matika III* reported rigging damage. *Rockie* had regained her handicap lead; *Mulloka* came up to second.

By lunchtime the 028' *Smilie*, and *Meltemi*, had withdrawn. *Ballyhoo* had travelled 395 miles with *Anaconda II* 2 miles astern. *Mulloka* had been promoted to 1st on handicap followed by *Matika III*. Wind 35-40 k, rough seas.

At 1900 it was blowing W. 30 k gusting to 40 k. The fleet was spread over 215 miles with *Vanessa* trailing off Two-fold Bay. *Matika III* had taken the 1st placing, followed by the Tasmanian, *Antagonist*.

By the morning of the 29th the list of retirements had increased to 8 with *Trevassa*, *Cordon Bleu* and *Shenandoah* falling out. It was still blowing 30 k W. *Apollo* and *Ballyhoo* were 56 miles NNE. *Tasman* followed 20 miles astern by *Anaconda*, then followed by *Ragamuffin* off St. Patrick's Head. *Matika III* still held the lead from the 2-tonner, *Dynamite*.

By 1330, *Kintama*, *Lollipop* and *Providence* had pulled out. At this stage of the race the computer reports started to take on something more than an interesting mathematical exercise — *Piccolo* was leading *Ragamuffin* and *Love & War*.

By the 1900 sked *Ballyhoo* had finished while *Apollo* was still to round Tasman. *Anaconda* still had to go 15 miles to reach this mark, while *Ragamuffin* was north of Maria Island. The wind had gone to the south at 25 k. (next page)

OFFSHORE — February/March 1977

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On the morning of the 30th the weather had moderated to 10 k W. with slight seas. *Storm Bay* had withdrawn, making the total 12 (the final total was to reach a record 15). *Ragamuffin* was halfway across Storm Bay with *Love & War*, *Leda* and *Patrice III* 5 miles astern. By 1330 the breeze had again shifted to the SE. at 15 k. Eight yachts were home with *Ragamuffin* holding the handicap at that point. Back up the track, by some 215 miles, was *Scarlet*. All eyes were on *Mulloka*, *Piccolo*, *Rockie*, *Zilvergeest III* and *Chauvinist* — the breeze was lightening.

On the morning of the 31st there were 37 yachts in, with the eventual major placings just awaiting confirmation. Weather flat calm — later the winds remained light and variable.

In all, it appears to have been a good, fair race — hopefully next year's Southern Cross event will, similarly, have conditions that allow the better boats and crews to give the best account of themselves.

# HITACHI SYDNEY-HOBART YACHT RACE 1976

## OFFICIAL RESULTS

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME	PLACING IN DIVISION			
						A	B	C	D
1	PICCOLO	J. Pickles	4-05-30.15	7857	3-07-45.07	1			
2	ROCKIE	P. & R. Kingston	4-07-30.12	7774	3-08-27.49	2			
3	RAGAMUFFIN	S. Fischer	3-21-49.58	8638	3-09-03.10	1			
4	LOVE & WAR	P. Kurts	3-23-54.39	8469	3-09-13.37	2			
5	BACARDI	R. Gould & W. Rockliff	4-06-10.44	7966	3-09-23.45	3			
6	NATELLE TWO	N. S. Girdle	4-03-28.25	8190	3-09-28.08	4			
7	PATRICE III	R. J. Kirby	3-23-45.16	8537	3-09-44.44	5			
8	DYNAMITE	P. Smith	4-05-18.03	8114	3-10-11.44	6			
9	APOLLO II	R. I. Thurston	4-01-15.25	8468	3-10-21.26	7			
10	RUFFIAN	E. Wilson	4-07-06.32	8021	3-10-42.13	8			
11	CHAUVINIST	J. Wareham	4-23-12.07	6975	3-11-08.36		1		
12	QUEEQUEG	P. Beildding	4-03-31.31	8401	3-11-36.40	9			
13	GHOST	K. & R. Barry-Cotter	4-16-35.40	7442	3-11-47.34		1		
14	MULLOKA	C. J. WILKINSON	4-20-40.39	7223	3-12-16.34		2		
15	APOLLO	W. Rooklyn	3-17-16.40	9468	3-12-31.42	10			
16	BALLYHOO	J. Rooklyn	3-07-59.26	10573	3-12-34.26	11			
17	DIAMOND CUTTER	A. Sweeney	4-13-42.48	7710	3-12-35.20	3			
18	HOT PROSPECT II	Heuchmer Everitt							
		Moran & Co	4-13-01.20	7763	3-12-38.02	3			
19	LOTS WIFE	R. Montgomery	5-01-57.47	6962	3-12-54.38		2		
20	TAURUS	A. M. Kelso	4-10-48.57	7966	3-13-05.22	12			
21	RAMPAGE	E. N. Fuller	4-11-30.14	7924	3-13-11.10	5			
22	ANTAGONIST	R. G. Hickman	4-14-38.30	7701	3-13-12.19	6			
23	MATIKA III	A. Pearson	4-13-40.03	7774	3-13-15.20	7			
24	GERONIMO	A. G. Lee	4-03-58.40	8529	3-13-16.16	13			
25	WAINUNU IV	R. A. Lee	4-09-44.10	8074	3-13-22.17	17			
26	INVINCIBLE	R. H. Cawse	4-13-51.49	7774	3-13-24.29	8			
27	MERCEDES III	A. T. Clutton	4-14-02.25	7763	3-13-25.27	9			
28	KESTREL	R. H. Fidock	4-14-12.40	7752	3-13-26.08	10			
29	FARROUT	P. H. Winkless	4-14-05.01	7774	3-13-34.44	11			
30	HUON CHIEF	H. D. Calvert	4-14-40.20	7752	3-13-47.35	12			
31	BRER FOX	R. W. Jackman	4-14-14.18	7795	3-13-55.51	13			
32	RICHOCE II	G. L. Finlay	5-00-12.47	7199	3-14-32.29	3			
33	ZILVERGEEST III	A. J. Murray	5-00-21.38	7234	3-15-04.08	4			
34	MATIKA II	Roxburg P'nrs	4-20-59.54	7442	3-15-04.13	5			
35	BRUMBY	R. & R. Robinson	5-02-58.52	7088	3-15-10.08		3		
36	VITTORIA	L. J. Abrahams	4-12-32.57	8064	3-15-32.03	15			
37	SARACEN II	J. H. Jamieson	5-04-39.25	7036	3-15-42.31		6		
38	DANCING MOUSE	G. McGarry	4-22-32.34	7442	3-16-13.10		7		
39	LEDA	N. E. Gosson	3-23-40.29	9232	3-16-19.37	16			
40	RUTHLESS	P. Hill	4-17-29.03	7784	3-16-20.10	14			
41	CHAOS	R. T. Spence	4-17-41.02	7774	3-16-22.40	15			
42	BALANDRA	W. R. Carpenter	4-13-45.50	8079	3-16-40.42	17			
43	THUNDERBOLT	L. P. Harding	5-04-27.58	7152	3-17-01.05		8		
44	PINTADO	E. Wilson	5-04-36.27	7154	3-17-08.39		4		
45	VANESSA	B. K. Jaggard	5-08-18.42	6962	3-17-19.50		5		
46	MERCEDES IV	M. E. Braham	4-13-33.57	8236	3-18-14.18	18			
47	SUNDANCE	D. Smith	5-10-57.29	6987	3-19-30.01		6		
48	BANJO PATTERSON	J. Jarrett	4-05-42.25	9064	3-20-11.14	19			
49	BINDA	I. D. Ritchie	5-03-09.21	7494	3-20-17.35	16			
50	SARNIA	P. Rae	5-08-16.51	7240	3-20-52.31		9		
51	ARTEMIS	D. J. Millikan	5-12-23.15	7075	3-21-39.51		7		
52	LANDFALL	K. Elliott	5-02-44.50	7699	3-22-30.11	17			
53	HI-JACQUE	J. Violet	5-02-11.22	7752	3-22-43.17	18			
54	ICTHUS	R. P. Delbridge	5-10-27.49	7290	3-23-06.29		10		
55	ANITRA MAY	R. Walters	4-23-54.25	7955	3-23-23.10	20			
56	WILD GOOSE	I. D. Russell	5-06-21.30	7576	3-23-43.45		19		
57	FREEDOM	C. T. Martin	5-08-21.21	7461	3-23-45.59		11		
58	QUASAR	B. J. Sutherland	4-13-38.54	8908	4-01-40.29	2			
59	ANACONDA II	J. Grubic	3-22-29.37	10421	4-02-28.18	22			
60	OBSESSION	B. Tardrew	4-21-09.33	8477	4-03-18.57	23			
61	NIRIMBA	R.A.N.S.A	5-18-45.03	7176	4-03-34.03		12		
62	CARMEN	K. Bourke	6-00-26.00	6920	4-03-56.52		8		
63	NAND II	R. O. Chapman	5-13-55.53	7514	4-04-38.10		20		
64	WILLI WILLI	J. Goodard	5-03-41.35	8290	4-06-32.30	24			
65	SCARLET	L. F. Job	5-21-51.49	7236	4-06-39.09		13		
66	ANNA DRIE	J. Krop	5-06-24.40	8162	4-07-10.36		21		
67	QUEST	R. Cruikshank	5-07-02.17	8152	4-07-33.41		22		
68	ADRIA AUSTRALIS	A. Harry	5-04-05.18	8375	4-07-55.26	25			
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*Piccolo rounding Cape Raoul under main and No. 2 genoa.*

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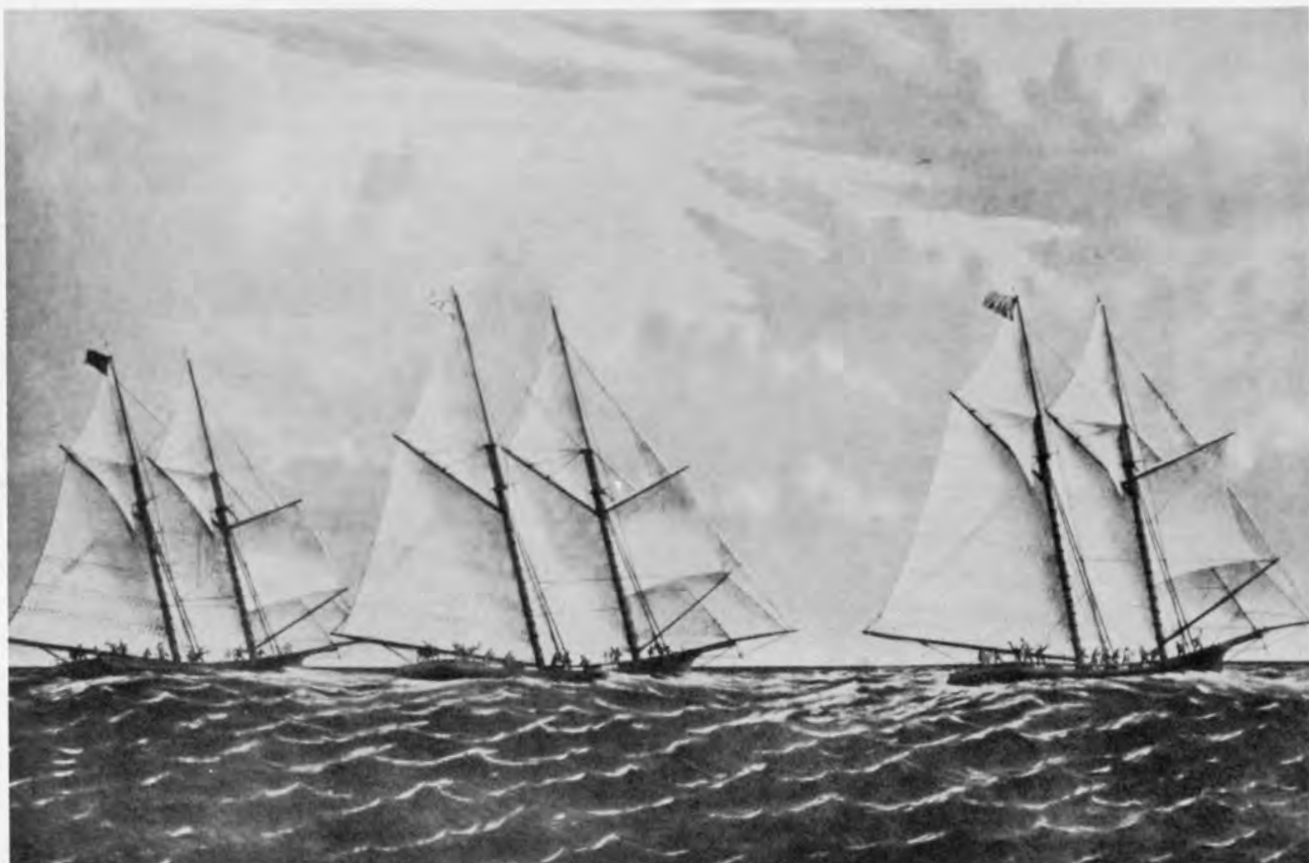
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*'Henrietta', 'Fleetwing' and 'Vesta' starting the Ocean Race of 1866. Currier & Ives print, courtesy Yachting*

## the designs, they are a-changin'

by Allen Blackburne

1866. What a year! Yacht owners were just starting to think about contests, not around the buoys but out in the ocean. These yachts were not as we know them today. They were fine vessels derived from the square riggers or the fast coastal pilot boats. A yacht in those days was not usually considered a yacht unless it was at least 100' long.

In the year of '66 three famous yachts took part in what was the first classic ocean race. They were *Henrietta*, *Vesta* and *Fleetwing*, all about 106' long. *Vesta* was a centre-board schooner. Their respective owners were discussing, one day, which was the fastest boat. Each asserted that his was. O.K., put 'em up; a race around the buoys? No, a 100-mile race? No. The answer: across the Atlantic. \$30,000 said that *Vesta* could whip *Fleetwing*.

