The Magazine of The Cruising Yacht Club of Australia

OFFSHORE

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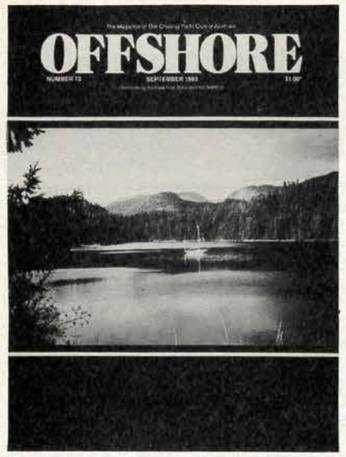

Cover:
Safari *in Von Donops Inlet, near Desolation Sound.*

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EDITOR: David Colfelt

Advertising and Editorial correspondence: The Editor, OFFSHORE, 67 Beresford Road, Rose Bay, NSW 2029. Tel. (02) 327-1152.

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Note to readers: Our continuing series, *Clipper Ship Sailing*, does not appear in this issue due to the limitations of space; it is, however, only a temporary respite for this tale of the romantic days of clipper sailing, by Robert McNeil, and the series will return next issue. – *Ed.*

OFFSHORE SIGNALS

VALE
Ken Caldecott

The Cruising Yacht Club of Australia was saddened to learn of the recent death of Ken Caldecott, who was Managing Director of Hitachi (Sales) Australia Pty. Ltd., the Company which has sponsored the Hitachi Sydney-Hobart Yacht Race since 1974.

Ken was a veteran of twenty Hobart Races himself, his first being with the late Sir Arthur Warner on *Winston Churchill*. "He was always jocular when things were going lousy," remarked E.C. 'Boy' Messenger, who sailed with him on two Hobart Races, on Rupert Murdoch's *Ilina* in 1964 and 1965.

Ken Caldecott was noted for his forthrightness in his dealings and was regarded with great affection by many who knew him at the CYCA, including many of the Officers who have dealt with him these many years over sponsorship matters. The Club was very fortunate to have had such a man in his position. From his Company's point of view, Ken will go down in history as the man who was responsible for changing the name of one of the world's great ocean racing classics to include that of Hitachi.

Ken's extraordinary vision was also responsible for having Hitachi's name associated with what will probably become Australia's leading golfing event, the Huntingdale Master Golf Tournament.

The Cruising Yacht Club of Australia extends its sympathy to Ken's family and shares with them and his Company, the Hitachi Corporation, a great sense of loss.

Letters

Loss of *Montego Bay*

47 Chester Avenue
Maroubra, 2035

There are numerous facts stated in John Brooks' article [about the Tasman Cup, *Offshore*, June-July 1983] that are false. Due to an inquest pending I can't elaborate further. However, times, numbers and positions are incorrect. After all the flak, we will write a true account of the incident.

Regards,

Chris Hatfield

Ten hours in the water

Sydney Amateur Sailing Club
Green Street, Cremorne
8 August 1983

A short note to acknowledge and thank you for you approval to reproduce in the SASC Monthly News the article "Ten hours in the water", which appeared in the July issue of *Offshore*.

One can look at this article as writing about an experience, writing to save lives in the future, or from other angles, but in my opinion, it is one of the most moving articles I have read, and I also believe it is one of the best reporting jobs ever carried out.

The article "The Tasman Cup Disaster" by John Brooks also deserves commendation.

Yours faithfully,

Victor W. Dibben
Immediate Past Commodore

Offshore one design

July 6, 1983
58, Rue de Lisbonne
75008 Paris

I am very grateful to you and to the CYCA for the benefit to receive *Offshore* which I find very interesting.

For 30 years I have been a member of the IYRU Permanent Committee and for a number of years a member of the ORC Council and Chairman of the Level Rating Rules Committee.

My Club, Cercle de la Nautique Paris, presented the One Ton Cup in the year 1899, and in 1965 I used this old trophy to start a new idea – level rating and mixture of offshore races and races around the buoys in order to have good helmsmen and crews.

Nowadays the development of yacht racing and the economic casualties are making the Ton Cup quite obsolete except ¼ Ton and ½ Ton Cup.

For a long time I have been thinking that the next step in offshore racing will be perhaps the one design.

In your February-March 1983 issue I read a letter to the Editor referring to an interview with Bob Fraser about this problem. Unfortunately I did not keep the issue with that interview and I should like to have a copy of it.

On the other hand, before trying to find a new flag for our One Ton Cup the co-operation with people in the Pacific and in America is necessary in order to find a consensus on a one design – (36 or 38 ft), fast, more seaworthy than IOR boats, nice looking, comfortable enough to make a good second-hand boat easy to sell.

It's a program difficult to drive to success, is it not?

But it would be the last step of the historical dialectic (Marx would have said!) that I started with the Ton Cup.

Yours very truly,

Jean Peytet

Army cadets also seek berths back from Hobart

31 July 1983
Corps of Staff Cadets
Royal Military College
Duntroon, ACT 2600

I am the representative of the Royal Military College Sailing Club in all offshore matters. The aims of our club are to give future officers in the Army an understanding, and hopefully a love for, the sport. Today the Army is continuing and enlarging support of the sport (particularly in offshore sailing), an example of support being the large contingent at Newport involved in the America's Cup challenge. Heading this group is Major Roger Lamb, whom you may know as the Army Offshore Sailing Representative.

To bolster the ranks of interested and participating officers (and thereby, hopefully, more Army support) we are asking skippers in the 39th Sydney-Hobart Race to accommodate any spare places on the the return journey with cadets. We will only allow cadets with some sailing experience to take part in these activities. We do have some very skilled and experienced sailors in our ranks. The crew of the winning boat in the 1981 World Tasar Championships, the 1983 North American Championships and second in the 1983 World Championships, Malcolm Jones, is in his last year at the college. We have an entire 18 ft skiff crew who are experienced and have won races against Sydney boats. There are at least six cadets who have already sailed back from Hobart at least once (I did the trip last year on *Black Magic*).

Cadets will, therefore, all have some degree of expertise. All who have expressed interest in this type of activity are eager to learn, all are very fit, and they will all do what they are told when they are told (the military tends to drum this aspect of discipline into us). I hope your members will assist us in furthering the sport at the College and in the Army as a whole.

Yours sincerely,

Stuart Walker
RMC, Duntroon

From the Offshore Racing Council

Measurement Interpretation No. 16, 13/7/83.

IOR Rig Prohibitions and restrictions (Rule 802). A number of requests for interpretation of the rules on rigging adjustment have been received. The following interpretations are issued in an attempt to clarify the position.

A. Rule 802 prohibits the use of rotating masts and mechanically bent masts or similar contrivances.

Rule 802.2 states that adjustment to standing rigging between the mast and the hull does not constitute mechanical bending of the mast. By inference the adjustment of any rigging that runs via a strut or spreader from the mast to the mast, for example jumper stays, or the adjustment of spreaders constitutes mechanical bending of spars and is therefore prohibited.

B. Rule 802.C prohibits the adjustment of any rigging whilst racing except for those stays specifically permitted in the section.

The term 'for the purposes of safety' shall be interpreted to mean an exceptional adjustment of a stay to cure a fault. It shall not be used to excuse non-compliance with the rule on the grounds that the spar is too weak to stand without frequent rigging adjustment to control its bend.

C. Rule 802.6 B prohibits the adjustment of the forestay while racing. The only exception to this rule is the special *masthead* rig specified in 802.6 D. Such a rig must comply with 802.6 D in all respects.

D. Rule 802.2 B prohibits movement of the mast step and 802.6 C prohibits rigging tension adjustment.

Where therefore there is a ram fitted that is capable of altering the location of the mast at the step the ram must be released from the heel of the mast and rendered incapable of moving the mast whilst racing.

Shims or spacers must be inserted between the moving parts of the step or between the step and the heel of the mast to fix the position of the step or heel of the mast. These shims or spacers must be securely bolted into position so as not to be easily removable; they shall not be removed or added to whilst racing, neither shall they be adjusted so as to alter the value of IG or J. They must be noted on the rating certificates.●

Marine casualty reports

Reports of Preliminary Investigations into marine casualties including loss of life on or from a ship, will now be made available to the public, the Federal Minister for Transport, Mr Peter Morris, announced recently (in the past only Court of Marine Inquiry reports have been made public). The decision is part of the current trend for more open government and freedom of information. The publishing of preliminary reports would also acquaint the maritime industry with the causes of accidents when a Court of Marine Inquiry is not held.

Section 377A of the Navigation Act of 1912 provides for the Minister to appoint persons to conduct Preliminary Investigations into marine casualties, including loss of life on or from a ship. Usually it is the Department's Marine Surveyors or Surveyors from Regional Offices who are appointed. The purpose of a Preliminary Investigation is to find out the cause of the casualty and whether any person was blameworthy and to determine what action may be necessary to prevent a similar casualty occurring again. If the cause is not sufficiently identified it may be necessary for a Court of Marine Inquiry to be convened.●

Black boxes on yachts?

FROM THE BRITISH CONSUL GENERAL. Mysteries at sea, which have involved ships and crews disappearing without trace, may soon be a thing of the past. For it is planned to equip ships of the future with a 'black box' that will record the last vital decisions taken on the bridge before an accident or disaster.

Lloyd's Register of Shipping has contracted with a British firm, Valeport Developments, of Alton, England to design and build a prototype. It will be installed later this year, and its trial is expected to last about a year. Lloyd's Register will then carry out further studies to establish the best sort of black box system for different types and sizes of ship.

Recording techniques now exist to cater for the long time scale involved in worldwide voyages of ships. Vast amounts of information can be crammed onto tiny recording tapes, and computers can be used to analyse such tapes to pinpoint the relevant part before an accident. In this way the cause of a collision or sinking can quickly be established.●

Penta Base's Barnard wins Rotary Award

Rotary International, through the Rotary Club of Gosford West, has awarded Derek Curtin Barnard, of Penta Base, Gosford (Penta Base is a privately operated coast radio service for small ships, and is well known to many CYCA members), the Paul Harris Award, one of the most important awards Rotary can give.

The Paul Harris Award is given once a year by any Rotary Club to a Rotarian who has done exceptional service to the community. In very exceptional occasions the award is given to a non-Rotarian member of the public – if there is a special reason for doing so – but this is not done lightly – only in exceptional circumstances.

The Rotary Club of Gosford West has found that, for exceptional services to yachting and boating in general, Derek Barnard, who operates Penta Base 14 hours a day, seven days a week, with his wife, Jeanine, was deserving of this distinguished honour. In making the presentation it was stressed that the award belongs equally to both of the Barnards.

Offshore congratulates Derek and Jeanine Barnard on this award, and we take the opportunity to thank both of them for their many services to CYCA Members.●

Winter Series Results

Winners

J24 Division

1. *In the Mood*	H.A. Finlay
2. *Men at Work*	I. Porter, I. Creber
3. *Traffic Jam*	J. Harris, M. Hesse

Divsion A

1. *Marloo*	G. Girdis
2. *Taurus II*	G. Lee
3. *Erica J*	G. Campbell

Division B

1. *Dancing Mouse*	R. Marshall, D. Hundt
2. *Chinese Fire Drill*	D. Herlihy, J. Hughes
3. *St Jude*	H. House

Division C

1. *Ross*	J. Hendrey
2. *Tingari*	J. Jeremy
3. *Fiction*	G.A. Blaxell

Division E

1. *Farrthing*	B. Walpole
2. *Corfu*	M. Green, A. Hancock, R. Ferrier
3. *Magic Bus II*	C. Haskard

Division F

1. *Lucinda*	Mike Goodbun
2. *Marian*	A. Martin, J. Stuart-Duff
3. *Bikki*	N. Arnott

Perpetual Trophies

Travelodge Cup

Marloo — George Girdis

Warren Evans Trophy

Petrosina — Maurice Drent

Chris Lee Trophy

Ruthless — Ruth Hill

Barlow Gibb Gift Voucher

Ross — J. Hendry

(continued on page 32)

A FLAIR FOR WINNING

The following article is a transcript of remarks by Peter Kurts at a Sportsman's Luncheon at the CYCA in June, 1983. The title of this article is ours, not Peter Kurts', for he would be too modest to speak under such a banner. He was introduced by CYCA Vice- Commodore John Brooks.

BROOKS: Good afternoon ladies and gentlemen and welcome to the eighth sportsman's luncheon.

Today's guest speaker comes from our own ranks here at the CYCA, and so this is something of a family gathering. But Peter is well known publicly as a successful property developer and for having won the Sydney-Hobart Race twice.

No one would ever suggest that a Hobart Race is easy to win, but you would get little argument in this room that probably the harder task is to win a season point score, especially the Blue Water Championship, and he has also won that twice.

Peter brings to the sport of ocean racing the same qualities he applies so successfully in business, that is, entrepreneurial flair, strong management and considerable intellect. The result is national status in two very different but equally demanding fields.

Next month he leaves for Cowes to captain the 1983 Australian Admiral's Cup team, and you may like to wish him good luck as you welcome him to the sportsman's luncheon – Peter Kurts.

KURTS: [Sings]

The working class
Can kiss my arse.
I've won an ocean race
At last.

The two interesting points of the hymn are its reference to the working class, and winning at last, both of which always fascinated Dawson and are very appropriate because our sport is played by non- working-class players. 80% of the crews are either niggers who don't work at all, or the soft-handed, nicely-spoken gentlemen in grey flannel suits. With reference to winning at last there are a great many ocean racing yachts which are lovingly built and splashed with expensive gear and which never in their whole life win a decent ocean race. So the hymn is full of subtle truths, and before we close the luncheon, if I'm reminded, we will sing it in chorus.

So that's a bit of an opener.

Talking about yachting and business, I was reading the other day a very interesting index on bankruptcy. It was one of those quizzes – answer 'yes' to four questions out of 15, you're heading for insolvency. And if you answer a special two out of the 15 and say 'yes' you're already insolvent. Time doesn't allow me to read the 15, but I've picked out a few.

The first one's touchy in this Club. It's a worry: "*Are knights a majority on the Board?*" I didn't make that up.

Anyway, I was truthful, though, when I answered "No" for our own little company.

"*Has the company made takeover bids totalling $30,000,000 or more in the last three years?*"

"No, we haven't got the $30,000,000, otherwise we would have."

HOBART MERCURY PHOTO

Peter Kurts, twice Hobart Race winner.

Three. "*Do financial writers call the chairman a 'whiz kid dynamo' or 'a breath of fresh air in a fusty old boardroom?*' "

Well, we've got a bit of a slight problem area there. So I just put in brackets "Slight problems."

"*Has the company won a gold medal in the Annual Reports Awards?*"

"No, but we keep trying. Just can't win one."

"*Does the company sponsor the Australian Ballet?*"

"No way!"

"*Has the Auditor never qualified the reports?*"

"Yes, he has not. This is a trick question."

"*Has the company recently installed a state-of-the-art computer?*"

"We keep trying. We just can't get there."

"*Does the chairman speak at more than six luncheons a year?*"

"Dangerously close."

Well, on a more serious note, and getting away from the business side of it, and being insolvent, one could make out a similar index of questions for ocean racing yachts and yachting, and call it 'Dog List.'

1. *Are half the crew close friends of the owner?*
(If you keep answering 'yes' to this, you're on the Dog List.)

2. *Does the owner's wife or girl friend have a big say in the running of the yacht?* I used to crew on a yacht, and this fellow used to bring along the most beautiful girl friend. Well, you can imagine what happened. No one watched the sails.

