

The Magazine of the Cruising Yacht Club of Australia

OFFSHORE

NUMBER 75

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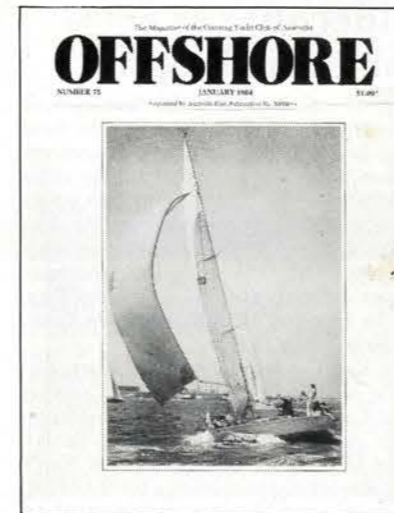
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The Magazine of the Cruising Yacht Club of Australia

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Number 75

December 1983/January 1984



Cover: Admiral's Cup action 1983, featuring Peter Kurts' Once More Dear Friends, which is a member of the Australian Southern Cross Cup Team and which the skipper will be driving hard for his third Hobart Race win this year. The Admiral's Cup offers the hottest competition in the world of IOR racing and some of the world's most difficult racing conditions, with extreme currents and tides which can see fleets of perhaps 150 yachts at anchor in the middle of a race. In this issue Lindsay May, navigator of OMDF, describes some of the challenges of navigating an Admiral's Cupper in the Solent (see story, page 14).

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Offshore Signals

CORRECTION

Heavy Weather Helming

An article which appears in the *Official Souvenir Program* published by the CYCA for the 1983 Hitachi Sydney-Hobart Yacht Race has an article on heavy weather helming put together by Tony Cable. Tony used as a starting point Jim Robson-Scott's article 'Survival Tactics - the '79 Fastnet Race revisited' which was first published in *Seahorse*, the magazine of the RORC, in January 1983 and reprinted with the author's permission in the CYCA magazine *Offshore* in March 1983. Some sections of Jim's article were quoted verbatim, but in other cases Tony Cable put questions verbally to Peter Green, Duncan van Woerden and Albie-Mitchell, based on his own interpretation. It has been pointed out to us that a significant error of omission has occurred.

"QUESTION (by Cable): What do you think of Jim Robson Scott's thesis that you should sail off at 550-900?"

What Jim really said in his article was this: "The best possible tactics are to forereach keeping as much sail on the boat as it can reasonably carry in the conditions existing. This gives the boat both power and speed and a steep breaking sea can be countered by putting the helm down and momentarily putting the boat on the wind, pulling away hard again as you cut through the breaking crest." He went on to say that by 'forereaching', he meant apparent wind angle between 50° and 90°.

Jim has pointed out that the way Tony Cable put the question was misleading, and needless to say, Peter, Albie and Duncan all disagreed with what they thought Jim had said, saying, in effect, he is wrong to just advocate forereaching. Jim never did just advocate forereaching.

We apologise for this unintentional error on an important topic.

- Editor

ORC News

Offshore spoke with Jim Robson-Scott, Australasian representative to the Offshore Racing Council, soon after he returned from the ORC Annual General Meeting in November. A summary of his observations is dealt with by Biggles' in his column on page 10. The text of Jim's full report to the AYF will be published when it comes to hand.

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The text of a press release just received from London on the subject of Kevlar is reproduced below:

The use of aromatic polyamides, carbon fibres and other high modulus fibres in sails.

Rule 802.8. with effect from 1 January 1984, sails made wholly or in part from aromatic polyamides, carbon fibres, or other high modulus fibres shall not be permitted for yachts under 60 feet R (rounded to one place of decimals) except as specified in 816.6 and 848.7.

Rule 816.6. Aromatic polyamides, carbon fibres and other high modulus fibres may be used in jibs only if LPB is less than 1.1 J and the sail is not the storm jib.

Rule 848.7. Mainsail reinforcement (RLM). RLM shall be the maximum distance of any aromatic polyamide, carbon fibre or other high modulus fibre from the nearest point on the leech of the mainsail. Where RLM exceeds E/3, any excess shall be multiplied by 10 times P/E and added to P in computing PC.

Quiet Little Drink romps home in Barbecues Galore

Lest that headline summon an image of a boozey editor overcome on his office floor, we hasten to say that it refers to a recent maiden win by Bernard Lewis' new racehorse 'Q.L.D.' in the Barbecues Galore Handicap run at Rosehill on December 10th. The horse finished seven lengths in front and in smart time, according to a newspaper report. This will be read as good omen by Bernard Lewis, Dave Kellett and the rest of the mob from the Lewis' red maxi, *Vengeance*, including the port runner winch hand, who is the co-founder of the Q.L.D.

Special Penta Base skeds for returning yachts

Penta Base is again this year holding special skeds for any yachts returning to Sydney from the Hobart Race. These special skeds will commence January 1984 and will be held daily at 0800 hrs and 1730 hrs on 4483 kHz. These are additional skeds for Hobart returning yachts, and Penta Base's normal skeds will continue to be held at the usual times.

Unless Penta Base is advised otherwise, information about yacht positions and ETAs will be passed on to relatives and friends who enquire.

For those who wish to have information about returning yachts, the phone number of Penta Base is (043) 677-668. Enquiries may be made at any time between 0700 hrs and 2200 hrs (7.00 a.m. and 10.00 p.m.).

Hitachi Trophy for Southern Cross Cup

Hitachi Sales Australia Pty. Ltd, sponsoring the Sydney-Hobart Race for the eighth year in succession, has donated a new prestigious trophy for the 1983 Hitachi Southern Cross Cup international team racing series. For the first time a trophy will be awarded to the top-scoring individual yacht among the eleven teams from five nations contesting the five-race series

which starts on December 16, 1983 and culminates in the Sydney-Hobart Race.

Hitachi has had the trophy specially designed, highlighting yachting under the Southern Cross constellation.

