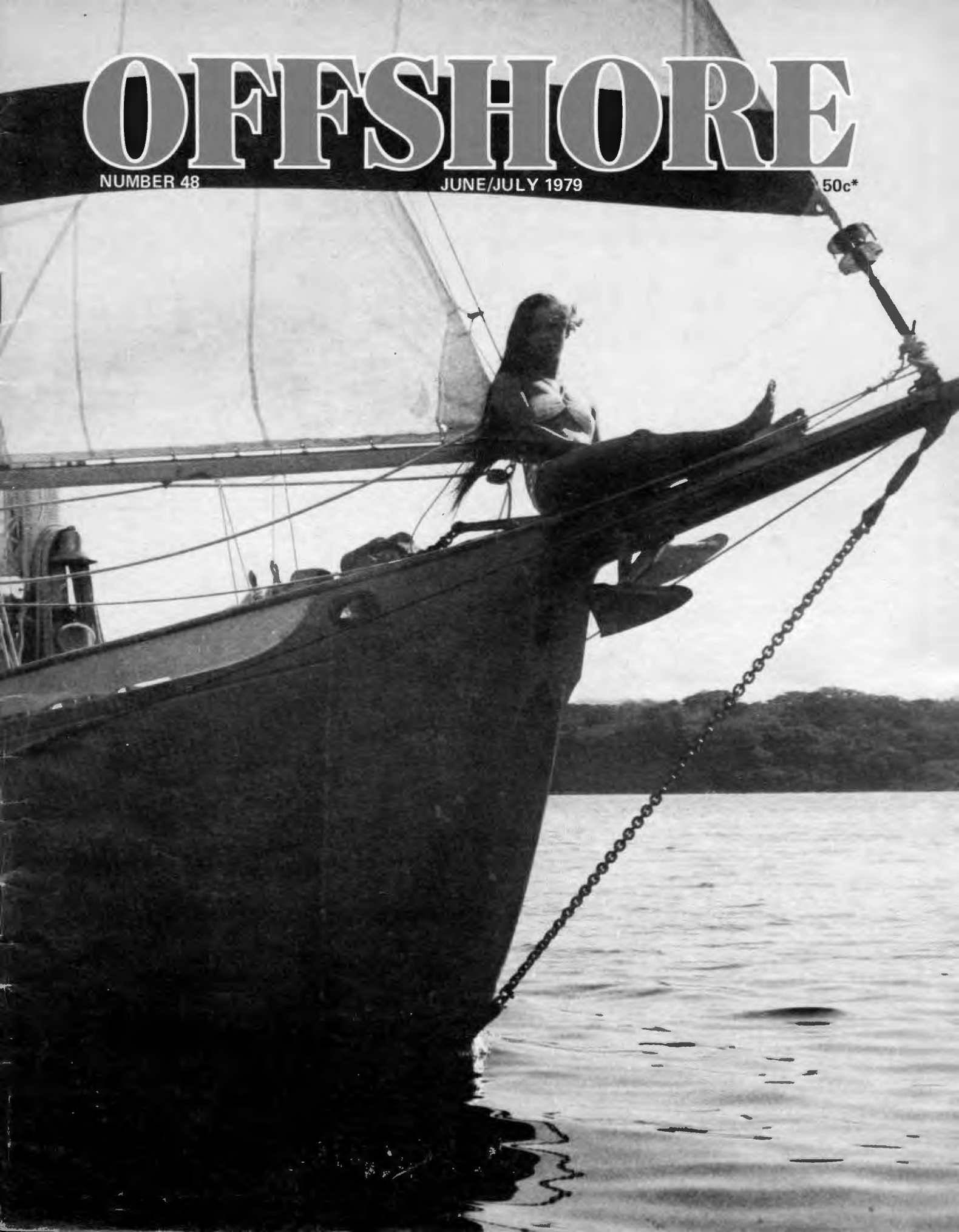


OFFSHORE

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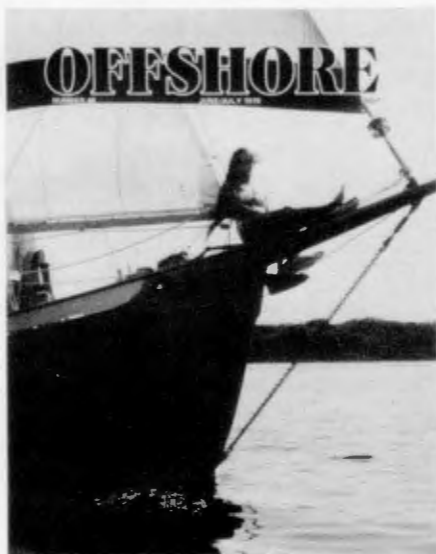
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Cover:

The schooner 'Capella', one of two charter schooners operating out of Port Vila in the New Hebrides, sailing on Mele Bay.

Photograph by Peter Campbell.



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Village scene in the New Hebrides.

**Story and photographs
by Peter Campbell**

Vila — a little south-west Pacific trading town and port-of-call for cruise ships — is soon to become a new name in the list of regular destinations for Australian racing and cruising yachtsmen. Vila will join Noumea, Suva and Port Moresby as a finishing port for the expanding number of long ocean passage races now being sailed from Australia to the Pacific.

More than 25 Australian yachts among the fleet competing in the UTA-Peugeot Sydney-Noumea Race which starts on June 16 will compete in the inaugural Burns Philp Noumea-Vila Race which follows on July 3 this year. And next year will see the introduction of a race direct from Sydney to Vila to mark the independence of the New Hebrides from the condominium government of British and French Commissioners.

The Australian fleet will probably be joined in Vila by yachts competing in

a race from Tauranga, New Zealand. In fact, Cruising Yacht Club of Australia director Peter Rysdyk envisages an International contest between the Australian and New Zealand fleets racing to Vila in 1980.

Rysdyk, Race Director of the 1979 Sydney-Noumea Race, is also the man behind the inaugural Noumea-Vila Race, building up local enthusiasm and obtaining substantial sponsorship. He already has an official government invitation to organise the Sydney-Vila Race next year as part of the New Hebrides' independence celebrations.

If the preparations and enthusiasm for this year's Noumea-Vila race are any indication, Australian yachtsmen are in for a welcome they will long remember. And it won't be a welcome limited to Vila, but from people throughout the New Hebrides — the French, the British, the Australians and New Zealanders

and, most importantly, from the New Hebrideans themselves. The yacht race is big news in the New Hebrides, even in the outer islands.

For example, on a recent visit to Tanna, the southernmost major island in the New Hebrides Group, the yachts coming from Australia was big "tok tok" when I went to the village of Aniamagel with two other Australian yachting journalists, Bob Ross, editor of *Australian Sailing*, and Norman Milne from the *Financial Review*. Chief Tom Youkalope, traditional chief of this village where the men still carry bows and arrows, had already heard of "wanfala intanasonal iot res we bambae ol seling boat blong Osterlia, Fiji, Nio Keledonia mo Nui Hebridis oil tak pat long hem, bambae i stat long Nui Keledonia blong kam long Vila, long namba won Julae long tis yia" which is how the race is described in pidgin.

The chief wants the yachtsmen from Australia to visit his island and come to his village and tell their stories about the race, the size of their yachts and the distance they will have sailed across the Pacific.

Tanna Island lies 120 nautical miles southwest of Port Vila and while there are several good anchorages for cruising yachts, most yachtsmen sailing to Vila this year will probably prefer the one hour flight to the island in an Air Melanesia Britten-Norman Island twin or tri-engined aircraft rather than beating against the tradewinds.

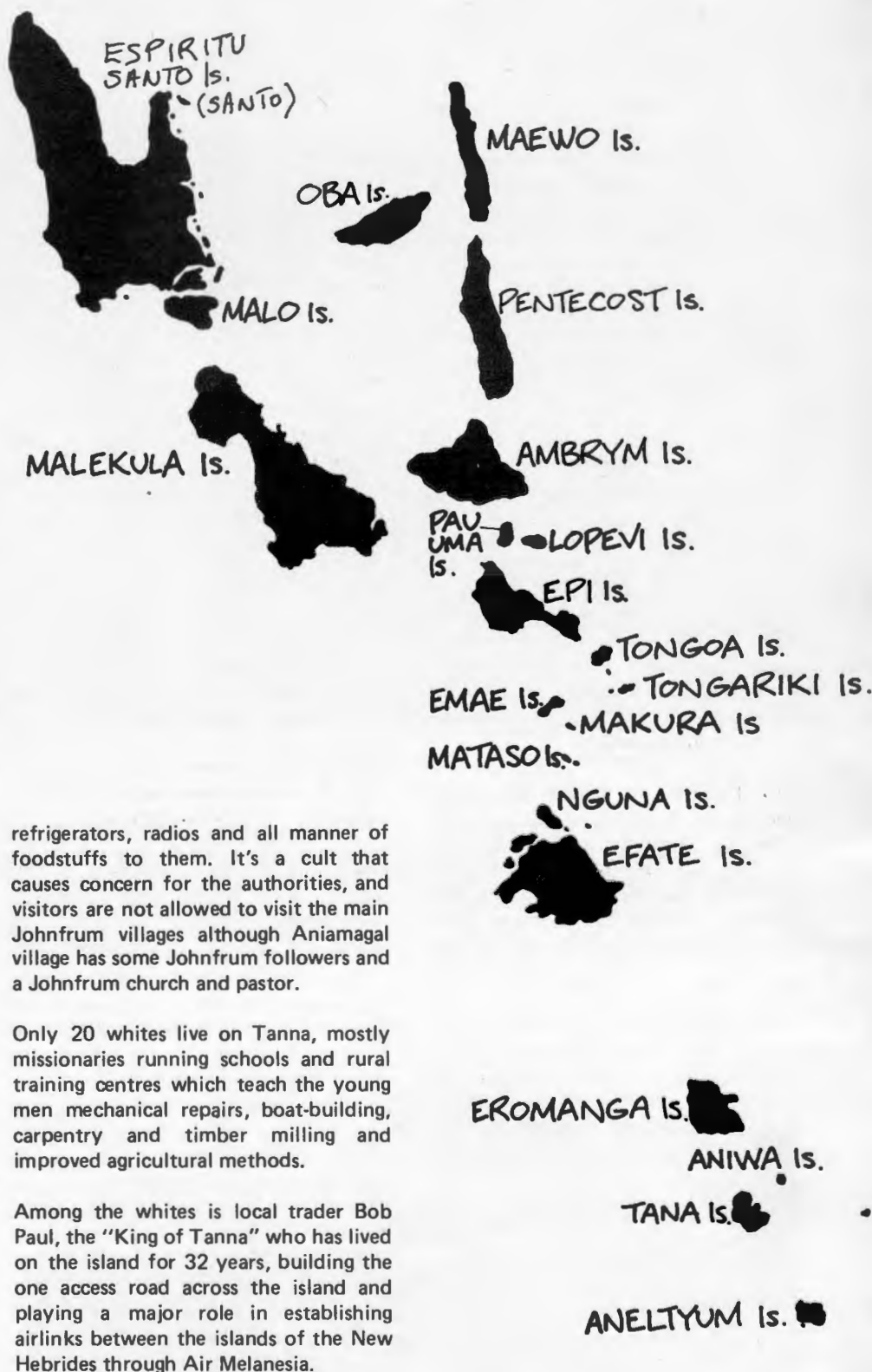
The island typifies the unspoiled outer islands of the New Hebrides, swaying coconut palms fringing the shoreline with green mountains behind them, thick in jungle vegetation. Here some 15,000 Melanesians live, still strongly observing the customs and traditions of their forefathers.

While the coastal villages are missionised, the bush people who live in tiny villages in the mountains virtually have no contact with outsiders other than selling and buying produce and livestock on market days. They shun white people.

Tanna is famous for its active volcano which rumbles and roars all day and night, belching black smoke and glowing coals from the bowels of the earth. The volcano is a mountain of black ash, rising 900 feet above a freshwater lake and generally is considered safe enough to be climbed with a guide. But I can assure you it is hard work and you have to be fit.

It is from this volcano that legend has it that Captain Cook (who charted the New Hebrides in 1774) stole one of seven sacred stones and took with him a curse. "Look what happened to him in Hawaii", is the warning given by English-speaking guide George Nikihi. So don't go taking away any rocks from the volcano! Incidentally, George climbed the volcano 1030 times as a guide before enlisting local villagers to do the climbing while he drives the landrover across the mountains.

