

# OFFSHORE

NUMBER 44

OCTOBER/NOVEMBER 1978

50\*





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Cover: Sid Fischer's 'Ragamuffin' took all five races in Class A at the Pan Am Clipper Cup Series in Hawaii. Australia won this inaugural event from two New Zealand teams, two teams from the U.S.A., and one team from Japan (see story, page 3).

Cover photo by Bob Ross courtesy Australian Sailing Magazine.

Hawaii 1978	2
Sardinia 1978	8
How to become a famous ocean racer	13
Be faster downwind	19
Life jackets	21
C.Y.C.A. passage races	23
Leda's two-way cruise to Suva	25
Centreboards vs. deep keels	27
Biggles' Column	29
Watson's Knaviguessing know-how	32
 New product news	 32
 Offshore signals	 33
 Club notes	 34



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BIG SCHOTTE





'Ondine' is now a sloop, a trend for the maxis these days.

Farr 1/2-tonner *Don Quixote*.

The overall result was a win to the U.S. entry *Carrie Ann V* from *Lovelace* and *Ragamuffin*. Australia 'A' scored sufficient points to reduce the New Zealand 'A' team lead to 7 points. New Zealand 'B' team was still in third place. The Australian 'B' had a bad day with *Nyamba* 12th, *Geronimo* 18th and *Apollo* withdrawn.

The race was marred by an unfortunate accident on *Apollo* when a coffee grinder winch let go injuring Paul Nethery and Mike Burke who were hit by the flying handles. Paul received cracked ribs and bruising while Mick was admitted to hospital for surgery on a broken left hand. It was bad luck for both crew members who had worked hard to get a chance to sail in Hawaii and the best of the racing to come.

4 — October/November 1978, OFFSHORE

Photo by Bob Ross Courtesy Australian Sailing Magazine

### Race 3

The third race was over a 27 mile course started in similar conditions to the second. Trade winds blowing in from the NE at 15 to 20 knots and all entries reefed down with No.2 or No.3 genoas on.

The maxis again had a close race with *Ondine* leading *Kialoa* all around the course only to throw it away on the last beat by failing to cover *Kialoa's* tacks and finally lost by 16 seconds.

*Ragamuffin* again showed her supremacy over the other Class A yachts by winning on corrected time but only by one second from the new American *Checkmate* having her best race of the series. *Anticipation* (N.Z.) again took third place from the U.S. entry *Hawkeye*.

*Monique* (N.Z.) had its best race of the series in Class 'B' with a win in both class and overall. *Big Schott* and *Inca* (N.Z.) finished second and third in Class B.

*Lovelace* (N.Z.) had its first Class C win of the series in this race beating *Magic Pudding* over the line by 98 seconds with *Carrie Ann V* and *Country Boy* coming in next.

Only *Nyamba* and *Geronimo* started in the Australian B team and *Geronimo* withdrew due to blowing out the mainsail.

### Race 4

Race four was sailed over a 26.8 mile triangular course and again started in NE trades blowing at about 18 to 20 knots.



The maxis revelled in the conditions and provided a spectacular contest that saw *Ondine* give *Kialoa* its biggest thrashing so far, winning by the handsome margin of 6 minutes and 40 seconds.

*Ragamuffin* once again showed its supremacy with another win in Class A and also took out the overall race. *Checkmate* finished second and *Ondine* third in Class A.

The start of Class B was a wild bumping affair that resulted in *Nyamba* withdrawing after contacting *Big Schott*. The Class B was won by *Monique* once again with *Gerontius* coming second and *Big Schott* third. A protest, lodged by *Inca* against *Big Schott* was resolved after two meetings, and many hours of deliberation, in favour of *Big Schott*.

*Magic Pudding* got away to a great start in Class C to lead around the first and second marks but from there on she gradually slipped back through the fleet to finish fourth behind *Carrie Ann V*, *Country Boy* and *Lovelace*.

The overall result of the race went to *Ragamuffin* from *Monique* and *Checkmate*. Australia 'A' had a bad day in the teams race. Although *Ragamuffin* won, *Magic Pudding* and *Big Schott* finished 13th and 14th. This allowed New Zealand 'A' to lead the way from Australia with only the long race to go.

All three yachts started for the Australia 'B' team, but *Nyamba* and *Geronimo* withdrew during the race.

### Around the State Race 5

The Waikiki Yacht Club was really buzzing early on Saturday, August 12th as crews prepared themselves for the 775 mile last race. And what a way to prepare—a Champagne breakfast to the accompaniment of the U.S. Navy Orchestra playing some stirring numbers.

The Clubhouse, bathed in the warm morning sunshine, the dining tables dressed with tropical flowers and the VIP's wearing bright red leis gave an atmosphere of excitement for the start of this deciding race.

New Zealand 'A' had a slender two point lead over Australia 'A' as they went into the last race. Australia were lucky to have Tig Thomas and Richard Hammond in their team as both had

sailed in races around these islands twice before and had the necessary experience to devise tactics that were to give them a decisive win (refer Richard Hammond's article in *Offshore* June/July 1978 issue).

The Kiwis apparently came undone by trying to sail around the big windshadow off the west coast of the island of Hawaii while Australia's plan was to come in to the coast above the windshadow and sail around Ka Lae Pt close to the shore.

The outcome of the race was a great overall win for *Magic Pudding* from the New Zealand *Inca* with *Ragamuffin* in third place.

*Ragamuffin* again won Class A from

*Anticipation* and *Checkmate*. Class B was won by *Inca* from *Big Schott* and *Gerontius* and in Class C *Magic Pudding* beat *Don Quixote* and *Carrie Ann V*.

Final points for the series were:

Australia 'A'	2583
New Zealand 'A'	2529
New Zealand 'B'	2514
U.S.A. 'Red'	2450
U.S.A. 'Blue'	2411
Australia 'B'	2279
Japan	2230.

In a separate competition based on the results of the 5th race, CYCA beat the Waikiki Club for the Trophy by only a few points. The C.Y.C.A. team was *Ragamuffin*, *Big Schott* and *Nyamba* while Waikiki was



Photo by Bob Ross Courtesy Australian Sailing Magazine

represented by *Carrie Ann V*, *Sorcery* and *Bravura*.

The Navigator's trophy was won by Richard Hammond (Australia) and the *Seamanship Award* went to Foo Lim of Taiwan.

As it turned out the series became a competition between Australia 'A' and the two New Zealand teams. The U.S.A. teams were weakened by their selection of *Ondine* and *Kialoa* in opposite teams. Had *Checkmate*, *Hawkeye* and *Carrie Ann V* been in one team, the U.S.A. challenge would have been much more competitive.

The failure of the Australian 'B' team was not unexpected as it was not a selected team but made up of the only other boats available for the series.

The most important part of the Australian mission was achieved in being represented at the series by as many yachts as possible and so helping to ensure the future of the series as a biannual event.

On reflection, had Australia not bothered to enter any teams, the series would have lacked real competition and there may have been a doubt about the future of the series. Now that we and the New Zealanders have declared our interest and intentions for the future, I really believe the series will go from strength to strength.

There appears to be no doubt that future Australian teams should be selected entirely on their merits with the best Australian boats in the No 1 team and other teams graded down from that point. State teams should not be encouraged to the detriment of putting together the best available boats in one team.

On the lighter side of the series, the social activities organised by the Waikiki Yacht Club included several barbecues (cook outs), a visit to Primo's brewery (and all you could drink), a luau in the mountains, and a Champagne breakfast. The hospitality of the Americans was really appreciated by everyone.

*Right: Australian B team member, 'Apollo', in a fresh breeze during the 1978 Pan Am Clipper Cup Series. She was haunted with bad luck in the series; two crewmen were injured when a coffee-grinder winch let go, and her skipper, Jack Rooklyn, was thrown from his bunk and fractured several ribs.*



Photo by Bob Ross Courtesy Australian Sailing Magazine

# Pan Am Clipper Cup Race Series

NAME	DESIGNER	L.O.A.	COUNTRY	RATING IOR/AGE	OVERALL POSITION	POINTS
Anticipation	Miller-Lexcen	49' 8"	New Zealand	40.3	6	839
Apollo	Miller-Lexcen	51' 7"	Australia	47.2	21	710
Big Schott	Peterson	41'	Australia	32.1	7	838
Brandy Wine	Santa Cruz	27'	U.S.A.	23.9	35	342
Bravura	Frers	48'	U.S.A.	38.4	13	783
Carrie Ann V	Farr	36'	U.S.A.	27.5	4	869
Checkmate	Petersen	50'	U.S.A.	42.6	7	838
Chutzpah	Bill Lee	35'	Japan (Charter)	27.0	31	631
Country Boy	Farr	36' 9"	New Zealand	27.5	10	824
Drifter		71' 6"	U.S.A.	71.9	37	319
Don Quixote	Farr	30'	Taiwan (Charter)	21.6	12	794
Encore	Columbia	43'	U.S.A.	31.2	25	682
Gekko V		41'	Japan	31.8	19	717
Geramiya		36'	U.S.A.	27.3	38	309
Geronimo	Miller	48' 6"	Australia	35.1	30	632
Gerontius	Farr	42'	New Zealand	35.1	8	829
Hawkeye	King	48'	U.S.A.	42.3	14	778
Inca	S & S	45'	U.S.A.	32.7	5	848
Kialoa	S & S	79'	U.S.A.	65.8	17	744
Libalia	Ericson	39'	U.S.A.	28.9	34	357
Lovelace	Farr	36' 9"	New Zealand	27.5	9	827
Magic Pudding	Peterson	37'	Australia	27.6	3	872
Margarita	Yamaha	33'	U.S.A.	24.6	29	638
Martique	Ranger	32'	U.S.A.	24.1	28	645
Monique	Farr	42'	New Zealand	31.9	1	874
Neeleen	Whiting	44'	U.S.A.	35.8	28	657
Nyamba	Blackburne	41' 6"	Australia	31.6	16	747
Pake II	Morgan	27' 6"	U.S.A.	21.1	39	75
Premiere	Morgan	30'	U.S.A.	23.9	36	321
Pupule	Harkfarm	28' 11"	U.S.A.	22.3	27	658
Ondine	Chance	79'	U.S.A.	69.0	18	740
Ragamuffin	Frers	47' 5"	Australia	36.3	2	873
Ricochet		41'	U.S.A.	27.8	23	693
Ruffian	Wilson	36'	U.S.A.	30.3	15	774
Sorcery	C & C	61'	U.S.A.	52.3	20	714
Sunbird V	S & S	54'	Japan	39.0	24	692
Sunset	Swan	44'	U.S.A.	32.2	22	711
Tentation	Carter	37'	Tahiti	27.5	26	672
Wizard		41'	U.S.A.	32.0	32	418
Zeni	Harkfarm	28'	U.S.A.	22.4	33	372

Photo by Bob Ross Courtesy Australian Sailing Magazine



Undoubtedly the 'quiet drink' is going to be as much a part of the Clipper Cup Series as it is of the Sydney—Hobart Race. The inaugural quiet drink was organised by the redoubtable Don Mickleborough at a carefully selected harbourside joint known as Margy's Bar in downtown Honolulu. Margy was given notice to stock the bar with plenty of the right things including some food. It got off to a great start at 1300 hours and drew to a close around 2200 hours after all the draught beer had gone, the food consumed, a few good stories told and many of the traditional quiet drinks songs had been sung, with the inclusion of some new verses by international yachtsmen with plenty of experience at quiet drinking.

Yes, The Pan Am Clipper Cup Series was a great success and I am sure many are looking forward to 1980.



# SARDINIA 1978

by John Harris



The first point to make is that there was no Australian Team in Sardinia. To suggest that would be totally to debase an already tottering currency. There was, however, a team of Australians present, flying the flag and enjoying themselves. The 'Australian effort' was so low key that we should have been equipped with submarines.

It is hard to say what was the highpoint of the series. Perhaps it was the performances of the new 'wide-sterned' Peterson designs as exemplified by the Italian team 2-tonners *Dida* and *Yena* (these boats being pushed by non-Italian weight such as Jim Pugh of the (American) Peterson design office and Ian Macdonald-Smith of the English North Sails loft. Probably, however, the prize goes to the long awaited and

much acclaimed entry of C.Y.C. identity 'Biscuits' Arnott into the international ocean racing scene. Italy will never be the same.

## The Scene

Sardinia, as surprisingly few people seem to know, is a largish island some 200 km long by 90 km wide, roughly west-south-west of Rome. It is a 45-minute flight by Alisardis jet from Rome's airport to Olbia, one of the island's three commercial airports situated on the northeastern side. From there it is a 45 minute van run to Le Ginestre, the hotel which was to accommodate most of us at the expense of the regatta's backers.

We learnt early that there are strict laws regarding the number of

passengers a vehicle—even a private vehicle—may carry. The driver sent to meet us explained in the universal sign language that he could only carry nine in one trip. Naturally we ignored him and all 13 of us piled in. The driver protestingly drove off but a few minutes later pulled up, returned to the airport, and there four disembarked. It is the only time I have ever been able to find evidence of an Italian traffic law being observed.

The next morning we discovered that the hotel was some few kilometres from the boat harbour, itself a fantastic, tide-free structure in a totally protected inlet just across the bay from Porto Cervo.

The adjacent yacht club reminded me of the C.Y.C. not at all. Built at a reputed cost of £8 million (pounds not lire) it is a most sumptuous structure of bars, restaurants, reception and reading rooms, together with (of course) monstrous roof-top pool. I did not bother enquiring about membership fees. Living in this millionaires' paradise could undoubtedly be expensive with larger yachts berthed at \$60 a day and 2-tonners 'slipped' at \$300 a piece. However, the Australians got not only subsidised accommodation but also books of meal tickets which cost us nothing and entitled us to four/five-course meals, free mineral water and as much wine as one wished to order. Weight went up like a Farr boat's rating.