The continuing sponsorship of Hitachi for the Southern Cross Cup and the Sydney-Hobart Race has enabled the Cruising Yacht Club of Australia to maintain the highest standard of ocean racing organisation and administration in running these internationally acclaimed events, which this year have attracted entries from eight overseas countries, including Japan.

Caldecott Memorial Trophy

The great contribution to the development of the Hitachi Sydney-Hobart yacht Race by the late Ken Caldecott will be commemorated by a new perpetual trophy to be presented for the first time in this year's Race. Ken Caldecott, who died in July, was Managing Director of Hitachi Sales Australia Pty. Ltd., the company which has sponsored the annual Sydney-Hobart Race and the biennial Hitachi Southern Cross Cup series since 1974.

The Ken Caldecott Perpetual Memorial Trophy will be presented by the Cruising Yacht Club of Australia to the winning classic yacht each year from 1983. Such a choice is a fitting one because of Ken's great interest and enthusiasm for the older, traditional style of ocean racing yacht on which he sailed so much as a younger man.

Ken was a veteran of 20 Hobart Races himself, his first being with the late Sir Arthur Warner on *Winston Churchill*. The yacht's present owner plans to sail *Winston Churchill* in the 40th Race, in 1984, as one of the contenders for the trophy.

From his Company's point of view, Ken will go down in history as the man responsible for changing the name of one of the world's great ocean racing classics to include that of Hitachi, one of the world's great manufacturers of electronic and electrical equipment.

All yachtsmen sailing to Hobart this year, and perhaps particularly those sailing down in traditional yachts, will remember Ken and the part he and his Company played in making the Hobart Race perhaps the safest and best organised long ocean race in the world.

Book Reviews

Marine Weather Manual

by Roger Badham
Marine Weather Services \$45.00
Review by David Colfelt

*Rodger Badham is a meteorologist who 'escaped from academia' to go into private weather forecasting. He teaches the AYF Meteorology Course at Sydney Technical College. A few years back he received a Churchill fellowship to study weather forecasting and presentation in the UK, where people are much more weather conscious than we are and where the standard of forecasting and presentation for consumption by yachtsmen is said to be better than ours.

It has been said that the outcome of most yacht races offshore is determined primar-

ily by decisions about weather and current rather than the relative speed of the yachts, that if you marry a good knowledge of weather with good boat handling and strategy, you can win a Hobart Race. Decisions as to whether to stay on the wind heading towards Hobart or to crack off 10° for a 20% increase in speed won't be made by those who are not confident about their reading of the weather. When *Piccolo* won its Hobart Race in 1976, among other things he read the weather correctly.



The *Marine Weather Manual* is a new publication about weather written specifically for Australia and the offshore yachtsman. It is not a text book but a summary of what should be known about weather by the offshore venturer, and if you don't know it, the manual will bring you up to date. It lets you record your weather information as you best can, and then tells you what you should be doing with it when you've got it down. A carefully thought out presentation, it provides for effective translation of weather data into a picture that the navigator and skipper can understand.

The *Manual* was born out of a desire to improve the standard of information for the yachtsman, particularly in this state. (Weather is better 'marketed', for example, in Tasmania, a marine state, than it is in NSW.) For the small mariner here there really has been precious little.

Designed primarily for the offshore yachtsman, racing or cruising, - anyone who is not going to run for cover when the weather looks unsavoury - the manual is applicable to anyone with a boat that has a radio, from runabout to a merchant carrier. The *Manual* is divided into seven sections and is presented in a large folio that measures 32 cm by 44 cm.

Section A is a glossary, a blow by blow definition of the words you should know, words you will hear when listening to weather forecasts - forecast terminology.

Section B is on clouds, with diagrams and coloured pictures with a corresponding description of the clouds and what present and future weather particular cloud formations presage. This section includes a fairly complete table which describes weather systems that usually attend certain cloud formations. This section ends with satellite photographs such as you see on television. Television is a very good way of getting weather information, generally a better way to get the picture than just listening to words - FAX for the man going to sea, and local television if you're cruising around the coast.

Section C is synoptic meteorology - standard air masses, where the highs and lows are normally located around Aus-

tralia at different times of year, 'normal' sorts of weather maps for each season, what you'd expect, and what can 'go wrong'.

Section D is a listing of weather information that is available. Starting with what's available if you're still on land, it moves to television and radio (the radio information is broken down into double sideband broadcasts (MF), single sideband, radiotelegraphy (Morse code), and finally about three or four pages on FAX broadcasts. Roger Badham believes that everyone will have a FAX receiver within 10 or 15 years; they're getting cheaper and cheaper (one is available in the USA now for less than \$1000.)

Section E is basic weather information that you should know about - winds, sea states, diurnal variations in pressure, how to plot your own weather map, what to look for. There are tables in this section describing eight major weather systems as they affect the continent of Australia, with blow-by-blow description of the variation in weather as a system moves through.

Section F is a detailed, State by State summary of when weather broadcasts are given, cross-referenced to the your local time in that State. It concentrates on 'reliable' broadcasts, e.g. OTC, ABC, Penta Base, etc., that don't change frequently. It also lists other broadcasts such as VOLMET, aviation broadcasts, frequencies, etc.; for those with a shortwave receiver these can be a valuable source of 'coming' weather intelligence.

The final Section G is printed on plastic paper. This is designed for recording your own weather details and drawing your own weather maps, which can be wiped off as necessary. Sheets, with pre-drawn maps with latitude and longitude marked, are available for every State and its coastal waters, plus the Tasman Sea across to New Zealand (at the present time; this section will be extended).

The book constructed of plastic welded sheets into which the pages of text are slipped; the first sections are on card, and the final section is printed on waterproof plastic paper.

The publication costs \$45.00 is sold with a free update service (for one year and after that will cost approximately \$8.00 per year). The price includes a small newsletter on marine weather, including analyses of weather events.

The *Marine Weather Manual* is available now by direct mail from Roger Badham, Marine Weather Services, PO Box 462, Sutherland, NSW 2232, ☎ 522-0546. In the new year it will be available from selected ships chandlers. It is a welcome and much needed addition to the yacht's library, particularly for those whose knowledge of weather is less than optimal for making ocean racing decisions.