3. *Does the owner choose a new, unheard of but nevertheless genius, designer from Iceland?*

4. *Has the interior decoration been done by Gucci?*

5. *Has the owner decided to try out a totally unknown sailmaker from Longreach or Aramac?*

6. *Has the owner gone to a local mast-maker instead of importing a Starns mast?* (That's a subtle one.)

7. *Has the owner engaged a local boat-builder who has never previously built an ocean racing yacht?* (That's subtle too, but it's harder.)

8. *Has the owner spoke at more than six luncheons per year.* If the answer is 'Yes', you want to sell the boat.

Too many people are excellent at business but at the same time they seem to get themselves into the bankruptcy list of ocean yachting, they seem to lurch from mistake to mistake in yachting, whereas they are excellent at running a top business. They make sound business decisions, they answer 'No' to every question on the quiz, and yet when the yacht comes along this good judgement goes haywire and, worse still, they make no judgements at all.

"It is very important to ocean racing sport to see that owners are not lost to the sport. Good racing yachtsmen of this Club and others should work to see that this doesn't happen. Monied owners with good, successful yachts are very important to the game we play, and they should be encouraged and nurtured, and wisely and unselfishly advised."

Well, in business or yachting, if you're not making judgements, you should get out of either or both. It is very important to ocean racing sport to see that owners are not lost to the sport. Good racing yachtsmen of this Club and others should work to see that this doesn't happen. Monied owners with good, successful yachts are very important to the game we play, and they should be encouraged and nurtured, and wisely and unselfishly advised. They'll probably be independent types, used to success and having their own way. They'll be used to managing and not being managed. And they won't be told what to do. So our duty is to encourage them delicately and, importantly, wisely, so they and their boats reach success.

I think it is a tragedy would-be good owners leave this sport. Wealthy young owners are all-important to the ocean racing sport, and we should recognise it and encourage them as much as we can. Admiral's Cupping is also very important to the sport we play.

Every forward-thinking business has a planned approach. By experimental probing or arming like forward patrol men. [If] You haven't got that in business, you're history.

In yachting, you've got to keep up front with the competitors. Ocean racing in Australia is kept hot and up front by the challenge of the Admiral's Cup. It comes around every two years. Without that challenge of the Admiral's Cup, wealthy owners, young or old, would not be building the hot boats that compete with the world, and the business out there in front of us would be a lot flatter than it is today.

"We usually have ten or twelve totally free-enterprising individuals who own boats, and before they start, they're told 'You don't necessarily have to do well down there in Port Phillip to get chosen, and if you do well you're not necessarily going to get chosen.'

...Of recent years a team of selectors have been appointed by the AYF to arbitrarily choose a team from trialling boats. If one tried to think of a worse way to pick a team to win a cup, one would be hard put to do so.

...A straight point score system of some known laid-down formula should be stated, probably two years before the trials, so people can build knowing that if they can get the points on their board their being chosen is absolutely assured."

I'd like to give you my opinion of how the Admiral's Cup should be chosen. I've built three boats, of recent times (actually, I've built about 25 in the last 20 years) and they all had a go at the Admiral's Cup. Two of them have got to the Cup – well, one is on it's way. I'd like to give you my opinion of it, in any case.

Of recent years a team of selectors has been appointed by the AYF to arbitrarily choose a team from trialling boats. If one tried to think of a worse way to pick a team to win a cup, one would be hard put to do so. I must say now that, having been chosen this time allows me to say these things. If we hadn't been chosen I would not be able to express the viewpoint.

We usually have ten or twelve totally free-enterprising individuals who own boats, and before they start, they're told "You don't necessarily have to do well down there in Port Phillip to get chosen, and if you do well you're not necessarily going to get chosen." The only comparison as to the soul-destroying effect of this approach would be to work for the public service where real efficiency and speed is not necessarily rewarded – that's not meant to be funny – with the result that the best talents are often buried, without trace, at sea.

To you yachtsmen – may I entreat you to use your influence on the AYF to get them away from the arbitrary approach. A straight point score system of some known laid-down formula should be stated, probably two years before the trials, so people can build knowing that if they can get the points on the board, their being chosen is absolutely assured. Over a ten year period this attitude will win more cups than any other approach ever will. It will bring out the best of men, the best of boats. It is free enterprise in the raw. We don't need selectors. The best are automatically selecting themselves. We don't need Admiral's Cup selectors for business.

There is a note in my top left hand drawer that comes out when need be, that reminds me how to get the best from the participants in our business. It's murder. People should be paid not on title, not on length of service, but on their measured contribution to the company. In yachting (in Admiral's Cup terms) people should be selected not on title, not on length of service, not on lobbying, not on handsome looking boats, not on promises, but on their measured points that they obtained in the trials.

In our business we have a very, very drastic point score, a murderously drastic point score. If people are not contributing, and getting the points on the board, we put them in the down lift. If they're girls we get the boys to kiss them, and if they're boys we get the girls to kiss them, and them we push the down button.

I asked some people what they thought I should talk about that might be of interest to a luncheon party such as this. The message came through that maybe I should talk about my ideas about what makes a company successful. And Steve Kulmar said as I was drinking the only half glass of wine that I drank today, "I hope you don't talk about yachting today, Kurtsie, we want to hear about entrepreneurial business." So I set him back in his place, as usual, when I told him he was going to get a mixture of both.

Once again, I don't want to tell people how to suck eggs. However, at Peter Kurts Properties Ltd. we have a formula that we pursue. It is from a very old article by an American named Brian Halstone. He says – and we believe it, and we pursue it – there are four ingredients for a healthy, wealthy company.

Love & War.

1. *esprit de corps.* Now, *esprit de corps* – everybody who sails with me knows what I'm talking about – *esprit de corps*, because it is really associated not only as a vital point of business but an incredibly vital point of long distance ocean racing.
2. An innovative product or service.
3. A 'sense of the now'. Beautiful words: sense of the now.
4. A real understanding of cash flow – which I'll talk about later.

Esprit de corps. Australians don't have an equivalent of the French term esprit de corps. English cannot get the expression out clearly. The closest we can get to it is that it is [something] the rank and file get from the top which makes them feel that they are better than other people and that the organisation is more important than the individual. They are beautiful words – *esprit de corps*. You say it in French to a Frenchman and he'll know exactly what I've just read out, and it took me four lines to do it. Very important in ocean racing, very important in business.

If you can get that feeling through your company and business, business will pour your way. Everybody will want to be associated with your people if they have, and you have, that sense of *esprit de corps.* And they say that Patton's Third Army, in the second great war, had just such an incredible issue of *esprit de corps* that you only had to cross the lines into his army areas and you immediately knew that everybody in his army knew they were there to win, they weren't going to get beaten, and there was no way they were going to die. That is an incredible example of *esprit de corps*.

An innovative product or service – number two if you want a successful business. I hope you don't think I'm teaching you to suck eggs. No company, especially a young one (and there are a lot of young companies here in this room – I can see them, beautiful young companies) can make a go of it without being innovative. You have to be innovative. You have to try to get an unfair advantage over the opposition. In our company we try like crazy to get an advantage over the opposition. I don't mean an 'unfair ' advantage, I just mean a big advantage over the opposition – or a small advantage – something where your people can say 'We can beat them because we've got an advantage' to your client, to anybody, to yourselves.

You've got to get some edge on them. Every innovation gets stale. So you've got to restore, and re-innovate, as a vital requirement for life in business.

I have found sailmakers terribly innovative, incredibly innovative. When your sails don't work they say "just buy another bundle of them." Or they say "Well, it just doesn't look *right*," and you look up and you say "Yes" – and you've no idea, really..."Aw yes, get another one."

And they think 'well, we're running out of new stuff to sell, let's invent a 'blooper", so we've all got to have bloopers – which I'm all for, because I love the innovative.

And the only fellows who can beat the sailmakers in the sailing business are the sail cloth makers. If you want to see innovation in your business you just follow the sail ▷

cloth makers in their business, because they can produce a new material every two months without doubt, and your old one's got to be burned. Marvellous example – better than Patton's army in *esprit de corps*.

A sense of the now. Visit a company with people to whom tomorrow looks bright and attractive and you'll feel a sharp sense of urgency about everything that the company is doing. The opposite is fretting over the mirrors of the past. Instead of good ideas, sound judgements and smart decisions they die wondering. There is an example – I'm sorry he's not here – in Sydney, of a person, in my mind, who really has a sense of now. That's Zapper. If he was here I wouldn't have said that. Zapper, you're not here. Everybody who knows Zapper and knows those yachts out there – that's a better example of a sense of now than Patton's army on *esprit de corps*. He really has a sense of now. He is zapping everywhere. He can do anything, anytime, as quickly as you want it. With urgency. That's the sense of now.

An understanding of cash flow. A company probably won't stay afloat unless it understands cash flow. It strikes me that a lot of people never understand it. They think because their accountant does a profit and loss forecast for them and tells them that they're making profit, cash flow is OK. They think because they are expanding that cash flow is not a consideration.

Cash flow is the navigational system of the business. It takes in wind, tides, currents, compass deviation and variation. And you have to know where you are when you start. In business, the starting point is the net worth of the business. Get hold of the word 'net'. The net worth of the business. Very very hard at times to get that point. And you need to know just where you're going from that moment onwards if you're going to understand cash flow. It takes an extraordinary amount of managerial guts to stop a fast growing business and assemble and maintain a cash position to protect a company from doing exactly what it's time to do – expand fast. Managerial guts is the only way to do it. If you don't do it, if you don't have that guts, you are doing it because you don't understand cash flow.

Cash flow is not blood flow. A lot of business people, or would-be business people, think cash flow is blood flow. But you can get your leg cut off in life and you can get your leg cut off in business and you still live, because someone's going to grab you, tie a tourniquet around it, take you to the hospital, and you're going to live on. All you're going to do in business is lose a bit of profit – maybe lose a ton of the shareholders funds – no problem, you're going to live on. You can almost get a bullet through your lungs today and you're going to live on. They'll get you to the hospital on time, you'll have time to get there, time to get sewn up, time to get fixed up, blood is flowing on, profits are going down or up – no problem. Very very different thing to cash flow.

Cash flow is the oxygen of the business. Cash flow is like tieing a fellow's hands behind his back and suddenly putting a plastic bag over his head. Oxygen is cut off; he's dead within seconds, and that's what cash flow is all about. You have to understand it if you're going to make money out of business.

I was at a meeting the other day addressing some 300 people in Coloundra – all of the local government people – in a theatre. And I saw a young fellow sitting in front of me, sort of nodding off occasionally, yawning. Anyway, along the track I said to the people "Can everybody hear me up at the back?" because it was a big theatre. A fellow said "I can't hear you" and the little fellow down the front said "Jesus, I can hear him; I'll swap you places."

Recently I was asked to talk to a meeting of Admiral's Cup sailors about long distance ocean racing, and Peter Shipway suggested that I repeat it here. When we talk about ocean racing we do so in the comfort of the lounge room or the intoxicating warmth of the club bar. In real life it's a very different matter. You may be totally bored, in a drift, or wet and cold in a half gale, or just hammering away hour after hour in 30 knots to windward in a big seaway. Now, good long distance ocean racing men come good in those difficult circumstances, and why they come good is because they get their mind to come to grips with the reason that they are out there. And they get their fellow crewmen to come to grips with it. If you can grasp it, you'll always do well in long distance ocean racing, and further, you'll enjoy it, instead of wondering all the while 'what to hell am I doing out here?'.

What is needed is sometimes hard to do because it deals with the spirit. You can see from my talk today I'm a bit of a spirit man. There are a few rules, the main one of which is to keep telling yourself why you're out there. So I keep telling myself that I'm out there to race, not out there to get despondent or bitchy or moody, but to do my best to help win a race. You need to keep conditioning your mind to be very positive as to why you're out there – make it work for you instead of against you. Keep telling yourself why you're out there – to help win the race.

Now even if you're not a sailing man you could easily put that into the business category. You're in that business for one real purpose – to make profit. Don't let's kid yourself; you're not in it for fun. You're in a business to make profit and pay dividends. And you might have to keep telling yourself that, from day to day when it gets boring and tough.

"My advice to sailors, especially day racing experts, when they are ocean racing, is to look at each three-hour watch as if they are on a three hour race, and when they are off watch getting their mind and body ready for the next three hours. Eat properly, sleep properly, keep talking yourself up into a high morale attitude."

The general morale on a boat is very,very important. If it goes sour for some reason a boat will go badly, very quickly, and there are rules to see that it is kept at a high pitch. Nobody, including the owner or skipper, should walk around the dirty work on a boat. And the rougher it is the tougher the dirty work is. Nothing breaks down morale more quickly than a mess on a boat. And in business, it might be a different sort of mess, but it's the same. You get into a dirty business or a messy business, it's a million to one, the morale will break down. With everyone walking around it and all over it. And yet you see it happen time and again.

I know it sounds silly to think you're going to lose races because you're a messy boat; but it will lose races quickly because it drowns morale. And the feeling goes through the boat, nobody cares, and nobody's going to help, so you can all get nicked. And you've probably been in that situation.

It's like the elephant story. "Every man for himself," said the elephant, as he danced amongst the chickens.

My advice to sailors, especially day racing experts, when they are ocean racing, is to look at each three-hour watch as if they are on a three hour race, and when they are off watch getting their mind and body ready for the next three hours. Eat properly, sleep properly, keep talking yourself up into a high morale attitude. It is not so hard talking yourself into a high morale attitude, but you wont do it if you don't try to do it. I know it sounds childish, but it works. It's real Dale Carnegie stuff – it works. You mightn't want it to work, you mightn't like it to work, but it works.

"Well, people certainly say I've got the flair, but I've always found in life that just when you think you've got your flair is when you fall on your arse."

Remember what Kurtsie said: I volunteered to go on this race; and now I'm going to race, and I'm going to love it. I'm going to do all the things that are going to help, and I'm going to love it regardless of the discomfort, and I'm going to give it all that I've got. You'll really enjoy your long ocean racing a lot more if you take that spiritual attitude towards it.

I see Dick Hammond here...we had a marvellous experience, Dick Hammond and I. I raced a boat that was called *Mr Christian*, years and years ago, up to Mooloolaba, and we won that race. We got there about ten o'clock; Dick was on another boat. It's a beautiful yacht club. The lawns sweep down to the river, and there are waiters, and they just pour the champagne down onto the lawn, and the sunshine, and being a Queenslander throughout, it's just marvellous. And we really knew we won that race by a good length.

And then a little boat came in, called *Cadence*. And he didn't join us; he started getting his boat ready to go back to Sydney. I didn't understand it. Of course we were well and truly underway at the time. Anyway, I said to Dick, "I'm not too sure that we did win that race" (we didn't have calculators in those days and you had to do everything by longhand, and I'm very slow at longhand). "I've got a feeling we didn't win that race."

By this time there had been a lot of booze drunk. Hammond said "Of course you won that race." And I said,

"You have another look." So he got his

Once More Dear Friends.

hand written calculator out, and he worked it out and he said,

"No, Kurtsie, we lost that by an hour." Well now it's three o'clock – it took us so long to do that. I said,

"Well we won't tell anyone, Dick." And he said,

"No, we've got to tell the boss, we've got to tell the bloke who runs the race that we lost." So off I went, injured like a little puppy dog to tell him that we'd lost this race (if I'd been sobre I wouldn't have told him). Anyway, I said "Now listen, sport, we've lost this race; *Cadence* won it. ([The skipper of] *Cadence,* in the mean time, is still turning his boat around, putting provisions on it.) He said,

"No he didn't, you won it. Don't tell me my business."

So I went back and said "Look, Hammond, he says we won it; don't push me back there again. "Well, he [Hammond] went over, and of course Hammond was right, we had lost the race by a good hour.