Tanna is also the home of the Johnfrum cargo cult, a group of several thousand villagers who believe that aircraft will come from America under the direction of "John From America" and drop



refrigerators, radios and all manner of foodstuffs to them. It's a cult that causes concern for the authorities, and visitors are not allowed to visit the main Johnfrum villages although Aniamagal village has some Johnfrum followers and a Johnfrum church and pastor.

Only 20 whites live on Tanna, mostly missionaries running schools and rural training centres which teach the young men mechanical repairs, boat-building, carpentry and timber milling and improved agricultural methods.

Among the whites is local trader Bob Paul, the "King of Tanna" who has lived on the island for 32 years, building the one access road across the island and playing a major role in establishing airlinks between the islands of the New Hebrides through Air Melanesia.

Port Vila

However, Port Vila will be the main centre of activities when the yachts arrive from Noumea and, if my experiences are any criterion, they will find the hospitality overwhelming. They are in for a week of celebrations at Port

Vila, capital and administration centre of the New Hebrides, and situated on Efate Island. After that, many of the yachts plan cruises to the outer islands before returning to Australia.

Port Vila is a colorful town — a mixture of Europeans, Chinese and Vietnamese along with the New Hebrideans. The mixture of traditional French and British cultures affords a variety of activities and some of the finest cuisine to be found in the South Pacific. Coconut crab is a must at any of the good French-style restaurants, but also try the flying fox (a gamey taste with a distinctive mango flavour) and the locally grown escargots.

The colorful market in downtown Vila enables residents to buy a wide variety of fish, crab, bananas, fruits, and all the island-style vegetables imaginable. There is also a wide selection of excellent island gift stores, duty free stores and the large department store of Burns Philp, generally known as BPs, which offers a choice of general merchandise including clothing, foodstuffs, a wide selection of French wines and beer from Australia, and the best selection of French perfumes available.

Burns Philp are, of course, the major sponsors for the inaugural Noumea-Vila yacht race, an appropriate link as they are also one of the major trading companies operating throughout the southwest Pacific. Burns Philp have made a sizeable contribution to the

organisation and running of the race to Vila and, according to Peter Rysdyk, are delighted with the number of entries. Burns Philp will present the line honors trophy with replica and the first on IOR with replica.

Additional sponsorship has also come from UTA French Airlines, Air Melanesia, the ANZ Bank, the Hotel Rossi and Marlboro cigarettes. But the real sponsorship will come from the people of the New Hebrides in their welcome to the yachts and their crews.

"The whole town of Vila will open up for the yachtsmen," says Bill Webb, chairman of the Race Committee and the man who has put such a great effort into promoting this race. Bill will be sailing his own boat, Joker, in the race now that it has returned to Port Vila after competing in the 1978 Hitachi Sydney-Hobart.

I've certainly never before found such widespread community support for a yacht race and I'm certain it will be the forerunner of regular ocean races and cruising trips by Australians to the New Hebrides. As I said earlier, enthusiasm for the race, and a further Sydney-Vila race next year, ranges right from the top level of government down to the island villagers.

The Condominium Government of the French and British, the coalition Government of National Unity which is paving the way to independence, the

French, British, Australian and New Zealand nationals who make up the bulk of the business, commercial and professional community, and the New Hebrideans are all behind the yacht race and many will be closely involved.

Chief Minister of the Government of National Unity, Father Gerard Leymang and the Deputy Chief Minister, Father Walter Lini, both churchmen who lead opposing political parties, see the yacht race as an important means of strengthening economic and cultural ties with Australia as well as being an exciting sporting event. They will host a cocktail party for visiting yacht owners and navigators.

British Resident Commissioner Andrew Stuart is opening up the grounds of his old colonial residence on Iririki Island in Vila Harbour to entertain 1200 people at the trophy presentation. He is also sailing in the Noumea-Vila Race aboard Bill Webb's Joker.

The French Resident Commissioner, Inspector-General Jean-Jacques Robert, is sponsoring a Bastille Day yacht race over a 50-mile course to Hat Island and back and the French community will entertain yachtsmen to a special French party.

The fewer-than-fifty members of the little Yacht Club Port Vila are extending their clubhouse, planning barbecues and parties and drawing up a roster to finish the yachts as they cross the finish line off the clubhouse where only dinghies normally sail.

And in the Terrace Bar of the Hotel Rossi, on Vila's waterfront, Pedro the New Hebrides barman is preparing for an onslaught of thirsty sailors at any time of the day or night as they finish the race.

Customs and port authorities are making life easier for the yacht owners by setting up official reception desks on the Terrace at the Rossi. There will also be a central office on the waterfront where yachtsmen need only drop in a list of requirements — food, grog, ice — and it will be there waiting for them later the same day.

Each boat will have local hosts who will entertain the crews, take them to parties and on island tours. They'll even organise laundry.

Hotel Rossi at Port Vila. Yachts will moor off this point at the end of the Noumea-Vila Race.





View from the mountains on Tanna across to volcano.

As the yachts finish, the bars at both the yacht club and the Hotel Rossi will be open 24 hours and there will be a live band playing most nights. Yachtsmen will be made honorary members of the Tennis Club (gambling and disco) and the Le Prive Club, a French-type disco. Other sporting activities planned include a cricket match and a rugby game.

As many of the Australian yachts coming to Vila (the fleet is expected to total about 35 yachts with local and visiting boats) will be cruising the outer islands during their stay in the New Hebrides, special cruising packs are being made up, giving local information on how to get into the best anchorages, the correct ground tackle to use, local native customs, snorkle and scuba diving areas, fishing spots, the scenic spots ashore. Many of the locals will probably offer to guide the yachtsmen.

The New Hebrides islands are well charted and the Pacific Pilot is full of information. Apart from in the northern chain of islands, there are few coral reefs and the trades blow consistently during the days, lightening off at night.

According to Bill Webb, the fleet can expect an easy beam reach or a run from Noumea to Vila with a daytime trades of 20-25 knots. He says the weather should be fine in July with no rain and a daytime temperature of between 20 degrees and 27 degrees Celsius and at night 19 degrees to 20 degrees.

The islands

After the race and celebrations in Port Vila, my suggestion is to cruise northwards — after a day's flight to Tanna and back. There is some fine cruising just around the island of Efate — some of them just a day's sail there and back from Port Vila. The best guys to talk to in Vila are the two young Americans who run the charter yachts.

For example, there's Hideaway Island, a beautiful five-acre island nestling in the tranquil waters of Mele Bay, Port Vila. The native people of Mele Village on the shore opposite the island lived here for 100 years and now it's a small island resort where great care has been taken to preserve the natural beauty of the island by building with local native

building materials and placing the fares (bungalows) facing the southeast trades. You can anchor off the island, go ashore for a drink or dinner.

Further afield is Hat Island, some 50 miles there and back, with good anchorages and ashore wild goats and an ancient native burial ground. Further around the coast on the northwest of Efate is Havannah Harbor, a magnificent harbor which during the War once had 100 ships on the US Navy anchored at one time. The water is deep but crystal clear and at Somoa Point is one of the best sandy beaches in the Pacific.

If you do decide to sail southwest, there's the island of Erromanga on the way to Tanna. This island was famous last century for the sandalwood trade and from here ships carried thousands of tons of sandalwood to China and Australia. There was also a large stand of kauri pine which was until recently exported. The people of this island earn their income by selling sandalwood and trocas and green snail shells. Dillon's Bay is the main port and town-



Left-over relic of wartime, a huge ship's propeller.

ship on the island and is a good anchorage — about a day's sail (80 nautical miles) from Port Vila. Dillon's Bay is on the western side and on the opposite side is another small harbor, Cook's Bay, but some local knowledge is needed to find the best anchorages.

On Tanna Island, the main port of entrance is Lenakel anchorage, a small bight in rocky coastline and although there is good holding ground there is considerable surge in southeast trades. On the northeastern tip of Tanna is Port Resolution, named by Cook after the vessel he commanded. This is a good anchorage but care is needed in going ashore as this is Johnfrum cargo cult country.

The most southern island in the New Hebrides group (some 40 mountainous islands in all plus numerous islets and rocks) is Aneityum. Port Patrick, near the middle of the north coast of the island, is an excellent anchorage.

Port Aneityum, near the mission and village of Anelgauhat, on the southwest side of the island, is another good anchorage, protected by an off-lying coral reef. This is a beautiful island with excellent reefs for diving and good fishing.

One small island worth visiting in the southern group is Aniwa, some 10 miles northeast of Tanna Island where there is a lovely lagoon and good diving for shells and lobsters.

However, more than likely most yachtsmen planning a cruise after the Burns Philp Noumea-Vila Race will prefer to sail northwards, with the trades on the beam or astern. Just north of Efate Island, on which Port Vila is located, are a host of small islands and rocks and probably the best island to make a call is Emae Island, thickly wooded with three beautiful mountains. There is an anchorage off Sesaki Village with the best landing near the trader's house.

Sailing northwards, there are the Shepherd Islands, a group of seven islands and several islets and rocks and one should certainly sail through these in daylight, as many of the rocks are difficult to see and there are strong tidal currents. The biggest island is Tongoa where there are two anchorages.

Epi Island is the first large island north of Efate, a volcanic island with dense jungles and high mountains with highest mountain rising 2,770 feet (844 metres) and usually covered by cloud. The natives on the south coast call this mountain Tava ni Kutali while those on the east coast call it Ni Ka lo. There are many reefs surrounding Epi and the good anchorages are somewhat limited to Nelson Bay, Ringdove Bay and off the small island of Lamen on the northeast tip of Epi.

Probably the best cruising waters of the New Hebrides group are to be found around Malekula Island which is also the

second largest island in the group. The main cruising waters are along the northeast coast where there are dozens of small islands, all densely populated.

While the coastal natives are Christian and friendly, the mountains and jungles of Malekula are the lands of the fierce Big Namba and Little Namba tribes, some of whom have still never made contact with white men. It is prohibited to go into the inland; in fact, it's downright dangerous.

Approaching the island of Malekula from the southeast, yachts will pass the Maskelyne islands, a group of low islands on extensive coral reefs close off the southeastern part of Malekula. There are good anchorages among the islands and an excellent, well-marked passage through them. The water is crystal clear and excellent for diving although one must take care of currents. However, it is important to seek some local knowledge and carefully read the Pacific Islands Pilot, Vol 11.

Sailing up the northeast coast is Port Sandwich, probably the best harbour in the New Hebrides. It is an enclosed harbour cutting deeply into the island, with beautiful surrounding countryside, excellent moorings and sandy beaches and many villages, although these are mostly hidden by the dense arboreal growth and foliage. There are several mission stations but many of the stone buildings in the area were badly damaged by the earthquake of 1965.

A coral reef, with many islands, extends offshore up the northeast coast of Malekula and yachts can sail inside the reef from Port Sandwich to Banan Bay and to Port Staneley where there is a group of small islands which would be an ideal area for several day's cruising. At Lakatoro is the seat of the British Resident agent, who has radio communication with Vila. Further north is Norsup, where there is good anchorage and a large village where supplies can be obtained. There is also an airstrip with a thrice weekly service to Vila and Santo.

Bougainville Strait, named after the great French navigator de Bougainville who sailed through it in 1768, is a 7½-mile-wide stretch of water separating Malekula Island from Espiritu Santo Island and its off-lying islands. Espiritu Santo Island, known locally as Santo

Island, was discovered by the Spanish explorer De Quiros in 1606. He named it 'Tierra Australiadel Espiritu Santo', for he thought he had finally found the long-sought southern continent. It is a very mountainous island with Mount Tabwemasana, climbing to 6,169 ft (1883 metres) and many other mountains almost as high.

While Port Vila and the islands of the southern chain of the New Hebrides are of sub-tropical climate, once you get up to the Santo you are right in the tropics at around 15 degrees south of the Equator. On the north of the island watch out for crocodiles. Again, while the coast natives are Christian and friendly there are still many quite primitive tribes in the hill country.

However, the coastal regions are well developed and there are many large coconut plantations, mostly owned by large French companies, an important coconut research station, extensive beef cattle herds and a large Japanese-operated fisheries.