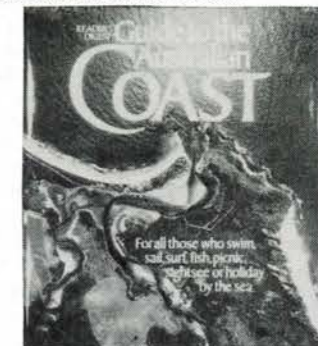
The Reader's Digest Guide to the Australian Coast

Robert Pullan (Contributing Ed.)
Reader's Digest Services Pty. Ltd.
480 pages, Cloth. \$34.95

Review by David Colfelt

If you have come across Reader's Digest books before, such as their Home Re-

pairs *Manual*, you probably would agree that they are usually well researched and well presented. The new *Guide to the Australian Coast*, which was launched at the CYCA in August and 'toasted' by AYF President David Holloway, is another of the Digest's pedigree line. Featuring colour aerial photography of the entire coastline of Australia, it provides a very good overview of the margin of this island continent and the entrances to its coastal refuges, from Sydney to Cape York, from Hobart, to Perth, to Darwin.



The *Guide* is an excellent general background reference, if not sufficiently detailed to be used as sailing directions (although the quality of some of the aerial photography is really very good, and an aerial photograph is the ideal means of communicating information at a glance.

At the beginning of the volume are several chapters on general appreciation of the Australian coast, the ocean and weather, advice for holidaymakers.

Our coastline was defined in 1980 by Dr Robert Galloway of the CSIRO. Using maps to a scale of 1:250,000, the coast as it appears at mid-tide level was followed by a fine wire, including mangroves, excluding coral reefs, islands less than 12 hectares and straits less than 1 km wide. Estuaries were cut where they narrow to less than 1 km. The total length of the mainland and Tasmanian coastlines was thus measured at 30,370 km. Add another 16,800 km if you include island coastlines.

With that introduction, the chapter on 'understanding the coast' goes on to describe in both text and with excellent illustrations the inhabitants of our beaches and estuarine waters. It spends considerable time discussing estuaries and mangrove swamps and their importance to the total ecology (one half of the fishes taken in Australian waters depend upon our estuaries for at least part of their lives, and estuaries generate somewhere around 4 kg of organic matter per square metre per year; temperate grasslands yield only 0.5 kg). A brief section on coral reefs suffers a little from oversimplification. For example, in describing why reefs grow in the direction of swells: "Incoming waves have more plankton and the sluggish waters on the sheltered side of the reef may be muddy." - which seems inadequate, ignoring role of aeration, calcium content of the water, and 'mud' gets

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into the argument (where did the mud come from on a coral cay 40 miles from the mainland?). Reef diagrams and terminology are not as lucid as they might be.

The bulk of the book is taken up with colour aerial photographs and accompanying line maps that show the area being viewed, which helps the reader to relate the aerial photos to your road map, etc.

The *Guide to the Australian Coast* specifically from the yachtsman's point of view is primarily an aid to strategic rather than tactical planning. Having said that, I should add that we used it earlier in the year to reconnoitre north Stradbroke Island before a brief holiday (via land) there with the children. It proved very useful, including providing details of where one could catch the car ferry.

There is nothing else available that is quite like it, and for that reason the *Guide to the Australian Coast* would make a novel gift for anyone with an interest in this country's fabulous coastline. ●

Thanks to sponsors

The CYCA is indebted to its several sponsors who have done so much in contributing to the success of the Hitachi Sydney-Hobart Yacht Race and the Hitachi Southern Cross Cup series. This year's Hobart Race, with some 178 entries, has attained a size which, as 'Biggles' notes in his column in this issue, has put it into the ranks of bigness, with all of the attendant headaches. Without our sponsors we would not be able to maintain the very high standard of Race administration which Keith Storey, Hitachi Sydney-Hobart Race Director, has built into this classic ocean yacht race. We salute our sponsors.



HITACHI

With such widespread media coverage of the Sydney-Hobart Race, particularly the spectacular start on Sydney Harbour, the name Hitachi has become well known throughout Australia, particularly for its popular electrical consumer products such as sound equipment, video equipment, television, household appliances, air conditioners and power tools. However, Hitachi products extend far beyond consumer goods. This giant company has earned a reputation for producing equipment and materials of the highest quality for industry, including wire and cable, iron and steel products, chemicals and chemical equipment, construction materials, dry batteries, magnetic tapes, electronic equipment, heating appliances, machine tools, printing equipment, cranes, water treatment plants, medical supplies, computers and software.

The Cruising Yacht Club of Australia is proud to be associated with this company which is dedicated to excellence in everything it does, just as the CYCA is proud of its own achievement in the safe and efficient conduct of this great ocean race.

TAA

TAA has a long history of support for ocean racing. The airline was the first commercial sponsor of the Sydney-Hobart Yacht Race, in 1975, and it has been a co-sponsor ever since. However, TAA does more than just supply sponsorship support for the race; it provides a comprehensive travel service for the crews and their baggage.

It is a huge exercise to ensure that the additional sailing baggage of entrants is collected from the CYCA and delivered to yachts on arrival at Hobart. The Airline also arranges transportation for crews returning by air from Hobart and for the crews who bring yachts back from Hobart, as well as transporting friends and supporters each way.

The Hitachi Sydney-Hobart Race is not the only nautical interest of TAA. The Airline is among the sponsors of the successful America's Cup Challenge, and has sponsored many other races and yachting events in Australian waters.

AWA

With a fleet of more than 170 yachts taking part this year, the task of collating information about their positions has become requiring a high degree of application and a great

deal of sophistication.

AWA this year is in its 15th year of association with the Hobart Race and will provide more than \$80,000 worth of equipment and services of a senior engineer and two radio operators aboard the Radio Relay Ship *Tasman Hauler*.

