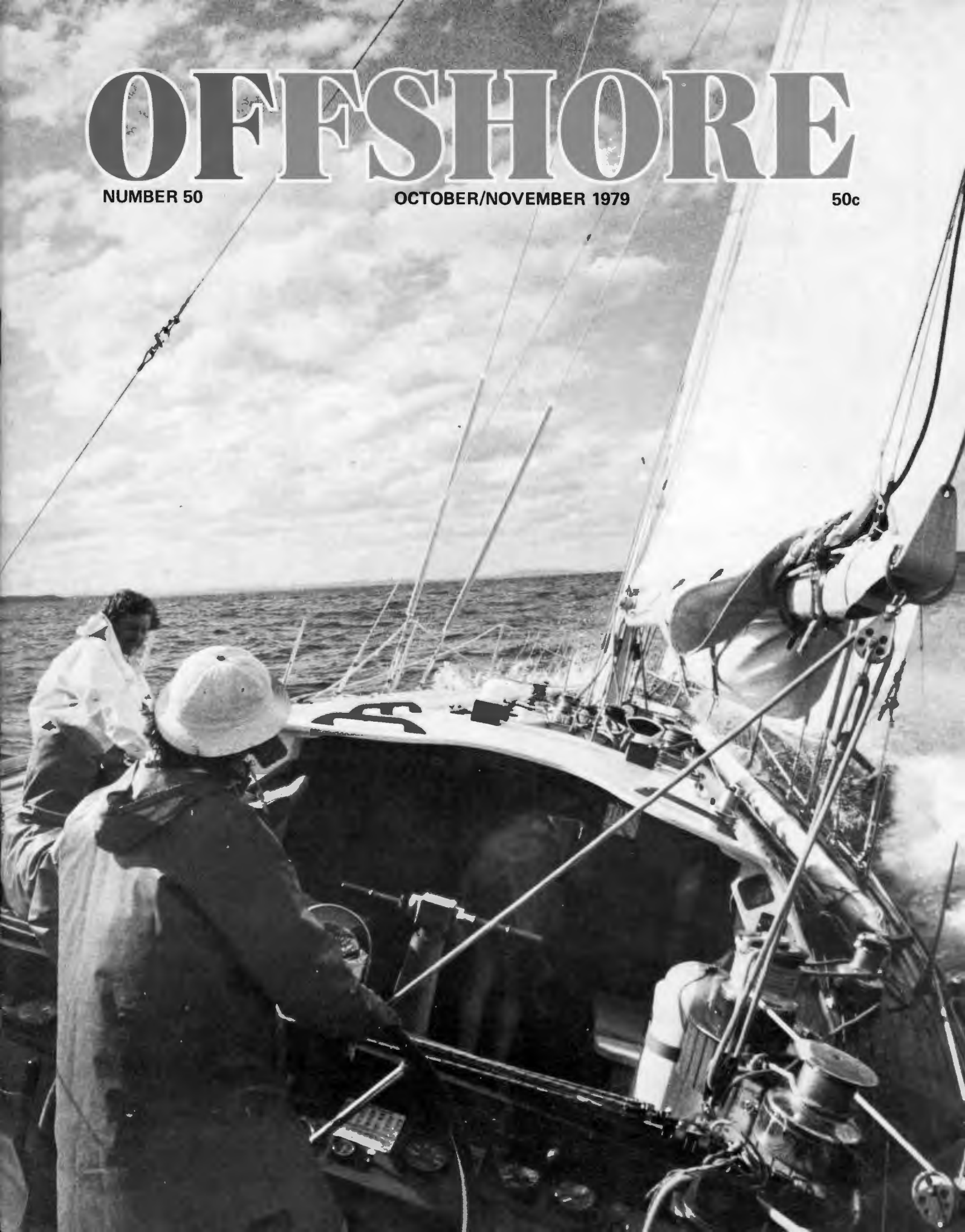
OFFSHORE

NUMBER 50 OCTOBER/NOVEMBER 1979 50c



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OFFSHORE

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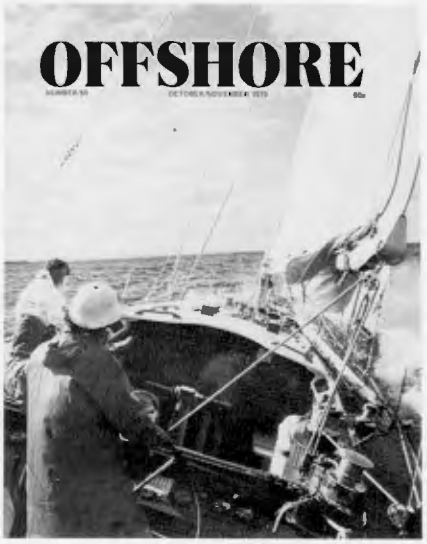

Cover: Action aboard Apollo in the 1979 Montagu Island Race. Gretel was first to finish, Graham Freeman in his now-familiar act winning this year's Montagu at the helm of Margaret Rintoul II. Relentless (Peter Hankin) and Deception (John Bleakley) were second and third. Cover photograph by Sandy Peacock.

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Contents

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We have recently had the joy of welcoming home victorious Australian Admiral's Cup team after some 12 frustrating years of trying to recapture this elusive trophy. This win will be a shot in the arm for Australian ocean racing. The victory of 1979 is one of which to be especially proud because of the tremendous challenge to seamanship faced by the entire fleet in the final event, the Fastnet Race, which has for the past few years belied its reputation as one of the world's toughest.

Our elation is overshadowed by the tragedy of the 1979 Fastnet, the loss of lives of 15 fellow yachtsmen and the devastating toll of yachts which for one reason or another were not able to be brought back to Plymouth. The Cruising Yacht Club of Australia wishes to express its deepest sympathy to those who have suffered this terrible loss.

Once again we have been given a sombre reminder that the sea has respect for no man. I think each and every one of us who engages in ocean racing knows this, and we pursue our sport with the knowledge that if we are unprepared, or unlucky, the stakes are high. We shall all go to sea again, perhaps with greater humility, greater preparation, greater care, but we shall go out again for the same enjoyment of challenge and of meeting challenge that has always been the lure of the sea.

Some good comes out of all ill, however hard it may be to discern at the time. It is only the fool who does not learn from experience.

Tony Pearson,
Commodore, CYCA

Editor's note

With the publication of the October-November 1979 issue 'Offshore' has reached the half-century mark, and we of the CYCA Publications Committee hope you will find this particular number worthy of a 'birthday issue'.

The theme of this 'Offshore' — safety — was planned back in April; the intervening Fastnet Race has made the choice seem almost visionary. On the pages that follow I think you will find a tremendous amount of really absorbing reading. We have: some penetrating commentary on the Admiral's Cup, and the Fastnet; a provocative discussion of legal agreements between skipper and crew; some more on stability; Hedley Watson has re-cast his Knaviguessing Know-how and in this issue commences the first instalment of a navigating narrative; no matter how confident you are about your safety procedures, don't fail to read the 'Man Overboard' article, which is a chilling account of how easily things can go wrong, and it is followed by a real-life story that just proves the point.

'Offshore' is your magazine and is what you make it. I am very happy that lately we seem to be getting greater and greater participation from Members. Please keep your contributions (and your comments) coming. 'Offshore' is probably the most ambitious club publication in Australia and is almost certainly the most ambitious *yacht club* publication in the world. It is quite widely read beyond the CYCA membership, particularly overseas, and we can all be justly proud of it.

David J. Colfelt,
Editor

The 1979 Admiral's Cup was, as usual, the most competitive big-boat racing in the world. Teams from 19 countries jostled for the all-important starts; in unusually blustery conditions this year, the competing yachts frequently converged on downwind marks amid a chaos of extras and bluff.

THE ADMIRAL'S CUP; THE FASTNET

Sandy Peacock talks to three crewmembers and gets a 'view from the deck'

One perspective on the Admiral's Cup comes from the skippers, navigators and tacticians, and some of them have already had their say. Another perspective comes from the crews which, as Syd Fischer has noted, this year included a lot of young sailors who were newcomers to Admiral's Cup racing.

Here three of them give their thoughts on a grim Fastnet and a successful Admiral's Cup challenge. Sandy Peacock interviewed Rob Brown (foredeck and helm on 'Impetuous'), Peter Cowman (mainsheet on 'Impetuous') and Tony Hearder (worked the mast on 'Ragamuffin'). All three are from Sydney, and it's interesting to note where they sail: Rob Brown skippers the 18-footer 'Steelstocks'; Peter Cowman is a sailmaker who comes from the 12-footers and 18-footers; and Tony Hearder is sailing for'ard this season on the 18-footer 'KB'. □

Starting with the Fastnet, at what point in the race did you become aware that the storm was going to be more than an ordinary blow, and that other boats were in trouble?

Cowman: The first thing we heard over the radio on the way to Fastnet Rock was that (Irish team yacht) 'Regardless' had lost her rudder, and after that there was a steady stream of reports of boats losing rudders or retiring for other reasons. It wasn't until a few hours after rounding the Rock that we heard that crews had been lost.

When did the storm hit you?

Brown: It built up from mid-afternoon

Admiral's Cup '79

its salt unless there is some danger, however slight? What woman anxiously awaits the croquet champion?" ■

Admiral's Cup Results

1.	Australia	1088
2.	USA	1013
3.	Italy	944
4.	Hong Kong	944
5.	Argentina	861
6.	Britain	854
7.	France	840
8.	Ireland	727
9.	Switzerland	629
10.	Spain	606
11.	Germany	587
12.	Japan	583
13.	Holland	572
14.	Belgium	540
15.	Sweden	452
16.	Singapore	439
17.	Poland	401
18.	Canada	391
19.	Brazil	268

Australian team individual results

		TOTAL POINTS
1.	'Police Car'	409
2.	'Impetuous'	360
3.	'Ragamuffin'	319

Placings:

1. 7; 3; 8; 17; 4.
2. 30; 4; 19; 23; 2.
3. 13; 9; 31; 22; 13.

HOBART RACE SKIPPERS

When you see a blank in the Hitachi Sydney-Hobart Yacht Race Program where the photo of an entry was supposed to be, or a photo of half a yacht, with bare poles, tied up to a jetty, doesn't it make you wonder how that skipper will ever make it to Hobart if he can't even organise a decent photograph of his own yacht?

Don't be a blank box in this year's program. If you haven't got a good shot of your yacht, get it organised *now.*

Letter to David Kellett from John Mulderig, crewmember on Admiral's Cup yacht 'Aries' (U.S.A.)

Dear David,

The Admiral's Cup was fantastic – certainly the best racing I've ever seen. Very much enjoyed Cowes, the Solent and the whole show. Too bad the Fastnet turned into such a catastrophe. Have to hand it to the Aussies. They went out and won it. I guess those annual tune-up trips to Hobart pay off. Considering there were over 100 retirements, 25 boats lost and 15 fatalities, I suppose it was reward enough to finish safely.

We were somewhat discouraged, though, because the RORC sked control and spotters had 'Aries' winning the Admiral's Cup Division when we turned Fastnet.

The storm hit while we were still enroute to the rock. We lost a lot of time between Fastnet and the Bishop as we had a cracked spreader base and a jury rigged lower running backstay, so we had to be conservative in the amount of sail carried and we couldn't get a chute up until around the Bishop on the other gybe.

Even more costly, our navigation gear got wet and our DR took us an extra 35-40 minutes. However in those conditions I would prefer to be wide of The Bishop than get to leeward and into a lee shore predicament on The Scillys and have to beat out – no box of chocolates. In any case we feel we lost six to seven hours altogether. At the time we weren't too upset about not making maximum speed because we (U.S.) were second to Ireland on points going into the Fastnet.

We knew Ireland had two boats out of the race, so we figured all we had to do was keep the rig in the boat, finish the race and we would win the Admiral's Cup. WRONG! The Roos put on such a good show; even if we had won the race, Australia would still have won the Cup. The boys from down under deserve a lot of credit.

At any rate, rounding the Fastnet Rock at midnight in a full gale had to be one of the most magnificent sights I've ever seen, something never to be forgotten.

– John Mulderig

MAN OVERBOARD!

The following article is reproduced with the permission of the publisher, David & Charles (Publishers) Ltd, of England. It is by John Russell and is part of a book entitled 'Yachtmaster Offshore', an unusually readable and practical, down-to-earth short volume on the art of seamanship (more specifically, 'skippership') which was reviewed in 'Offshore' in February 1978 (p. 41). 'Yachtmaster Offshore' is available in Australia through The Australian and New Zealand Book Company and should be obtainable at any local bookstore (it is in stock at Boat Books, Crows Nest).

Man overboard is probably the most difficult of all life-threatening situations to be faced at sea; prevention is paramount. We reproduce this nightmare below in the hopes that it will contribute to the greater safety of those who plan to sail to Hobart with this year's record fleet.