The town of Santo is the second largest in the New Hebrides — a sprawling town that looks more like the setting of a western movie than a trading town in the South Pacific. The town runs along the Second Channel and it has now recovered from the severe damage caused by earthquakes of 1965 and 1971. There is an excellent hotel, several good French restaurants (I can recommend Chez Lulu) and a modern department store run by Burns Philp, as well as several Chinese-run general stores. It's a big export port for copra, and while the town itself is hot and dusty the residential areas are most attractive. Santo is the obvious place to replenish supplies before leaving the New Hebrides — it is a port of entry and departure.

During the War, Santo was a major American base with some 180,000 US personnel stationed there. There were three huge bomber bases and several fighter bases and PT109, the craft commanded by the late President Kennedy, was stationed at the patrol boat base.

The important man to meet before going north to Santo is Customs officer at Vila Jack Barley who knows all the best cruising spots around the island of Santo.



Schooner 'Capella' sailing on Mele Bay, near Port Vila. She is one of two charter schooners operating out of Port Vila.

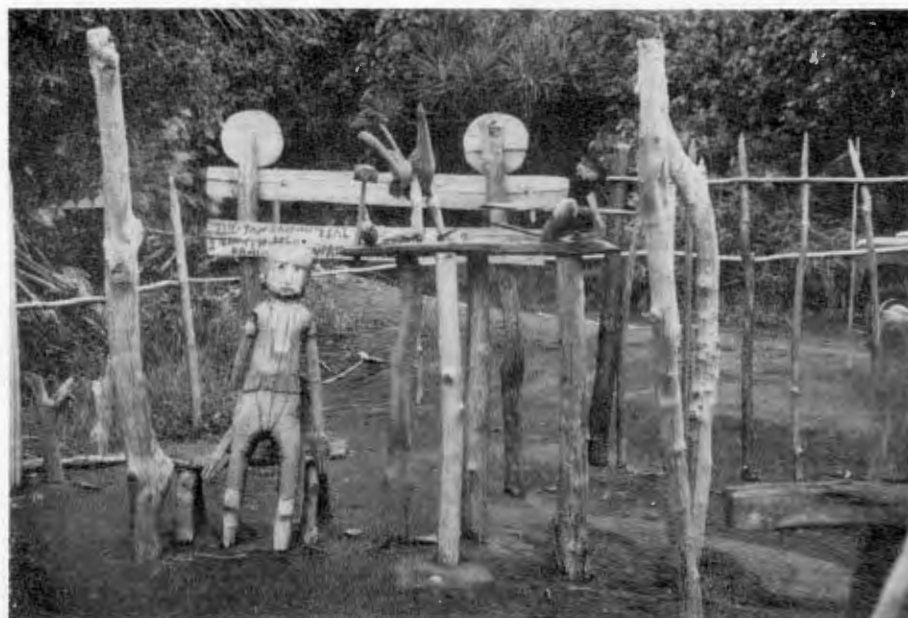
One of the most famous landmarks on Santo is Million Dollar Point where the Americans bulldozed millions of dollars worth of trucks, and earth-moving equipment into the sea when the New Hebrides authorities refused to pay the relatively nominal amount being asked by the Americans after the war.

Nearby is the area where the 33,000 ton troopship President Coolidge sank after hitting a US-laid mine on her way to the battle area of the Solomons. The ship, which lies in water between 18 and 72 metres deep, is a superb and interesting

scuba diving spot. Edward Newman, who operates the Luganville Marine Centre at Santo, has a plaque from the Coolidge, which was a former luxury liner.

Incidentally, Newman is a very informative man but is most sensitive to cruising yachtsmen who come ashore and use his facilities without first asking. He has a large boat repair operation and is an excellent guide to local anchorages and cruising waters. Another good contact is BP's travel agent, Charlie Betham, who knows just

Johnfrum cargo cult motifs on Tanna Island. Man in foreground is the figure of a US Medical Corps man who set the cargo cult going during the war by promising the natives western goods.



where to dive for the best lobsters.

Santo is a highly political island as the New Hebrides approaches independence and one of the local leaders is Jimmy Stephens, a European who lives with the natives and heads a local political group called the Nagrirmel. A big, bearded man with a pig tusk always worn around his neck, he achieved international notoriety when he declared a state of self-government in 1974, which brought an immediate influx of French gendarmes and even Foreign Legion troops. More recently, he was back in the limelight again when he offered an island near Santo as a haven for Vietnamese refugee boat people.

Across the bay in the distance is the beautiful-looking volcano cone of Aerole Island which is said to have inspired James Michener's *Bali Hai*.

Neither the southern or western coasts of Santo Island are good for cruising, but there is quite good sailing and anchorages up the eastern side for yachts up to Hog Harbour near the northeastern point of Santo.

To the east of Santo Island lie three major islands, Oba, Maewo and Pentecost, and to the south of these Ambrym Island with its large, threatening active volcano which in the past few months has destroyed many native gardens and caused the evacuation of several villages.

The summit of Oba resembles a whale's

back in outline, and on it, rising to an elevation of 4000 ft (1219 metres), is a lake and near its centre a small active volcano crater. Many points on the north of the island are frequented by trading schooners where they find good anchorages. However, landing is difficult because of the swell. The natives are friendly and intelligent and go in their canoes as on Santo Island.



Villager of Aniamegel demonstrates the firing of a bow and arrow used to kill birds. The arrow has a heavy, blunt head.

Maewo Island, known also as Aurora island, is the northeasternmost island of the New Hebrides group, rich and fertile and, abounding with coconut palms. There are several reasonable anchorages. The inhabitants are reported to be friendly, but caution is necessary to avoid causing disputes among them.

Pentecost Island is probably the best known island in the New Hebrides Islands because of the widespread publicity given to the famed tower divers of Pentecost. On this mountainous island is the village of Bunlap where, in June and July after the big yam harvest is over and when the lianas, a type of vine, are at their best, the village men from Bunlap join together and erect a huge tower, usually at

least 25 metres in height. By way of an intricate system of binding woods and lianas together they form numerous platforms all the way to the top.

Traditionally, only the men are permitted to be involved, and they dive from the top of the tower with liana vines securely fastened to both ankles, the vines stopping their death-defying leaps only inches from the ground. The purpose behind this tradition is to induce a good yam crop for the following season and at the same time enable the men of Bunlap village to prove their manhood. The anchorages along the coastline of Pentecost are not particularly good, and some local advice should be sought before cruising towards Pentecost.

Ambrym Island is a mountainous island, densely wooded and in the middle of the island are several prominent peaks which surround an enormous crater. There have been numerous volcanic eruptions on the island, the first officially recorded by Europeans in the mid-1800s.

These eruptions have on several occasions totally changed the coastline of Ambrym, but there are still some excellent anchorages along the north-western coast, including Craig Cove and Rannon anchorage. But anchored yachts will find there are a lot of sulphur fumes and, at times, considerable volcanic ash settling on their deck.

Local customs

Cruising the islands of the New Hebrides will be a rewarding experience for any Australian yachtsman, but it needs careful planning, good charts, detailed reading of the pilot and a lot of local advice — including, most importantly, advice on local native customs. In this respect, the keynote to visiting any of the outer islands is respect — respect for their waters, their lands, their traditional customs and their way of life.

Throughout the New Hebrides group, thousands of New Hebrideans still live in the traditions of their forefathers. Rich in culture and largely untouched by modern-day man, they live their simple life developed around customs and beliefs passed down from father to son and tribe to tribe. Their hardships are many, but they are a dignified, traditional people who will undoubtedly



Kirk Huffman, an American who is Curator of the New Hebrides Cultural Centre at Vila, told me that the main thing that cruising yachtsmen must realise was that they must respect the local people of the New Hebrides, their traditions and their sensibilities. These are some of the points he emphasised:

Women crew members should not go around wearing bikinis because this offends the local natives.

The New Hebrideans are most hospitable people and it is essential to always be most courteous to them on the outer islands.

Don't pressure them into selling you old drums and war clubs — in any case, it is prohibited to take traditional artifacts out of the New Hebrides.

If the islanders make gifts of fruit and vegetables, in return give them simple gifts — Kirk suggests tobacco, tins of meat, rice, bush knives, fish hooks.

Don't give alcoholic beverages to the local natives. The islands of Aoba and Maewo are 'dry' islands while on others the local chiefs may elect to keep their areas dry.

There are certain islands or parts of these islands where you should go ashore with caution, particularly southwest Malekula, and the Sulphur Bay area of Tanna. Wherever you go ashore immediately go and see the local chief for his permission to land and even anchor in the bay. Give him a small gift, as a token of esteem, say, ten sticks of tobacco.

When taking photographs, always ask permission first; some villages will not allow pictures to be taken as they think all photographers are out to exploit them.

If the men aboard your yacht are offered kava to drink in traditional custom with the locals, any women aboard must keep away, even from the areas where the kava is being made — this is a very sacred ceremony.

Kava is very strong, particularly on the island of Maewo and on North Pentecost, but you will be expected to drink half a coconut shell of kava.

If you do buy any local handicrafts or artifacts, pay for them in cash, either Australian dollars or NH francs.



Bob Ross tries his hand.

Chief To, Youkalope, chieftan of the village of Aniamagel on the Island of Tanna, and some of his men.



continue their way of life for years to come.

Many languages are spoken in the group, and consequently an interpreter, however efficient at any one village, is nearly sure to be useless elsewhere. The lingua-franca is pidgin English. Under missionary influence, the natives, previously a savage and warlike people, have become to a great degree pacified and tractable, but local disturbances can and do take place.

Kirk Huffman also warned yachtsmen to protect their own health when cruising the outer islands. Everyone should take a course of anti-malaria tablets for several weeks before visiting the islands and should continue to take them for a month afterwards. (See your doctor.)

Cuts also become infected quickly and Betadine cream is a must in the first aid kit.

There is also a strong chance of stomach upsets because of the rich food in Vila and the change in water. I can add my personal warning to this; you probably should take a supply of Lomotil tablets too, if you don't already have them on board.

Kirk Huffman probably has a closer contact with understanding of the people of the outer island than most Europeans in the New Hebrides. He has been working as an ethnologist in the

(Continued on page 24)



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M.C. Forster — Navigator

K. Pickering — Hand and Engineer

P. Cutts — Hand

J. Robinson — Hand

E. Auckett — Cook

Monday, 26.12.49. This morning saw 'Southern Maid' tied up at Jeffries Pier, Rose Bay, and though theoretically she was ready for sea, the usual batch of last-minute jobs was found waiting to be done. Waterproof washers on the cable stoppers, insulation of the mast-light leads, rolling up and stowing away of the main cabin carpet, hoisting onboard and stowing, upside down, of the dinghy on the port side of the coach-house top, and the stowage of fresh provisions which arrived that morning were among these jobs. Tinned food for six months was stowed throughout the ship, mainly in the cable locker and beneath the bunks.

Of course, we had to stop and watch the start of the Sydney-Hobart Yacht Race, and perhaps some of us felt sorry to be merely watching, for the racing instinct dies hard. But the remarks of the mob on the wharf were some consolation. 'That's the 'Maid'. Fifty-four feet, I think. She's goin' to Lord Howe Island and Noumea, and back here. Gee, what a cruise.'

At 12.30 we left the pier, and carrying mains'l, stays'l and 1st Yankee jib, tacked quietly down harbour against the light nor'easter. The ocean racers were gone and the sightseers had returned to shore. A few friends and relations watched as the 'Maid', Australia's best equipped yacht, slipped unobtrusively through the Heads at about 1.15 and laid a course due east.

A light meal, bread, butter and cold meat was eaten, as we made about 6½ knots. The shoreline faded, and all around us was only the ocean.

I broke the luck at 3.30 by being very sick overside. My Christmas celebrations caused it, I maintained, but the cook

said it was the sea. Skipper Trautwein was sick a little later and blamed the rich food he'd been eating lately. The cook said it was the sea. Pickering, Keown and Robinson were sick and blamed the cordial. The cook said it was the sea. Mac Forster rushed on deck swearing horribly about the stuffiness of the forrard cabin. "Wouldn't sleep there again for a million bloody quid," he snarled as he heaved his innards out. The cook said it was the sea.