Amid this opulence the beautiful people moved with practised, tanned ease. In sharp distinction we Australians, with our coats of winter white and mouths agape, were less than splendid. Only Mike Hesse, who speaks English with Italian speed anyway, moved quickly into gear and soon had the Italians drawing him into their kin groups.

Whilst there was not the serious air and tension which pervades Cowes, the marina was well stocked with reasonable boats; the renamed *Moonshine* (now *Rose Selavy*), some few *Imp* derivations (neither

# Hawaii 1978

by Alan Brown

The 1978 Pan Am Clipper Cup Yacht Series in its inaugural year will be remembered for the battle for supremacy between the maxi yachts *Ondine* and *Kialoa*, the tussle between the four lightweight one tonners, and the great sailing by the Australian entry, *Ragamuffin*, to win all five races in Class A.

*Ondine*, which has been converted to a sloop since last seen in Australia, finished the series three to two over *Kialoa* while *Magic Pudding*, the Peterson 1-tonner, with a class and overall win in the 775 mile last race took the honours from the Farr 1-tonners *Lovelace* (NZ), *Country Boy* (NZ) and *Carrie Anne V* (USA).

*Ragamuffin* was just beaten for best boat of the series by the very consistent and fast Farr 2-tonner *Monique* from New Zealand.

The mass of spectator fleet was treated to some spectacular sailing the likes of which Hawaii had never seen before. All starts were made about six miles off Waikiki beach into a 15 to 20 knot NE trade wind that built up each morning and dropped each evening.

The first leg of each race was always in toward Diamond Head where a buoy was located about 2 miles offshore. The first race of about 100 miles was sailed clockwise around the island of Oahu, while the last and longest race was sailed anti-clockwise around the State of Hawaii.

The courses laid for the short races were extremely good with excellent starting lines laid in 2000 ft of water—quite an achievement.

Thanks to the constant direction of the wind, all marks were left in their set positions for the entire race and still the last leg was always a hard bash to windward.

All races were sailed under the watchful eye of one or more helicopters carrying film crews while additional cameramen were recording the event from boats following the races.

Australia was represented in the series by two teams sailing for the first time under the auspices of the newly formed Ocean Racing Club of Australia. The teams were:—

Team A		
<i>Ragamuffin</i>	Syd Fischer	NSW
<i>Big Schott</i>	Marshall Phillips	NSW
<i>Magic Pudding</i>	Tom Stephenson	VIC
Team B		
<i>Nyamba</i>	Jim Hardy	NSW
<i>Apollo</i>	Jack Rooklyn	NSW
<i>Geronimo</i>	Dick Thurston	VIC

## Race 1

The two maxi boats *Ondine* and *Kialoa* set the scene for what was to come by their incredibly close duel all around the 100 mile course. The lead changed several times until *Ondine* broke clear when *Kialoa* ripped a headsail. Undaunted, *Kialoa* fought back to get within six seconds of *Ondine* at the finish. *Kialoa*, however, took handicap honours.

The race was sailed mostly in 15 to 17 knot NE trades but developed into a small boat race when the fleet sailed into a big calm area in the lee of the Waianae Mountains allowing the little boats to catch up.

The overall winner was one of the smallest yachts in the fleet, *Don Quixote*, a Farr half-tonner sailed by Foo Lim representing Taiwan. The four lightweight 1-tonners in Class C took the next four places.

In the teams event, New Zealand 'A' put in the best performance with a second to *Country Boy*, fifth to *Monique* and eighth to *Gerontius*.

Australia 'A' were next best with *Magic Pudding* third, *Big Schott* seventh and *Ragamuffin* ninth. New Zealand 'B' also performed well to be next with *Lovelace* fourth, *Inca* sixth and *Anticipation* 11th.

This race gave some of the newcomers to racing in Hawaii a slight insight into what could be in store for them in the long race. The seas were running a bit off Koko Head, and some boats got in a bit of surfing with *Kialoa* reporting speeds of up to 18 knots.

Jack Rooklyn was the first casualty of the Australian teams when he was thrown from his bunk and fractured several ribs causing his withdrawal from the crew for the rest of the series. Jack's son, Warwick, skippered the boat in the other races in which it competed.

After the first race New Zealand 'A' led the team race by eight points from Australia 'B' with New Zealand 'B' in third place, four points further back.

## Race 2

The setting for the triangular short course races off Waikiki Beach is excellent. After leaving the yacht club marina you are on the course in minutes and during August the NE trades blow almost every day.

The course for the race was over 27.3 miles and was started in about 20 knots of wind with all yachts reefed down. There was plenty of action on the starting line with *Ondine* and *Kialoa* mixing it with their smaller rivals.

*Ragamuffin* made a perfect start only to be faced with a general recall with many anxious helmsmen pushing their boats early over the line. However, Syd Fischer got *Rags* away almost as well the second time, and from there went on to win Class A on corrected time by 92 seconds from the Peterson 50 footer *Checkmate* from the U.S.A., with New Zealand's Ben Lexcen designed *Anticipation* 38 seconds back in third place.

Class B yachts had a great race with the sensational New Zealand entry *Monique* taking first place from the ever improving *Big Schott* and *Gerontius* (N.Z.) third.

*Magic Pudding* did not have a good race in Class C where she finished fifth behind the three 1-tonners *Carrie Ann V*, *Lovelace*, *Country Boy* and the

particularly well sailed nor particularly fast), a new Kaufmann 44 *Vanina* (certainly less than brilliant despite the presence of the ebullient Tom Blackaller), and some interesting-looking Italian designs. These latter appeared, at least superficially, to be heavily influenced by Ron Holland and were fast reaching but showed nothing more. Even Lexcen got a look in with the new *Guia* chartered to the Canadians and going quite well indeed in the prevailing downwind conditions. Above all were the few real competitors—*Dida* (top boat overall and a new Peterson 2-tonner), *Yena* (sister ship to *Dida*), and *Williwaw* (reputedly the same as *Superstar* but with a deeper keel). The interior of *Williwaw* should be compulsory viewing for all concerned with *Superstar* and, indeed for anyone about to build. *Arcadia* was also very much in evidence, bigish, fast and fetching with a very Frers deck layout. *Arcadia* was testimony to potential dangers awaiting Australian owners who are brainwashed into putting over-light mast sections into boats to be used in breezy conditions.

The weather for the whole series was true to the postcard, with plenty of breeze. Some say we had 45 knots in



Team quarters at Porto Cervo.

the first race, but as our wind speed indicator died of fright at 22 knots, we can only guess.

The interior of the island showed signs of poverty, but like it or not, that reality was more than miles removed from the extravagances of the Costa Smeralda.

### The races

This, the first Sardinia Cup, was raced over four races.

**Race 1**, of approximately 150 miles, was delayed initially due to a howling mistral, and as our native paid hand explained, 'We usually don't race when it's over 30 knots'. Well, we were there for the holiday (again, a

Some of the crew of *Boomerang* take tooth at one of the five restaurants of the Yacht Club Costa Smeralda.





contrast to the Admiral's Cup) and weren't complaining. The race eventually got away to a tight reaching start late in the afternoon in moderate airs. *Boomerang* started well, but in no time at all, and somewhat to our surprise, we discovered the whole fleet with the exception of our new-found and faithful friend *Standfast* had sailed past us with contemptuous ease.

There were no tactics or clever trim involved; it was purely a reach and we quickly perceived that we were on one slow boat. The absence of a reacher and a .75 oz. chute was sorely felt.

Fortunately after a few hours sailing it went dead light and *flukey*, and we managed to find a fair proportion of the fleet who had the decency to wait for us.

After being hard on the breeze all night, dawn showed the rounding mark some miles distant, and a lot of spinnaker-carrying blobs scurrying even further away on the leg home.

Joy of joys, a sail was behind us. It eventually declared itself as *She III* so the Australians were in firm shape—last and second last, that is.

The wind freshened all day giving a hard and also very hairy run home. *Boomerang* was like one of those big early model Ford Fairlanes—no power steering, but dozens and dozens of turns from lock to lock to make it possible. Helmsmans' hands were well blistered by the end of the day. During the run we broke our spinnaker halyards, went from full ounce-and-a-half chute to storm chute to poled-out headsail, marvelling all the while at our own lack of skill and nerve. Our wind speed indicator never suggested a need far less than a full ounce and one half.

We learnt later however that *Dida* had registered 45 knots apparent in that wild run. That restored our self respect a little, but did naught to instill any affection for the downhill qualities of our boat.

Who did well? I honestly don't know. There weren't too many sober people around when we finally arrived.

**Race 2** was roughly triangular 30 miles, but for some unknown reason we were again sent off on a reaching start. Again we left the blocks nicely to be 'rolled' by all and sundry. The



How do you say 'cheese' in Italian?

breeze was quite fresh on the beat and we managed to get through odd boats. However as a pointer to the regard in which we were held, every boat we passed seemed immediately to pull out.

This race was fair in all respects, but for some reason most of the fancied boats unwisely set spinnakers on the first reach which pulled them way below the first mark. Because of this and the fresh breeze the German Kennel Club (*Saudade* and *Rubin*) did very well. The hearts of those who had affection for *Love & War* beat faster that night.

**Race 3** was the long race—about 380 miles from Porto Cervo through the now dreaded straits between Sardinia

and Corsica around the Isle d'Hyères (off the Southern Coast of France) and return. I gratefully report that it was a run both ways. A light flukey first night coupled with accurate navigation allowed us to hang in with a bunch of boats, so we at least had a race. Our confident anticipation had been to finish a distant (and boring!) last.

Despite the fact that it was an 'out and return' race we were never on the wind, for the breeze swung with us as we turned the rounding island. As a consequence the race was featureless and fast. Any honest report must record that this main race had none of the drama or atmosphere which makes the true ocean classics, and one doubts if it will for some years at

*A momentary interlude of racing.*



least. An 80 knot mistral might alter one's views though.

The last 60 miles developed into yet another wild run with the major debate being whether to jibe the only remaining spinnaker as we turned the corner to the finish or drop, jibe and reset. Discretion won, and we were grateful for our cowardice when *Standfast* tried the alternative and was left doing 360° in our wake.

The great benefit of a running race was that we had an extra day's sightseeing, so it was all into the team van and off to Corsica and French food for the day.

**Race 4** was probably the pick of the races. The course was, as Tony Fairchild put it, 'imaginative', winding around some of the lovely offshore isles and at last it gave a windward start. Somewhat sadly the breeze dropped right off at the end making it a big boat race. The amount of reaching in the course could also be criticised, but we weren't complaining. The end of a series in a dead slow boat is welcome!

*She III's* crew performed very well indeed in this final race, given the equipment, and turned in an 11th—highly creditable in the circumstances.

Well, that was Sardinia Cup 1978. Two days in Rome shopping for wives and selves, then Sydney. Just in time to get mentally prepared for the ORCA match racing, Montague et seq....

It is hard to be critical when you have been hosted so royally. Suffice it to say that there is still only one real Ocean Racing Team Championship. That remains firmly if inexplicably the Admiral's Cup. We have to be in Cowes in 1979, in our boats.

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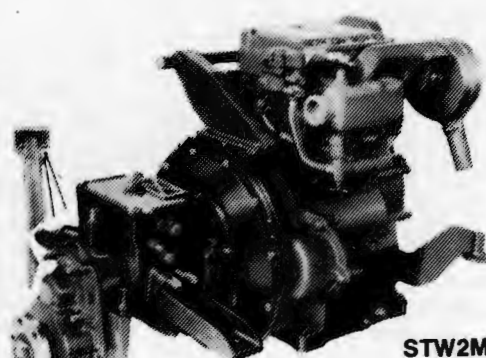
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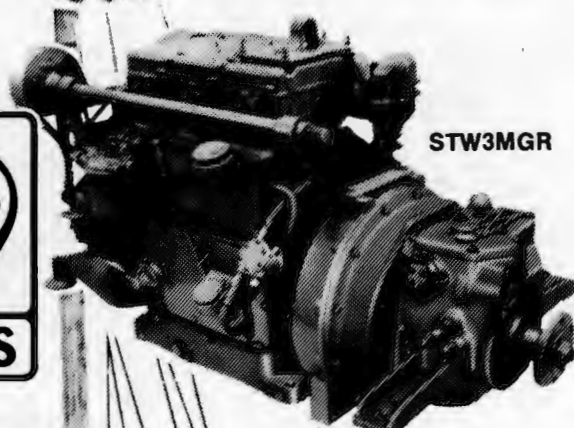
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# HOW TO BECOME A FAMOUS OCEAN RACER

(without knowing how to sail)—Part II

by Tony Cable

This is the second and concluding article on this subject. The first, in last month's *Offshore*, dealt with such topics as 'taking up ocean racing' and 'how to be a famous ocean racer in the lounge room'. Here the emphasis is on how to become a famous ocean-racer when at sea. Again, the purpose is to give some non-sailing tips to the newcomer in order to help him in the initial stages of taking up the sport.

## Safety

Safety is a subject to which we all give considerable notional support but, in practice, pay little attention to. The C.Y.C.A. has been a world leader in establishing safety regulations, but if it weren't for the scrutiny of our safety officials, many boats would not comply with the requirements, some probably being deficient even to a culpable degree.

The new chum can read up on the safety requirements and know the gear just as well as the established hand. Indeed, it wouldn't be hard to know more about this area than the famous. Few new hands actually do this, but there is every reason why, before a race, you should learn the location of: the extinguishers, the life raft, the dan buoy, flares (read the instructions on and find out how to operate such things). Be sure to locate, untangle and work out how to fit a lifeline and lifejacket. Much of this equipment one will never use, but when they are needed, it is not the time then to discover how they work. Read up on, or get someone to run over with you, a 'man overboard' drill. This should include learning what to do instantly (and this is vital) at various points of sailing, e.g. running.

