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NUMBER 38

OCTOBER/NOVEMBER 1977

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OFFSHORE

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Vanina, one of the Italian Admiral's Cup team yachts designed by Mull. See also in this issue John Harris' recollections of The Admiral's Cup 1977, and Kerry Roxborough's story on Cowes Week. Photo by Bob Ross.

FEATURES

The 1977 Admiral's Cup	2
Cowes Week 1977	6
Marine Radio—What you should know	10
'Sandfly' wins at Alice	17
Biggles' Column	29

TECHNICAL

Watson's Knaviguessing know-how	19
Safety Harnesses and LPG Installations	21

RACING

The 1977 Ton Championships	24
A Space-Age Odyssey	26
Tradewinds Trophy	27

OFFSHORE SIGNALS	31
------------------	----

BOOK REVIEWS	32
--------------	----

CLUB NOTES	33
------------	----

MARINA NEWS	36
-------------	----



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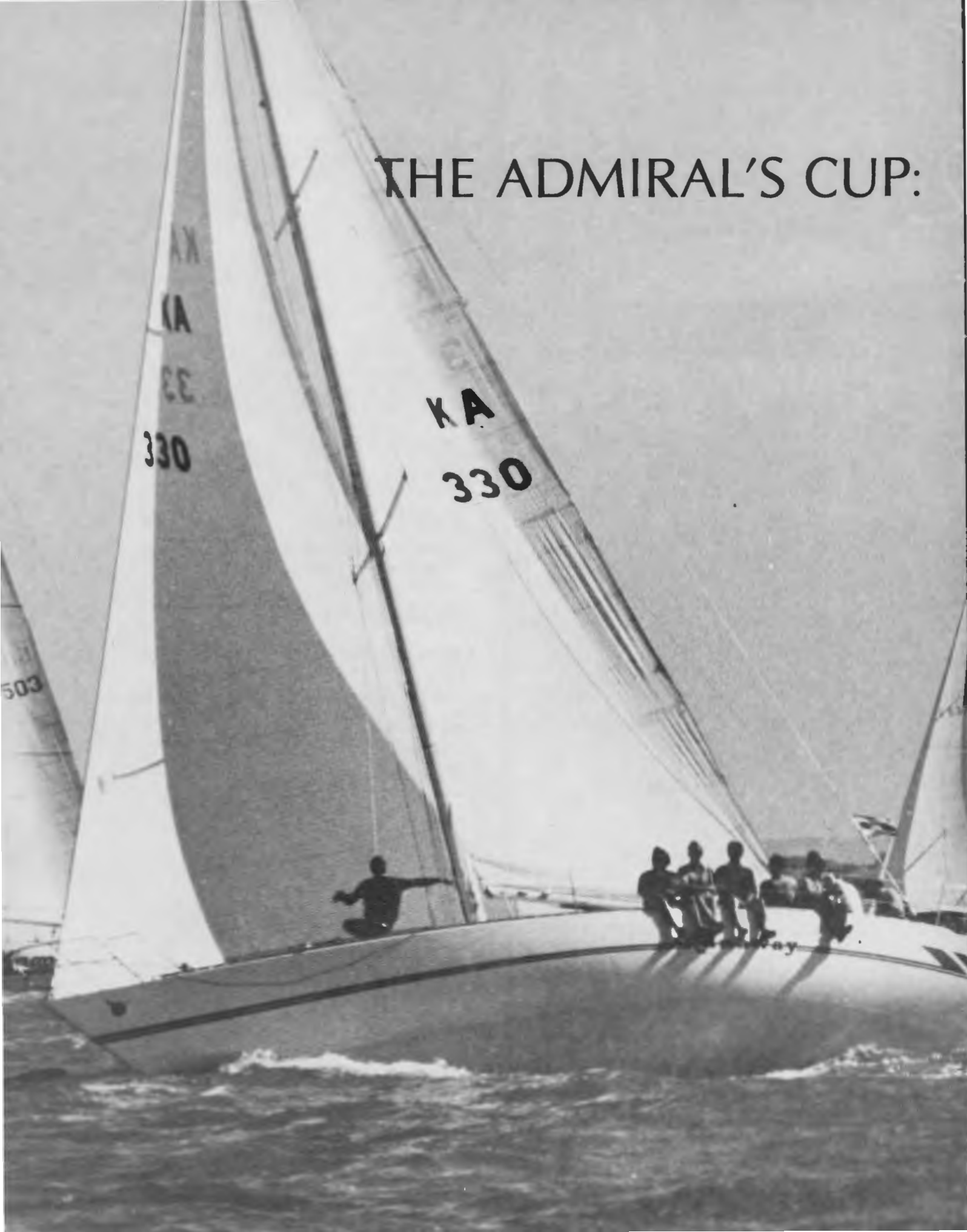
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THE ADMIRAL'S CUP:



RECOLLECTIONS AND HINDSIGHT

John Harris

There are several problems in attempting an article on the 1977 Admiral's Cup effort. The first is a general one, namely, if you ask ten team members what their impressions are you will assuredly get ten quite different answers, which is confusing. On the other hand if you ask five non-team members you will get at least twenty different answers—all contradictory—and proving, for once, that fiction can be far stranger than truth. A second problem is that what I can remember of the individual races is a series of disjointed highlights.

Let one thing be clear. The three team boats sailed above their Australian form and were still soundly defeated on the basis of one main factor: skill.

The races (imperfectly recalled)

Race 1: This of course was the 'new' race, an offshore 30 miler and (so we are told) a true test of skill over an Olympic Style course outside the Solent. Consumer Protection doesn't extend to yacht racing in England, apparently, because the advertising blurb fell far short of the truth. The deceitful Pommies actually sent us off on a Solent course, with roaring tide, one end of the line ludicrously favoured and a procession of boats charging from the starting line to the slack water inshore. The drama of the first race started the day before, when *Runaway's* meticulous navigator did a few sums and realised that if we waited by the Squadron flagstaff for the course signal at the stipulated time, and the officials set the outside course, there was just no way anything with less pace than *American Eagle* (Arnold Glass's powerboat, not the yacht) could motor down to the starting line in time. I guess they never did intend to use that Olympic Course.

The start was delayed initially: no wind. Finally we got away, *Runaway* well positioned lacking a little in speed but with the chosen enemy (particularly *Yeoman XX*) nicely tucked away, clear wind. *Ragamuffin* seemed to be even better placed, about the best legitimate start of the fleet. *Superstar*, as I recall, was slightly higher up the line but looking only fair. Too many were too eager, however, and two guns went off. Try again. The second time around *Superstar* was well positioned with very reasonable speed, *Runaway* was slow, low and buried. Another general recall was prayed for but did not eventuate. The Brits (and just about everybody else) disappeared up the track. Morale could have been better, particularly as we were well down the list, yet we were still having difficulty getting through boats, despite now good speed and reasonable tactics. Slowly the realisation sunk in that there were some very good boats around, all being well sailed. This set the pattern for what I consider was the consistent high point of the series. Competition was there in real depth, and almost wherever you were, you were about to get some really good sailing.

We managed to get the act together in the last third of the race and sailed away from some of the good two tonners that we had been able to get back amongst. Our result was 15th. Doesn't sound marvellous, and isn't, but not by any means a disaster. I am forgetting, though, that whilst tacking up the shore against (and out of) the tide, a Spanish clunker which, on size, should have been miles ahead, called us and we tacked. They popped a protest flag (very popular in Cowes this year): we had the onus of proof and no witness: scratch one *Runaway*. Despite the disaster, team harmony held. *Superstar* posted a 20th, *Rags* a 22nd.

The Channel Race followed. This time *Ragamuffin* and *Runaway* got away particularly well in a fresh fair breeze with a reach to the Nab Tower the first leg. It was a square run from the Nab to the next mark, roughly S.W. off the Needles, but to get from the Nab to the Needles necessitated going around the south shore of the Isle of Wight, dead square with a fading, fitful breeze and foul tide. It was a scene which will live a long time in a lot of memories, for the tide held up the literally hundreds of small boats which had been started earlier and everyone was trying to squeeze the coastline. Time and again one would accelerate in a puff straight into a solid wall of boats with spinnakers limp, sitting in a hole. Where to go? Bows would spear erratically around sniffing for an opening, then in desperation, an impossibly small gap would be chosen, pole eased forward, sheet overtrimmed to drag in the chute and through you'd go, breath held. Somehow most people got through, but how or why I'll never know. It would have made a superb piece of film.

I learnt that English is the universal language of abuse.

From the Needles buoy to CH1 off France was a broad three-

quarter run in nice breeze. The buoy was unusually easy to find with a clear atmosphere, and we rounded CH1 in quite good shape with the prospect of 100 miles on the nose back to Brighton—breeze strength, 25 knots or so. Despite *Runaway's* indifferent form in Australia in such conditions, she held her own although Italy's *Moby Dick*, (a near sister to *Natelle II* and testimony to untapped potential in *Natelle*), as usual was giving us a lot of trouble. What, we grumbled, was Scott Kauffman doing pushing an Italian-Peterson design? At least in these conditions, we for the first and only time got through *IMP* and sailed away probably to our rating (it didn't last). After some hours the breeze freed and lightened so that *Runaway* was under double head reaching gear. The boat even in the refined competition was just outstandingly fast in those conditions, and it was the sailing under this rig which I am sure, ultimately, got us up to 8th. If every race had been light reaching Al Blackburne would have a full order book!

Around the Brighton mark and another trip highlight. Whilst dragging the clew around in a tack, our trusty forward hand launched himself over the side, did a quick cartwheel around the jib sheet and then allowed us to retrieve him. Only a forward hand could explain the purpose of the manoeuvre, but Mike swears it was no accident ("I never slip mate etc."). The race continued close to the very end, as may be expected. Results: *Runaway* 8th, *Superstar* 26th, *Rag's* 25th.

The Channel Race had seemed to us to be a fair test, but I am told by those who didn't do so well that it was flukey on the cross-Channel beat. Just another ocean race, in short.

From here on in *Runaway*, at least, stood out like a beacon for consistency. Whilst *Superstar* was veering between 4th's and 48ths and *Ragamuffin* was fishing between 10th and 21sts we stuck to our guns with 30, 30, 31st. Most observers say there were 30-40 good boats in the fleet so you can draw your own conclusions. We were in it, but that's about all.

Second inshore was scheduled for Monday, and out we went into absolutely zero breeze. The A.C. race was duly cancelled, but the morning was not without excitement. The 'motor boat race' back to Groves and Gutteridge in a battle for a decent berth helped to pump the adrenalin, especially for top-sides-conscious owners. *Revolution*, for one, was disadvantaged in that race. Even a French 'sculler' cannot propel an ocean racer as fast as a motor can.

Tuesday was again light but the race was eventually started in good breeze. *Runaway* really performed in the 'race' but it went lighter and lighter until time ran out—but only just, for *Bay Bea*, who was so far ahead of everyone else it was laughable, almost made it in time. The cancellation certainly saved Australia and Italy. At the time of cancellation *Superstar* was well ashore in the mud and sunset. Italy had *Moby Dick* and *Mandrake* up, Hong Kong had *White Rabbit* burrowed in. The grounding incident actually said something nice about Keith Farfor's determination. The other affected yachts all managed to motor off, but *Superstar's* crew kept trying by legal methods until it was too late for anything short of a crane or the next tide.

Wednesday saw the race begin with the lightest of runs and again *Runaway* started nicely. For the first part we were exceptionally well placed but then ran into discouragement. *Rags*, who had been behind us and no faster in the light airs sagged way off which, in Australia, would have been bad. Over there it was just a display of intelligence which too often we tried to sail without. By going low she just got out of the tide quicker and once on the shore quickly said 'good-bye'. Our old rival, *Yoeman*, was even lower and slower than *Rags*, but still 'brained us' by being out of tide earlier. It is a lesson

which just must be accepted. To add insult to injury little *Imp* came from well back, sailed up to us and then straight through our lee without pausing for breath. We were going fast as *Williwaw*, (*Pinta*) and *Champagne* at the time, but that didn't worry *Imp*, who ended up first in the race. From that point on it was all backwards for us. It was a small boat race so the ninth of *Superstar* was good, the 21st of *Ragamuffin* moderate, the 30th of our two tonner unthinkable.

The third inshore was nice and fresh and gave just a hint that *perhaps* if there had been more breeze Australia may have fared better. This was particularly so on the final run, when boats were quite incredibly out of control. We are nothing special when hard running but ran through boat after breaching boat in a breeze which was fresh but no more. *Superstar* scored an excellent fourth, *Rags* tenth. We beat a lot of the boats that had beaten us the day before . . . but finished 30th.

The Fastnet Race needs little comment except to suggest that skill had once again much to do with reward. This may be giving unmerited praise to those who succeeded but I doubt it. It is no coincidence that the first two teams got all six boats home.

The whole race turned on how one handled the high, which plonked itself mid-course on the outward leg. Those who listened to and accepted the weather report and who, in addition, were prepared to 'take their medicine early' (a hackneyed phrase, but vital) did well. We on *Runaway* realised what had happened to us somewhat late when we saw from the chart that our turn to the left of the rhumbline had become a precipitous dive. Nonetheless, had we even, at that stage, headed north at all costs, we would have done reasonably. As you all know a tack of 210° is true mental torture, especially when you start sailing away from the mark, and we never did it—perhaps not altogether difficult to understand. Indeed, I think for Australian conditions we were correct to hang on. In England we were dead wrong. The systems became stationary and we sailed deeper and deeper into no wind and disaster.

Being wise after the event requires little skill, and in our own defence, a lot of very good boats were with us—*Moby Dick* (although she did get wise eventually), *Morning Cloud*, *Big Apple* and *Vanguard* to name a few.

Even tacking up Plymouth Sound to the finish we had reasonable hopes for the team, assuming, as we were, that *Rag's* and *Superstar* were both in. It was with no rejoicing that the last dawn disclosed the finish two miles away and *Superstar* still between us and the finish. Certainly their result did not accurately reflect the general merit of the boat and crew. But that's ocean racing . . .

There were two dominant overall impressions. Firstly, and this has been well commented on already, the day of 3 or 4 teams being at all serious about winning is thoroughly over. Most entrants are now very competitive indeed.

Secondly what we need and what we lack is competition. The week-end club races are not a complete waste of time but they border on it. We need 'Sydney Weeks' and 'Melbourne Weeks' and we need many more dedicated crews with time to burn and many more dedicated owners with money to burn. How they are manufactured I cannot begin to guess. If we could run the trials six times a year instead of once every second year we'd be on the right track. We need to look to New Zealand, despite their dearth of big boats.