So off they went. The owners conveniently found that business or family matters kept them at home. History relates that *Henrietta* encountered a gale and hove to some 200 miles from the Needles. *Vesta* struck the same gale but

decided to continue. She crossed *Henrietta's* track and surged to a commanding lead, the skipper thinking he knew the limitations of his boat.

*Vesta* passed the Scilly Isles first but still had 200 miles to go and, sailing too close to land, lost time in trying to weather the island approaches. Meanwhile *Henrietta*, further to sea and behind, hurling along at 14 knots in a freshening sou'wester, was to pass *Vesta* and shoot for the line. This she crossed at 40 minutes past noon on Christmas Day. The elapsed time was 13 days, 21 hours, 45 minutes — not bad for 1866.

The basic dimensions of *Henrietta*: 106'7" overall; 22' beam; 11'6" draft. Some boat.

Design in those days was an art. As far as shape went the yachts themselves had the advantage of being large, so the lines were always easy and undistorted. The major argument was deep keel "V" sections versus shallow, rounded form with centreboard, a form that originated in

## the designs, they are a-changin'

the northeastern section of the U.S.A. The deep "V" ideas came from the other side of the Atlantic. The one thing that most yachts of this era had in common was huge sail areas to which I will refer later.

Design departed very little from the long-keeled "V" form until the evolution of the larger class boats, and, more importantly, of the America's Cup boats, where the challenger still had to sail to the event. The Americans were developing the shallower boat, whereas the English

The "J" boats were the next step. [see Offshore October-November 1976] In the America's Cup these large sloops were the centre of the development. They took the fine-ended, long-overhang, heavy boat to its extreme. Keels became smaller and the sections were becoming tighter at the turn of the bilge.

Bows were becoming very fine with long raking entries. This was class-boat racing at its most outrageous — 125' sloops with huge booms and masts. The now-famous "Park



*'Atlantic', a mighty ship with 18,500 sq.ft. of sail.*

*Morris Rosenfeld*

were relying on the heavier form. The clipper bows were being replaced by increasingly-more-raked bows that continued underwater into the keel. This meant that, to maintain balance in the yacht, sterns were also becoming finer and longer, and rudders were moving progressively under the boat.

One of the obvious advances was the reduction in wetted surface, thus making the boats faster. But these yachts were still heavy, carrying large amounts of ballast and even larger amounts of sail.

The pinnacle was probably reached around the turn of the century when vessels, such as the *Atlantic* (185'), *Hamburg* (135'), *Valhalla* (245'), *Apache* (198') and *Fleur de Lys* (a baby at 108'), raced for the Kaiser's Cup from Sandy Hook to the Lizard. The *Atlantic* was a mighty ship with graceful overhangs and 18,500 square feet of sail. Her day's runs read like a fairy tale: 165 miles, 222, 229, 271, 112 (a slow day), 243, 341, 282, 279, 243, 309, 282. She crossed the Atlantic in just on 12 days, a feat that has seldom been beaten.

Avenue boom" enabled the foot to be adjusted by moving the slides athwartships. This was soon outlawed.

Keels were becoming more of an attachment. In fact, *Wenonah*, designed by Nat Herreshoff in 1892, separated the keel into a true fin with a spade rudder!

One of the major contributing factors to change in shape occurred about the 1890's when people started to accept the development of externally ballasted yachts as a viable alternative to having large amounts of ballast in the bilges, as had always been. The success of *Gloriana*, also designed by Herreshoff, eventually put paid to any further argument. The ballast was put externally with the bilges being pulled up even further, giving a beamy, buoyant hull with good stability as the ballast was located well down. This allowed a bigger sail area and, hence, greater speed.

It is from this point that yacht design has really evolved. The days of the ship had passed, and yacht design moved into a realm of its own. The general public became more involved with smaller yachts, which were refined in





The 'Park Avenue Boom' enabled the foot to be adjusted by moving the slides athwartships, and was soon outlawed.

Photo from *Sailing Theory and Practice*, C.A. Marchaj, Adlard Coles Limited 1964.

shape and concept, enabling them to compete against the larger yachts. It was at this stage that the handicapping of yachts started to play an important part in ocean racing — handicapping becoming the paramount goal.

During the era of 1920 and 1950 some of the notables were arriving and dominating the ocean — Olin Stephens, L. Francis Herreshoff, John Aldin, Fife, Laurent Giles, and William Atkins. Although some of the most renowned yachts of all time were designed and raced at this time, the boats, with a few notable exceptions, were still heavy with narrow beams and large amounts of ballast for stability. The 'Big Ti', *Ticonderoga*, a 72-footer designed in 1935 by

Francis Herreshoff as a cruising boat, had a quiet life until Robert Johnson bought her in the early sixties and raced her (after she was modified). At the end of her racing career she was 30 years old and held over 30 race records, 18 of which still stand today! Not bad for 40 years of development. The *Big Ti*, although shallow-drafted, had relatively flat sections with a long and easy waterline — designed to disturb the water as little as possible.

Another famous yacht was *Dorade*. This boat marked the beginnings of Olin Stephens. She was a yawl designed by Stephens in 1930 and sailed by him to victory in the 1931 Trans-Atlantic Race. At 52'2" L.O.A. and 37'0" L.W.L.,

## the designs, they are a-changin'

*Dorade* was one of the smaller boats in the 10 boat fleet but beat every boat over the line, including at least two 72' Herreshoff boats. So size was coming down, and speed was going up.

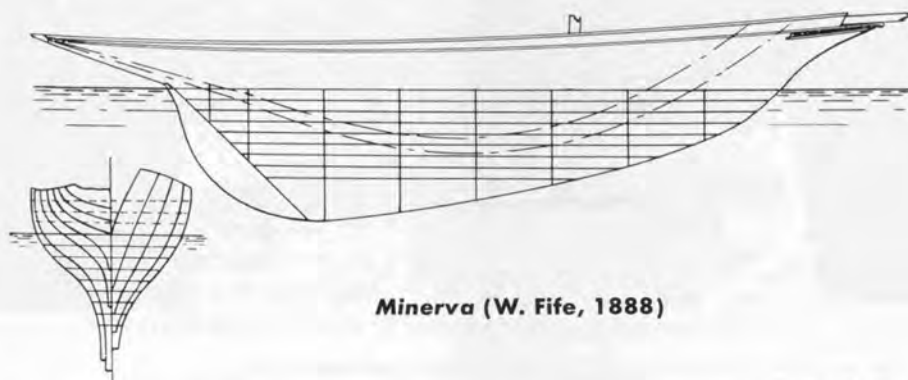
In England Laurent Giles was working up to what is perhaps the precursor of what was to come. The *Myth of Malham* was a light-displacement boat for her size and carried a large rig but also carried a 50% ballast ratio on a relatively narrow beam. (The '*Big Ti*' was at 30% ballast ratio.) All of the ground work was laid in the early fifties, and from that we have seen the development of new materials which can utilize what was being thought of 25 years ago.

Boats in the past were, universally, timber. During the late fifties and early sixties we see such materials as fibreglass, aluminium and high-tensile steel, along with cold-mounting timber, arriving. Here were mediums to develop something other than a heavy boat. So yachts tended to become lighter. One of the side effects of this was they lost stability. So (encouraged by the handicapper) the beam of racing yachts started to grow. This is due to the fact that one of the major contributing factors to stability is the actual area of the waterplane, i.e., bigger waterplane = greater stability. The ballast ratio has not changed much.

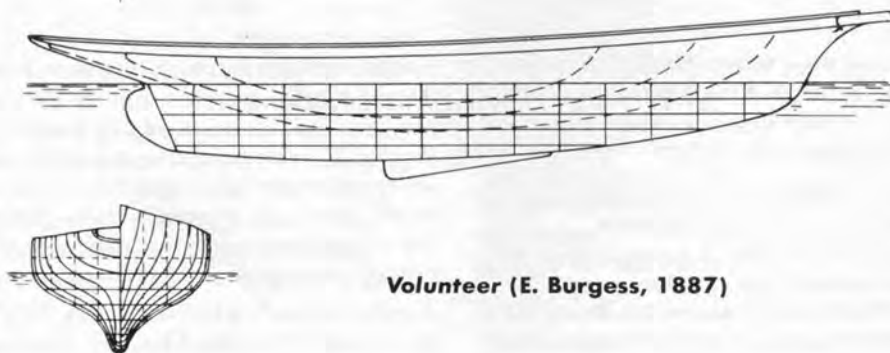
It tends to be around the 50% mark. But with a 40' yacht that, in heavy timber, may have been, say, 26,000lbs with 13,000lbs of ballast, we now have a 40' yacht weighing 16,000lbs with 8,000lbs ballast. Obviously to carry the larger sail areas that the yachts carry now-days we have to look for 'form' stability; the wide beam provides this.

To get lighter displacement, the midship sections have been pulled up even further till the turn of the bilge has all but disappeared and we have the rounded hull form with Nat Herreshoff's fin keel firmly implanted on the bottom as a separate item. The profiles are now just about flat. This provides a stern that will reach and run at maximum speed. Technology has taken over and everything has to be designed and built to the limit. Super-lightweight hulls of aluminium or Airex-foam-cored fibreglass are the order of the day. If extra weight is needed it is bolted on where necessary. The racing yacht has become a vehicle upon which to put the best sails, rig, equipment and crew, and then go out and race against others who are doing the same thing. The good thing about all this is that it still gets back to who is steering, crewing, the wind and the waves. So, in that respect, things have not changed much. A man, his boat, the wind and the sea . . . what a combination for sheer thrills, a sense of achievement, a goal reached. Ocean racing is still the way to go.

Illustrations from *Sailing Theory and Practice*, C.A. Marchaj, Adlard Coles Limited, 1964.



**Minerva (W. Fife, 1888)**



**Volunteer (E. Burgess, 1887)**



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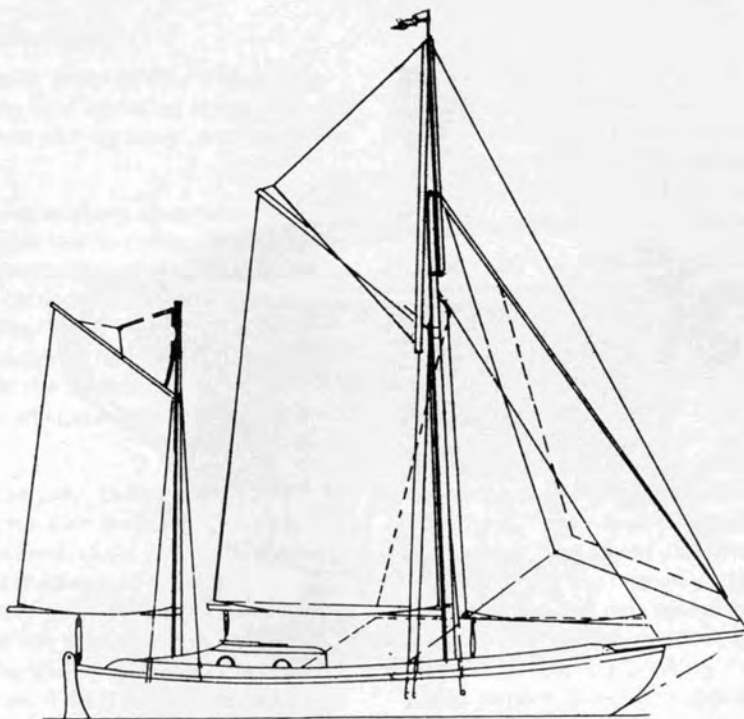
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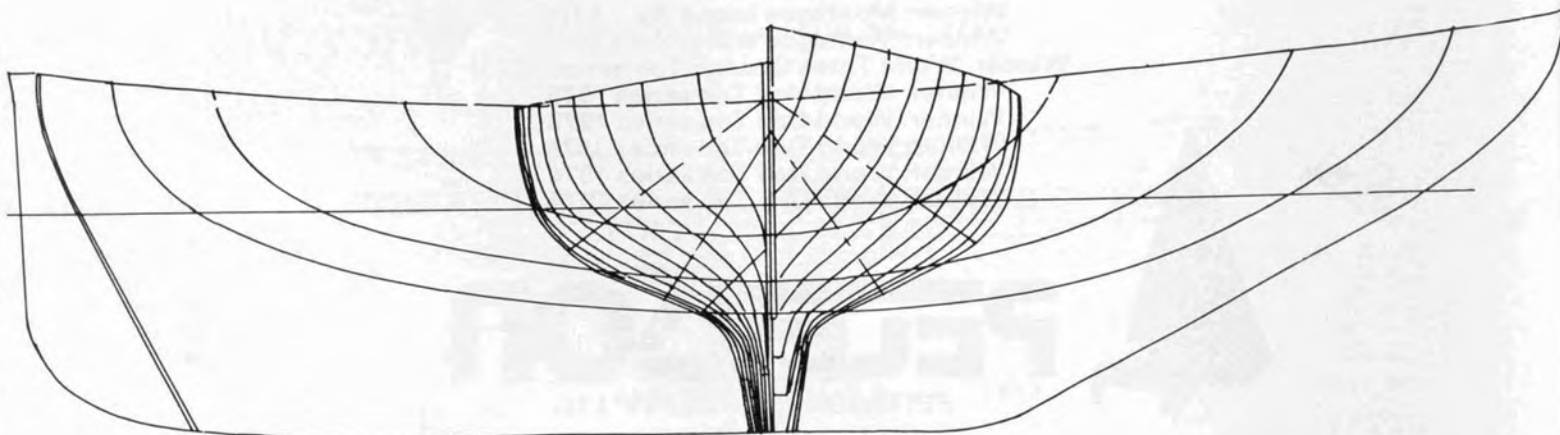
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# A NEW DESIGN FOR THE SERIOUS CRUISING MAN

by Kenneth Matthews



*The following longer-than-usual article is being printed in full for two reasons. Firstly, it is the first cruising-orientated story we have run for some time, and those cruising enthusiasts in the Club will be happy to see their primary interest being given a good airing. Secondly, and more importantly, it contains a wealth of salty advice for the would-be ocean cruiser by a veritable Argonaut, Paul Johnson.*

The yacht *Venus* is fashioned for survival and comfort at sea. Comfort at sea — as people know who have been to sea — has little to do with teak and stainless steel and wet, unhappy souls trying to put up a spinnaker. This *Venus* is a comfortably spartan cruising sailboat.