The importance of safety is, of course, self evident, but you will find very few who understand anything like the amount they should about it.

As part of this section, medical aspects should also be considered. Find out where the first aid kit is stowed; often it is well hidden. You may uncover a deficiency by undertaking a thorough check of its contents, bearing in mind that even the 'regulation' inventory has important deficiencies. A useful hand might even go to the trouble of having a qualified person examine the contents and add to it (e.g. nothing is listed for treatment of diarrhoea).

Ocean racing compared with other active sports seems to be comparatively light on injuries, but a

knowledge of some first aid would be an asset. Few of us, for example, would know how to give mouth to mouth resuscitation; when you think about it, this has got to a pretty crazy situation for those participating in a water sport.

## Clothing

There is no need to be fashion conscious when going ocean racing. The requirement is only that your gear be functional in respect of the cold, the sun and the water. For the cold, woollen garments are of course the answer; how many of these you take depends on whether you are built like a spider or carry a deal of insulating lard. But you will be in situations where your efficiency will plummet with the temperature, so protect against it.



" STOP YOUR CLUMPING AROUND UP THERE "

About a third of your time will be spent in the bunk. The important thing is to get down and rest.



The best investment you can make is in a good set of oilies. These are not too cheap, but there are very wet situations out there when you would willingly pay anything for a well designed, leakproof set. Ask around to get opinions on what are the best models; some have design features that are in advance of others.

You don't really need seaboots when sailing out of Sydney. While it is nice to have warm feet, you are in no danger of losing toes without them. Further, you don't necessarily look the real thing wearing boots along the marina, and they are not too appropriate when worn at the bar particularly as your feet get terribly clammy if someone spills a beer down inside them.

### Watches

To look at some aspects of the daily routine at sea, watches should be mentioned. Systems vary from boat to boat—4 hours on, 4 off; 6 during the day, 4 at night; and so on. Helmsmen can run their own watch sequence, the hands another. Odd individuals such as the skipper or navigator might not stand watches. Sometimes one of the hands might not be rostered for a watch but will be on permanent call.

The new man can make himself useful while on watch in numerous non-sailing ways—packing sails, washing up, making up sheets, keeping an eye on the gear to spot possible failures, e.g. chafing, and simply just keeping a lookout. If you are bashing to windward for any

length of time, an awful mess can be created below, so regular tidying can be very useful.

When it is cold, dark and wet one is naturally disinclined to want to do any work and there is a temptation to defer jobs till later. But it is just in this situation where the willing hand shows himself as he maintains his enthusiasm and will to work.

### Sleeping

As about a third of your sailing time will be spent in the bunk, it is not too irrelevant to mention some aspects of 'sleeping'. At first you might find that you cannot sleep with all the unfamiliar noises and movement, particularly with those 'booms' in the dark. The important thing at least is to get down and rest. Later you will probably sleep like a top and be undisturbed through all the shouting, radio skeds, etc.

Needs for sleep of course vary. Youngsters might want so much they can get bedsores; the older may be comfortable with little. Rest when you can in anticipation of the inevitable time when you may not be able to sleep because of hard weather or through being called up by a continual succession of sail changes and gear breakages. Be wary of spending, for instance, too much of your off watch on deck on a sunny day, with the result that you are sleepy and dozy when kept up most of the next night.

You will have to determine the bunking arrangements as they apply to particular boats. Some have quarter berths restricted to skippers and navigators. Perhaps you might find that you swap with someone from another watch. If there is a choice, always go for ones on the high side to put your weight where it does the most good. Some boats even require the sleepers to change from side to side when tacking.

It might be useful before a race to figure out how the lee cloths or lee boards work. It will then be a little easier to erect them when bumping along after your first watch. At the same time, you might note if there are enough blankets or sleeping bags aboard as some boats are not all that well equipped.

While on the subject of bunks, I bring to mind the story someone told of a hard race with three chaps tiered above each other on the windward side. Off a wave she went, the two top bunks fell down creating an instant dagwood of the sleepers—a serious shock to them, no doubt, but they didn't receive help to extricate themselves as the others just couldn't stop laughing.

You don't necessarily have to dive for the sack the moment your watch finishes. There might be something you can do that can be of further help, e.g. pack a sail or make some coffee for the new watch. While you may well feel like it, don't sleep in for an extra few minutes when called; this can readily irritate the watch on deck and you might be holding up someone who is really tired and wants to collapse into your warm bunk. When you do get up, don't delay getting your gear on and get up on deck as soon as possible.

When 'all hands' are called you have to react instantly and have no time to don clothes and oilies. Being woken, wetted and chilled in the space of minutes is just ocean racing, and at such a time we all wonder why we put up with it.

### The Green Hand

Plenty has been written about seasickness, and I can't add anything by way of clinical advice. In theory I like to stay away from grog, fatty foods, have a good sleep and be relatively fit before a race, but read what the experts say. There are, however, some points otherwise relevant here. Firstly, it seems that the individual who has never been



sick is in the minority; most have suffered from it in varying degrees, though not necessarily every time they go out. The attacks vary from the cases where the chap is absolutely flattened to those more fortunate who have a heave or two and then recover. For those who get sick there can be nothing more debilitating. Fortunately, while one mightn't believe it at the time, sooner or later you will get your sea legs and start to really enjoy yourself.

The odds, therefore, are that you will be sick. The important thing as far as racing is concerned is that if you are sick then keep driving yourself to do your normal work (note, this is not a doctor talking). It being a fact of life in the sport that people inevitably get sick, it is also a 'given' that the crew's job is, nevertheless, to race the yacht hard in *all* conditions and not ease up at all. If you are unfortunate enough to be flattened and consequently miss watches, then you are not pulling your weight. It is not at all satisfactory that just as the breeze comes in hard, the seas get bumpy and more and more work has to be done, reefing etc., fellows start to put themselves to bed and don't come out.

Then, instead of having more crew to help when it is really needed, there are fewer! If you are afflicted so badly that you miss watches, you might decide after a brief experience to give the open water part of the sport away altogether. On the other hand, if you do persist, others may be reluctant to give you another berth. If you do succumb, you will have a degree of sympathy from those more fortunate, but this will quickly turn to disdain if you are sick below. Can you imagine the disgusting mess and smell it makes in a yacht bashing away to windward in the middle of the night? If possible, do not use the head, or get the crew running around with buckets for you; get up on deck and heave over the leeward rail in the traditional manner.

The chap who does get sick and yet keeps working is still readily accepted and his fortitude can be well regarded. Drive yourself and keep at it while it is at all physically possible. To do this you will have to call on extra stamina and willpower when all you want to do is forget about everything.

One of the first questions a skipper should ask when talking to a prospective hand is whether or not he gets sick. Be honest and give him a

truthful answer. If this interrogation had been done more widely before the last Hobart Race, we wouldn't have had the stupid position of having a total of 7.6% of the fleet pulling out giving for their reason 'seasickness'.

While my above comments indicate that I have nothing against those who get sick, it really fails me why a boat can retire for this reason alone. I have little regard for those responsible for setting forth on a race which is known for its hard conditions with such inadequately chosen crews. Other boats had hands aboard who typically would have been filled with so much grit, determination and drive, they would have loathed to retire under any circumstances. There is nothing to stop the newest hand having the same motivation to thrash through. Blows always come to an end; power yourself through them.

### Cooking

Cooking is one non-sailing activity in which the new chum can really carry his weight, and if he has the gut for it, he will be able to do something that many an experienced hand can't handle. From time to time I have sighted chapters in books or read articles on 'cooking at sea' that seem to feature complicated dishes that would seem to require lengthy preparation aboard and a great deal of planning (not that it really matters pre-race if the cook has time for it) and these seem to assume that crews have gastronomic inclinations. To me, all that is needed is for plenty of

plain, easy-to-prepare food to be served regularly. This will meet the two objectives of having a good food service on a boat to provide sustaining nourishment, to keep up efficiency and to enhance morale.

It is not really necessary that the crew be fed at a luxury level; a few days on plain fare will not hurt them. The reason for this recommendation is that the more elaborate the menu, the more time the cook has to spend in the galley, and that cuts into his sailing time. Also, if the crew is rostered to cook, then the more simple the dish the less likely it will be that the non-initiated to make a mess of it.

The cook's aim should be to have the men well stoked with hot, nourishing food to keep their stamina up. No matter how tough he might be, a man is bound to drop in efficiency when, despite good appetite he can't get proper and regular meals. Even for those who are ill and not eating, the cook has a role in trying to get them back to normal again by being ready to give anything they can take—dry biscuits, boiled eggs and so on.

Whether the conditions are light and boring or hard and miserable, food can provide a highlight which is good for the spirits. Some boats have, for instance, a 'cocktail hour' which the cook can make interesting with the odd bit of luxury.

Many boats, even those run by well known yachtsmen, do not have a well organised food service. To me this is



inefficiency because the skipper is overlooking the simple importance of the food. This may happen because the captain simply has not stopped to think about such an 'obvious' thing; perhaps not too good on the tooth himself, he doesn't worry much about his crew—or cooking is not regarded as a sailing activity, so is disregarded.

The ultimate test of a good sea cook is not in terms of the type of food he puts out but his ability to keep it coming in hard conditions. There will be men aboard who will eat well and need good food whatever the weather. And these should not miss their tucker just because the weather is a bit fresh—that is, if the boat is to keep going.

I have sailed with two very fine cooks. One, call him Billy Ruby, is a 'chef' with an ability that would be recognised at a very select dinner party. He gave me a very good goal in saying 'no matter what the weather, I never miss cooking a meal'. Unfortunately Billy, while being a very good sailor, was rather over-exploited in the galley and frustrated at not being given enough sailing. He subsequently lost a lot of interest in the sport and doesn't go out much now, for while feeding the boys can be a satisfying thing to do by way of a contribution, one can hardly call it ocean racing.

The other top cook was Arch Lawson, better known to us as 'Ah Chee the Chinese Cook'. Ah Chee didn't have anything like the flair of Billy, but he

did have a major physical asset in that he claimed that a lot of his insides had been transplanted with plastic. Ah Chee had a fondness for bottles of beer (we used to carry about 14 doz. on a Hobart) and as long as he could have a draw on a bottle day and night, he was happy and the meals would effortlessly keep coming along whatever the weather.

The best meal I ever had at sea was on *Southerly* in the 1961 Montague. We did a lot of drifting in that race and didn't get home till the Wednesday morning. By the Tuesday night we had all but run out of food and were getting a little peckish. To save the situation, Dougie 'left turn, right turn, about turn' Lintern went below and undertook a thorough search of the vessel. His effort was rewarded when he came upon a packet of rice and some powdered egg (the latter probably having been aboard since the war). He then proceeded to bake (or was it fry?) these ingredients into what turned out to be the world's largest crumpet (or damper or pikelet). We ravenously ate great chunks of this delicious thing, its taste being a subtle cross between sponge cake and fried rice.

Cooking arrangements vary from yacht to yacht. On a very large crew there might be a full-time cook. On a smaller one the job might be shared, or still done by the one man. If this last is the case, the chap can be readily disadvantaged if the crew are not alert to how much extra time he is spending in the galley when coming

off watch to cook, and thus missing out on his allotted rest.

While you might not be able to cook, you certainly can wash up, a task that can be a deal more unpleasant than at home, which accounts for the great scarcity of seagoing washers-up. But here is one job that anyone can do that adds to the proper efficiency of the vessel. Generally, cleaning up will be neglected by the watches during the night, with the result that before breakfast the cook faces a sink full of cups floating in a sort of gravy made out of a combination of tea, sugar, biscuits, Bonox, peanuts and cheese and the drainhole is plugged up with carrots from the previous night.

There is much scope in this function for the new man. If you have the tummy for it, you will be able to provide a something of sometimes much underestimated value to the crew.

### Grog

Some boats are dry, some wet, some skippers don't mind the crew having a drink or two, some place a total ban on it.

That famous yachtsman Raw Meat once defied a total ban by bringing aboard a flagon of cooking sherry and spent a lot of his time on the race helping in the galley. On another trip while he was allowed to imbibe, he still couldn't get a drink because all the cans were frozen and it seemed to be too cold there in Bass Strait for them to thaw out.

Whatever the attitude to drinking, there seems in any event to be very little done to excess. This may be for several reasons, from the fact that the crew know that they should be alert and concentrate in order to sail the boat well; they may prudently keep away from having too much in case anything serious happens; they wish to avoid sea-sickness; or simply they may not like much to drink at sea.

### Navigating

This is a part of ocean racing in which I confess to having a zero level of skill or understanding. Nor do I have aspirations to master the art. The job carries much responsibility firstly in respect to the safety and survival of the vessel, and then for some of its success in racing.

Having acknowledged my ignorance of this subject, I will regardless give some comment on how to be a famous navigator. Firstly, it is

*There will be men aboard who will eat well and need good food whatever the weather.*





interesting to note that navigation is the only branch of ocean racing that is unionised. At the C.Y.C.A. the 'trade association' is the Navigator's Club, whose members have had a first rate education from such as Merv Davey, Gordon Marshall and Hedley Watson. There is also an Australian Institute of Navigation which grants a couple of certificates.

As an example of the power of this union, the navigators have established themselves as the only group from which an individual can win a prize in the Hobart, a Hitachi colour TV for the best log book (this is not overlooking the fact that the cook on the last boat to arrive also gets a trophy as a reward for his endurance).

These days less time has to be spent on navigation, what with aids such as R.D.F., electronic instruments, simplified work sheets and programmable calculators. Despite this, those aspiring to win the TV would seem to have to spend even more time at the task, making sure their logs present well—being neat with their writing, pasting in work sheets and so on.