It is worth reflecting, perhaps, that *Runaway I*, *Superstar II* and *Ragamuffin III* were facing up to *Yoeman XX*, *Marionette VII* and another in a string of boats for boat builder Jeremy Rogers, *Moonshine*. The British trialists tell a similar story of recurring effort on the part of the owners. They keep at it as a matter of course as only the smallest handful of owners do in Australia; if it doesn't work or is getting old, start again quickly. I don't suggest we, with our comparatively tiny population, can, or even must, duplicate the effort of the Europeans, but if our ocean racing is to mean anything at all out here, I feel we have got to grit our teeth and go back and keep getting beaten. Defeats from here on in appear more likely than victories.

The final comment is an 'old chestnut': measurement. It's time—time for our measurers to admit they are wrong or are too sanctimonious or, alternatively, time for them to convert the rest of the world if they really are right. We are quite disadvantaged enough, thanks, without giving away 1/2 foot in rating to identical boats. This complaint is not the fictional bleat of a loser. It is ludicrous to expect people to spend thousands of dollars searching for seconds, then offer the prospect of losing minutes because the I.O.R. is turned into the P.I.O.R. (Provincially Interpreted Offshore Rankle).

Those interested in behind-the-scenes gossip are referred to the Coasters Retreat. Tom Stephenson is probably our best undercover agent, but I don't wish to put the boot in.

The efforts of the owners and navigators in the 'think sessions'

and the like were educational, and one wonders how much better we would all perform if similar application could be put into our local derbies.

The attitudes of the various teams was interesting:

Australia seemed dour and slow;

The Brits dour and fast;

The Americans carefree and fast;

The Italians erratic and erratic (and well stocked with American Rock stars);

The Irish disorganised and average speed;

The Poles, well, different and super slow.

All in all, it's hard to come to any conclusions about what makes a successful team. Three fast boats is a nice starting point. If we don't keep (start?) supporting our overseas teams, we all demean our week-end efforts just that much.

Here's to cheap shipping!

The ultimate lesson of the whole effort was loudly proclaimed on a bulkhead of *Scaramouche*.

It read: Rule 1: The foredeck is NEVER wrong.

Rule 2: Should the foredeck be PROVEN wrong
Rule 1 shall apply.

Incidentally, if the job of Team Manager appeals, get in early. I know of at least 33 potential applicants already.





COWES WEEK 1977

by Rear-Commodore Kerry Roxborough

A message to 'Competitors Large and Small' contained in the introduction to the Official Programme for Cowes Regatta 1977 suggested that there would be a large number of yachts of different sizes all racing together in the restricted waters of the Solent and all governed by the I.Y.R.U. Rules. For three Australians, on their first visit to Cowes, this statement conveyed nothing about the sheer size and challenge of the racing fleets we were about to join.

As is so often the case, it all started over a beer at the C.Y.C.A. bar. Commodore Joe Diamond was contemplating a charter for Cowes Week and the Fastnet. Vice-Commodore Tony Pearson and I readily agreed that if Joe could arrange the charter, we would be pleased to join him. Not for one minute did we really believe that a charter would be available at such short notice.

Soon after, however, it had all been arranged. The boat was a new S & S Swan 41 from the famous Nautor Company of Pictarsaari in Finland. Her name was *Vector of Sydney* and her owner, Club member Russel Bates, was only too happy to let us race her.

Thanks to Commodore Joe, Karl Le Grande and Andrew Morris (both of Sydney) and our British navigator, Peter Clutterbuck, the difficult passage from Goteberg to Cowes was completed in about 10 days. The boat berthed at Groves and Guttridge yard at midnight on Thursday, 28th July, leaving just one day, the 29th to prepare for the Regatta commencing on 30th July.

The programme tells us that The Cowes Town Regatta is organised by a Committee of local people interested in the town and sailing.

The clubs concerned are:

	<u>Established</u>
Royal Yacht Squadron	1815
Royal Thames Yacht Club	1775
Royal London Yacht Club	1838
Royal Southern Yacht Club	1836
Royal Southampton Yacht Club	1875
Royal Corinthian Yacht Club	1872
Island Sailing Club	1889

and their sailing regatta is conducted annually through 'The Cowes Combined Clubs Committee'. The date of commencement of Cowes Week is not known, but the programme tells us that it was certainly in existence by 1869 and that by command of Queen Victoria in 1891 it was called the Royal West Cowes Regatta. The prefix 'Royal' was used until 1933, when it was dropped on instructions from the Home Secretary. Rowing events were included until 1953, and since, the Regatta has been purely for sailing.

Cowes itself is a relatively small town, and one gains the impression that the locals are generally retired or have lived there for much of their lives. There is, however, a heavy concentration of yacht construction, repair and service facilities and a National Sailing Centre (a facility we should establish) which is extremely active in encouragement of the young cadet sailor.

Races are conducted on each of the 9 days during Cowes Week. The Clubs take it turn about to sponsor these day races which are conducted within the Solent from a choice of 141 westward and 165 eastward courses and each starts and finishes between the Royal Yacht Squadron and the 'Prince Consort Buoy' to which the Royal Yacht Britannia was moored. Entries may be accepted from 5 I.O.R. Divisions; (*Vector* raced in division 1—29.0 ft. and above rating) and 12 classes including the 'Contessa 32' which is an extremely popular and attractive cruiser/racer built by Jerry Rogers, owner of *Moonshine* and designed by David Sadler; Solings; Etchells 22; Dragons and Flying Fifteens. In all, the programme recorded a total of 706 entries, 123 in Division 1 I.O.R., and KA 1313 was *Vector*, chartered by J.P. Diamond of Australia. Other notable entrants in that division were:

K 124 *Yeoman XIX* chartered by HRH The Duke of Edinburgh
 K 148 *Noryema* R.W. Amey
 G 217 *Pinta W.* Illbruch (Germany)
 KA 357 *Ballyhoo* J. Rooklyn (Australia)
 K 601 *Knockout* Sir Max Aitken and R.t. Lowein
 K 757 *Winsome 77* D.O. May
 OE 777 *Rubin F.* Sammeru (Austria)
 KA 1441 *Bumblebee 3* J.D. Kahlbetzer (Australia)
 G 1551 *Jan Pott N.* Lorek-Schierning (Germany)
 K 2468 *Morning Cloud* Rt. Hon. E. Heath M.B.E. M.P.
 K 3082 *Wetherley* J.L. Osborne

Extremely light air and the fast-flowing Solent tides produced racing conditions quite foreign to us; however, in our first Solent race, the Royal Yacht Squadron's Britannia Challenge Cup (for Division 1, Tuesday 2nd August), we were able to post a creditable 7th placing. Although the Admiral's Cup Fleet were off on their own races, we were in excellent company. The first 10 boats were

Position	Yacht	Corrected time
1	<i>Yena</i>	6-49-17
2	<i>Winsome</i>	6-53-42
3	<i>Knockout</i>	6-54-19
4	<i>Charlatan V</i>	6-55-25
5	<i>Morning Cloud</i>	7-02-00
6	<i>Chastanet</i>	7-02-13
7	<i>Vector</i>	7-05-40
8	<i>Red Rock III</i>	7-06-53
9	<i>Battlecry</i>	7-07-07
10	<i>Water Music III</i>	7-07-53

This first performance was not our best, and in the inshore races on Wednesday and Thursday (The New York Yacht Club Challenge Cup) we could only manage 17th and 33rd



A vessel unknown to the author, but a common sight on The Solent.

H.M.S. 'Britannia' moored to the Prince Consort Buoy





The equivalent of Constitution Dock, at Plymouth, where the Fastnet Race finishes.

placings respectively. The latter race saw the heaviest conditions for the whole week, including the Fastnet Race. Even so the wind speeds did not exceed 25 knots.

I think John Brooks, sailing on *Ballyhoo*, best summed up Cowes Week when he said that 'coming here really sharpens up your game'. The fleets are so large, the tide conditions so difficult and the winds so variable that even the inshore races require superb navigation and tactics, and short tacking close inshore will thoroughly test the strength and timing of even the fittest crewmen.

The Channel Race and the Fastnet do not form part of Cowes Regatta itself. These events are conducted by the Royal Ocean Racing Club, whose administration at Cowes and at Plymouth, where the Fastnet finishes, is conducted from two blue caravans and a couple of portable huts.

Although we had entered *Vector* for the Channel Race, her arrival without a rating at Cowes the day before that race precluded our participation. With the tremendous assistance of Alan Green, Deputy Secretary R.O.R.C., we had *Vector* measured on Friday 29th July and a provisional rating was available for Tuesday's Britannia Cup. She finally rated 30.6 ft. After missing the Channel Race, we were more than excited about the coming Fastnet.

KA 1313, 'Vector', under Australian charter



Notices for 'an Ocean Race for Yachts' appeared in the Press in early 1925. This heralded the Fastnet Race, which at that time started from Ryde (not Cowes), further east along the Isle of Wight's northern shore, proceeded to Fastnet Rock and finished at Plymouth. There were about 10 starters. It was from this race that the R.O.R.C. was formed.

The 1977 Fastnet Race saw 285 boats cross the Squadron line with 10 minute intervals separating each division. The Admiral's Cuppers were last to start. Although there were 285 starters, the spectacle of Fastnet start does not match that of the Sydney-Hobart. The length of the starting line and the fact that the start is staggered makes for fairer but not spectacular beginnings. The Race itself is designed to test all yachting skills, and even though this year's Race was the longest for over two decades, our skills were subjected to a most searching examination as follows:

'Vector' at Groves & Guttridge yard



Captaincy. Joe Diamond proved to be more than equal to this most difficult task. He had on board two flag officers of our club, both generally used to skippering their own boats. He had two other 'hot shot' Australians, a British Navigator who had never ocean raced before, a BBC Newsman doing his first Fastnet, and an American student who came on board at the last minute when Australian Warwick Hoare unfortunately injured his shoulder. Joe called the shots to perfection and kept crew morale and concentration at a peak despite the tedium of 6¾ days drifting in glassy seas and strong Channel tides.

Helmsman. Except for the navigator, all the crew took turns at the wheel. In the extremely demanding drifting conditions, when boat speed rarely exceeded 2 knots, I can recall only one occasion when we actually stopped, and then only for about a half-hour.

Sail trim. Can you imagine hand trimming the main sheet, the jib and/or the light spinnaker sheet and brace for a full 159 hours 31 minutes and 46 seconds. If you can then you will understand just how hard our crew worked.

Navigator. Our navigator, a young engineer from a B.P. oil rig in the North Sea slept for just about 19 of the 159 odd hours we were at sea. He guided us with pin-point accuracy through a heavy English Channel fog the first night out; to Lizard Point the next evening; past Wolf Rock, Land's End and on to Seven Stones lightship by 1705 hrs. Monday 8th. The Irish Sea crossing (192 miles sailing) occupied just about 2 full days and we rounded Fastnet Rock on Wednesday 10th at 1615 hours.

What a fantastic experience to round a mark, 409 miles out from Cowes, in company with at least 10 other yachts calling for buoy room and within sight of no less than 200 other boats.

The fine sailing breeze of Wednesday 10th August, did not last long. By 0705 on Thursday 11th we were back to 3 to 4 knots in the middle of the Irish Sea and just 50 miles south of the 'Kinsale Head Gas Field'.

Our landfall at the Scillies at 1820 hrs. Thursday 11th filled us with cheer. We were to round Bishop Rock at 2155 in company with *Chastenet* (a larger Swan 44) and *Revolution* (the radical French A.C. team boat) and we were hopeful of a reasonable placing in our division.

The homeward journey past the treacherous Scilly rocks commenced with a whale surfacing under our stern at approximately midnight. The 'racing watch', headed by Joe Diamond, went to water and for the first time our navigator lost his cool, thinking we were hard on a submerged rocky outcrop from the Scillies. Only Joe's remark 'would you tourists calm down and sail the boat. It's only a baby whale' brought some sanity back to the cockpit.

The whole of Friday 12th August was occupied in a soul-destroying tidal drift as we inched our way, in company with Farr One Tonners, *Solent Saracen* and *45° South*, past Lizard Point towards Eddystone Light. Again the fog set in, not so bad this time and by 0530 hrs on Saturday 13th we were working briskly towards Plymouth with *Golden Leigh* (Irish A.C. Team boat), *Tiderace III*, *Super Tension*, *Jan Pott* (Norwegian A.C. Team) and many others.

We crossed the finish line at Plymouth breakwater at 0801 hrs on Saturday 13th August, some 159 hours 31.46 minutes out from Cowes. Our log showed we had sailed 707 miles.

Race Planning. The importance of proper pre-race planning of food and drinks and the need to top up fuel and water tanks



The author, with Fastnet Rock in the background

was emphasised by our experience. Even more important though is the need to regularly dip all fuel and water tanks and properly plan and control food consumption. As it turned out, we could have happily stayed in the Irish Sea for another week, but had food and drinks been consumed at the rates set up in the first two days, we would have run out of water and perhaps food before the race ended.

Yoeman XIX, chartered by HRH the Duke of Edinburgh



MARINE RADIO; TRANSCEIVERS; RECEIVERS:



WHAT YOU SHOULD KNOW ABOUT IT

by Peter Rysdyk

That expensive gadgets-box, frowned upon by most yachtsmen as a necessary evil, the great adult toy for many blue water fishermen, a marvelous replacement for 'over the fence yacking' by other frustrated Boaties and the perfect money earner for many expert and not so expert repairmen!!—the 2-way radio.

Abbreviations, expressions and their meanings

We will attempt to clarify some of those unknown or cloudy names and abbreviations.

H.F.

The letters *hf* stand for *high frequency*. An *hf* boat radio operates on carrier frequencies between 2 and 3 megahertz (*megahertz* means 'millions of cycles per second' and is abbreviated *mHz*), and near 4, 6, 8, and 12 *mHz*. ships at sea use *hf* radios at even higher frequencies—up to 22 *mHz*.

A.M.

The letters *a-m* mean *amplitude modulation*. The words describe how the voice is added to the carrier. The result is sometimes called *double-sideband* (*dsb*) modulation because sideband frequencies are generated on each side of the main carrier frequency. It is those sidebands which actually contain the voice information. the carrier merely goes along for the ride, having served its usefulness by helping the voice create the sidebands.

It is the width the 'sidebands' occupy on each side of the 'carrier' that should be noted. That width is wasteful of both radio spectrum and transmitter power. Because they used high frequencies, *hf a-m* boat radios did a good communications job, but they wasted a lot of battery power.

Remember this: if you have an *hf a-m* radio now don't let the license expire. If it lapses, you can't get a new license for the *hf a-m*.

S.S.B.

The centre 'carrier' is the same, but with only one 'sideband'. This represents the modulation technique that has replaced *a-m* in *hf* boat radios. It's called *single-sideband* and is abbreviated *ssb*. Actually, the new mode also eliminates the carrier. One sideband can carry the voice information. *hf-ssb* boat radios are far more economical of battery power than *hf a-m* radios were.