The cook was sick. He said it was the cordial. We maintained a polite silence. Peter Cutts was the only person on board who paid no tribute to Neptune.

The increasing breeze and sea caused us to douse the big jib at 4.00 p.m. and set the 2nd Yankee instead. Spray was coming onboard but otherwise the ship was dry, though pitching uncomfortably. As the weather had strengthened more by 6.00 p.m.; we doused the 2nd jib, put three reefs in the main, and proceeded at 5½ knots under stays'l and reefed main.

Our cook, a real hero, prepared fried

chicken, and after forcing some down, I felt a bit better, though most of the crew seemed to be on a diet. I retired to my bunk in the fore cabin which I shared with Mac, but the motion soon drove me on deck to commune with Neptune again.

Back in the main cabin I slept, or dozed, on the starboard settee. The hatches and ventilators were all shut, and the air was thick and reeked of cooking, bilges and seasick humanity, while the motion did nothing to make me happier. There I lay, frightened I was going to die, until I heard eight bells, midnight, usher in.

Tuesday, 27.12.49, by which time I was frightened that I wouldn't die.

At 2.00 a.m. Mac and I staggered on deck to take the watch. Fresh air and salt spray worked wonders with me and by 2.15 I was fit as a fiddle. The 'Maid' howled through the night, on the port tack, steering 85 degrees. Water lapped to the top of the coachhouse to leeward and the spray hissed astern merrily, flying the full length of the yacht. Once more I knew that at sea in a small windjammer is the only place to really live.

4.00 a.m. came and I returned to my bunk up forward. The motion and atmosphere meant nothing now, and I slept soundly until breakfast time, 6.00 a.m.

At 6.30 a.m. we ripped a small hole in the mainsail, but it was only a ten minute job to repair it.

Despite many sorry-looking sailors, the day was uneventful except that the breeze veered to the NNE and the sea began rolling high. But at 3.00 p.m. the stainless steel block carrying the staysail halliard snapped. Peter Cutts, in a bosn's



Carrying storm jib and treble-reefed main, coming down a sea on 28th December 1949. Staysail is furled due to broken halliard.

chair, was two hours at the upper crossstress trying to rig a new block, but without success. All this time we could only run downwind, while the 'Maid' rolled her heart out. It was heartbreaking to think of the ground we were losing, and nerve-wracking to watch Peter hanging onto that reeling mast, 50 feet aloft.

He came down exhausted and went to his bunk. Johnny Keown climbed to the lower crossstress, but also had no success. So we rigged a storm jib, a job which took Cecil and me 90 minutes. The bow would rear high in the air and then plunge deep down. Once I thought I was overboard, but I still had hold of the forestay as she came to the surface. My fingerprints are embedded there, but all I suffered was a broken tooth.

'Southern Maid's' dinghy was lashed to the coachhouse (note roller reefing on main).



Under storm jib and treble-reefed main we got back on course. Mac, Johnny Keown and I steered through that night, which was dirty and black. But it was a grand sight, with the phosphorescent whitecaps, the screech of the rigging and the howling to leeward as if the ghosts of all sailors were calling. At times you could even hear them whistle. Many seas swept our decks that night.

Wednesday, 28.12.49, dawned with the sea still choppy but subsiding a little, and the wind swinging gradually west. At 9.00 a.m. we had logged 200 miles in 44 hours.

11.00 a.m. The breeze having died to nothing and the barometer being steady at 29.8 we shook the reefs out of the main, and just as soon as it was nicely set, we saw a black southerly buster approaching. So we reefed again in a panic. Roller reefing gear is very useful at times. We had everything set nicely again when the southerly swerved to avoid us, and was replaced by a nor'wester. This is the only occasion of which I know when a nor'wester has smothered a southerly.

2.00 p.m. Course nearly due E: (85 degrees). Speed about 3 knots. We are now 225 miles east of Norah Head. Warm weather and comparatively smooth seas are making this stage of the journey a joyride. All hands are sunbaking except Mac and me. We're sunburnt.

There is some discussion as to whether we go on to Noumea, New Zealand or just stay at Lord Howe Island. The crew are beginning to realise just what a long sail we've let ourselves in for in the little time at our disposal.

Thursday, 29.12.49. The sea is smooth and beautifully blue. It's awe-inspiring to think of the water pressure 1½ miles beneath our keel. But the sun is shining and life is grand.

Our noonday position is 157°12'E. and 33°08'S., and the wind is NW, force 4 on the Beaufort Scale. The 'Maid' is carrying full main, stays'l and 1st Yankee at about 6½ knots. Seasickness is a thing of the past on board.

The navigators expect to make a landfall tomorrow forenoon. Johnny Keown went aloft this morning and rigged a new block for the staysail halyard.

Friday, 30.12.49. Another beautiful day with slight seas and bright sunshine. We cleaned out the doghouse, which was



(Above and below): We cleaned the doghouse. To wash the rubber mats we trailed them overside. Jack North (above) and Peter Cutts (below) found these mats made good aquaplanes, and so mixed pleasure with business.



filthy, the galley, which was worse, and the main cabin this morning. Also, we overhauled the rigging and got everything shipshape. Followed the usual morning routine of running the generator motor for an hour and the

bilge pump for 10 minutes or so, for she leaks a little through the stern gland.

Lord Howe hadn't appeared by noon and the navigators had to endure much chaff. But they still reckon we're near it.

At 1.00 p.m., the breeze being NW and very light, we started the motor, which helped us to average 4½ knots, until 5.48 p.m., when Bill Trautwein sighted land off our port bow.

We later found this to be Mount Gower, a high peak on the island, and about 25 miles distant at that time. The anxious look left the navigators' eyes, and we broached two bottles of beer.

The land was hardly distinguishable from cloud, and was blotted from sight within half an hour. At nightfall we put about to the starboard tack, having sailed 500 miles exactly on the port tack. I had the wheel at the time, and hardly knew what to do now that everything was reversed. At 12.30 I turned in, after six hours at the helm.

Saturday, 31.12.49. At daybreak the Island was still there bigger and better than ever, as we approached it on the port tack. Within 200 yards of the rocks at the foot of Mount Gower, we threw to the starboard leg, at 10.00 a.m. and followed the reef line eastward, until 11.00 a.m., when the local launch 'Venture', with a load of inhabitants, including much femininity, came to greet us. Ray Wilson took us through the reef at North Passage, into Sylph Lagoon where we anchored at about midday, off Dawson's Point.

This anchorage, although sheltered, was not all that we could have desired, as there were but nine feet of water at low tide, and with our draft of eight feet, we often felt the keel hitting bottom at low water. But we made the best of it, and were not so badly off, after all.

We lunched, shaved off our week's growth, launched the dinghy and went ashore in the 'Venture'.

The Island is an earthly Paradise, and we forgot all about Noumea there and then. The people are kindly and hospitable, the climate is excellent, and cream and fruit are plentiful. We wandered around that afternoon and had tea at Ocean

View Guest House where we had most of our meals throughout our stay.

We were in time for the New Year's Eve dance at the dance hall cum picture theatre cum church cum what have you, and bonfires were lighted on the beach at midnight.

For the next few weeks we ate, slept, swam, fished, hiked, climbed mountains (Gower and Lidgbird are each over 3000 feet) danced, sang or sunbaked. Some crew members (most of us) also engaged in a little mild amorous or alcoholic diversion at times. The yacht needed little attention.



Nearing Lord Howe Island on 31/12/49, skipper Trautwein stands near the tripod which supports the RDF loop and electric compass gear. The Australian ensign was set in preparation for entering the harbour.

The scenery was beautiful. The water was clear and sharkfree. No poisonous reptiles or insects lived ashore, and the bird, plant and butterfly life was glorious to behold.

Saturday, 7.1.50. The wind swung today and the yacht was left in about four feet of water at low tide owing to a rise in the lagoon bed. No one noticed this till she rolled over on her side, all being ashore. Bill Trautwein, Cec Hewitt and I went out in the 'Venture' but soon saw that she would float off at high tide, unharmed, when we could anchor her further out, clear of the rise.

Sunday, 15.1.50. Qantas Catalina arrived with passengers and mail this morning, departing again about 9.45 a.m. for Sydney. The arrival of the occasional plane is a great social event here. No planes arrive or depart on Saturdays, as the majority of the islanders are Seventh Day Adventists.

We have used much electricity for cabin and riding lights, radio etc., and have run the generator and charger motor daily for about an hour, thinking this would be sufficient to replace the power we used. However, we must have been wrong, for we found today that three of our four battery banks are nearly flat, so we ran the generator motor for eight hours.

Monday, 16.1.50. Another four hours of charging motor. We signed on a new hand, Ken Hillen, today. Ken is a Sydneysider on holidays and was due to go home on last Tuesday's plane. However, he gave up his seat in the aircraft to a girl whose mother was ill. I hope he enjoys sailing with us.

As everyone was calling me the Golliwog, I wandered along to the local barber to see what he could do about it. This barber is a fisherman in his spare time, or vice versa, and also shears sheep.

He rigged up a kitchen chair in the garden where I could enjoy the view, and with Mac Forster giving helpful advice, commenced operations. Conversation drifted to the subject of beer, and he asked us to give an opinion on his homebrew. We tried a glass each, and found it looked and tasted like the nectar of the Gods. The haircut completed, we tried a few bottles and found it had a kick like pure alcohol.

Mac and I finally rolled back to the guest house, arm in arm, making the day hideous with our versions of "Blow the Man down", "Whisky, Johnnie", etc. It's good stuff, that island brew.

Lord Howe Island, 31°31'38"S.LAT., 159°4'20"E.LONG., is the southernmost limit of the Pacific coral area.

Captain Cook, in HMS 'Resolution', in 1774, just missed out on finding the place, and it was on February 17th, 1788 that Lt. Henry Lidgbird Ball in HMS 'Supply' sighted the island, which

he named after the First Sea Lord, Lord Howe.

On the return voyage, Norfolk Island to Port Jackson, 'Supply' sent a boat's crew ashore at Lord Howe Island on March 13th, 1788, and it seems that these people were the first human beings ever to land there. At 4.00 p.m. "we took possession of this island in the name of his Britannic Majesty and displayed the English colours" (David Blackburn, Master, HMS 'Supply').

The first settlers landed in 1834 and some details of them can be obtained in the following pages. Whalers used to refresh their crews here, as there was no chance of their running away. The last whaler to call seems to have been the 'Especulador', Captain Irwin, on 10th October, 1881. It was a coincidence that Irwin should have been a boat steerer in a ship in which Nathan Thompson (see Thompson's Lookout) was second mate.

The export of Howea palm seeds was the island's only industry for a long time, but that has lapsed during the past fifteen years. A flying boat base was maintained by the RAAF during the war years, but now a weekly flying boat service by Q.E.A. and T.O.A. each bring the tourists who are the island's main source of revenue. The three-monthly 'Morinda' calls in generally well behind schedule, and irregular yachts such as the 'Maid' are the only other visitors.

*Overhauling the rigging at Lord Howe.
Johnny Keown aloft in the bosun's chair.*



Admiralty Islets. Named by Lt. Ball, March, 1788.

Backblocks. An area and ridge behind the main settlement.

Balls Pyramid. Named by Lt. Ball. Often known as Pyramid Rock.

Blackburn Island. After David Blackburn, HMS 'Supply' Now known as Goat, Rabbit or Shark Island.



Blinkenthorpe Beach. After John Blinkensorpe, master of whaler 'Caroline', which landed first settlers in 1834. Present spelling assumed through careless pronunciation.

Dawson's Peak, Dawson's Ridge, Dawson's Point. Richard Dawson, Sydney's first ironfounder, and Capt. Owen Poole, Indian Army, retired, brought out interests of original settlers Ashdown, Bishop and Chapman in 1841. Dawson never visited the island, apparently.

Erskine Valley. Named by Lt. Ball of HMS 'Supply', March 13th, 1788.

Elizabeth Reef. After the whaling brig 'Elizabeth' wrecked there in July or August, 1830. No survivors were ever found.

Malabar. Hielavapa, a Malabar Indian, fell from cliff and was killed 10th December, 1881.

Mt. Eliza. After wife of Captain Middleton, who settled at foot of mountain during eighteen-forties.

Mt. Gower. Named by Lt. Ball. March 13th, 1788.