Illustrations by Peter Harrigan

Imagine that you have just fallen overboard. Well, why not? Since when did the rank of skipper confer immunity? Suddenly you are underwater, frantically barricading your lungs against the sea and struggling towards the light and air, your whole future hanging on the thoroughness with which you and your crew have prepared for this moment. Surfacing, the sea seems rougher than it did from on deck and empty. EMPTY! Good God, where's the yacht? Suppressing the surge of panic you turn slowly round and see the upper part of mast and sails, a halyard streaming from the masthead. How far away she is, and still going. Has anyone seen? Yes. For a moment you glimpse activity on deck as you and the boat rise coincidentally to the crests, and in the same instant there is a lifebuoy on the opposite slope of the trough. It is drifting downwind. Get to it quickly before you have to chase it. Swimming in all those clothes is exhausting, like running in soft sand, and when you finally reach the lifebuoy you are breathless and in need of a rest, so you capsize it over your head in the approved manner, hook your arms over it and lie there gasping.

After a time you recover enough to raise your head and see the yacht returning. The jib that you were in the middle of hoisting when you fell in has been pulled down, but its halyard still trails aloft, snaking and swaying. Now she is 50 yards away, showing her weather side as she heads for a point downwind of you to luff and pick you up. You see the figures on deck, intent faces turned in your direction; one of them waves. Now she is end on, head-to-wind, mainsail flogging, spray bursting against her bow. But you have only ever practised this manoeuvre in sheltered water and she undershoots, losing way a length downwind. Someone throws a line but it was badly coiled and the tangle caught by the wind falls 10 feet out on the beam. Shouts, foredeck hand hurriedly recovering the rope, the boat drifting back slowly paying off and all the time the mainsail slatting and flogging. A burst of sound from the exhaust quickly muted, a pause, a few beats of the exhaust under power and then silence, even the sail is quiet for a moment. As the grey backs of intervening seas interrupt your view of the receding yacht you realize that no one is looking in your direction any more.

Up to now you have been able to keep facing downwind towards the yacht by paddling with your hands, but now your arms stretched out horizontally across the lifebuoy are stiffening, pain seizes your shoulder joints and you realize that you are very cold.

Instinctively your body wants to draw your arms in to your sides and across your chest to reduce the radiating area and the loss of heat, and for a while you fidget around trying to huddle into a ball without losing your hold on the lifebuoy, but the best you can manage is to hook both arms in front of you over one rim. In this strained position with your weight all on one side of the buoy, your face is so low in the water that you have trouble in breathing; so you revert to hanging on winged-out arms in the attitude which the Romans knew to be fatal even on dry land. How you wish you had on a good buoyancy jacket that would keep you afloat with just an arm through one of the lifebuoy's lanyards. Even more you wish that you had worn a safety harness and remained on board.

You surmise that after the first abortive attempt to pick you up, your crew started the engine but got the propellor fouled in a line trailing overboard, a jib sheet most probably. She wouldn't handle too well under mainsail alone, they'd need to get a jib on her and that would mean retrieving the halyard. You wouldn't have let them waste time on that; if they failed to recover it quickly you'd have made them unreeve it so that it couldn't foul things up and use the spinnaker halyard instead. But why did they never get the mainsail to draw? The upper part of the rig is still visible and when the passing crests swing you round in the right direction you can see the sail fluttering still. They must have got a major snarl-up there. Wonder what it can be . . .

Your next view of the yacht shows the mainsail set into a taut purposeful curve, the mast steady and leaning, and a white ribbon of jib climbing the forestay. Strangely, you are not elated at this sign of renewed hope for you are now stupefied by cold, your face has become a rigid mask, your limbs tremble violently, the agony in your shoulders is complemented by cramp in your calves, and the uncontrollable gasps by which you are now breathing inhale air and water indiscriminately.

The yacht approaches in short tacks, a figure in the pulpit scanning anxiously ahead. Suddenly he sees you, for an arm shoots out and he calls aft to the cockpit. If you were not so far gone you would be terrified because this time she is going too fast. You know there will be a line and you know that your hands are incapable of grasping it. Mercifully it falls right across you and with an enormous effort you achieve a clumsy screwing movement of your right arm which puts two full turns of the line round the forearm, then you double the arm across your chest and clamp it with the other. The strain comes on with a wrench that nearly dislocates your shoulder and pulls you under, and as the water covers your head you pass out.

For you, drifting in and out of consciousness, half full of water and three parts dead, bumping up and down against the smooth hard hull, time has stopped and space has shrunk to the length of your arm; you feel the clutch of hands, see faces made grotesque with effort swoop into close-up and out of sight, but the deck so safely supporting the owner of the hand that grips your collar is as inaccessible to you as the moon.

For those on deck, faced with the task of getting your water-logged carcass back aboard and re-animating it, the next quarter of an hour was a nightmare. They had recognized that there would be a problem but had not grasped the reality. There were two men and a woman, aggregating between them enough strength to lift you out but unable to get hold of you all at the same time for lack of space on the side deck. Having secured a line to the lifebuoy, they then saw that they would have to cut away the guard rails and did so. Next they reviewed the various methods that had been proposed in discussion. Using a boarding-ladder was rejected as pure desktop seamanship, even had it been possible to keep it rigged in that sea it could have caused you severe injury and you were in any event incapable of climbing it. The weather was just too coarse to allow the inflatable to be launched, though it was agreed that in moderate conditions this would have been the quickest means of ensuring your immediate safety because one person could have dragged you into it.

They tried scooping you up in the bunt of a sail but this was soon abandoned as a waste of time. The wind took charge of the sail which was only with difficulty persuaded to enter the water and then showed an abdurate determination to get itself over rather than under you. Bights of rope and bowlines were tried but the sea sucked them away or thrust you away from them, and in the end they had perforce to lassoo you with running bowlines, one apiece, and drag you over

the side by brute force like a bullock from a bog.

Having recovered from this nasty experience it surprises no one that you start a one-man crusade to treat the man-overboard hazard a great deal more seriously. Prevention naturally takes your attention first; you pinpoint the occasions of special risk and become much more fussy about the use of safety harnesses. Recognizing that you cannot completely eliminate the risk and that someone (perhaps more than one and not necessarily from your own ship) may go overboard, you define the aims:

1. **Detection.** Falling overboard unnoticed is the worst possible start. One timely scream is better than any number of gritted teeth. But what of the man on watch alone?
2. **Keeping in sight.** A head at water-level is soon lost to view in seaway. (You may not appreciate how soon until you try it in the open sea.) You need a marker to increase the size of the target and a watcher with no other duty than to keep him in sight.
3. **Buoyancy.** External support saves energy and heat-loss, reassures the victim and can double as a marker.
4. **Speed of recovery.** Besides the well-known dangers of hypothermia the victim may be injured, unconscious, or using up his energy in keeping afloat. A smart, well-rehearsed manoeuvre can put even a large yacht alongside the casualty in less than two minutes. Speed should be improved by practice; haste and corner-cutting may lead to fatal delay.
5. **Lifting on board.** This could prove to be the most difficult part of the operation. If the remainder of the crew lack the strength to drag the casualty aboard, a special technique and perhaps special equipment will have to be devised. There is always a possibility that more than one person could go overboard at the one time.
6. **Medical treatment.** Some degree of shock and exposure is to be expected. The need for resuscitation is quite likely. If exposure is severe or there are complicating factors like injury, the patient may need treatment beyond the resources of the yacht. Points to be considered are how long it will take to reach medical aid, the feasibility of transferring the patient to lifeboat or helicopter. Only if the patient's life is in danger should you make distress signals, otherwise 'W' by the most suitable means is appropriate.

These aims will generate many trains of thought which will be useless unless strictly realistic. Experiment is necessary not only to test ideas, but to identify problems. You can work out a beautiful man-overboard drill which goes like clockwork in smooth water and force 3 or 4, but if someone falls in while you are running with a bit too much sail in force 6 or more in the open sea, there will be problems for which you are quite unprepared. So sometime when it occurs to you how nasty it would be to fall in at that moment, throw in a marker and see how well your drill works. It is important to use something that does not drift with the wind, best of all would be a ballasted life-sized human dummy that would present you with all the problems including how to get it back aboard, but a lifebuoy or fender will do if it is attached to something like a large coil of rope to act as a drogue. Remember that what you do must be effective under all imaginable circumstances. Landmarks are the easiest aids to orientation, but you cannot count on them being always visible.

Gybing is the quickest way on most points of sailing, but is only acceptable if those remaining on board are capable of gybing that particular yacht in any weather, by day or night, without injury, damage, disorientation or a snarl-up.

The right manoeuvre is of course the one that achieves the right result, but the standard RYA Dayboat drill is a very good example to look at because it satisfies all the requirements of a drill. In this method the helmsman's first action is to turn immediately onto a square reach without tacking; as soon as he has gained enough room he tacks onto the opposite square reach; then,

depending on the individual boat and attendant circumstances, he bears away to make the position from which he luffs to a stop alongside the man in the water. Notice that:

1. The helmsman's immediate response is the same regardless of the point of sailing when the victim fell in.
2. This response does not require any sail handling, so no matter how small the crew there is no conflict of priorities to delay the throwing of the lifebuoy and the look-out starting duty.
3. Orientation, which is often a source of difficulty in times of stress, is by apparent wind direction alone. This avoids any need to read the compass and do sums in one's head which will quite likely be wrong.
4. Sail trim is not critical at any time, the only essential action being the freeing of the jibsheet on tacking and an eye to the mizzen if there is one.
5. After tacking, the casualty will be almost dead ahead so if he is lost to view while in stays he can be looked for and found in a small arc.
6. The speed, and therefore the time, is the same on both the outward and inward legs, thus the starting point can be regained even if the casualty has been lost sight of. This last point should be exploited by having someone note the elapsed time. If there is no one to spare for this the look-out, who has no need to speak since he can indicate direction by pointing, can count off the seconds.
7. Darkness requires no changes to be made in the drill, as a torch capable of illuminating the burgee would be in the cockpit anyway.

The foregoing procedure depends on immediate action by the remaining crew. When one person is alone on deck he may, if he is a single-hander, decide to accept the risk that falling overboard could be the end of his voyage, but if there are others aboard they must not be put in the situation of finding their shipmate gone and of having to start a search. This could mean devising the release of a marker, the sounding of an alarm and stopping the boat; the same mechanism that released the marker possibly serving to let fly the jib sheet so that the boat would luff and the watch below be altered by the change of gait and the flogging sails.

A question that crops up regularly is, 'Why waste all that time sailing round in a figure eight? If your aim is to get back to the chap as quickly as you can, isn't it better to start the engine and motor straight back to him?' The answer quite simply is that if by using the engine you can effect a speedier rescue then it is the right thing to do. But use of the engine could lead to disastrous delay unless certain things are kept very firmly in mind. The first is that if you are under sail and then try to manoeuvre under power, you must either lower the sails or compete with their effect on the handling characteristics of the yacht. Your approach under power alone to a man in the water would be very different to your approach under sail, but if sail is set it dictates your approach path even though you may be motoring. The second is that since there will be lines in the water there is a distinct advantage in being able to manoeuvre without using a propeller. The third and most important point is that a turning propeller is such an appalling danger to anyone in the water alongside that it is essential to stop the engine before there is any possibility of him being minced. Try it sometime. You must in any event develop the skill to carry out the evolution under sail; time yourself and then try again using the engine, except in very light weather you will need more skill, a deeper understanding of interacting forces. How did the time compare? What discoveries did you make?

In practising the drill there are pitfalls to be guarded against. These arise chiefly from not having a real person in the water but some comparatively small object that is naturally retrieved by a boathook. This would be a highly unsuitable and dangerous implement to use on a man, but since it is in use the man in charge of it is impelled for

some reason to take it forward into the bows, and this in turn leads the helmsman to try and bring the boat up so that the object is within his reach. In other words the practice casualty is approached as though he were a mooring buoy. The way to approach a man in the water is to lose way (head-to-wind if you are under sail) with him abeam of your lowest freeboard and better 10 feet away than underneath the boat. Bringing him to the bow unsights him from the helmsman and exposes him to the danger of being overrun or struck by the pitching stem. Either could cost his life. Similarly, if the practice is habitually concluded by whisking a lightweight dummy over the side the crew may be deluded into believing that they can handle the incident, while in fact they have never faced up to the task of recovering a waterlogged and possibly helpless man. No simulated event can ever be completely realistic; however hard you try the best you can achieve is a judicious estimate of its relationship to actuality, but it is better and easier to make this estimate on the basis of practical experiment than it is on theory alone.

A training establishment might find it worthwhile going to the considerable trouble of making up a realistic human dummy in order to practise the whole man-overboard routine in any conditions they choose, but the ordinary yachtsman may well have to split up the exercise so that the recovery phase is carried out using a live 'victim' in sheltered water, possibly even at anchor. This would at least reveal some of the difficulties and test their solutions. Imaginatively applied, the experiment could go a long way towards closing the gap between it and reality.