A *ssb* signal has a narrower width than the *dsb*. An *hf-ssb* signal takes up hardly half the spectrum space an equivalent *hf a-m* signal occupies. That along with greater communications efficiency, is what has prompted the eventual elimination of *hf a-m* for marine radio services.

The frequencies allocated to *hf-ssb* communications are about the same as for *hf a-m*. Eventually, when all *hf a-m* radio-telephones have been exchanged for *hf-ssb* types, extra radio channels can be 'inserted' where the eliminated side band formerly was.

A typical high frequency single-sideband (*ssb*) boat radio is costly. Time was when you could buy a cheap *hf a-m* outfit for not much over \$400. A low cost *hf-ssb* transmitter/receiver sells for around \$1000.

We will return later for more information on S.S.B. and its frequencies.

V.H.F.

The letters *vhf* stand for *very high frequency*. Marine radios of this type operate with carrier frequencies in the vicinity of 156 and 160 *mHz*. The transmitter puts voice on the carrier by *frequency modulation*, or *fm*.

For shortrange communications, say 10 to 40 miles, *vhf-fm* has numerous advantages over *hf a-m* and *hf-ssb*. *Vhf-fm* is quieter and far less subject to interference. It's just as effective at night as in daytime. The only drawback users report is the limited distance range. In the long run, that's an advantage. You only hear boats in your vicinity. If you've listened to the old *hf a-m*, You know that distant signals often rendered the radio almost unusable even for short range. Most boaters count *vhf-fm* a definite advancement for boat communications.

We believe that, as in the U.S. and European countries, V.H.F. will be the future boating system, where bases and relays are situated right along the Coastlines. The cost of a

V.H.F. set is in the vicinity of \$500 and it is extremely easy to install.

For easy reference, the frequencies allocated are referred to as 'Channels'.

These channels are either:

- (1) Simplex—i.e., the transmit (outgoing) and receiving (incoming) signals are on one and the same frequency, e.g. Channel 16—
Coast station transmit and receive 156.80 MHz
- (2) Duplex—i.e., although listed as one channel, the transmit (outgoing) and receiving (incoming) signals are on two different frequencies, e.g. Channel 26—

Coast station transmit (which is ship station receive) 161.90 MHz

Coast station receive (which is ship station transmit) 157.30 MHz

For the initial operation, Channel 16 and Channel 26 will used, together with Channel 67.

Channel 67 is a simplex channel, i.e.—

Coast station transmit and receive 156.375 MHz

Channel 16 is the VHF international distress and Safety frequency. It is also designated for calling, reply, and for short test calls. This channel should be kept as clear as possible so that it is available for emergency situations. Although Channel 16 would be used for initial contact in all emergencies, during minor incidents where there was no immediate danger, vessels will be directed to 'stand by' on Channel 67 to leave Channel 16 'clear'.

Channel 26 is allocated for public correspondence working i.e. the channel is to be used for radiotelephone conversations with a telephone subscriber on the land, whether local, interstate or overseas. At a later stage, additional working channels will be added to the network as the service expands.

Charges for ship, shore-ship telephone calls are \$3 for three minutes or less, \$1 for each additional minute or part thereof.

M/F Radio Beacon

Most larger yachts and cruisers are equipped with R.D.F. (Radio Direction finding) or even A.D.F. (Automatic Direction Finding) equipment for which special beacons are installed called N.D.B.'s (Non Directional Beacons).

The letters M/F stand for 'Medium Frequency' and the complete name of the system is 'Medium Frequency Omni Directional Aeronautical Radio Beacon System'.

For a list of places, identifications, frequencies, positions Lat & Long and hours of operation, we refer to the the notice to Mariners, obtainable free of charge from any Navy Chart Depot.

C.B.

Don't mistake Citizens' Band radio in a boat for marine radio. You can use CB in your boat, and with it talk to other boaters who have CB. You can also reach cars, homes, and business that have CB sets, if you're within CB communications range. But there's no way a CB radio can exchange communications with a vhf-fm or hf-ssb marine radio telephone.

Don't buy a CB transceiver expecting it to serve you for marine communications.

Citizens Band Radio will be replaced on 1st January, 1984 by U.H.F. (abbreviation for **Ultra High Frequency**).

Channels on C.B. are heavily overloaded and due to the reigning controversy on this subject, we will leave C.B. to the 'C.B.'s' for the time being.

O.T.C.

Overseas Telecommunications Commission is a Federal Commission responsible for the operations of telecommunications between Australia and other countries and ships at sea.

M.O.C.

(Or Marine Ops) Marine Operations Canberra. The Department of Transport operates a continuously manned centre which carries out the following functions:

1. Co-ordination of search and rescue operations.
2. Receipt of all urgency or safety messages from ships at sea.
3. Receipt of all messages referring to oil pollution at sea.
4. Receipt and processing of all messages relating to Australian ship reporting system.

Their very important address: Marine Operations Centre
Department of Transport
P.O. Box 367
CANBERRA. ACT 2061

Phone (062) 47 5244

C.R.S.

The actual stations handling your traffic at sea and having several sceds (schedules) daily from various bases around Australia.

O.R.T.

The Overseas Radio Terminal is the department receiving your Radphone calls from sea, boosting the signal to so-called commercial value strength' and then passing them onto I.M.E.

I.M.E.

International Manual Exchange

... where the operator makes the connection with whatever telephone subscriber's number you request, either in Australia or elsewhere. Both O.R.T. and I.M.F. are amazingly efficient and modern. They are situated in Sydney on the second floor of the General post Office, George Street.

Frequency

Number of back and forth vibrations of a sound wave or alternating current, expressed in Hertz (Hz), kiloHertz (kHz), or megaHertz (mHz).

TEK

Name usually used to address the operator of O.R.T. and an obvious abbreviation of Technician.

Simplex

Where transmission of ingoing and outgoing traffic is on the same frequency (only one channel on your already-short-of-channels set is used, i.e., 2182 for shore and 2182 for ship).

Duplex

Where two frequencies are used, one for the Coast station and one for the ship station and two channels on your set are used, e.g. Radphone (new freq.) Coast Stations transmit on 4369 mHz and ship station transmits on 4075.4 mHz.

Simplex and duplex are too frequently mixed up. Duplex is two channels—Simplex is one channel.

Megs

The popular expression for megacycles.

2182 MHz is in 2 MEGS

4125 MHz in 4 MEGS.

Amver

Automated Mutual Vessel Assistance Rescue. An International arrangement for rescue operations at sea.

AUSREP

Australian Ship Reporting System. All ships sailing from Australian ports are encouraged to make daily reports of their position to 'Marine Ops'. Reporting is free. Boating people leaving port are also requested to obtain special forms from their local police station and return them filled in before departure. Landfalls, destination, particulars of vessels and E.T.A.'s are to be given.

The forms are called 'Movement Report Forms.'

Radphone

The telegraphic address for I.M.E. also used by boating men as name for radio phone calls.

Radterm

The telegraphic address for O.R.T. and the 'Terminal' is also sometimes called that way.

Weather Information

Extensive Weather Information is given hourly by Station 'VOLMET' on 3.4 MHz for places around Australia, while the same station will give, each half hour, weather reports from around the continent.

RADIO TIME SIGNALS

Radio time Signals are broadcast by the following stations.

Station	Frequency	Eastern Standard Time
VNG Lyndhurst (Victoria)	4500 kHz	1945 to 0730
	7500 kHz	Continuous
	12000 kHz	0745 to 1930
WWV Maryland and	2500kHz	
	500 kHz	
WWVH Hawaii	10000 kHz	Continuous
(Simultaneous	15000 kHz	
in GMT voice	20000kHz	
Broadcasts)	25000kHz	

Bringell O.T.C. Receiving Station is the major receiving station for O.T.C. on our East Coast. It also handles 'Radphone' calls 4 megs and above.

O.T.C. Doonside is the O.T.C. Transmitter Centre with approximately 1000 acres of aerials area.

O.T.C. La Perouse is the station we know as Sydney Radio (V.I.S.). It handles 2 meg Radphones and 2, 4, and 6 megs small ships traffic and telegrams. Although looking like a farmhouse, it has the most sophisticated equipment and a marvellous lot of helpful people with, as we all know, the most interesting collection of accents. Shortly they all will move into modern premises now under construction.

HELP!!

And now who do you call when help is needed or you missed out on the official weather forecast.

Several organisations, most of them voluntary, give their time and services unselfishly when called to do so. We cannot possibly name all those who come into this category; however, we will mention the most important ones.

First of all, our 'Boys in Blue'. Although the Police in general
(continued on page 27)

OFFSHORE — October/November 1977

sail safely with an

AWA

DIGITAL ECHO SOUNDER

Accurate digital depth indications which can be easily read even in bright sunlight will give you the confidence to explore unfamiliar waters giving a new dimension to your boating.

SANDPIPER 11

Possibly the most famous digital depth sounder afloat, proven over years of reliable operation with full 3 digit readout scaled from 2 to 199 feet. The audible shallow water alarm can be set for 4, 18 or 13 feet. An automatic gain compensates for depth and bottom variations. Complete with 120 kHz transducer for 12 V DC operation.



OFFSHORE 2700

The International Offshore 2700 is a precision depth indicator capable of readout between 2.5 feet to over 160 fathoms. Clear digital readout day or night, with variable depth alarm.



Offshore 2700 accepts up to two remote readouts if required. Data is transmitted to the remotes over any distance by shielded wire. Complete with 120 kHz transducer. For 12 V DC operation.

CAPREE

The ultra compact digital depth sounder — ideal for inboards or outboards. 18 ft—30 ft sizes, as well as sailboats. This unit includes ignition filter and is capable of a depth range of 2 ft—199 ft with brightness control 2 position, complete with 205 kHz transducer. For 12 V DC operation.



SAILBOAT S 200 D

Digital depth sounder. Ideal sailboat depth sounder for lake, river and coastal navigation with precision accuracy, 2 to 200 feet with depth alarm fixed at 7 feet, together with a brightness control continuously variable, dim to bright complete with 205 kHz transducer. For 12 V DC operation. Weight Dimensions 4" x 3".



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P.O. Box 218 Leichhardt 2040 ES
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MAST KIT: extrusion • sail track • mast-head fitting • tapered, aerofoil section alloy spreaders • SS cap shroud tangs and pins • SS gooseneck fitting with reefing horns • spring loaded sail slide stop on auxiliary track • halyard exit boxes and 4 cleats • alloy winch pads for halyard winches • bow and spreader lights sets • cast alloy base plug • all necessary fittings — bolts, pins, rivets, etc.

BOOM KIT: extrusion • sail track • inboard plug and eye to match gooseneck • outboard plug and swivel strap for Topping Lift and sheet attachment • clew outhaul car, track and sheave for internal outhaul tackle • one exit box for internal clew outhaul • jiffy reefing fittings suitable for two reefs • one adjustable mainsheet slide • one adjustable boom vang slide • one outhaul cleat • all necessary fixing bolts, rivets, etc.

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I am interested in a rigging quote,

tick yes ☐ no ☐

Name

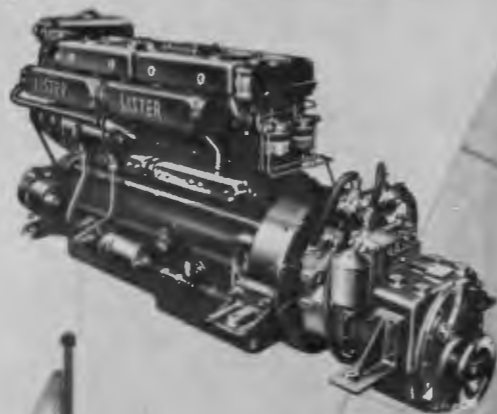
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'SANDFLY' WINS THE AUSTRALIA'S CUP



Sandfly, about to round a mark to port

a report on the Henley-on-Todd Regatta

Photographs, courtesy News Ltd, by Mainbridge

Tony Cable

It was an elated crew of *Sandfly*, the Alan Payne-designed sand yacht, which returned from the Henley-On-Todd Regatta at Alice Springs with the coveted Australia's Cup to add to the Club's trophy cabinet.

Payne, who said when he was commissioned to design the yacht, 'There should be more fun in yachting', would have been most satisfied to learn that while his *Gretel II* was not to bring any prize back from Newport, his other yacht was to win a prestigious cup from the yanks in Alice.

Being unfamiliar with local conditions in The Centre, the crew of six arrived some days before the race day, Saturday, August 27, in order to give themselves plenty of time for pre-race training and acclimatisation.

But, just as happens with other major races, the delights of a strange but hospitable town quelled any objectives there were of such things as training runs and strategy conferences.

Pre-publicity had ensured that our presence was immediately detected, and we were swept up in a round of engagements. These included a talkback programme on the local radio; a press conference when we launched the boat at the Old Timer's Home and presented our C.Y.C. Burgee to the Mayor; and an invitation to address the Rotarians at their pre-race dinner.

At the Old Timer's Home we presented a cheque from surplus funds. This was an interesting place, once having been the campsite for the Afghan camel drivers, who played such an important part in the development of the inland.

Any ocean racer could easily imagine what happened to us outside these formal events—the only difference being that we were involved before, not after, our race.

Humour in Alice is as dry as the countryside. Among the ads in the local press for instance, 'There are only 3 types of pies—good pies—better pies—and Gibbs Pies'. The Territory Motel on the sandy banks of the Todd assures patrons that 'We are rarely flooded out and quite often have facilities such as heated swimming pool . . .'. Or the tourist company that asks one to consider that (1) We rarely get lost; (2) We are almost always on time; (3) Our drivers are good lads but not exactly men of the cloth; (4) Our coaches hardly ever break down'.

The crew were a trifle seedy by race day but were up in time for the 10.30 parade through town led by the local pipe band. It was a toss-up who was hotter, the Scotties in their kilts, or us in our oilskins. They had to sail about 2 miles through big crowds, just like Anzac Day. There were about 28 bring-your-own boats of all classes, followed by 2 great tractor powered patrol boats equipped with water guns, flour launches and

pyrotechnics—arch rivals these, manned respectively by Rotarians and members of the Alice 'Naval Reserve'.

The 50 or so events began mid-morning, and what was most striking was how well organised the Rotarians were. They had have been running this unique festival since 1961 and it went like clockwork; they make over \$7,000 net on the day.

The C.Y.C. team was held over till about 3.00 pm possibly to preserve us while our Yankee rivals from the Pine Gap Space Base expended their energies on various prior events.

The crowd of some 10,000 was entertained by such unusual events as teams of 4 trying to skim up a greasy telegraph pole; gut busting sand shovelling contests; surf ski rescues and various yacht races.

They are very resourceful up there. They need a bone-dry river for the series, so last year when the Todd did flow, they simply got a bulldozer and diverted the river away from the regatta course.

By 3.00 pm our troops were rather jittery—200 yds on loose sand flat out looked harder than working to winch in a quick tacking duel.