Mt. Lidgbird. As above. Believed to be a traditional name in the family of Lt. Ball.

Middleton Reef. Captain Middleton (see Mt. Eliza) arrived and settled in eighteen-forties and sold his property to Captain Stevens in 1855.

Moseley Park. Alan Isaac Moseley, navigator of a whaler, married Johanna and settled in 1843. Captain Poole (see later) performed the marriage, which was first ceremony held on island. Fifty years later, 3.6.92, they went through another ceremony, as first was found to be not legal.



Ned's Beach. During August, 1844, a boat from schooner 'Wave', 65 tons, capsized here, drowning three seamen. The first body recovered was that of a sailor named Ned who was buried near the beach, with the other two men.

Nicholas Clear Place. Originally the cleared part of the property of an early settler, Thomas George Charles Nicholls(?).

Old Settlement. Originally Hunters Bay. Ashdown, Bishop and Chapman, ex-whalemen, with their Maori wives and two Maori boys settled here at foot of Dawson's Ridge. They came from New Zealand in whaler 'Caroline' in 1834. See Blinkenthorpe Beach and Dawson's Ridge.



Poole's Ridge. See Dawson's Ridge. Poole sold half of his half share to Dr. Foulis in 1844. Failing to get a lease of the island from N.S.W. Govt., Dawson, Poole and Foulis abandoned their interests in Lord Howe Island. Of their employees, three families elected to stay as independent settlers, namely Andrews, Moseley and Wright. This occurred in 1847. No one else remained on the island.

Soldiers Creek. The skeleton of a tall man in early 19th century soldiers uniform was unearthed here. The grave is probably older than the first recorded burial, Charles Brooks, cooper of the New Bedford whaler 'William Hamilton', who died 2nd November, 1840.



'Southern Maid' at anchor in Sylph Lagoon. The line of surf on the reef is just visible in the background. The North Entrance and Dawson's Point are to the right (out of the photo).

Tuesday, 17.1.50. Maintained our 7.30 a.m. (Lord Howe Island time) radio schedule with 'Patsy Anne' in Sydney. There was no news either way of interest.

T.O.A. plane arrived 7.45 a.m. — left 9.00 a.m. No other plane is due until Monday. Cec Hewitt went to Sydney in a plane yesterday and came back today. † guess that makes an expensive night in town.

We gave a barbecue on Old Settlement Beach for our hosts and other friends tonight. A good time was had by all.

Wednesday, 18.1.50. Weather conditions are threatening and cyclone warnings have been received over the radio. We might have to sail today, as this is a bad anchorage in a cyclone.

We went to the local dance tonight. I love these dances. They are so informal and everyone is good friends with everybody else.

(continued on page 18)

Qantas' Catalina, January 15, 1950.



At midnight, as the breeze was freshening from the SW., Johnny Keown, Johnny Robinson, Peter Cutts, Ken Pickering, Mac Forster and I went aboard to stand anchor watch. We are a small vessel on a heavy Government mooring so I don't expect much trouble.

Thursday, 19.1.50. 1.00 a.m. My watch, one till two, was the most boring and miserable hour I have endured for a long time. The night was pitch black, cold and windy and there was nothing to do but watch to see if she were dragging. I was very glad to call my relief, Ken, at 2.00 a.m.

6.00 a.m. Wind up to gale force and howling. We commenced dragging.

8.00 a.m. Wind must be over 50 mph and is very gusty. The surface of the lagoon has been whipped into spray, which reaches above the lower crossstress at times. We cannot see 20 yards to windward because of the spray and I suppose we are invisible to those on shore. The motor is at full speed ahead, but we are still dragging.

Sylph Lagoon. The 'Sylph', a ketch of about 14 tons traded between Lord Howe Island and Sydney. He was lost at sea during April, 1873, with most of her crew and passengers.

Thompson's Lookout. Nathan Chase Thompson, born in Massachusetts, USA, arrived about 1853, having spent years in whaleships. His first wife, a Gilbert Islander, died and he married another Gilbert Islander. The Thompson's form one of the largest families on the island now.

Transit Hill. Originally known as Lookout Mound. William J. Conder, Superintendent of Trigonometrical Survey, NSW, carried out the Government observation of the Transit of Venus from here on 8.12.1882.

Whybrow Ridge. Captain David Whybrow settled his family here in 1866, while he continued whaling. They left the island after about ten years.

Wilson's Landing. Thomas Bryant Wilson arrived in the 'Esperanza', (Captain Armora) during 1878 or 79. He was induced by the Resident Magistrate, Capt. R.R. Armstrong, RN, to remain. He became first schoolmaster, 1.8.1879 and married Mary Thompson. The Wilsons are another large island family. T.B. Wilson died on 2.7.1928. I do not think he was related to Henry Wilson who went there in 1873 and was still there during the 'nineties.

Wolf Rock. The crew of the barque 'Wolf' were putting into Lord Howe to obtain water and fresh food, being weakened by scurvy. On 7th August, 1837 at about 4.30 p.m. she struck a rock and foundered. No lives were lost, and all hands got ashore.

8.10 a.m. With the coral reef about 100 yards astern we had to stop the motor, as the water pump had broken down.

8.20 a.m. Pickering and Keown coaxed the motor into running again.

8.40 a.m. Barometer down to 29.59. Temperature 80 degrees. We contacted VIS Sydney for a weather forecast, and got one timed 1000 GMT, which said that a cyclone was moving west from Sydney. Also that wind is gale force. Don't we know it. The Lord Howe report he gave us was "Barometer 100.79, falling. Wind ENE., force 4; overcast; visibility 20 miles, moderate easterly swell". It's just too bad that that report is ten hours old.

Weather is deteriorating. Have informed VIS of our predicament and he is guarding our wavelength. We cannot contact or see shore.

9.00 a.m. Got coir cable on deck and spliced 56 lb CQR on end, with about 2½ fathoms further in, the other CQR. We laid these, thinking that if the yacht keeps drifting aft she might pull up onto

them.

At present we are dragging a 5 cwt concrete block, a 5 cwt Admiralty pattern anchor and smaller picks, even with the motor at full ahead.

Wind still increasing at 9.30 a.m. We asked VIS to raise Lord Howe radio with the following message. "Dragging slowly, 75 yards from reef. Any suggestions".

The motor is running well. I doubt if anyone can reach us from the shore now.

10.30 a.m. Have had breakfast. The position is unchanged except that the reef is closer. We are maintaining our quarter hour radio scheds with Sydney. There is a little rain, but you cannot tell it from spray.

11.40 a.m. The 'Venture' arrived, circled round us and struggled back towards shore. Maybe they have an idea. We touched bottom on one surge and the whole ship shook. There is a chance that we'll get a little wet.

11.45 a.m. Touching often, but can do nothing about it.

12.10 a.m. The 'Venture' and Eric Hines' launch returned with most of the island's ground tackle. They laid a Catalina Northill with other anchors far to windward and passed us a coir cable. This stopped us from dragging within 15 yards of the reef.

We heard then that gusts of 83 mph had been recorded at the weather station, which is in a sheltered position ashore,



and the estimated breeze on the lagoon was 90-100 mph.

The breeze eased a little in the afternoon, though it was still well over 45 mph. With the help of the islanders we towed and warped our heavy great ship till 9.00 p.m. when we had her safely moored. Even so, she lay over in the exceptionally low tide caused by the cyclone. We stood anchor watches all night.

Friday, 20.1.50. A fine morning. We sail as soon as possible, as the cyclone could strike again from the opposite direction, which would be fatal to us here. We bent the second suit to the spars.

10.20 a.m. We left our moorings under motor.

10.50 a.m. Passed through North Passage, escorted by local launches.

A light mist covered the island, and the hearts of all of us were heavy as we said au revoir to Paradise.

A light sou'wester left us all but becalmed, but there was promise of a blow to come, so we set stays'l, storm rain and storm jib, on starboard tack.

11.50 a.m. Wind switched to S. and we swung to port tack averaging seven knots all afternoon. It's grand to feel her lifting to the sea again.

Saturday, 21.1.50. 7.00 a.m. 150 miles sailed in 20 hours, and the ship is moving in fine style. The weather is beautiful, the northerly swell has died and only a slight southerly sea remains.

Sail unchanged since yesterday, and the rig suits her in this breeze. She holds her course at 7.8 knots automatically.

9.30 a.m. Same conditions. Flying fish weather, literally. There are hundreds of them, and they skim away in fright as our bow rushes through the sea. We are maintaining out 7 to 8 knots.

Our routine is mainly eating, sleeping, singing, steering or yawning. "Rolling Home" is our theme song, sung as loudly as possible. This is the life.

Only Ken Hillen is sorry. He's very seasick. 11.00 a.m. Position. Lat 32°04'S. Long 155°37'E. We have logged 188 nautical miles in 24 hours, our best day's run so far, though not a record.

We are about 180 miles from Port Stephens and about 240 miles from Sydney.

The southerly pushed us along all through the afternoon, scaring the flying fish and logging seven knots. But at sunset the breeze died, leaving us becalmed.

Coleridge's "as idle as a painted ship upon a painted ocean" does not apply to a small yacht becalmed, for the sea is never still. With the steady pressure gone from her sails she just rolls about hopelessly, the boom banging about from side to side as she lurches, and the sails and rigging slatting with the motion.

This went on all night, but I slept through most of it.

Sunday, 22.1.50. 6.00 a.m. Still becalmed.

6.30 a.m. We doused jib and stays'l and set the Genoa. The breeze came in from the NNE., pushing us along at about 4.5 knots on the starboard tack.

7.15 a.m. Breeze stronger, and giving us 6.7 knots. It looks as if we shall have another fine day.

We had more flying fish weather that day although the fish were not so numerous. Someone plugged the self-draining holes in the bow cockpit and we all had seawater baths there.

8.00 p.m. Breeze freshening from NW. Took in genoa and set stays'l. Expect to sight Sydney Heads a.m. tomorrow.

12.00 p.m. Sighted unidentified steamer and signalled her, receiving no reply. I guess those on board her going off watch were still half asleep. Logged 400 nautical miles since leaving Lord Howe.

Monday, 23.1.50. 12.30 a.m. We were suddenly becalmed.

12.45 a.m. Sighted a flashing light about 20 miles ahead.

1.00 a.m. A southerly, fresh to strong, sets in. We proceed on port tack. The light is still unidentified. I say it's Barrenjoey, but I know it's wishful thinking.

3.30 a.m. As light is closer and still

unidentified we throw to starboard tack and lie to. It has a regular flash but big waves rising between it and us give it a few extra flashes and blackouts so that it agrees with nothing in the Sailing Directions.

4.30 a.m. Throw to port tack.

5.30 a.m. Light identified as Port Stephens. Something wrong. It should have been Sydney.

The navigators say that the recent heavy weather must have caused a strong northerly set in the ocean currents. Also we find that the compass received a knock, probably late yesterday afternoon, so that the lubbers point is to the north of a set westerly course.

11.17 a.m. Newcastle abeam and rear. On a fine day coaly Newcastle looks beautiful from seaward. I wonder what the convicts in the early days thought of this view. Threw to starboard tack. Southerly is light and we are punching a strong northerly set.

Later we throw to the port tack, which we held all day. Little of interest occurred except that I made some scones and put in too much baking powder. They rose to tremendous heights.

Still, they must have been all right, as the mob ate them all.

7.30 p.m. Sighted South Head light about 2 points off starboard bow.

Tuesday, 24.1.50. Entered Heads under sail and power at 1.30 a.m.

2.30 a.m. Tied up at Jeffries Wharf (The Pier) Rose Bay. ■



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THE MOVEMENT REPORT FORM

*A Department of Transport Safety
Education Article*

Of all the incidents the search and rescue authorities are called upon to deal with probably the most difficult is the case of an overdue pleasure boat.

The information that someone may be missing usually comes from one of two sources: a relative or friend reports that someone hasn't returned from a boating trip or hasn't reached his destination; or a car and boat trailer is left unattended at a boat ramp all night.

This is the start of the problem. The two questions that have to be answered are — where was the person intending to go and what is the description of his boat? To conduct an effective search at sea the area has to be localised as much as possible and, of course, a description of the target means that time is not wasted checking the identity of vessels obviously of the wrong type — a trawler, for example, when the missing vessel is a yacht.