Having decided what you are going to do the next consideration is the equipment you need in order to do it. Restraints, markers, buoyancy, throwing lines, lifting gear, the list is formidable and includes not only the provision of each item but its stowage and maintenance. Various authorities can and do recommend, even require, a minimum scale of equipment, but it is up to you as skipper to decide your needs in the light of your aims. You will find that both the authorities and manufacturers suffer to some extent from your own main handicap

(continued on page 38)

The Loss of Commander S. S. Brooks, DSC

Excerpt from the RNSA Newsletter

The following excerpt from the Royal Naval Sailing Association's newsletter relates the disappearance and presumed death of Commander S.S. Brooks, DSC, RN when he was lost overboard on January 22, 1978 whilst on passage to Barbados in the 30 ft S&S designed yacht, 'Baltika'.

Sam Brooks was an experienced yachtsman with many miles of ocean passaging under his belt.

The incident and lessons to be learned were related by Lt Cdr Joe Brooks, DSC, RN. Thanks to D.F. Walker-Smith for bringing this to our attention.

Sam was lost approximately 1200 miles west of Teneriffe whilst on passage to Barbados in the 30 ft Sparkman and Stephens designed yacht 'Baltika'.

It was blowing 30, gusting to 40 knots at the time. Sea height 12 to 14 ft with breaking crests. The boat was running down wind on a westerly course with single head sail boomed out and vane steering gear clutched in. Sam came up into the cockpit to take a sun sight, failed to clip on his lifeline and was pitched overboard. The life buoy was thrown to him, and he was last seen in the buoy with his cap on and holding the sextant out of the water.

The boat was brought round smartly on the wind and the snap tackle parted in the jib crew. With the sail flogging down wind, the next instinctive move was to start the engine whilst Sam was still in sight. The engine came to life with the first push of the botton, but the revving propeller promptly fouled the foresheets which had gone under the boat. The remaining crew members then lowered the jib, rove another sheet and promptly got under way to windward with Sam still in sight on the wavecrests some 500 yards to windward. But alas, in tacking to windward they lost him and after nine hours of searching under gruelling and hazardous conditions the light had gone, but they continued to search after dark.

I met Guy Weston who owns 'Baltika' when he returned recently to the UK. He naturally feels very distressed about the accident and I only hope I've managed to ease his mind over it. How many of us who have sailed the world's oceans can honestly say they always clip on their lifelines when they know they should, and how many of us have had ropes round the propeller when they shouldn't have?

Guy and his crew, Patrick McAfee, are very experienced in offshore passage making, having, together with Sam, covered several thousands of miles in this particular boat before the accident occurred. They went on searching for Sam in adverse conditions to an extent which endangered themselves and the boat.

Lessons to be Learned

Safety. To quote from the RORC Special Regulations: 'The safety of yacht and her crew is the sole and inescapable responsibility of the owner.' Nevertheless the owner or skipper having prepared his yacht (i.e., rigged lifelines) and laid down his policy (i.e., safety harnesses are to be worn) it becomes the responsibility of each crew member to conform to the rules. Familiarity, as in this sad instance, can lead one into bad habits. It can also be in moments of crisis that even the most experienced overlooks the elementary precaution of hooking on in the anxiety to help.

Guy has asked me to outline the lessons learned, hoping that they may be of use to other offshore passage-makers:

Lifelines. In bad weather and at night, always clip on before going on deck.

Lookout. If someone does go overboard at least one crewman must be detailed to keep him in sight and take a bearing before he is lost from view.

Foul screw. Always check for ropes over the side before starting the engine.

Foresheets. Don't use snap shackles — even for running down wind on passage.

Mainsail. Make up ready with reefs in, when on passage with only headsails set.

The Search. Go to windward slowly so that flying spray and motion doesn't obscure your vision too much. Be systematic and, if beating back, time your tacks so they are equally distributed each side of the last known bearing (count to 100 on each, say) the first board being half (count to 50) that of subsequent tacks. Try to make accurate assessments of drift and leeway.

Practice. The drill for recovering a man overboard should be practised to cater for the above points in both calm and bad weather conditions. Even those who believe that they know the drill thoroughly should nonetheless practice it for the benefit of themselves and their crews.

Other points regarding equipment and drills are:

Dan Buoy. Should be released on instant of man overboard.

Dye Makers. On lifejackets, Dan Buoy and lifebuoys.

Smoke Flares. As above.

Strobe Light. As above. With 24 hour battery life, a strobe light is invaluable if the search continues after dark.

These items should be stowed ready for instant release, enabling the man in the water to be kept under constant observation. ■

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LEGAL AGREEMENTS BETWEEN SKIPPER AND CREW

a new and perhaps inevitable consequence of increasing professionalism in the sport

by Russell Campbell

This article has been written to invite open discussion by all yachtsmen. Crew of a yacht in the last Sydney-Noumea yacht race were asked to sign the agreement which is reproduced below. After seeking legal advice they all refused. Would you have signed this?

The form was handed to the crew approximately two weeks before sailing date, after all air travel arrangements for crew, wives and girlfriends had been made. No mention was made when first joining the crew that this was one of the conditions to sail on the yacht.

If legal agreements such as this one, which has extracts from Articles signed by crew of commercial craft as required by the Navigation Act of 1912, come into force, will yachts then have to comply with the Act – have union crew, licensed masters and engineers, proper accommodation, load lines, etc? Pleasure yachts are exempted under the Act by the Governor General.

Yachting is looked upon as an amateur sport and it is a pity that legal agreements have to be introduced. There have, unfortunately, been deaths and injuries in Australian yachting, although I have no knowledge of any previous claims. There is the French case, and 'Apollo's' winch problem, which happened overseas.

What is the yacht owner's liability? Do you have to prove negligence on the part of the owner or any member of the crew, e.g., accidental jibe as happened on Pittwater causing the death of a crew member?

Can an owner enforce this agreement, which is outside Common Law?

Can an owner dump a crew member at an overseas port? If so, may a crew member leave the yacht at his discretion? What about local laws, repatriation?

This agreement has been prepared entirely from the owner's point of view; it presumes the owner is beyond reproach. This is not supported by recent incidents in Queensland.

Successful and enjoyable yachting depends on good leadership, a compatible, capable and competent crew – a good team. If a yacht founders and the crew are injured or lost, and if the owner (individual or proprietary limited company), skipper, watch keeper, navigator or helmsman were at fault, proven or otherwise, they could be sued and eventually made bankrupt. (If the heirs of 10 crew members sued for lost earning capacity of $100,000 each, one million dollars would not be an unrealistic amount.)

Without written agreements it has always been accepted that the crew obeyed the skipper, paid for food, paid their own return fares if not returning by the yacht and, if injured, paid their own medical bills and claimed against the medical funds. This has been the norm in most cases.

Perhaps an insurance scheme, administered by the AYF Australia-wide, could be negotiated which would protect owners, skippers and crew. No one would be allowed to participate in a race unless he was covered. Different rates would, of course, be necessary for both inshore and offshore races with perhaps a combined inshore/offshore category.

These are just a few points for consideration. In closing I wish you claim-free sailing and look forward to a discussion with constructive suggestions.

Good sailing,

– A.R. Campbell

THIS DEED made the dey of 19
BETWEEN in the State of
(hereinafter called "the Master") of the first part

AND of
(hereinafter called "the Crew Member") of the second part

WHEREAS the Master is the skipper/navigator of a sailing vessel
" " (hereinafter called "the Vessel") registered as a British Vessel at Sydney, Australia AND WHEREAS the Crew Member is desirous of being appointed a member of the crew of the Vessel for a voyage or any part thereof including all or any blue-water and other races and/or cruises for ocean going sailing yachts for which the Vessel is entered by the Master during such voyage NOW THIS DEED WITNESSETH as follows:

1. In consideration of becoming a member of the crew of the Vessel and being transported free of charge throughout the voyage and participating in competition in blue-water and other sailing racing as aforesaid the Crew Member at his request is hereby appointed a member of the crew of the Vessel upon the terms and conditions inter alia hereinafter set out (including any variations, amendments or additions thereto as may from time to time be agreed upon between the Master and the Crew Member in writing).

2. The Crew Member shall:
(a) Conduct himself in an orderly, faithful, honest and sober manner and accept the position and duties delegated to him by the Master on board the Vessel or on shore and be at all times diligent in his respective duties and obey the lawful commands of the Master or other person in command of the Vessel in place of the Master in everything relating to the Vessel and its voyage whether on board in boats or on shore;
(b) Not be guilty of conduct or a breach of discipline constituting a breach of this agreement as specified in the Schedule hereto. If the Crew Member commits or is guilty of any such offence or breach of discipline he shall at the discretion of the Master (in addition to any other civil right which the Master may have against him) be dismissed as a member of the crew of the Vessel;
(c) Contribute to food and refreshments equally with the Master and other crew members. Subject thereto the Crew Member shall not be liable for any other costs or expenses of the voyage unless otherwise mutually agreed upon between the Master and the Crew Member.

3. The Master shall:
(a) Ensure that at the date of commencement of the voyage the Vessel is seaworthy and properly fitted out for the voyage and manned by a reasonably adequate complement of crew (unless otherwise mutually agreed upon by the Master and all other crew members signified in writing);
(b) Save as aforesaid, provide and pay for the fitting out of the Vessel during the voyage or from one port to the next port of call. The Master shall be in charge of all liquor and spirits and the Crew Member shall not bring liquor or spirits onto the Vessel without permission of the Master;
(c) Maintain the Vessel in an efficient state in hull sailing gear, machinery and equipment. The Master will also furnish such nautical instruments and charts as are reasonably necessary and shall keep a log of the voyage or voyages which shall be open to the Crew Member; and
(d) Be responsible for the safe navigation of the Vessel and to be the sole judge as to whether it is reasonable or prudent to sail at any given time having regard to the state of the weather and the surrounding circumstances and also as to whether any specified anchorage is reasonably safe.

4. The home port of the Vessel shall be deemed to be and law shall be deemed to apply to the within agreement at all times and for all purposes. In the event of the Crew Member ceasing to be a member of the crew of the Vessel for whatever cause the Master shall not be liable to pay any fares or accommodation expenses of the Crew Member whatsoever or to see to his safe passage or return to the home port or place of signing on by him, but shall be entitled to put the Crew Member ashore at the nearest convenient port. The Master shall have the right to terminate the voyage or to dismiss the Crew Member as a member of the crew of the Vessel at any time without assigning any reason therefor.

5. The Master and the Crew Member do hereby for themselves, their respective heirs, executors and administrators exempt each other from all liability against death or personal injury or loss of property arising from the Act of God, the Queen's enemies, restraint of rulers, princes and people, perils of the sea, pirates, robbers, risk of lighterage to and from vessel, craft or hulk, fire, explosion, heat at any time and place, fire barratry of the Master and crew, collisions, stranding and any other acts of navigation, machinery and equipment even when occasioned by the negligence, default or error in judgment of the Master or Crew Member or otherwise howsoever they may lawfully arise whether on board the Vessel or in boats or on shore. Notwithstanding the foregoing all salvage rights (if any) to the Vessel howsoever arising shall and are hereby vested in the Master.

THE SCHEDULE

Breaches of agreement (where not otherwise therein provided);

1. Striking or assaulting any person on board or belonging to the vessel (if not otherwise dealt with according to law).

2. Bringing or having on board intoxicating liquors without the concurrence of the Master.

3. Drunkenness.

4. Insolent or contemptuous language or behaviour to the Master or other crew members or disobedience to lawful commands (if not otherwise dealt with according to law).

5. Failure or refusal without reasonable cause to proceed to sea in the vessel when ordered to do so by the Master (if not otherwise dealt with according to law).

6. Absence from duty or from the vessel without leave and without reasonable cause at the time fixed for the vessel's departure (if not otherwise dealt with according to law).

7. Absence from duty or from the vessel without leave and without reasonable cause at a time other than that fixed for the vessel's departure (if not otherwise dealt with according to law).

8. Taking on board and keeping possession of any firearms or other offensive weapons or instruments without the concurrence of the Master.

9. Taking on board of any drugs or stimulants of offensive or hazardous nature, contraband or other artifacts contrary to the wishes of the Master or in contravention of the law regulations (whether criminal or civil) of the country, state or territory or its territorial waters being visited by the Vessel. In any such case a breach hereof shall render the Crew Member liable to instant dismissal and in addition the Crew Member shall be liable to indemnify the Master from all or any liability or costs or damages arising therefrom whether authorised by the agreement or not.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and affixed their seals the day and year first hereinbefore written.

SIGNED, SEALED and DELIVERED by)
)
the said in the)
)
presence of:) ----------

SIGNED, SEALED and DELIVERED by)
)
the said)
)
in the presence of:) ----------

LEGAL AGREEMENTS:

Comment by John Harris

John Harris needs no introduction to many readers. He is a solicitor by trade, an ocean racer by avocation and a dry wit, by chance. He was aboard 'Love & War' in both of her Hobart Race victories, and he recently skippered a Tupperwear boat to a respectable second to Hughie Treharne in the ORCA match racing series.