The Yanks fielded a 10 man team against our 6—they were young and fit (probably John Wayne's green berets). We ran like mad; they stumbled, and we beat them by 30 yds—our time the second fastest all day. Australia's Cup was ours by almost half a leg of the course!

What the Yanks didn't know was that they had no chance of winning, for if they did, a protest would have been lodged that they were using an Australian built boat with local sails. Maybe next year, being the sportsmen they are, they will have one of their 212 Squadron C-5's bring out an S & S titanium sand yacht to try and win the Cup back. But, then, it could be that before they meet us, they will have to have some preliminary races against the Swedes, French and Russians.

Upper right: The crew, (l to r) John Dawson, Bob Langridge, Allan Brown, Tony Cable, Bob Scrivener, Gray Hutchinson. Lower right: Crew pays careful attention to sail trim as Sandfly sails down Main Street, and Allan Brown gives a fine show of leg. Below: The final lap.





Watson's Knaviguessing Know-how

In the May-June issue, we discussed the forces that act upon the compass in horizontal directions, and the way in which they are compensated.

Most boats, however, have vertical magnetic forces affecting the compass also. These forces come into play when the boat is heeled, or is rolling.

Yachts heel; all boats roll. Rolling can produce a wildly swinging compass as the sideways pull alternates. Heeling can produce deviations significantly different to those found when the boat is swung on an even keel in an upright position. These effects are felt mainly on north-south headings, but may exist to a lesser extent on east-west.

Figure No. 1

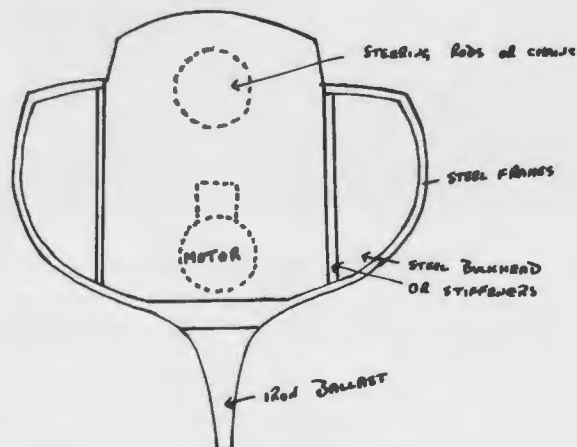
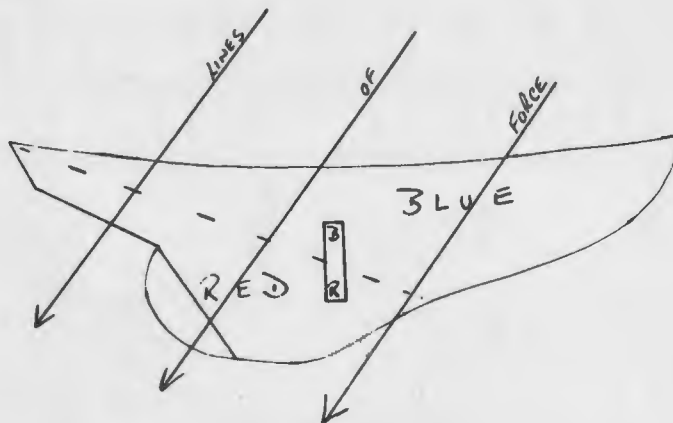


Figure No. 2.



The sketches show some of the hull components which can produce vertical forces and how the inclination of the lines of force (dip) creates a virtual magnet beneath the compass card.

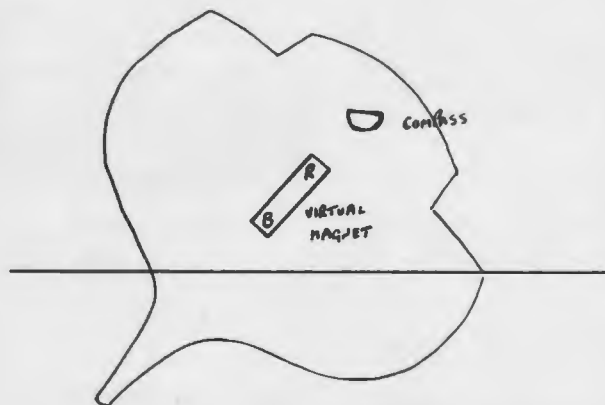
Some of the vertical force is permanent; some is induced by the lines of force. As the angle of inclination of the earth's lines of force changes with change of latitude, it follows that the induced force (and therefore the total force) will also change.

Unfortunately, the only practical method devised for the compensation of vertical force involves the use of permanent magnets only.

Compensation is achieved by placing one or more permanent magnets in a vertical position below the centre of the compass card. The degree of compensation is varied by changing the number or size of the magnets, or their distance from the card. In figure 2, where there is a vertical blue pole under the compass, compensation is achieved by placing a vertical magnet red end up. The correct degree of compensation is gained by using a Heeling Error Instrument, which indicates when balance is achieved between the boat's force and the compensating force.

In the Southern Hemisphere, we get a 'normal' situation of a 'red' deck—that is, there is an induced red pole under the compass, as in sketch 3.

Figure No. 3.



(continued next page)

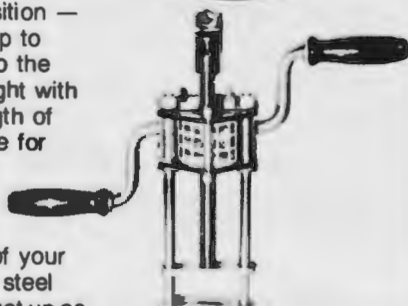
BOAT SPEED for sale at

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Outpoint the opposition — effortlessly apply up to 5000 lb pressure to the backstay. Lightweight with either 5" or 7" length of adjustment, suitable for yachts up to 40 ft.



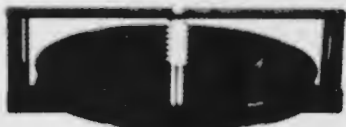
Get the most out of your mainsail. Stainless steel boom vang levers set up as shown to give 15:1 power advantage for effortless control of mainsail shape. Three sizes for yachts 25 ft to 40 ft.



Dinghy go-fast — Geared drum winch for vang and rig tension adjustment. Anodised aluminium with stainless gears. Power ratio 15:1 — weighs only 3/4 lb.



Underdeck stay adjuster, with 16:1 power ratio, for one design keel boats. The take-up shaft is spiral grooved to avoid wire kinking.



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As the boat heels, the north-seeking, or red, end of the compass needle is repelled from the red pole. The result is, on a northerly heading, starboard tack W.'ly deviation and, on port tack, E.'ly deviation. On southerly headings the reverse will apply.

If the error were compensated in Sydney, in latitude 33°S, these deviations would be eliminated so long as we remain in the same approximate latitude. As we sail north, however, the angle of dip decreases, and so does the vertical force. So that the further north we go, the more the compass becomes over-corrected, and deviations will appear as if we had a 'blue' deck.

Unfortunately, because we have both permanent and induced magnetism to deal with, we can't just say "reduce the correctors as the Equator is approached and reverse them in the other hemisphere". The latitude of zero vertical force is different for every boat, and is the latitude (roughly) where the induced and permanent forces are equal and opposite.

What is the solution? In my opinion, this:

1. When the compass is adjusted, make sure that you keep the record of the positions of the correctors.
2. After a significant change in latitude, say 20°, have the compass checked again. The correctors will be repositioned, but you have the original positions recorded, so that they can be replaced when you return to your home port.
3. Keep a check of your deviations, noting which tack you are on. On the same course, if you get different deviations on different tacks, it looks like a heeling error.

Next issue, we'll have a chat about actually swinging and adjusting your own compass. See you then.

Hedley Watson



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SAFETY HARNESSSES AND LPG INSTALLATIONS

Following some confusion about safety requirements on safety harnesses and L.P. gas installations, we requested one of our C.Y.C.A. Safety Inspectors to give 'Offshore' extracts of the official requirements.

Yachtsmen's safety harnesses and safety lines

3. Design requirements

The harness shall consist of an arrangement of webbing straps designed to permit the attachment of a safety line at the level of the centre of the chest. It shall be adjustable to permit it to be worn outside light clothing or heavy sea clothing.

4.1 Harness. The yarn used for harness materials shall be bright, high tenacity continuous multi-filament polyamide (nylon) or polyester fibres having a uniform breaking strength. The minimum breaking load of the harness material shall be 1000 kg per 25 mm width.

The main load carrying belt shall be not less than 38 mm in width and the braces shall have a minimum width of 19 mm.

4.2 Safety line. The safety line shall be of rope or webbing made from bright, high tenacity continuous multi-filament polyamide (nylon). rope shall comply with the requirements of BS4928:Part 2. The safety line shall have a minimum breaking load of 2080 kg and, in the case of rope, a minimum nominal diameter of 10 mm.

If constant tear webbing (two lengths of webbing interwoven with each other which tear apart under a given load) or other shock absorbing device is used it shall be incorporated in such a way that the continuity and strength of the safety line itself are not impaired.

4.4.2 Design. Hooks shall be of the self-closing variety. the opening of the hook shall be sufficiently to accept, and close fully on, a metal cylinder of 12.7 mm diameter.

4.4.3 Strength. Every load bearing component shall be capable of withstanding a minimum load of 700 kg without showing signs of flaw, defect or deterioration.

5.2 Sewing. All machine sewing shall be carried out on a lockstitching machine and securely finished off by back sewing for at least 13 mm except where sewn by an automatic lockstitching machine when the first last stitches shall be sewn in such a way.

5.4 Splices. Splices in rope safety lines shall consist of four full tucks and two tapered tucks. The length of the splicing tails shall be not less than three rope diameters from the emergence of the final tuck.

Splices shall be whipped with a suitable man-made fibre twine or shall be protected by other suitable means. Whippings shall cover the entire tapered portion of the splice and tails, and also at least half of the full tuck section. Other means of protection shall cover at least the tapered portion of the splice and the tails.

7. Instructions

Each safety harness offered for sale shall be accompanied by printed instructions.

Permanently-installed Liquefied Petroleum Gas system

LP gas is heavier than air, and similarly to petrol vapour, will collect in bilges, where it can form an explosive mixture. Consequently it is necessary to ensure that the gas does not get into bilges, and the provisions of this Section are aimed at ensuring that this is achieved.

10.2.2 Pressure Regulation. Each system shall be provided with a pressure regulator adjusted to supply gas at a pressure not more than 2.75 kPa. A low pressure relief valve shall be integral with the regulator, and shall be set to start relieving at a pressure of 5.5—8.25 kPa. Regulators shall be as approved by the Statutory Authority or the Australian Liquefied Petroleum Gas Association.

10.2.3 Distribution Lines. Distribution lines shall be copper tubing complying with AS 1572, Seamless Copper and Copper Alloy Tubes for General Engineering Purposes. The tubing should be used in the quarter-hard tempered condition. Low pressure tubing between the regulator and appliances shall have a minimum wall thickness of 0.91 mm. All high pressure tubing between cylinders and regulators shall have a minimum wall thickness of 1.22 mm.

10.2.4 Connecting Fittings. Connecting fittings shall be flared or inverted flared fittings complying with AS d26, Tube Fittings with Dryseal American Standard Taper Pipe and Unified Threads for Automotive and Industrial Use, and shall be capable of withstanding a test pressure of at least 3300 kPa. The tubing shall be double flared.

Short lengths of flexible hose may be used for connecting appliances provided that the hose is LP gas resistant, not thermoplastic, and non-flammable, and provided that it is attached with screwed fittings and is capable of withstanding a test pressure of 850 kPa, and is immediately preceded by a

shut-off valve.

10.2.5 Appliances. Appliances shall be as approved by the Australian Liquefied Petroleum Gas Association.

10.3 INSTALLATION.

10.3.1 Location of High Pressure System. The high pressure system, comprising the cylinder, high pressure piping and regulator, shall be so located that any gas escaping from the system is unlikely to reach the bilges, machinery space, accommodation, or other enclosed space. Locations shall be confined to open deck, cabin top, and outside of cockpits or semi-enclosures. The system shall be substantially secured and readily assessable, and shall be protected from extremes of climate by a housing vented to atmosphere near the top and bottom.

10.3.2 Alternative Location for High Pressure System. If construction or design prevents compliance with the locations specified in Rule 10.3.1, the cylinder and regulating valve shall be located in a vapour-tight compartment which shall be vented overboard. The installation shall comply with the following requirements:

- (a) The vapour-tight compartment shall be constructed of corrosion-resistant material.
- (b) It shall open only from the top with the cover seated on a gasket, and should not be larger than necessary to allow maintenance of gas equipment.
- (c) It shall be vented at the bottom by a pipe of at least 12 mm inside diameter leading directly overboard without any bends which might form a gas lock, to a point lower than the compartment bottom but above the waterline.
- (d) The supply line from the regulator shall leave the compartment at a point not lower than the cylinder relief valve. A seal should be provided at the exit hole.
- (e) No electrical connections shall be made within the compartment.

10.3.3 Other Requirements. The installation shall comply with the following requirements:

- (a) Stowage provision for unconnected cylinders shall be the same as for connected cylinders.
- (b) The regulator shall be located not more than 600 mm from the cylinder control valve.
- (c) The installation shall be such that cylinder valves may be conveniently and quickly operated.
- (d) The cylinder shall be installed upright so that the cylinder valve and safety relief device have direct communication with the vapour space of the cylinder at all times.
- (e) The discharge of the safety relief valve shall be such that the escaping gas does not impinge on to the cylinder.
- (f) The arrangement of the system shall permit the exchange of cylinders only by the disconnection of the cylinder valve union connection.
- (g) In addition to the valve required at the cylinder, a multi-cylinder system shall be provided with a two-way positive shut-off manifold inlet valve (manual or automatic) installed immediately on the inlet side of the regulator.
- (h) Gas distribution lines shall so far as practicable be continuous lengths of tubing. They shall be accessible

throughout their length, firmly secured against vibration, and protected against damage at the points of attachment and where they pass through the structure. The lines shall be routed in such a way as to avoid damage.

110.3.4 Testing. After installation, the system excluding the cylinder, shall be tested with air at a pressure of 100 kPa for a period of 10 min, during which there shall be no reduction in pressure.

10.4.2 Pilot Flames. A continuous burning pilot flame shall not be used on any gas burning appliance when installed below the weather deck.

10.4.3 Water Heaters. Open-flame water heaters shall be permitted only where the combustion unit is fitted into a compartment which is sealed from the hull interior, and vented, drained and flued externally.

10.4.4 Cabin Heaters. Cabin heaters shall be of the sealed combustion type fully vented to the outside atmosphere, and with combustion air taken from outside the hull and cabin. Open-flame heaters shall not be used.