The equipment is the most sophisticated now available for maritime communications and is a far cry from that of the days when positions reports were relayed by Morse code. The section entitled 'Race Communications' in this Program gives complete details of the equipment to be used.

The CYCA is indebted to AWA for its continuing great contribution to the safe conduct of the Race.

Ampol

Ampol has been a faithful supporter of the Sydney-Hobart Yacht Race for many years, and this year the Company will again provide thousands of litres of fuel for the Radio Relay Ship. Ampol makes an important contribution to yachting in other areas too.

For many years it has sponsored other offshore races, including the Ampol Tasman Sea Series, but it is best known for its continuing support of the Ampol Australian Yachtsman of the Year, the most prestigious yachting award in the nation.

The 1983 Ampol Yachtsman of the Year award was presented this year at a luncheon held at the Cruising Yacht Club of Australia and was shared by the three major architects of *Australia II's* victory in the America's Cup, syndicate chairman Alan Bond, Designer Ben Lexcen and skipper John Bertrand.

Wang

Both the CYCA and The RYCT will use a Wang 2200 Computer System and the OTC-linked INMARSAT to pinpoint yacht positions and to monitor progress throughout the race. Twice daily reports of the yachts

Positions will be fed directly into Wang equipment to process the distance each yacht has left to sail. Finishing times will be recorded, and within seconds the two Wang systems will compute line honours, convert times, and produce a subset of handicap reports for the Hitachi Southern Cross Series.

The CYCA is most grateful to Wang for this invaluable assistance.

Brambles

This year the CYCA is again indebted to Brambles Industries Ltd. for supplying a tug perform duty as a mark of the course 650 m NNW of Hornby Light. The tug is also one of the spectator limit patrol craft.

(Continued on page 21)

THE 1983 SOUTHERN CROSS CUP

by Peter Campbell

In December, Sydney will see the biggest offshore racing regatta ever held in the Southern Hemisphere. It starts with the selection trials on December 2 for the Australian and New South Wales teams for the Hitachi Southern Cross Cup, an international team racing event that has played a significant role in the development of offshore racing in the southwestern Pacific and the Far East since 1967. The five-race Cup series itself starts on December 16, with the Burns Philp South Pacific Maxi Yacht Championship on the same day, and culminates in the 39th Hitachi Sydney-Hobart Yacht Race, which has a record 178 entries as this Program goes to press.

Not content with Kiwi winning the Melbourne Cup, the New Zealanders are out to take home another prestigious cup in 1983, the Hitachi Southern Cross Cup, after several years in the doldrums of international ocean racing, at least on the IOR scene.

After unsuccessful challenges for the Admiral's Cup in England and the Pan Am Clipper Cup in Hawaii, the Kiwis are mounting their strongest team since 1977 when they won the Southern Cross series. Once again they have put their faith in the highly successful and innovative designer, Bruce Farr, by selecting a trio of new Farr 40s to take on ten other international and Australian teams in the five-race series. Farr designs have won three of the last six Hitachi Sydney-Hobart Yacht Races.

The strong bid by New Zealand coincides with a significant upsurge of international interest in the Southern Cross Cup, with a record entry for the 39th Sydney-Hobart Race, the fifth and, usually, deciding race of the Cup.

Britain, Hong Kong, Papua New Guinea are back with exceptionally strong teams that will give the Australian national and state teams their toughest opposition since 1977. The British have shipped out three 1983-launched hi-tech ocean racers, and for the first time Hong Kong will be represented by a team of locally built boats. Papua New Guinea, which in the past has chartered boats here, is challenging with two PNG-owned boats and one charter.

The USA is not fielding a team this year, but they are planning a major challenge in 1985, not to mention 1987. The US is represented in the Hobart Race fleet by *Nirvana*.

The Southern Cross Cup was introduced in 1967 as Australia's version of the Admiral's Cup (in England).

Significant changes to the series

Significant changes to the format of the Cup this year have resulted in 11 teams, four from overseas, challenging. The series



PHOTOGRAPH BY PETER CAMPBELL

has been brought into line with the Admiral's Cup, with the number of races being increased to five and the rating band for eligible yachts being narrowed, from the old 20.5-70 ft to 30-40 ft under the International Offshore Rule (IOR). Thus the series used to include (and tried to fairly handicap) yachts ranging in size from maxi boats to half-tonners. A series of successes by local light displacement low-raters prompted criticism from overseas yachtsmen, particularly the British, who in the past two series have just been beaten for first place by the so-called 'lightweights'.

The series of five races now has an additional 30-mile short offshore event, and weather permitting, these round-the-buoys races will have offshore starts and finishes. The short races will be restricted to Cup team yachts only, with no individual entries as permitted in the past.

Unique event

The Hitachi Southern Cross Cup offers something special that brings yachtsmen back to Australia time and again:

- the thought of a mid-summer December in sunny Sydney;
- big-fleet racing and hot offshore competition in the lead-up races;
- that spectacular Sydney-Hobart Race start in Sydney Harbour, a sight and experience unmatched in the world;
- the magnificent welcome in Hobart, also found nowhere else in international offshore yachting, with its famous Cascade beer flowing for a unique social event, the 'Quiet Little Drink'.

The Southern Cross Cup is unique in that it is also open to teams from each State of the Commonwealth, adding extra competition to the event and underlining the strength of offshore yachting right around our seaboard.

The New Zealanders

The Kiwis have been the strongest supporters and competitors since the inception of the Cup in 1967. They have won three times and only twice have finished outside a placing.

Without doubt their greatest performance was 1971, when the team of *Pathfinder*, *Runaway* and *Wai-aniva* finished first, second and third overall in the Hobart Race to score a sweeping Cup victory. In 1975 they won, and in 1977 they brought three light-displacement, fractional sloops by Bruce Farr in what was the first major onslaught of the lightweights on international racing. *Jenny H*, *Smirnoff-Agen* and *Swuzzlebubble* amassed a huge points lead in pre-Hobart series, enough to take the Cup in spite of the fact that only one team member, *Jenny H*, finished the Hobart that year. New Zealand has continued to send teams since then, although not of the same calibre as that team and those of the early '70s; they are back in strength this year.