In the meantime, Jimmy Mason had fixed his boat, turned it around, sailed it single handed back to Sydney. Victory. Didn't even know he'd won.

Peter Kurts concluded his prepared remarks at this time, and stood on to answer questions from the floor.

QUESTION: What do you think of our chances over in England?

KURTS: The Admiral's Cup chances? Well, I think we've got a neat little team, and I think we've got a neat little team of boats, and I think that one of the boats – *Hitchhiker* – is probably very nearly the fastest boat in the world, and I think her sistership *Bondi Tram* is very good, and I think we've got some obvious racing potential. It's a neat little team; it's a group of boats where there's no animosity. We haven't got Bond worrying about Fischer, and Fischer worrying about Bond, and all that arrangement. It's no secret – *they* know it, so I'm not talking out of school. I think the spirit of the group is probably the

"An hour is about six miles at sea, and you can see six miles at sea, just. 'If he gets out of sight, Peter, he's going to beat us but if we can see him all the way, we'll beat him.' "

best I've ever known to go away – certainly where I have been in touch.

There is a shadow over the team in that *Shockwave* was a lot faster than most of the boats in Melbourne. She had the advantage of being the biggest so she was never interfered with. So there's a bit of a shadow there. But she's only one boat.

Admiral's Cup racing is beautiful team racing. Everybody's got to do well; nobody's got to win. You don't have to have heros. So to answer your question, I think we'll do pretty good.

QUESTION: You've obviously had a lot of success in business and sailing. What do you reckon would be the most thrilling incidents in both of those, in your experience?

KURTS: Well, off the cuff, that's an interesting question. I suppose, taking business first, the most thrilling part of my life in business was battling a property company through the 1974 credit squeeze. Really, that was the thing that I hold in my heart as the most thrilling thing that I have achieved. I know it's in the past, and I've got to look forward, and I am looking forward; there will be another one, and I'll win that battle too.

I can remember those days terribly vividly. I can remember when the Taxation Department, right in the middle of the squeeze, when you couldn't get a razoo out of a rock, the Taxation Department came down and knocked on the door and said "What about a million?" And that was 1974 when a million was a million! And I said,

"Well, look, mate, we've got it here, but you're not getting it." And he went back and spoke to his board, and then we got a whammie: pay up or else. So I thought, well, this is crazy; this has got to be crazy to pay up. I mean, surely anyone with his brains would leave you with a million so you can make another million and pay later – pay a million and a half. So I went down and saw the Commissioner, and I said "What about it?" And he said,

"Well, you pay up." Then I really got on my steed, and I went up and I saw a fellow who's now called Jack Edgerton (he's now called Sir Jack Edgerton). He was a big, fat, portly fellow in the Works Dept. or the Labour and Industries Dept., in a horrible building up on the hill. And I pounded up to him and I said,

"Look, Jack, this damn Taxation Dept. is threatening us that if we don't pay that million that we've got, they're going to send us insolvent. That's madness; if we pay it we're going to go insolvent anyway. I'm going to sack everyone on the staff – carpenters, labourers, plumbers, the whole lot. And Jack said,

"Jesus, we can't let that happen; I'll ring Gough." It's an absolute fact. He picked up the phone and he dialled, and he says,

"That you, Gough?" I didn't know what...that's a fact.

Anyway, we didn't pay the million.

As far as the other part of the question, the most thrilling thing in yachting; well, it wasn't winning those two Hobart Races. But it was in part something to do with those two Hobart Races. Because I beat a fellow both times, the same bloke both times – he got second – and his name's Frizzle. You all know him – and I love Frizzle, and I admire him; I think he's a great sailor and a great fellow, and I just love him; and I love beating him. And he had a better boat that year than *Love & War*. He had a boat called *Bumblebee* – a beautiful boat. They beat us off the Heads, they beat us everywhere. And down off Maria Island, I was sound asleep in my bunk, snoring away, and down came a fellow called Johnnie Munson – lovely fellow, lovely sailor. "Wake up, Kurtsie. Wake up" Johnny Munson says. I wake up. He says "Guess where they are?" I said,

"Guess where who is?"

"Guess where *they* are? They're behind us." And he's pointing north, and they were caught here in a no wind area just underneath the island. So that was a great thrill, I still wake up remembering Johnny Munson. Well, he's good looking. I mean he's no dog.

And the second time was a similar situation. He was on *Rintoul – Margaret Rintoul* – beautiful boat, marvellous boat. And I said to Peter Shipway before we started, "He's got to beat us by an hour or more." An hour is about six miles at sea, and you can see six miles at sea, just. "If he gets out of sight, Peter, he's going to beat us but if we can see him all the way, we'll beat him." And that's what happened. He got out of sight; came back into sight; got out of sight; came back into sight. The last of those ups and downs was after we rounded Tasman Island, and Shipway came down and said,

"Kurtsie, wake up. I can see him!" That was a great thrill. Those two 'wake ups' were a great thrill.

"I will build another boat before I'm too much older. I certainly wouldn't want to build one if I was a lot older."

QUESTION: *Love & War* and *Once More* are two different boats altogether. How did you adapt from one to another?

KURTS: I have never adapted. It's just impossible to adapt. It wouldn't be if I was ten years younger, I think. I love the little boats. It's a real fun boat, and a beautiful little skooter. But I'd say, basically speaking, I haven't a doubt. I've got to get from one side of the boat to the other, and in that bunk when I'm sound asleep, it's a terrible effort for me to get out, and I see the young blokes – they beat me every time. So the answer is I haven't really adapted. But I love the little boats. Wonderful. And it's been great fun.

QUESTION: What's the next boat, Peter? You planning one?

KURTS: I'm not planning one, but I certainly wouldn't put it out of my mind. I was at a Hobart prizegiving once. It was one where everybody spoke. If you got fifth you spoke; if you got eighth you spoke. Now it's only first up. There was a fellow there who got a third – years ago. He was a Victorian, and he was ▷

"If you haven't got your timing right on real estate you should never, ever buy it. And you've got to buy at the bottom, or near the bottom."

terribly pleased that he'd won on two counts: first, that the boat was a Victorian boat – it was the first time a Victorian boat had ever got a place in a Hobart Race; and secondly, he was 66 years old. Well, I was about 45 or 48 at the time. I thought to myself, like younger people did, 'What to hell's that got to do with what you're talking about – being 66,' but I know now. He's a hero.

So the answer to your question is, I think, I probably will build another boat. I haven't got one planned. If I can keep my health and my vitality, which I will do, I will build another boat before I'm too much older. I certainly wouldn't want to build one if I was a lot older.

QUESTION: You've obviously been through quite a lot of hard times. Right at the moment people feel we've got pretty hard times. How do think the economy is going to pull out of it? You've probably got more flair for that kind of thing than a lot of people.

KURTS: Well, people certainly say I've got the flair, but I've always found in life that just when you think you've got your flair is when you fall on your arse. So you've got to watch that a bit. But to answer your question (I take it's a serious question) I'd say the economy will turn here in a year's time. I think it's bottomed (in my State – I can only talk about my State), I think it will turn, and I think you should buy some real estate [laughter]. Well, it's an interesting thing about real estate; people think I'm joking when I say that, but if you haven't got your timing right on real estate you should never, ever buy it. And you've got to buy at the bottom, or near the bottom. You can never pick the bottom – crazy if you try. It's near the bottom now. It's running along the bottom, If you're going to buy, buy now.

"When the newspapers are telling you it's a boom in real estate, you say 'God, let's get into it'. Absolutely fatal. Totally fatal. The very time you've got to get out..."

What most people do, they do what everyone else does. When the newspapers are telling you it's a boom in real estate, you say 'God, let's get into it'. Absolutely fatal. Totally fatal. The very time you've got to get out.

QUESTION: You mean the press is six or eight months behind the time?

KURTS: No, the press report what people are talking and saying and doing. They're not predictors; they're not taught to be. People tell them there's a boom. People buy in a boom. When they say there's a boom, it just builds on itself – on a lot of 'baloney'. I say to a surveyor 'There's a boom'; he mightn't know; he says 'Jesus, there's a boom' and he tells the engineer there's a boom. A boom is sort of a self-generating thing.

"...in real estate...when you've got to buy is...near the bottom, when everybody says 'Real estate stinks'...And when you've got to sell is when everybody says it's booming...

And in real estate, the real sign that you've got to buy is [when things are] near the bottom, when everybody says 'Real estate stinks'. And when you've got to sell is when everybody says it's booming.

It's written in the history books; it's nothing new, just that every generation has to learn it. When people are buying buying not to *use* real estate, either to live in or as a fair dinkum investment, that's the time to sell – because it will foul up for sure.

BROOKS: I guess there's one more skill that Peter Kurts has that we didn't know about, and that's public speaking.□

BIGGLES' COLUMN

by John Brooks

Recently a television programme was moaning self- righteously about the public cost incurred by search and rescue operations involving weekend sailors and other boating folk. Usually such a commentary would lack credibility due to the inherently shallow nature of their format and content, but the producer was touching, however lightly, on a very valid point. Search and rescue is getting very expensive, both in the cost of a single operation and in the number of operations mounted.

Why this otherwise esoteric subject demands our attention as yachties lies in the fact that when authorities start incurring significant expense because of non-government business, they tend to make it government business. That is, they regulate it. Most of us find it difficult to imagine government regulation applied to yacht racing but know instinctively that we would not like it. Draconian laws, the sole purpose of which, so we might imagine, would be to discourage us from going to see and all, would end the sport as we now know it.

Happily the real situation is still far from that forbidding prospect. State and federal authorities have demonstrated a belief in the ability of yacht racing men and women to govern themselves effectively. Additionally, the CYCA enjoys a relationship of mutual respect with maritime authorities in NSW, especially the Water Police. That relationship can only be maintained if we, both as individuals and as a Club, continue to earn that respect on the water.

The CYCA's ocean racing safety philosophy presupposes a fair degree of seamanship on the part of all our skippers and crews and the framework of race and safety regulations is the result of decades of offshore experience in the Tasman and elsewhere, and measured response to the effects of new developments. Hence, while it might appear that the club's reaction to the disaster of April 15th has been low key, the modified regulations (see elsewhere this issue) resulting from the investigation which followed will have far reaching effects on the racing fleet well beyond that of Category 3 and Category 4 racing.

In particular, the more stringent self-righting regulation means that any boat not passing the IOR 'SV' screen cannot now become eligible for Category 3 races by passing the physical 'pull down' test. That is, they will be either doomed to remain day racers or have to race with another yacht club. The latter option may only be short lived if the AYF adopts the new CYCA regulations, something it does tend to do where major ocean racing initiatives are concerned. Thus, what appears at first to be but minor modification to existing CYCA rules is in fact major alteration in concept.

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A Sydney-Tahiti race has been abandoned in the planning stage by the Sailing Committee, mainly due to adverse weather patterns common at the only time of the year that it was practical to run the 3500 nm event. These long range races are very popular amongst the Europeans who seem to be ever off on round-the-world jaunts or solo trans-Atlantics or similar. They build many specially designed yachts for this longer type of race and seem to revel in the concept of spending months at sea under regular racing conditions.

This delight, it seems, is not generally shared by Australian ocean racers if the dearth of entries for the 1982 Sydney-Rio Race was any indication. After much effort we managed to scrape together four starters and even most of those were only convinced after the sponsor offered to spend large lumps on refits before and after the event.

Another limiting factor lies in the lack of suitable yachts. Few racing boats in Australia are designed with the thought of long range racing in mind and anything more than a few weeks continually at sea would strain the crew accommodation and storage capacities of most of our better known racing boats. Nor do we have experienced crews with sufficient time on their hands to make up a racing fleet that could spend months out of the country in the style of the Whitbread, for instance.

Nor do we luxuriate in the eager attentions of sponsors with huge European markets to justify the six-figure numbers that they spend backing a single yacht and its crew in one race. Should that happy situation ever arise out here, the word would hurtle around the yacht club bars at the speed of light and the boat building industry would be reborn overnight.

In the meantime our longest races consist of those to the neighbouring South Pacific island groups where the combined attractions of escaping the southern winter and cruising in a more or less unspoiled part of the world attracts many ocean racers to off-season passage races. The Sydney-Noumea, for instance, featured 59 starters this year and indications are that the Sydney-Vanuatu event next year will attract a similar fleet.

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With the British confirmed starters for the Southern Cross Cup this year, Hong Kong has declared its intention of sending two teams, and in Cowes during Admiral's Cup week, the Germans were said to be interested in making up a team which would be their first entry in the SCC. New Zealand will enter at least one and possibly two teams, and the big news still unconfirmed is that the maxis might be back, *Nirvana* for one and possibly *Condor II*. If they both decide to come you can bet *Kialoa* won't be far behind.□

SAFARI IN THE PACIFIC NORTHWEST

by John Hamilton, Jean Taylor

Safari is a wooden 37′ Tasman Seabird sloop, designed by Alan Payne and built by Clem Masters in Brisbane in 1960. The sail through the Pacific Northwest of North America was part of a two year cruise across the Pacific, which also took us to New Zealand, French Polynesia, Hawaii, Raratonga and Tonga.

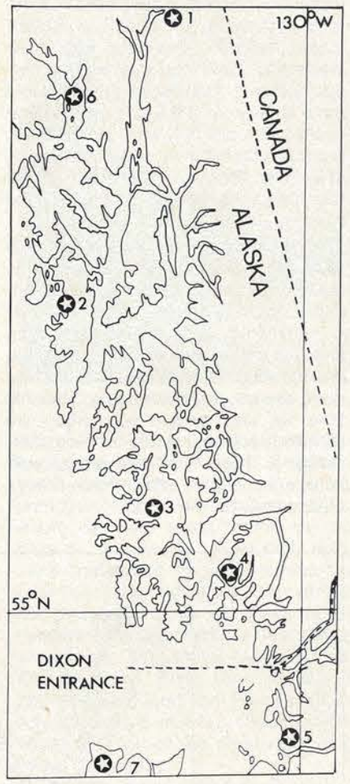
We left Hilo, Hawaii on the 16th June 1981, bound for Ketchikan, Southeast Alaska, 55°N. For the first six days of our passage we romped along, close reaching in the NE trades, with a best day's run of 174 miles. We planned to skirt the area of very light winds associated with the North Pacific High; however this system suddenly shifted westwards, and we found ourselves in it for a few days of very slow sailing, and it was a struggle to make 26 miles one day.

We eventually left the high to run into dense fog and sailed in this murky stuff for five days. At times visibility was down to less than 100 yards, and as we were crossing busy shipping lanes, it was necessary to spend our watches on deck, which in these conditions was wet, cold and tiring—ocean passages can be great fun!

Finally the fog cleared with an arctic blast, but it was great to be able to get a couple of good sun sights to confirm our position. It was our fifteenth day out, and we were 800 miles from Ketchikan, well into the westerlies with overcast and cold weather–real brass monkey stuff. Jeannie's feminine shape vanished beneath long woollen underwear, skivvy, two jumpers, windjacket with hood, woolen pants, overpants, two pairs of woolen socks and boots, not to forget mittens and beanies. We seemed to roll along the deck rather than walk.

We had been told that if we wanted to cruise Alaska, to go to Anchorage, Seward, or Sitka, but not to Ketchikan. The reason for these warnings was neither the hostility of the natives nor the number of tourists, but rather the rainfall—160″ per annum. In fact, the locals seemed rather proud of this in a perverse way, and the yacht club emblem featured a rainbird in gum boots holding an umbrella over his head.

We sighted much more traffic than on our other passages, and one evening a large container ship, the *President McKinley*, brightened our happy hour by diverting from her course to give us a wave.