10.4.5 Refrigerators. Refrigerators operated by a gas flame shall not be installed below the weather deck.

10.5 INSTRUCTIONS FOR USE. Instructions for use of the LP gas system shall be permanently displayed in a position where they will be read by persons using the system. The instructions shall state inter alia that the cylinder valve shall be closed when the boat is not in use, or when the system will not be used for a protracted period, and that if there is a gas leak to the hull interior, the boat shall be thoroughly ventilated before any naked light are used or the engines are started.

Your CYCA Safety Inspectors have the full text of the requirements. We have been advised that during the coming series, skippers can expect spot safety checks anytime and anywhere.

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1971	Pathfinder	HOOD	Runaway	HOOD	Waianiwa	HOOD	Morning Cloud	HOOD
1972	American Eagle	HOOD	Caprice of Huon	HOOD	Ginko	HOOD*	Apollo II	
1973	Ciel III		Prospect of Whitby	HOOD	Rampage		Taurus	HOOD
1974	Love and War	HOOD**	Bumblebee III	HOOD*	Granny Smith		Mercedes IV	HOOD*
1975	Rampage		Fair Dinkum	HOOD	Superstar	HOOD	Pied Piper	
1976	Piccolo	HOOD	Rockie		Ragamuffin		Love and War	HOOD***

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THE 1977 'TON' CHAMPIONSHIPS

by Gordon Bray

Australasia hosts two level rating World Championships before the end of the year. The Royal New Zealand Yacht Squadron will host the One Ton Cup in Auckland from 30th October to 12th November, and the Royal Sydney Yacht Squadron will conduct the International Half Ton Regatta from 3rd — 12th December. Not surprisingly the Half Ton Regatta has attracted far more interest from Australian owners.

The One Ton Cup was first presented in 1898 by several members of the Circle de la Voile de Paris following the sale of the shares in the yacht *Esteral*, which had been built to defend the Coupe de France. The Cup was essentially for small inshore keel boats rating at one ton under the 1892 French tonnage rules and was sailed as a match race between France and Great Britain. In 1906 the International Yacht Racing Union was formed and the first 'International Rule' was created for a whole range of yachts at fixed ratings from 5 metres to 23 metres. So in 1907 the One Ton Cup was presented for the International Six Metre class, and no less than 42 contests were sailed in this class, mostly in Europe, but once in America on the Long Island Sound. The last race, for Six Metres, was in 1962. The Cup remained at the Circle de la Voile de Paris, but the club, particularly on the advice of Jean Peytel, put it up for a competition between yachts of 22 feet R.O.R.C. rating, with no time allowance.

This idea immediately attracted worldwide attention, and in succeeding years the same principle was used for yachts of smaller rating. The Coupe Internationale Atlantique, called the Half Ton Cup, was originated by the Societe des Regates Rochelaises in conjunction with the Circle de la Voile de Paris.

The word 'ton' is thus not only understood internationally but has a profound historical significance.

New Zealand has tasted success in the One Ton Cup. *Rainbow II* won four straight races in Germany in 1969. Australia took out the title in 1971 with *Stormy Petrel*, but in 1972 in Sydney New Zealand's *Waianiwa* took the Cup home across the Tasman. Recent winners have been *Pled Piper*, at Newport in 1975, skippered by the man of the moment, Ted Turner, and *Resolute Salmon USA* at Marseilles last year.

The One Ton Cup will be contested over a series of five races. These will be Olympic courses held on the 3rd, 4th, and 8th November; a short offshore race of 160 miles starting on the 9th November and a long one of 325 miles starts on the 9th. The maximum number of entries for the World Championships for any country is six, and the total fleet is restricted to forty-five.

The final Australian trial was the Montague Island race, and Australia's team will come from: The new Peterson design sponsored by Pioneer Electronics (*Tom Stephenson*, Victoria), *Piccolo* (Jack Pickles, NSW), *Hecate* (Charles Davies, Tasmania) *Wild Turkey* (Jim Gosper, NSW), *Ruthless* (Peter Hill, NSW), *White Pointer* (Keith Le Compte, NSW), *Chaos* (Ron Spence, Victoria), and *Invincible* (Dick Cawse, NSW). *White Pointer* is the latest design from Scott Kaufman and has been described as a mini *Mercedes*. *Hecate*, sailed by well known Hobart yachtsman, Charles Davies, is the latest from Bruce Farr.

The International Half Ton Regatta will consist of three Olympic courses on the 6th, 7th and 11th December; a short offshore course of 125 miles on the 8th, and a longer offshore of 250 miles on the 12th of December. Participating countries are restricted to ten entries and the total cannot exceed sixty; the actual figure looks like being between thirty and forty. Closing date for entries is the 9th November. The series, the first held in the Southern Hemisphere, is likely to attract only about six or seven overseas entries, other than those from New Zealand, which may send up to ten new boats.

However, the number of overseas entrants could be boosted by foreign owners chartering Australian boats after the Australian Championship and National Selection Series from November 14 — 23.

One definite overseas entrant at this stage is current world champion Charles Cudmore of Ireland, who will be shipping out a Ron Holland design developed from his winning *Silver Shamrock* of 1976.

Holland himself has said he will campaign one of his own designs probably built in Australia.

At least 20 N.S.W. Half Tonners will be joined by possibly six from Tasmania, up to 10 from Victoria, two from Western Australia and possibly two each from South Australia and Queensland.

Two of Western Australia's best offshore yachtsmen will campaign Paul Whiting designs for the Australian and World series. Allan Nicol, who won the Australian title two seasons ago in the Peter Cole designed *Bodega*, has another new yacht, also called *Bodega*, recently in the water. The 32 ft. hull weighs only 3,750 lbs which Nicol claims is the lightest Half Tonner ever built.

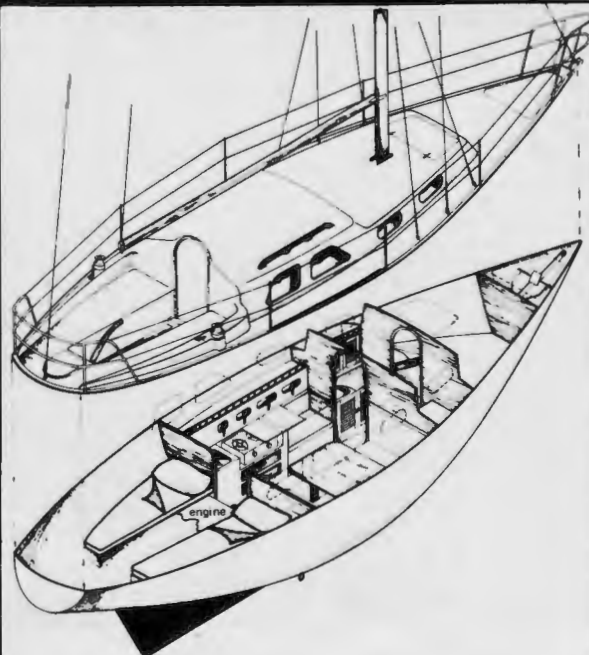
In the C.Y.C.A. winter series fleet of Half Tonners, the honours were well distributed among the newer boats. One of the strongest contenders is *Newspaper Taxi*, a Whiting/Murray Ross design, recently purchased by Kerry Dunn of Middle Harbour Yacht Club. Whiting designed the hull and Ross the rig and sails. Not surprisingly she is rigged like a Flying Dutchman. Murray Ross has sailed as for'ard hand in the last two Olympics in the Flying Dutchman class. *Newspaper Taxi* easily won the recent South Pacific and New Zealand Half Ton Series, which included boats representing nine different designers. The Bruce Farr designed *Cotton Blossom* was next best performer, 19.20 points away. It has been said that 'the *Taxi*' is a scaled up version of *Magic Bus*, which won last year's World Quarter Ton Championship in Texas. In New Zealand an outstanding feature of her performance was crew work, and if Kerry Dunn can get this together *Newspaper Taxi* is a very serious contender. Her crew will include two National dinghy champions in Gary Geitz and Grant Zimmer.

Fact I, the locally-designed John Allsop boat, owned by Olympic yachtsman Dave Forbes and a syndicate, has been joined by top Soling skipper Mal Anderson as Co-skipper.

Rob Mundle will be campaigning a locally built Holland 30, while Olympic Coach Mike Fletcher will be sailing Bob Price's new *Klinger*, the super-lightweight Farr one-off.

Both World Championships will help centre international interest on Sydney and Auckland for almost three months . . . the Southern Cross cup starts in mid-December culminating in a possible record-breaking Sydney-Hobart fleet. Then follows the Trans-Tasman race from Hobart to Auckland, followed by the Dunhill Cup series in Auckland.

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2001: A Space-Age Odyssey

John Hawley



Left: John Gleeson, skipper/owner of 'Odyssey', at the Isle of Pines after the Noumea Race in which 'Odyssey' placed 4th.

What happens to sailors when they sit in a comfortable yacht club waiting for a suitable wind for them to continue a journey? John Gleeson and his son, Billy, had taken their yacht *Odyssey* to Mooloolaba to compete in the Sunshine Coast Offshore Racing Series after coming fourth in C.Y.C.'s Sydney-Noumea Race. For two weeks after the series finished, the wind blew southerly. Their crew had flown back to Sydney and work, and the four-x beer had become a tedious habit.

Jerry Humphrey (ex *Taurus* and *Geronimo*), visiting Mooloolaba on business, walked into the bar and the conversation got around to cruising north. Several beers later they moved to Dooley's fish restaurant, where they were joined by the chef 'Hurricane' Jack Weller, whose nickname is derived from his propensity to encounter cyclones during his life of cruising in small boats. An argument arose over the question of whether anyone had ever sailed around Australia non-stop. The Guinness Book of Records had no knowledge of such a voyage, and the idea was conceived to be the first boat to make such a trip. At least the wind seemed to blow from the right direction for a good start to be made.

At this time, I was cruising up the coast with Laurie Gubb on his boat, *Kurura*, enjoying the southerlies which sped us on our way. We arrived in Mooloolaba a couple days after the decision had been made to take *Odyssey* on its long non-stop record-making journey. It was the end of August, and their last possible date for starting the voyage would be 1st October. Any later would leave them in the cyclone areas during the cyclone season.

They had decided that the inefficient and unreliable motor which was currently installed in *Odyssey* would have to be replaced and that the entire interior would have to be redesigned. The toilet and washbasin had to go to make room for extra water and food storage. The racing sail wardrobe had to go and be replaced by something more durable, and every item of rigging and equipment was to be checked and replaced where necessary. Most important of all, it was necessary to seal all the small annoying leaks which placed small drops of water on each bunk whenever heavy weather was encountered.

Odyssey is a standard Duncanson 35, a handsome boat of a type which can be seen racing with every club in Australia. Launched by John Gleeson in 1973, she has taken part in almost all the long races from C.Y.C. and Middle Harbour Yacht Club since that date, missing out only on the Hobart in order to take part in the South Solitary Island Race, which takes place concurrently. My own experience of sailing 3,000 miles in *Odyssey* in four weeks to Noumea and back leave no doubt that she is capable of this projected voyage.

When Rob mundle offered to join the team as manager of the project (non-sailing), arrangements were soon in hand and the crew of John and Billy Gleeson, Jerry Humphrey and Jack Weller will leave Mooloolaba at noon on Saturday 1st October, sailing north through the Barrier Reef then westwards, hopefully passing Broome before the first cyclones commence in early November, down past Perth, then eastwards on the edge of the Roaring Forties across the bight before heading north on the homeward run.

Without allowing for tacking or being blown off course, this will be a voyage of more than 8,000 miles, and for most of this distance the crew will be relying on rainwater for drinking and fish (which they catch) for eating. It is therefore an exercise in survival and integrity in addition to seamanship. For this reason it will be necessary for them to drive their yacht to its fullest capacity at all times to complete this first ever non-stop circuit of Australia.

Trade Winds Trophy 1977

The Long Ocean Points Score was off to a good start on Saturday 24th September at 11:00 am, the season's first 90 miler in 12-16 knots sou'easterly heading for Flinders Island. A wind shift in the late afternoon gave some advantage to the yachts which had gone inshore, but the wind held in and by midnight half a dozen of the fleet were home, lead by *Apollo*, who broke the race record.

The results proved that you cannot keep a good boat down, or that the age allowance is too generous, depending upon one's views, for first on handicap was *Margaret Rintoul*, better known as the original *Ragamuffin*, with the redoubtable *Love and War* second and *Apollo* third on corrected time.

This year the Trade Winds Trophy Race was also the first race of a series of five for selection of six boats to represent Australia in the World One Ton Cup series to be held in New Zealand in November.

Hecate (Greek goddess of navigation) was the winner, a Farr design with centreboard. She was entered by owner Charles Davies representing the Royal Yacht Club of Tasmania, navigated by Bob Lange. In addition to the Tasmanian crew of Bill Watson, Ian Ross and Wayne Hornsey, Chris Bouzaid and Rob Venables added their experience.

Wild Turkey was second, and B195 (Pioneer Sound) third.

In the half-ton division, *Springloaded* was first, *Newspaper Taxi* second and *Hot Bubbles* third.

Late News

As we go to press, the second race of the One Ton series has been won by B195, which we hope will have a name before going to the World's. She is the latest Peterson design with retractable centreboard, skippered by Tom Stevenson (ex-World One Ton Champion), with Hugh Treharne and a top crew on board. For the first time in Australia, a fully-sponsored ocean racer which has raised a very contentious issue which will no doubt be debated at length in the future.

J.H.

Marine Radio (continued from page 13)

A.V.C.G.A.

The Australian Volunteer Coast Guard mans the following stations from 0700 to sunset on weekends and public holidays for weather information and general assistance.

Middle Harbour Base Sydney VH 2ARK
2524 kHz SSB—DSB

Cottage Point—Broken Bay Base VN 2EC
2524 kHz SSB—DSB

Solander Bay—Port Hacking Base VH 2LPP
2524 kHz SSB—DSB

Wollongong Base VH 2ARO
2524 kHz SSB—DSB

R.V.C.P.

The Royal Volunteer Coastal Patrol will shortly open their new Central Radio Headquarters at Beacon Hill which was the former R.A.A.F. Radar Station. Their range will then be in excess of 1000 kilometres.

This central point will control the Patrol bases from Coffs Harbour to Ulladulla. In 1976 the R.V.C.P. answered more than 1200 calls for help gives some idea of the scope of their assistance to boating.

Here are the eleven bases you can call in N.S.W.