The NZ selectors chose the team of three Farr 40s over *Shockwave*, the powerful Frers 43 which has on many occasions shown blazing form. The three sailed impressively with nothing much between them. These latest Fars were built of Kevlar and Divinycell foam, by Cookson Yachts. They are *Exador* skippered by Tom McCall, with dinghy sailor Gary Lock calling the shots; *Geronimo*, skippered by two-times World One Ton Cup champion Stu Brentnall; and *Pacific Sundance*, sailed by Peter Walker (who won the world Half Ton Cup with *Gunboat Rangariri* in Sydney).

The UK

Like the NZers, the British have given the CYCA great support over the years, reciprocating Australia's continued support of the Admiral's Cup. They have managed only one victory in the series down under,



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but they have been close in other years. Second to NSW in 1969, the to New Zealand in 1971, they scored a fine win in 1973 with a team led by Arthur Slater in *Prospect of Whitby*. They placed third in 1975 and 1977, were a close second in 1979.

This year they have a strong team in *Jade*, *Panda* and *Indulgence*. *Indulgence*, despite mediocre performance in the Admiral's Cup last August (along with the rest of the British team), has potential to do well in Australian conditions. Designed by Ed Dubois, many of whose boats have done well here - *Police Car*, *Sweet Caroline*, *Black Magic*, *Smuggler*, *Pacific Highway* - *Indulgence*, owned by Graham Walker, is a masthead 42 footer rating 32.6. Of the latest construction, she has been kept as light and stiff as possible. Her carbon fibre tiller, for example, weighs only seven pounds but cost a hundred times as much. She has a top crew, including the designer, two of *Victory 83's* America's Cup crew, David Powys and Andy Burnell. Possibly coming, at last report, is John Kolius, skipper of the US 12 metre *Courageous*, in place of another top American helmsman, Rod Davis.

The other two British boats are by designers less well known in Australia, *Panda* (Hugh Welbourn) and *Jade* (Larry Woodell). *Panda* rates 34.2 ft and is one of the larger offshore racers to be tiller steered, the aim being to help the helmsman with quick starts in crowded fleets. She is an interesting concept in modern ocean racing design, with a small keel and high aspect rudder hung well aft. To help with windward work, the keel has a trim tab on about one quarter of its surface. Her designer who will be aboard, has produced an innovative deck layout using every effort to keep weight out of the ends. Below she is spacious with substantial ring frames for transverse stiffening and deep longitudinals beneath the cabin sole, leaving the interior for sail packing.

The smallest of the British boats, *Jade*, rates 30.6 ft and is spartan below. She is built with stringers bonded between the hull skins, reducing the hull sheer in the core and maintaining strength and stiffness. The principal hull rig stresses are taken up by an H frame on the keel and shroud chainplates linked to space frames with aluminium compression tubes under the deck running right up the stem with tie bars in the bilges.

All three hulls are a composite of Kevlar, S-glass and carbon fibres.

Hong Kong

The team is composed of *The Frumious Bandersnatch* (Alan Burge), *Bandido Bandido* (Andy Soriano and Peter Jolly) and *Highland Fling II* (Irvine Laidlaw). It should be a formidable one with experienced and able crews.

The *Frumious Bandersnatch* is a Peteron designed *Serendipity 43* built in New Orleans earlier this year. She is a sistership to *Scarlett O'Hara* which won the 1983 SORC in the USA and led the US team into third place in this year's Admiral's Cup.

The hull was built of unidirectional S-glass and vinylester and has a carbon fibre deck which saves more than 160 kg in the topsides.



Di Hard, Papua New Guinea team member.

Bandido Bandido is another new boat, a Frers 43 and sistership to *Shockwave* which figured prominently in the Australian Admiral's Cup trials. Built by Terry Cookson in New Zealand, *Bandido* is Kevlar/carbon fibre and foam, but has been beefed up a little more than *Shockwave*.

Built in 1981, *Highland Fling II* is a Dubois 41 which, as *Vanguard*, represented Hong Kong in the 1981 Admiral's Cup. Since bought by Irvine Laidlaw her rating has been lowered to 30.5 ft and she has 17 new sails in a wardrobe based on Kevlar. She will be shipped to Hawaii after her stay down under to be part of Hong Kong's first challenge for the Clipper Cup.

Papua New Guinea

For a small nation of sailors, Papua New Guinea has already made an impact on international yachting. In the past 18 months, PNG has had teams sailing in the Sardinia Cup and the Admirals' Cup, largely on chartered boats, but this year they have two of their own for the Southern Cross Cup.

Led by a small but enthusiastic group of Australian and New Zealand expatriots at the Royal Port Moresby Yacht Club, PNG has previously fielded teams for the SC series, in 1975 and 1981. The team this year is led by *Di Hard* with Bruce Tardrew at the helm. Their second boat is the *Norlin 38*, *Surefoot*, which they chartered



Admiral's Cup 1983. French team member *Passion* leads *Once More Dear Friends*.

for the Admiral's Cup and which has since been bought by a syndicate from the Royal Port Moresby Yacht Club. A third charter will complete the team. □

THE TEAMS

Australia

To be nominated after December 10.

Britain

Indulgence, *Jade*, *Panda*

Hong Kong

Bandido Bandido, *Highland Fling II*, *The Frumious Bandersnatch*

Papua New Guinea

Di Hard, *Surefoot*, *Too Impetuous*

New Zealand

Exador, *Geronimo*, *Pacific Sundance*

NSW

To be nominated after December 10.