Grimes, the Qantas instructor, is the sort of chap who could never win; his logs are a disgrace. He is so casual I remember him coming aboard for a Montagu once with a nav kit consisting of a stub of pencil and some bus tickets for his workings. For a chart, he had a tracing on a bread wrapper, and instead of a parallel rule, a cane sail baton. 'Sure the lines will be a bit wobbly, but the helmsman on this boat won't steer all that straight anyhow!' He found the Island with no trouble.

To give some advice on how to win the TV. Remember that the judging has nothing to do with where you directed the boat. They won't penalise you if you lost the race by going way out east 'looking for the set' and finding a sou'wester instead. Nor will they mind if you took the crew in under Jarvis Bay, Montagu or Maria for some calm spells. All you have to do is put up a pretty book. Forget your tactical errors; paste in beside the incriminating entries a selection of interesting Polaroid photos of the sun, moon and stars. If you are handy with a brush, also include watercolour washes of such things as features of the Tasmanian coast (if you can see it). In the 'remarks' column write colourful pieces such as what the afterguard said when they involuntarily gybed and the spinnaker exploded

(expurgated of course). Don't let anyone else enter the log and do not under any circumstances get it dirty. If, as sometimes happens, she falls off a wave and the cook's brace of Finest Surrey Fowl flies from the oven to the chart table, your nice work may well be stuffed.

Some serious skippers might put an end to their navs doing fancy work and get them to spend more time on deck. At any rate they will all in future have to get more sailing practice in, as this union's members face widespread redundancy. It is only because of the conservatism of the Rule that they haven't yet been replaced by black boxes, as has already happened to their counterparts in civil aviation. This union will become less of a force through a lack of employed members and also because other groups will water down their influence, e.g. the Brotherhood of Bilge Pumpers, the Fraternity of Foredeck Tap Dancers and the Guild of Grinders.

But I see that I have started to lose my head with irrelevant industrial matters, forgetting my purpose to give instructions to the new chum. What I should explain at this point is that some famous navigators can't sail (indeed some can't navigate too well either for there are examples of them overshooting Tasman Is. on the Hobart track by a whole degree!). This inability can be readily assessed at the start of a race when the only jobs they can be entrusted with are non-sailing ones such as reading flags, telling the time and counting from one to ten backwards. At this stage you can also see why some boats are destined to finish 100 miles behind the leaders; their navs already have them 100 yds behind the line when the gun goes off!

The amount of non-sailing a navigator does at sea is a function of the size of his boat. The larger ones carry full-timers who spend their days doodling on charts, fiddling with the radio and sleeping in their private bunks.

Some navigators are nice people; they don't get irritated when asked by ordinary crew members where their position is and do such kindnesses as giving the for'ard hands loans of literature, such as 'Playboy', which they generally keep under the chart table. Other navigators are mystery men who really only talk to skippers, often on the subject of tactics which they may know about to varying degrees.

To finalise this section the new chum should never ask a nav, (or anyone else for that matter) 'when do we finish', for once an E.T.A. is stated, it will be immediately altered by a spirit called Hewey (or 'Hughie' if you prefer that spelling). This chap, who is quite real, can be on the one hand very helpful to sailors, but when crossed, has the power to bung on the most amazing weather conditions.

### At the finish of a race

Depending on how shipshape a crew keeps their boat during a race, or on the conditions she has been through, the vessel may be in varying states of disarray.

Don't relax too much before the boat is completely put to bed, e.g. gear stowed, ice box cleaned out, hosed down etc. If the whole crew gets stuck into such jobs it can be done quickly; if some of them jump ashore straight away it only makes it harder. Again, the new man can show some application here.

### Summary

I have tried in these articles to give some insights into participating in the sport without talking of sailing matters. We have seen that there are a great number of activities that can be done on a boat without actually sailing it, and many of these can be done well by the newcomer.

Ocean racing can do with many new hands, who will find it most challenging, exciting and enjoyable. If you want to have a bash at it, be keen, enthusiastic and hard working, and you will before long have a well deserved regular berth.

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We all know the feeling well — the sound of your competitor's bow wave coming closer and closer, the supercilious sneer as he grinds through your lee, or even worse, the "I'm faster than you look" he shoots at your bikini clad crew.

We would like to suggest to you, ever so kindly, that maybe it isn't you. As Australia's top 12 metre skipper has often been heard to say, "The sails are the engines of the ship". Maybe, if this is true, then just maybe, it could be your sails.

Although, we at North are convinced our sails are faster than our oppositions, we would like you to meet a skipper (not in our employ) who agrees it wasn't him that

convincing our oppositions, we skipper (not in wasn't him that

tonner "Fiction", says it this way. "We just weren't I took some advice from the North boys. Our new Genoa seems easier to set, it appears to hold its and it's certainly faster".

Once Ray had seen what the sails from the blue bags could do for him up front, it wasn't long before a main and spinnaker were in his inventory. Now the yacht club bar (an impeccable source) tells us that "Fiction" is performing up to and above its potential, and that's a fact.

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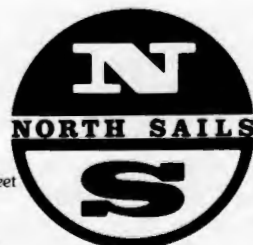




Photo by Bob Ross Courtesy Australian Sailing Magazine

# FASTER REACHING AND RUNNING

*...in Farr-type light displacement boats, and the one-design classes such as Etchells, Solings and, in fact, most 7/8 or 3/4 rigged boats and, to a large extent, the traditional I.O.R. boats.*

by Steve Old

Let us start where 99% of reaching and running starts—at the rounding of the weather mark! The first thing to do is to ease the vang. The reason? With today's rigs and their bendy masts, while on the wind you will have a little or a lot of tension on the vang, depending on the wind strength. This vang tension is helping to bend the mast.

Now, let us look at what happens if the main sheet and traveller are eased away without releasing the vang. The boom swings away from the centre-line, and

because the mast cannot bend sideways, and the *forward* pressure executed by the vang at the gooseneck is eased, the mast straightens, thus increasing the straight-line distance between the masthead and the gooseneck. Simultaneously the distance between the peak and the clew increases, thereby vastly increasing leech tension. An undesirable side-effect of this also occurs. The shear-stress created by the boom at the gooseneck is also increased and even more than the leech tension is. This is because the vang attachment point on the boom is usually a greater distance from the gooseneck than the vang point on the mast. This is why gooseneck

damage and mast damage and breakage occurs in very heavy weather.

Now back to the leech tension. The vang is probably the most important mainsail control when reaching in that it controls the leech tension on the mainsail. It should consist of a highly efficient block and tackle system, drum winch, or a vang-level, or a combination of two of the three. In any case it should be able to be easily and conveniently adjusted, or played by *the human hand in any weather conditions* (you cannot read leech-tension on a psi meter—see you later Jim Stearn!).

Now, how to make it work. The upper leech area of the mainsail is the part that is the most affected by vang control, and this area of the sail can do three things. It can work for you, against you, or do nothing. If it's working against you that's terrible, so let's look at what occurs if it is working against you.

Assume that 10 sq. ft. of the very top of the sail is stalling through excessive leech tension due to too much vang. Then you have 10 sq. ft. of sail working



against the rest of the sail. Now you will need another 10 sq. ft. of sail to compensate for this, so you are effectively losing 20 sq. ft. of mainsail area, which would be nice to have working for you on those points of sailing where the hull is most easily driven.

If this same area of sail is doing nothing it is called feathering, and feathering the top of the sail can be good if you want to lose some weather helm or reduce the heeling angle. Remember, because of natural leverage 10 sq. ft. of sail 40 feet above the deck can heel a boat more than 40 sq. ft. 10 ft. above the deck. So if you get a puff or a reach that's a little more than the boat can handle, ease an inch or two of vang. Conversely, if the breeze lightens, the rig is going to slacken off, so tighten the vang slightly.

Now back to where we started, rounding the weather mark. You've eased your vang, traveller and main sheet, eased your headsail, and/or dropped it. The kite may or may not be up, but you're moving nicely. You cop a nice puff or a wave, and your speed increases. The kite and/or headsail and your main all start to luff. The crew trims madly, right? *Wrong!* You already have two or three sails all working together nicely, why spoil it? Just pull away slightly to keep

the sails full until the puff eases or the wave passes. You will find that the boat will travel *farther* at the increased speed. Now you can bring the boat a bit higher again until the same thing happens again.

In brief, when reaching, sail the boat the same way you do upwind. If your sails luff pull away a touch; if your headsail tell-tales call you up, go up. In other words *minor changes in apparent wind direction should be trimmed with the helm, not the sheets.*

#### Flat running

The same technique is used except that a small non-overlapping headsail is very handy. Bring the boat up until the luff of the spinnaker starts to fold. Pull away until the headsail spills. The small headsail is a better guide than all the instruments put together.

#### Weather helm

It is a feature of the modern light/displacement, 7/8 rigged boats because of their large mainsail area, that when a squirt hits you, you really get a massive dose of weather-helm, even a broach. Don't scream at the mainsheet hand to let it go. Imagine the helm has become the sweep oar on a surf boat. Give the tiller a mighty

and quick heave to weather, and you will find the weather helm, and the brakes, have gone until the next puff. You should be standing in the cockpit with both hands on the tiller and not sitting using the extension.

If you're flying a spinnaker the technique is very similar. There is a small period of time between when the puff hits and when weather-helm grabs you (usually about 1/2 sec.). The moment the gust hits your ears (not your wind-speed indicator) violently pull the head of the boat away about 10 deg. The boat will absorb the gust, pick up speed and now you can come back on course without the helm pulling your arms out. Of course if you get a lull, bring the boat a touch higher than the course to allow for the change in apparent wind direction.

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# LIFE JACKETS

by Rob Allan

The A.Y.F. prescription to the current O.R.C. safety regulations for ocean racing (item 11.1) states: **'Lifejackets, one for each crew member.** At least one approved lifejacket in good condition is to be carried for each person on board, in a readily accessible stowage. Each inflatable type jacket shall have a valid annual certificate from the maker or an approved agent certifying that it has been inspected and is serviceable for the ensuing year'.

This applies to all race categories, 1 to 4.

That seems fairly straightforward. Now which lifejackets are approved, and for what are they approved?

First, some background on the subject. In the war years of the early

1940's the Royal Navy's loss of men through apparent drowning was exceeding losses directly due to enemy action, and research was begun to reduce drownings of men in the water with lifejackets on but, for various reasons, floating face down.

One of the researchers, Dr E.A. Pask, on becoming aware that it is generally not possible for a conscious man in the water to fully simulate an unconscious man, commenced a series of experiments in both fresh and salt water with anesthetized subjects. His findings regarding the amount and positioning of flotation material required to turn an unconscious person face out of the water and then to the safest floating position formed the base for lifejacket development.

A safe floating position is where the body is inclined backward from the vertical with the nose and mouth supported well clear of the water. If the position assumed is too vertical then a wave motion can develop and up and down oscillation resulting in periodic face immersion. Too horizontal a position allows an unconscious person to choke on his tongue, and the righting moment from this position is also relatively poor.

The Standards Association of Australia has developed a specification for the performance, design and construction of lifejackets of both the inherently buoyant and inflatable types. The former involves two children's and two adult's sizes, the latter, two adult sizes only, with buoyancy requirements as follows.

*(continued next page)*

Photo by courtesy of the New South Wales Water Police



## Life Jackets (cont'd)

Body Mass	Minimum Jacket Buoyancy
40 kg & over	87 N (20 lb)
22 kg to 40 kg	49 N (11 lb)
11 kg to 22 kg	40 N (9 lb)
up to 11 kg	31 N (7 lb)

Lifejackets in the above size ranges must be capable of turning a body over from face down in water, in simulated state of exhaustion, to a safe floating position, within 10 seconds.

In consideration of the extensive detail and quality control that must be obtained to achieve Australian Standards endorsement, it is regrettable that the only S.A.A. specification in existence for lifejackets is AS 1512 (superceding AS Z27 in 1966) relating to... 'life saving jackets of the inherently buoyant and inflatable type intended for use in small boats in frequented and sheltered waters'.

In a nutshell, any lifejacket bearing an S.A.A. mark or logo is probably suitable for use only in flat water.

This applies equally to the vest type with collar and the 'Mark 3' type (the one commonly seen on harbour ferries) although the endorsement may be other than S.A.A., for example 'M.S.B. approved'.

Now, on to unsheltered and unfrequented waters, such as the ocean.

The Department of Transport (formerly Shipping and Transport) has recently been instrumental in the formation of A.A.P.M.A., the Association of Australian Ports and Marine Authorities, which it is hoped, will be able to standardise many aspects of the marine field, including lifejacket certification.

Regardless of their progress, there is a lifejacket which 'was developed from the 1960 International Conference for Safety of Life at Sea. It takes its name from that conference, SOLAS, and is the result of international agreement on five basic points of design, including the fact that 16.5 kg (35lb) of buoyancy is necessary to support an adult in a seaway after assumption of a safe floating position within five seconds. Note that this is 75% more buoyancy than the jackets previously mentioned, acting in half the time.

Certification of the various brands of SOLAS jackets made in Australia is currently the responsibility of the Department of Transport and their mark appears prominently on each jacket approved.

These jackets, of course, have a drawback, and that is their bulk. They could not be considered comfortable to work in under any but the most extreme circumstances.

The practical alternative then is probably the inflatable jacket. Those

inflatable jackets which have a gas bottle of 16 g (approx.) achieve only (approx.) 20lb buoyancy when initially inflated, but most have a mouth tube for extra inflation which can reach 35lb buoyancy.