The first thought that comes to my mind is that, generally, we needn't worry about a rash of documentation intruding into our sport. Crew members and yacht owners need not take their avaricious solicitors out sailing every weekend (just go and see them every Monday), provided the boat owner has taken the trouble to insure his boat with a reputable insurance company (stop laughing, a research team from Harvard University claims to have found distinct traces of a reputable insurance company). A reasonable 'comprehensive' marine policy covering a yacht and its equipment will also provide unlimited 'third party' cover so an injured crewman, or in the case of death, his relatives, can – provided the insurance company is solvent – sue away with reasonable prospect of actually getting some money and without unduly embarrassing anyone (except all the other owners whose premiums rise next year as a result of the verdict).

Difficulties arise where the boat is uninsured (in which case the owner deserves the writ he is about to get) or where the insurance company goes 'down the gurgle' or – and here the problem comes alive – where the owner wants to do one of the newly popular long races to Suva or Noumea and doesn't want to pay the very large additional premium. In short he decides to underwrite the risk of the yacht and its voyage himself. Recent events, such as the sinking of those two fine New Zealand yachts, prove this to be a high risk for an owner, but then I understand the additional premium is considerable.

Whilst I write as a crew member, not an owner (as far as ocean racing is concerned), still it means to me that legal agreements of the type produced by Mr. Campbell are, in the latter circumstances, most reasonable. One's first reaction is, I think, one of horror. Who wants red tape and 'the law' intruding into their sport and relaxation? That is an emotional reaction, however. The plain fact is that if a crew member is injured so seriously that it starts costing him substantial sums of money, then human nature being what it is, he is going to try and bring a lot of law into his sport very quickly and recover his loss. The nastiness may not arise where mere recovery for medical expenses – say for a broken arm – is involved, but it will where a breadwinner is killed, a young man with good actual and potential earning capacity, is rendered quadraplegic or otherwise seriously hurt so that his ability to earn is permanently impaired.

An owner would be a fool not to realise this, and it seems he has two sane choices: protect by insurance; or shift the risk back to the crew, who can, if they are so minded, insure themselves. The crew should remember they can indeed cover themselves, and this point was brought out tellingly in the excellent article on the sinking of 'Snow White' we have all read (or should have). *[Offshore – August/ September 1979]*.

Dealing paragraph by paragraph with Mr. Campbell's article.

Para. 2. No, I wouldn't have signed with only two weeks to go, largely because of emotional reaction, not reasoned argument. If I had been given the agreement early in the piece I may have well signed some (but not all) of it.

Para. 3. If legal agreements such as this come into force, it by no means follows that the compliances mentioned become involved.

Para. 4. If Graeme Freeman gets his way crewmen can look forward (cheerfully) to the death of yachting as an *amateur* sport. That, however, is irrelevant. The point is winches do blow up, people do get hurt, and if we keep trying harder it is likely to happen more often. Moreover when things go wrong, if the matter has not been previously decided by legal agreement between the parties it will be decided for them by litigation after the fact. The law regulates our activities in sailing all the time anyway; we just don't think about it.

Para. 5. As to an owner's liability? One could write a book about it, but in general terms direct analogies can be drawn with motor vehicle accidents. If the owner has been negligent then he is liable. If a tragedy has occurred but neither the owner *nor his agent* (and it's a safe bet that at the very least a watch captain would be deemed to be the owner's agent) have been negligent then the owner simply is not liable.

As far as I am aware, having once been found liable the extent of an owner's liability is unlimited. Without some research I am not certain of that, however, for there are some amazing bits of law peculiar to the sea tucked in dark corners (see for instance the strict monetary limit applied in Schlederer v. The Ship 'Red Fin' reported at (1979) 1 NSW LR Pt. 2 at p. 258. The case is interesting not only for the legal principles espoused but also for the dry manner in which a small yachting drama is dealt with: "When he (Mr. Archie Robertson) looked, he saw the 'Red Fin'

(continued on page 38)

CAPSIZE

the sinking of 'Princess' in last year's Quarter Ton Championships in Japan galvanised the case for tougher stability regulations

by K. Sasaoka*

**K. Sasaoka was the navigator aboard the yacht 'Paradise' which sunk during the Quarter Ton Cup in Japan last November*

Presentation of the following article was arranged through 'The Kazi' magazine of Japan. The original article was written by K. Sasoaka, of Osaka, Japan. English translation was by Takehiko Suzuki of 'The Kazi' International Division. It was published in English by 'Seahorse', the magazine of the RORC.

The subject typifies the case which the CYCA has been citing in submissions to the ORC, i.e. the question of the yacht which for one reason or another goes over on its side and never comes back. Whether or not the unfortunate crew are rescued in a case such as this one is, as the navigator of the yacht 'Paradise' succinctly put it, "... decided by the whim of fate."

The 'SV' of the yacht in question was such that it would not have been permitted to race in Australia under our current rules, and the sinking of this vessel contributed to the ORC's decision to tighten its 'screen'.

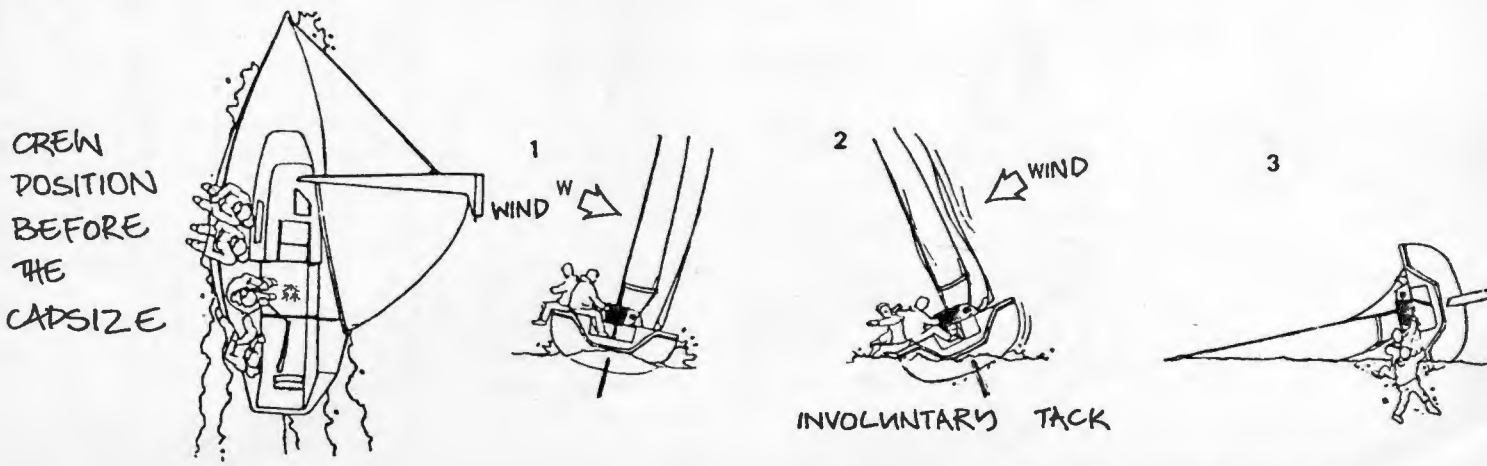
Despite our strong belief in ocean racing yachts, that they would never sink and that even when they were laid flat they would come up again just like a Daruma toy (self-righting toy), our belief was shattered with the capsize of 'Paradise'. I am not sure whether we had, at that time, something like the Devil's luck or not, but we got back alive to land, escaping the worst by drifting in a small liferaft and eventually being rescued by a cargo ship passing by. We are all grateful to the people involved in the rescue operation for saving our lives and, at the same time, we feel that it is our duty to record this traumatic experience in order that other yachtsmen may learn from our experiences.

Our quarter tonner, 'Paradise', was designed by Doug Peterson specially for the Quarter Ton Cup. She was brand new and still 'hot' when we received her from the builder. There were four Peterson quarter tonners taken from the same mould at that time and 'Paradise' went afloat in June 1978. She was fitted out, measured and tuned for racing by the end of July. In August we were shocked to hear that one of her sisterships, 'Goliath', had sunk when her internal ballast moved and this posed a serious question for us, 'Is a centreboarder safe in open sea?'. However, our anxiety was forgotten when 'Paradise' sailed well in the selection trials for the Quarter Ton Cup, especially after we had sailed the 100 and 200 mile races. We felt that our centreboarder performed with integrity, both running and closehauled.

Of course, sometimes we were in a cold sweat over the strong winds and high seas, but when we became accustomed to the conditions and began to understand our boat we found that she was well behaved if we took care with positioning of the crew weight and handling of the centreboard, particularly when sailing downwind with the spinnaker.

In the selection trials we finished third overall and we got the ticket for the World Championship to be held later in the year. By the time the Quarter Ton Cup began we had strengthened the rudder shaft and centreboard. The dimensions of 'Paradise' are:

LOA = 7.712m; LBG = 6.720m; B = 2.61m
Disp = 1367.66kg
(Ballast 500kg; Centreboard 25kg)
I = 7.848m; J = 2.614m
P = 8.496m; E = 2.884m



In a word, 'Paradise' is the sort of boat that needs a crew's continual patience and a skipper's hardest driving techniques to perform to her very best; in this way she was rather different from many other 'ordinary' quarter tonners. Compared with 'Magician', which is wide and roomy with an interior the size of a half tonner, 'Paradise' might be said to be an inhumane boat for men to sail on as she is so cramped and spartan.

In the first four races of the Quarter Ton Cup we came 19th, 4th, 17th and 10th.

In the 200 miler, at 19 45 on the second day of the race, a voice came down to me from the cockpit and asked if we should keep on the same course or not. I replied that we should and then climbed out from the cabin to join the crew, who were sitting the boat out on the side deck. As I emerged from the companionway the wind was getting stronger and stronger, above us there were black clouds and so we changed down to the No. 3 genoa (100%). At that time we were sailing well, nothing wrong with either boat or sails. Suddenly, the jib backed and threw the boat into an involuntary tack heeling her in to windward, the next moment the boat was flat on her side. In less than five minutes the boat had turned upside down, like an inverted soup bowl.

Probably all this was due to a sudden 180° wind shift, but at the time we did not really notice as it happened so quickly. We did not even feel that the boat was turning upside down. We struggled to get up from below and had to dive deep into the water to get up. When we got out we checked and found that everybody was swimming on the surface. As we climbed on to the upturned bottom of the boat I checked my watch, it was 20 00. It is strange to say it now, but we felt very disappointed about missing our chance of winning through the accident and we did not think at first of our dangerous and very serious situation.

Sinking, drifting and being rescued

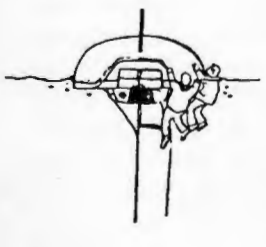
(We return to the time before we climbed onto the bottom of the boat.) When we all surfaced we shouted a few words and were ordered not to leave the boat. Climbing on the smooth and curved hull was difficult for everybody, but we finally managed it. When I got up I noticed that I had a flash light in my hand and I handed it to our skipper.

The boat seemed to have enough buoyancy for four people to sit on it. In spite of our serious situation we all felt just as if we had capsized in a dinghy racing and we were all quite self-composed. In the water below us a white light continued to glow and it gave me some strange feelings. Only two of us were wearing lifejackets, the other two were wearing no buoyancy aid of any kind which meant that without the life raft we could not possibly leave the boat. Swimming without buoyancy aid would have been impossible in these conditions.

But it was also impossible to dive and open the cockpit floor hatch to get the liferaft. As we had one flash light we tried to send SOS distress signals to some of the ships passing by, all of which turned away, for, from our low position at sea level, it was too low for anyone on watch to see our signals. Although we had several chances to send signals, no one noticed us, on top of this we feared that if a ship did pass close by she could run us down without even knowing that we had been there. From our position we could see the light of Ohshima island, probably the town of Okada. Sometimes we could also see a light from Cape Susaki, the light houses of Chiba Pref could be seen as well as the reflection in the sky of Jogashima Island's light house. The sky above us was by now clear and full of stars, even several shooting stars. Then Gokurakuji who was sitting by the rudder holding the rear edge with his hands told me that the boat seemed to be slowly sinking.

On hearing this the skipper Tanaka proposed that we might be able to turn the boat on its side as the boat took in more water and became unstable. Anyway, it seemed stupid to do nothing except wait for the boat to sink under us. We decided to try to turn the hull with all of us in the water; without the raft we had no chance of survival.