The new 42-foot, gaff-rigged double-ender that took me to sea was designed and made by Paul Erling Johnson, a seasoned British sailor, designer and builder.

You may have heard of him. He is the one who was born in England on a Colin Archer double ender, who crossed the Atlantic in an 18-foot double-ended Scottish fishing boat and who built a 28-foot double ender in America from the planks of a 70-year old church that was being dismantled. Paul Johnson called on his 30 years at sea to design and build this new boat called — like all his others — *Venus*.

The idea for a new *Venus* began two years ago when John Frith, a businessman in the Atlantic colony of Bermuda, decided he wanted to cruise extensively with his family. He called in his friend Johnson from the British West Indies to discuss plans for a boat for family cruising. In strength and durability of hull, the boat would be unmatched. It would be sea-comfortable and capable of single-handing. They decided on a length of 42 feet on deck with a 14 foot beam and six foot draft. Johnson said he would design and build the boat for Frith and one for himself as well.

In his boat, Johnson looks for safety through design and construction, comfort without lavish expense and handling ease through hull shape and sail plan.

After checking on the availability and price of quality wood and exploring other construction materials, it was decided that the relatively new foam/fiberglass sandwich technique outweighed any others for strength and durability.

The 20 ton, 42' gaff-rigged ketch Johnson and Frith agreed upon was designed by Johnson specifically for foam sandwich construction. At first glance, the design summons up images of boats of a past century. But one learns that the latest *Venus* is a beautiful combination of the best of both old and new.

On the topic of the new boat, Johnson says he knows of no other vessel of similar construction and design with the hull strength of the new *Venus*.

"The nearest thing to our boat," Johnson says, "is offered by a firm in the Midwest. They lay up a minimum of 13 layers of fiberglass in the hull. We lay up a minimum of 14 around a core of  $\frac{3}{4}$ " of polyvinyl chloride foam. The result is that we have about three times the hull strength of any production boat being built or offered for sale in North America," he adds.

In his shed at the old Royal Navy Dockyard in Bermuda, I asked Johnson about his boat. The first question that came to mind was if there is a market for first class cruising boats, aren't other designers capable of creating them?

"Of course," he said, "but few designers have been to sea. Obviously, there are exceptions to this like Olin Stevens, Britt Chance and others. But they are primarily racing people. What we are doing is approaching the cruising boat from the point of view of cruising people."

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**"... the racers were designed to be so light to begin with that when you dress them up, put in decent accommodation, a good water tank, stores and a couple of kids, the thing won't go anywhere. It's a heap of horrors ..."**

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"I have been sailing all kinds of boats for over 30 years, the last 15 of which have been cruising constantly. I expect I have sailed 100,000 miles in sailing boats. There are not many people who have sailed that much who have also designed and built boats to suit the ocean.

"Usually, those people who try to design cruising boats are people who have gone to schools to learn naval architecture, but haven't been to sea. Or you have sailors who try to explain their ideas to someone else to incorporate in their designs. In both cases, after the designer evolves some sort of plan, he then turns it over to someone else to build.

"One way or another, a lot of people seem to be jumping on the bandwagon of designing cruising boats. They look back in the books to see what was done, say, in the time of Hanna and his Tahiti ketch or Colin Archer or someone else in the past. Then they scale the designs up or down to suit and then build with modern materials. They crank out modified Hanna, modified Atkin, modified Archer — all built of materials that were not available in the days of those great designers. It doesn't work.

"Why take a 40- or 100-year old design and build it out of

modern materials, when you could take a new design which will be better if the new designer knows what the ocean really is like and how you want your boat in order to live comfortably out there?"

"You talk of modern design, but your boats appear to be traditional in design. Why is that?" I wondered.

"The new boat and the others are alike in that above the water, sitting in harbor," Johnson continued, "they both look like big, fat, old-fashioned boats. The reason for the above-water appearance is that there are certain things that have proved their worth because they are convenient and useful but don't get good yacht-racing handicaps.

"As for hulls under the water, while many of the old designs were good, we have learned a lot since the old days and we have new materials available.

"Our new boat is designed under water to give very, very good directional stability. That is of utmost importance when you are crossing oceans.

"To get good directional stability out of a boat, you must have a good metacentric shelf, that is, you must have a good relationship among the different shapes as they change through the hull. When the boat heels over or rolls, the underwater shape relative to the next bit to it all the way through shouldn't change violently. If it does, that means that the boat changes direction violently.

"For example, if the boat heels and one end of it develops buoyancy and the other end doesn't, it means that the boat must change direction."

"Wouldn't you say that your boat is similar to a Colin Archer?" I asked.

"First remember that Colin Archer designed a number of boats, each for a different purpose," Johnson answered. "He was a very brilliant man. The designs he made for ocean-going were fantastic. But we have different things now from which to make boats. I would like to think that what I am doing now with the same size and type of boat would be the kind of thing he would have done with these new materials.

"Archer's 40' double-enders were incredibly heavy. They were over 30 tons. They were designed to go thumping through great big seas and they had the weight to do it. He also designed the boats with a massive amount of flare forward. When they ran into a big wave, they got lift from the flare forward and had the weight to keep going.

"If you bring, nowadays, this design to almost half its size and much less than half its weight and try to drive the boat through a sea, the bloody thing will stand on end. It doesn't need all that flare. That is the last thing you want to give it. Every time it hits a wave it will stop.

"When I designed my 28' boat, I bore this in mind. She has very little flare forward, but we're still very dry. She hits a sea and will rise, but the bow doesn't take off and stop the boat.

"But on the 42' boat, I have increased the flare considerably because she weighs 20 tons. She needs the flare to keep the boat dry at sea.

"You don't have to have flare, of course. Alternatively, you could have waves coming over the bow and running straight over the stern. That design will get through the water fast, but it's a bit ridiculous when you have a family who want to sit out on deck and enjoy the scenery."

I had a chance to pose my next question. "You were born on a double ender. You have always sailed double-enders and you continue to design and build them. Do you think you will stick with this type?"

"Yes. But I think double-enders are quite different to design than other hull forms," Johnson declared. "I doubt if I could design anything else successfully. I think I understand double-enders and know more about them than most people.

"Because double-enders get popular in cruising circles sometimes, people start designing them, and they're usually awful. They try to tie in ordinary design theory with double-ended boat design. You really can't do that.

"A double-ender and a canoe stern are different. In canoe stern, the boat goes on beyond the rudder. Although it comes to a point at the end, the rudder is still inboard.

"But in a double-ender, the rudder is at the stern, and the shape at the waterline must be fine to avoid excessive buoyancy aft."

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**"Cruising people are not usually the kind who can afford to pour money constantly into a boat that was designed for some other purpose."**

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Johnson continued, "Sail plan is a factor, of course, but it is true that a gaff-rigged double-ender is not terribly efficient sailing closer than 45° to the wind. But one has to make a choice about the kind of boat he wants and why he wants it. Do you want a day-sailor or an ocean cruiser? We have decided to build ocean cruisers. When you're at sea and it's blowing trade wind style at 20 to 25 miles an hour and has been for six months, the seas are high and the waves are breaking. If you try tacking at 50° to 60°, the motion of the boat is horrid. Everyone is uncomfortable, kids are seasick, wives want to go home, people get thrown out of their bunks, things are breaking and snapping and falling all over.

"So what do you do? By coming away from the wind a bit, the motion is eased, the boat is a lot less strained and the crew is happier.

"When you do that in a boat that is sold as a racing-cruiser, you've lost your advantage as a racer to get even a tolerable boat to cruise in. Your boat is really neither racer nor cruiser.

"That situation is getting worse. For a long time, manufacturers have been selling boats as cruisers that





*'Venus', 42' x 14' x 6', displaces 20 tons with 10 tons of ballast. She is constructed of 14 layers of fibreglass around an Airex foam core.*

are the racers of two years ago but can't compete effectively anymore because of rule changes. It is worse now because the racers were designed to be so light to begin with that when you dress them up, put in decent accommodation, a good water tank, stores and a couple of kids, the thing won't go anywhere. It's a heap of horrors and you're embarrassed to have it.

"Moreover, the thing is very expensive to maintain. Cruising people are not usually the kind who can afford to pour money constantly into a boat that was designed for some other purpose.

"So . . . sailing close on the wind is one of the last things you need in a good cruising boat."

On the subject of ballast, Johnson stated, "The 42-foot boat carries ballast totaling 50% of the weight of the finished boat including stores, water and everything on

board. With 10 tons of ballast, the whole thing weighs 20 tons. I think this is reasonable. Others would not agree.

"There are certain guidelines which somehow developed over the years which cause people to say that in cruising boats to have a greater ballast ratio than 35% is not prudent because the boat will no longer be comfortable. This has made sense if you stick to traditional materials. Once you get out of traditional materials, you have to shake off many of these old ideas about boat design. Otherwise, you're wasting the advantages of the new materials.

"To get stability, there are two ways you can go. One is a massive amount of ballast; the other is a very stable hull form. Usually, somewhere in between, you come up with something that makes sense."

Johnson's earlier boats were wood. Now he is building in

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Well there I was, sitting on the beach at Mauritius moaning about missing out on another Sydney-Hobart Race, but as the race reports came in to that outpost of what was once the Empire, it began to appear that I might be in the more comfortable place anyway. During the race a few worthies on *Apollo* volunteered to make the swap at short notice.

Despite the heavy weather and record number of retirements there is the usual crop of success stories from the 1976 classic. The Rooklyn racing team had itself a field day and, I hope, at least in part repaid Jack Rooklyn's huge investment in racing yachts. They certainly won the lion's share of media publicity surrounding the event.

Congratulations to *Piccolo*, John Pickles, Alby Mitchell and their keen young crew. What a way to go; brand new boat, new crew, first big race and, whammo, back to Lake Macquarie with the biggest scalp of the Australian ocean racing season tucked in their belts. I wish I had a fairy godmother like that. I understand that the celebrations at Lake Macquarie were something else. Now if I could only work out how Cable managed to pick the winner in advance.

\*\*\*

So much for 1976. Now let's look at 1977; it is quite an impressive line up. February: C.Y.C.A. Level Rating Regatta including ¼ and 2 ton national titles, if they get enough entries that is. March: Admiral's Cup trials. Sydney Brisbane Race.

April: Brisbane-Gladstone Race.

May: U.T.A. Sydney-Noumea Race.

July-August: Admiral's Cup and Cowes Week.

September: America's Cup.

October: Lord Howe Island Race.

November: Dunhill International, including national ½ ton titles and Australian team selection for the half ton world's. One ton world's titles in N.Z.

December: Half ton world's titles off Sydney. Southern Cross Cup.

Looks like a busy year for all of us doesn't it?

\*\*\*

The Admiral's Cup scene is beginning to rev up nicely. New boats which should be in the water by the time this



(by John Brooks)



Latest addition to the crop of new Admiral's Cup contenders is Jim Hardy's Blackburne-designed 'Runaway', here being lifted into the water at White Bay.

is published are Jim Hardy's Blackburne two tonner, Ron Young's Peterson two tonner and Keith Farfor's Peterson 46, all more or less on schedule, but it all seems to be terribly last minute stuff, to me, with the trials only a month away. It's no way to run a railroad.

At my deadline the list of probable starters for the trials stood at eleven. *Apollo II* (R. & I. Thurston); *Meltemi* (Psaltis), *Mercedes V* (Kaufman), *Natelle Two* (Girdis), *Patrice III* (Kirby), *Ragamuffin* (Fischer), *Runaway* (Hardy), *Siska* (Tasker), *Superstar* (Farfors), Ron Young's boat, and *Wainunu*.

If that last name is something of a surprise, let me explain. Yes, it is the Cole 43 sailed by Stuart Lee, and he has entered the trials to give himself and his crew more experience for when they move on to better things — the better things in this case being a new Cole two tonner to be built this year after *Wainunu* is sold.

The interesting omission from the list is *Love & War*, which is leading the Blue Water Point Score and has been consistently beating other Admiral's Cup hopefuls. Peter Kurts considers *Love & War* would be outclassed overseas, and since most of L & W's heavy crew has moved to other boats, an Admiral's Cup campaign is not worth all the effort. Peter himself has thrown his experience behind the *Natelle Two* campaign.

The South Australian two tonner *Dynamite* (P. Smith) has not been entered by her owner as expected, but there is a possibility that it will be entered under charter by Sydneysider Ron Walters, who has a sister ship to *Dynamite* on order. He had proposed to substitute his own boat for *Dynamite* if he won selection, which would have been a real curly one for the selection committee. However, the latest news on that situation is that he is now negotiating to buy *Dynamite*, so by the time this is published there should be a definite decision one way or another. His sailing master will be Ken Beashel, who has started the 1977 offshore season in style with a win in the ¼ ton nationals on Port Phillip Bay sailing the Carter ¾, *Ghost*. This is a relative newcomer to Australia and is in production at Mona Vale by Mariner Cruisers.