Coffs Harbour (Sat. Sun. Holidays) S.S.B.	VJ 2RA Daylight hours	2524	(066) 52 3155 (066) 53 1109 A.H.
Lake Macquarie (Sat. Sun. Holidays) S.S.B.	VJ 2AD Daylight hours	2524	(049) 45 4965 (049) 63 1736 A.H.
Terrigal (SAT. Sun. Holidays) S.S.B.	VH 2AD Daylight hours	2524 2182	(043) 84 4333 (043) 25 2630 A.H. (043) 25 7771 A.H.
Gosford 2000 Hrs. Fri. Cont. Holidays also S.S.B.	VH 2BCL 1800 hrs. Sun.	2524 2182-	(043) 25 7929 (043) 25 2630 A.H. (043) 25 7771 A.H.
Broken Bay Sat. Sun. Holidays S.S.B.	VH 2ZF Daylight	2524	(02) 99 3554 (02) 451 0447
Sydney Sat. Sun. Holidays	VH 2ZF Daylight hours	2524	(02) 969 3270 (02) 42 4555 A.H.
Botany Bay Sat. Sun. Holidays	VH 2ZF Daylight hours	2524	(02) 669 6859 (02) 529 7005 A.H.
Wollongong Sat. Sun. Holidays S.S.B.	VH 2Ht Daylight hours	2524	(042) 29 3434 (042) 29 5193 A.H.
Shouhaven: Sat. Sun. Holidays	Vh 2BCA Daylight hours	2524	(044) 47 1381 A.H.
Shouhaven (Sub-base Sussex Inlet) Sat. Sun. Holidays	VH 2BCA Daylight hours	2524	(044) 41 2034
Ulladulla Sat. Sun. Holidays	VH 2DMO Daylight hours	2524	(044) 55 1993

All bases carry 2676 (patrol freq.)

S.S.B.—D.S.B. or WHAT?

And now to the great 1977/1978 mix up. First of all D.S.B. or A.M. radio can be used until 1st January, 1982 on existing installations on the following frequencies:

2100kHz ship and telephone exchange;
2201 k.Hz working ship to shore station;
2284 kHz working ship to ship;

continued next page

Marine Radio cont'd.

2524 kHz working ship to ship;
2182 kHz International Distress.

New D.S.B. stes will be issued with only the following frequencies without time limitations:

2032 kHz Club frequency
2182 kHz International Distress.

—which makes this exercise an uncommon proposition.

So any frequency over 2 megs. is OUT after 1st January, 1978.
1978.

Frequency changes (by courtesy C.R.S.)

The changes will affect only the 4 and 6 mHz bands. The distress, urgency and calling frequency 2182 kHz and its working partner 2201 kHz are unaffected and will remain in use after 1/1/78.

4136.3 and 6204 kHz have recently been designated distress, urgency and calling frequencies, and Coast Stations have therefore been obliged to use the new working frequency 4428.7 kHz when transmitting traffic other than routine weather and warning broadcasts. However, small craft will be allowed the use of 4136.3 and 6204 kHz for both calling and working up to 1/1/78. After this date, when DSB transmissions will not longer be authorised, 4136.3 and 6204 kHz will be replaced by 4125 and 6215.5 kHz as distress, urgency and calling frequencies. Thus, in the 4mHz band, 4125 kHz will be used by Coast Stations, and ships in the same manner as 2182 kHz, i.e. for distress, urgency and to establish contact. 4428.7 kHz will remain as the Coast Station working frequency for transmission of traffic and ships will be required to use 4134.3 kHz for this purpose. Traffic exchange on 4125 kHz will be prohibited.

Similarly for the 6 mHz band, the following will apply:

6215.5	Distress, urgency and calling.
6512.6	Coast station working frequency.
6206.2	Ship station working frequency.

Bearing in mind the limited channel availability on most shipboard radio installations, it should be noted that the fitting of 6 mHz frequencies to small ships will be optional. Those who have traditionally used 2 and 4 mHz to good effect in the past would be well advised to fit the following frequencies for use with O.T.C. Coast Stations after 1/1/78:

2182	Transmit and Receive.
2201	" " "
2182	Transmit and Receive.
2201	" " "
4125	- " " "
4134.3	Transmit only.
4428.7	Receive only.

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In their own interests, owners should make these changes well in advance of the changeover date, and preferably before the commencement of the fishing and yachting seasons. In order to encourage this, it is proposed that from 1st October to 31st December, 1977, Coast Stations will have the capability of handling calls on both the existing and the new frequencies. Information on any aspect of marine communications can be obtained from The Manager, Coast Radio Service, O.T.C. (A): G.P.O. Box 7000 Sydney, N.S.W. 2001, or from any Coast Radio Station.

Confused? You shouldn't be. Read this article through several times and you'll find it will become clear, eventually. We will in addition give some information which could be of assistance to the boating men generally.

SYDNEYRADIO Radiotelephone Subscriber Service Frequency Allocations.

Present Allocations		from 1/10/77		from 1/1/78		Channel Nos.	Service
Coast	Ship	Coast	Ship	Coast	Ship		
161.90 mHz	157.30 mHz	161.00	157.30	161.90	157.30	26	On demand
2056	2 mHz	2050	2 mHz	2056	2 mHz	—	Booked calls
4371	4072.4	4371	4072.4	4369.8	4075.4	405	On demand
4390.2	4091.6	4390.2	4091.6	—	—	—	Booked calls
—	—	4407	4112.6	4407	1112.6	417	Booked calls
8757.6	8223.6	8757.6	8223.6	8722	8198.1	802	On demand
8789	8255.6	8789.6	8255.6	—	—	—	Booked calls
—	—	8805.7	8281.8	8805.7	8281.8	820	Booked calls

England was not a happy place for Australian sport this northern summer. Greg Chappell's men got hammered on the playing fields, Wimbledon was almost entirely sans-Ozz, the Admiral's Cup Team was sent home tails between legs, and from the media right down to the London cab driver, the Poms let us know all about it, as well they might because we give them plenty when the situation is reversed.

The racing was mostly of the light and variable type, and for day after day it seemed that the weather forecasters had forgotten all the other words. With two of the five planned A.C. races completed the wind really took a holiday, forcing race postponements, and it began to look as if the remaining two inshore races would not be completed before the start of Fastnet.

When they did get a race started it ran beyond the time limit, which was just as well for us as *Superstar* was high and dry on a mudbank at the time. Any result that day would have been something of a lottery, but it did seem to bear out the old canard that Australians are not at their best in light conditions. Certainly the only time the wind blew consistently for the entire race was next time up, when the Aussie boats lifted their game and *Superstar* scored a fourth—by far the best result of the entire series for *Superstar* and the team.

The Poms deserved their win. They had top boats, they sailed well and made few if any major errors. The depth in British ocean racing at the moment is remarkable: some of the boats that did not make the British A.C. Team were as good if not better than most of the other entries, *Brother Cup* and *Morning Cloud* being prime examples. If anyone had chartered the three next best yachts after the Brit's had selected their team they would have had themselves a going concern.

The American yacht *Imp* was top gun of the series and achieved this in part through fierce dedication. That crew spent days at sea glued to the weather rail. *Bay Bea* is out of the new trend of unballasted centreboarders and showed mixed results, including a DSQ, but put in some powerful performances. Even so, the U.S. team might have won if their third boat had been more suited to the conditions. *Scaramouche* looked a terrific boat, but it was a big boat in what turned out to be a series for small boats.

All in all there were about 30 boats in the 1977 Admiral's Cup with the potential to finish in the top five in any race, making



(by John Brooks)

for a very high standard indeed, and I suspect that this awe-inspiring collection of hot boats will raise their numbers and standards bi-annually. This will only make things more difficult for Australian teams as time goes by. To build and trial yachts in Australian conditions six months before anyone else must now be a questionable premise, although I have no doubt that owners will still come forward willing to try.

Maybe the Admiral's Cup Committee could channel our limited resources into a combined effort from the beginning with crews and technical expertise pooled as did the Germans in 1975; perhaps the whole thing should be done on the Solent, that is, the boats built and trialed over there as the Hong Kong Team did this year.

But Cowes Week is not all Admiral's Cup. There was as usual a large crop of Australians present on various boats. Joe Diamond, Tony Pearson and Kerry Roxborough chartered a Swan 42 on which they ran out of space to hang all the Flag Officers' pennants. They beat *Superstar* in the Fastnet results and generally enjoyed themselves, although Joe could give you an earful about the hazards of chartering boats.

A large crowd of Aussies staffed *Blackfin* for its new owner under sailing master Don Tracy, who wishes to be remembered to his C.Y.C.A. friends. Tracy is still globetrotting with his

American wife, Lulu, and they are currently supervising the fitting out of a new maxi in Southampton.

Another member of the Australian team whose suffering did not go unnoticed was Gordon Reynolds. His nightly team curfew patrol of Cowes watering holes became the best way of finding out what was going on in town about protest results, point scores and the like. But you had to catch him fairly early in the piece, as by the time he had been around twice the strain was beginning to tell.

Some famous 'Straphangers' duly reported in for Cowes week—Big Syd Brown (*Ballyhoo*) and Peter Bowker (*Scaramouche*) amongst others, but John Bolton was conspicuously absent as was Roger Grimes. The Auscrew organisation is still active under Roger Motson but seemed to strike a lower profile; perhaps Aussie Crewmen are not held in such high esteem these days.

The most relaxed group in Cowes was S.I.N.S. (Society of International Nautical Scribes), and being relaxed is an unusual state for journo's. It was as if they had decided that the whole thing was farcical so why not relax and enjoy life. That they did; it was impossible to go anywhere without hearing Bob Fisher's laugh or seeing Bob Ross leering at you from behind a foam-topped pint of lager. Later on watching Bob Ross drag himself out of his bunk on *Ballyhoo* for an early morning watch was one of the few pleasures left to me during the Fastnet Race.

John Kahlbetzer's *Bumblebee* was much in evidence with Graham Freeman back as Master. She was well sailed, but it was not a year for big boats and, like many others, she never got enough wind to be able to do her thing. She has now been sold, with Kahlbetzer rumoured to be interested in a maxi next time around.

Ballyhoo went to the U.K. expecting to have the line honours game pretty much to herself—only to get hammered by an Italian Frers 67 with a huge rig and the impressive name of *Il Moro de Venezia* (The Moor of Venice). *Il Moro* scarpered away from *Ballyhoo* in the light airs and flat seas, was caught and passed whenever the winds got up to around 20 across the deck and, generally speaking, made life at the front end of the fleet much more interesting than usual. In the Fastnet the two played cat and mouse in shifting winds for five days, and just when *Il Moro* seemed to

(continued next page)

have it made, she was becalmed a few miles off Plymouth while *Ballyhoo* worked zephyrs of almost imaginary land breeze right in on the rocks to slip inside *IL Moro* and take line honours.

The August/September issue brought more than its share of complaints and puzzled enquiries, some from as far away as the U.K. and all due to Biggle's Column, which featured two paragraphs on I.O.R. Mark 3A the first of which was so badly mutilated after it left me that it is

quite unintelligible. Heading it a few months later I'm not even sure what I was trying to say.

The second paragraph was a mis-statement written in good faith but should have been triple-checked by me. I wrote that Mark 3A would apply for the Southern Cross Cup series this year. This did not correspond to the 'notice of race' and caused something of a furore—made worse by the fact that no one seemed to know what the real situation was when the queries started to come in. Now the sailing committee has issued an amendment to the notice

of race which, in essence, means that I.O.R. Mark 3A will definitely apply to Southern Cross Cup *team* yachts although not to individual entries, which is how I understood it to be all along. However you may judge for yourself, as the sailing committee's amendment is printed in full elsewhere in this issue.

Another item arising out of the August/September issue is that the number of members interested in owning a Club-sponsored one design ocean racer-cruiser in the 35-40' now stands at four.

At the deadline for this column the Southern Cross Cup entries stood at three teams; one from the U.K. and two from the U.S.A. The U.K. Team is composed of *Winsome 77*, *Solent*, *Saracen* and *Xaviera*. The American No. 1 team of *America Jane Bravura* and a third to be named; Team 2 of *Kialoa*, *Windward Passage* and *Phantom*.

The New Zealanders will be naming their two teams after the World One Ton Championships so we can expect to see a few one tonners entered. Keith Farfors had some correspondence with the Club concerning a proposed team entry from the European Economic Community composed of yachts from West Germany, Italy and Belgium. This is a very remote venue for the Europeans and we should actively encourage similar proposals, say, from South America or any area which harbours a strong offshore racing fleet. The Europeans dusted off our Admiral's Cup Team this year, so I am definitely for luring the international entries out here. This is the only way we can get the sort of competition we need to lift our standards and produce the 'go-fast' yachts and crews needed to make our Admiral's Cup effort worth making.

The middle Harbour Yacht Club Log for September reports that for some years it has been customary for them to invite David Goode, the official starter for C.Y.C.A., as guest on their Starter's Boat on opening day of their summer season; David has fired the starting guns on this occasion. This year "*The gun for the start of the Triton 24 Division had just been fired when it was rapidly followed by a second shot. It was not a general recall but David's*

How to win COMFORTABLY

Only a few yachts are built to win a race. Usually they are unsuitable for cruising. But we've changed all that.

FAST ... THE EAST COAST 31 won the Australian 1/2 Ton Championship and took 1st and 2nd

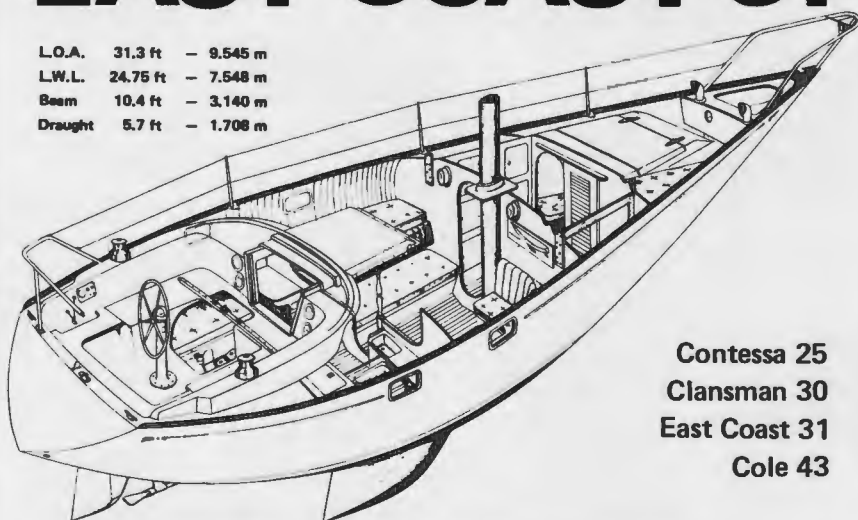
place in its class in the 1976 Sydney to Hobart Race. Wherever it competes the East Coast 31 is a serious contender. COMFORTABLE

Most of us don't want a boat just for racing, so comfort is equally important. The East Coast 31 offers ample

head room, teak interior, sleeping for 7 persons in separate compartments, and two double bunks. Ideal for cruising. And a proven winner. CALL BRUCE FAIRLIE TODAY, or write for leaflets on this attractive yacht.