The Movement Report Form is designed to assist the SAR Authorities in carrying out these searches, and it is recommended that whenever an offshore voyage is planned a Movement Report Form should be lodged. Forms are available from coastal Police Stations, major yacht clubs and Regional Offices of the Department of Transport. Should a Movement Report Form not be readily available, it is suggested that details of the voyage be telephoned to the Australian Coastal Surveillance Centre, Canberra (062-475244) or to the Police.

The information requested is the basic information needed to carry out a search. It is broken down into four sections.

● Section 1 — a full description of the vessel.

● Section 2 — a list of safety and emergency equipment carried. This information is essential in order to decide

whether to carry out a night search (if the vessel has flares), or whether the search should include a liferaft/dinghy as a possible target.

● Section 3 — a list of people on the vessel and their home addresses. Possession of this information often saves friends and relatives needless worry about someone who might have been involved.

● Section 4 — provides details of the itinerary, intermediate ports, anti-

pated dates of arrival/departure and any person/organisation who would be contacted during the vessel's stay. Inquiries at these ports often eliminate the need for searches, or indicate that the vessel is not yet overdue because it has been delayed.

Where a Movement Report Form is not lodged, many hours, sometimes days, can be wasted in searching out the information. At this time any search action is undertaken at a low level of efficiency whilst the area of probability

(Continued on page 28)

AUSTRALIA					
MOVEMENT REPORT — SAFETY OF SMALL VESSELS ON SEA VOYAGES					
<p>In order that the search and rescue organization can operate effectively the owners or masters of small craft proceeding voyages on the open sea are requested to complete this form and forward ORIGINAL to the Marine Operations Centre Canberra and DUPLICATE to the local police or your boating organisation.</p> <p>Although the Commonwealth and State authorities concerned will take all steps which they consider necessary where a vessel is reported missing, it should not be assumed that they are undertaking liability for failing to initiate or undertake a search.</p>					
1. DESCRIPTION OF VESSEL					
Name	Registered No.	Radio Call Sign			
Type	Length	Beam	Tonnage		
Colour: Hull	Decks	Superstructure	Mast		
Hull Material					
Unusual Features or Markings					
Engine Type					
Power					
Speed					
Other Pertinent Information					
2. SAFETY AND EMERGENCY EQUIPMENT (If 'YES' insert details)					
Anchor	Yes/No				
Flares	Yes/No				
Dinghy	Yes/No				
Liferaft	Yes/No				
Lifejackets	Yes/No				
Lifebuoys	Yes/No				
Radio	Yes/No: Frequencies				
Daily Radio Schedules	State Time with C.F.S.				
Food	Yes/No				
Water	Yes/No				
Delete whichever is inapplicable.					
3. PERSONS ON BOARD					
Name	Age	Sex	Address	Phone	
(a)					
(b)					
(c)					
(d)					
4. VESSEL OVERDUE DATA					
Departed			Time/Date		
Intermediate Ports			Time/Date Arrival		
			Time/Date Departure		
Due Destination			Time/Date		
Owner's Name	Address	Phone			
Agent's Name	Address	Phone			
NAME OF PERSON TO BE CONTACTED AT:					
Intermediate Port	Address	Phone			
Destination	Address	Phone			
Purpose of Voyage					
Any reason why vessel may alter sailing plan					
Other Pertinent Information					
5. FORM FILLED IN BY: (Signature) / / 19					
Date: 1982 (Rev. 12/79) Replaces TP 141					



WATSON'S KNAVIGUESSING KNOWHOW

Once upon a time, a yacht was approaching the NSW coast in the late afternoon, expecting to make a land-fall at first light the next day. The skipper, an accomplished navigator, had achieved a noon position with morning and noon suns, and, although the weather was clear, decided not to bother with evening stars. In his opinion, if the land didn't pop up on schedule, a set of morning stars would tell him where he was.

This plan had a great deal of merit, except that during the early hours of the morning (in fact, before morning twilight), he was well and truly aground on a shoal one mile off the coast, and the yacht became a total loss. A favourable set and a piece of seaweed on his log impeller had placed him well ahead of his DR, and drizzly rain had obscured the land, which would normally have been visible at that range.

Our accomplished navigator had not learned the basic rule of navigation, really a rule of seamanship — *plot your position at every opportunity*. An afternoon sun and evening stars would probably have warned him that he was further ahead than he thought. In fact, he had not checked his longitude for 20 hours before he struck.

We are terribly lucky with weather in this part of the world compared to those who contend with the wet and foggy climes in higher latitudes, and we are inclined to take for granted the fact that visibility will be good and that the sky will be clear at least once in the day. We must not, however, lose sight of the concept of total navigation. Whereas, ideally, sights will be taken at morning and evening twilights, plus

probably three sun shots through the day, the possibility always exists that the sky (or horizon) may be obscured at the scheduled times. If we've done nothing else constructive, the net result will be ignorance.

What else can be done? Random shots of the sun, DF bearings, soundings — all these contribute to our knowledge of the boat's whereabouts. A line on the chart is better than nothing. When confidence in the accuracy of sights is low, then a circle of approximate position is a help in decision making. Crossing a well defined shipping lane can be a position line of sorts (Cape Otway to Wilson's Promontory being a good example of this). Dipping ranges of lights, snap bearing or sightings, they all help.

Relying upon these snippets of information is a different matter. Everything must be tied in with the log readings and courses steered. All of this information must be faithfully recorded in the logbook or on the chart so that a

clear (or clearer) picture can be built up. Position lines should be run astern as well as ahead to ensure that the conclusions drawn are logical.

All this, of course, doesn't just increase the safety of navigation but also increases its efficiency, and any increase in any department on a racing yacht must result in lower elapsed times. Over-shooting a mark may annoy the skipper more than running aground!

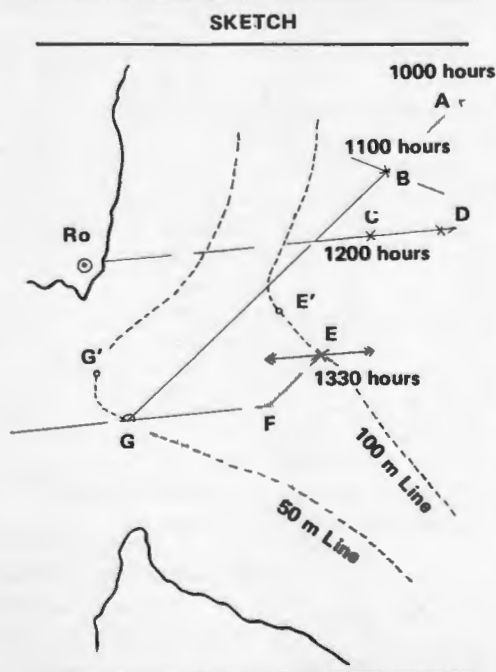
The sketch shows an example of using all available information:

At 1000 hours the boat's DR position is at A, steering to make position G, the alter-course position. At 1100 hours a sun shot gave a position line through B, agreeing roughly with the DR. At 1200 hours a rather fuzzy radio bearing was obtained, which, when crossed with the sun shot, gave a range of positions between C and D.

The weather then closed in, with electrical activity precluding further radio bearings, so the sounder was brought into use. At 1330 hours, a depth of 100 m was obtained and the radio bearing was run up to the depth contour, resulting in position E. The decision was then made to carry on and alter course at position F, with the position to be checked again with a sounding of 50 m.

This was done, the 50 m depth coming up at the expected time. An inspection of the relationship of the depth contours, however, showed that the same situation could have occurred between E' and G' also. The assumption was then made that at 1530 hours the position lay somewhere between G and G', with the probabilities favouring G. The course to be set from there would take in the whole range of possibilities.

— Hedley Watson



Vila

(continued from page 9)

islands on and off since 1973 and has built up a firm understanding of local tribes and their ways and beliefs.

In Vila Kirk introduced me to Chief Tofor Rengrengmel from the north Ambrym village of Franca. Fourteen generations ago the chief's ancestors shook hands with Captain Cook when he visited south Malekula where the tribe then lived. The clan is still supposed to have a piece of wood with an axe cut said to have been made by Cook.

There is no doubt the chief's ancestors once practised cannibalism which before the days of the missionaries (and at times much later) was rife all over the New Hebrides. Malekula Island was the last stronghold of cannibalism but according to Kirk Huffman the practice ended around World War II.

While you are in Vila visit the New Hebrides Cultural Centre. It is open Monday to Fridays from 9 to 11.30 a.m. and from 3.00 to 6.30 p.m. on Saturdays from 9.00 to 11.30 a.m. and from 3.00 to 6.00 p.m. The Centre contains an outstanding collection of traditional arts and cultures of the New Hebrides and photographic and tape recording archives of traditional material. For example, linguistic survey by Prof Donald Trynow of the Australian National University has recorded between 110 and 130 different languages in the island group. Records of myths and legends and native songs and dances have also been recorded.

If you don't get to Vila this year in the inaugural Burns Philp Noumea-Vila Race try to fly there by UTA French Airlines to meet the fleet and enjoy the hospitality. Alternatively, take a holiday there and go cruising on one of the two fine charter schooners operating out of Port Vila, the 60 ft classic schooner 'Aafje' or the 40 ft 'Capella'.

Or start planning your entry in the 1980 Sydney to Vila race and a cruise of the New Hebrides to follow. ■

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PROTEST



by Steve Old

Two years ago a new set of rules for yacht racing (to take effect from July 1st, 1977) were drawn up by the IYRU. Several changes were made to some of the more important rules (these were indicated in the new rule book by a mark in the right-hand margin).

Countless numbers of yachtsmen still 'think' under the old rules, and in a large percentage of protests one or other or both parties find themselves with egg on their face because of the rewording of a rule; under the old rules they would have been correct. You can't sail a yacht race with the helm in one hand and the rule book in the other, so it is a good idea to be thoroughly familiar with the changes. For example if an opposing helmsman tries to bluff you with a hail for right-of-way, and you don't know how the rules apply to the situation, 90% of the time you will respond to his hail, some time when he doesn't have right-of-way, and you will probably lose the yacht race.

At this point a quote from Eric Twine's "The Rules Book" might be appropriate.

"The IYRU's racing rule book is something most people approach at best reluctantly. For one thing it's usually only approached at all when you've got a problem. Which puts it immediately into the category of garages, police stations and dentists. But with the difference that most times you turn to the rule book you will find something that either you can't quite understand or that contradicts something you thought you did know."

So in this issue and in some of the later issues we will try and explain some of the changes to the rules.

The first rule in the (new) book is the Fundamental Rule, Fair Sailing. This was old rule 49, and it was buried back in that part of the book that nobody reads. The wording of the rule hasn't changed, but its position in the book has. The fact that it is now the first rule in the book stresses the importance the IYRU places on it. The rule reads:

"A yacht shall participate in a race or series of races in an event only by fair sailing, superior speed and skill, and, except in team races, by individual effort. However a yacht may be disqualified under this rule only in the case of a clear-cut violation of the above principles and only when no other rule applies."

Here is an example. During a harbour race in the Etchells we had rounded the last mark just ahead of a fellow competitor well known for his questionable tactics. Because the spinnaker was no longer required, we held on to it a little longer, and in the ensuing flurry to drop it late, the halyard was let fly. There we were to weather of our 'friend' with the kite halyard streaming out from the mast, with our friend making every effort possible to grab the end of it. Had he succeeded he would have been disqualified under this rule.

Rule 33 has been changed considerably, and this is the rule which introduced Alternative Penalties. Rule 33.1 is the old Rule 33 with the addition of the words "or to exonerate herself by accepting an alternative penalty when so prescribed in the sailing instructions". The rule now reads (the change is italicised):

"33.1 Accepting Penalty.

A yacht which realises she has infringed

a racing rule or a sailing instruction is under an obligation to retire promptly, *or to exonerate herself by accepting an alternative penalty when so prescribed in the sailing instructions*, but when she does not retire *or exonerate herself* and persists in racing, other yachts shall continue to accord her such rights or she may have under the rules of Part IV".