Latest news to filter up from Melbourne is that John Bertrand has joined the Farfors crew. Jim Hardy's crew consists of John Anderson, Alan Blackburne, John Carruthers, John Harris, Mike Hesse, Fred Neil, Peter

(next page)



Shipway and Mark Tosterman as Navigator.

Syd Fischer has ordered modifications to *Ragamuffin* in a move to lower the rating. Alan Blackburne is wielding the computer and has called for ballooning through the depth stations, increase in waterline beam, reshaping the keel and relocation of internal ballast, all aimed at a rating reduction in the order of 0.4'.

Some items which have surfaced in Admiral's Cup correspondence are: firstly, an additional short race has been added to the programme, and the intention is that it will be sailed over a course largely outside the Solent. The notice merely says that the start will be by committee boat somewhere near Cowes. I assume from this that the start will be towards either Yarmouth or Ryde depending on the tide and over a course which then leaves the Solent; secondly, that V.H.F. transceivers have to be fitted to all compet-

ing yachts, which will have come as a surprise to most Australian owners. If the intention is to use these radios for scheduled position reports it will certainly make the progress of the Fastnet Race much easier to follow, not to mention the upgrading in safety standards; the last item is that the new I.O.R. limitations on sails in force after the 1st April will apply to the Admiral's Cup.



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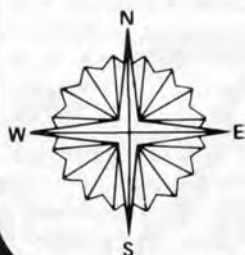
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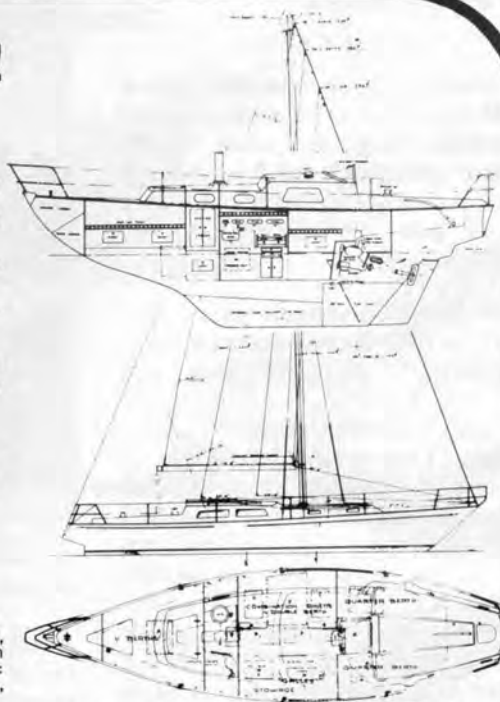
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# VALE CAPTAIN JACK

*John Halliday, the much-regarded "Capt. Jack", passed away on 30 August, 1976.*

*In his day he had a great influence on ocean racing and on the C.Y.C. He readily comes to mind as one of those who established much of the tradition of the Club and was a standard setter in sailing. Quite a number of yachtsmen owe much to the opportunities given them by Jack.*

*In the next Offshore there will be more comment on this great man. In the meantime, the following extract will help us recall him.*

## Legacy of Seamanship

\*pp 103-4 *Australian Ocean Racing*, Murray Davis, Angus & Robertson 1967. Reproduced by kind permission of the publishers.

### John Halliday

Jack Halliday considers himself fortunate in the number of Sydney's top ocean racing skippers and crewmen who, on their way up, crewed with him in a long list of events. These yachtsmen include his own son Malcolm, who sailed with him in most of his races as mate; Graham Newland, who later won the Sydney-Hobart race twice in *Siandra*; Trevor Gowland, who crewed in *Gretel* and *Freya*, and was in the 1965 Admiral's Cup team; and Peter Green, mate of *Lorita Maria*. "They are all still going strong, and I get a kick from their successes," says Halliday.

Graham Newland recalls a Hobart race with Jack Halliday: "We were in Bass Strait, and it was blowing a bit. We'd blown out three spinnakers, and I was feeling a bit hesitant about putting any more up. So I asked the skipper what he thought I should do. He said: 'Just keep putting them up'."

Halliday recalls his ten years of serious ocean racing as the most enjoyable period of his life: "I also made some lasting friendships. Nothing enables you to learn about the real person behind the facade like several hard days' racing at sea."

Jack Halliday was brought up in a Sydney suburb beside the harbour where it was usual for boys to swim or sail when old enough. He started sailing when he was ten, in a friend's double-ended 12-footer, which he had helped to build. Later he sailed in 16-footers, until his father gave him and his brother a 21ft straight-stemmed, gaff-rigged lead-keeler. He has many happy memories of camping holidays spent in this boat on the upper, then unspoiled, reaches of Sydney Harbour.

The Hallidays' next boat was *Scotia*, a 40ft racing sloop built in New Zealand by Logan to what was probably a Fife design. *Scotia* lasted only a brief period. Jack Halliday

married and, like many other young yachtsmen, had to give up the sport for a number of years.

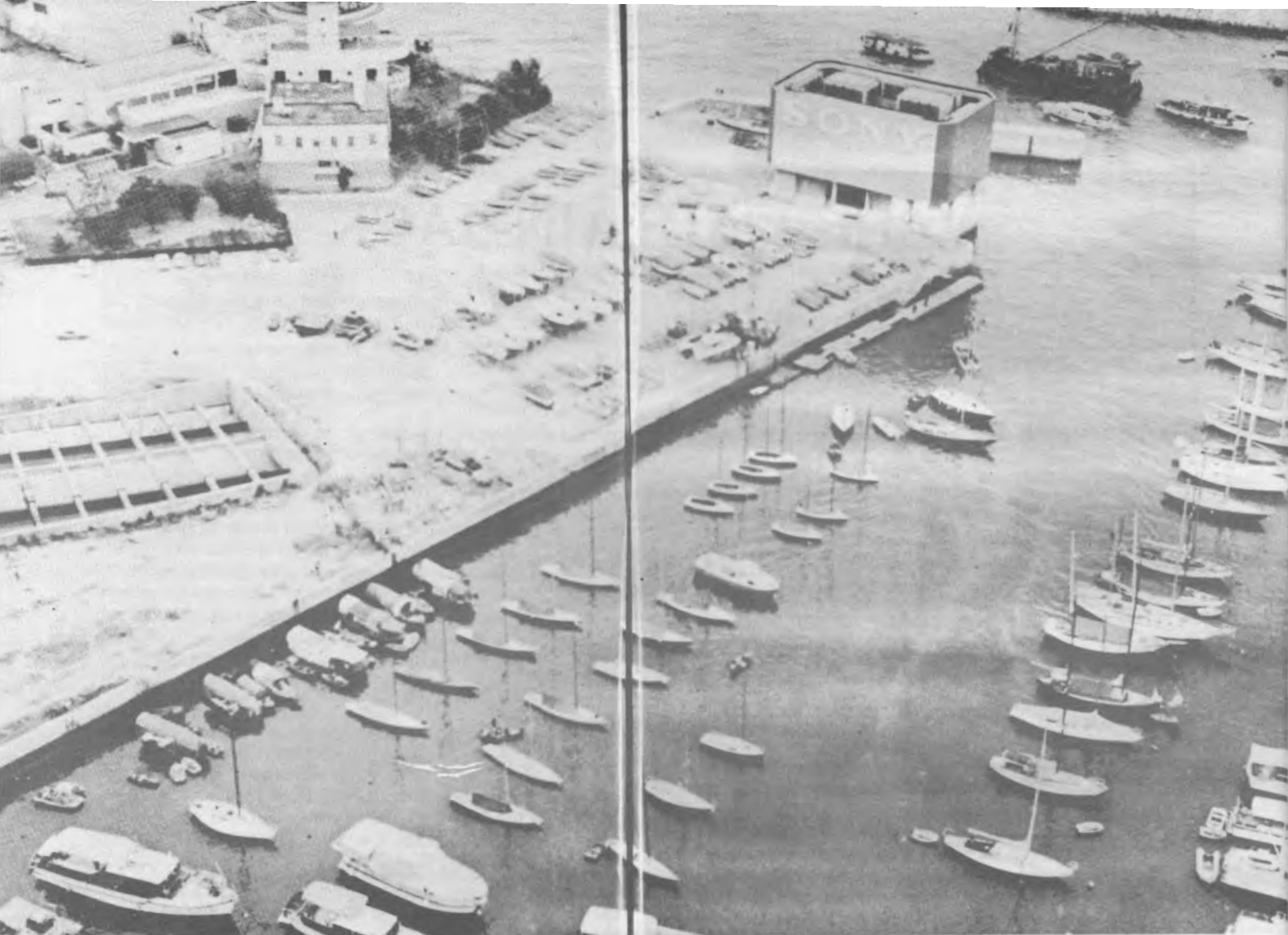
When the Cruising Yacht Club was formed in 1945 his interest in racing revived. He acquired the sloop *Ellida*, which he raced with the Club in coastal events ranging from Port Stephens to Jervis Bay. He took *Ellida* to Hobart in 1949, at which time she was the smallest yacht to have competed in the event. She was 34ft overall, had a beam of 9ft and draft of 6ft. "I think this was my most exciting race. It was a thrill just to have arrived." His crew in that race comprised four under the age of twenty-one, and a naval navigator. *Ellida* took third place on handicap, after *Trade Winds* and *Waltzing Matilda*, in a fleet of fifteen starters.

*Ellida* sailed again to Hobart in 1951 and 1953, and in 1954 Jack Halliday bought *Carol J*, a Sparkman and Stephens 40ft sloop, which he raced successfully in local events. She ran third in the 1954 and 1956 Sydney-Hobarts, won the Montagu Island race in 1955, and was second to *Solo* in 1956 and 1958.

One of Jack Halliday's most vivid memories is of a Montagu Island race: "We had rounded Montagu when we were hit by a phenomenal squall. It swept from Mt Dromedary, knocked down one yacht so that her racing pennant trailed in the water, while another had to cut her halyards. We took off at an amazing speed, water pouring over the bows and surging down the deck. The helmsman could feel no pressure on the tiller, and everyone was holding on to shrouds or the runner. I tried to count the crew and we were one man short. But there was nothing we could do. The squall seemed endless, but when it finally eased, our missing crewman appeared from fore'ard. He had been lying on the genoa to prevent it washing overboard. Much relieved to see him, I asked him what he was doing up there. 'I wanted to be first ashore when we hit the beach,' he said."

Jack Halliday gave up serious ocean racing about 1964, and from his retirement he looks back with much fondness on boats, men and races. Here is some advice from him, distilled from years of experience:

"Offshore racing is a testing experience in which a mistake or let-up is fatal to your chances. Endurance and compatibility are the prime requisites, and in the top boats skill at the helm and in fore'ard work are essential. The skipper should be a seaman, preferably a helmsman, but primarily he should be an organizer and leader. He should try to keep the crew happy with regular meals and watches, and ensure that men sleep off watch so that they are alert in the vital closing stages of the race. Most yachts carry a navigator, but skippers should learn this art, so that they are not altogether dependent on the navigator while discussing tactics."



# THE ROYAL HONG KONG YACHT CLUB

By Peter Rysdyk

While on my annual business/holiday visit to that mecca for shoppers, Hong Kong, I as usual visited my old and (new) friends at the "Royal", noting with amazement the extensions and improvements in progress, which were enthusiastically shown to me by energetic, jovial past-Commodore Bill Blaauw and quietly-efficient Commodore Bill Keep.

Just to make our Members' mouths water, the well known, beautiful RHKYC Clubhouse, perched precariously on the edge of Kellet Island overlooking what must be one of the most beautiful and exciting Harbours of the world, is having a facelift and cosmetic surgery to the extent of \$HK7,074,000 or, in round Aussie figures, one and a half million dollars.

## History

This club, the oldest yacht club in Asia, has an interesting history which the new General Manager, David Monteith Houce, dug up for me out of the archives.

Yacht racing began in the Colony, Hong Kong, in 1849 with the "Victoria Regatta Club", as the club was then called, conducting regattas and (this is rather interesting), "Rowing events" in conjunction with the "Canton Rowing Club" which dated from 1837. Actually, it is believed elements of the rowing club formed the V.R.C. At the same time another club, the "Hong Kong Boat Club", was formed with the same burgee in reverse colours to the V.R.C.



Somehow, around 1890 the V.R.C. and the H.K.B.C. became one and formed themselves into the "Corinthian Rowing Club". The clubhouse was then situated in the Government Stores at North Point. In 1893 the Corinthian Sailing Club passed the resolution which gave birth to the Royal Hong Kong Yacht Club with the following objects: "... to encourage boat and yacht sailing and rowing".

The Club, which in 1968 boasted 102 members, is now over 2,000 members strong. Female members and visitors seem as much at home in the Club as their male counterparts (Aussie male chauvinists take note). The clubhouse address is still "Kellet Island"; however, this island has now become a Peninsula. The club, in its stride, merged last year with the "Shelter Cove Yacht Club", giving them the use of Port Shelter on the far side of Kowloon, with extensive cruising and yachting areas. They are also in the process of developing a weekend base on a leased site at Tai Tam with relatively simple buildings, housing, bar, restaurant, lounge, change rooms and dormitories. Consideration is now given to a fourth area for the Club at "Middle Island", to be developed specially for the dinghy and rowing members in the Club.

After having been shown the plans for the swimming pool, restaurants, workshops, change rooms (you name it, they've got it on the move), my poor mind boggled, and a monstrous jealousy had to be drowned hurriedly in the Club's friendly bar.