Southeast Alaska: *(1) Skagway; (2) Sitka; (3) Prince of Wales Island; (4) Ketchikan (5) Prince Rupert; (6) Glacier Bay; (7) Queen Charlotte Islands.*

Two days out the clouds cleared to give us beautiful sunny days—even dispensed with a jumper—and with the wind in the right quarter *Safari* romped along. During our last evening at sea the wind freshened, and with low cloud and showers the visibility deteriorated. We reduced sail and at midnight hove to, not wishing to close the coast until daylight in these conditions. At 0200 we picked Langara light on the northern end of Queen Charlotte Islands. At 0400, in the pre-dawn light, we headed in, passing the light at 0515 and shortly after changed course to cross Dixon Entrance to Alaska, 45 miles away.

As the day progressed the cloud cleared, visibility improved, and we were presented with the most magnificent views of the pine covered hills and mountains of Alaska, backed by the heavily snow clad mountains of the Canadian interior.

The wind died, and we motored the last 10 miles to Gardiners Inlet, a delightful landlocked anchorage. After much searching we dropped a pick in a 50′ shallow spot and gratefully sank into the cockpit to enjoy our drinks, the sun and the fragrance of the pines. We had crossed the 2,600 miles in 23 days. The next morning, the 11th of July, we sailed the last 40 miles to Ketchikan, to formally enter Alaska.

We had been told that if we wanted to cruise Alaska, to go to Anchorage, Seward, or Sitka, but not to Ketchikan. The reason for these warnings was neither the hostility of the natives

Lemmons Inlet, Vancouver Island.

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nor the number of tourists, but rather the rainfall—160″ per annum. In fact, the locals seemed rather proud of this in a perverse way, and the yacht club emblem featured a rainbird in gum boots holding an umbrella over his head. Fortunately for us the sun (almost) always shines on *Safari* and in the month we spent in the area, we had only three days of rain.

A totem pole in the deserted indian village of Mamalilaculla.

The popular T-shirt around town declares "Alaska—home of the individual and other endangered species", and we certainly met some characters. We can vouch for the fact that some of the locals howl to the full moon, although we must admit that the fishing fleet was in, and we were moored just down from the Shamrock Bar where the naked ladies dance.

Safari was almost swamped with hospitality. We received invitations to breakfast, lunch and dinner, were given crabs, fish and local delicacies such as smoked salmon and kelp pickles and were taken for drives and walks. We also met many interesting people on the marina and one night had on board an American single-hander who had just completed a 51 day passage from Hawaii, two French blokes in after a 40 day passage from the Marquesas, and a brother and sister who had arrived in a 16′ open dory, after taking six weeks to row 700 miles from Washington State.

As the summer was already half over, we didn't have time to travel further north in *Safari*, so we abandoned her and caught an Alaska State Ferry to Skagway at the end of the inside channels. SE Alaska is a 250 mile-long, narrow, mountainous strip of mainland protected from the sea by many islands which form a maze of relatively secure waterways. The four days spent on the ferry enabled us to 'cruise' in comfort these northern channels with their mountains, swift currents and numerous glaciers. With hindsight we would have entered at Sitka, the old Russian capital. It is not only very picturesque, but would have put us within easy reach of Glacier Bay, a national monument famous for its wildlife, particularly the whales, and for its many glaciers.

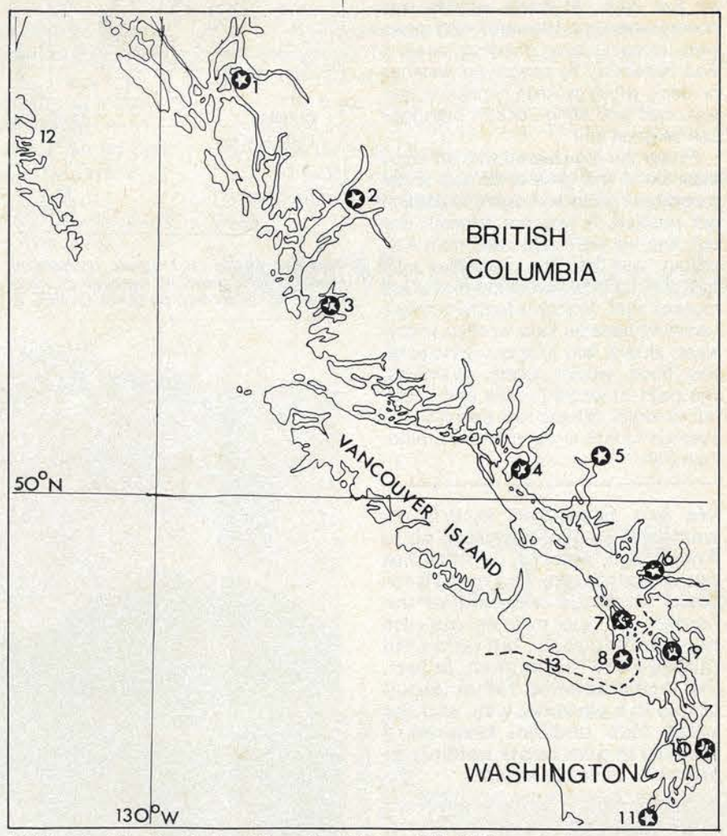
Back in Ketchikan we stocked with fresh provisions and sailed off to explore Prince of Wales Island. We anchored in many beautiful coves and had a marvellous time fishing, collecting shellfish and berries and observing the prolific wildlife—eagles, seals, otters, deer, whales, and black bears. The only time we saw people was when we stumbled across isolated families, handlogging. They were marvellous self-sufficient people, who were always pleased to see new faces.

On the way south to Canada we detoured to visit the Misty Fiords, a newly declared national monument and wilderness study area. The fiords, said to be the most magnificent in Alaska, weren't misty when we saw them and were well worth the visit.

Our last anchorage in Alaska, Foggy Bay, was beautiful but lived up to its name as we groped our way through the fog towards British Columbia the next morning.

We sailed through the numerous fishing boats in Chatham Sound and into Venn Channel, the very beautiful back door to Prince Rupert, where we registered our arrival in Canada on the 10th of August. Here for the first and only time *Safari* was searched by customs—perhaps we should have trimmed John's beard earlier.

We had a choice of routes from here to Vancouver. The first was the outside route, which would have been quicker but involved lumpy water and carried the constant threat of fog. The second, which we chose, was the inside route, slower but smoother, with spectacular scenery and numerous snug anchorages.



British Columbia – Washington: *Bishops Bay; (2) Ocean Falls; (3) Rivers Inlet; (4) Desolation Sound; (5) Princess Louisa Inlet; (6) Vancouver; (7) Gulf Islands; (8) Victoria; (9) San Juan Islands; (10) Seattle; (11) Olympia; (12) Queen Charlotte Islands; (13) Straits of Juan de Fuca.*

The anchorages, although safe, were usually very deep, and on several occasions we anchored on narrow ledges with *Safari*'s stern tied to a convenient tree. Because of the mountainous topography, the wind blows up or down the channels and we were very fortunate in the first two weeks to have northerly winds which enabled us to sail free.

In this mountainous region, the waterways take the place of roads and railways
as thoroughfares for commercial traffic. Summer is the period of greatest activity for the very large fishing fleet chasing salmon and herring, and the tugs towing barge trains or log booms. Twenty-three cruise liners ply the main channels, and these would occasionally change course to come close to us, which no doubt pleased the passengers but was not appreciated by us. Float planes are used in place of cars, and during thick weather these navigated by flying along the channels at masthead height, which was very disconcerting.

We didn't sail at night as there were anchorages every few miles and also because of the number of floating logs. These logs are difficult to see, particularly the 'deadheads' which float vertically, only breaking the surface at intervals. We actually saw a whole tree in Dixon Entrance.

We cruised to many unfrequented areas and we have kaleidoscopic memories of this period—for example, Lowe Inlet, where we anchored in 17 fathoms directly in front of a waterfall, with salmon leaping up it to the lakes beyond...

The tidal range and consequently large tidal currents need to be considered when navigating the passages. In certain very narrow channels tidal rapids occur, and some of these may reach 16 knots at springs. These rapids must be transited close to slack water, which in some cases may be as short as six minutes. Even at slack they were quite impressive sights to see, the water swirling and surging, and names such as Whirpool Rapids, Surge Narrows and Peril Straits didn't exactly inspire one with confidence.

Locals we met advised us to visit passages away from the main drag. We cruised to many unfrequented areas and we have kaleidoscopic memories of this period—for example, Lowe Inlet, where we anchored in 17 fathoms directly in front of a waterfall, with salmon leaping up it to the lakes beyond; Bishops Bay, with its terrific hot springs; the grandeur of Kurock Inlet; Ocean Falls, where we were taken fishing for two days by one family, given crab pots, lures and advice by local commercial fishermen and taken up one of the nearby salmon spawning rivers by the resident fisheries officer, a fascinating experience; Bella Bella, Curlew Cove, Wigram Cove, Echo Bay...the list of places visited and the hospitality received goes on and on. These experiences are one of the most rewarding facets of cruising.

The locks, Lake Union, Seattle. The Friday afternoon escape from the city.

We had many anchorages to ourselves, but most showed some evidence of past human occupation, usually logging or fishing, but occasionally farming or mining. Lovely Rivers Inlet, just north of Vancouver Island, had seventeen canneries marked on the chart, none of which now operate, although large buildings remain on three or four sites. The population boom in this area was in the 1930s, and there has been an almost continuous population drain ever since.

Leaves turning to gold and the plaintive honking of Canada geese migrating south served as further notice of winter's approach, and we would sometimes wake to find a peppering of fresh snow on the mountains surrounding our anchorages.

We rounded Cape Caution into the lee of Vancouver Island on 9th September in the wake of the first autumn gale. In this part of the world the transition from summer to winter is very abrupt and the periods of fine weather now grew shorter, while the frequency of gales increased. This didn't greatly inconvenience us as we had no set timetable and always found a secure anchorage to sit out the bad weather.

Leaves turning to gold and the plaintive honking of Canada geese migrating south served as further notice of winter's approach, and we would sometimes wake to find a peppering of fresh snow on the mountains surrounding our anchorages.

Most varieties of berries had now gone, but we often found blackberries and on the odd occasion discovered abandoned orchards, resulting in more than one apple pie. The fish continued to commit suicide on our lines, and the oysters, shellfish and crabs were abundant, so living continued to be good. We came across the remains of many deserted indian villages, all in extremely beautiful settings, but at only one, Mamalilaculla, were the totem poles still standing. Indian burial islands were also common and in some cases still used.

We visited a number of marine parks behind Vancouver Island, and three in particular stand out. The Octopus Islands Park was situated between two sets of tidal rapids and consisted of several small islands which provided well protected anchorages. Fish were plentiful, and there were many pleasant walks in the vicinity. Princess Louisa Inlet was at the end of Jervis Inlet, a fiord which penetrated 35 miles into the coastal ranges. The inlet, which is entered through Malibu tidal rapids, was four miles long, surrounded by 5,000-8,000 foot mountains and had many waterfalls cascading down the sheer walls. Although it was the Canadian Thanksgiving long weekend, we had ▷

the company of only one other boat, which stayed for just one night. The increasing cost of fuel in North America is curtailing some boating activities.

The entrance to Smugglers Cove Marine Park was very narrow, but opened into a series of lagoon like anchorages. We were confined here by fog, but, fortunately, a family of deer, who came to lick the salt off the rocks each day, and the inquisitive seals provided fascinating company.

Desolation Sound, 100 miles north of Vancouver, was the mecca for cruising boats in the Pacific Northwest. We arrived in early October, but as the sailing season occurs between mid May and early September, we found it virtually deserted and were able to enjoy it without the crowds.

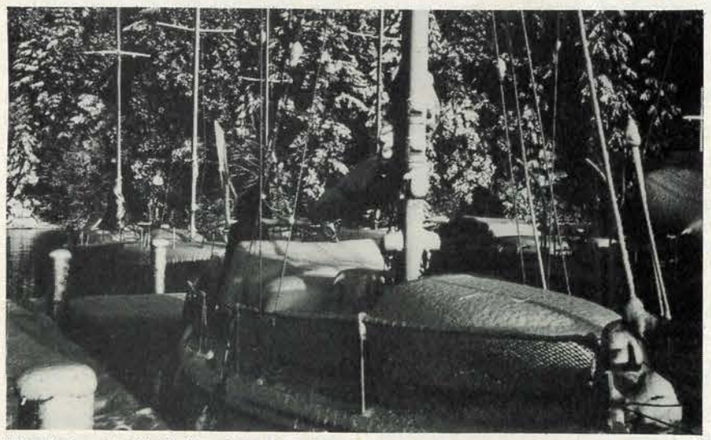
We slowly continued our way to Vancouver, to arrive at the end of October and obtain temporary but expensive moorage at the Royal Vancouver Yacht Club. The floats in Coal Harbour were only a 15 minute stroll from the centre of the city and were adjacent to beautiful Stanley Park, 1000 acres of bushland and gardens full of squirrels and waterfowl. One of the people we met at the RVYC was Chris Christensen, who had fond memories of the CYCA dating back to the times he had delivered Canadian Yachts for the Hobart Race. We had friends in Vancouver who loaned us their spare car, which enabled us to see some of the hinterland with its delightful autumn colours.

In common with most large cities, long term mooring is difficult to obtain, so we sailed across the Straits of Georgia to Vancouver Island where we obtained a marina berth in Canoe Cove, about 20 miles north of Victoria. This was only a few minute's walk from the transport terminus for buses and ferries to Victoria and Vancouver and also within easy reach of the cruising grounds of the American San Juan and the Canadian Gulf Islands.

Once we had settled the problem of winter quarters, we decided on a short cruise to the San Juan group. The islands, in the rain shadow of the Olympic Mountains, are relatively dry. While the permanent population on the islands was large, most homes were designed to blend in with the bush and were not intrusive. With fine sunny weather, the numerous marine parks and the occasional hostelry, we enjoyed our cruising here.

As the song says, "Winter in America is cold"—and wet. We were rather unfortunate as the second highest rainfall for December and February was recorded, while January checked in with the most snow for 14 years. In a normal week we would have one sunny day, 2–3 overcast but fine days and 3–4 showery or rainy days, and they called this the Canadian banana belt! Vancouver weather was really horrible and according to the radio they had only 1½ hours of sun in the first three weeks of January. As a result our winter cruising, apart from day sailing, was rather limited. However, we did manage a week down in Victoria, where we tied to the floats in front of the old Empress Hotel and enjoyed the company of many Canadian cruising boats. Living aboard is an accepted way of life in North America and many happy hours were spent during the winter in the company of boating people at Canoe Cove.

We had been told of the good sailing in January–cold but sunny days with good NE breezes—so when the 2nd of January dawned bright and sunny we decided to get away to an early start. We sailed to North Pender Island 15 miles away, where we tied to a snow covered dock and were whisked away on a tour of the island by friends. That night snow began to fall heavily and continued intermittently for the next three days. there was no power on the dock for heaters, so we used our kerosene cooker for warmth, but of course had to turn it for while we slept. The normal condensation below turned to icicles, so at least we were not dripped upon during the night. It was freezing.



Winter in Canada. Safari *in Otter Cove, North Pender Island.*

As soon as the visibility improved (have you ever sailed in a white out?) we swept the snow of *Safari*'s decks and tore ourselves away from the dock—literally, as our lines had frozen and we had to soften them with hammers to untie them. Sailing was out of the question as the sheets and halyards were like wire rope.