South Australia

Bacardi, *Mandrake*, *Renegade*

Tasmania

Natelle II, *Sagacious*, *Taurus II*

Victoria

Black Magic, *Revelation*, *Vicious*

The Races

Friday, December 16 30 nm offshore triangle (start 1300 hrs) for Royal Prince Alfred Yacht Club Centenary Bowl

Saturday, December 17 30 nm offshore triangle (start 1300 hrs) for Middle Harbour Yacht Club Cup

Monday, December 19 180 nm ocean race (start 1300 hrs) for the Royal Sydney Yacht Squadron Cup

Thursday, December 22 30 nm offshore triangle (start 1300 hrs) for the Cruising Yacht Club of Australia Trophy

Monday, December 26 Hitachi Sydney-Hobart Yacht Race, 630 nm ocean race (start 1300 hrs).

The Pointscore

In each race the team yacht with the best corrected time will gain points equal to the number of team yachts accepted as final entries in the series. Each successive placing on corrected time will be awarded one point less than the preceding place. The points in race three (180 nm) will be multiplied by two, and those for race five (Sydney-Hobart) will be multiplied by three. No points will be awarded to a yacht which does not complete a course or is disqualified. The team with the most points wins the Hitachi Southern Cross Cup.



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OFF83



BIGGLES' COLUMN

by John Brooks

This year's Southern Cross Cup teams must be about the strongest we have ever seen out here in terms of quality, which makes forecasting a winner a mug's game, so I'll leave it to Cable and Duncan to make idiots of themselves, save for the observation that the Kiwis might give it a good shake. It will be nearly all over by the time *Offshore* appears on the scene anyway, except for the Hobart Race. That's a pretty big 'except' and, as they say in the music world, "the opera ain't over till the fat lady sings." At least, I think they say that in the music world. If the Hobart Race is vital in the SCC, it is equally important to the record fleet of yachts which has brought ever increasing problems in race administration, not to mention side issues such as Club accommodation for boats and crews. The Hitachi Sydney-Hobart Race is now BIG. Big headaches, big management, big budget and, in this great year for Australian yachting, BIG NEWS.

Also big news is the result of the Offshore Racing Council's annual meeting in London. The ORC had some heady and controversial subjects to deal with, amongst them winged keels, which is a euphemism for 'end plate effects', or is it the other way around? It is no longer news to report that the Council prohibited 'horizontal dihedral fins extending from keels' from 1st January 1984. This, in spite of the fact that the parent body (IYRU) ruled them legal on 12 metre boats.

The Americans in London for the IYRU meeting were still smarting from

the America's Cup defeat and were very uncomplimentary about the AYF, Tony Mooney and the Australian measurement of *Australia II*. In fact, they were downright nasty about it, alleging all sorts of skulduggery. All to no avail, the IYRU keel boat committee validated *Australia II*'s keel and everything the AYF had done in relation to it, which sank any last hopes the Americans may have had of justifying their behaviour in Newport during the America's Cup.

Nevertheless, the ORC had no hesitation in banning winged keels from IOR racers by a vote of 17 to 3. They did so mainly because of the twin dangers of obsolescence and/or the high cost of modification to all existing ocean racers, should winged keels be allowed. As Jim Robson-Scott has pointed out, the ORC is, in effect, the custodian of around \$500 million worth of ocean racers around the world and it takes that responsibility very seriously. Any major design change or design effect which could make that fleet obsolete is looked upon with extreme disfavour. This notwithstanding the fact that the IOR itself is developmental in nature, albeit nowhere near as much as it used to be. The latter half of the seventies, when yachts were made obsolete from one season to the next, have gone forever.

One of Ben Lexcen's arguments in favour of the winged keel for IOR racers was that a shoal draft yacht could use them to good effect and become competitive with 'ordinary' IOR designs. Until now there was nothing in the IOR to penalise or prevent the use of winged keels. However, if Bob-Ben's masterpiece has done nothing else for IOR boats it has forced the International Technical Committee to recognise that the IOR ignores keel measurement other than the depth and the overall effect on CGF. Width, shape, aerofoil sections, etc. were ignored, and the ITC will re-consider the whole subject of keels in the coming year.

The 1982 ruling against Kevlar sail cloth was also reconsidered at the ORC Annual Meeting. Not one country had recommended, and only the UK subsequently backed, this hasty and ill-conceived ruling of the November 1982 meeting of the ORC. This year Australia and the USA argued against the ruling and there were recision motions at the meeting. Nevertheless, the council voted 11 to 10 in favour of retaining the ban on Kevlar although it did make some concessions:

headsails of less than 110% overlap, except for storm jibs, are allowed to use Kevlar;

yachts rating over 60' IOR allowed unlimited use of Kevlar, except in storm sails; mainsail leech reinforcing Kevlar allowed to a width of twice the length of the longest batten.

The very arguments that brought about the ruling in the first place (i.e. durability and cost) are now or are becoming obsolete, as forecast by most sail-makers. What makes the 1982 ruling even more ludicrous is that other sail cloth developments will eventually make Kevlar itself obsolete, except perhaps as reinforcing material. So, the whole sorry story of the ORC versus Kevlar will probably sink without trace, except as a classic example of bad administration.

In yet another flirtation with the tenderness of modern racers, the ORC at its recent meeting limited the number of crew to (0.4R - 3). Where this does not produce a whole number it will be rounded up to the next whole number. This is aimed at yachts which minimise their rating through CGF then counteract the ensuing tenderness by stacking surplus crew along the weather rail. For instance a yacht rating 30' will be limited to (0.4 by 30 - 3) = 9 crew. A yacht rating 30.1' IOR will be limited to (0.4 by 30.1 - 3) = 9.04, or 10 crew. *Apollo*, on the other hand, could carry 25 crew to Hobart but I sure don't know where they would all sleep. I guess we will see the term 'heavy' take on a new meaning as 100 kg crewmen become the new standard of recruitment for top class IOR racers.