I was most impressed by the yachting activity and efficiency of the "Royal". Their Admiral's Cup effort, for instance, is business-like with a no-nonsense attitude. Hector Ross and ex-Commodore Reg Maynard gave me a short briefing on their A.C. show with four new boats:

- Farr two tonner, New Zealand built.
- A Contessa 43 built in the U.K.
- A Carter two tonner built in the U.K.
- A Dubois two tonner built in Hong Kong.

*R.H.K.Y.C. Admiral's Cup hopeful,  
Reg Maynard's 'Carriad'*



The yachts will arrive late June in Cowes, and the selection of the team will be fought out in AC waters; the unfortunate 4th who fails to make the team will automatically start as an individual Hong Kong entry.

Without much fuss I was told that, although Hong Kong, amongst others, beat Australia in 1975, her placing was by no means good enough. Only Hong Kong crew members will sail on the yachts. By the way, the crews are already in training and the well-laid schedule and training programme looked rather impressive to say the least. Reg Maynard, mentioned previously, is the owner/skipper of the red hot Contessa 35 *Carriad*, who I was told beat our *Ballyhoo* in two of the three China Sea series on Handicap (a series of two short 35-milers and the 600-plus Manila Race). Reg is also President of the Hong Kong Yachting Association.

The hospitality at the R.H.K.Y.C. is above average and you feel welcome — given virtually "the key of the house".

I came away with the feeling that we have some serious soul searching to do as to:

- (a) the way we welcome visitors;
- (b) progressiveness;
- (c) type of membership, i.e. corporate members;
- (d) diversification of activities;
- (e) general behaviour and dress.

And as Confucius so aptly stated long ago, "To better world, start with self". So I am on the starting block to do just that.

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# GOING THE OTHER WAY

by Phil Walsh

The following is the log of the return voyage to Sydney from Hobart on the 48' yacht *Geronimo*.

The crew was: Rolf Mische, Mike Bourke (Sarge), Nick Clayton (all regular racing crew), Richard (Navigator), Roy, Sarge's children, Simon (13) and Kylie (9), the two girls who occasionally crewed on the boat, Chrissy Freeland and Lyn (Squeaks) Keep, and myself, Phil Walsh. We also picked up two passengers at Hobart to be taken to Bicheno, Jane and Graham Richardson.

**January 3rd, 0930 hrs.** Departed Hobart for Dunnally Canal which was a short cut to Triabunna, cutting out about 60 miles. Half tide, so we attempted the narrow gate to the bridge but bumped sandy bottom — oops! (sorry Geoff). Waited for high water. Caught two flat-head. Nick eventually convinced everyone that the one that got away was bigger than the others but not as tasty.

**1800 hrs.** Passed through Dunnally Canal — paid toll (4 cans), bumped bottom again under motor. Sailed to Maria Is. Broke aluminium casting on inboard end of kite pole. Dropping 8' it nearly wiped out the foredeck crew.

**2000 hrs.** Arrived Maria Is. Stayed night (1 hr. anchor watch).

**January 4th, 0700 hrs.** Tied up to wharf at Maria Is. Went ashore and inspected ruins and Sarge's ancestors' graves in cemetery.

**1200 hrs.** Left Maria Is. for Triabunna and the crays!

**1130 hrs.** Ran aground at Triabunna 150 yds. off wharf. Not one of the 20 or so boats saw us as they had all left for the derby. We stayed only long enough to get more provisions (grog) and dropped Jane and Graham off.

**1900 hrs.** Left Triabunna — no crays. Major bun fight anyway, to find a parking space at that wharf with 20 other yachts there.

**0100 hrs.** Arrived Schouten Passage. Slept night and caught biggest flaties of the trip. Then locals came along and gave us the proper bait — great!!! but, alas, no more fish (great bait). Weather was fine — everyone getting burnt. Water intake for motor cooling was clogged with weed from when we went aground. Someone had to go over the side and clear it, water temp. feeling about 0°C (guess who went?).

**1030 hrs.** Left Schouten for Wineglass Bay.

**1130 hrs.** Arrived Wineglass Bay. Ran aground on hard sandy bottom. Got assistance from a couple of land lubbers aboard a hired 32' ketch (husband and wife) with their crew of 2 seadogs (port & starboard golden cockers).

**1420 hrs.** Unassisted, we took an anchor 150 yds off bow latched onto coffee grinders. Another anchor taken off port bow connected to kite halyard — for inclination purposes.

**1440 hrs.** We were able to slide off with help of bow line on coffee grinders and myself, Richard and Roy on boom end. Rousing cheer from crew and hippy commune on beach.

**1500 hrs.** Settled down to a quiet drink 200 yds. off beach in 40' of clear water. Good thinking! Put on a floated red rover (dinghy) with line tied to bow of *Geranimo* and other end to rock on beach — look! No oars!!!

**1800 hrs.** B.B.Q. with *Piccola*. Steaks, flatties, grog, (tres smokey la dupe — special entry). Meanwhile tide came in and we all had to wade back out to dinghy.

**January 6th, 1000 hrs.** Rolf checked rigging and tightened intermediates.

**1100 hrs.** Left for Bicheno.

**1530 hrs.** Arrived Bicheno. What a place — no beer, no girls, nothing to see, only 15 yachts trying to fit in a space only wide and deep enough for 3. Nearly ran aground again!!!

**1710 hrs.** Left Bicheno. Out to sea. Next stop???

**January 7th, 1430 hrs.** Still at sea. No. 3 headsail. 25 knots northerly breeze. Position 45 miles east of Flinders Is. Working 2 hrs. on 4 hrs. off. Watches are Phil & Squeak's. Rolf & Chrissy & Richard, Sarge & Roy. Nick feeling sick; in fact he has rarely left his bunk since we left Maria Is. We think it's the flu. Ah ha! I just spotted Nick on the fore deck changing a heads'l. He must be feeling better.

**January 8th, 0030 hrs.** Just after the last entry the breeze swung through the south to the SE. and increased to 20 knots. Cancelled the kite, jibed and poked out the No. 1 rig, to starboard. Average speed 8½ knots with squirts to 11. Heading 330°. A school of dolphins swam along side for about 20 minutes just before sunset. Nick came up on deck just now and is enjoying a quiet steer.

**1450 hrs.** At 1000 we were headed by a 20-knot NE. breeze so we set the Yanmar staysail instead of a slow beat to windward. Oops! Water on the fore deck. Now abeam of Gabo Is. Rolf visited there one year — great place. Two houses, a nice big lighthouse and a couple of antennae used for transmitting weather reports to ships that pass in the night or whenever. Our course is to stay close to the coast to avoid set, and follow it to Eden 35 km away.

**1600 hrs.** Up goes No. 3 again. We were only making 4 kts under motor against 2 knots of set. Were now getting 7 under sail slightly sprung only 30 miles out of Eden. Everyone wanting a shower. E.T.A. 2115 hrs.

**2013 hrs.** Motoring last half mile into Eden. Breeze is now 10 knots from NE. Seas flat. We hope to be staying here a while, long enough for a shower and meals and, of course Sarge, a quiet little drink. There seem to be a few boats here already. I hope its not like Bicheno!

**2400 hrs.** Arrived 2030. Left Eden. Walked up huge hill to country club presented ourselves at the door: instead of the friendly welcome we were used to, the girls were out on their ear; Simon had to sign a Statutory

Declaration that he was 18, just to have a shower. Let's get out of here! We did — swearing never to return — into a 25 knot summertime northeaster.

**January 9th.** All day spent at sea with 28-30 on the snout, bang-bang going nowhere, heaps of set. Very uncomfortable. Had a little meeting and decided to stop at Bermagui — risking the breakwater in the NE swell.

**January 10, 1200 hrs.** Main halyard broke — jammed — last night so no reefs could be taken out (we had two in). Rolf had to dismantle it when it was time to go for the breakwater. Entrance to boat harbour is about 100 yards wide. But a small reef extended out from the port side, which meant we had to stay right over on the starboard side. O.K. We're in. Now there is no water to starboard so quick left turn into deep water. There is a channel about 50' wide which is 20-30' deep, but you really have to rock hop to be there. Incredible place. Next year you bypass Eden and go for Bermagui. Hot showers 200 yards away, no hills; even the girls were welcome at the country club.

After we were all prettied up we hung in for a little drink with the cruising crew of *Apollo* in the Casual Bar (grubs and yachties are allowed). Graham Freeman, Nick Cohen and myself had a game of golf on the course — 9 holes. Nick won and drunk free grog all night, Frizzle came second, me 3rd. The crew off *Ruffian* (M.H.), a Cole 43', arrived a little while later and a great night was had by all at the Bermagui Country Club.

**1600 hrs.** The southerly we were waiting for has arrived and we're off (all 3 of us). Judging by the crowd of on-lookers on the wharf it must be the event of the year.

**1630 hrs.** We're motoring north with full main only. Very light southerly. *Bally* came alongside just now under motor, slowed down to have a chat for 10 minutes or so. I think they had as many girls on board as guys — great way to cruise.

**January 11th, 0900 hrs.** A few hours after the last entry we set the bullet-proof (2.2 oz. storm kite) then peeled to 1.5 oz. At 2100 hours we dropped the 1.5 oz., reached with No. 1 rig and full main. Average speed 8½ knots abeam of the 'gong. Nick hit a record 14 knots (really lifting a leg).

**1000 hrs.** Reset 1.5 oz. kite.

**1350 hrs.** Still running under 1.5 oz. kite. Breeze dying, bearing 190°S. Squeaks had a few practices at working the peak through a couple of jibes which she fumbled a little but she's pretty hot now, a real worker Chrissy going well too and should be able to show Buster Rickard a few tricks.

Beautiful day, sun shining, everybody really tanned. We can see the big smoke on the horizon and can nearly hear the tooting of horns in traffic jams. Sighted more dolphins a while ago but they didn't want to know us — a bit shy.

**1430 hrs.** Noticed a bit of disturbance in the south so down with the kite and poled out No. 1 rig, for safety, off Cape Bailey.

**1445 hrs.** The breeze swinging through the east. I hope we can make it. Speed 9 knots, breeze 15 knots from 80°, heading 0-05°, engine ticking over; we don't want it to swing NE now — not after such a beaut ride from Bermagui. Cape Bailey abeam — nearly home.

**1830 hrs.** That's it. What a great trip.





*Cercle Nautique Caledonien in 1962*



*C.N.C. in 1964. At top left is 'Onya', just in from the New Hebrides!*



*C.N.C. in January 1976, with over 700 yachts.*

# U.T.A. SYDNEY—NOUMEA YACHT RACE 1977

by Peter Rysdyk,  
Noumea Race Director

Having just returned from Noumea, we can give you the latest news "hot from the pen".

The C.N.C. (Cercle Nautique Caledonie) has agreed to vacate a complete Marina for the visiting yachts, which is far superior to the Noumea Harbour previously decided.

They will erect a portable toilet/shower building (containing 8 of each) and supply a courtesy bus, free of charge, which will run continuously on a shuttle service to the town. As in 1974, there will be a bank desk for money exchange, a general information desk and a food and restaurant service. By the way, this restaurant serves scrumptious French meals, e.g., good main meal and desert \$A3.10, a bottle of wine from the bar \$A1.70 (Restaurant \$2.20).

As in the case of the Wangarei/Noumea Race, they would appreciate crews of yachts taking half-day turns acting as 'duty crew' to help out, check behaviour, etc.

After sailing trips (once at night and once at daylight) to the reef passage, with yours truly navigating, we decided that the finishing line will have to be between the Amedee Lighthouse and Tabou Light, which is *just inside*. Special lighted buoys will be laid on the reef edges. Yachts arriving at night will then be guided into a marshall/anchor area until daylight. We are completely at ease with this arrangement, and any reasonable navigator should have no problem at all.



The Amedee Lighthouse, built in 1830 in Paris and transported in bits to New Caledonia. This kerosene light (the only one left in the Pacific) is visible for 18 miles. Amedee lines up with the smaller beacon (see above) to clearly show the entrance to the reef — the same bearing as the rhumb line of the Race.

Finishing at "Petite Passe", right in Noumea, was not acceptable to us due to the dangers during darkness.

By the way, and this is important, the C.N.C. and the Tourist Authority (who are of enormous assistance) insist that we do the 12 nautical miles from the lighthouse to Noumea *under sail* (or motor sail); during the Wangarei, all 79 yachts came in under motor, which was a disappointment for the sail-loving Noumeans.

As stated previously, the French Navy 'mine sweeper' *Le Dunker Quoise*, will escort the fleet for the second half of the course.

*Le Dunker Quoise* will have on board a doctor, hospital facilities, special pump and repair equipment. She will, once daily, give a news broadcast in English and French on 2284 Khz and come up with the yachts on the routine skeds. She will hover amongst the fleet and will be in contact with our radio relay vessel, *Koomooloo*, all the time. She will also be in contact with her base in case helicopter or plane assistance is required.

#### Noumea entries

<i>Capitain Woodin</i>	45' ketch	J. Quintin
<i>Gypsy</i>	35' sloop	P. Rothery
<i>Escapade</i>	39' sloop	M. Accili
"unknown entry"	42' sloop	

(The four entry forms were not delivered to be before I left the Club, so the name of the fourth we don't know.)

*Gypsy* is a hot French-designed three-quarter-tonner, well crewed, and will be out to take the I.O.R. *Escapade* is the New Zealand one-tonner at one time chartered by Syd Fischer; she is re-rigged and well crewed. The others are unknown quantities.

A women's crew entry is very much possible. Sponsor offers are coming thick and fast, but as yet they are not sure of a charter, and they are three crew short including a navigator. Ladies interested to make up a mixed Aussie/French bird entry contact: Phillippe Rothery, Noumea Voile, Noumea, New Caledonia.