As soon as the visibility improved (have you ever sailed in a white out?) we swept the snow of *Safari*'s decks and tore ourselves away from the dock—literally, as our lines had frozen and we had to soften them with hammers to untie them. Sailing was out of the question as the sheets and halyards were like wire rope. As soon as we arrived back in Canoe Cove we plugged the heater into the shore power and poured ourselves a couple of stiff rums—enough of winter cruising.

In spite of the weather, winter passed very pleasantly. We have decided that the colder the weather, the warmer peoples' hearts, and northwest hospitality would take some beating. We spent many pleasant times in the homes of new found friends.

One memorable event was American Thanksgiving dinner complete with roast turkey, pumpkin pie and all the trimmings, as well as pre-dinner drinks of champagne and Tooths stout.

Our first and probably only white Christmas was spent with friends, Ross and Julie, in Vancouver, and on Boxing Day we went sailing on English Bay in their 22 footer. It was quite a different experience to Boxing Day in Sydney, as we were the only ones sailing and it was overcast and very cold. Fortunately there were emergency supplies of Drambuie on board, so we all survived. We went on several short trips during the winter—to the Rockies, the west coast of Vancouver Island, and skied at Mt Washington, where the base depth of snow was only 16″. During February we jetted down to South America for a touch of sun and old world history, and by the time we returned, the North American winter had finished.

Jervis Inlet with snow peppering the tops of the 5,000-6,000 ft mountains.

In early March there was a marvellous transition to sunny skies and good breezes, while the trees and flowers were blossoming forth everywhere. We scrubbed the moss off *Safari*'s decks, spruced up her varnish and polished her bottom, prior to spending many weeks in March and April cruising in this beautiful area. The Gulf Islands consist of ten main islands and many smaller ones in an area about 30 miles square, bounded by Vancouver Island in the west and the Straits of Georgia in the east. The islands are for the most part sparsely populated and there are numerous anchorages at short distances. Although most of the smaller islands are privately owned, we found we were invariably invited ashore. One could also visit the many lovely marine parks that dot the area and most major bays were provided with public floats.

The scenery was really delightful with the green islands, blue water and the backdrop of splendid snow-covered mountains on both Vancouver Island and the mainland, although all this snow makes for cool sailing—rather like sailing in your average 'fridge. Days were again becoming longer and with the added bonus of daylight saving it wasn't dark until 9.00 p.m.

When we were in Alaska we'd met a couple from Olympia, at the southern extremity of Puget Sound, and we decided to accept their invitation to visit and cruise with them there. Very few Seattle people go south of the Tacoma Narrows, which we found surprising as the southern section of Puget Sound was very attractive. The scenery was softer than that north of the border with many more deciduous trees, pretty anchorages, interesting sailing and the dramatic background of the Olympic mountains to the west of the Cascade range to the east.

Unfortunatley we developed engine problems so had to cut short our cruise and sail back to Seattle. We spent a night in Shilshole marina, a huge State-run complex housing over 1500 boats, before motoring through the locks to the Perkins dealer in lake Union. The lake, which is 20′ above Puget Sound, is crossed by three traffic bridges which must be raised to allow yacht transit. We felt diffident approaching them, air horn clutched in hand, but to our amazement, every time we tooted, the traffic would stop and the bridge open—just for us. Quite different to the Spit Bridge.

On the return journey we joined the Friday evening rush of boats escaping from the city. With each passing week the pleasure boating fleet had increased, and we realised how fortunate we were to have seen the southern areas of British Columbia and Northern Washington out of season. we hear things become pretty chaotic in the summer and besides there's virtually no wind.

Port Townsend, at the northern end of Puget Sound, is the centre of a growing wooden boat building industry. At the end of the last century it was the commercial centre of the Sound and the town contains many well preserved timber houses of this era. We completed our provisioning for the trip south here and then worked our way out of the Straits of Juan de Fuca, holing up in Port Angles for a day in a westerly gale. On the 20th of May, 1982, we departed from Neah Bay, at the mouth of the Straits, for our voyage to the Marquesas, 3,600 miles away, and our last sight of North America was the sun setting on the beautiful snow capped Olympic mountains. Our cruise to the Pacific Northwest had been a most delightful and satisfying experience.□

RACING ROUNDS

by Duncan van Woerden

I remember passing comment in the previous issue to the effect that I once owned a set of golf clubs and, indeed, played with fanatical regularity. And indeed, well known ex-Kiwi and all-round sportsman 'shifty' Old has been attempting to lure me back to the sport, mainly through the mistaken impression that I probably play golf about as well as 8-ball pool. To those who regularly see me buying refreshment from the Coaster's Retreat, I can assure you that these are all pool table debts and, in fact, I am only a light partaker of Victorian cans.

Now, I vividly recall climbing religiously from bed at five in the morning, rain, hail or shine, to get nine holes in before school (and, later, work) and then spending late afternoons getting blasted all over Port Phillip bay in a derelict Quickcat. For some reason unbeknown to me still, I found myself, one particularly foul morning, refusing to continue this ridiculous ritual and, indeed, I have never so much as looked at a golf course again. Alas, my newfound sanity did not carry over to my sailing.

These previous malfunctions of character recently flashed across my already troubled cranium. One Sunday I found myself, at eight in the morning, queuing to partake of Jumbo and 'Knocker's pre-race breakfast. Now if you've ever sailed with knocker or indeed read some of his 'Cooking at Sea' hints in *Offshore*, you'll understand my new found 'dill-ema'. Well, it was so incredibly cold that morning that no sooner had Knocker placed my two sunnysides on his particularl variety of charcoaled witchetty damper that the whole lovely mess was instantly soilidified in frozen lard.

Why would any sane person subject himself to this masochism weekly when the waterbed temperature is 80°F and Sunday Sports Review starts at nine? It still boggles my tiny pea to see new additions weekly to the winter racing fleet, willing to join this every increasing group of potential pneumonia addicts, but, as Biggles kindly pointe out to me, they were all probably retired golfers or joggers with ambitions to 'sail alone around Antarctica'.

By the time this issue goes to press, winter points will be finalised. On current standings, Divisions leaders are:

J24	*Traffic Jam*
Div. A	*Erica J*
Div. B	*Dancing Mouse*
Div. C	*Ross*
Div. E	*Corfu*
Div. F	*Lucinda*

The quality of this fleet and intensity of the competition has been first class, and even Keelty appears to have replaced his dart board or at least improved his aim.

One of the highlights has been the yearlong maxi battle which took on new dimensions this winter with *Apollo, Helsal, Gretel II* and *Vengeance* all fronting regularly and engaging in some really close encounter warfare, with Gordon 'Wingnut' Ingate having to regularly resort to flying red flags in a bid to counter *Apollo's* overtaking tactics. These repeated encountered climaxed a couple of weeks ago in one of the most extraordinarly sights seen in the series. *Apollo* was closely trailing *GII* on a shy spinnaker reach, unable to pass without going overland. Slightly ahead was the ¾-tonner *Impeccable* moving slowly by comparison, and *GII* obligingly elected to pass *Impeccable* to leeward. *Apollo*, seeing this, followed suit about six feet off *GII*'s transom until *Impeccable* and the twelve were level, then dived rapidly over the small yacht's transom to pass to windward, using *Impeccable* as the split between the two maxis. Well, as it happened, *Impeccable* was not particularly impressed with being sandwich filling, and luffed sharply, poking her spar into *Apollo*'s spinnaker, and enabling *GII* to once again hoist her battle scarred protest flag against the Gherkin.

Now, I knew that Gordon Ingate advised me a few weeks prior to this incident that when he caused *Apollo* to greach IYRU rules of this nature he expected *Apollo* to complete a 720° turn which in turn would alleviate Gordon's desire to once again hoist the red flag. I don't wish to invite any arguments from scholastic rule readers who might think the CYCA Sailing Instructions do not have provision for 720° exonerations. However, at the time it seemed like a good idea and, I know for fact, made Wingnut's after race beverage intake a lot more pleasureable than usual.

The problem on *Apollo* was that no one wanted to drop the chute, hoist a headsail, execute a 720°, hoist the chute, drop the headsail and recommence a futile chase which, believe me, would have been hard work on a half-tonner, let alone a maxi.

Now, skipper of the day and sometime race car driver, Warwick Rooklyn, is not one to shirk a challenge, and he reasoned that it'd be a lot quicker to leave the chute where it was and just turn the wheel hard to starboard.

I had no less than seven phone calls the following day enquiring as how and why one executes such a manoeuvre and I can assure you only two were sailmakers!

☒

Now, the mention of sailmakers brings another bout of inspiration that, I must say, is somewhat borrowed from a delightful photograph that appeared in Bob Cranse's column in *Australian Sailing* recently. There sitting happily at the end of Sandringham Yacht Club marina was an obviously well cared for yacht with her horse cover emblazoned in one-foot-high letters 'Boom Cover'. Now the owner of this yacht possesses either the most stupid crew in the Southern Ocean or an exquisite sense of irony, and I for one go along with the latter. I reckon this practice of stereotyped boat names in white block letters on blue horse covers belongs in Marina Del Rey, though I think the Yanks have got better taste. I can vividly recall being lectured, whilst a junior cadet dinghy sailor, on the importance of a freshwater tub for sails as soon as derigging was complete. This practice was also the law for spars and running rigging, which, I was told, rapidly succumb to decay and seizure when coated in salt. Now this advice is one of few that managed to find an alcove in my overworked nut throughout the years, but, alas, not many others are seen to perform this duty. I recently employed the services of a cathodic protection services company to inspect and report on a rapidly corroding boom on a relatively new yacht, which, I suspected, was suffering from a severe bout of electrolysis. The company report confirmed this suspicion but was also severly critical of the practice of folding salt encrusted sails over booms and covering the lazy practice with a nice oven bag (horse blanket) to ensure correct cooking throughout the week. When this practice is carried out before docking you are totally assured that no freshwater will ever get to your boom or mainsail. Be warned: this recently developed practice will halve the working life of all the above mentioned equipment.□

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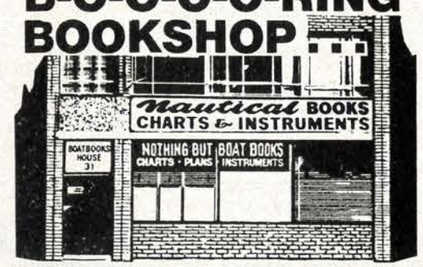

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THE AFTERMATH OF THE TASMAN CUP

by Gordon Marshall

The CYCA Sailing Committee was very concerned with the tragic consequences of the Tasman Cup, run on Friday April 15th, 1983. It called a meeting of parties involved so that it could gather facts first-hand and determine whether any of our racing rules or Special Regulations needed modification.

In this group were: Gordon (Chairman, CYCA Sailing Committee); John Brooks, Vice-Commodore, who had become involved in organising the rescue operations over the weekend; the two starting officials; Bernie Hamill (CYCA Sailing Secretary); two members of the Water Police; the radio operator who heard the call for help; the skipper of *Vengeance*, David Kellett, who was on the scene at the time of the rescue of the last survivor; a survivor from each of the two lost yachts.

A long and detailed interrogation took place in which each party was questioned about the facts as they saw them on that night. Minutes of this meeting were carefully recorded, and whilst not printed here, are available from the Club's sailing office. These were circulated to all members of the Sailing Committee, to the Middle Harbour Yacht Club, the Yachting Association of NSW and to the Australian Yachting Federation.

A subsequent meeting of the Sailing Committee discussed the evidence gathered and ultimately came to the following conclusions in relation to rule amendments.

8. (ii)

1. **Safety Harnesses.** Evidence suggested that one yachtsman was taken down with a sinking boat, still connected via his lifeline and harness. Whilst the Committee was aware that a new AYF Regulation had been recently approved to the effect that harness lines should be capable of disconnection at the wearer's end, it was decided that a CYCA Special Regulation should spell out this necessity in the clearest possible terms, and that it be implemented strictly for the coming season. The new Special Regulation is:

   "134 (b) Safety Belts (Harness Type)
   (Affecting AYF Safety Regulations Addendum B)

Safety Harnesses in accordance with AYF Addendum 'B' Regulation 11.31 in number and type shall be carried on board each yacht during all ocean races with the additional requirement that the associated safety lines shall not be permanently attached to the harness but shall have a suitable release hook on each of its ends."

2. **Self-righting Ability.** Since one of the yachts failed to self-right after a knockdown, the whole question of stability and self-righting was examined in detail and the Committee concluded that yachts which failed the IOR 'SV' screen were too easily regaining eligibility to race by the 'pulldown' test. This suggested that the formula for pulldown weights was too lenient. The Committee ruled that IOR measured yachts having failed the SV requirement, could not make themselves eligible beyond Category 4 races, i.e. they could not race at night. Furthermore, unmeasured yachts could not race at night unless they showed, by some other method approved by the Sailing Committee, that they had achieved the standard as set down for IOR measured yachts.

The text of the rule to achieve this is:

"**132. Stability of Yachts.**
Rule 1201 of the IOR is designed to ensure that yachts have sufficient reserve stability to recover from a knockdown situation in severe conditions at sea. To achieve this, a screening value 'SV' is calculated at the time of rating.
Explanation. The screening value 'SV' as calculated under the IOR is a mathematical evaluation of a yacht's ability to self-right, or otherwise, after being laid on its side. The figure expressed as 'SV' is a measure of the distance between the yacht's calculated centre of buoyancy and centre of gravity. It is thus the self-righting or self- inverting arm. If the figure is negative, the arm is self-righting; if it is positive, it is self-inverting. Consequently, all yachts must have a negative 'SV' before they may race. The numerals in 'SV' are quoted in decimals of a foot, thus, -.25 is three inches of self- righting arm.
The CYCA adopts the stability rules of the IOR with the following amendments:

(a) If a yacht's screening value is more negative than -.25, it may sail in all categories of events.
(b) If a yacht's screening value is lies between 0 and -.25, it may sail in Category 4 events only.
(c) If a yacht's screening value is positive, its application to sail in Club events cannot be accepted.
Should the owner of an IOR measured yacht seek relief from the provisions of (c) above, he may elect to have the yacht subjected to the IOR practical stability test of Rule 1204 which requires the yacht to be hauled down. (For details see the test of IOR Rule 1204.) Such testing shall be organised by the owner, done in the presence of a certified IOR measurer, and at the expense and risk of the owner.
(d) If a yacht with a positive 'SV' passes this test it may sail in Category 4 events.
Unmeasured Yachts. The spirit and intent of this regulation as applied to IOR measured yachts must apply to unmeasured yachts. Consequently, without further confirmation of self-righting ability, yachts unmeasured to the IOR may not sail in other than Category 4 events.
An owner may seek relief from this provision by one of the following:
(e) Supply information from a qualified naval architect which clearly shows that the yacht has a self-righting arm of no less than 6".
(f) Supply documentation from a marine authority such as a State Harbour Board that the yacht has been approved and licensed for charter work.
(g) Supply other information which clearly demonstrates that the yacht meets the requirements of this rule. The Sailing Committee will be the sole judge as to the acceptability of such information."

3. **Radio Communication.** The present rules for racing in the type of event conducted on that particular night did not make the carrying of radio transceivers mandatory. Since the need for rescue was broadcast from one of the sinking yachts, and heard, it was decided that night sailing would, for the next season, require the installation of radios.
The new rule requiring this is:
Add to Special Regulation 107.3 "For Category 3 races, the radio requirements for Category 2 races (above) shall be met, or alternatively, the radio frequency 27.88 MHz shall be carried."

4. **Duplication of Yacht Names.** Consequent upon Paragraph 3, relating to communication ability, the Committee ruled that duplicated yacht names would not be permitted in the future. (During this race there were two yachts at sea with the same name, and one was heard on radio reporting a mast failure.)