We found that the sinking boat with less buoyancy could be turned over easily, but the top of the liferaft locker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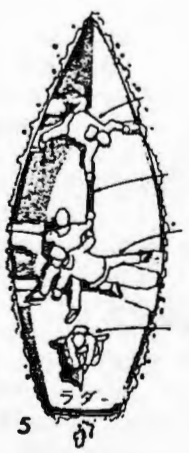
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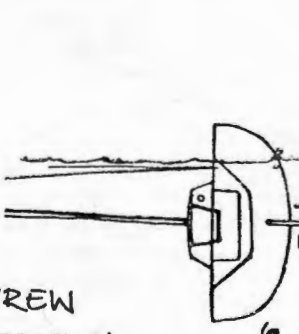

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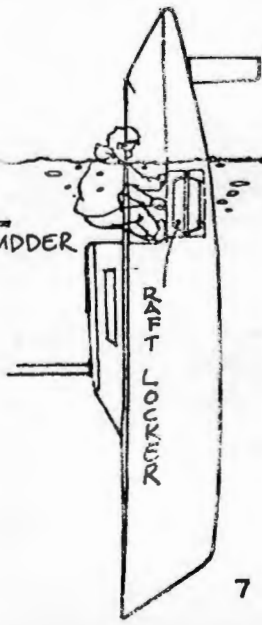
CREW POSITION AFTER THE CAPSIZE



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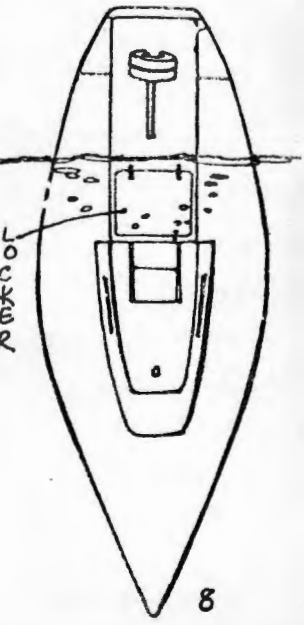

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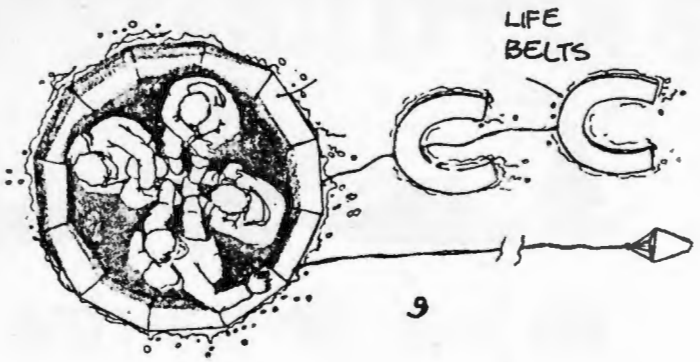

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could not be opened on account of the water pressure against it. Mori tried to open it with all his strength but had to give up. Instead he swam to the stern to take the horseshoe shaped life ring because he thought that we should need it when we had to drift after the boat had sunk. Especially the two who were not wearing life jackets. At that moment, the boat lying on her side suddenly raised her stern high in the air, pointing bow down in the water. Tanaka rushed to the cockpit and pulled hard at the top of the life raft locker.

The water pressure was probably less than before and the top of the locker opened into his hands. After the red line of the raft was pulled by someone and it inflated instantly (although upside down). We hastily clambered into the raft and disentangled the sea anchor warp from some sheets and ropes from the sinking boat, if we had not freed ourselves we would undoubtedly have been pulled down into the water as 'Paradise' went down. This took us some time as we had no knife and so we eventually untied the sea anchor from the raft. At that moment the white hull began to sink, bow first. From the stern bilge pump hole came a whistle, like the sound made by a pair of bellows, it was the sound of the air inside the boat escaping; within 10 minutes 'Paradise' was heading down to the sea bottom, some 1500 metres below us.

We had escaped by a hair's breadth! The time was 2130.

We were now able to turn the life raft the right way up. Our skipper was exhausted after the effort of wrenching free the life raft locker cover. We zipped ourselves into the raft which made it warm inside, but the motion of the raft on the waves made some of us seasick and the raft was too small for us all to sit comfortably. We checked what there was in the raft and found 18 units of food, a knife, two parachute flares, two hand flares, one oar, a bailer and a pair of bellows with which to inflate the raft when necessary, some ropes, a repair kit and packs of drinking water and a flash light with spare batteries.

The first ship that passed by I lit a hand flare, but the big cargo vessel passed on without noticing us. At 2300 we lit a flare as another ship passed, but in vain. Because of the strong wind our raft was moving to leeward, like a Portuguese man-of-war, at about 2 knots. We were going to the SE and were out of the main shipping channels so we saw very few ships passing by us.

We talked and reassured each other that the next morning the race committee would know that we were missing and then the Maritime Security Bureau and the Self Defence Navy would start searching for us. To avoid unnecessary fatigue we began a system of watches with those off watch resting. Of course it was impossible to sleep properly, but light sleep was enough to refresh us and renew energy.

November 4, 0700, we saw a cargo ship about .5 of a mile off, but we had used our hand flares by this time and all we had left were the parachute flares which were obviously very precious. We signalled the cargo ship but did not use the parachute flares as we felt that these would be more useful during the coming night if we had not been picked up by then. When we felt hungry we opened our rations, which were adequate.

Mori, who was helming when the wind shift occurred, was very unhappy and felt responsible for our position. However, I was thinking about taking a hot bath and then drinking some saki and I felt sure that we would all be rescued, by some means, sooner or later.

We were trailing two horseshoe type life rings to make us more easily visible to ships and planes. We also put the seamarker into the water from the pack and it coloured the sea water surface yellow/green which made a long coloured belt behind us as the raft moved along. Oshima Island was by now 15 miles off. We saw a cape about 15 miles off which I suppose might have been Nojima Cape or Chiba Prefecture. We were in the middle of the Black Stream, the wind direction was NNE and the two forces pushed us towards the SE. If the wind had stopped blowing we would have been able to get nearer to the north shore of Chiba Prefecture, when even if the searching aeroplanes had missed us, there would have been plenty of fishing boats about. All we could do now was wait and so I slept. I woke about noon to see the skipper Tanaka on watch waving his white oilskin jacket at a ship passing nearby, but she sailed on past . . . !

Fifteen minutes after that a loud voice called out from up above us, 'Hey!' We opened the zipper and found in front of our eyes a big ship, on the side of the hull was the name of the shipping company, Sanko Line. It was the same ship that had passed us a little while before. Above us a YS11 rescue plane was circling.

The ship that had rescued us was called

(continued on page 38)

STABILITY IN SMALL CRAFT

A Department of Transport Safety Education article

Many CYCA Members will find the following article somewhat 'basic'. It is reproduced here for the benefit of inexperienced Members who may be just embarking on their sailing careers, and it may enhance these Members' appreciation of the ensuing article by Gordon Marshall on the subject of the CYCA's investigation of yacht stability.

Any floating object is said to be stable if, when it is moved from its upright position either by wave action or any other external force, it tends to return to the upright.

When choosing a pleasure craft, it is important to consider the effects of the various design features on her stability. Some of the characteristics to be taken into account are:

Beam. Increased beam provides greater stability. However, very great beam promotes a jerky, uncomfortable motion among waves, and makes the craft more difficult to propel.

Freeboard. Higher freeboard tends to increase the craft's range of positive stability, and helps to keep solid water off the deck when at sea. Too much freeboard may make the craft cranky; that is, she will heel easily when people and other weights are moved around on board, even when she is in calm water. Also, the windage of very high freeboard makes manoeuvring at close quarters in strong winds difficult.

Positioning heavy weights low down in the craft tends to improve stability.

Draught. In a craft with deeper draught, weights can be positioned relatively lower, which tends to improve stability.

Open craft need high coamings so that the upper edge of the coaming stays out of the water to as great an angle of heel as is practical. Once water floods over the coaming, the craft ceases to have positive stability, and she will sink if she has insufficient built-in buoyancy.

Decked craft need watertight covers on all the openings which lead below. These hatches should, in all cases, be as close to the centreline of the craft as can be arranged. The cockpit should be watertight, and fitted with large drains leading overboard. Water in the cockpit can seriously reduce stability. The weight of the water in the cockpit also reduces the freeboard aft, making it easier for another wave to come on board.

Ballast. Power and sailing craft which are not designed to travel above 'hull speed' will often benefit from the fitting of solid ballast. This ballast, from the stability point of view, will be more effective when hung on the underside of the keel, than when it is stowed inside the hull. Wherever it is placed, it must be firmly secured against any possible movement. With sailing craft, the more ballast which can be carried on the keel (that is, the higher the 'ballast ratio'), the better the craft will be able to carry her sails in strong winds, with a consequent improvement in speed.

Light unballasted sailing craft are capsizable; therefore, though they are thrilling to sail, they should not be sailed far from the shore or away from potential rescurers.

Self-righting sailing craft. Yachts which have substantial ballast keels and are completely decked in will almost certainly be self-righting. Self-righting tests have been carried out on some of these craft by various yachting authorities, and the results of these tests might be available to a potential buyer of one of the boats. However, a simple but satisfactory test of stability can be carried out on the craft herself.

Stow everything in all the lockers and down below so that nothing will move when the craft is heeled. Lock the centre-plate in the 'up' position. Close the hatches. Set the mainsail and the largest headsail. With the craft head-to-wind, sheet the two sails hard in. With a line or spare halliard from the masthead, heel the craft over until the masthead touches the water. Release. The self-righting ability of the craft will immediately be evident.

Once you have chosen your craft, her 'stability' characteristics are part of her. However, there are various operating techniques which, if applied, will help to imrove her stability:

Keep the freeboard of the craft as great as possible: do not overload her.

Keep all movable weights as low in the craft as possible, and keep them stowed and, if necessary, lashed so that they cannot move or slide.

Do not allow bilge water to collect. Pump or sponge it out.

Keep the crew weights as low in the craft as possible. Do not stand up nor move about unless it is necessary for handling the craft.

Before setting off, arrange the loading so that the craft is upright, and is at her designed fore and aft trim. The stability of the craft is drastically reduced whenever she has a list, and is usually considerably reduced when she is not trimmed correctly. ■

CYCA

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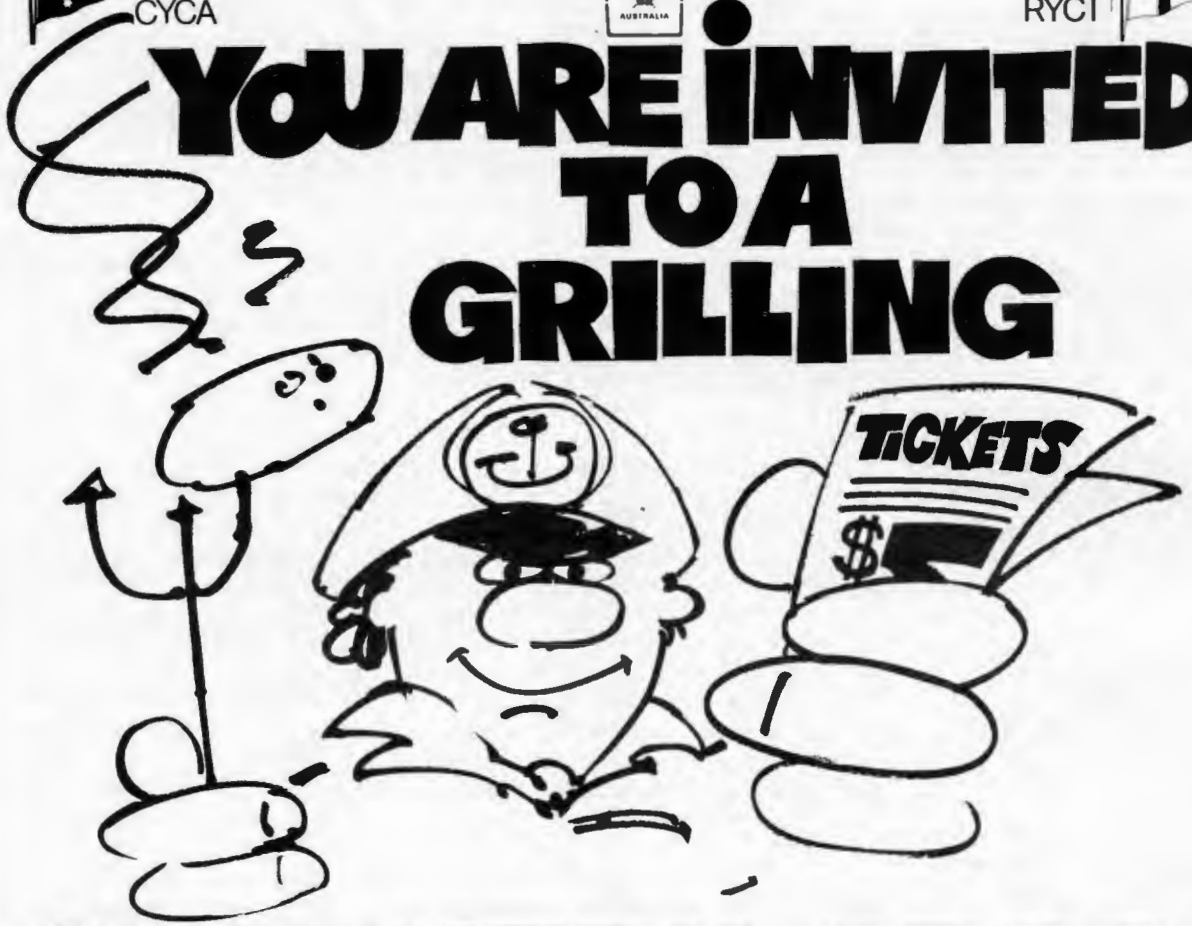

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IOR SERIES 1200 REGULATIONS

more owners this year will become involved in physical inclination tests of their yachts. Gordon Marshall explains.