The publicity, thanks to U.T.A. and the Tourist Authority, was tremendous during our visit, with full page stories and photos in the newspapers, radio announcements, T.V. interview and some 50 phone calls to yours truly from interested crew members, people offering help, etc. We have decided to supply all crew members distinctive badges. The public will be asked to offer lifts, hospitality and shop discounts to the wearer. T.V., radio and newspapers have promised to announce this request several times daily. The offers of discounts have been close to embarrassing — from 25% at one nightclub to 30% in a perfume store.

This, we believe, is going to be a great race, and we sincerely hope that our crews at all times will remember to act as worthy ambassadors for Australia. We don't need demonstrations of alcohol capacity.

We are working on cheap air transport for crew and luggage, and our U.T.A. sponsors are sure to assist in this matter.

The Radio relay vessel *Koomooloo*, under command of Ex-Commodore, Norman Rydge, will have two daily skeds with yachts and Navy vessels. This will come by Radphone to Sydney at the U.T.A. office where it will be passed on to the C.Y.C. by phone or courier, and to Noumea's Chateau Royal Hotel, by Telex within 45 minutes of commencement of the routine sked. Noumea will receive this within 30 seconds at the Chateau Royal Hotel, where it will be photo-copied and, by courier, sent to U.T.A. Office, Prusinic store, the Yacht Club and the Hotel foyer. At all those places will be a 8' x 3 route chart, and the positions of yachts will be plotted immediately. The T.V. Station will show this throughout the day, and the daily papers will have the plot on the front page each day.

U.T.A. Noumea and U.T.A. Sydney offices will have an extensive window display around the chart. Another chart in Sydney will be at our C.Y.C. Clubhouse. We are in the process of arranging a special phone-answering service for interested persons to ring.

We have decided against the host families; it was proven in 1974 that the French are fabulously hospitable, and the language difficulties only make it more interesting. Skippers and crews are asked to invite spectators on board and make them welcome. By the way, all yachts will be supplied with large name plates to hang on the rigging.

Well, as this issue of *Offshore* has to go to press, this article was written in the plane on the way back in rather uncomfortable conditions, so our apologies if, journalistically, it leaves much to be desired.

#### Noumea Crew Pool

We remind our Members that the Noumea Crew Pool is now functioning. If you're interested in a berth for the race of the return voyage, send name, address, experience and time available to the Club, attention 'Noumea Race Director'.

Skippers needing crew please contact us in the same manner (no phone calls please). We can assist you with navigators, experienced and inexperienced crew, and we have some 20 French yachtsmen desiring to crew on Australian yachts ready to fly over.



# Watson's Knaviguessing Know-how

A Happy New Year to all: Let's hope that CYC's current progress is continued. All the signs are right, anyway, with the Noumea Race and the Southern Cross the highlights of the calendar.

In the last issue, Alexandra Wilson gave credit to the hard working crews of the mark-laying vessels, which took me back to the days when laying offshore courses was a big deal, fraught with adventure. For the 1972 One Ton Cup, we used a total of 11 powerboats for the race organisation! The whole system has been beautifully refined to its present level of efficiency. Do you remember the permanent offshore marks, originated by MHYC and subsequently taken over by YA? — marks that persistently refused to stay in position, or even stay there at all! A number of them disappeared without trace, and the system was abandoned in favour of the Olympic-type course laid on the day.

Over the New Year holiday I visited, by car, the town of 1770, which is situated on the banks of Round Hill creek. Round Hill Head was the first point of landing in Queensland by Captain Cook in 1770 — hence the name of the town. As I drove along the track which passes for a main street, my eye was taken by a strange object in the front yard of one of the houses.

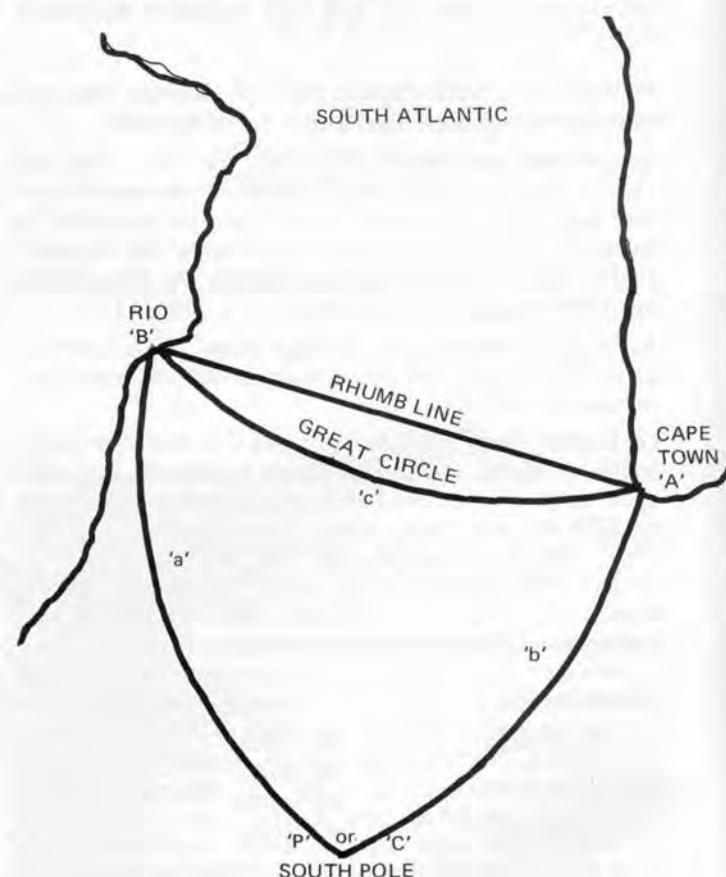


I clambered over the fence to have a closer look, and my first thought was proved correct — it was one of the YA seamarks laid by Peter Cosgrave, Andrew Clinton and myself in 1973 or 74. It was one of the later series because the markings were applied with reflective tape. The house was unoccupied, and questions to the neighbours were fruitless, so how it got there will remain a mystery for the time being.

How did that mark travel over 600 miles North, against the set? Frank Black, one of the Gladstone harbour pilots, came up with what is probably the best guess — that it was fouled by a freighter travelling north and fell off in the vicinity of Round Hill. Anyway, that's where one of those elusive marks ended up.

Back to knaviguessing. Last issue, we discussed Great Circle courses, and you were asked to find the initial G.C. course from Cape Town to Rio.

To do this, we have to solve the spherical triangle bounded by the South Pole, Cape Town and Rio.



There are three ways of doing this. We may use the fundamental cosine formula, on a calculator, say. This formula is:

$$\cos A = \frac{\cos a - \cos b \cdot \cos c}{\sin b \cdot \sin c}$$

The usual way is to use the haversine formula, extracting the functions from Nories or other nautical tables. Then there is a short method, using the ABC tables.

Let's go through the Haversine method first. The formula to find the initial course is:



$$\text{Hav } A = [\text{Hav } PB - \text{Hav } (PA \quad AB)] \cdot \text{cosec } PA.$$

$$\text{cosec } AB$$

where     A     = Initial Course  
             PA     = Complement of departure  
                          latitude  
             PB     = Complement of arrival latitude  
             AB     = Great Circle Distance, expressed  
                          in degrees and minutes.

It now is obvious that we can't find the course until we know the distance, so we turn the formula around to find the distance:

$$\text{Hav } AB = \text{Hav } (PA \sim PB) + \text{Hav } P \cdot \sin PA \cdot \sin PB$$

P = difference of longitude

Let's find AB:

$$PA = 90^\circ - 33^\circ 54' = 56^\circ 06'$$

$$PB = 90^\circ - 22^\circ 54' = 67^\circ 06'$$

$$P = 18^\circ 25'E + 43^\circ 10'W = 61^\circ 35'$$

$$PA \sim PB = 33^\circ 54' - 22^\circ 54' = 11^\circ 00'$$

$$\text{Log Hav } P \quad 9.41840$$

$$+ \quad " \quad \sin PA \quad 9.91909$$

$$+ \quad " \quad " \quad PB \quad 9.96435$$

$$9.30184 \quad . . . = \text{Nat Hav } 0.20037$$

$$+ \text{Nat Hav } PA \quad PB \quad 0.00919$$

$$\quad " \quad " \quad AB \quad 0.20956$$

$$\text{so } AB = 54^\circ 29'.2$$

$$\text{and GC dist.} = 3269.2 \text{ miles}$$

Having found AB, we can now find A, the initial course.

$$PA \sim AB = 56^\circ 06' - 54^\circ 29'.2 = 1^\circ 36'.8$$

$$\text{Nat Hav } PB \quad 0.30544$$

$$- \quad " \quad " \quad PA \quad AB \quad 0.00020$$

$$0.30524 \quad . . . \text{Log Hav } 9.48465$$

$$+ \text{Log cosec } PA \quad 0.08092$$

$$+ \quad " \quad " \quad AB \quad 0.08933$$

$$\quad " \quad \text{Hav } A \quad 9.65490$$

$$A = 84^\circ 27'.8$$

Look back at the sketch and it will be obvious that if angle A is less than  $90^\circ$ , the initial course must be south and west. PA is a meridian, as is PB. So the initial course is  $S84^\circ 27'.8W$  or  $264^\circ .46$ .

That was the long method of finding the initial course, but it also gave us the distance. What does the short method look like? For this, we use the ABC tables in Nories.

$$\text{We need: Latitude of } A = 33^\circ 54'S$$

$$\quad " \quad " \quad B = 22^\circ 54'S$$

$$\text{Difference of longitude} = 61^\circ 35' (W)$$

We enter Table A with  $33^\circ 54'$  as latitude, and  $61^\circ 35'$  as Hour Angle.

We enter Table B with  $22^\circ 53'$  as declination and  $61^\circ 35'$  as Hour Angle.

$$\text{Then, } A = 0.365N$$

$$B = 0.485S$$

$$C = 0.120S$$

Enter Table C with latitude of A, and Course =  $84^\circ .3$ . This is named S, after C, and W, after HA, or d'long. So,  $S84.3W$  is very close to the answer from the long method, with a lot less fuss, although we didn't get the distance.

Having done all that, what do we do with it? For starters, what is the difference between the rhumb line and G.C. distances? Let's work out the rhumb line distance with meridional parts. The formulae are:

$$\frac{\text{Difference of Longitude}}{\text{Diff. of Mer'l Parts}} = \frac{\text{Tan Course}}{\& \text{Distance}} = \frac{\text{Difference of Latitude}}{\text{Cos Course}}$$

$$\text{Mer'l Parts for } 33^\circ 54' = 2151.19$$

$$\quad " \quad " \quad 22^\circ 54' = 1403.01$$

$$\text{Difference} = 748.18$$

$$\text{Tan Course} = \frac{\text{d'long}}{\text{D.M.P.}} = \frac{(61^\circ 35' \times 60)}{748.18} = 4.9387$$

Course is  $N78^\circ 33'W$ . Compare this with the initial G.C. course.

$$\text{Distance} = \frac{\text{d'lat}}{\text{Cos Course}} = \frac{(11^\circ \times 60)}{\text{Cos } 78^\circ 33'} = 3325.7 \text{ miles}$$

The G.C. distance is 3269.2 miles, so we have a difference of 56.5 miles, or 1.7%.

So there lies the basis of the old sailing ship rule — 'Tack to the Great Circle course.' We have an initial difference of direction of  $18^\circ$  between the rhumb line and G.C. courses, with the G.C. track offering a distance advantage of 1.7%. It's just another of the parameters that the poor knaviguesser has to take into account.

After all that brainwork, we won't have a problem this issue. Instead, I would like **you** to raise any problems that intrigue you, or some hints that you think will be useful to up-and-coming knaviguessers. We'll go into print with the best ones, and issue the champers accordingly. If you don't have time to put pen to paper, have a chat with Max Lees at the Club and give him your ideas or problems.

See you next time

Hedley Watson

# MEET



## “BIG MITCH”

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

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

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



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foam sandwich so I asked him why he changed and to talk on the technique he is using.

"There is a great deal to be said for the wooden boat. It has disadvantages such as being susceptible to worms and decay, but wood basically is a very good material to build a boat from.

"But it is very hard to get good wood today. There is no question that the teak you get today is not of the same high quality you got 30 or 40 years ago. And it is very expensive.

"When we first started building the new boats, we tried to find Alaskan yellow cedar, but we couldn't get it. We tried other woods, but anything we could find was less than the best. We thought if we used one of them, it would be wise to put a sheathing on the outside with something like polypropylene cloth and epoxy resin to protect it from worms and to give it strength. The inferior wood we finally located would have required a heavy sheath. We realized that if we had to cover something with plastic, it made sense to use something other than wood inside.

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**"Once you get out of traditional materials you have to shake off many of these old ideas about boat design. Otherwise, you're wasting the advantages of the new materials."**

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"We would cover not only the outside but the inside as well to get strength. The spacing medium we came up with was PVC foam. The best in this line is Airex which is made in Switzerland. We consulted Tom Johannsen at Chemcyl Plastics in Toronto, an Airex distributor, and were convinced that foam was the best choice, all things considered.

"As a spacer between fiberglass layups, the foam triples the strength we would get from the fiberglass alone without adding substantially to the weight.

"In this foam sandwich, you create something very much

like a steel 'I' beam. You increase the strength of the two skins by having the spacer in between. The filler could be almost anything, but foam is preferable for a number of reasons. With wood, you run the risk of it shearing under the glass upon impact. But foam resumes its shape after a bang. It is designed to bond securely to the fiberglass. With wood, it could come adrift because wood doesn't allow for any movement. In addition to its incredible impact strength, the foam is flexible; it is shockproof, won't sheer, withstands water and has great insulating ability.

"This latter feature, incidentally, means you need little in the way of heating or air-conditioning devices. And, the foam virtually does away with the condensation problems normally found inside fiberglass boats.