The A.Y.F. has long recognised that these jackets are as good as any, *once buoyancy is achieved.*

At least one manufacturer is now in production with an inflatable jacket containing a gas bottle of 33 g, twice the size of those on previous models, and presumably this will remove the need to use the lungs to give the jacket that extra buoyancy to roll you into that safe floating position.

To counter the ever-present threat of going overboard in an inflatable jacket but not conscious enough to operate the equipment, an automatically inflating jacket has been developed by several manufacturers, principally for the armed services, but it should become available soon to those of the boating public who require it. Testing should also commence in the near future of 'float coats', manually inflated wet weather coats and sailing jackets enthusiastically approved by the U.S. Coast Guard.

The problems of choosing the most suitable lifejacket are certainly complex. The aim of this article has been to point out the limitations which every piece of equipment has. If in doubt on safety equipment, consult a specialist. In our\* case the service is free.

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# C.Y.C.A. PASSAGE RACES



P. Rysdyk

by John Brooks

The C.Y.C.A. has over the years received suggestions for additional long ocean races to be added to the Club's calendar, and in recent months these suggestions have, in some cases, hardened into more definite proposals. In other cases disappointment has been expressed when the suggestions have not been acted upon by the C.Y.C.A.

This and other evidence points to an increased demand for more long ocean races, particularly of the passage type, than is currently supported by the C.Y.C.A. or, for that matter, any other club in N.S.W. The increasing number of entries contesting the Sydney-Brisbane Race, the Lord Howe Island Race and the Sydney-Noumea Race demonstrates the greater interest in passage racing, especially 'off season', than has previously been the case.

Elsewhere, the promotion of the Great Circle Race around Tasmania and the single handed Trans Tasman, both of which, on the face of it, are pretty desperate stuff, only serve to highlight the trend.

The Sailing Committee believes that this demand is genuine and will be sustained, and that passage races off Australia will emerge as highlights of the ocean racing calendar outside the limits of the summer racing season. *This will occur with or without the active participation of the C.Y.C.A.*

However, it seems more than likely that a large number of the competitors in such races will be C.Y.C.A. boat owners and crews, and it is timely, therefore, for the C.Y.C.A. to take a close look at the development of passage racing in order to ensure that, whatever finally emerges, we as a Club have a voice with regard to avoiding conflict with our current racing schedule and, above all, ensuring for our members a high standard of safety.

Almost without exception the ocean races which have been proposed act as feeder races or follow-on from existing passage races or major events, and it is equally certain that it would be physically impossible for any one Club or competitor to participate in them all. The purpose of this article is to generate response

from those most likely to be involved—owners, crew, race officials, other clubs and possible sponsors, as to what form additional C.Y.C.A. long ocean races (if any) take.

## Sydney-Tahiti.

This race would be a feeder to a Tahiti-Hawaii race which, in itself, would be a feeder to the Pan-Am Clipper Cup series in Hawaii during the Admiral's Cup off-years. It could be a non-stop event; it could be staged through Suva as a follow-on from the M.H.Y.C.'s Sydney-Suva race; it could be staged through Auckland to pick up the New Zealand Clipper Cup team. The non-stop event has received French support and could become something of a glamour event.

However, such a long distance event would more than strain the resources of the average racing yacht, a race of this nature being more appropriate to maxi yachts or boats built specifically for ultra long range sailing. These are pretty thin on the ground around C.Y.C.A, and we might be better off encouraging a race via Suva or Auckland. This is also easier to entertain from the point of view of logistics, communications, safety, retirements, time away from home and crewing.

## Sydney-Noumea/Auckland Circuits

Initially, this would consist of an Auckland-Sydney feeder race prior to next year's Sydney-Noumea race followed by a Noumea-Auckland race to complete a 'Tasman Triangle'. In 1980 the circuit would reverse itself starting with a Sydney-Auckland feeder race to the Whangarei-Noumea and finishing with a Noumea-Sydney event. Two of these races fulfill an oft-repeated call for a passage race which finishes in Sydney for a change. We probably owe it to the N.Z. clubs to encourage some sort of circuit along these lines having regard for the massive support they give us for the Sydney-Hobart and the Southern Cross Cup. The Kiwis are very interested in this concept.

(continued next page)

### **Mooloolabah-Sydney**

This one has the enthusiastic approval of the Mooloolabah Yacht Club and would follow on from the Sydney-Brisbane race or perhaps the Brisbane-Gladstone. The original intent of the Sydney-Brisbane race, to get boats north for some winter cruising, seems to have waned and the majority of entries in the Sydney-Brisbane race turn around and come home shortly after either that or the Brisbane-Gladstone race.

### **Gladstone-Cairns-Port Moresby**

These would be follow-on races to the Sydney-Brisbane-Gladstone races, the Cairns sector being a repeat of the race organised for the Cairns Bicentenary celebrations. The Port Moresby leg has understandably been suggested by Port Moresby yachtsmen.

### **Noumea-Port Moresby**

A follow-on from the Sydney-Noumea race, also suggested by Port Moresby interests, it had quite a lot of official support and was planned to take place after the 1977 Sydney-Noumea race but failed due to lack of entries, brought on no doubt by the awesome thought of the beat back to Sydney through the southeast trades.

The foregoing races have received support in one form or another either through suggestions of sponsorship, boat owner response, community interest or co-sponsoring yacht club enthusiasm. Other suggestions have been made without any support other than that of a vivid imagination. A round-Australia epic, or perhaps I should say, 'odyssey' (sic); Sydney-Norfolk Island and return, non-stop; Noumea-Suva; Sydney-Tonga and so on. In fact our choices are limited in

regard to passage races because we are faced with the inescapable fact that from Australia it is a long way to anywhere.

Another self-evident truth is that it costs money to run yacht races; long races cost more money to stage, and any race which originates or finishes out of Australia costs more to organise than one that doesn't. Additionally, we never account for the enormous amount of unpaid assistance we receive from members, boat owners, other clubs, public authorities, and sponsors over and above their sponsorship money, any or all of which might not be available for a new or lesser known event.

Races of the type proposed could be a costly exercise even with only



modest promotional efforts. It seems unlikely that the cost of staging any of the events suggested could be recovered from entry fees alone as initially we could not expect a large fleet and an entry fee in excess of \$100 would probably be treated with complete 'ignore' by the yacht owners.

Whatever races the C.Y.C.A. decides to promote must therefore have the potential to attract sponsorship in addition to the support and enthusiasm of boat owners and crews. Members are invited to comment via letters to the sailing committee.



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# SHORT NOTES ON LEDA'S TWO WAY CRUISE TO SUVA

by the P.B.O.

It was interesting to see that the routing chart for waters between Sydney and Suva appeared fairly right with regard to ocean currents. *Leda* seemed to have a current under her tail whenever the chart said so, and the direction was also spot on.

What was most interesting was the way currents snaked about, and often turned sharply, particularly in an anti-clockwise direction. When they did so, the breeze veered on the bend, sometimes in an alarming way. On three occasions during the race, and once on the return, this was most noticeable, and guess who was sitting on the corner in the middle of nowhere. You guessed it, a very prosperous looking Japanese fishing boat.

One never likes not to pull aboard any fish that can be skited about, but on several occasions *Leda* was in dire straits as to what to do. It has often been noted that fish (particularly the big ones) like to jump on the hook on that trailing line at inopportune moments. Like when your sitting down to a meal or about to doze off, or in the middle of a sail change. But to be gingerly creeping through an opening (and narrow at that) of a doubtful reef into a reasonable seaway is not the time to stop and play fisherman.

However, as so often happens, greed played a major hand, and *Leda* was left to her own devices in perilous situations. On one occasion, the fish queued to get on that squid-covered hook, and no less than two tuna and one mackerel, all over 25 lbs, were hauled aboard.

Other occasions were similar. However, the risk taken was deemed to be worth it when trading commenced at the nearest village, the result being large numbers of oranges and mandarins as fair exchange.

When one reads of the proposed all-girl crew for the Sydney-Noumea race,

one immediately thinks of those upturned bottoms as heads go down grinding on the winches and no man aboard to appreciate the scene. If one were to pick likely contenders, Anne Wilson should certainly stand out as a prospective navigator. Having piloted *Rogue* to Hobart last year and with lots of ocean racing to her credit, Anne was seen winging her way to Fiji for a piloting job in *Leda*.

Amongst other things, *Leda* finished up dead on schedule in Vila some 500 miles away through waters with rather interesting currents. Would like to comment it was a job well done in a man-dominated world.

Speaking of navigators, as one does with quite some reverence, (we used to call ours 'Sir', but now we call him 'Monsieur'), we got quite excited on *Leda* to see comparisons of accuracy between ours and that of *Ragamuffin*.

It all started on the second day when old Hughie decided to lie down and rest just where we were. No breeze, no seaway, no forward movement, no

nothing. In fact we thought we were on the bottom (again) and were quizzically trying to work out how that could be some hundred miles offshore. Still pondering some hours later, we watched our slippery competitors charge over the hill, their outboard motors obviously flat out. An immediate head count was taken and that sinking feeling was setting in when *Rags* and *Anaconda* were missing. If there were two boats that we didn't want out of our sight, it was these two.

But alas, the next sked told the truth. They were gone. *Rags* some 80 miles and *Anaconda* 120 or so up the track. We refused to believe anyone could paddle so far so quickly but there it was. OUR navigator is often noted for being quiet and introverted, but from that moment on he pored over his table with great gusto, concentrating on those ahead with continuing comparative positions, mesmerised by *Rags* in particular. We dared not enter his den, preferring to slip his food tray under the door. But an occasional peek showed reams of



paper, pencil lines in all directions, provoking thoughts of a stationery bill almost as big as our liquor account.

But a week later, with some 60 miles to go, out he burst. 'Got Him!' he shouted at the top of his voice. 'I've got him! He's 9 miles astern—over there.' He pointed in an undisputed direction as he took up a position over the stern rail as he so likes to do.

We knew he wasn't referring to *Anaconda*. They were ashore already, feet up, glasses clanking, the noise booming out to sea. So it must be *Rags*.

It appears he must weave some magic in that navy den, as apparently it's not our slogging effort night and day on deck, as we thought, making up those 80-odd miles. His face almost burst as we crossed the line some 20 minutes in front and it was to stay that way for days.

I know nothing about magic, so it's off to navy classes. It's not so much the title of 'Monsieur' I'm after, but there is a rumble that if we can do that with one, hell, let's get another eight.

Sometimes at sea it blows and sometimes it doesn't. Then sometimes it blows and blows and blows, and so it happened off Mooloolaba when Nev Gosson and Dick Bearman were bringing *Leda* home in a roundabout sort of way from Vila to Sydney.

To their astonishment somebody switched on a storm, and storm it was. What to do was debated with long deliberation—about one minute.

Sure enough! The wheel tied, off came the gear (sails I mean), and being the middle of the night (when else do storms like these arise), off to bed it was with the seas climbing up and around in unbelievable proportions. Old Hughie up there was quite astonished, as when he turned up on a cyclone in Gladstone some years back (112 mph) there was no thought of no gear.

But then a flicker of a smile appeared on his face when he heard a mumble as a leg was cocked over a rocking bunk, 'It's bloody nice to be cruising.'

One thing that stood out on such a long cruise was the proficient manner the authorities take in making sure the smuggling regulations are not breached. For instance in Suva, *Leda*,

after crossing the finishing line, found herself in strong hands and was towed away to a particular wharf in great haste.

That is, haste by their standards. After being circumnavigated many times to dizzy proportions by a motorised 12 ft pup, hours later it seemed the all-clear was given for a larger vessel to take us in tow. This 16 ft half-cabin vessel set course for a certain wharf with all of quarter throttle amidst much merriment and clanking of bottles (only on their boat). Now if there is one thing *Leda* can do and do very well, it's running aground. After all, with 9 feet of draft, it's not hard to do, but to be towed ashore in the dark in a strange country by strange people is not the way to keep the best international relations, particularly just after finishing 1700 odd miles of racing. The suggestion of leaving her there and coming back some other day didn't help either.

What happened after that can't be printed, but eventually *Leda* finished up in the middle of Suva Harbour, left to her own devices. Some days later the formalities were semi-completed. In Vila and Noumea, one had to find the authorities if one could. They all played it smart. Split up three ways into customs, health and harbour departments, you may catch one, but it's damn hard to find the other two.

In Australia it's different. Forget the others, they don't push you about. Watch the doctor. We thought we had sneaked in with great stealth, but he found us. He must have driven like the wind from his vantage point on the cliffs as he was banging on the deck at 0230 saying 'Wake up old chaps, the doctor's here.' As if that wasn't enough, he brought a friend described as a health assistant. The assistant took all the fresh vegetables off the boat, plus all the imported canned food, eggs, etc. and left a receipt in their place. What a hell of a situation to be in at breakfast time.

Read with some trepidation about the forthcoming Noumea race and the glowing terms describing the country and people, with particular emphasis on the boating facilities. Well, just for the record and with well-meaning intent, may I suggest a French phrase book should be mandatory. When *Leda* pulled into the yacht basin, exhausted from trying to find the authorities, she tied up at the sheltered side of the wharf. However,

despite a very strong westerly warning, it was demanded she be moved to the open side of the wharf. Not being very strong in French and the adversary knowing no English, the diplomatic course was taken and *Leda* moved. Now there is no reason why France should go down in history for not having won the war, for this manoeuvre was superb. The westerly hit with all its glory and just about blew everything out of the water.

And what bore the brunt of the blow? That's right—*Leda*. Jumping up and down with one end tied to the wharf, and two anchors out the sharp end, she rode the surf like a veteran. But the toll and strain were intolerable. Imagine those lovely French ladies with dresses blowing around them and having to stand anchor watch tied to the wharf for three days. So it's off to Noumea if you can, sneak well into the marina past the visitor's wharf. They say the westerly is a rare wind, but as we got to know the place, don't bet on anything.