MEMORANDUM TO: AYF OFFSHORE RACING COMMITTEE
SUBJECT: THE IOR 1200 SERIES REGULATIONS
FROM: GORDON MARSHALL

The following is a memorandum from the CYCA Sailing Committee to the AYF Offshore Committee sent to the latter at its request so that AYF could circulate to all Australian clubs involved in offshore racing the experience of the CYCA in conducting inclination tests. The memo has also been sent to AYF measurers.

The memo is reproduced here so that yacht owners may gain a better understanding of the need for, and principle behind, stricter controls on yacht stability.

The subject of stability requirements for yachts not holding a current IOR rating certificate will be discussed in the next issue of 'Offshore' (December-January).

The coming year of offshore racing will cause many owners, yacht club officials, and IOR measurers to become involved for the first time in the IOR requirements of the 1200 Series Regulations, 'Ultimate Stability Checks'.

Whilst this series of rules existed last year, they have been modified in such a way as will now make them more effective, and they therefore cease to be of academic interest only.

Since we have had a detailed involvement in the whole question from its inception several years ago, we feel it appropriate to pass on our understanding and experiences to those who may now be called upon to offer advice or pass judgements.

To this end I have committed my thoughts in writing as follows:

1. The 'Screen'

The Screening Test (IOR 1202) is used to give an 'indication' as to whether the yacht in question *may* have stability problems. Since the screen formula uses information previously gathered by the measurer for the calculation of a rating rather than specifically for checking stability, it is

conceded that the screen will be, at best, only a rough check. Its real purpose is to avoid the need to physically check *every* yacht for stability, and as such, serves a good purpose.

The changes to the screen formula, effective this year, will cause more yachts to be scrutinised, and these changes should be understood by all parties involved.

Briefly, the history of the situation developed as follows.

Back in late '77 the CYCA was confronted with a number of yachts of questionable stability. The Club embarked on a testing program and submitted a paper on the subject to the ORC via the AYF. The ORC in turn accepted the proposition and introduced the 1200 Series rules, but added the screen and the resulting 'SV' value, which printed out on the rating certificate under certain circumstances.

It was immediately apparent in Australia that the screen was too lenient and permitted all but a few extreme yacht designs to escape physical examination.

Because of this situation the CYCA tested more yachts and submitted a new paper to the ORC via the AYF showing the screen's deficiency. The ORC accepted the principle in the paper's arguments but only toughened the screen by half the amount recommended. At the same time it volunteered to print out the SV value on certificates in *all* cases so that we could continue monitoring its effectiveness.

Whilst this was a step in the right direction, we (in Australia) were confronted with yachts which had been tested during our researches, proving conclusively that they had failed the physical haul-down but would have escaped testing by way of the new screen even though it had been modified. It was at this point early this year that the AYF Offshore Committee ruled that the screen would be further modified for yachts racing in Australian waters. It should be noted here that this action was not in defiance of the ORC but with its knowledge and with the understanding that we would report our findings.

(continued next page)

It should be clearly understood that changes to the screen do not affect the final result when a yacht is physically tested by hauling it down. It is the physical test which is considered to be accurate, not the screen. Toughening-up the screen merely causes more yachts to be tested, and it was obvious that it was this probability which worried the ORC, considering the big fleets with which they deal.

2. The AYF Special Regulation

The AYF has promulgated a special regulation covering the foregoing, but since the semi-legal terminology which apparently becomes necessary in such a case is not easy to understand, and since a grading of self-righting ability has also been introduced it would be as well to explain as follows.

It quickly becomes obvious that if an effective screen is used many small yachts will be subjected to test, and fail. This is partially caused by the fundamental problem of 'scale'. (The wind and sea do not scale down merely because you are considering a scaled-down yacht.) Furthermore, it is an oversimplification to say, 'If a yacht cannot pass a test suitable for, say, a Sydney-Hobart Race, then it should not race at all'. (This is an attitude which was voiced during the ORC discussions.)

Many small ocean racing yachts are owned and sailed without any intention to sail in such a race, and this is a fact which came under close scrutiny by the AYF Offshore Committee. They accepted the proposition that the 'weight' test of IOR 1204.3 shall be that applying to races of the type of the Sydney-Hobart (Cat. 2) and that after taking into account such factors as closeness to ports, sailing at night vs. daylight, inherent better surveillance of fleets when sailing short races, etc., a reasonable grading of risk can be accepted. Accordingly, the 'W' resulting from the application of IOR 1204.3 was modified by factors of .812 for Cat. 3 and .625 for Cat. 4. Finally, for arduous races, such as Cat. 1 (to Suva or Noumea), a factor of 1.187 was decided upon.

Taking into account the presence of a risk grading, the AYF Rule can be explained as follows.

If a yacht's certificate carries a SV figure of less than −.25 it will not need to be tested, and will be accepted for all categories of races in Australia. If the SV lies between −.25 and zero, the yacht will be accepted as suitable for Cat. 4 races without test, but will have to undergo test before sailing in Cats. 3, 2 or 1 races.

If the SV is positive, the yacht cannot race until she has undergone test to establish the race categories for which she may be suitable.

3. Testing (IOR 1204)

Most ocean racing yachtsmen are familiar with the fact that yachts have been hauled down and tested. But until now their interest has generally

been detached, to say the least. From now on, many are destined to become much more closely involved for the following reasons.

Owners whose certificates are withheld upon revalidation are bound to take sudden close interest. Club officials cannot avoid becoming involved in light of the wording of the AYF Special Regulation which says, in part, "Determination of a yacht's SRI shall be carried out by the conducting Club . . . "

Finally, IOR measurers who up to now have led a somewhat sheltered existence buried in the technicalities of the IOR rating procedure, cannot any longer dismiss stability as a 'safety issue' administered by others. They will be called upon to witness the test hauldown to verify the resulting weight and to confirm that the test has been done in conformity with the requirements of the 1200 Series Rules. We thus have three separate groups of people who are about to become involved, and for the benefit of all three I can quote our experiences.

For owners, the initial thought of a hauldown is awesome and they will inevitably picture damage. However, this should not be the case. We have done the job on 16 yachts, many of them much stiffer than those which the screen will isolate, and not one has suffered damage. This does not suggest that care should not be taken, and the following are some fundamentals of conducting a hauldown.

Yachts of up to about half a ton (with an IOR 1204.3 'W' of up to 200 lb) can be hauled-down by hand. That is, a line is taken from the halyard at the 'I' point and led downwards to a suitable block at water level about where the 'I' point will lie when the mast is horizontal. To reduce the physical load of pulling down, it is advantageous to haul up plastic bottles containing water amounting to half of 'W' (but no more) to the 'I' point (use one or two jib halyards). The reason for the use of plastic bottles is that if the weight takes charge, the bottles will float and release their weight from the mast when they come in contact with the sea. On getting the mast to a horizontal position, smaller weights (these may now be either metallic or small water containers) are added until a 'balance' situation is achieved.

Where a yacht with 'W' greater than 200 lb is involved, it would be prudent to use a crane or wharfside jib to do the lift instead of attempting a hand-haul. The best routine in this event is to wrap two heavy nylon slings around the hull, one ahead and one aft of the keel (or centreboard case) in such a way that an end of the sling passes through a fitting on the other end, and then doubles back under the hull, returning as a single end above the hull on the side the lift is to be taken. The two ends should then be connected by a wire sling over a large turning block so that the load on each sling is equalised, the turning block being hung from the crane hook. As in the case of smaller yachts, the use of water bottles at the 'I'

point before hauling down is a good idea (but no more than one-third to half 'W'.)

Since the slings may tighten and thus tend to crush the hull in this procedure, it is advisable that some type of clamp device be used, after an initial lift from the crane has tightened the slings, so as to prevent them from tightening further. Additionally, a stout line, e.g., a jib sheet, should be attached to the sling at the turning-back fitting and taken to a winch to prevent the sling from slipping when part-way through the hoist.

A choice may need to be made as to which side of the yacht should be depressed. The criteria will probably be such a factor as the side of the engine on which the oil dipstick hole is located since it is obviously desirable that the sump should not drain into the hull. Also, a decision on batteries may be required — will the acid drain out when on her side? If so, they should be removed, and a 'like' weight substituted and secured in place.

A measurer must be in attendance at the time of the test and should satisfy himself that the yacht's ballast and tankage are as per certificate and in accord with IOR 202.2 (as when last inclined for CGF). He should also see that all of the haul-down equipment is completely slack at the time of determining balance.

He should inspect the fore and aft mooring arrangements to see that none of the restraining ropes would cause a twisting moment on the hull. To this end, the lines should be led over the side of the hull which will be close to the water when the mast is horizontal. The stern line in particular must not be led from the high side since it may cause a significant upward turning moment on the hull. Ideally, the two mooring lines should be at water level when the balance is achieved, and they should form a straight line through the fore and aft line of the yacht between the two anchoring points.

At the conclusion of the test he must collect the weights which were used, including any that were pre-hauled to 'I', and record their total weight.

It is obvious that no person should be on the yacht when the final balance is being adjusted, but it has been found advisable to have a man on board during the progress of the haul-down so that a check can be made as to whether gear has become dislodged down below, and in particular, watching for water ingress at shroud holes, etc. He should depart the yacht before balancing weights are finally adjusted.

In order to estimate the crane capacity necessary for a haul-down, it must be accepted that each case should be individually examined since hull shape determines the initial forces required to displace the yacht from its upright stance, and it must be recognised that the lever arm length of the sling around the hull is relatively short.

However, as a rough guide, it could be said that unless the rated crane capacity exceeds 40 times IOR 'W', an individual calculation for the yacht in question should be undertaken.

When a crane is used, and thus slings, it has been found necessary to use a diver. The job is not an arduous one, so aqualungs are not altogether essential; a free swimmer with a face mask will suffice. His duties can be limited to checking that the slings are not twisted, and are not fouling propeller shafts, log rotors, etc.

From the standpoint of cost, we have found that the hire of a suitable crane runs from $150 to $200 for a minimum time of four hours. In such a case, we have usually managed to arrange that three or four yachts are done in the session, and in so doing, reducing the individual cost which is borne by the owner.

Finally, please feel free to advise all interested parties to contact me, through the CYCA office, should they need advice on any particular aspect not covered in the foregoing.

— Gordon Marshall,
Rear Commodore,
Cruising Yacht Club of Australia

YACHT CHARTER ENQUIRIES

Enquiries are being received from interstate and overseas owners seeking suitable yachts to charter for the Southern Cross Series and Hitachi Sydney-Hobart Race.
Would any owner willing to charter his yacht to a responsible charterer please advise the Sailing Office.

HOBART RACE SKIPPERS

When you see a blank in the Hitachi Sydney-Hobart Yacht Race Program where the photo of an entry was supposed to be, or a photo of half a yacht, with bare poles, tied up to a jetty, doesn't it make you wonder how that skipper will ever make it to Hobart if he can't even organise a decent photograph of his own yacht?

Don't be a blank box in this year's program. If you haven't got a good shot of your yacht, get it organised *now*.

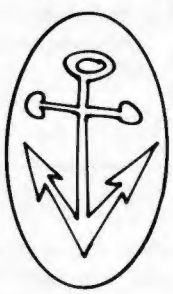
The Saga of the Navigator's Apprentice

a narrative which, like a pleasant cruise, occasionally wanders off the beaten track

The land breeze was slowly clearing the morning mists away as the young lad came on deck to greet the sun. Frank Eager, for that was his name, noted ruefully that his skipper had preceded him and was already wiping the dew from the brightwork, so that it would not be watermarked.

"Top of the morning, Frank," was his master's cheerful greeting. "It's a good day for our departure, and the tide will be sufficient by 11 o'clock." This was to be the day when young Frank and his mentor, Bill Weatherly, set off for Port Nearly in Bill's fine little ketch (named 'Weatherly' after himself). The coastal passage to Port Nearly was to be the shakedown cruise for the subsequent voyage to Distant Bay, which involved a journey out of sight of land of some 400 miles. Although Frank had achieved during his 16 years a not inconsiderable experience of sailing in dinghies and the like, this was his first chance to come to grips with the ocean proper, and his nature matching his name, he was eager to be off.

Hydrographic Office



EAST COAST

Underlined figures express, in Feet, Drying Heights above Chart Datum. All other heights are expressed in Feet above Mean Higher High Water.

For Abbreviations see Admiralty Chart WXYZ

SOUNDINGS IN FATHOMS
(Under Eleven in Fathoms and Feet)
NATURAL SCALE 1:7500
Projection – Gnomonic

Bill and Frank had retired aboard the previous day to prepare the ketch for sea, and she now rode quietly alongside Home Jetty, sails furled on the booms, sheets rove and all gear stowed ship-shape and Bristol fashion.