EAST COAST 31

L.O.A. 31.3 ft — 9.545 m
L.W.L. 24.75 ft — 7.548 m
Beam 10.4 ft — 3.140 m
Draught 5.7 ft — 1.708 m



Contessa 25
Clansman 30
East Coast 31
Cole 43

East Coast Yachts Pty. Ltd.

53 Pacific Highway, Gosford 2250. Phone: (043) 25-1434

trigger-happy finger which had drilled a neat one inch hole in the cockpit of Keith Adams, the M.H.Y.C. Starter's Boat." They do not report whether the Tritons returned for a restart. If they are anything like our Offshore A division they would undoubtedly have ignored the gun and gone on their serene way.

OFFSHORE SIGNALS

Parmelia Race—Army Crews Prepare for Duel

The British Army has challenged the Australian Army in the Parmelia Race, Plymouth to Perth, 1979. The prize is said to be a pint of 'Bitter' or 'Swan' depending upon the outcome.

This type of long-distance racing is an excellent way for members of the services to gain valuable experience which is not usually available in peacetime. At the completion of such a venture, it is known beyond reasonable doubt how participants behave under conditions of stress.

It is important to mention, in today's financial climate, that the service challenges are self-supporting and do not use taxpayers' funds! It is believed that the Army had an offer of a 13.7 metre yacht and that negotiations are also in progress for a 'maxi'. These negotiations are dependent, however upon a final decision having been made by the Department of Defence to give approval to the project.

Australian preparations are being handled by Brigadier Ken Taylor in Canberra, Major Brian Hayden in Sydney and Major Tony White in Perth. Brian Hayden is a C.Y.C. member; he sailed on board the victorious *Great Britain II* when she won the London-Sydney Financial Times Clipper Race a few years ago. With this experience behind an Army team, they should be in a good position to put together a winning team.

HARD YAKKA

Boमारoo, dismasted on the way home from Noumea, 80 miles from Maloolooba, and towed in by a friendly trawler, was very badly presented afterwards with an account \$1000. Who said there are no helpful people left on this earth? For good measure the good Samaritan added: "If it had been

an insurance case, I would have made it three thousand dollars".

Skipper Finlay requested a written account to be sent. The moral of the story: When you break your mast, before accepting help, first MAKE A DEAL.

Distress Procedures for Small Craft

The second edition of this publication has now been produced and is on sale from Australian Government Publishing Service bookshops in all capital cities at the retail price of ninety-nine cents per copy. It may also be ordered by mail from the following address:

Mail Order Sales,
Australian Government Publishing Service,
P.O. Box 84,
CANBERRA, A.C.T. 2600.

As with the first edition it is printed on weather-proof paper. Some parts of the booklet have been rewritten to improve its usefulness in describing the action to be taken in a distress situation.

Pittwater-Swansea Race 1978

Dear Sir,

In conjunction with the Royal Prince Alfred Yacht Club the Lake Macquarie Yacht Club will be organising 'Teams Racing' as part of the Pittwater-Swansea Ocean Race Easter 1978.

Teams of five (5) yachts will compete on behalf of their own club for a perpetual trophy known as the 'Founders Bowl' in a race starting in Pittwater on Thursday 23rd March 1978 at 2300 hours.

You will be pleased to know our new marina module is completed and we will for the first time be in a position to provide berths protected against the westerly winds thereby eliminating much of the prejudice against coming to Lake Macquarie.

A full sailing and social programme is being planned for Easter and we would appreciate your including of this information in your Club magazine.

Yours faithfully,
Lake Macquarie Yacht Club
R.B. Kiely
Rear Commodore.

Notice of Race amendment Amendment to Clause 16, "Age Allowance."

1. Delete Clause 16 and insert the following:—

"16. Age Allowance: An Age Allowance formula shall be applied to the individual races in accordance with C.Y.C.A. Special Regulations and shall be subject to the following rule:

In all individual races team yachts and individual entries which are entitled to Age Allowance may claim Age Allowance for determining the overall results of each race. Age Allowance adjustment will be based on I.O.R. Mark III only and Mark IIIA will not apply.

For determining the corrected time of each team yacht to gain points in accordance with Clause 12 of this Notice of Race the following formula will apply:

$$TCF = \sqrt[6]{R \text{ (or RA)}} - 0.96$$

Mark IIIA ratings where applicable will be used in this calculation and Age Allowance will not apply."

Amendment to Clause 17, "Safety Regulations."

Delete all after "... and C.Y.C.A. Special Regulations."

and insert the following:
"... Category 2 for Races 1,2,3 & 4.

Amendment to Clause 13, "Rules."

1 Delete "1973" on first line and and insert "1977".

Are you or are you not capable?

For some time it has been felt by some ocean racing clubs (and strongly by the writer) that too often buying a yacht of sufficient length, fitted up with stores and crew (with or without experience), gives you *carte blanche* to sail the seven sea, risk your life (usually unknowingly), and more important, risk your crews' lives, and then to top it all off, risk the taxpayers' money.

The now well-known utterance "When sailing for Hobart, go out of the Harbour and turn right" is not as comical as intended by the original utterer because it happens. Admittedly, not all of us are born with built-in ocean racing experience or navigational knowledge. But I, personally, wonder if it has to be the C.Y.C., proud of its safety record, who gives these new yachtmen the chance to damage that good name.

So far we have been lucky. Obviously that is all it is, sheer luck. No safety inspections or rule book (usually unread) will give you seamanship experience. And as we all know

only too well, it is mostly the new yachting who turns out to be the cockiest customer.

When you hear people stating, as I heard in Noumea around the bar, "Our skipper (navigator) took two noonsights during the race, the rest was D.R.", or another, "No I don't know astro nav., but you can't go wrong with a direction finder," you really start to wonder how the hell they dare to cross that 1100 mile pond risking our Club's good name.

How many skippers are there entering The Hobart who never sailed further than from Sydney to Broken Bay? I personally know of at least five who did exactly that.

New Zealand has taken the bull by the horns (or skippers to the task). Skippers must submit proof, to enter races over 300 nautical miles, that they have the experience, and ditto for navigators. Failing this prerequisite, the skippers may participate in two qualifying races; for 1 300 mile race, 2 x 180 milers and for, say, The Hobart, 2 x 300 milers such as The Montigue and the Lord Howe.

For navigators these are practical qualification tests if no experience can be proven.

I would not be at all surprised if in the future, the very near future, we will have similar arrangements here. It can't be too soon.

— Peter Rysdyk

Middleton Reef Shipwreck Food Supplies

Following the Lord Howe Island Yacht Race, which starts Saturday 29th October at 2 p.m. from Broken Bay, Peter Rysdyk will go in his *Onya of Gosford* to the ships' graveyard, Middleton Reef, situated 100 miles North of Lord Howe Island (500 miles Northeast of Sydney) to check and replace food and water supplies on the wreck of the *Fuku Maru*, a Japanese trawler wrecked some years ago and stocked with emergency shipwreck supplies in 1975 by The Gosford Aquatic Club.

At the same time Peter will check and re-install, if possible, the solar operated light beacon on the funnel of the wreck of the *Runic*. The light beacon was installed several years ago by the crew of the *One and All*, herself later a victim of the sea.

Middleton Reef, with 28 known shipwrecks, is also known for its sea snakes and varieties of fish and an Australian reptile expert, Eric Worrell, will accompany the expedition for research purposes. *Onya of Gosford* hopes to reach Middleton Reef on November 6th and complete her hazardous task within two days of arrival.



New yachtsman's first aid kit

A new first aid kit designed by yachtsman for yachtsmen is now available to suit (and exceed) A.Y.F. requirements for Categories 3 & 4 and Categories 1 & 2.

A third kit conforms to Categories 1 & 2 but also has selected extras which significantly increase its versatility without much increase in cost.

The designer, Lindsay Roberts, has been sailing since 1955 and has been actively engaged in offshore racing for the past five years. "During this time I've become aware of the likely injuries and illnesses which occur", Roberts told *Offshore*. "The A.Y.F. Rules regarding first aid kits have not been significantly revised for the past two editions. Partly resulting from this and partly because a suitably prepared kit to comply with Regulations has not been available. I decided to design my own series for yachtsmen".

Any reader going through the A.Y.F. list will note some anachronisms, such as the presence of tincture of iodine—a once-common medicine cabined item which modern medical practice has largely discarded as it often causes as much tissue damage as it is intended to prevent.

An A.Y.F. Rule which is probably not complied with in a majority of cases is the requirement that first aid kits be "stored in a waterproof container(s) and shall have the contents listed so as to be visible without opening. . ."

Roberts' Kits with extras include items of great usefulness to the offshore yachtsman and which demonstrate the thought and practical experience behind these kits—for example, the inclusion of: rubber finger covers; disposable rubber gloves (which can be useful for nasty first aid jobs on heads, etc.); good-quality tape; good-quality surgical scissors; resuscitation tube; antibiotics; etc.

The project is not a commercial venture but a service to yachtsmen. Costs have been kept to minimum with only a small profit margin to permit exposure to the yachting community. For more information, ring 977 3131.

SYDNEY—HOBART T-SHIRTS NOW AVAILABLE AT C.Y.C. OFFICE

The official T-shirt for this year's Hobart are now available in children's sizes from 1—10 @ \$4.50 and adult sizes from 12—22 @ \$6.00.

21st September, 1977

The Editor,
Offshore,

Dear Sir,

The continued receipt of *Offshore* is greatly appreciated, and my Council has requested me to congratulate you on publication of the three excellent safety articles in the August/September copy. The Council remains of the view that education for safety in boats is superior to legislation, and articles such as these are of very real value in this regard.

The Council is now proudly in its sixth year, and you may rest assured that the publication of any article promoting safety in *Offshore* will be similarly appreciated.

Yours sincerely,

Geoffrey W. Wilson

Chairman, New South Wales Council
for the Promotion of Safe Boating.

BOOK REVIEWS



Jeff Toghill's Boating Guide to N.S.W. South Coast Reed, 287 pages. \$6.95*

This book has been written for the fisherman, water-skier or owner of a trailer sailer, and for these categories of people it constitutes an excellent guide. The yachtsman is already well catered for by Alan Lucas, who has covered the harbours and anchorages of the East Coast of Australia in his two invaluable books. This book offers little to the yachtsman, although the author is a yachtsman of considerable repute in Australia.

One feels that the research which has gone into the production of this book has relied on other publications rather than first-hand knowledge. The charts are sketchy (without any depth details) and the aerial photographs lack explanation. I am astonished, for instance, that the author did not even take the trouble to check the times of opening for the Spit Bridge.

The area covered is from Pittwater south to

the Victorian border so Sydney dwellers are not given any help for heading north to the nearby delights of Lake Macquarie, Hunter River or Port Stephens.

The shape of the book is awful and does not fit happily on any bookshelf.

J.H.

The Small Boat Skipper's Handbook

By Geoff Lewis

Reed, 310 pages. \$7.95*

There are a considerable number of excellent handbooks for the owners of small boats, but one would rarely, if ever, find so much useful information crammed into such a small area. (200mm x 135mm x 25mm).

The author is a professional lecturer and writer on meteorology and navigation. An ex-Royal Navy officer who spends much of his time cruising his own 9 tonner, Geoff Lewis has a practical approach with a high degree of polish. The fact that he is an Englishman only shows in his reference to Polaris (only visible in the Northern Hemisphere); otherwise the book is totally international.

Perhaps the principal fault of the book lies in the author's effort to crowd too much information into too small a space, thereby omitting important detail. He tells one that a log book is essential for navigation, saying this may be a specially-designed log book or merely a school notebook suitably ruled in columns for recording times, courses, distances fixes and other navigating data—without pointing out the pitfalls to the sailor who may purchase a log book designed for the motor boat man; nor does he show a facsimile of how to rule up one's own log book.

An interesting section of the book is devoted to check lists and own ship's data, which makes a handy quick reference to all you may want to know about your own boat.

J.H.

CLUB NOTES

Commodore's Message

Dear Member,

We were quite elated when our Appeal against the Woollahra Council concerning our development was successful.

However just prior to the recent Local Government Elections the Council lodged an Appeal to the Supreme Court against the decision of the Building Appeal Tribunal on a

purely technical matter. Meanwhile d'Albora Marine is proceeding with their development, which has been approved. The total plan marries the d'Albora plan with our plan which has been approved as a general aesthetic improvement of this foreshore area.

It would appear that the Woollahra Council is not prepared to make any decision on any matter that is in any way controversial—far better to shelter behind the Courts. This is a tremendous waste of the taxpayers' money and your money. The expenditure on legal fees to win the Appeal cost you \$6,000. Would Members please personally speak to Woollahra Aldermen and point out the utter futility and waste of money involved in the former Council's actions?

A Member has recently raised a strong objection to the Club's charges for marinas, moorings, slipping, labour charges etc. To refresh the memories of Members, and to inform Members who have not attended meetings where our policy has been expressed, our charges to Members are 70% of the fixed charges of the Marina Association, of which we are a member.

Recently a Boatowner's Association has been formed under the able chairmanship of Mr Syd Fischer; welcome back to the club Syd. The immediate result is an involvement of boatowners in the day-to-day running of our sailing activities. This is most welcome, as the Club over recent years has lacked the efforts of voluntary worker involvement so essential to a happy efficient club.

An answering service has been installed at the Club for promulgation of race information and results. The telephone number will appear on Page 1 of the Telephone Directory under Recorded Information Services. The number to ring is 326-1999. This service will be invaluable for all races and particularly the Hitachi Sydney-Hobart Race.

J.P. Diamond
Commodore

Why not introduce a new Member?

So far this year we have 83 new Members. We need about that number again before we achieve the current limit of 1000, which has been set for our present facilities. We would like every Member's assistance in filling the remaining vacancies with members who will contribute to the Club in the way we all should, with sailing, activities on the water, and comradeship, hospitality and assistance in and around the clubhouse.

During this limited membership drive the Membership Committee will help to simplify and speed up the procedures for bringing in new members who will be assets to the Club.

What has the Club to offer?

As well as being the leading ocean racing yacht club in Australia, the C.Y.C.A. has been the principal Australian force for the organisation of world ocean racing, IOR rule

Vale "Middo"

The recent death of the President of the Yachting Association of N.S.W., Charles H. Middleton, will leave all who knew him a good deal poorer for his passing.

For those yachtsmen who weren't fortunate enough to have known Charles personally, their loss will be less direct but just as great, for he was a tireless worker for yachting generally and offshore sailing in particular.

Apart from having served on the Yachting Association of N.S.W. Council and Executive for the past eleven years, he had been an active I.O.R. measurer, and in 1974 was appointed Chief Measurer for Australia and at the time of his death had just completed service on the International Jury for the 3/4 Ton Cup at La Rochelle.

His chairmanship of the A.Y.F. Offshore committee since 1970 will be long remembered for the great progress made in the unification of offshore administration throughout Australia.