The new rule requiring this is:

"116. Yacht Names.
Duplication of yacht names may create confusion and delay when emergency procedures are involved. Consequently, duplication of yacht names for different yachts will not be accepted in events which entail sailing outside Sydney Heads."

5. **Life Rafts.** Existing rules do not require yachts to carry liferafts in the category of race which was conducted on that night. The Committee felt it totally unacceptable that crewmen should be expected to survive through a night until rescued, without the aid of a liferaft.
It was agreed that some of the requirements for liferafts for more demanding categories of races were not necessary in this case, and thus a new rule has been issued requiring liferafts, though with some relaxed requirements (e.g. no provisions, no canopy, etc.). The text of the rule is:
"**134 (a) Liferafts** (affecting AYF Safety Regulation Addendum 'B' 11.41)
For Category 3 races, a liferaft must be carried which complies with the above definition, except that
(i) No canopy is required
(ii) Items E, F, G, M, N, O, Q and R in AYF Rule 11.41 Addendum 'B' are not mandatory."

6. **Eligibility and Yacht Size.** Finally, the size of yachts which are now permitted to compete in the various categories of races was more clearly defined as follows:
Add to Special Regulation 105.2 "in OPS Races, only those yachts with a valid IOR certificate are eligible. In Category 4 races, the minimum sizes shall be:
(a) IOR measured yachts, 'R' = 18'.3
(b) Non IOR measured yachts, the minimum LWL shall be 16'.0."

The foregoing rules have been embodied in next season's Club Programme and Special Regulations booklet and will be implemented at the commencement of the new sailing season. In the meantime, the Yachting Association of NSW is examining details of our actions towards the possibility that they may implement some, or all, on a statewide basis. In due course, the Australian Yachting Federation will make a similar review.□

MARLOO – THE RED KANGAROO

by Bill Sherman

Hydraulic controls are located in the main cockpit. Commodore Girdis is in his steering cockpit.

Marloo is a yacht with more mileage under her keel than most at the CYCA, albeit some of it on the deck of another ship. Her career has taken her from the USA to Sydney, Brisbane, Melbourne, Cowes, Sardinia, Athens, Fort Lauderdale, Tahiti, French Polynesia, Fiji, Brisbane and Sydney-Hobart – in all about 45,000 miles and you couldn't tell it to look at her.

She is a Petersen 42, built in San Diego in 1978, and her construction was supervised by Doug Petersen who lives not far from the yard. Her hull is aluminium and very strongly built and while she hasn't been able to achieve the public acclaim of some of her peers, she has put in a number of notable performances, particularly in hard going, and has been up with the money consistently wherever she has raced.

After arriving in Sydney in late 1978 she was tuned up by her owner Dr Nick Girdis, the Commodore at the Royal Queensland Yacht Squadron, and entered in the 1979 Admiral's Cup trials where she came (unofficially) third on points. The selectors, however, sent the 'first', 'second' and 'fourth' boats to England, so Nick Girdis took *Marloo* over as a private entry in Cowes week and as a reserve for the Australian team.

1979 was, of course, the year of the disastrous Fastnet Race, and the year when Australia last won the Admiral's Cup. *Marloo* finished 24th out of 332 entrants in the Fastnet and, during Cowes week, was able to win a major trophy, The New York Yacht Club Cup. This race, which is a feature of Cowes Week, is raced over a 36½ mile course.

The *London Daily Telegraph* had this to say about the race:

"The Crew of *Marloo*, a Doug Petersen designed 42 footer, deserved a prize almost for completing the course. Though 52 yachts started the race at 10.20 a.m., only minutes after a warning had been broadcast that a 'southwesterly gale, veering northwest' was imminent, nearly 30 retired.

The conditions were among the worst in living memory, and the Squadron Race Committee were prudent to call off the races for the smaller boats. They must have found it difficult indeed to record details of the start and finishes from the Squadron battlements."

After that *Marloo* was taken to the Mediterranean to represent the unofficial Australian team in the 1980 Sardinia Cup and to take part in the 1980 Aegean Rally. The Aegean Rally is run annually by the Hellenic Offshore Racing Club of Greece and consists of three races which take the fleet to various islands through the Aegean Sea. The total series is sailed over approximately 500 miles. CYCA Commodore George Girdis, Vince Walsh, and Jim Harrison joined the Aegean Rally and with Arthur Cooley (CYCA Board Member) cruised *Marloo* to Sardinia via an interesting variety of Greek and Italian Ports.

After two seasons of racing and cruising in the Mediterranean she was sailed back to Australia late last year, via Fort Lauderdale and the Pacific Islands, in time for a refit and the 1982 Sydney-Hobart.

Layout

Marloo is a boat which looks well built. She doesn't stand out from the crowd because of her unusual fittings or glamourous extras, but she is very nicely built and well suited to offshore ocean racing. Her interior is spartan, with the painted hull visible for the full length, except for the galley and navigation area, and there is little unnecessary about her.

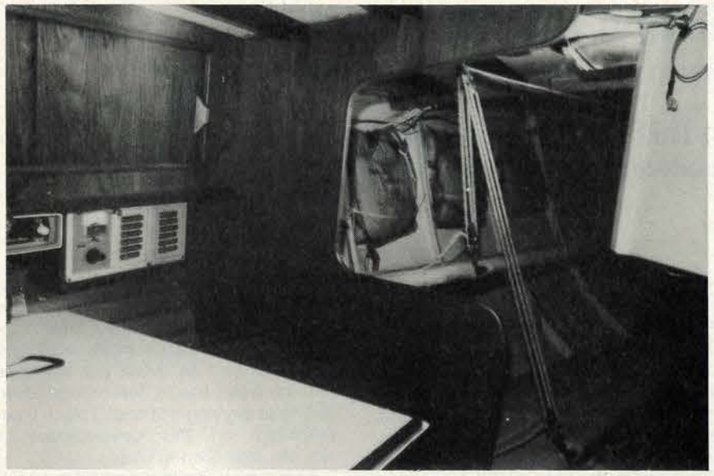
The forward area of the open plan interior is given over to sail stowage (although George Girdis assured me that there was a toilet somewhere underneath them). Immediately behind the sails, in the main cabin proper, are two sets of pipe cots, three high on either side and four more pipe cots (two high on each side) are behind the galley to port and navigation area to starboard.

A nice touch is the easy visibility and access to safety equipment, laid out in stowage above the rear pipe cots.

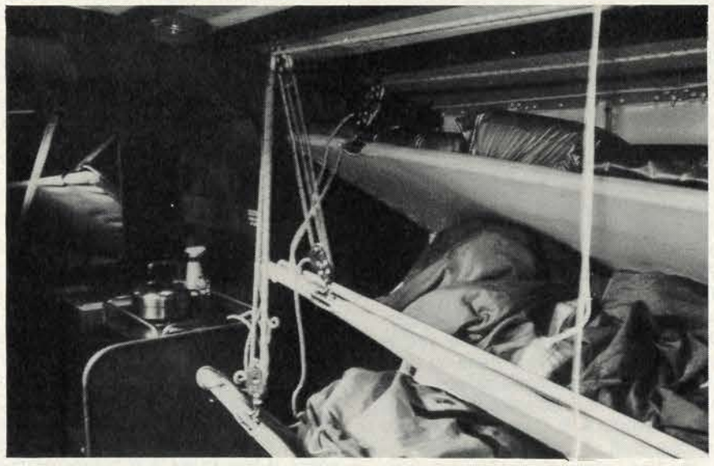
On deck *Marloo* has divided cockpits. A small and rather shallow cockpit at the stern for the helmsman (she is tiller steered) and a larger one for the crew. The main traveller runs across the boat between the cockpit and a control panel for the hydraulics is mounted on the bulkhead between the cockpits.

CYCA's Commodore George Girdis acquired *Marloo* from his brother earlier this year and is racing her in the harbour winter series and in the SOPS and LOPS next year.

Marloo is the aboriginal word for Red Kangaroo, hence her distinctive red hull and the well-known kangaroo painting on her topsides. She is a fine and well proven yacht and a welcome and competitive addition to the CYCA IOR fleet.□



Safety equipment is located above the rear pipe cots.



Marloo *at rest. She has travelled about 45,000 miles as cargo and on her keel.*

DESIGNING THE FUTURE

Offshore Forum for Australian Yacht Designers

In this issue: John King

Introduced by Duncan van Woerden

Be Proud
Buy Australian

This well known marketing line has been hammered at us for three or four years now, urging consumers to purchase the 'local brand' over imports. Sadly, there has been little impact in advanced product yacht design. The recent Admiral's Cup trials saw designs from the USA, Argentina, UK, NZ and Ireland but, disappointingly, not from the board of an Australian.

Australia had some world-class RORC and IOR designers a decade ago when Bob Miller (Ben Lexcen), Alan Payne, Warwick Hood, Peter Cole and Ted Kaufman could claim to be equal to the world's best and, what's more, proved it. However, since the days of *Ginkgo, Apollo II, Mercedes IV* and *Ceil III*, very few competitive IOR designs has been drawn by Australians.

The standard retort from would-be buyers tends to confirm the opinion that we don't have faith in our own, especially when the mighty dollar is concerned. Hopefully, the recent performances of our twelve metres in Newport will do much to dispel this doubt.

Offshore, over the next twelve months, will feature a design forum, with the particular objective of introducing the younger new breed of Australian designers to our readers. No particular parameters were given other than the designs should be directed at the IOR market, and that innovation is desirable.

Our first submission comes from Sydney-based designer, John King, who began his career under the direction of Ben Lexcen at Miller and Whitworth Yacht Design, in the early '70s, working as a draftsman on the twelve metre, *Southern Cross*, for Alan Bond's first America's Cup challenge. John was also part of the design team that produced the successful Admiral's cuppers *Gingko, Apollo* II and Hobart Race winners *Ceil III* and *Rampage*. After working for Lexcen part time on *Australia* and then full time on the maxi Apollo, for which he can claim a major portion of the design input, King has recently moved out on his own, designing everything from Parramatta River workboats of 50′ motor sailers to preliminary plans for a new 76′ maxi yacht.

J.R. King Design No. 834
30.0 ft design water line (rating estimate 30.5 ft)

The yacht shown here is a vessel specifically designed to perform well in light weather on all points of sailing. The obvious features that are not standard are the keel and rudder profiles, and as every man and his dog are talking keels this season, I would prefer to say no more.

Slightly less obvious features are the profile of the canoe body. Starting at the stem it is raked slightly further forward than is common today (39°). The forward depth and mid depth stations are slightly deeper than might be expected.

The deepest part of the canoe body is at 55% DWL aft. The bustle is faired into the rudder stock fairly gently but the effected buttocks come to a very tight knuckle opposite the rudder stock. The diagonals D and E also show this. The aft overhang profile lifts out of the water at an angle of 11° above horizontal, slightly more than some other yachts of similar size. This is a trade-off from trying to keep the hollows/deflections in buttocks D and E as small as possible and diagonals A, B, C and F fair with no hollows at all.

The body plan sections are basically of normal proportions for IOR rating yachts except that there is a little tumble-home at about the maximum beam station (BMAX) . However, the rated beam (B) and the beam waterline (BWL) are about normal proportions (see comparison figure of two similar size yachts, one by D. Peterson and the other by German Frers *(see page)*.

The yacht is intended to carry a fractional rig with a large sail plan of 68.328 m² (735 ft²). Stability has been checked using the Dellenbaugh Angle Method and results proved normal, provided that the vertical centre of gravity was at DWL or lower.

So why these subtle differences, and what performance gain is expected?

The bow overhang increase is to move the forestay forward so that the sail plan centre of effort may be positioned where I feel it will give the best lead, i.e. 14.8% for balance (see sail plan). The slightly deeper profile is intended to be better as far as wave making goes. The slightly fuller sections allow for easier water lines and diagonals and as these are the lines that the water has to flow around when sailing at any angle of heel, I place most emphasis on this development of smooth, free-flowing lines.

I also feel, for this particular yacht, that minimum drag to windward is essential, and that has also been a major objective.

The windward performance differential between two similar size yachts can be as much as 5%, largely due to wave making, so using 5% as an example, some comparative figures are offered.

L = Ft
C = constant
V = Speed (knots)

LWL ½ x C = V

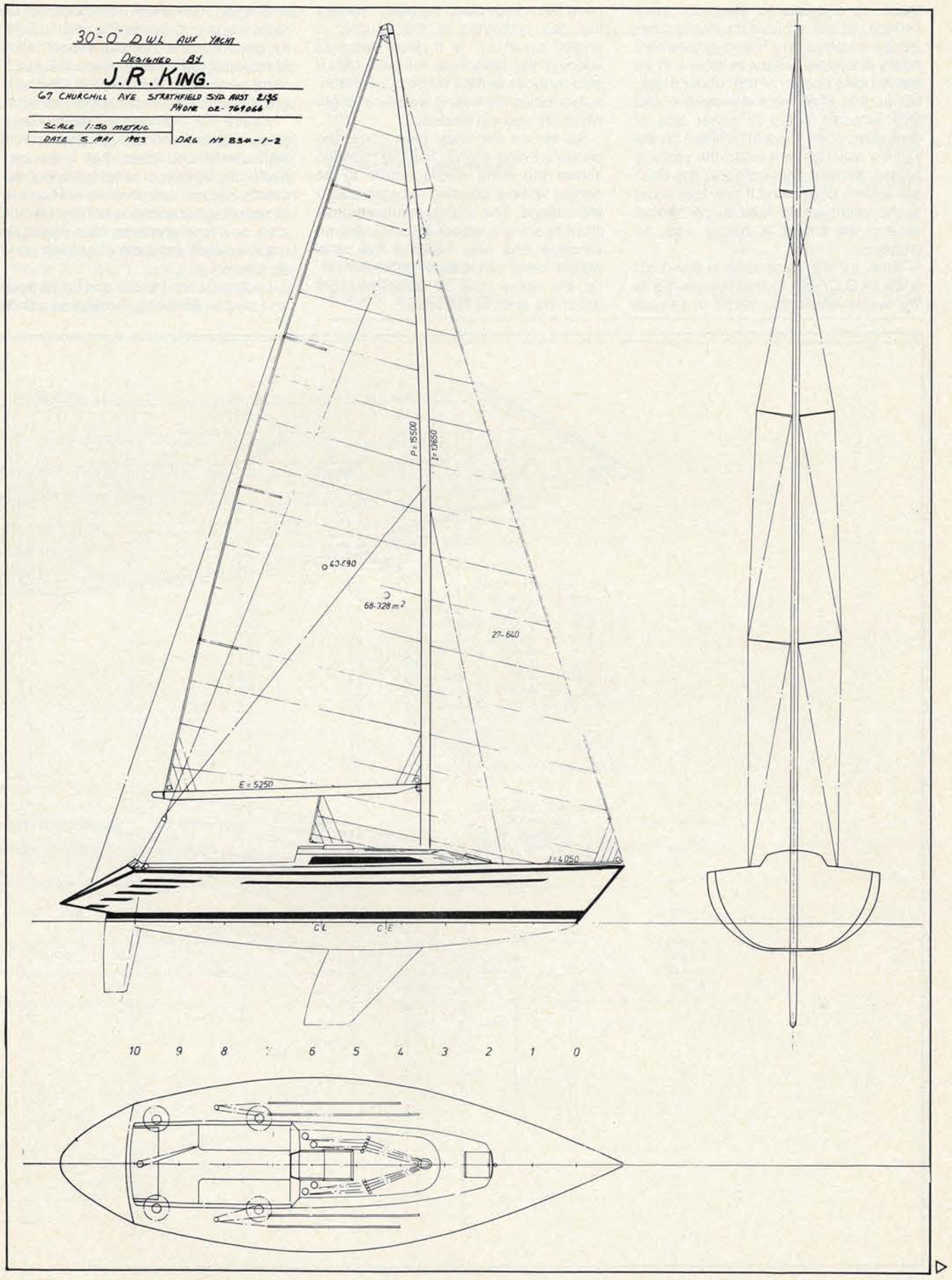
30½ x 1.10 = 6.020
30½ x 1.05 = 5.750
32′7″ x 1.05 = 6.005

So, it is noted that, for yachts of the same waterline length, we see factor 'C' differing by 5%, resulting in a speed difference of 0.27 knots, or, for a 5% less efficient yacht to sail at the same speed as the smaller more efficient yacht, it has to be 2′7″ longer on the water line to achieve the same speed. This means the less efficient yacht has to be 9.16% longer on DWL and also needs a sail plan 9.52% larger in area to overcome the extra wetted surface area. Then, to win on handicap it would need to rate the same or less.