The night before, Bill had prepared the charts for the coastal passage to Port Nearly, with a running commentary for Frank's edification. From Home Jetty to Port Nearly, the distance totalled nearly 90 miles, of which five miles was involved clearing Home Port and 15 miles in the harbour approaches of Nearly, known as Tricky Bay.

Bill had acquired seven charts for the trip, of the most suitable scale and detail. "Notice," he explained to Frank, "that the scale of each chart varies so as to display to the mariner sufficient detail for his purposes. The first chart we shall use is named 'Approaches to Home Jetty' and covers the area from the harbour entrance to the jetty itself, a distance of five miles. For this reason it is drawn on a scale of 1:7500. Thus one mile is represented by a distance of nearly 10 inches (or 25cm), which gives a clear indication of the channels and dangers we shall encounter. The scale is such that even a craft as small as 'Weatherly' can be marked as 1/20" instead of a dot, while large ships can be marked as lines nearly 1" long. Consider a craft at anchor.

Then the scope of the cable must also be taken into account, so that when swinging to a tide, you can be certain of being clear of all the dangers.

"I notice," said Frank, "that the scale is marked in the bottom right hand corner of the chart together with a great deal more information".

"Those items of information," replied Bill, "are always collected under the title of each chart and should always be checked first when opening the chart for use. Notice the relevance of each item. First, there is the actual name of the chart, which combines a statement of the limits of the area covered, then come advices as to the scale of the chart and the units of measurement used. Those last are vital, because of the confusion that may arise between feet and fathoms, feet and metres and the like, as some charts are drawn in imperial units and some, notably the more modern, use metres."

Frank, being an observant youngster, saw that on this chart the soundings were described as being given in fathoms, under 11 in fathoms and feet, and remarked upon this.

"This used to be the most common system," was the reply, "and probably the best one. A fathom being six feet, it is memorable by being the height of a tallish man, and also the span of outstretched arms – which may have been the origin. Thus, a cast of the lead to ascertain the depth could quickly be checked on a dark night by flaking the coils at full arms' stretch, so making each turn of the coil about one fathom's length. Half a fathom reaches from the tip of the nose to the fingertips, so you can see that the old system was not without its merits for a practical man.

Bill turned from the chart table, and showed Frank how to light the spirit stove to prepare cocoa, not wishing to indulge in anything stronger before the lad. The kettle starting to murmur, he resumed. "You see, boy, a small craft today has to rely upon much the same gear and methods as our forefathers. To be sure, we have the two great advantages of echo depth sounders and radio direction finders (which I shall describe to you at another time), but both these can be put out of action just when we need them most. In fact, the information they provide can be either useless or downright misleading, if we do not have the knowledge to use it."

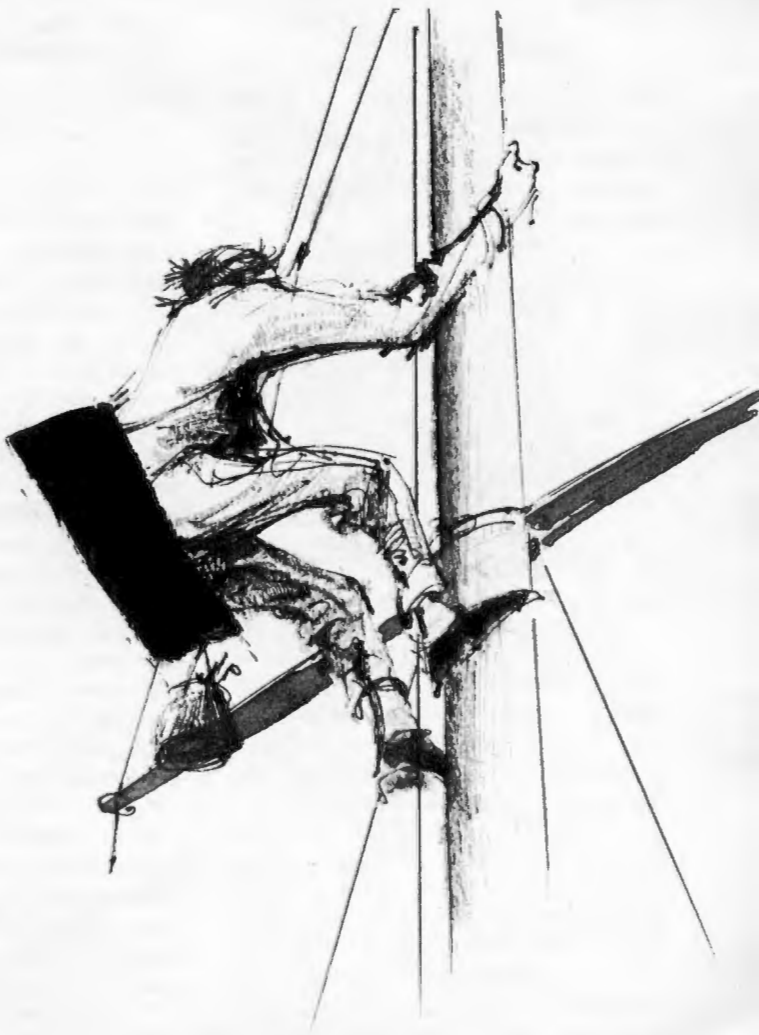
"What must be the sailor's tools, then?" queried Frank, who was much intrigued by these last few words.

"The main tools of the small boat sailor are his eyes." So saying, Bill took the boiling kettle from the stove and commenced to brew the cocoa in the English fashion, with lashings of condensed milk. "Secondly come his ears. Thirdly is common sense. Fourth is his experience and knowledge. Fifth in my estimate are the instruments of his art – his compass, sextant and charts. Sixth, conveniently, is that sixth sense of impending danger which comes to all good Captains **before** they run into an irretrievable situation."

He sipped his cocoa. "Now then, start readying for bed, young fellow, and stow your gear as I've shown you." Frank complied reluctantly, but without hesitation. His gear was quickly stowed in his bunk locker, but as he sat up in his berth, slowly sipping the stewing brew, he beseeched Bill to continue with his discourse.

"A few words more, then. The essence of my theory is simplicity, and a small-boat man who forgets this will end up in trouble. When that unpleasant substance (sea water) hits the fan it will be the chromium plated fol-de-rols that fail, together with the fool that relied upon them. Walking down the street or even driving a motor car through a city, keeping track of one's position is so simple that the act of doing it is taken for granted. Yet, I have been asked in a small boat at sea, whether this establishing of position should be a matter of habit, and even 'why'? Certainly, while an old hand may note automatically that Point Such-and-Such is abeam with Cape So-and-So four points on the bow, so that if the weather falls thick 15 minutes later he can plot his position with relative certainty, it behoves the less experienced navigator to record these facts until it becomes a habit to do so. The casual air of the experienced man should not lead you to believe that he takes his craft, by which I mean skill, casually or carelessly. On the contrary, he will

(continued on page 38)



SAFETY IS A FRAME OF MIND

ramblings of a Safety Inspector

by John Connolly

Last year I inspected a large well known yacht. All the gear was fine except it was obvious that most of it had been borrowed for the inspection . . . to be returned as soon as it was over. The owner's attitude to safety could be summed up by his answer to my suggestion that his anchors should be attached to the chain. "What for . . . you don't need anchors at sea!"

It's also obvious that with a lot of new owners coming into ocean racing a significant number of them have little idea of what some of their safety gear is for, let alone how to use it.

Often during a safety inspection we'll ask an owner to pretend a crewman has just fallen overboard and time how long it takes him to get the danbuoy into the water. The current record is 14 minutes, by which time the guy in the water had better be swimming for Tasmania.

There are three kinds of danbuoys: the ones that float, the ones that float in two halves and the most recent type, the one that goes straight down. 'Leadbuoys' are no doubt designed to find those crewmen who have fallen overboard after too many Mars Bars, Jelly Babies and who have forgotten to take the winch handles out of the pockets of their wet weather gear.

The CYCA has an enviable safety record which probably leads to complacency. It's worth remembering that this year's SORC series saw the death of two crewmen after 38 years of racing in which no sailor had ever been lost.

Both were experienced sailors. Thirty-three-year-old Tom Curtis was hit by the boom of the S&S 46, 'Obsession', when standing on the windward rail trimming a kite. Tom Curnow, 35, a professional sailor, was standing on the stern of the 46 footer, 'Pirana', when he went overboard into a 78°F sea. He was wearing a float coat but not a safety harness.

Not wearing a safety harness during an ocean race is not unusual in the States or in Australia. It's interesting to read, in the 'Sail' magazine (April 1979) report of the race, a competing crewman's comment that neither he nor other members of his crew were ever told where the safety harnesses were stowed, let alone urged . . . or even advised . . . to wear one.

Harnesses cause more 'aggro' between safety inspectors and owners than any other single item. They are expensive and it is confusing to sort out which ones meet the standard and which ones don't. But they do save lives. In the recent Sydney-Noumea race a crewman told me that the first time they went to put on their harnesses the hooks opened but didn't close and the buckles didn't work. As a result most of the crew didn't bother to use them.

Liferafts will come in for a closer look in this season's inspections. This could cause a lot of problems for owners who lock their liferafts to the deck or hide them in lockers where they take three hours to get out.

Safety inspections generally take about 45 minutes to an hour. They only take longer when the gear isn't laid out. The storm sails should be set, radio switched on, and yes, we usually do check every item in the first aid kit.

Experienced owners, who tend to get the most upset by safety inspections, forget that there are owners who aren't as experienced as they are but take just as many crew to sea and who are just as responsible, both morally and legally, for their safety.

In the relatively short time I have been a Safety Inspector I have come to realise that we are about as popular with boat owners as the proverbial pork chop.

It's understandable. Safety inspectors take time and generally make owners spend their hard earned money on gear they feel they're unlikely to ever use. But there is another side to the story. In this article I'll give that other side . . . from my point of view.

Safety inspectors aren't policemen. They're remarkably like other members of the Club . . . like a drink . . . a sail . . . a drink . . . a sail, etc., etc., and we do the job for nothing. The funny thing is, the more boats you check, the more you realise why we were invented in the first place. ■

TRACKING THE ELUSIVE CRANSE

John Dawson does some stealthy sleuthing

'Offshore' committee people have a number of times pondered this colourful character Cranse . . . who is he, what is his background, and where does he fit into the sailing scene? What enables him to make those rather cryptic but accurate comments about people and sailing in his column that appears in 'Australian Sailing' magazine?

I was commissioned to track Cranse down. Firstly, there are not any people with such a name in the telephone directory. Secondly, although my good friends, Bob and Val Ross, were as helpful as they could be in regard to his habits and whereabouts, I still have not sighted the man. Thirdly, yes, I did speak to him over the phone, and miraculously the following copy arrived via a third party. I felt that his article was a journalistic gem in itself and should not be tampered with, so Bob Cranse — This Is Your Life.

— John Dawson

Dear John,
Sorry I have been so hard to contact. I'm semi-retired these days and live up the bush, trying to finish a novel. I just get to the city once in a while to see my old friend Bob Ross and Val, who I've known from New Zealand days.

I'm 55, a retired journalist, born in Christchurch, New Zealand. Was South Island champion in the Z-class, a very popular 12-footer of those days.

Came to Australia in the 1950s, about the same time as Bob Ross although I did not meet him until we worked together on the 'Sun News Pictorial' in Melbourne. Did quite a lot of sailing on the Bay, crewing in the old 21-footers, revived for a time by Otto Meik, at the Royal St Kilda Yacht Club which is now the Royal Melbourne Yacht Squadron.

Did a Hobart in 1965 with John Jarrett in 'Athena' — a nice little steel sloop. It was a slow race in mixed weather. 'Stormvogel' took line honours that year and the Halvorsen brothers won with 'Freya' for the third time in a row.

I'll never forget watching Magnus Halvorsen on .hands and knees progressing along the deck in Constitution Dock. We used to drink at the Franklin in those days. In the small fleets everyone knew each other, and I think the atmosphere in Hobart was friendlier than it is now. John Jarrett was a great bloke to sail with. I hear he is retired now and farming.

I don't race actively any more, although I've done a couple of Lord Howe races. I'm with the Gosford Aquatic Club.

The 'Sun Pic' sent me to its New York bureau in 1966, and I was there for a number of years and covered the America's Cup in 1967 and 1970.

They brought me back to Melbourne. I got sick of the place, and like many journos began drinking too much. My health became affected, so one day I thought, 'Bugger it, I'll toss it in and go north'. My marriage had broken up soon after I got back from New York.

I joined Alcoholics Anonymous, found myself a little shack on the water at Woy Woy, and I've been up there for the past three years trying to write the great Australian novel. I like to keep in touch with Ross and with 'Sailing' and jumped at the chance to write a bit of an off-beat column for his magazine. He feeds me most of the stuff for the column and keeps me in touch with the Sydney scene. I try to avoid being seen in yacht clubs because of my drinking problem but I still get around to some of the big regattas when Ross takes me along for company. I went to Hawaii with him and Val last year and we had a great time.

I've drawn the line at Hobart, though, I'm too old to handle that scene these days.