One of the so-called highlights of the trip was in Vila, where certain special varieties of food are available. Being brought up in different times, food was said to be for survival purposes only. It was quantity that counted, and the cheaper it was the more chance there was of getting some of it. Like mince steak, pies, tripe etc. Even now the decisions to be made at the local McDonalds is sometimes confusing.

In such a gourmet background, a party was invited by *Leda* to a natty French restaurant called 'La Houstelete'. It was with much trepidation that yours truly found himself in the host's chair. Not wishing to let the team down, when asked by the waiter if the speciality of the house was O.K. the response was quick, sharp and without thought. 'Certainly' boomed around the tiny room with the napkin going to the neck in anticipation.

Now maybe you haven't seen a flying fox or know much about them. One thing is for sure and that is they hang upside down. All the time. No upright position when off to the toilet. No sir.

The speciality was paraded before me, his squealing matching my stomach convulsions. So there it was. Eat up or ship out. Dad's wise words were reeling before my brain. You makes your bed and you lies in it, so after the first morsel passed my lips,



a chorus from grinning heads around the table shouted in unison, 'What's it like?'.

Actually, I wasn't sure, and I'm still of the same opinion, but one thing I do know. It must be very strong, for I can still taste it.

# Editorial from Hunt's Yachting Magazine, January, 1872

## Centre-boards versus Deep Keels

*This subject which like a volcano seems always in a sort of semi-slumbering semi-eruptive state, appears once more to be attracting public notice, and various letters representing various opinions, and making as many suggestions for the better government of aquatic bodies, have lately appeared in the sporting papers and threaten to keep the subject open.*

*For our own part we see no reason why the centre-board should not be allowed to run at our regattas, as there is scarcely a meeting where the contending craft are not obliged to keep to the regular channel and are not prohibited from making short cuts over any banks that may exist and thus dodging the tides, so that the advantage supposed to be derived by the centre-board in being able to haul up her appliance and thus draw very little water and go where the deep keel vessel cannot go, does not exist except in the Thames where no doubt the centre-board would have far too great an advantage to be permitted to run.*

*But the other great question introduced into this subject, that of measurement, is another affair and we approach it much more delicately. The advocates of the centre-board contend that our rule of measurement acts prejudicially against their craft*

*inasmuch as the half beam by which we multiply the product of the length multiplied by the whole beam, in order to get at the contents of the vessel, is altogether unfair towards the beamy vessel as they want to take depth into consideration which they insist is not done in this manner or at all events only partially so.*

*Now there may be some reason in this argument, and if any method of measurement could be adopted by which the two vessels could be assimilated we should be very glad to see it adopted, but while endeavouring to lend a helping hand to the centre-board we must be careful in the first place not to give her such an advantage as will eventually substitute for our fine, roomy, sea-going craft one of by no means such advantageous construction, nor must we act unfairly towards those owners who, on the faith of the present mode of measurement, have at an enormous cost lately built vessels which would become obsolete.*

*In the large class of yachts, of from sixty tons and over, very likely the system of centre-boards might be introduced with advantage, but we have no faith in them ourselves for anything under that size, still there can be no objection why the experiment should not be tried, and it can*

*be so if we only withdraw the rule that disqualifies the centre-board and yet retain our present method of measurement.*

*We are the more inclined to propose this solution of the difficulty as many of the advocates of the centre-board would have us believe that this style of craft would, under every circumstance of wind and weather, carry off a prize against the deep keel yacht, and such being their views they surely do not mean to say that a few seconds more or less in a thirty or forty mile course should prevent them contending at our regattas. We say a few seconds more or less because even upon the principle suggested by one correspondent the difference in measurement would after all not be very great.*

*If after a twelve month's experience it was found that the centre-board was everywhere beaten we should have some data to go upon whereby we might alter our present method of measurement, but as it is we have no data to go upon, so that any alteration in that respect would be mere guesswork, and "better bear those ills we have than fly to others we know not of" until we frame fresh rules founded on some solid basis.*

*Thanks to Dr Alan Campbell for providing this bit of perspective on the machinations of change through the ages, or recent ages anyway.—Ed.*

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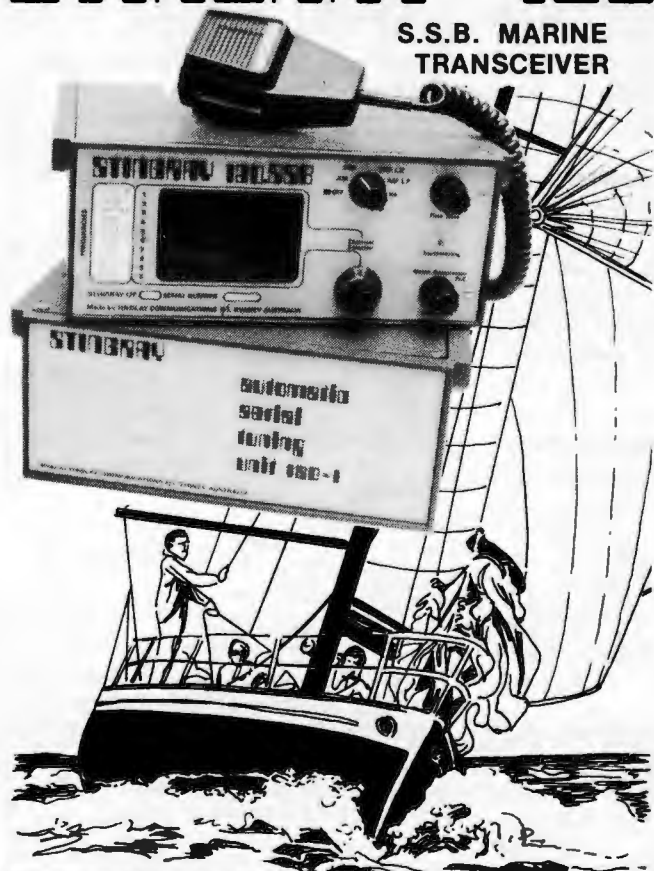
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## BIGGLES' COLUMN

Big news, hot off the modern-type interstate telephone hook-up. Alan Bond has bought *Williwaw*, the Peterson flyer that has been burning up the courses in the U.S. of A. this year. Not only that, he is entering it for the Hobart and, I would assume, the Admiral's Cup trials. Now that should make the cheese a little binding. It will be called *Apollo IV*, naturally, and if it gets here in time to start, it will have to be one of the Hobart race favourites.

### Hawaii

The Australian team came home from Hawaii victorious and full of praise for Dick Gooch and his organisation. Waikiki Yacht Club officials won kudos from the Manager and all Team members, many of whom have extensive international competition background to use as a comparison.

The only word of complaint I heard was from the Australian press, some of whom initially had a hard time getting results to teletype home in time for deadline. This problem however, was sorted out and the Australian papers in fact gave as good a coverage of an overseas yachting event as ever I have seen.

Incidentally, in years past we have moaned about our mark-laying problems off the Sydney coast, although in recent times Keith Storey has got this pretty well under control; Waikiki Yacht Club officials were faced with the problem of laying marks in 2,000 feet of water off Honolulu and got it right every time. The Waikiki Yacht Club has always been renowned for the lavish hospitality and friendly welcome it extends to visiting yachtsmen. Now, with the unqualified success of the Clipper Cup Series, it has demonstrated that it can back up this reputation with excellent race organisation.

Everyone here is now talking about Hawaii 1980, so it looks as if the continuing success of the 'Admiral's Cup of the Pacific' is assured. What we need now is the early commitment of a strong sponsor to ensure the presence in Hawaii of a crack Australian team to retain the title next time around. What about it O.R.C.A.?

### O.R.C.A.

I seem to have been plugging O.R.C.A. in this column quite a lot this year so perhaps I should point out that, while I am a supporter of the concept, I am not their unofficial publicist. That said, I immediately go on to congratulate O.R.C.A. on its acceptance for affiliation with the A.Y.F. Perhaps it would be more appropriate to congratulate the A.Y.F. for letting common sense prevail and giving O.R.C.A. the opportunity to put its money where its mouth is.

I for one thought that some O.R.C.A. principals were a little too eager to take credit for the Australian team's success in Hawaii when they had only played a secondary role at best, but they more than made up for this when they demonstrated how a successful event should be organised with the Marine Hull match racing series off Sydney in September. A great series it was and a credit to O.R.C.A. That event promises to become one of the highlights of the year's racing in Australia.

On the Admiral's Cup front Syd Fisher has started work on a Peterson 46 in his Aquacraft factory at Roselle, and Nick Girdis is, well along with another Peterson design about 42' L.O.A. which is being built by Eichenlaub in San Diego and will be shipped out here later this year. John Anderson, Mike Hesse and John Harris are involved with that one. *Big Schott* will be campaigned for the A.C. trials by Marshall Phillips and the *Pandora* mob, crew chief 'Norman the foreman' Hyett.

*Monique*, a recent Farr 2-tonner sailing for the New Zealand first team in Hawaii, impressed everyone despite being set up for cruising. Jock Sturrock sailed on *Monique* during the Clipper Cup and was reported to be very happy with the results as he is soon to receive delivery of a similar boat upgraded to the latest I.O.R. changes. Other spice for the Admiral's Cup trials is a 2-tonner to be constructed in Perth by Steve Ward for a Singapore owner (not final at press time) but to be campaigned in Perth and at the A.C. trials.

**Overseas gossip division:** In Honolulu an inaugural 'quiet little drink' was organised by Don Mickelborough at Margy's Bar near the Matson Line terminal which left the locals highly impressed. Don sailed on *Sorcery* during the Clipper Cup series along with 'Chas from Tas' (Charles Blondell), who gained recognition as the Ambassador for Tasmania.

Bruce Farr was to address an audience in Honolulu about his latest thoughts on the I.O.R. which would have made interesting listening having regard for some of his written statements. He was laid low by the 'flu' and could not attend, but the amusing part was that the notice for the meeting was headed up 'If Kiwis were meant to fly they'd have been given wings, not centreboards'.

I bumped into former *Ballyhoo* stalwart, John Sheridan, in Hong Kong in September. 'Shero' is running his own crane and construction equipment company in the far east these days but has not given up sailing. He took part in this year's South China Seas race and reports that the welcome in Manila was, if anything, more frantic than ever, something like that in Honolulu only in Spanish. Hong Kong yachtsmen are preparing boats for their Admiral's Cup trials.



The most famous racing ketch of all, the mighty *Windward Passage*, is now a maxi masthead sloop, which is a sign of the times, I suppose. She is also sporting a modern section slim keel to improve windward performance which is something *Ballyhoo* tried with some success. It will be interesting to see how *Passage* goes against *Kialoa* and *Ondine* with those modifications.

The big Italian sloop *Il Moro de Venezia* has also been refitted with an advanced-technology rig to reduce weight and windage aloft, which was her big problem as soon as the breeze got up over 15 knots. If they can keep the new stick standing it should put her on terms with the American maxis. That may all be academic after John Kahlbetzer's new maxi *Bumblebee 4* gets amongst them.

## Maxi's

Maxis seem to be the 'in' thing in Australia at the moment. In addition to *Bumblebee 4* which has started building, Tony Fischer is trying to sort out the latest I.O.R. changes so he can start construction on a new boat. And over in Perth Rolly Tasker is putting the finishing touches to a monster of 77' L.O.A. It has a beam of 19' and sports a 3/4 sloop rig not unlike a 12 metre. Due for launching late in September, it is constructed of aluminium and was described laconically by one easterner who has seen it as 'roomy'.

While on the subject of maxi-yachts, *Ballyhoo* could be seen in Australia again in 1980. The new owner is contemplating a schedule which includes a swing around the Pacific that year via Australia for the Sydney-

Hobart Race, Hong Kong for the South China Series. After changing ownership *Ballyhoo* also changed names to *Mistress Quickly* and underwent an extensive refit in America consisting of structural changes, a complete strip out, the hull back to bare metal, paint, micro balloons and all. She was not restored to the familiar green and gold but changed to blue with white trim and silver spars which, I am told, looks very smart indeed. She also sports cross-linked grinders, which should bring a sigh of envy to the lips of *Ballyhoo's* old grinder crews. She has been very busy of late racing successfully in the Mediterranean and is scheduled for the S.O.R.C. next year.



# WATSON'S KNAVIGUESSING KNOW-HOW

What makes a usually top crew sluggish and reluctant to act during the opening stages of a long race?

How many races have been lost due to this phenomenon? There must be umpteen boats where this has happened. I've seen it, you've seen it. Reef now or later?...Change that headsail?...Let's wait a while.

I'm not referring to our top-level crews who are in an almost continuous racing scene, but to the bulk of the guys who make up our offshore fleet. I was chatting the other day with a

crew hand ex Brisbane-Gladstone. The (un-named) boat was crewed by a good team, not regular ocean racers, but regular sea-going small boat types. In his words, the lethargy on the boat was very evident and lasted for about 24 hours. He stated that it disappeared with the consumption of one Mars bar per man! (This is not a commercial for the Mars bar.) I do not like to introduce my experience, because I'm one of those people who feel ill every time they go to sea and,

in delivery work, I always take one hand with a cast iron stomach. Certainly it takes me about 24 hours to settle down. Why?

Do these factors contribute?

1. Pre-race conviviality (especially during a series).
2. Different sleep/working routine—jet-lag?
3. Different food.
4. Different bed.
5. Not getting into the bunk in the initial off-watch periods.

## 6. Mal de mer.

Some of these points are obvious, and can be cured. Stay off the booze (that's a joke). Train the cook. Go to bed. Take sea-sick pills (and go to sleep).

In my opinion, the lethargy problem can be solved. Is glucose the answer? As I'm now easy to locate—at the Club every weekend and Fridays also—I'd like to hear your opinion so that some of us can become a little more competitive.