"So the choice for the 'meat' of our sandwich was PVC foam. We put a minimum of seven layers of fiberglass on either side of it giving us a strength in the hull equal to what you would have on a 100' boat.

"The only comparable boats in our class as far as we know have only about the same amount of glass but no foam.

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**"One of the things not fully appreciated about the gaff rig is that when a boat is sailed 45° to 100° or over, the gaff rigged mainsail developed more power than the so-called Bermudan or Marconi rig of the same area. The Bermudan rig became popular as a result of yacht racing and rules that have little to do with comfortable cruising."**

"Each boat will have, if wanted, a different interior accommodation. However, we do intend to install two bulkheads for structural reasons. We are also assuming that everyone will want the galley and the navigation area aft of amidships for minimum motion. Other than that, the accommodation can vary quite a lot. After everything is in its place, we start fitting her out.

"A lot of time and labor and a tremendous amount of material is involved in putting one of these boats together. Such a boat is not cheap, but it is a boat built for ourselves and our families. It should be the best boat of her size anywhere. It is a boat for a lifetime."

Why did you adopt the gaff rig? I asked.

"We spoke earlier of the desirability of sailing off the wind most of the time at sea to maintain comfort. One of the things not fully appreciated about gaff rig is that when a boat is sailed 45° to 100° or over — the gaff rigged mainsail develops more power than the so-called Bermudan or marconi rig of the same area. Any closer than 45° to windward, the gaff rig loses, but farther off, it gains power at a tremendous ratio over Bermudan. (next page)



## New design for the serious cruising man

(continued from previous page)

"The Bermudan rig became popular as a result of yacht racing and rules that have little to do with comfortable cruising. It was discovered that a tall sail is aerodynamic like the wing of a glider. But as it continued to develop many funny things began to happen so that today you can see yachts sailing very efficiently to windward and the mainsail is *doing little or nothing at all*.

"And then what happens off the wind? Very little because while a sail gains efficiency from the length of its leading edge to windward, there is very little to catch the wind on a reach or a run. So you put up a spinnaker that may be two or three times the total normal sail area of the rig.

"What I am saying is that the modern rig is purely a rig to go to windward and that's all without spinnakers. Spinnakers are fine with a large crew and lots of mechanical aids to make sure you can work all the sails.

"It seems obvious to me that if you're cruising with a family in some remote part of the world, trying to put up a spinnaker can take somebody off the deck or up the mast or lose them overboard very easily. It is a highly dangerous affair without the manpower to handle it.

"To make the modern Bermudan rig, with its huge headsails, reach its peak performance at sea, you may need to change sails 15 or 20 times a day. It's daft to spend your time doing that while cruising.

"Suppose you are sailing along and you see bad weather coming. Most Bermudan advocates would say that you would reef. But people don't do that. They say, 'It's just a squall,' and they're usually in trouble before they start trying to get some sail down. If you've got a large crew and lots of people pulling, you probably can get away with it. But even then you have to round up into the wind in order to free the sail from the track. That leaves the chance of broaching or rolling the boat under or getting badly knocked about by a sea if you pick the wrong moment.

"Also remember that with Bermudan rig, you've got stays and spreaders and what all to keep the mast in place. If you have a failure in any part, the whole thing is liable to go overboard. Cruising, you don't just get towed in by the Coast Guard after that happens and collect your money from the insurance company.

"The gaff rig, in addition to having more power off the wind, avoids almost all of these problems.

"First of all, we need that extra power in a cruising boat because it is heavier. Secondly, there is no chance that the mainsail will jam in the track because there is no track. The mainsail is either lashed to the mast or fixed with masthoops.

"Gaff sails will go up and down with the boat pointed in any direction. No need to run the risk of bringing the boat into the wind to free the sails.

"You can have big strong masts with gaff rig because you don't care about that extra 5° or so into the wind. The mast is also low so you don't have the stress and all the wires to hold it up. If there's a failure, it's too bad, but it's not disastrous.

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**"What it all boils down to is that anyone going to sea for pleasure with a small number of people aboard would not be making a wise choice if he selected a modern rig."**

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"It could be argued — rightly — that fundamentally there is less efficiency also in a multitude of small sails than in one or two big sails. But for ease of handling, the rig with a number of sails is preferable. You can drop the mainsail easily and quickly at any time and you've still got enough sail up to afford full control.

"What it all boils down to is that anyone going to sea for pleasure with a small number of people aboard would not be making a wise choice if he selected a modern rig. You might get talked into it by someone selling boats, or you may not be able to find an alternative, but having done it once, I doubt if a cruising man would do it again.

"What you want is something that isn't as critical, something that's simple, something that isn't dangerous and something that doesn't cost you an arm and a leg to maintain.

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**"A big genny is not a sensible thing to have on a cruising boat unless it's a furling sail. And a furling sail is not a prudent thing to have on a cruising boat."**

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"To get these things and the power you want for a heavy displacement boat, the logical alternative, I think, is gaff rig.

"And there are the nice little things, too. Like you don't have to wake the whole crew up just to change a sail. The watch can do it, while everybody else is snug in their bunks. I've sailed my 28' gaff rigged ketch nearly 50,000 miles and everything has always gone like clockwork.

"I might add that gaff rig has been made unfashionable by yacht racing, a business which is very different from cruising. The few boats with gaff rig are usually old and have been mucked about by people who don't know much about it, so they get worse. And because they are old, things are not in the best condition. But cruising people see that gaff rig makes sense for them.

"On our boat, we can put up as much as 1,200 square feet of sail. But they are all small sails and they are fairly easy to manage even in heavy weather by one or two people. The gaffs bring the main and mizzensails down easily when you want them down without changing course to take the pressure off."

Roller furling was mentioned as an alternative.

"It sounds like a great idea," Johnson replied. "You've got a huge genoa when you want it and everyone is excited. All you have to do when the weather changes is to roll it up and the sail gets smaller. That is all you do providing nothing goes wrong with the gear and it gets stuck in the

middle of some nasty weather. Or that it doesn't go rotten upstairs. It never comes down on deck, so you can't check it to see if something is wrong with it. When something is wrong, you never know it until too late. I think sails should come down on a cruising boat.

"Secondly, a sail is supposed to be somewhat aerodynamic. If you chop away the first three-quarters of it to make a small sail, what's left over can't be aerodynamic. You lose the part in the furl that is designed to drive the boat.

"In other words, a big genie is not a sensible thing to have on a cruising boat unless it's a furling sail. And a furling sail is not a prudent thing to have on a cruising boat."

Johnson's boat is made of three-quarter inch Airex foam core with a minimum of seven layers of fibreglass on either side. Isn't that overdoing it, he was asked?

"We thought the boat was over-built when we started. It is. That's what we want. There is nothing about the construction that bothers me. If something happened, it would do damage to the whole population of the boat long before the boat would break up.

"You have two kinds of people interested in cruising," said Johnson when asked about the little 22 h.p. SAAB engine he has to power his 20-ton vessel. "One of them

is basically an armchair sailor but who might motor about once a year. He reads all the books and writes letters to yachting magazines. Then you've got the other kind of chap who likes to sail long distances. They don't need the same kind of boat. We have all the power we need. Under ideal conditions we could power to about seven and a half knots. To get hull speed of eight knots, you would probably have to double the horsepower and double the fuel consumption. The only boats that really need a lot of power are motor boats that happened to have sails on."

Since *Venus* and *Moon* were created, four more hulls have been built in Bermuda from the original plug. John Frith says he is interested in building more in America for serious cruising people. "It is not a boat for people who talk about going around the world. It is a boat for people with very serious intentions of going around the world," Frith said. "If there seems to be a reasonable number of these serious sailors, we can arrange to make the boat available. But we would be doing a disservice to people who want a big boat to steam around the harbour in. They would be wasting their money. There are plenty of boats on the market for luxurious day sailing. We would like to hear from people about *Venus*. They may write to us: Venus Yachts, P.O. Box 918, Cortez, Florida 33522, USA."

## survive on inflation with Beaufort

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

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


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# OFFSHORE SIGNALS

## Peterson Yachts new Australian marketing arrangements

The New Zealand builders of Peterson Yachts, Customglass Boats Limited, have set up a new Australian marketing company, Peterson Yachts Pty. Ltd., in conjunction with David Rose Yachts Pty. Ltd., of Pittwater, and with David B. Dixon, a C.Y.C. Member and Secretary of the Half Ton Yacht Association of N.S.W.

This Doug Peterson designed range is well known in Australia for its success in the 1/4-, 1/2- and 1-ton classes (the 1/4-tonner is the descendent of *Ruthless* (winner Montagu 1975) and the 1/2-tonner comes directly from the '74 and '75 World Champions).

Peterson 1/2-tonners will now be available at all times ex Sydney Harbour; there are two versions, one for 'flat-out' racing and another for cruising/racing. The 1/4-tonner is available at short notice. And for anyone wishing to have a new yacht ready to compete in the World One Ton Series in N.Z. this November, delivery can be taken in New Zealand.

## New sail-it-yourself charter service in the Whitsunday Passage

If you've been dreaming about cruising the Coral Coast but can't see yourself taking the time to sail up there, you'll be interested in a new 'bareboat' charter service of Coral Coast Boat Services Pty. Ltd., Box 558, P.O. Darlinghurst, N.S.W. (phone 212-3060 - a.h. 389-2937).

You fly to Mackay, then take a commercial helicopter (or charter a light plane for a one-hour sightseeing trip over the islands) to Shute Harbour, where awaits your 'Mottle 33' charter sloop. Some pains have been taken to outfit the yacht for comfort - 10 gal. hot water, 60 gal. cold water, refrigeration, pressure electric shower w/ mixer, electric fans, ssb 6-channel radio, CB radio, cassette quadrophonic stereo/radio, linen and hand towels,

tents, sleeping bags, comprehensive instrumentation for sailing and navigation, all charts, 11 hp diesel, and more.

Needless to say, the yacht will be hired only to experienced yachtsmen (a recommendation from your Club Commodore or Secretary or other proof of experience is requested). It's all yours for \$95 a day (10% discount on charters exceeding one week) plus about \$8 a day for insurance (and a \$100 bond is required to cover minor losses and damage).



## Navigation Aid

The Plotmaster Navaid is an Australia-designed-and-manufactured navigational plotting device intended for the racing and cruising yachtsman.

It consists of a two-piece plotting board about 10" by 10", and with it the user can solve a wide variety of navigational and tactical problems, such as: plotting courses to a distant mark; solving apparent and true wind for tactical purpose; DR plotting, particularly when short-tacking to windward; use of visual and celestial observations in determining a yacht's position and similar functions.

Protractors, dividers, parallel rules or distance scales are not required in using the Plotmaster, as these functions are incorporated in the basic design.

The Plotmaster is capable of improving yacht performance and, as such, would be a useful addition to all craft.

Available now from Plotmaster,  
P.O. Box 171,  
Wahroonga. 2076.

for \$12-50\*, postage and packing paid.

## Free Swaging Service

Recently-opened S.O.S. Marine in Bayswater Road, Rushcutters Bay, offers free swaging with any purchase of wire or terminals. The new chandlery has been established to overcome a shortage in the area and caters for both sail and power boat enthusiasts.

The owner of S.O.S. Marine, Rob Drury, is himself a keen Contender sailor with 10 years sailing experience. He has installed a 25 tonne Talurit press and roll swaging equipment for fittings up to size 12. Customers may use the equipment free of charge for swaging their own fittings.

Located in the Bayswater Road next door to Rushcutters Bay Post Office, S.O.S. Marine is open until 7 p.m. Monday to Friday to cater for the needs of people who can't shop during normal office hours. The store is also open from 9 till 3 on Saturdays and 9 till noon Sundays.

# CLUB NOTES



## C.Y.C. General Manager, Michel Le Bars

Our new General Manager was born in the U.K. and completed his education in the Mediterranean. He did National Service in the British Army Parachute Regiment and spent the following twelve years in Tanganyika, East Africa in the Colonial Service. Michel joined the Australian Regular Army following the independence of



Tanganyika, and he served in Viet Nam in 1965-66. Since leaving the military, Michel has been engaged in personnel and business administration. He is married with two children and lives at Avalon Beach.

Michel is a keen sailor and skier. He owns a Primaat, *Kumulla*.

## Sailing Secretary's Report

Much has been written and will yet be written of the 1976 Hitachi Sydney-Hobart Race. It, indeed provided a variety of breezes and a wealth of experience which will not be forgotten by those crew doing their first or even

second and third Hobarts. Jack Rooklyn told me that *Ballyhoo* was down to three reefs and a spitfire jib and added that had they had a fourth reef it would have been in.

Even that would not beat the fellow who claimed that he was down to double-reefed rosary beads.

Of the incidents reported to me my vote must go to Julius Charody for "doing the right thing". *Shenandoah* lost her mast 80 miles south of Eden in not the best of weather. After rigging an aerial on a spinnaker pole and transmitting their position and status, they made progress under jury rig to a position some 8 miles from Eden. They had ample fuel but, on starting the engine, it siezed, and they were given a tow into port by another retired competitor.

Immediately after arrival Julius reported by phone to the Information Centre at the Club, and his words were "I have lost my mast, I have lost my engine but we have not lost our spirit and will be racing next year".

\* \* \*

I had hoped that the New Year would bring in a resolution by all yachties to have their entry forms in before closing dates. Alas, it has not happened. What about it fellows?

\* \* \*

For our first race of the year on the 22nd January we had a combined C.Y.C./M.H.Y.C. fleet of 60 in a race

to Botany Bay and return. Who said there was no interest in racing in January?

— Max Lees



## Geoff Lee in new Scout position

The National Executive of the Scout Association of Australia has elected Geoff Lee as its International Commissioner.