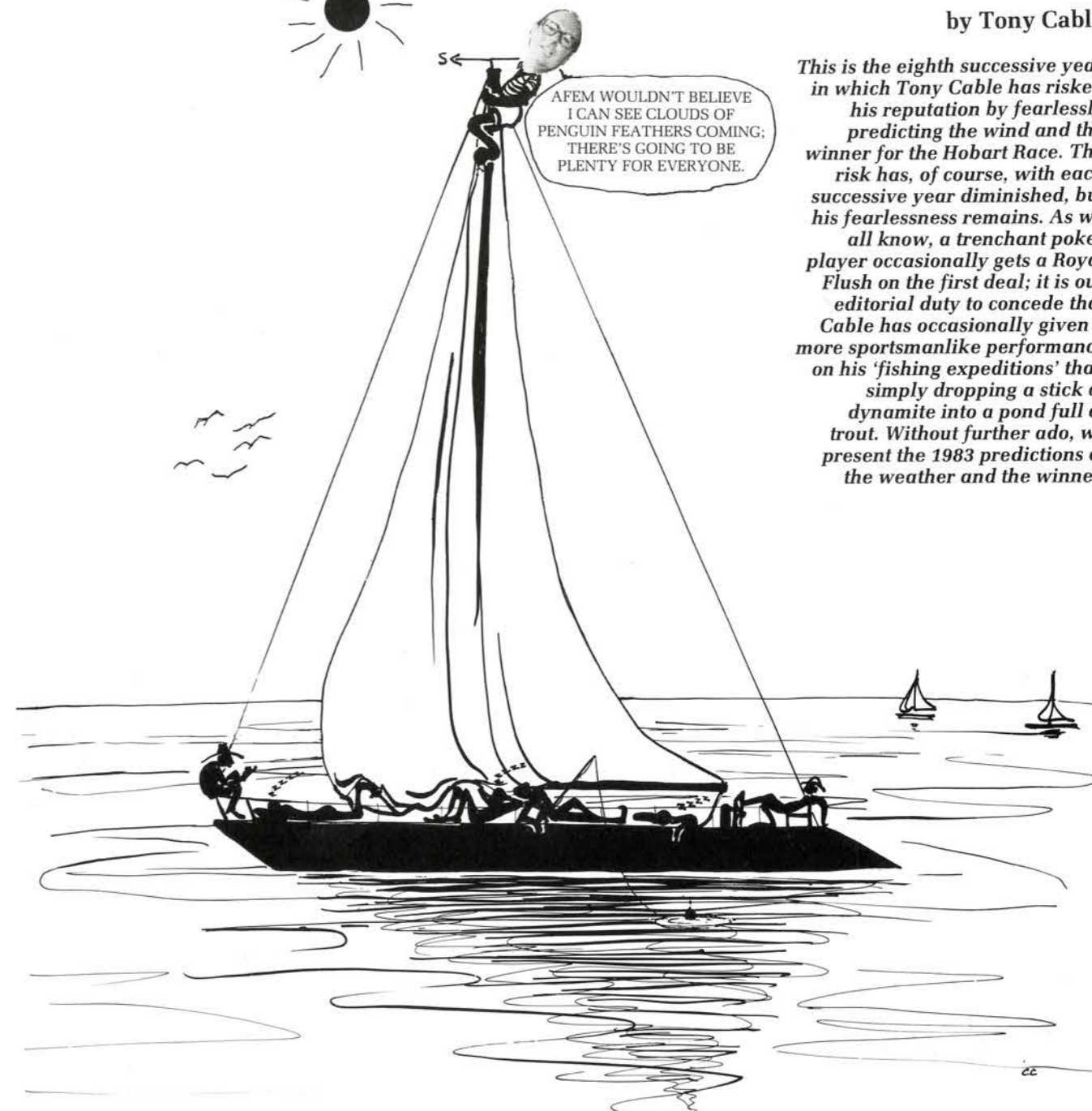
"ALL YOU HAVE TO DO AS A BALLAST HAND IS EAT, DRINK AND BE HEAVY!!"

There were a few other points tucked away in the ORC press release, including a ruling on ashore/afloat measurement trim, a direct of an Australian initiative. The AYF has been trying to have measurement trim rationalised for some years and the new ruling will do away with some rule cheating anomalies in that area. □

HOBART '83: THE WIND AND THE WINNER

by Tony Cable

This is the eighth successive year in which Tony Cable has risked his reputation by fearlessly predicting the wind and the winner for the Hobart Race. The risk has, of course, with each successive year diminished, but his fearlessness remains. As we all know, a trenchant poker player occasionally gets a Royal Flush on the first deal; it is our editorial duty to concede that Cable has occasionally given a more sportsmanlike performance on his 'fishing expeditions' than simply dropping a stick of dynamite into a pond full of trout. Without further ado, we present the 1983 predictions of the weather and the winner.



"Afem," said Peter Harrigan, had always been one of his favourite characters, a well-known chap whose name was much heard around and about, often with a bit of irony attached. e.g. "Afem wouldn't know one end of a boat from the other."

Harrigan, the cartoonist, is one who is always a pleasure to be with. Lunching with him is not so much an occasion for eating and drinking as it is an interlude of laughter, a 'chuckle-

in'. He was a signaller in the War, serving in places such as Borneo. With resign he describes his stint as "a useful time spent up telegraph poles as a sig.; it kept me off the streets and out of trouble".

What has 'Afem' got to do with picking the weather and winner for Hobart? Well, the other night (and that was early November) the Publications Committee was planning what to put in this December/January issue,

and the Editor said, without much thought, "Of course, we could fill up a page with Cable's predictions." You could have knocked me over with an empty box of owner's Valium. I immediately protested. I declared that I had already prognosticated these predictions for the past seven years, and yet over this period I had been subjected to an inordinate degree of ridicule. I recalled saying that 'nobody seemed to take my predictions seri-

ously, while Afem wouldn't have a clue how accurate they have been over the years. The Editor then mumbled something about my comments being somewhat of an 'institution', which only made me picture such other institutions as Long Bay and Pentridge!

You know, I recognise that over the years the predictions have, variously, been dead right, somewhat right, approximately right, far from right, and not right at all. But, however right they were, the sailors I know universally made it a practice of mocking me.

By way of self-protection, in last year's predictions I took the angle of quoting the foreshadowings of other self-styled heavies to see if Afem could predict as well. This year, you can check, for instance, 'Frizzle', fresh out of 12 metres at Newport: "If it's not going to be too hard and not going to be too light, it will be nice."