In the June/July issue *Offshore* Jack North mentioned the finding of longitude by the method of lunar distances. I believe that tables of lunar distances were published in the 19th century, but I have never seen one. The method has always intrigued me, and I have sought old texts on the subject, but without success. If any reader knows of such a text, I would be grateful for the information.

I sat down the other day and produced a method that should do the job, in theory anyway. So far, I have not had an opportunity to test it in practice. It requires no accurate time, although a knowledge of the approximate time is necessary to find the declinations.

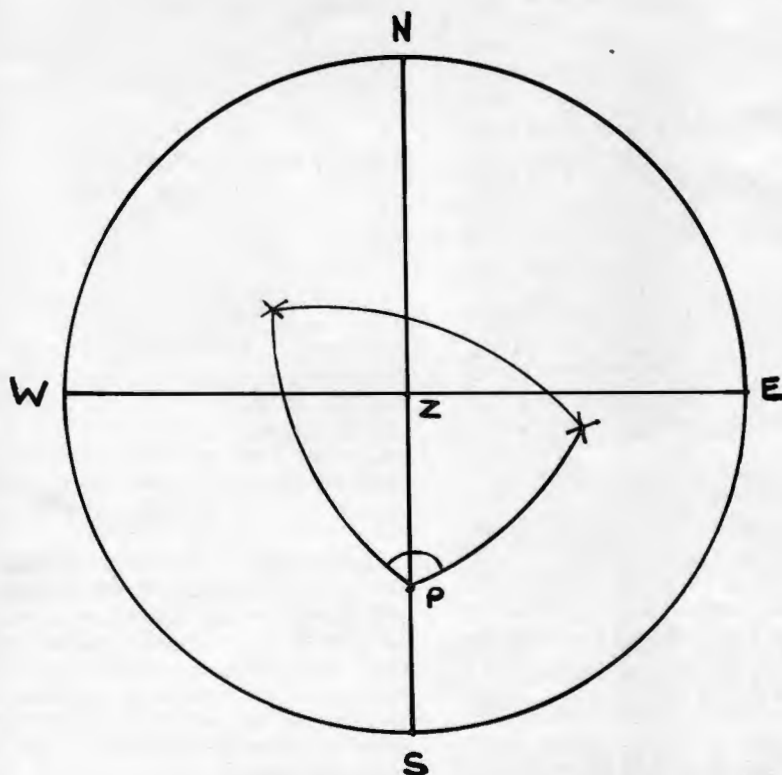


Joshua Slocum, in his epic voyage in the *Spray*, used an old alarm clock with only the hour hand!

My principle for finding longitude by lunar distance is that the hour angle of the moon changes at a lesser rate than that of the sun. Where the sun's HA increases at about 15 degrees per hour, the moon changes at 14½ degrees. A knowledge of the difference in HA at any time will, therefore, give us the time. The difference between LHA's can be found by measuring the angular distance between the sun and moon, while knowing their declinations.

As soon as possible after taking the lunar distance, we also take an altitude of either the sun or moon, which we will need to get a position line. We now have the three sides of spherical triangle PXX', which is shown in the figure, where PX = co-dec of the sun, PX' = co-dec of moon, and XX' = Lunar distance. Knowing the three sides of the triangle, we can find angle P, which is the sum of the LHA's of the bodies (one westerly and one easterly). We may use either the Cosine or Haversine formula to find this angle. The cosine formula is the one for calculators, and it goes:

$$\cos P = \frac{\cos \text{Lunar Dist.} \cos PX \cos PX'}{\sin PX \sin PX'}$$



Suppose that it is about 1500 hrs local time. The sun is post meridian, and the moon has risen. With the sextant we measure the angular distance between the two bodies. This angle must be corrected for refraction, parallax and semi-diameter, which is a bit involved. The refraction correction is found from: refraction in altitude x cos angle X, and the parallax correction is Horizontal Parallax x sin azimuth x sin altitude. Semi-diameter is given in the daily pages of the Almanac. From the Almanac also, we extract the respective declinations.

Having found angle P, we go back to the almanac, and with a lot of interpolation, establish the precise time at which the two local hour angles differ by this amount.

This is the time at which we found the lunar distance, and this time, adjusted, can now be used to find the position line from the altitude taken. No great accuracy can be claimed for this method of course, and it is mainly of academic interest. It would suffice, though, for a trans-ocean passage when accurate time (possibly through an accident), is not available.

## FOR SALE IN HONG KONG

'UIN-NA-MARA III' - 2-TONNER designed by BRUCE FARR, built MAY 1977 in KEVLAR reinforced fibre-glass. 42' x 13.5' x 7' (12.9 m x 4.12 m x 2.1 m). Displacement 5580 kg. Winner of China Sea Race and other major races in European waters. Fully equipped to Admiral's Cup requirements; NORTH Sails, SIGNET instruments, B. & G. direction finder; BARIENT and BARLOW cross-linked winches; VOLVO-PENTA M.D.3; V.H.F. radio, refrigerated storage, etc. This very fast and exciting yacht cost U.S.\$150,000. Now offering at U.S.\$110,000 or equivalent. Contact: Hector Ross  
8, Big Wave Bay Road,  
Shek O,  
HONG KONG.  
Tel.: 5-94480



## THE CHART ROOM

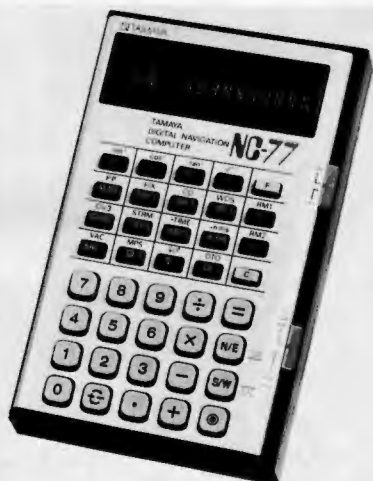
- Agents for Tamaya Calculators & Sextants
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Crows Nest NSW 2065  
Tel. (02) 922 3378

# PRODUCT NEWS

The new  
Tamaya, NC-77 Digital Navigation  
Computer



An expert has described the difference between Tamaya calculators and the Hewlett-Packard/Texas Instrument breed as the difference between calculators designed by geniuses for idiots and machines designed by idiots for geniuses. Given that 'genius' and 'idiot' are emotive terms—everyone likes to think of himself as one and not the other—it does seem that the H-P/T.I. instruments have been badly served by those who wrote their navigation programmes. As a result, the owner of (for example) a T.I. 59 has to be (a) skilled in programme writing and (b) something of a mathematical genius: otherwise, the instrument is wasted on him.\*

On the other hand, in the NC-77 Tamaya have produced an instrument which can be used with a minimum of effort to obtain the answers required by both coastal and ocean navigators.

\*This view is that of a very enthusiastic Tamaya supporter and well-known teacher and writer about navigation, Frank Underwood. The manufacturers of (or owners of) T.I. or H.P. programmable calculators may have a different slant on this, and we would welcome their comments.—Ed.

The Tamaya uses a unique 'dialogue' system to guide the user along the correct path. In every programme a symbol either shows the nature of the value displayed (e.g. latitude, longitude, sextant angle, corrected sextant angle, calculated altitude, etc.) or indicates the next piece of information to be entered in the programme.

Perhaps its most useful function is the Almanac Mode which, once Greenwich date and time have been entered, displays GHA Aries, Dec. Sun, GHA Sun and Equation of Time (programmed to the year 2000). Using this mode in conjunction with the Sextant Angle Correction Mode and the Line of Position Mode, a complete sun sight can be worked without reference to an almanac or tables. The computation can be made by an unhurried, average operator in about 100 seconds. By using the Fix Mode, successive sun sights can be used to yield a running fix without plotting.

With the addition of a simple Long Term Star Almanac (soon to be available from The Chartroom at Crows Nest, the NSW agents for Tamaya), star sights can be similarly handled.

Other features are: calculation of D.R. position, rhumb line course and distance, Great Circle course and distance and latitude for any longitude on the Great Circle course, true wind speed and direction and apparent wind speed and direction for a new course, navigation through a current, height of tide, distance off by vertical sextant angle, etc., etc.

The calculator is 'hard-wired' (no programme cards to be rejected by a 'sticky' motor drive) and comes in a protective wooden case. A 12/24 V DC adaptor allows the instrument to be used directly from a small ship's power supply. If you run to the luxury of 240 V AC, a suitable adaptor is also available. However, four AA cells will keep the Tamaya NC-77 alive for months on end—a small feed bill for such a useful work-horse.



Euromarine has announced its intention to dominate the hand-held Radio Direction Finder market within the next two years. In view of the opposition—Seafix, Aptel, Lo-Kata, Sailor, etc., this promises to be an interesting contest!

And, of course, there is not much point in cornering a market which does not exist or, rather more correctly, would not exist if certain navigational pundits had their way. According to the 'rubbishers' of R.D.F., such an aid is useless. If this were true, then half the world's airplanes would be grounded because of lack of R.D.F. landing facilities. Grudgingly accepting that R.D.F. is a useful aid, what is the place of a hand held set on board the average small yacht?

The ideal solution is not a hand held set at all but a properly installed automatic radio direction finder, which implies an antenna placed well away from deviating influences, both costly in itself and allied to a costly receiver, and forbidden by the racing rules, as well as by the pockets of many yachties.

In this environment, the hand held radio direction finder has certain attractions. True it is limited as to the stations it can receive (generally in the 200-400 MHz range) but generally, when allied with an inbuilt compass, will give reasonable results at a low unit cost.

So the **Euromarine Radio Fix** may well make a good showing in the ring. It homes in on aero and marine beacons with furious strength and should leave the 'Lord Hower', with little doubt in which direction to travel, whilst the 'Hobarter', using it in conjunction with the grouped beacons at Cape Otway, Cape Schanck and Cape Wickham, should

be able to obtain almost instantaneous fixes whilst in the paddock.

It certainly is a lightweight as regards price—less than \$100 for the current model (the model illustrated will be slightly dearer so I am informed, but still very competitive).

Points scores in the ensuing contest will be recorded in this column as they come to hand.



A sop for the navigator who usually ends the voyage with his notes and log in a soppy mess—as at least one outstanding Hobart navigator has done, **Ritchie Wet Notes** not only resist water—they can be written on underwater (useful for recording your reactions during a pitchpole for example) and, what is more, dry out as good as new and the pencil writing can be erased (surreptitiously if you have made a major boo boo in the excitement!). Obviously ideal for deck notes. The Chartroom is currently working on production of a log book using similar paper and, I am told, would appreciate suggestions as to the format, i.e. size, rulings, etc. for such a log. If you have any suggestions, forward them to Frank Underdown at The Chartroom, 35 Hume Street, Crows Nest, NSW 2065.

### Safety Harnesses

Seasafe have advised us that they are continuing marketing of the Mai Tai safety harnesses with complete confidence of compliance with existing and proposed safety harness

regulations.

Mai Tai harnesses were the first to carry the BS 4224 compliance label in Australia.

SeaSafe stress the point that A.Y.F. safety prescription 11.3 relating to harnesses has not been altered in any way and they welcome the opportunity to discuss the situation with anyone in doubt regarding which harnesses to buy (see advertisement in this issue).

### Marlin International yachtsmen's safety harnesses and lines

Marlin International are now producing two yachtsmen's safety harnesses and lines which are unconditionally guaranteed to conform to BS4224 of 1967, amended 1975, and to the Standards Association of Australia draft standard of 1978. They have been tested by a registered N.A.T.A. Public Testing Laboratory and the certificates are available on request.

These harnesses are marketed complete with safety lines and snap shackles. The requirements of BS4224 of 1975 and the S.A.A. draft standard of 1978 both require tests that can only be done on a complete harness. To comply with these requirements, and in the interest of safety and protection, Marlin will only make harnesses and safety lines that are capable of being tested and proved prior to leaving their factory.

## OFFSHORE SIGNALS

25th September, 1978

Dear Sir,

Your June/July issue, almost wholly devoted to navigation and which has just arrived here, deserves congratulation. It was full of very interesting material.

You quote comments from John Ivimey of Boat Books including recommendations for two navigation books published by ourselves. Having praised these, he states 'there is a reluctance to use English or

American text for astronavigation because of the problem of having to reverse figures for the southern hemisphere'.

This is misleading because in the books which he recommends, the authors are not nearly so parochial as he imagines. Indeed for learning to navigate anywhere on the sea, the student must be able to learn procedures for taking sights south of the equator as well as north. Apart from the technical necessity of learning this, our books are in any case designed for English speaking readers anywhere in the world. Come to think of it, I cannot remember seeing a navigational book which has ever confined itself to the northern hemisphere in this way, but it may exist: as indeed may its opposite number published in Sydney.

Yours sincerely,

(signed)  
Peter Johnson  
Director, Nautical Publishing Co. Ltd.

24th July, 1978

Dear Sir,

re: Hitachi Sydney—Hobart 1977 — Retirement Report

We would like you to know that the report dated 22nd February 1978 on this subject has been read here with the greatest interest, and we congratulate you on its compilation. Its distribution should be of inestimable value to those contemplating the organisation of and participation in a tough ocean race.

We are quoting from the report in our next news bulletin to our members which we feel sure will have your approval.

Since 1956 this Association has been sailing an annual race—the Agulhas Race—which sometimes experiences similar weather conditions to those of your 1977 race, though the distance is shorter; so the points made in your report are thoroughly appreciated.