Geoff has had over 30 years of continuous service in the Scout movement as a Cub, Scout, Rover, Scoutmaster, District Commissioner and, for the past 12 years, Area Commissioner for the East Metropolitan Area in Sydney. He was awarded the Silver Acorn in 1971 for distinguished service to the movement.

In private life Geoff is the Managing Director of Hodgson & Lee Pty. Ltd., a large electrical engineering company with offices in Melbourne and Sydney. As a C.Y.C. yachtsman, Geoff held the N.S.W. 30sq. metre championship with *Teal*, and in 1972 won the Blue Water Championship in *Taurus*. A regular starter in the Hobart, he will be competing in *Geronimo* this year.

## Children's Christmas Party Report

On a sunny Sunday early in December, a howling southerly was matched only by seventy howling kids, who were 'lollified' and entertained by incredible magical acts at the annual Cruising Yacht Club children's Christmas Party.

Many were involved in helping to make this party a success, and our thanks must go to Mr. Jason Lea of Darrell Lea's for providing the sweets for the kids to gorge themselves on.

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Also to Mr. John Walton, of Waltons, our thanks for choosing the presents and delighting all those who received them — although Dominique James (5 months) was heard to comment that he didn't appreciate Santa's humour for giving him a present for a five-year-old.

Nevertheless everyone enjoyed the afternoon, particularly the parents, who were able to enjoy the sun, while their proteges and future forward-hands were held spellbound by Tim Coombs with magical acts lasting well over one and a half hours. Tim expects to be inundated with calls for permanent bookings to look after children of families for such a period.

The day would not have been complete were it not for Santa, who arrived right on time. Charlie, the tender driver, acted as reindeer and complete with red nose acting as a port navigation light, guided a rather trim-looking Santa into the park where he carried out his time-honoured duty.

It was all worthwhile, for after handing out all the presents, Santa received no less than three letters to

take back with him to the North Pole — presumably for next year!

— Robin Landis

## Publications Committee

Now that the work associated with the production of the 1976 Hobart program is over (we now merely have the task of planning the '77 issue!), I am writing to thank the members of the Publications Committee and many others for their efforts in making this the finest and most profitable issue of the Hobart Program yet produced.

One cannot, here, thank every helper individually; a number would have given many hours to the project. But our Editor, David Colfelt, must be specially commended for his most creative effort, also Neil Bennetts, O.C. advertising, who spent a considerable time on this activity. Each of the other members of the Committee contributed much in the areas of policy, editorial, administration and distribution.

Among the others to be acknowledged are Peter Harrigan for his cartoons and Bob Ross for his article — first two of

several enthusiasts who also helped us. The girls in the office and that great marketing team, the Ladies Auxilliary, gave vital help. Finally, our printers, Wymond Morell, who met our requirements to do the job in half the normal time and came up with such fine quality. To all, on behalf of the Club, thanks.

Tony Cable  
Chairman, Publications Committee

## Crew Pool

The Cruising Yacht Club of Australia has created a "Crew Pool" for its promising U.T.A. Sydney-Noumea Yacht Race starting on Saturday 7th May, 1977, and coinciding with school holidays.

The strong interest shown so far by yacht owners could cause a shortage of hands, and to avoid this the crew pool was started. Yachtsmen interested in a berth or, for that matter, skippers wanting crew, write to The Naumea Race Director, Cruising Yacht Club of Australia, New Beach Road, Darling Point, 2027, with particulars of name, address, age, experience and available time (from two weeks up to two months).

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Above: Lindsay May receives the Barry Vallance trophy for the best log book in the 1976 Hobart. He also won a Hitachi colour TV which was presented by Grahame Harmer, N.S.W. General Manager of Hitachi.



The G.W. Rex Trophy for the navigator on board the overall winner of the '76 Hobart went to Bob Brenac (left). Standing next to him (l. to r.) are John Pickles, owner/skipper, and Albert Mitchell, sailing master of 'Piccolo'.

## Marina News

(continued from back page)

Mention of Joseph Conrad reminds us that he was Polish, his full name being Teodor Jozef Konrad Korzeniowski. Entering the British merchant service he rose to be captain and for two years had command of the Australian barque *Otago*. She was a beautiful little ship which he described as "... a high-class vessel, a harmonious creature in the lines of her fine body, in the proportioned tallness of her spars."

On retiring from the sea he wrote some of the finest sea literature in the English language. Meanwhile his old command, the *Otago*, became a hulk in Hobart. A few years ago she was towed up the Derwent, partly demolished and left to rot in what is now Otago Bay.

All this is leading to the ketch, *Balia*, built at Woodbridge near Hobart in 1974. Roy Kemp built her to a design by Lord Riverdale and Arthur Robb, and she is 53 feet overall, 41 feet on the waterline and has 12'7" beam. There's a Volvo 4 cylinder MD21 aboard somewhere, discreetly out of sight.

A powerful cruising yacht, *Balia* has that indefinable look that Tasmanian builders get into their boats somehow. Naturally she is of Tasmanian timbers, except for all that beautiful panelling inside her. That is Queensland cedar from a church well over a hundred years old.

Lech Kula is the owner-skipper and the crew consists of his wife, his brother-in-law and several attractive children. The voyage is not great as great voyages are counted at the marina, but most of us have done a version of it and know it to be worthwhile. Hobart, Triabunna, Eden and Sydney are the ports concerned, the yacht mooring at the marina on 13th January. The journey back to Hobart will also be via a few intermediate ports, most likely.

The after cabin is lighted by a porthole taken from the ruins of the *Otago*. It is a small porthole about four inches across, from the stern of the ship and still has the original glass. Joseph Conrad himself must have looked through it often.



# MARINA NEWS



by Jack North

*Kirsten* of San Francisco is basically a Colin Archer design with the coach-house eliminated. This makes her a high-wooded double ender with cutter rig. And she is built of ferro-cement, a material that Colin Archer probably never dreamed of.

With a length of 32'6" on deck she measures 41 feet from bowsprit tip to sternpost and has the broad beam inherent in her class. This is quite a lot of boat which took four and a half years to build. Her owner, Stan Pease, built her. A Volvo 2 cylinder motor spins the propellor on the rare occasions when it is used, and, unlike some visitors, she has the minimum of electrical gadgets.

*Kirsten* left San Francisco in February 1976 and cleared San Diego for Tahiti in March. On the first night of this passage she struck violent weather which cost her her topmast fitting. Hence she was seventy five days on the way from San Diego to Papeete.

After a couple of months in Papeete the yacht proceeded to Moorea, Tikehau, Taha'a, Raitea, Huahine, Bora Bora, Maupite and Raratonga. The passage from Raratonga to Sydney took fifty seven days, riding the south-east trades most of the way. As she is a roomy ship these long spells at sea appear to cause no great hardship for the crew which consists of Stan Pease, his wife, Joan, and daughter, Karen.

They hope to sail north of Australia and into the Mediterranean by way of Suez. But future moves are not tied to any hard-and-fast schedule, and that is the ideal attitude for anyone making a long cruise.

Another American visitor is the sixty foot.yawl, *Affair*, of Chicago. Designed by Ronald Carter, she was built at the Cheoy Lee Shipyard, Hong Kong, in 1965. A 6 cylinder B. & W.

diesel lurking down in the engine room gives her seven or eight knots at 106 horsepower.

*Affair* left Florida in December, 1973 to cruise the West Indies and the Caribbean until October 1975. She then passed through the Panama to the Pacific. For a year or so she wandered, mainly in the southwest Pacific area. Her passage from Noumea to Coffs Harbour took five and a half days, and she arrived in Sydney on 30th December last.

The whole cruise is said to have been free of problems, the main worry being lack of breeze. Only the lady owner, Theo Sectorsky and the skipper, Jeff Munger, remain of the original crew which sailed from Florida. They propose to cruise the Australian east coast and the Barrier Reef before heading for Malaysia. After that, a Red Sea and Suez Canal passage is possible.

The sloop *Mazurek* was built at the Joseph Conrad Yacht Yard in Gdansk, Poland — that is pronounced 'Gdaesk' for those of you who aren't too well up on the Cyrillic alphabet.

Of fibreglass construction, *Masurek* is 9.5 metres by 2.7 metres which, if my mathematics are correct, is 31'8" by 9 feet. But she looks narrower than that on deck owing to a considerable quarter-rounding at the gunwale. A 10 horse Volvo is used for mooring and suchlike harbour manoeuvres.

Plenty of smaller craft are privately owned in Poland, but I understand this does not apply to deep-sea yachts. *Masurek*, owned by the Polish Yachting Association, has been made available to Krystyna Chojnowska-Liskiewicz for her present voyage. Krystyna's husband, who designed the boat, was in charge of construction and she explained that she is sponsored by the Association.

The yacht was shipped from Gdynia on the Baltic Sea, to Las Palmas in the Canary Islands, all Polish ports being icebound at that time of the year. Krystyna travelled as a passenger in the same ship and, on 28th March 1976, departed Las Palmas on the first stage of her single-handed voyage. Sailing through the West Indies she made the Panama transit to the Pacific. Then, using the Marquesas, Tahiti and the Fijis as stepping stones, she headed for Sydney, to arrive at Rushcutter Bay on 10th December, 1976.

There were a couple of longish passages in the Pacific. Forty days from Panama to the Marquesas and thirty four days from Suva to Sydney are times that reflect the weather encountered on the way. Light-to-moderate breezes prevailed with, sometimes, flat calms. This seems to be the pattern met by all recent long-distance visitors to the marina.

Nearing the Australian coast *Mazurek* met her worst weather so far, when for ten days the breezes came at forty to forty-five knots. This caused the skipper no concern for the ship handled the conditions well. Krystyna has enthusiastic praise for Sydney Radio who issued frequent weather reports, all of which were accurate. She intends to sail north-about and will probably complete her round-the-world voyage by way of the Cape of Good Hope.

I think that she is the first woman single-hander to visit the marina on a long ocean venture. Joseph Conrad would be astounded, but when he recovered from the shock I fancy he'd voice the admiration most seamen (sorry, seapersons) feel at this feat.

(continued page 39)

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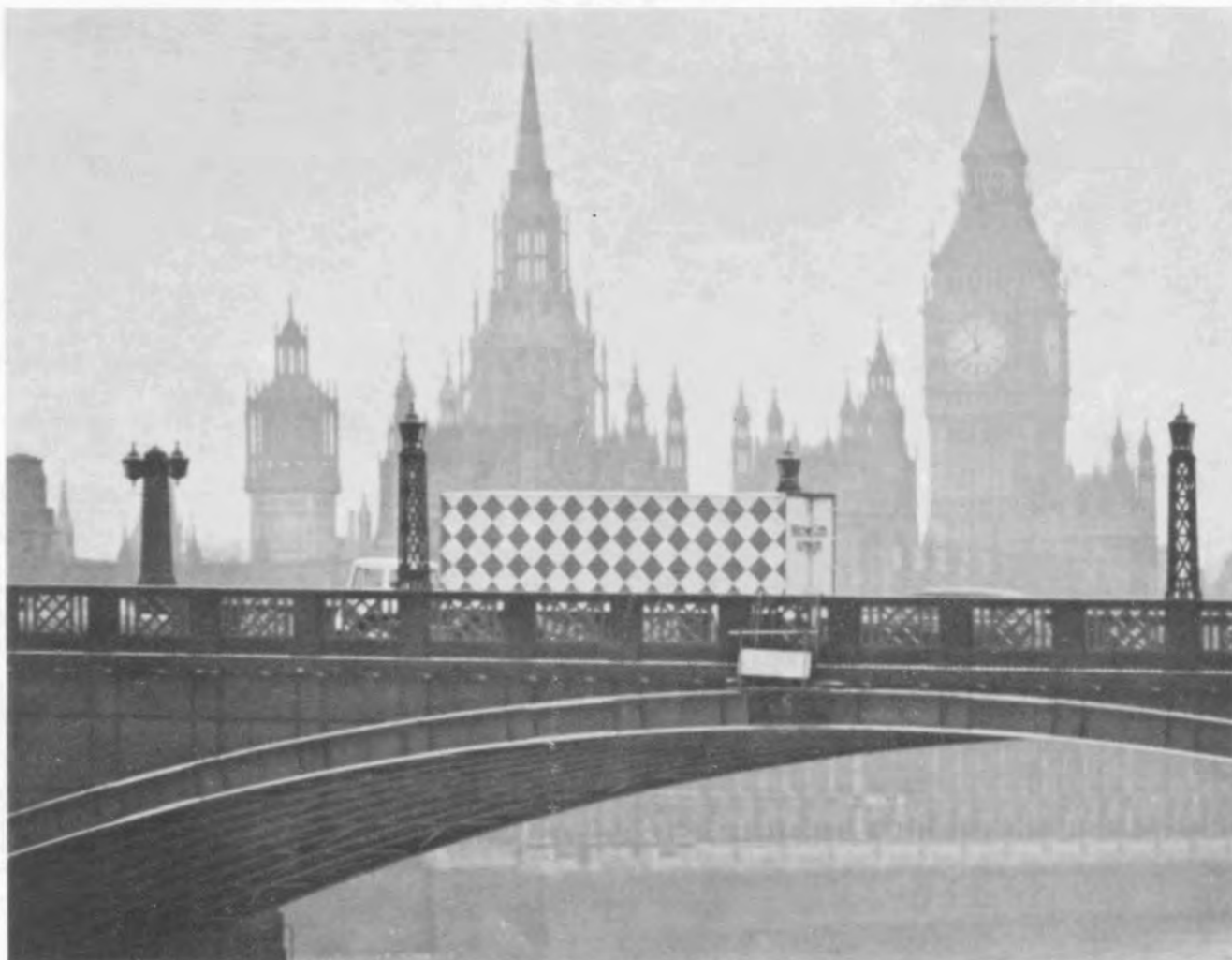


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