I've no strong views on any aspect of yachting, really. I just think yachtsmen in general take themselves too seriously and should try and enjoy themselves and their sport more. That's why I try to bring them a few laughs with my column in 'Sailing'.

— Bob Cranse

SOUTHERN CROSS SPIT ROAST 1980

by Geoff Lee,
Organiser

Here we go again! This being Southern Cross Cup Year the Commodore has asked me to organise our second Spit Roast at the Lea Scout Camp in the beautiful bushland near Hobart. The event will be part of the Hobart Fiesta and will be on from 10.00 a.m. until 5.00 p.m. on New Year's Day 1980.

The organisation will be a joint effort between the Cruising Yacht Club of Australia, The Royal Yacht Club of Tasmania and the Scout Association of Australia (Tasmanian Branch).

Our first Spit Roast in 1978 attracted 1500 enthusiastic yachtsmen and their friends, which was quite remarkable considering that there were many withdrawals of yachts from the Hitachi Sydney-Hobart Race; moreover the calm weather which followed the storm meant that many yachts arrived on New Year's Eve and during New Year's Day. In fact the Games Master, Vince D'Emilio ('Rogue'), arrived on New Year's Day, had an immediate celebration on his deliverance and then proceeded to conduct the inter-crew tug-of-war which proved to be most entertaining.

The outstanding event of '78 was the 100 aside (men and women) aerial football match, which was won by 'The Rest of the World' team versus Australia, one to nil. One giant New Zealand player was overheard coaching the World Team by saying, "If you go down, be sure to take two Aussies with you".

Syd Fischer (left) and Jim Kilroy (skipper of 'Kialoa') at the 1977 Spit Roast.

Wrest Point Casino is kindly providing the food for the anticipated 2500 who will attend. The Scout Association will make the Lea Camp available, a magnificent setting 10 minutes drive from Hobart and easily accessible by car and bus. Wrest Point will also provide the barbeque pits and wood to cook the 25 butts of beef and feed the hungry hoard.

The Scouts will also provide the super-loos. Last time, one of the volunteer firemen who was on stand-by during the proceedings was seen entering a super-loo while the other five members of his team crept up, laid the loo on its side and then proceeded to roll it along the ground with the occupant screaming for mercy.

During the tug-of-war spectators were impressed by the British Team, who were performing brilliantly even though the opposition outnumbered them two to one until it was found that their anchor man had secured the rope to the front bumper bar of a parked car.

The Cascade Brewery Company are providing the liquid refreshments for the event. At our last occasion the girls who were selling tickets for jugs of beer found a small discrepancy between the tickets and the cash at the end of the day, so two very attractive ticket sellers made up the difference in a very short space of time by selling kisses.

The Navigators' Race was a fiasco, as we used green plastic garbo bags to blindfold the navigators while their skippers were to direct them with their voices. Unfortunately the bags were see-through, and 30 skippers and navigators descended on me simultaneously. Vince D'Emilio and Don Langford claimed that they must be the winners as they were the only pair underneath me when the great mass of humanity was finally separated.

The photo of the aerial football match was taken by Irwin Vidor ('Farr Out') who said that this was the last photograph taken by his camera as the teams surged over him, still clutching the camera to his chest.

Buses will depart from Constitution Dock at about 20-minute intervals from 10.30 a.m. till noon and will return from the Spit Roast to Constitution Dock from 2.00 p.m. onwards until the last bus leaving at 5.00 p.m.

Tickets will be on sale at the Cruising Yacht Club and the Royal Yacht Club of Tasmania and will be $5 per person. Admission will be by ticket only and early purchase is recommended to skippers and crews to avoid disappointment as there will be a limit due to catering requirements. Skippers, please include your Tasmanian host and his family with your party.

Events for Spit Roast '80 will include a tug-of-war with teams of 10 representing each of the Australian States, New Zealand and the Rest of the World.

Get your tickets early so that we can accurately estimate the number attending and be sure to have ample food, grog and fun. ■

Highlight will be the 100-a-side aerial football match between Australia and the rest of the world.

BIGGLES' COLUMN

(by John Brooks)

A couple of years ago in this column I was moaning about the dearth of new and competitive boats in the CYCA fleet at the start of the season and the resultant low standard of competition. Things have changed radically since then. Division 2 last year sizzled with hot competition, and the 1978/79 Blue Water Championship was dominated by this division in that the first five places in the overall season point score went to division 2 boats.

This year sees the re-emergence of a strong first division headed up by two of the victorious Admiral's Cup team in 'Impetuous' and 'Ragamuffin'. They are joined by 'Impetuous' ' sistership, 'Shogun' (Bruce Sutton), and Marshall Phillips' as yet unlaunched Laurie Davidson two tonner; both are current and potentially potent designs. These are opposed by race-tuned and proven boats such as 'Mary Muffin', 'Big Schott', 'Apollo IV' and 'Satin Sheets'.

All of them have to keep one eye over the shoulder on the older designs which, given the right conditions and favoured by a massive age allowance in some cases, can still get up and win — as happened in the opening long race of the season, the Montagu Island race. Peter Hankin ('Relentless') probably regrets the loss of 'Bumblebee IV's' mast almost as much as John Kahlbetzer; it brought 'Margaret Rintoul II' out of retirement once more and, packed with most of 'Bumblebee IV's' temporarily unemployed 'heavies', this veteran was guided to a win over 'Relentless' in this major event.

Amongst the older boats, a happy return is Arthur Byrne's 'Salacia II', immaculate as ever and sporting an age allowance even larger than 'Margaret Rintoul's'. In moderate wind conditions or better she must still be competitive, a fact proven embarrassingly often by 'Margaret Rintoul II', which as the first 'Ragamuffin' was a near sistership to 'Salacia II' before 'Rags' went through a series of modifications to her hull in the early 70s. Somewhere in between these extremes are boats like 'Love And War', 'Natelle II' and 'Patrice III', which are also capable of slipping into a win or place.

All in all the first half of this season should provide us with a top competition in first division and the strength of the racing fleet as a whole is in a happy state what with division 2 still percolating and 'Deception', 'Relentless', 'Vanguard' and 'Piccolo' still harrassing each other every inch of the course.

All this bodes well for the N.S.W. Southern Cross Cup team and, by extension, the team for the Clipper Cup in Hawaii next year, the latter series being one that is looming large in many people's minds already, such was the success of the inaugural Clipper Cup in 1978.

The racing fleet this year is as strong numerically as it is competitively, the two being by no means dependent. This highlights problems that we normally manage to live with but which already this year have proven to be insurmountable in some cases. All may be defined as shortages of one kind or another, the first one being a shortage of crews, a perennial problem at the CYCA and one which was apparently unable to complete a 30-mile event due to under-crewing.

The second shortage is money — team support funds to be precise. The Ocean Racing Club of Australia, which was responsible for Admiral's Cup Team fund raising, has done an outstanding job in raising nearly $100,000, but the total cost of the successful challenge has still not been recovered.

This is bad news for everyone, especially the racing crews, for if team costs cannot be met there will be no more teams and the first one to be suspect is the Clipper Cup team for next year. As defending champions it will be a big fizzle if Australia is not represented in Honolulu by the very best available team and not just by the ones who are able to pay their own way.

The third shortage is Race Committee staff. The idea of acting as a race official rarely enters most people's heads, but it is probably the most vital single function in the Club. The demand for more racing of all types has increased dramatically in recent years and with it the need for trained race starters and finishing line staff.

At the CYCA we are more than just a little fortunate in having the undivided attention of David Goode, without doubt the most experienced and respected starting official in the country. However, the advent of twilight racing last year showed up just how much we depend on David and his crew for this function and just how thin is the support he gets. If you are not racing regularly this year give a thought to filling in as a race starter and/or finisher for twilight racing. It is only for a couple of hours once a week and you will be trained by the top man in Australia.

The fourth shortage is not noticed at all by most people but is no less serious for that. I refer to the scandalous shortage of official CYCA VIPs and dignitaries. To begin with, we have fewer Flag Officers and Officials than other clubs, and most of ours are rarely available to attend official functions on race days as most of them are quite selfishly off taking part in races and even getting wet, leaving the Squadron and other 'Royals' dignitaries an open go at the free champagne and other goodies. It should be a matter of concern to our directors that this lack of representation at the

cocktail circuit is damaging to our reputation, and a parallel failing is the absence of an official Club VIP uniform. As the premier ocean racing club in Australia, we should have twice as much gold braid and buttons to display as anyone else.

I can just picture the sneers of the other yacht club dignitaries on the French Navy ship 'La Dieppoise' when Tony Cable showed up as a CYCA 10% VIP wearing his four-season-old topsiders, Gretel T-shirt and phony French beret. We need something for our own VIPs to wear so they can hold their heads high instead of cowering in the head. Something in blue and gold lame should do the trick.

It is very important to ensure a large attendance of VIPs or pseudo-VIPs at our free functions in order to emphasise the importance of the event, in case that is not readily apparent to anyone else, especially the racing crews. This also has the side effect of minimising the opportunities for gate crashers which are always a problem at these events, of course, gate crashers such as ordinary non-VIP Members and professional journalists. Of the two, journalists are the greater problem.

A well trained journalist can, in the course of a two-hour free cocktail party, consume a week's supply of nourishment in the form of canapes, pastries and stale sandwiches, all the while maintaining an apparently intelligent if aimless conversation. Journalists have also been known to take on a week's supply of complementary alcohol — but that is measured in terms of normal human consumption and is hardly more than an aperitiff to the average newspaper man.

One of the more accomplished journalists in this field is 'Australian Sailing' magazine's Bob Cranse whose appearance at Club functions has been known to strike terror into the heart of the most hardened catering manager.

But I digress, I am going to suggest to the House Committee that they establish a list of properly trained VIPs, dignitaries and pseudo-dignitaries in order of rank as a duty roster. This will provide a team whose attendance at official functions can be counted on — although sometimes in an emergency

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OFFSHORE SIGNALS

ORCA MATCH RACING

The Ocean Racing Club of Australia held its second annual Match Racing Series on Port Phillip Bay over three days being Friday the 21st, Saturday the 22nd and Sunday the 23rd of September, 1979. Teams from Western Australia, Tasmania, South Australia, Victoria and New South Wales were entered. Queensland apparently is in short supply of fanatical match racers.

As it was in the inaugural series, the Melbourne racing was superbly organised this time with the invaluable assistance of the Sandringham Yacht Club. (For those interested in yachting trivia we heard it alleged at the prize-giving that the Sandringham Yacht Club is the largest yacht club in the Southern Hemisphere).

There was an early disappointment for the organisers when defending champion Graeme Freeman was a late withdrawal due to his commitments with 'Bumblebee IV'. It is unarguably true that Freeman's withdrawal lowered the standard of competition. Unfortunately Freeman's crew of Peter Shipway, John Anderson and Spencer Easton was still available, and ultimately, after a lot of frantic telephone calls, a substitute helmsman was arranged.

The first day's racing was marred by exceptionally light breezes and this coupled with the yachts being used (Columbia 27s) ensured the races were held over shortened courses.

Somewhat surprisingly the first day's racing saw Bob Fraser (who had the talented and experienced Max Whitnall in his crew) bundled out. Freddy Neill of South Australia whose persistence in this form of competition has so far not been rewarded, was also an early loser.

Fraser's crew, although lacking speed on the water, lacked nothing on the ground, were back to Tullamarine and thence Sydney before Freeman's crew had even reached Melbourne.

Saturday dawned with a 12 knot nor'wester blowing, but this ultimately shifted to the southeast and died completely. Two full course sets were raced, with the first race of the day between Stevenson and Harris being the most closely fought of the series. Harris in fact won the start and led around every mark but there were only boat lengths between the crews for the whole race. This race was also noticeable for John Anderson's tactic of collapsing the spinnaker whilst running down wind to ensure that they retained the inside overlap at the leeward marks — a sound match-racing tactic but heart stopping for the less experienced and less confident crew members. Meanwhile Treharne was easily defeating Liech from Tasmania.

The Second Race saw Stevenson defeat Liech and Harris beat Treharne but only after Treharne had won the start and then lost the lead through having inferior boat speed and, in particular, by surrendering the lead after attempting a sharp luff on the second windward beat which stopped his boat dead in the water but achieved little else.

Stevenson comfortably defeated Liech and in the third set of the day. Harris again lost the start but finally defeated Liech through boat speed in a near calm, whilst Treharne won his third start and second race for the day. Treharne and Harris went forward to the finals with Cassidy and Bernie Case, the first-day winners. The day of the finals was clear and windy and the wind increased as the day wore on. Small headsails and reefed mains were the order of the day and, in the case of Cassidy and Case, broaching and blowing out spinnakers was also popular.

The final day's racing can be simply summed up. Treharne won every start and was entirely dominant on the day. It was in this final series particularly that Freeman's absence was felt.

The final was basically a 'candy from kids' operation as Treharne has had substantial experience in this form of racing whilst his competitors were very much in the novice category. Hopefully the experience will allow them to provide stiffer opposition next time around.

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Bob Holmes

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