Because the IOR TCF rule tries to calculate water line length for handicapping it must be assumed that the most efficient hull will always win. Therefore, long, light displacement hulls that carry measurement bumps to overcome handicap penalties are going to be disadvantaged.

From observing yachts that have sailed both with and without rating bumps it appears that the only rating bump that does not cause a negative performance result is that placed over rated beam areas, and then only if faired properly to the hull.

On my design the bustle is faired as



much as possible to minimize wave making yet still achieve the desired rating by emphasising the measurement points where necessary. However, there is a knuckle abeam of the rudder stock; but as this is above the waterline and only extends to 0.5 m either side of centreline, it will have little effect on the yacht's wave pattern when the yacht is heeled. And as most fractional rigs don't sail square down wind if they can avoid it, the yacht would tend to be heeled most of the time it is sailing – so, no problem.

Thus, for the same reason the diagonals (A,B,C, and F) that are always in the water when the yacht is heeled have been kept clean and fair. The fact that the centreline of the counter is angled up at 11° is a direct result of keeping the diagonals full and fair. It also reduces wetted surface area without reducing the sailing waterline length when the yacht is heeled.

As far as the body plan goes, the sections being slightly full and rounded allows the extra displacement to be carried without creating excessive wetted surface. The slightly reduced maximum beam is a way of cutting down on windage and also keeping the crew weight lower when they sit on the rail, i.e. the same idea as keeping weight out of the ends of the vessel.

The rig has been designed to be large – again, to favour the yacht's light-air performance. The sail aspect ratios of headsail 3.37:1 and mainsail 2.952:1 have been carefully selected after analysing successful yachts of similar size.

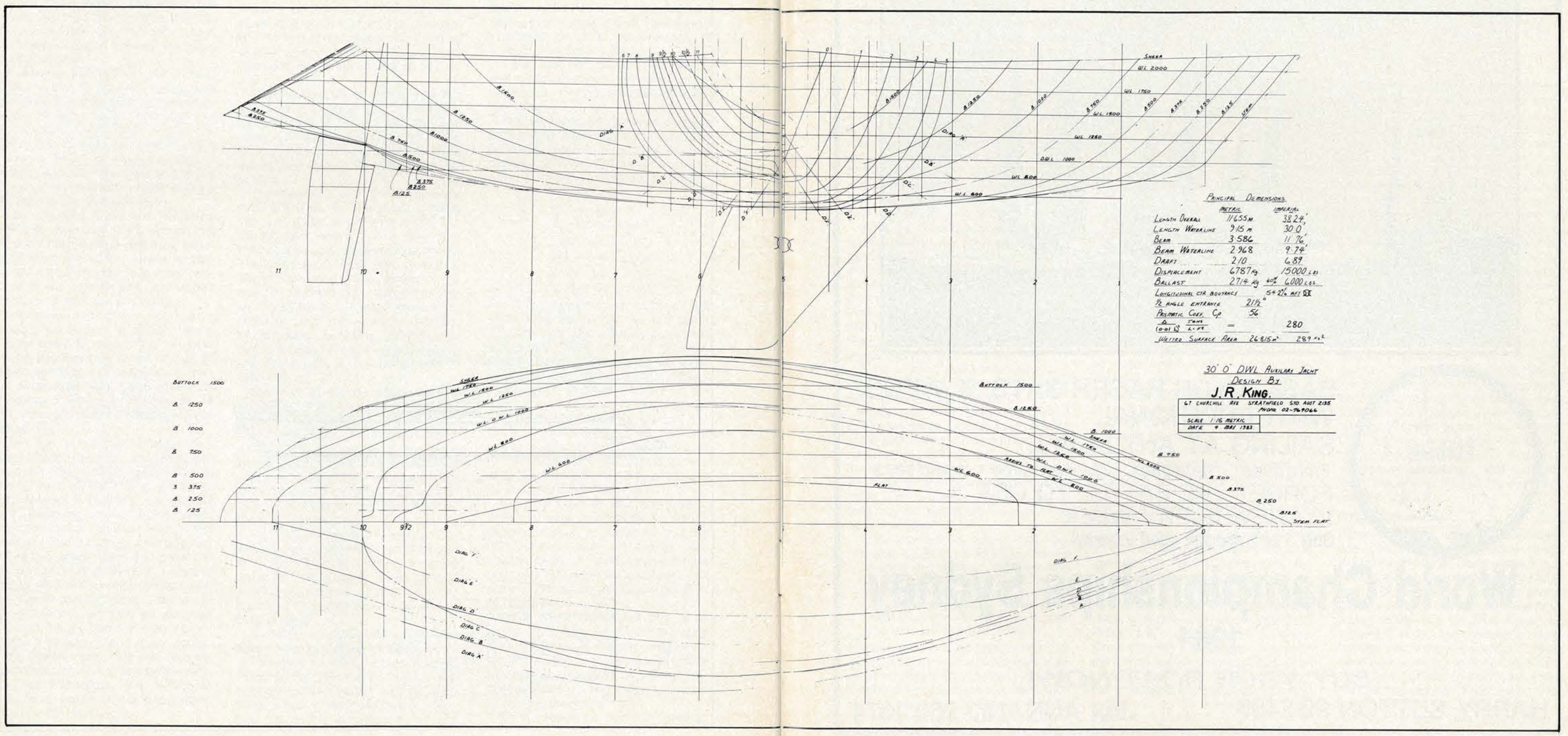
I have not provided a detailed deck plan, as this becomes an involvement with owner and crew, but I am very much in favour of sophisticated hydraulic rig and sail controls with a view to reducing rope and winches. I would also envisage the use of a hydraulic mast base as a means of gaining good rig tension.

I envisage the interior plan to be open and simple, featuring the engine just aft of the keel under the cockpit, eight crew bunks aft, a galley to port and chart table opposite, the overall guiding rule being to keep internal weight close to the BMAX area of the yacht, as this is the centroid of the radius of gyration of most racing yachts.

It is also intended to make the vessel as strong as possible to minimise twist and flexing while still trying to keep weight out of the ends. The deck should be as light as possible without sacrificing compressive strength.

A comparison of similar yachts is drawn in Table 1. using successful designers Doug Peterson and German Frers as examples of difference.

DESCRIPTION	King	Peterson	Frers
LOA	38.25	37.50	36.90
LWL	30.00	30.75	29.90
BMAX	11.76	11.92	12.40
B	11.50	11.39	11.60
BWL	9.74	9.50	9.50
Draft	6.89	7.00	6.90
Displacement	15,000	13,280	13,340
Sail area (Ft², 100% fore▲)	736	702	633
Rig	Fractional	Fractional	Fractional
Stem angle	39°	32½°	35°
Keel leading edge	41	34½	40
Stern overhang angle	11°	10°	9°
Sail area to WSA	2.55	2.40	2.26
Displacement length	280	203	223
Half angle of entrance	21½°	18½°	19½°
Sail area to displacement	19.36	20.02	18.00



E22 NEWS

The Etchells Column, with Steve Old

PHOTO BY MITCH CARUCCI

Hobie Alter (designer of the Hobie Catamarans) and E22 crew member Robbie Haines (winner, '79 Soling Worlds) approach the downwind mark in a closely packed fleet at the hall of fame regatta, where the list of participants read, as the name suggests, like a hall of fame, including Dennis Connor, Bob Bavier, Lowell North, Eric Tabarly, Paul Elvström, Arthur Knapp, Buddy Melges, John Bertrand, Gary Jobson, Bruce Kirby, Dave Ullman, and others.

"We've decided that, now that the hard stand is operating, *you* can write a regular Etchells column for *Offshore*!" The words came from Tony Cable, accompanied by a menacing glare from Sticovich. Both of them were flushed with either the success of the Publications Committee meeting from which they had just emerged, or the refreshments consumed during the meeting. Now, when a man like Cable, who has become a legend in his own time as the best port runner winch tailer between North Head and Hornby light, is 'flushed', it is impossible to refuse him, so I had no choice but to agree.

When the hard stand became operational, it caused a rapid influx of new boats and new Members into the Club, and our newest asset now boasts 12 E22s. Nobody can disagree that they look great, lined up outside the Club. And their performance is as good as their appearance.

Since the class began in 1967, their number has grown to nearly the thousand mark throughout the world. There are about 27 fleets among 12 countries, and Australia has over 150 boats spread among fleets in Melbourne, Botany Bay, Pittwater and Brisbane., The Sydney fleet (not including Botany Bay and Pittwater) has 35 boats, and another seven are on order.

So what are these boats about, and why the upsurge in popularity, especially among CYCA Members?

Firstly, cost. Prices range from $8,000 for a reasonable second-hand boat, to about $20,000 for a fully equipped new boat, and it is difficult to spend more on a new boat. The tight one-design rules make them very economical to campaign. For example, only one set of sails may be purchased in a year. The class rule states:

> "The E22 is a one design class. The rules, official plans and specifications are intended to ensure that the yachts of this class are as nearly as possible the same as regards shape and weight of hull, including the keel, rudder, spars and sails and that the equipment is simple, functional and dependable."

Another reason is the high standard of racing. It is not unusual for a fleet of 40 or more boats to finish within 5 minutes of each other. It is these features which have attracted several Olympic medallists and World and Australian Champions to the class. As one ex- ocean racer puts it, "These boats don't offer you the range or variety of excuses that IOR boats do. There are only two reasons for doing badly in Etchells: (1) I went the wrong way; (2) I was slow."

So how did these boats evolve into the world yachting scene?

In 1965 *Yachting* magazine sponsored a design competition based on the IYRU specifications for a new three-man Olympic keel boat. Skip Etchells followed the results of this competition with interest, but it was not until trials were set for the summer of 1966 in Kiel, Germany that he decided to design and build a contender. The result of this effort was *Shillalah*, which was taken to Kiel and sailed by Skip.

Entries from all over the world sailed 10 races, eight of which were won by *Shillalah*. There was a re-contest in 1967 of 13 races of which 10 were won by Skip. The uncontested racing winner was *Shillalah*. She had convincingly walloped all comers including 5.5s, Dragons and Solings.

A class organisation was formed immediately, and the name Etchells 22 selected. Strict one-design measurement rules were formed up and a racing schedule was put into effect. National Championship regattas have been held every year since 1968 where skippers compete for the Founders Cup, donated by Skip and Mary Etchells.

In 1972 the IYRU formally recognised the E22, granting it international status subject to acceptance of its Class Rules and organisational structure. Since then the Class Rules, Measurement Form and Rules Pertaining to One-Design Control have been accepted by the IYRU and the class was officially recognised as an international class, effective July 1, 1974.

The closeness of the boats, and the high standard of competition of Etchells, can be judged by a couple of examples. In 1979 in Toronto, Canada, John Savage (skipper of the 12 metre *Challenge 12*) drew a local boat considered to be a 'dog' for the World Championship. Using his own sails, and assisted by Andrew Buckland and Steve Wheeler and Mars Bars and rum, he went on to become 1979 World Champion, beating Dave Curtis from the USA. He beat Curtis by sitting on him at the start of the final race and then carted him hundreds of yards off the course. Savage set his spinnaker and went home, and Curtis got back to 17th. They still talk to each other, though.

In September 1982 the US E22 Association conducted a Hall of Fame regatta. The invited competitors looked like a yachting who's who; among them were Soling champ, Buddy Melges, Paul Elvstrom, Gary Jobson (America's Cup tactician), Lowell North, Eric Tabarly, Dave Ullman (three times World 470 champ) and Dennis Conner. First was Jobson, second Melges, and third Ullman. There were a lot of big names in the 'also rans'.

CYCA E22 profile

Peter Hankin has just become a father and CYCA Rear Commodore, both events having taken place within a few days of each other. Hankin has been a keen E22 sailor for about seven years now, except for a couple of seasons' ocean racing with his *Relentless*. He competed in the 1981 Worlds in Marblehead and finished a creditable 16th, three places behind John Savage. That made him 2nd best Sydney boat. Pete is in his third Etchell, KA37, *Hobo*. His first was No. 53, *Puppet* and his second No. 25, *Little Bee*. Logic should ▷

(continued from page 29)

demand that if he ever gets a fourth boat, it will have to be named *The Wretch.*

E22 CALENDAR

Racing

September 25th 1983 – Worlds, Rye, New York.

January 7-16, 1984 – Australian Championships, Brisbane

November 27 to December 6th, 1984 – World Championships, Sydney (Manly Circle)

Social

By popular demand, another Etchells Keg Party in early October after all the 'heavies' return from Newport. Location, etc. to be announced.

Quick Quote: (from the 1982 European Championships held at Troon, Scotland: *"The parties were as well organised as the racing; neither allowed for lay-days."*□

HANDICAPPING IN HAWAII

From Gordon Marshall

Readers of *Offshore* may remember several articles last year which analysed the handicapping system used in Hawaii for their PAN AM Clipper Cup Series. The first of these articles pointed up the bad slanting of results which occurred, and urged that the USYRU review the formula that they use. The second article welcomed the news that a review had been completed by the USYRU and that they had found their system was out by 15%.

At the time we pointed out that a 15% change such as they were suggesting would result in a serious bias towards small boats and predicted that such a change would never occur. in the meantime I wrote to the Race Director in Hawaii, enclosed graphs of race results, and urged that they do their own review of handicapping. The information forwarded went much along the lines of the second *Offshore* article. It showed the original results using the 0.60 factor and also the results with the 0.70 factor which was at that time being recommended. Additionally, a 0.65 result was included which obviously gave much better answers. A comment was included which pointed out that a 0.64 factor would probably achieve the fairest result.

Well, we have just received a letter from Hawaii, and they advise that they have completed their own review. They have settled on a factor of 0.6389 for the Olympic Triangles and have included it in the Notice of Race, which is being forwarded separately. This is shown in the Notice as:

Time Allowance Formula =

$$\frac{2300}{R} - 230$$

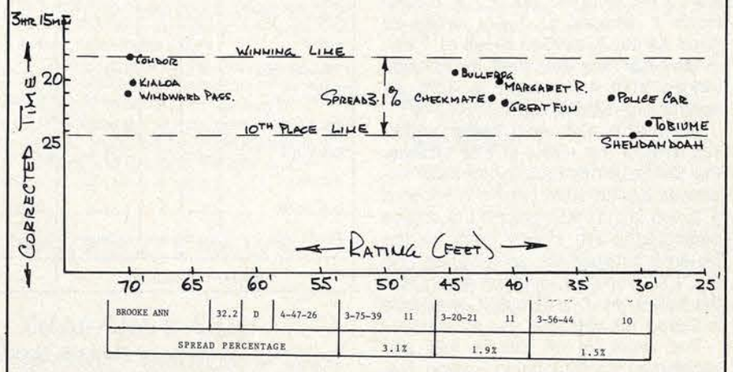
Since this is now official, we can examine the results of previous races using the new factor. To this end, tabulated results of the 1st and 3rd triangles from last year's series are shown. (These two are considered good races to analyse.)