It is the last part of this rule which seems to receive a lot of abuse. How many times have you seen a yacht that has infringed a rule, not done the penalty turns, nor retired and has subsequently been denied the right-of-way later in the race. The old attitude of "stuff him, he's out of the race anyway" does not apply any more. He must be treated as a legitimate competitor and the situation can only be resolved in the protest room. Also the old attitude of "go home" after an incident is past, but I was given a novel one recently in a race after having failed to respond to a luff fast enough. The other bloke shouted, with a grin as wide as a Bruce Farr stern, "You do them, we'll count them".

Rules 33.2 and 33.3 are additions to the book, and one is self explanatory, but as 'Offshore' is not in the business of reprinting the rule book, may I suggest you read them in your own book. ■

THE 1979 GREAT SCOUT RACE

On Sunday, 29th April 1979, 84 yachts lined up for the start of the 1979 Great Scout Race. The starters included notable members of the Sydney ocean racing fleet, 'Impetuous', 'Nyamba', 'Constellation', 'Margaret Rintoul II', 'Meltemi', 'Natelle Two', 'Love & War', 'Patrice III' and Mercedes V'.

A one-time Sydney-Hobart Race record holder, 'Helsal', 'Gretel' and 'Red Rooster' (formerly 'Siska') competed in the maxi-division.

John Keelty ('Cherana') did an excellent job as the chief handicapper for the five divisions, with less than 20 minutes separating the boats at the finish in divisions 1 and 2, and nine minutes from first to last boat in the Cruising Division.

David Goode and his efficient team managed the start in a brisk 15 knot easterly with the Chief Scout of Australia and Governor-General, Sir Zelman Cowen, A.K., G.C.M.G., K.St.J., Q.C. firing the starting gun from the flagship 'Captain Phillip', owned by the M.S.B., off Clark Island at 1100 hours.

Handicaps at the start saw 'Quadrille II' with John Brooks in command lead the fleet to Manly; 'Helsal', 'Gretel' and 'Red Rooster' started after the four other divisions.

The weather was perfect, and I am not sure if Billy Graham at Randwick or the Scouts were responsible.

Division 1 was won by 'Gidgee' (R. Forster) with 'Caprice of Huon' (Ed Earl) second with a mixed crew of semi-professionals and rank amateurs. In third place was 'Dynamite' (Ron Walters) with the North Curl Curl scout group as enthusiastic guests. Unfortunately, I dropped his prize plaque into six fathoms of water at the presentation.

Division 2 was won by CYC Rear Commodore George Girdis in 'Aphrodite', second was 'Rush' (J. Clifton) and third 'Quadrille II' (John Brooks).

Division 3 was a closely fought contest with a large number of ½-tonners having an interesting race. 'Elangeni' (V. Opperman) was the winner from 'Cagou IV' (Peter Cox) second and 'Emma Chiset' (Ashley Gay) came third.

The Cruising Division somewhat resembled a race for troop carriers with Boy Messenger in 'Bacchus D' the winner with 40 boys from Boys Town, Engadine, as crew; second place went to Dr. Dick Climie in 'Panacea' only two seconds behind; and third was 'Varuna' (Dr. John Musgrove).

The Maxi Race was won by 'Gretel' (J. Lewis) skippered by Dave Kellett and 26 members of the Sydney Flying Squadron. Second was Dr. Tony Fisher's great fund raiser 'Helsal' who performed well to beat David Solomon's 'Red Rooster'.

A host or hostess was appointed to each of the 84 competing yachts and 12 power vessels who watched the event. They invited their friends to donate \$8.50 each to participate.

The official vessel was the Maritime Services Board's 'Captain Phillip'. The

Chief Scout and Lady Cowan were joined by the National President of The Scout Association of Australia, Sir Vincent Fairfax; Chief Scout Commissioner, Bruce Garnsey; Sir Laurence and Lady McIntyre; Sir Lennox and Lady Hewitt; M.S.B. President, Mr. and Mrs. J.M. Wallace; Mr. and Mrs. H. Huyer; Mr. and Mrs. F.W. Millar; Mr. and Mrs. S. Lamb, and Mr. and Mrs. John Crisp.

Other official vessels were provided by Sir Theo Kelly's 'Sundowner' and Dr. M. Dan's 'Peterlyn'.

Spectators were able to view the event from the Maritime Museum's vessel 'Lady Hopetoun'. The Royal Motor Yacht Club arranged 'Brigadoon' (Len Ainsworth), 'Bamsa II' (S. Skibsted), 'Adrianna' (John Middlemiss) and 'Siren' (Victor Newman) to carry over 100 spectators. CYC member Phillip Green helped with his magnificent four storey 'Xiphias Hunter' at short notice.

There were 150 scouts placed on yachts and 50 members of the Combined Services (Army, Navy and Air Force) were given the opportunity to sail on yachts in preparation for the Portsmouth to Fremantle 'Parmelia'

(continued on page 28)

Chief Scout and Governor General, Sir Zelman Cowan, firing the starting gun for the Great Scout Race, 29 April 1979.





BIGGLES' COLUMN

(by John Brooks)

During April the 76' aluminium hull of John Kahlbetzer's 'Bumblebee IV' was turned over and fitting out is now well along. The builders have achieved a very true hull and the fine workmanship indicates that aluminium boat building has come of age in Australia. In the past some not very professional aluminium work has come out of yards in some parts of this country, but the builders of 'Bumblebee IV' can be justifiably proud of their work. Being built alongside the 'Bee', also in aluminium, is Rick Dowling's new cruising boat, and that looks pretty nice too.

Typical of Frers' designs in general appearance 'Bumblebee IV' has smooth, sleek lines with no hint of the tortured sections aft which so distorted the stems of IOR yachts until recently. An uncluttered, almost unbroken sweep of deck betrays the 'Bee's purpose as flat out ocean racing. There will be little comfort on the deck of this max, but as Mike 'The Coach' Fletcher pointed out a few years ago when the same thing was said of 'Bumblebee III', 'We don't want anyone dropping off to sleep'.

* * *

Look out everyone, Peter Bowker is headed this way; he will be joining 'Bumblebee IV' as navigator and will stay on in Australia until the boat leaves to commence her overseas campaign. Peter wrote of the US Admiral's Cup Team, which this year consists of the new 'Williwaw', a slightly larger Peterson than the last one, at 46' L.O.A. with a wider stern and rating 36.1, 'Aries', representing the latest in Holland thinking, also a 46 footer and rated 36.3 at the Circuit. 'Aries' scoring at the S.O.R.C. was not impressive in the final standings, as she lost her rudder early in the series. However, she finished very strongly in later races.

The third boat is 'Imp', which is the original 'Imp' and still quite unchanged from new, which says a lot for the original design, her crew, the stabilising of the IOR, or all three. One might also add that a little bit of luck did not go astray, because most of the new boats at the S.O.R.C. did seem to spend a lot of time losing rudders or other gear or just going the wrong way if all the reports are correct.

* * *

In 1977 I found myself partly responsible for a minor storm when I wrote in this column that the Southern Cross Cup would be conducted under IOR Mk 3 handicaps with the CYCA age allowance formula applied. Well, that is what the notice of race indicated, but after a few frantic telephone calls the matter was cleared up and the 1977 SCC was conducted as was intended all along and as it will be this year. That is, Southern Cross Cup entries will be handicapped according to IOR Mk 3, or Mk 3A if applicable, without the local age allowance factor. For the Sydney-Hobart Race the SCC boats will receive an additional T.C.F. factored for CYCA age allowance to put them on the same basis as the other entries. They will, therefore, have two results in the Sydney-Hobart Race, one in the overall Race results and another for SCC point scoring purposes. It is all quite simple really, but I don't know who is going to explain it all to the media. Good luck 'Tiger' Campbell Scott.

* * *

From Hobart comes the news that Victoria Dock will be made available to the Sydney-Hobart Race fleet this year in addition to the traditional Constitution Dock. This basin is situated just to the east of Constitution Dock, is slightly larger and should easily handle the overflow. The extra dock will come in handy because all signs point to this being a vintage year for the Sydney-Hobart Race and the Southern Cross Cup series, with an unusually large number of overseas entries expected.

* * *

Some very effective Southern Cross Cup promotional work was done by Bill Psaltis, first at the Sardinia Cup Regatta and later during a follow up tour of Europe earlier this year. He reports lively interest in the UK, Italy and Germany and from many individual yachtsmen of other countries. Add to that unconfirmed stories of starters from Japan, Hong Kong, a big US contingent and it begins to look as if we can expect a bumper crop of entries.

The opinions expressed herein are those of the author and do not necessarily reflect the views of the Cruising Yacht Club of Australia or of 'Offshore'. And we all know that Biggles has been doing an unaccustomed amount of flying lately.

There is one thing that worries me though; its that Radio Relay Vessel. What the Americans will make of it all I don't know, but I mean to say, a Russian ship? Just imagine the diplomatic repercussions if an American yacht has its position relayed incorrectly (to the left?), or the relay ship inadvertently takes the wind of, dare I say it, a yacht belonging to the Allies.

I'm surprised that the Ocean Racing Club of America has not lodged a complaint with the ORC already about the Russian presence in the Tasman, or at the very least demanded the USS Enterprise receives equal radio relay rights. After all, from no less an authority than a Member of the Legislative Assembly of NSW we have the information that these Russian cruise ships are but thinly disguised naval training ships.

Boy, you people who bought tickets for >

the Sydney-Hobart Race cruise are in for a big surprise. Probably you all fondly imagine the nights of caviar suppers and gay social whirl, breakfast in bed, a few hours by the swimming pool before lunch then an afternoon chatting up that cute little blonde Ukrainian gym instructor on 'B' deck. Wrong! First off, it's up at 0600 for a cold shower then two hours forced march around the main deck.

Later that morning, after a bracing breakfast of cold fat pork, black bread and unsweetened tea, you receive instruction on the stripping and reassembly of an AK-47. At some stage you get to loose off a magazine or two at some convenient target, 'Kialoa' for instance. Following a leisurely five minute break for lunch it's all academic as you spend the afternoon memorising entire chapters of Karl Marx and don't think you can fake it. There will be questions asked before the evening meal.

If you blow the exam you end up in the ship's cooler, no not the brig, the ship's cool room. This is to acclimatise you for the next all inclusive tour cruise which will be to certain archipelago in Siberia. After all that a deck watch on 'Apollo' in a force 9 gale will seem like pure heaven, but it's too late kid, you are stuck with it. Now at last you know what Solzhenitsyn was talking about. ■

The Movement Report Form

(continued from page 22)

is getting bigger and the probability of finding the vessel and crew is being reduced.

Many local rescue groups operate a simple system of trip cards for people going out for the day. At the end of the day any cards not cancelled by returned crews can give rise to search action, but if no card was lodged before going out there is no indication that anyone is missing.

If you make regular short voyages, for example, from a Queensland port out to the Barrier Reef, then it is suggested that you leave a full, up-to-date description of your vessel and its emergency equipment, together with a list of your regular fishing spots, either at home or with a responsible person for passing to the SAR Authorities in case of emergency. ■

The Great Scout Race

(continued from page 26)

Race' later this year.

Lindsay May did a great job in a run-about delivering orange juice to the skippers during the manoeuvring period before the start. One skipper was heard to remark, "This is the only race where everybody gets a prize before the event even starts".

John Crisp, part owner of 'Impetuous', a member of Australia's 1979 Admiral's Cup team, sponsored the race with his company, Mr. Juicy Fruit Juices Pty. Ltd., and provided free juice for the competitors.

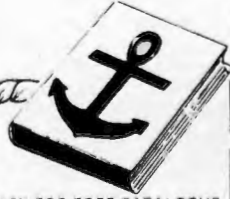
It was an outstanding success and the response from yacht owners was wonderful and a credit to the yachting fraternity. The CYCA made 'Offshore' available to start and finish the races and supported the event in every way.

An amount of \$7,000 was donated to the National Scout Brotherhood Fund as a result of The Great Scout Yacht Race. This money will be used to assist boys from Pakistan, Bangladesh, Sri Lanka, Mauritius, Indonesia, Papua New Guinea, Solomon Islands, Gilbert Islands and Tuvalu to attend the fourth Asia-Pacific (12th Australian) Jamboree to be held in Perth at the end of 1979. Over 1,000 scouts and leaders from overseas representing 32 countries will attend with 9,000 Australians.

The yacht owners, crews, hostesses and guests all proved that they are 'Good Scouts' in this, the International Year of the Child.