Yours truly,  
CRUISING ASSOCIATION OF SOUTH AFRICA

(signed)  
T.G.S. Unite  
SECRETARY



## 'Going Inland'—the Yngling Worlds



Longtime C.Y.C. Members (1956) Joyce and Pat Warn recently competed with their crew, Jim Wort (country member), in the Yngling Worlds on Lake Geneva July 15 to 23, 1978, finishing the championship in 10th place (93.7 pts—13, 7, 9, 6, 29). The Warns had a loan of a local Swiss Yacht called *Zombi* (Z8), owned by the President of the Swiss Yngling Association, a meteorologist.

Rob Antill of North Sails produced a superb suit of light-weather sails for the series which can be aptly described at all times 'light and lovely'—inland freshwater lake sailing, sunny warm weather with never a hint of either severe thundersqualls or ferocious fronts, and the towering snow-capped majestic Mont Blanc, sometimes visible to the east beyond Hermance.

No matter how long the start line seemed to be, 64 yachts made for a quantity of 'general recalls'—marvellous starting practice, but frustrating for the better-than-average and/or super starts that never counted. Buoy rounding was NOT easy, unless by some miracle one could round alone, and considerable places were gained or lost in these manoeuvres which were always eagerly scrutinised by the jury.

*Yeti* (D10) was a clear winner, with 8 pts lost, and was sailed extremely well at all times to record places of 1, 4, 14, 1, 1, 1.

Interestingly, all the Danish yachts

have names which commence with the class symbol 'Y', so the girls down under do not feel so bad about their *Missy*, spelt with a 'Y'.

Phil Mathews (KAI) *Infidel*, sailing *Morillon* (Z52), was terribly disappointed to record a 63rd in Heat 2 after fouling his rudder with a batch of weed and finished overall in 35th place.

For ocean racing types who have not sighted those two familiar white hats on KA2 within the harbour, the Yngling is a 6.35 m international one design keelboat designed by Jan Linde of Norway, with fleets established in the major European sailing centres in excess of 300 per nation.

# CLUB NOTES

## CRUISING DIVISION

by John Keelty

As the winter season was drawing to a close it seemed an ideal time to start the Cruising Division off with a summer program. A number of the competing yachts do not race in the summer months, and these owners did not have any plans other than have an occasional sail until next winter.

## ROYAL PRINCE ALFRED YACHT CLUB MONTAGU ISLAND RACE 29th September, 1978

### C.Y.C.A. Results

OVERALL PLACE	YACHT	C.Y.C. O/ALL	C.Y.C. DIV. PLACE			FINISH TIME	CORRECTED MINS. SECS.
			1	2	3		
1	<i>Vanguard</i>	1	1			10 35 16	3123 49
2	<i>Piccolo</i>	—	—			10 37 10	3125 19
3	<i>Deception</i>	2		2		11 47 51	3165 24
4	<i>Natelle Two</i>	3	1			10 01 45	3180 42
5	<i>Love &amp; War</i>	4	2			11 15 21	3309 29
6	<i>Priority</i>	5		3		16 12 50	3330 40
7	<i>Scorpion</i>	—	—			11 06 17	3348 44
8	<i>Superstar</i>	—	—			10 37 06	3371 20
9	<i>Farr Out</i>	6		4		16 02 00	3372 06
10	<i>White Pointer</i>	7		5		17 06 15	3372 19
11	<i>Too Farr Out</i>	—		—		16 39 26	3401 43
12	<i>Wainunu V</i>	—	—			15 39 04	3483 40
13	<i>SatIn Sheets</i>	8	3			15 23 56	3494 28
14	<i>Matika II</i>	9			1	00 52 55	3515 36
15	<i>Fair Dinkum</i>	—		—		00 53 26	3535 38
16	<i>Chance</i>	10			2	01 38 12	3548 49
17	<i>Blue Moon</i>	11		6		00 27 03	3611 31
18	<i>Patsy</i>	—		—		01 15 43	3618 03
19	<i>Diamond Cutter</i>	12		7		00 26 28	3621 05
20	<i>Mercedes III</i>	—		—		01 00 44	3695 36
21	<i>Shenandoah</i>	13			3	12 49 04	3818 20
22	<i>Mary Blair</i>	14	4			00 54 43	3818 31
23	<i>Rebel</i>	—		—		12 15 20	3848 04
24	<i>Quetzal</i>	15			4	12 11 00	3884 58
25	<i>Pride of Oleron</i>	—		—		12 12 48	3900 28
26	<i>Flight</i>	—		—		09 59. 17	3925 58
27	<i>Harmony</i>	—		—		12 15 15	3939 27
28	<i>Kraken</i>	16			5	15 04 22	4074 40
29	<i>Quadrille</i>	—		—		13 48 30	4077 50
30	<i>Mystic Seven</i>	—		—		12 11 50	4100 03
31	<i>Miko</i>	—		—		19 46 00	4114 25
32	<i>Touchwood</i>	—		—		12 24 57	4481 45

Retired: *Bedouin, Casablanca, Corinthian, Gretel, Moonbird, Relentless, Willi Willi.*



In drawing up the cruising program with the assistance of Alan Brown, we tried to work in with the Club's racing program as closely as possible so as not to clash with the racing agenda. We picked out the passage events to join the racing fleet at the other end but with a Friday evening, as well as a Saturday morning, start to make a weekend of each occasion.

The aim of the Division is to encourage owners to make more use of their craft, both power and sail, and to invite Members and friends who have completed the Club's sail training courses to join in as crew for these cruises, B-B-Qs, and the daylight saving events.

Motor yachts are more than welcome in our events, and we need them to escort the fleet. We will not encourage rafting-up but dinghies should always be used.

The evenings programmed at the club we hope to make both entertaining and educational. No one was more surprised than myself when over a hundred people attended our first evening talk and demonstration on 27 MHz (CB) Radio. A.W.A. sold so many sets they donated the C.Y.C.A. Base Station, and installation, free of charge to the Club.

The evening was to emphasise safety and the need of all craft to have a radio capable of communicating about 50 miles plus. A.W.A. kindly offered a 40% discount on their top-of-the-range set, which is still available at the time of writing, but for a limited period only, for \$135.70, while stocks last (only through the C.Y.C.A. office) on a cheque-before-order basis. These marine transceivers will allow us to communicate with the C.Y.C.A. Base Station, with *Offshore* and the other C.Y.C. yachts, on the cruises, checking boats in and out as well as having direct communication with the Coast Guard and R.V.C.P. These sets come complete with the maximum number of crystals allowable and a marine aerial.

Our collective purchase of 27 MHz radio proved so successful we may try to organize one for VHF and SSB. If you are a genuinely interested cash buyer, and perhaps need a radio for the Hobart, let us know in writing. We will follow this up if the numbers are there.

It is the intention of the Cruising Division of the Club to follow the name of the Club at last and to assist yachtsmen on their passages both

long and short. We may be able to help you as follows:

- (1.) Come down to the office six weeks prior to your departure and have your vessel's particulars listed on the departure board. This will enable you to contact other vessels listed, get together and perhaps depart in company.
- (2.) Fill in your vessel and owner sheets so, if necessary, particulars can be given to the authorities for search and rescue if required. In this area we are liaising with the Water Police and Marine Operations, Canberra.
- (3.) Pick up details of ports of call and destination, e.g. position of clubs and phone, also who to contact (relevant CB Radio frequency of fishing fleet in area), fuel and availability, harbour master etc. We are working in with the M.S.B. and other clubs on these details.
- (4.) List crew vacancies, if crew is required, and have available a crew list and period of their holiday, also their qualifications, experience etc.

So if you do not own a yacht and wish to crew for a known period of time, say 16th April to 30th May, come to the office, fill in crew availability form (but no more than 4 weeks ahead); you never know, you may finish up in sunny Queensland!!

All crew and boat forms must be filled out personally (excepting country members) at the office and will then be removed after date of expected departure of the vessel, or in the case of crew, after the elapse of a six week maximum period.

This service to intending cruising yachts and crews can only operate successfully if it is carried out on a self help basis, and we have no intention of running round chasing after people who will not help themselves.

If you can help, please write to the C.Y.C.A. office to get it off the ground; the more information we can gather the better the system will work. We hope to have this fully under way after Christmas, but please, no 'Hobart' returns.

I wish to thank the Maritime Services Board, Water Police and A.W.A. for

the great help they are offering to get these plans under way, and Jill McLay, from the C.Y.C.A. office, without whose loyalty to the Club and support this program would never have eventuated.

## Cruising Program for 1978-79

### WEDNESDAY TWILIGHT RACING BY C.Y.C.A. INCLUDES CRUISING DIVISION

#### Thu. 26th Oct.

Talk at C.Y.C.A. Design and lay-out of modern cruising boats, plus films.

#### Sat. 11th Nov.

Club Barbecue Race. Cruising Division will leave Club after barbecue for evening at Store Beach with a champagne breakfast on beach at 0900 hrs followed by dinghy race.

#### Tue. 26th Dec.

Cruise to Refuge Bay after watching start Sydney-Hobart Race.

Cruising Division will depart Watson Bay 1600 hrs. Possible New Year's Eve at Gosford Aquatic Club to be confirmed. Meeting off Lion Island Saturday 30th.

Confirmation and time by C.B. Radio to interested boats.

#### Sat. 20th Jan.

Club Barbecue Race. Venue to be notified. Either Club or Store Beach. Followed by champagne breakfast on Store Beach and dinghy race.

#### Sat. 27th Jan.

Evening Store Beach barbecue. Sunday cruise Upper Middle Harbour overnight.

Monday morning bridge to M.H.Y.C. and Chinaman's Beach.

#### Thu. 15th Feb.

Film night. Vintage Sydney-Hobart films and talk by cruising personality.

#### Fri. 2nd Mar.

Cruise to Pittwater in conjunction with Basin Cup and barbecue at R.P.A.Y.C.

#### Sat. 3rd Mar.

1st Cruise departs Fri. 1930 hrs Clarke Is to Basin.

2nd Cruise departs Sat. 0800 hrs Clarke Is. direct R.P.A.Y.C. Depart R.P.A.Y.C. Sunday 1030 hrs.

#### Sat. 31st March

Projected cruise to Port Hacking with

function at R.M.Y.C. Port Hacking in conjunction with Club racing divisions. Start 0900 hrs to be confirmed re tide etc. Return Sunday on tide.

#### Thu. 12th April

C.Y.C.A. Race and Cruise to Port Stephens. Special to be issued this event.

Cruise to Pittwater for small yachts (Hood 23, etc.) with visit to Gosford Aquatic Club.

1st Cruise departs Thu. 2030 hrs Clarke Is. to Refuge Bay.

2nd Cruise departs Fri. 1000 hrs Clarke Is. to Refuge Bay.

Saturday rendezvous off Lion Island, time to be notified. Monday return Sydney from Barrenjoey approx. 1100 hrs.

#### Thu. 3rd May

Film and talk on Scuba Diving, underwater boat maintenance and photography. This night may be brought forward if members are interested in having Diving School and Club diving outings.



### The Cruising Yacht Club of Australia Blue Water Room Restaurant and Bar (bookings 32-9731)

#### Blue Water Restaurant

	Trading Hours	
	Lunch	Dinner
Wed.	12.00-2.30	7.00-10.00
Fri.	12.00-2.30	7.00-10.30
Sat.	12.00-2.30	7.00-10.30
Sun.	12.00-2.30	

Last orders must be in before closing times. Bookings preferred. Available for private functions.

#### Blue Water Bar Trading Hours

Mon.*	4.00 p.m.-10.00 p.m.
Tue.**	4.00 p.m.-10.00 p.m.
Wed.	11.00 a.m.-11.30 p.m.
Thu.**	4.00 p.m.-10.00 p.m.
Fri.	11.00 a.m.-12.30 a.m.
Sat.	8.00 a.m.-12.30 a.m.
Sun.*	9.00 a.m.-10.00 p.m.

\*Free Champagne during Happy Hour 6.30-7.30 p.m.  
\*\*Closes 11.00 p.m. after navigation and learn-to-sail.

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# the Compass 750



The Compass 750 — the latest production fibreglass yacht from Compass Yachts. The  $\frac{3}{4}$  rigged,  $\frac{1}{4}$  ton rating 750 is trailerable with a retractable alloy fin which disappears completely into the hull when raised.

This New Zealand designed yacht by Alan Warwick has similar race winning lines to the latest level rating world champions. With the retractable fin she is a down wind flyer yet very close winded on the wind. In light weather the fin can be partially raised for extra windward performance.

With all its racing attributes the 750 is ideal for the family cruising man.

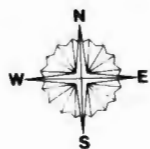
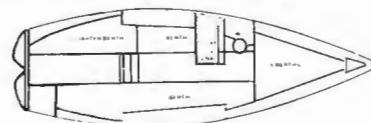
It has comfortable sleeping accommodation for 5 adults with 6' vee berths in the forward cabin, and head room in the saloon. Of particular appeal to the ladies is the separate toilet cubicle — unusual in a boat of this size, while the galley area is on the port side aft of the toilet.

In high tidal areas and for those who like a still, quiet night on board, the 750 will lie unsupported on mud or sand with only a 15° list.

The 750 is built to the high standard of finish that all Compass Yachts are renowned for, and for its moderate price it must be one of the best value yachts around.

## SPECIFICATIONS:

LOA:	7.540m (24'9")
LWL:	6.000m (20'0")
BEAM:	2.490m (8'2")
DRAUGHT: Board up	1'3 1/4"
Board down	4'10"
Keel version	4'6"
DISPLACEMENT:	1476 kg (3255 lbs)
INTERNAL BALLAST:	544 kg (1200 lbs)
WORKING SAIL AREA:	241 sq. ft.



## Compass Yachts

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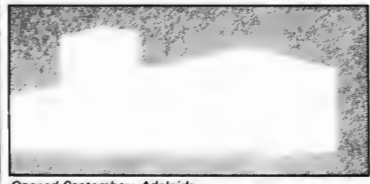
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