The first column under 'Corrected Times' is the 0.60 factor result and is the system originally used. The next column is the result with the new factor of 0.6389. The third column shows how the result would have been under our Australian handicapping system.

It will become obvious on examining these tables that the new factors gives a much improved result, and is very close to that which Australian handicapping achieves. You will also notice

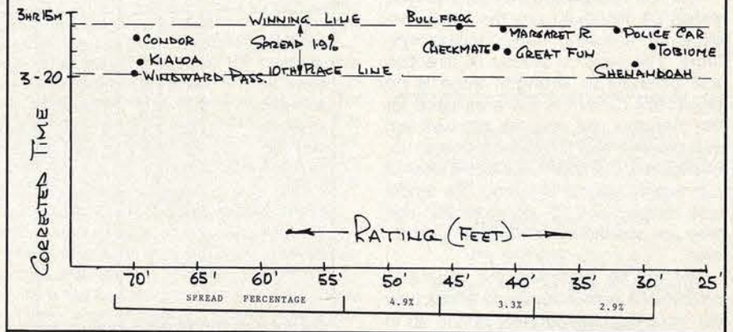
Graph 1. Clipper Cup Series 1982 – 1st Race Olympic Triangle

Time on Distance Factor: 0.60 (as the race was originally handicapped)



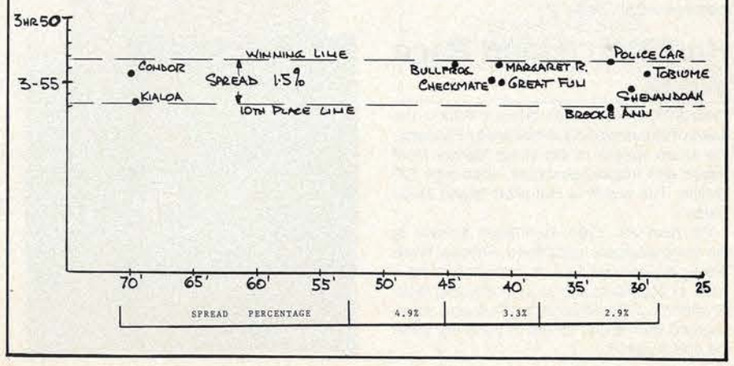
Graph 2. Clipper Cup Series 1982 – 1st Race Olympic Triangle

Time on Distance – Factor 0.6389 (as will be used next year)



Graph 3. Clipper Cup Series 1982 – 1st Race Olympic Triangle

Time on Time – TCF (as handicapped in Australia)



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that at the bottom of each a column a 'spread percentage' is shown. This is a measure of 'closeness' of result. In this case it is calculated over the first ten yachts and is the percentage of corrected time that separates the first and tenth yacht as compared to corrected time of the winner of the race.

Note in Race 1 the original spread was 3.1% whereas under the 0.6389 factor it dropped to 1.9%, nearly as good as the Australian result of 1.5%. In the other race examined, the spreads ranged from 4.9% down to 3.3% as against our result of 2.9%.

To enable and even better understanding of the effect of this change, the first race has been graphically examined on the three graphs numbered 1, 2 and 3. On these graphs the spread percentages are clearly seen as the distance between the 'winning line' and the '10th place line' on each graph, and the better result of Graph 2 compared to Graph 1 is obvious.

The result of all this is that any yachtsman contemplating visiting Hawaii next year for the PAN AM series can look forward to good handicapping as well as the near perfect sailing conditions we have come to expect.

It is now recognised that the triangles sailed off Honolulu are the ideal medium for checking handicapping systems. The wind is steady in direction and constant in strength; there is no significant current in the area used for the triangles; the courses are well laid and marked; and the races are well run. In addition, the series attracts a fleet of top quality yachts covering the whole size range from 70′ down to 25′ and they are crewed by world-class yachtsmen.

We will be analysing the results of next year's series closely to check how our handicapping system stands up to comparison and also to see if it can be improved.

Race 1. 1st Olympic Triangle

Race Distance: 29.8 miles; Wind: 25 knots

YACHT	RATING	CLASS	ELAPSED TIME	CORRECTED TIMES					
				.60 T.O.D	PLACE	.6389 T.O.D	PLACE	TIME ON TIME	PLACE
CONDOR	70.0	A	3-39-12	3-18-15	1	3-16-54	4	3-54-34	5
BULLFROG	44.6	B	4-12-45	3-19-23	2	3-15-56	1	3-53-31	3
MARGARET RINTOUL	41.1	B	4-20-03	3-19-59	3	3-16-06	3	3-53-27	2
KIALOA	69.6	A	3-41-30	3-20-11	4	3-18-48	9	3-56-36	9
WINDWARD PASS	70.0	A	3-41-59	3-21-02	5	3-19-41	10	3-57-33	14
POLICE CAR	32.3	D	4-42-50	3-21-21	6	3-16-04	2	3-53-13	1
CHECKMATE	41.6	B	4-20-30	3-21-27	7	3-17-37	6	3-54-49	6
GREAT FUN	40.8	B	4-22-26	3-21-46	8	3-17-50	7	3-54-59	7
TOBIUME	29.4	E	4-53-53	3-23-19	9	3-17-26	5	3-54-10	4
SHENANDOAH	30.6	E	4-51-01	3-24-22	10	3-18-45	8	3-55-19	8
BROOKE ANN	32.2	D	4-47-26	3-75-39	11	3-20-21	11	3-56-44	10
SPREAD PERCENTAGE				3.1%		1.9%		1.5%	

Race 4. 3rd Olympic Triangle

Race Distance: 27.1 miles; Wind: 20¼ knots

YACHT	RATING	CLASS	ELAPSED TIME	CORRECTED TIMES					
				.60 T.O.D.	PLACE	.6389 T.O.D.	PLACE	TIME ON TIME	PLACE
KIALOA	69.6	A	3-09-31	2-50-08	1	2-48-53	1	3-22-27	1
BULLFROG	44.6	B	3-40-52	2-52-21	2	2-49-12	3	3-24-04	2
UNCHU	30.4	E	4-13-34	2-54-21	3	2-49-02	2	3-24-40	3
CONDOR	70.0	A	3-14-57	2-55-54	4	2-54-40	10	3-28-37	10
UIN NA MARA	33.4	C	4-08-01	2-56-46	5	2-52-09	5	3-27-00	4
SUPERWITCH	31.9	D	4-11-12	2-57-01	6	2-51-09	4	3-27-01	5
GREAT FUN	40.8	B	3-52-18	2-57-07	7	2-53-33	7	3-28-00	7
WINDWARD PASSAGE	70.0	A	3-16-42	2-57-39	8	2-56-25	12	3-30-29	19
TOBIUME	29.4	E	4-20-35	2-58-13	9	2-52-53	6	3-27-38	6
MARGARET RINTOUL	41.1	B	3-53-10	2-58-33	10	2-55-00	11	3-29-19	12
POLICE CAR	32.3	D	4-12-48	2-58-42	11	2-53-54	9	3-28-28	9
BRAVURA	35.3	C	4-05-23	2-58-44	12	2-54-25	10	3-28-52	11
SZECHWAN	29.5	E	4-20-59	2-58-55	13	2-53-36	8	3-28-13	8
SPREAD PERCENTAGE				4.9%		3.3%		2.9%	

Offshore Signals

(continued from page 3)

Hamilton Island Race Week

Take $100 million resort development in the heart of Queensland's Whitsunday Passage, the azure waters of the Great Barrier Reef region and tropical sunshine...then add 100 yachts. The result is Hamilton Island Race Week.

On April 29, 1984 Australia's answer to the internationally acclaimed Antigua Race Week will be launched. It promises to be a week of superb racing around the spectacular islands of the Whitsunday Passage, interspersed with liberal doses of partying, playing and sunning.

The venue is perfect. Hamilton Island is Australia's ultimate tropical resort in the making. This international standard development will offer three 400-room hotels, native hut style accommodation, a man-made harbour with floating marina capable of accepting Australia's largest pleasure craft, an 80-acre fauna park and every conceivable type of leisure activity. The entire develpoment blends superbly with the natural beauty of the region.

Hamilton Island Race Week will be conducted by the very progressive Hamilton Island Yacht Club, which is under the patronage of Sir James Hardy. Already some of the best offshore racing yachts in Sydney

have indicated they will be competing. Organisers are confident of a fleet of 100 yachts.

The five races making up the championship will cater for IOR, arbitrary and cruising divisions. Competitors will have no trouble finding the rounding marks as all courses start and finish off Hamilton Harbour and take the fleet around many of the beautiful islands that make up the Whitsunday group.

April 29 25 mile race around South Molle and Daydream Islands

April 30 25 mile race around Lindeman Island

May 2 35 mile race to Hayman Island and return

May 3 36 mile island triangle race

May 5 250 mile Coral Sea Race

The winner of the major race will receive the Battle of the Coral Sea Trophy. Every race will be laden with trophies and there will be impressive prizes for divisional winners.

May 1 and May 4 are Fun Days, where you will see Polynesian canoe races between rival crews and all types of frantic aquatic activities. If you don't compete you can laze on the beach and be a spectator, cruise to another deserted island or explore Hamilton Island.

After each day's activities you will be able to walk just a few metres from your yacht into the harbourside Mariners Tavern with its convivial atmosphere in the Barefoot Bar and impressive bistro upstairs.

The race week has been scheduled so that the Sydney-Mooloolaba and Brisbane-Gladstone Races will act as feeder races. A special race from Gladstone to Hamilton island has been scheduled and there will be other feeder races from Mackay, Bowen, Townsville, and Cairns for coral coast sailors.

Families, friends and crews not sailing to the island will be able to fly direct on Ansett commercial jets. The airstrip being developed on the island will accommodate these large aircraft.

For more information contact Rob Mundle in Sydney (02) 969-5073 or Dave Hutchen in Airlie Beach on (079) 465-229.●

Vanuatu Race 1984

Peter Rysdyk, Race Director of the 1984 Australia Vanuatu Yacht Race, has just returned from Port Vila where he told *Offshore* that he had succeeded in obtaining sponsorship for this latest Pacific passage race.

The Vanuatu Race is scheduled to start on 26th May 1984 from Sydney and 27th May from Brisbane. Rysdyk told *Offshore* that the race will have as marks of the course Lord Howe Island (pass between Lord Howe and Balls Pyramid), Norfolk Island, and Anatom (Aneityum on the British Admiralty charts) in southern part of the Vanuatu archipelago (leave to port), after which yachts may proceed to the finish at Port Vila via any route they choose.

"The Race is unique as it will be Australia's only long ocean race (1338 miles) where yachts will be in view of land at least every three days," Peter said.

"The President of the Republic of Vanuatu, Mr Ati George Sokomanu, has agreed to act as official starter in Sydney.

"Following our proven method for this type of race, there will be three divisions: IOR, Arbitrary and Cruising," Rysdyk said.●

PRODUCT NEWS

America's Cup limited edition – wet weather gear

Line 7, the internationally-known brand of New Zealand manufactured wet weather gear, has announced a 'Limited Edition' release of 200 numbered sets of high-quality suits, through its Australian distributor, R.W. Basham Pty. Ltd. of Alexandria, NSW.

The special design of the clothing was based on feedback from America's Cup 12-metre crews who requested features not available on other foul weather suits. For example, the biggest problem with other wet gear, the crews said, was that they required a belt around the jacket to prevent one's movement from being restricted.

The Line 7 lightweight garments incorporate features such as a luminous hood (which after exposure to light glows for 4 hours), gathered waistband, which gets rid of bulky flare and balooning in a breeze (it fits snugly even when unzipped), 'welded' waterproof seams, Velcro closures on pockets, sleeves, etc,. The suits are a smart white with red and blue trim.

Offshore Signals

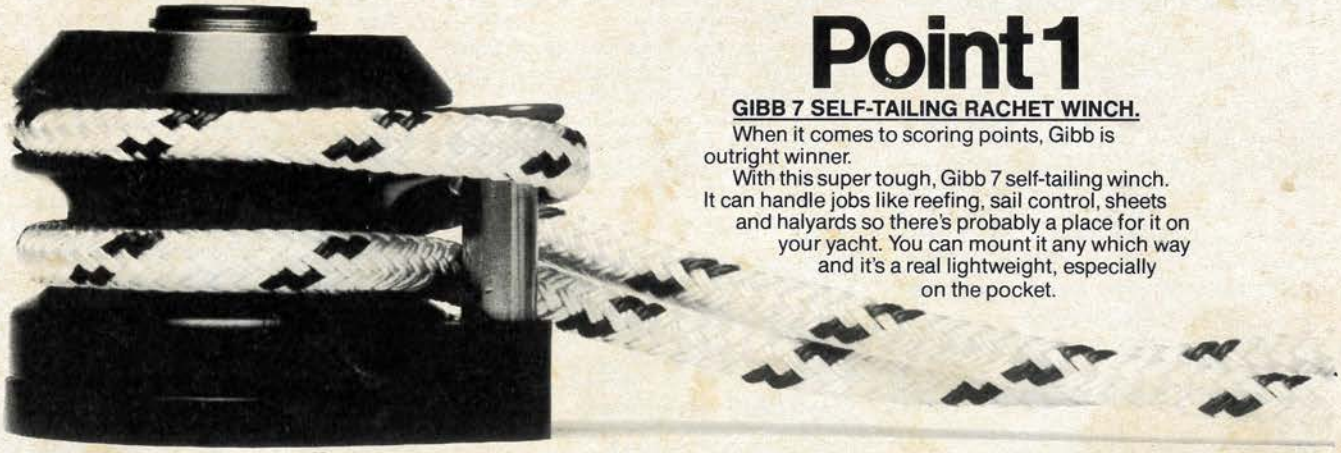
The idea behind the limited edition was born of the fact that, for the first time, Australia looked like taking off with the America's Cup, according to Bob Basham, and the suits will become collector's items if that does occur. If it doesn't, they will simply be the finest wet weather gear money can buy, according to Basham.

The Australian America's Cup crews, all of which had Line 7 suits like these, were delighted with them. *(See advertisement on page 17 of this issue.)*●

Marlin in new venture

Lifeguard Equipment of North Wales, which specialises in life saving and survival equipment, has set up a joint venture in Australia with the well-known Marlin International Pty Ltd of Sydney. The new company is Lifeguard Marlin Pty Ltd, 4 Mansfield St., Balmain, 2041. Lifeguard Marlin will be manufacturing in Australia a complete range of life jackets, life rafts, and inflatable boats.●

Gibb proves a point or three.



Point 1

GIBB 7 SELF-TAILING RACHET WINCH.

When it comes to scoring points, Gibb is outright winner.

With this super tough, Gibb 7 self-tailing winch. It can handle jobs like reefing, sail control, sheets and halyards so there's probably a place for it on your yacht. You can mount it any which way and it's a real lightweight, especially on the pocket.

Point 2

ROPE TERMINALS.

No more splicing with this revolutionary combination Gibb snap shackle and rope terminal. It retains full rope strength and is exclusive to Gibb.

Available to fit rope sizes 6mm to 14mm.

Point 3

SMOOTH CONNECTION SNAP SHACKLES.

No more sail hangups with the maxi strength, top opening snap shackle for spinnaker sheets and guys. And for halyards and the rest, you can't beat the Gibb side-opening snap shackle, with the ultra smooth connection and the unique "oval throat."

Constructed from rugged 316 stainless steel in four sizes, to suit trailer sailers to maxi yachts.

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