Geoff Lee,
International Commissioner





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OFFSHORE SIGNALS

'Offshore' guide to good reading

Bound into this issue of 'Offshore' is the latest catalogue of Boat Books Pty Ltd, of Crows Nest, and readers will find endless pleasurable hours of browsing through the most complete list that is available in Australia on subjects related to boating. Let your fingers do the walking — or, if you are of more tactile nature, we suggest a trip to this fascinating book store at 35 Hume Street, Crows Nest, to look at a boggling array of books, Admiralty publications, charts, maps — just about anything that's on paper about boats. (While you're there, slip upstairs one floor to the Chartroom, which has a wide selection of navigation instruments, calculators, plotters, compasses, binoculars, RDFs and general boating instruments and supplies. □



New marine safety system

Brandt's of Sydney is offering a new multi-alarm marine safety system that detects gas and fuel leaks, fire, smoke, flooding, toxic fumes, break-ins, removal of externally-fitted accessories, engine overheating and low oil pressure. Called **SEALARM**, the unit offers an option of 11 different channels, including provision for automatic bilge pumping and automatic gas shut-off valve. The price depends upon how many modes are desired; the basic unit with extra electronic sounder is about \$435. The UK manufacturer claims in its product information that clients in the UK may obtain a discount from Lloyds on insurance for vessels with **SEALARM** systems installed. (It is not known whether any such discounts are available from insurers in Australia.) More information from Brandt's Pty Ltd, 371 Pitt St., Sydney, 2000, (02) 26-6651. □

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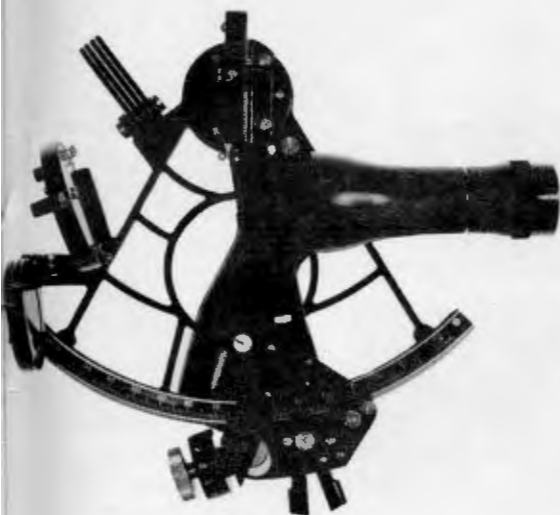
'Offshore' classified service directory

To cater for the supplier of services to the boating industry — frequently a one-man business — 'Offshore' is now offering classified advertising space so that the small business, which previously did not advertise, may now reach the select audience of 'Offshore' readers at low cost. 'Offshore' classifieds will benefit Club Members and readers as well, as we expect it will become a comprehensive and useful guide to all types of boating services — from a needle to an anchor, from galvanising to marine electrical, from boat cleaning to catering. A minimum of three consecutive insertions (at a total of \$60) is required, the cost of which many suppliers of services will more than recoup on their very first job. Details are available from the Editor (36-1152) or from Helen or Elizabeth in the CYCA office (32-9731). The Editor would also like to have from Members suggestions of prospective classified advertisers. □

The Captain's first anniversary

Driving along Military Road in Neutral Bay, one cannot but notice, amid the blur of shops, two tall flagstaffs with pennants flying and nautical figures peering off the balcony of The Captain's Cabin, a most unusual nautical store that specialises in anything from wet weather gear to nautical decor. Celebrating its first anniversary this June, The Captain's Cabin offers everything nautical from gifts to trophies, antiques and artefacts, binnacles, an all-marine art gallery, apres sail gear. It also has some of the world's finest serious sailing gear — deck shoes, deck boots, the famous English Evett wet weather gear, galleyware and books. Trophy hunters: The Captain's Cabin also specialises in making trophies to order. □

Letter



Celestial navigation courses

Readers of 'Offshore' (Feb-March) who were interested in doing a celestial navigation course will recollect an article on page 36 which detailed the arrangements of a March class run by the Club's Rear Commodore, Gordon Marshall. Unfortunately, due to unforeseen circumstances, that particular issue of 'Offshore' ran late, and some intending students heard of the course after it had started. For this we apologise.

However, as foreshadowed in the article, Gordon will be running a second celestial class after returning from the Sydney-Noumea Race, and it will probably start late July or early August. Those intending students who missed the first course should contact Jill McLay in the CYCA office, 32-9731, and she will send you an application form.

When the exact date is settled, Gordon will arrange for you to be advised by post and will include details of the equipment you will need during the course. □

Dear Mr. Le Bars,

Here is some information on the Royal Hong Kong Yacht Club which might be of interest to your Members.

I enclose a 'Notice to Visitors' (see below) which sets out the standard procedure Visitors should follow upon arrival at the Club. On production of an introductory or current Membership card, your Members are welcome to use our facilities and payment for purchases within the Club is made through cash coupons (@ HK\$20 a book) for those visitors whose stay does not exceed fourteen days. For those visitors whose stay is likely to be longer we open a monthly credit account.

Our current Membership is 5,100 with very active racing fleets of A & B Class Cruisers, Dragons, Enterprises, Etchells, 505's, Flying Fifteens, Hobie Cats, Lasers, L's, Pandoras, Ruffians, Bosuns and Sonatas: we also have a very strong and highly active Rowing Section.

The Royal Hong Kong Yacht Club has three Clubhouses, namely Kellett Island (on the north of Hong Kong Island), Middle Island (on the south of Hong Kong Island) and Shelter Cove (in the New Territories). Kellett Island is the main base, and all three locations have mooring facilities, although moorings for visitors are limited.

Kellett Island is currently undergoing a major re-development programme and most of the work should be completed at the end of this year. At present the facilities include a "Bistro" dining room, cocktail lounge, three bars, meeting rooms, library, a marine workshop, a 'Ship Shop' which sells nautical goods, and for the more energetic, two squash courts, four bowling lanes, and two swimming pools with poolside snack bar. We shall be adding a dining room/ballroom and two private function rooms at second floor level this April. The Club also runs its own regular bus service from the Club to the centre of town.

I enclose a list of the Club Flag Officers and the General Committee for 1978/79. The Annual General Meeting is held in October.

Once again, thank you for returning the questionnaire and we look forward to welcoming your Members whenever they find themselves in Hong Kong.

Yours faithfully,
D. Monteith-Hodge
General Manager

Visitor's information sheet

Welcome to the Royal Hong Kong Yacht Club.

For the benefit of visitors who wish to eat, drink or make purchases at the Club, we

operate a cash coupon system. There are various places from which you can obtain coupons dependent upon the time of your arrival:

a) If you arrive during normal office hours, that is from 0930 to 1730 Mondays to Fridays and 0930 to 1300 on Saturdays you are requested to introduce yourself to the Membership Secretary whose office is on the first floor of the Workshop Building on the edge of the hardstanding. The Membership Secretary will arrange for you to be issued with coupons.

b) If you arrive on Saturday between 1300 and 1730 or on Sunday between 0930 and 1730 you are requested to report to Reception in the General Office near the swimming pool, where you can sign the visitors' book and obtain coupons.

c) If you arrive after 1730 you are requested to sign the visitors' book held by the Duty Captain in the Bistro on the ground floor and obtain coupons from him.

If you arrive outside of office hours during the week or you arrive at weekends you are requested to make yourself known to the Membership Secretary as soon as possible.

We hope you enjoy your visit.

D. Monteith-Hodge
General Manager

Royal Hong Kong Yacht Club General Committee 1978/79

COMMODORE
R.L. Wilson

VICE COMMODORE
K.C. Mowser

REAR COMMODORE
Capt. R.W. Moland, R.N.

REAR COMMODORE
J.A. Allan

REAR COMMODORE
E.J. Lockyear

HONORARY SECRETARY
W.P.G. Double

HONORARY TREASURER
Lau Wah Sum

G.M. Aldrich
J.B. Best
R.H. Capes
G.J. Edmonds
B.D. Keep
H.H. Ross
M.C. Tanner
Lt. Col. G.C. Verdon □

AROUND

THE SLIPWAY

with Peter Shipway

Passing through Sydney in mid-May was that former great ocean-racer 'Solo' bound for the Barrier Reef. She has been extensively refitted for charter work and was acquired by her new owners from Antarctic explorer/yachtsman, Dr. David Lewis.

A week after 'Solo', another veteran passed through headed for six months' cruising in the Reef. That was 'Ruthean', formerly owned by the Tolls of Lake Macquarie and now owned by Bryan Price, former world 505 champion from Adelaide.

Leaving Sydney the first week in June for an extended South Pacific cruise is 'Kurura' skippered by well-known bar-lizard Laurie Gubb. Laurie has extensively refitted the old girl and has added a new Hasler self-steering gear, which will make life easier for the two crew, Laurie and his girl-friend Hilda. Lord Howe Island is the first port of call, then on to New Zealand, and from there north to the islands, where they will spend about a year.

○

One of the prettiest boats to visit the marina in recent months is the 32' sloop 'Hiri' from Liverpool, UK. She is a Contessa 32 designed by David Sadler and built by the Rogers Brothers in Lymington. The design won Boat of the Show at the London Show five years ago and is the only production boat that has had its own start at Cowes week (in 1978 with 78 starters), and in all over 500 have been built in the UK.

The skipper is Charles Williams, a 40 year old surveyor from Liverpool who has spent over four years sailing to Sydney. Charles left the Solent and

headed for the Canaries and then to the Caribbean, where he worked as a charter boat skipper. From there he proceeded up and down the east coast of America stopping for a time to work at the famous 12 metre boat builder, Minnefords, where he was introduced by former CYC identity Len 'Have a Chat' Burke.

From there he travelled through the Panama to the Galapagos and on to French Polynesia, where he stayed for 10 months. This he said was definitely the best place he visited, and he spent a lot of time skin diving. After Tahiti he sailed to the Cook Islands, Tonga, New Zealand and then on to Sydney. The New Zealand-Sydney leg was the only one sailed single-handed; the rest of the time he had at least one crew.

Leaving Sydney in late May, he travelled up the east coast of Australia to New Guinea, where he intends working for a few months.

○

Proudest new boat owner at the CYC is Geoff Blok, who has just purchased 'Constellation' (ex 'Ragamuffin') and renamed it 'Mary Muffin'. Her first race for her new owner was in the opening winter race on the harbour, where she finished a creditable second behind 'Gretel'. Geoff is racing to Noumea and then on to Port Vila, and his crew will include the sources of all marina managers, Tony May and Greg Gilliam.

○

One of the most intriguing visitors to our marina ever has been 'Kenumena' or the 'Big Cat' which has been moored at

the end of B Marina. Based in Noumea, she was built by Jim Young in Auckland, New Zealand, to a design from Rudy Choy of Newport Beach, California. She was built originally for Jehan Morault in 1971 and at the time she was the biggest catamaran in the world. Since then a bigger one has been built in Honolulu for the tourist trade.

Construction is of marine ply and the hulls are coated with fibreglass. She has an overall length of 62.6 feet with a 28.5 feet beam and a draught of 3.3 feet. She has spacious decks and is beautifully appointed below where the finish is all in teak. She has six cabins including crew cabins with accommodation for up to 15 guests and two bathrooms with pressure hot water throughout. A huge living and dining room area spans between the hulls with a large navigatorium aft which has every conceivable navigation aid.

She motors comfortably at 9 knots with power supplied by 2 x 110 hp Volvo diesels — one in each hull. She has 240 volt power supplied by an Onan generator. She is registered to handle up to 65 persons on a day tour basis and she has been used as a charter boat out of Noumea. The bridge aft has hydraulic steering positions on both sides to give a clear view at all times. Sails are by Hood with a 1300 sq ft mainsail and 190 sq ft mizzen.

The passage to Sydney was made via Brisbane and Southport and she should be returning directly home in mid-July.

○ ○

You're all settled in for the winter, but haven't you forgotten something?



The boat's laid up, the gear's stored, and the sleeping bags and linens have been sent to the cleaners. But have the sails been left to mildew in the forepeak or the locker? And what about those chafed seams in the headsails, tired batten pockets in the main, and pinholes in the spinnaker?

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