Charles was no armchair sailor. He received his baptism of saltwater in open boats sailing with the Vacluse Sailing Club in the years prior to World War II. After the War he joined Middle Harbour Yacht Club and raced four different yachts during the period of his membership, the most famous of which was *Calliope*, in which both won a lot of races and a lot of friends amongst those who sailed with him and against him.

I'm sure all members of the C.Y.C.A. will join with yachtsmen in many parts of Australia in extending to Joyce, his wife, and Jenny, his daughter, their heartfelt sympathy and hope that they have gained some solace from the great courage Charles showed by his determination to live his life as fully as possible to the very end.

Frank Likely

committees, safety regulations, and the centre of new yacht developments in this part of the world.

More important, to the ordinary Member is the atmosphere at the Club, the friendship and enjoyment of the Club facilities during and after sailing activities. The key here is participation—by becoming involved in the Club activities, the many functions, and by participating in committee activities, individual Members get the most out of their membership.

The Procedure?

A prospective applicant needs to know two Members who know him or her well and who will propose and second the application. We depend very much on the judgement of the proposer and seconder in putting forth suitable applicants, and therefore appropriate care should be taken.

An applicant also needs three referees who

have met the applicant, and who are prepared to support the nomination.

An applicant who wishes to become a Member, and has the necessary attributes but does not know Members to enable him to enter through normal procedures, can apply for provisional membership.

What do we seek in new Members?

Basically, we are seeking people of good character who are genuinely interested in sailing—either racing or cruising—and who will contribute to the Club's activities and use the Club facilities.

Application forms are available at the bar, or in the office. Questions about membership can be answered by Maxine, in the office, or by any of the Directors or myself.

Peter Rysdyk,
Chairman, Membership Committee

The Editor,
Offshore

Dear Sir,

Since *Offshore* has always been a vehicle through which members may express themselves, at least pending annual meetings, I send you this letter.

I have received a notice from the club together with an invoice for mooring fees for my 30' yacht for 13 weeks in advance—\$97.50. This is an increase of 38% over the

previous quarter and an increase of 87% since Jan. '75.

Could anyone please tell me of a parallel "rip off" of an increase of 87% in the price of anything in 2½ years time?

I am reliably informed that leasing the mooring location from M.S.B. costs \$20 p.a. Amortisation, annual inspection and maintenance could cost no more than \$100; total \$120. Hire to members for \$390—not bad!

However I am shocked that a board of responsible Directors would use such sophistry as to compare their increased charges with that of an unregistered organisation as some kind of justification. The comparison is completely invalid.

None of those association members have membership producing over \$70,000 a year income plus poker machines, bars and such devices and, they pay income tax.

Why not be open and compare with other yacht clubs such as the R.S.Y.S. They charge for mooring a 30' yacht in the "Inner areas" \$81.90 a quarter, for the "outer areas" \$62.40, in both cases serviced by tender.

How about a comparison with the same club on slipping. A 30' yacht will cost \$37.80 for four days, after that, 15c per foot per day.

At the C.Y.C. it will cost \$45 for a 30' yacht and if you slip on Friday, pay the reduced Sat. & Sun. rate plus two week-days the exercise will cost you \$67—getting close to 100% more than the RSYC.

We charge a yacht owner a loading of \$10 a day if he uses his own outside labour, the Squadron charge \$4.20. They charge hire of tender at general rate of labour in boatshed working hours (\$9.45 an hour). We charge \$17.50 per hour with a minimum of \$17.50.

I think that these comparatives are the kind that should have been used.

I am paying my increased charge but under protest. I have sent a copy of this letter to the Board of Directors.

I wonder if other members of the C.Y.C.A. feel as I do.

Yours faithfully,
E.L. Thompson.

J. Robson-Scott to A.Y.F. Position

Following upon the death of Charles Middleton, whose obituary appears on page of this issue, Jim Robson-Scott has been appointed chairman of the A.Y.F. and Australian Representative to the Offshore Racing Council.

Jim is known to all the offshore racers as Owner/skipper of *Poltrei*, *Poltrei II* and *Fair Dinkum*, his present boat, which was runner-up in last year's ¼-ton level rating championship.

FIRST AID KIT FOR YACHTS



These Kits in stout waterproof containers have been prepared to comply with the requirements of the Australian Yachting Federation 1977-81 Yacht Racing Safety Regulations. Separate Kits are available for Categories 3-4 and Categories 1-2.

A Third Kit for Categories 1-2 is available with carefully selected extras making it considerably more versatile and comprehensive.
phone: 977 3131

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Winter Series

The winter season began with a Ladies' Day Race on May 22nd—a good turnout of 11 divisions (69 yachts with W.-NW winds at 10-15 knots.

Commodore's Day, the first H.P.S. race of the season, was held in magnificent weather, though winds were too light at 5-10 knots. The remaining races were sailed in mainly SW. winds from about 5 knots to a maximum of 20 knots. 10 races were set on Course A, and 2 on Course B.

Whilst I am not in position to make a comparison with previous years, I am assured by many members that this year proved to be extremely competitive, and the idea that winter racing is a 'fun day' seems to have gone forever. This would appear to be borne out by the 17 protests heard throughout the season.

The turnout for races was, on an average, 120 yachts from the eleven divisions.

The practice of presenting prizes after each race must be reviewed, as every Sunday 33 prizes have been awarded, and there were, for the first part of the season, many complaints about the quality of prizes. Perhaps there should be volunteers from the Sailing Associates, who could be available to purchase the whole season's prizes at the beginning of the season, at a cost set by the Sailing Committee.

M. Le Bars

OVERALL WINTER POINT SCORE PRIZE WINNERS

OFFSHORE 'A' DIVISION

1st	<i>Wild Turkey</i>	J. Gosper
2nd	<i>Mercedes V</i>	H.T. Kaufman
3rd	<i>Ruthless</i>	P. Hill

OFFSHORE 'B' DIVISION

1st	<i>Nand II</i>	R.O. Chapman
2nd	<i>Aztec</i>	P. Wenham
3rd	<i>Tom Thumb</i>	N.J. Longworth

HALF TON DIVISION

1st	<i>Springloaded</i>	W.T. Johns
2nd	<i>Hot bubbles 2</i>	G.W. Oborn
3rd	<i>Troubador</i>	R.k. Birtles

QUARTER TON DIVISION

1st	<i>Game</i>	B.J. Goodsell
2nd	<i>Lumen</i>	R.G. Hillerman
3rd	<i>Damn Yankee</i>	C.M. Carr

HARBOUR 'A' DIVISION

1st	<i>Antares</i>	A.E. Ratcliff
2nd	<i>Marabou</i>	J.K. Morris
3rd	<i>Elsie Linda</i>	L.R. Burcher

HARBOUR 'B' DIVISION

1st	<i>Mishy</i>	K.A. Munro
2nd	<i>Golddust</i>	W. Harrison
3rd	<i>Portia</i>	N. Stott & M. Malanot

HARBOUR 'C' DIVISION

1st	<i>Dinah M</i>	F. Magarey
2nd	<i>Patricia</i>	J.R. Lamb
3rd	<i>Snaefell</i>	R.H. Wicks
3rd	<i>Skipjack</i>	C.H. Roughley

HARBOUR 'D' DIVISION

1st	<i>Status 19</i>	P. & A. De Graaf
2nd	<i>Timpenny</i>	C.P. Thorne
3rd	<i>Brooke</i>	D.M. Hillerman

HARBOUR 'E' DIVISION

1st	<i>Question of Balance</i>	Uni. of NSW SC
2nd	<i>Bacchus</i>	Macquarie Uni. Sailing Club
3rd	<i>Panache</i>	Margaret Howes

LASER DIVISION

1st	<i>Sundance</i>	T. Darvill
2nd	<i>Flippy</i>	T.A. Longhurst
1st	<i>Courtesan</i>	D.L. Seargeant

How well do you know your harbour/coastline?

Beginning this month and from now on in each issue of 'Offshore' we will publish a photograph of an unidentified location—perhaps a Sydney Harbour landmark or a cruising spot somewhere along the Australian coastline. We will invite readers to pit their geographic knowledge against our challenge to identify the photograph.

Post your answers on the back of an envelope addressed to:

The Editor, 'Offshore'
C.Y.C.A.
New Beach Road,
Darling Point, N.S.W. 2027

The winning entry will be the first correct answer received (as determined by the earliest postmark) and will be announced in the subsequent 'Offshore'.

The overall winner for the next year (next six issues) will receive the 'Offshore' Argonaut's Award and a bottle of French Champagne.

Where and What is This?



MARINA NEWS

by Jack North

Kurura left for northern waters in August and is somewhere past Bundaberg now John Hawley sailed in her and, no doubt, will have something to say about the trip. So who am I to steal his thunder?

* * *

Apart from *Kurura* and the departure of *Linda*, of Panama, for the next stage of her round-the-world voyage, the marina has been quiet so far as ocean wandering yachts are concerned. So I had to look further afield.

At Circular Quay I found the brigantine, *Eye Of The Wind*. Often enough a two-masted topsail schooner gets called a brigantine, quite wrongly. But *Eye Of The Wind* is a true brigantine, square rigged on the foremast and fore-and-aft on the main. Built in the Baltic in 1911, she is 132 feet by 23 feet.

In her present form she hails from the U.K. I believe she was a fully powered motor vessel, or almost so, when resurrected by her present owners some years back. All the hold has been converted into a saloon and accommodation, and very comfortable it looks. She is manned on the paying guest principle and the crew of about twenty-seven includes a number of women.

The ship left Faversham on 25.9.76 and has made most of the passage to Sydney under sail alone. Atlantic ports of call included Funchal, Madeira, Tenerife and the Canaries. From there she made a twenty-one day crossing to Barbados and potted around in the West Indies for a while. Once through the Panama Canal she crossed the Pacific by way of many islands that have become familiar to yachtsmen in recent years; New Caledonia and Lord Howe were the last anchorages before she arrived in Sydney on Saturday, 20th August.

She will probably sail on 9th October next, be slipped and cleaned at Mackay and then make her way home through the East Indies, the Suez and the Mediterranean. The cruise itself is expected to terminate at Gibraltar.

* * *

That huge block that appeared in the club foyer some months ago was part of the rigging of the *Falls of Garry*. The last issue of *Offshore* explained that it was presented to the Club by Bill Kopsen. It was probably used on the falls of a halliard for raising and lowering a pretty hefty yard on the mast.

The *Falls of Garry* was an iron four-masted barque built in 1886 for the Falls Line which named all ships *Falls of Earn*, *Falls of Halladale* and so on. In fact, the *Falls of Halladale* and the *Falls of Garry* were sisters.



wreck of the 'Falls of Garry'

These sisters were quite unlike each other in their behaviour. Although no clipper, the *Falls of Garry* made some quite fast times for a cargo carrier in sail. But the *Falls of Halladale*, more noted for her long passages, was on the overdue list a time or two. In 1903-04 she took 237 days from Liverpool to San Francisco. Unable to double Cape Horn, the ship blew out nineteen sails and started to leak.

In desperation she fell away, running with the Roaring forties, to come up to San Francisco past the south of Australia and across the Pacific. She put into Invercargill for supplies and arrived at San Francisco with her main royal mast and mizzen royal yard missing. The crew had given trouble and were on the verge of mutiny.

On 14th November 1908 she sailed onto the rocks near Warmambool and became a total loss.

The *Falls of Garry* on the other hand was known to average 287 miles a day for seven consecutive days on one occasion. Her best performance is believed to be San Francisco to Queenstown (Ireland) in 1891-92, which she made in 90 days. She would have shaved a couple of days off that time had she not been held up by fog after sighting land.

In 1898 the *Falls of Garry* was at New Caledonia loading nickel ore when both anchor chains parted in a gale. She piled up on the reef and was so badly holed that the Falls Line abandoned her to the underwriters, who sold her. The new owner salvaged the ship, sold much of her gear and all of her cargo, and then had her towed from Noumea to Sydney.

This tow was rather an epic; she had seven holes bashed into her on the reef, the largest of which was 28 feet long, and many of her plates were buckled. But the temporary plugs held, and the *Falls of Garry* arrived in Sydney on 1.2.1899.

There she was bought by W.G. Kopsen who had her thoroughly repaired and refitted. She was soon back in the deep-water trades, carrying the Kopsen houseflag until 1904, when she was sold to Glasgow owners.

On 26th April, 1911, she ran ashore in thick fog near Ballymacus Point Ireland, and was holed again. She was not so lucky this time; no salvage firm thought it worthwhile saving her and she was left to go to pieces.

One ship of the Falls Line still remains afloat. The *Falls of Clyde* has been re-rigged and is preserved by the maritime museum at Honolulu.

* * *

As the name of Cris-Craft brings high-speed motor cruisers to mind, it comes as a shock to see it on a windjammer. But *Nautilus II* is a motor-sailing ketch built by Cris-Craft to a Sparkman & Stephens design. This is believed to be the only form of sailing yacht built by the firm.

A good looking, fibreglass boat with short bowsprit, centre cockpit and after cabin, she has a surprising amount of accommodation for a thirty-five footer. This includes two heads and a shower served by hot and cold pressurised water. Her freshwater tanks hold a hundred gallons.

A Volvo MD21A diesel, 75 h.p., drives her at 7½ knots! Eighty gallons of fuel give her a five hundred mile range at this speed. She also performs well under sail and her statistics are 35'2" by 11' by 4'8".

Built in Taiwan in 1975, she was shipped to Sydney where she was purchased in May 1976. Graham Brown who owns her has plans for using her in a marine research venture. He will be remembered as the owner of a Columbia 27, the *Nautilus I*.

* * *

NOSTALGIA NOOK.

From the *Daily Telegraph* of 29th November, 1946.

"The Royal Ocean Racing Club will present a bronze plaque to the Cruising Yacht Club at Sydney as a trophy for the Sydney-Hobart race.

Last year one of their members, Captain J. Illingworth R.N., won the race.

The trophy will be taken to Sydney by the *Orontes*, which will leave England on December 14.

The plaque is 14 in. by 22 in. and bears a replica of the Royal Club's crest with crown, scroll and seahorse in bright metal."

This has been one of the most coveted trophies for thirty years now. It goes to the overall winner on corrected time.

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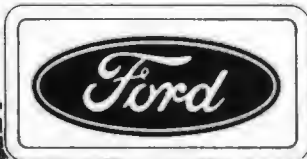
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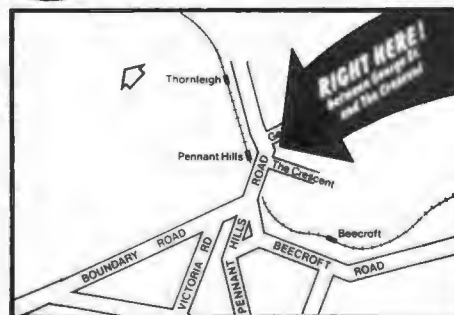


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