Take as another example Peter Simms. At 1600 hrs in his solicitor's chambers you would expect a learned opinion from him. But at 1800 hrs in the Coaster's Retreat he offered: "It's going to blow, mate. That's what they are saying in Melbourne."

Now, I could have collected a lot more of these quotes and they would have been absorbing. But the opinions that most worry me are those of my own crew on *Vengeance*. After all, being out there with them on the race I get immediate reactions to what they think of my weather. For instance, if I had predicted a 'light race' it is somewhat disconcerting to be awoken to go on watch at 0200 hrs by an irritated and dripping forward hand with the cheery exclamation that "It is blowing 40 bags, Cable. Get up, you brought this on."

To forestall much of such abuse this time, I thought to quote the weather predictions of most of the *Vengeance* crew and demonstrate too, as Harrigan would have said, "Afem haven't a clue." Here is what they said.

Skipper David Kellett described a conventional race. "NE at the start, W to SW across the Strait, fresh down the Tasmanian coast."

Tactician Dick Norman: "Won't be able to tell you till Christmas Day."

Ian Broad, mainsheet: "Harder than it's been in years."

Col Wilman, tailer: "About time we had a hard one, especially as it is the Southern Cross Cup."

Rob Ogilvie, tailer: "Take it as it comes."

Mark 'Doc' Thompson, Grinder: Reckon it's going to be a big one, it's going to be rough."

Col Tipney, Grinder: "Light and variable."

Jeff Maguire, foredeck: "Hard one."

Phil "the Bear" Thompson, cook: I predict the same as for the last five years - heavy. It's been light though!"

Andrew Parker, foredeck: "About time it got a bit breezy."

Nick Fitzpatrick, mast: "It will blow like mad - Lennox Walker's report."

Steve 'Mothballs' Jarvin, rouseabout: "You are so wrong every year, Cable, that I predict exactly the opposite of what you predict."

Well, what do I predict? The question is easy this year; we have had good times for too long now, and so in '83 we are going to get blown all over the place. We have only to start on about the last day of a hot nor'easter to be then sitting out there all fit for plucking by a southerly change for a couple of days, to really get our tails kicked in. It's got to happen sooner or later, as night follows day, and the odds are overdue for it. [Editor's note: readers will by now forgive Mr Cable for this notion which he clings to like Superglue, that chance has a memory, but the observant will note that he is a super-easy target in coin tossing games at the Q.L.D.]

The pity of it is, of course, what will happen to elements of the fleet if severe weather comes in. There are plenty who hold dire fears of the consequences amongst the lighter-weight boats. I suppose Afem won't make it past Eden.

So, the weather pattern will be: a stiff NE on the first day, followed by a southerly buster late in the afternoon. Southerly conditions will stay in for 48 hours or more, giving everyone a windward bash across the Strait. We will have easing, variable conditions thereafter down the Tasmanian coast. The '83 Race will be one always to be remembered.

Who will win?

Looking through the 178 or so entries one us struck by the relatively small number of really good boats in the fleet. Once you take out the contingents of Cole 43s, East Coast 31s, Swanson 36s, S&S 34s, steel boats, cutters and miscellaneous good boats of yesteryear, there are relatively few 'class' boats entered.

My task is to choose the top ten placegetters in what I predict will be a hard race. Firstly, some that aren't in the top ten.

The English Southern Cross Cup team - *Indulgence*, *Panda* and *Jade* - are all excellent boats and will finish well up. In asking the Poms which boat will perform best, they couldn't really say, so I have included in my list *Panda* by way of acknowledging how well they will perform.

In the same way a Hong Kong source couldn't choose between *Bandido*

and *The Frumious Bandersnatch*, so I picked the latter.

Apparently the new Farr 40s are very fast boats, and the Kiwis could not say which of their team of three - *Exador*, *Geronimo*, *Pacific Sundancer* - will do the best. I have gone for the first two in my listing.

Piccolo will do well as she has an excellent crew who will thrive in heavy weather. *Wy-Ar-Gine IV* is performing very well lately and perhaps should really be in the top ten. *Sweet Caroline* has had a rather patchy performance of late, but has a strong crew that can bring her in among the leaders. *The Roperunner* has also been inconsistent recently. The Japanese have a good boat in *Zero*, and it would be pleasing to see them do well. *Challenge* will gain a high placing. *Marloo* should continue to perform with merit. *Indian Pacific*, another Farr 40, has been showing good form and will get a good result. But I have to list ten only, and here they are, in alphabetical order.

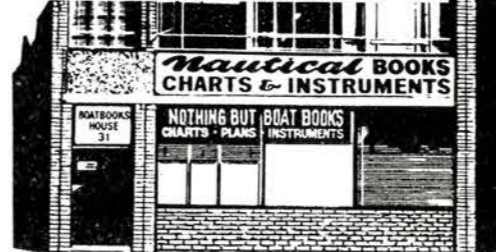
1. Bondi Tram
2. Exador
3. Geronimo
4. Hitchhiker
5. Once More Dear Friends
6. Panda
7. Police Car
8. Shockwave
9. Szechwan
10. The Frumious Bandersnatch.

Of these *Shockwave* would be the favourite. *Once More Dear Friends* and *Police Car* appeal to me because of their crews' ability to go in heavy weather. *Bondi Tram* and *Hitchhiker* are there due to their consistent fine records. *Szechwan* gets a ranking on the basis of so much improved showing in recent races.

I must acknowledge that I consulted Peter Shipway, among others, when studying the 'form'. He fancied a number of the above but surprised me by including the maxis *Nirvana* and *Condor* in the handicap list. A year then for maxis?

Well, Editor, there are my 8th annual predictions. Afem couldn't imagine how much this series has damaged my reputation over the years [Editor's note: another erroneous notion that Mr Cable adheres to like Superglue.] Suppose you will not worry about that much, in your ruthless search for copy. Hope the southerly gets you up to Pittwater quickly for your quiet yachting holiday. □

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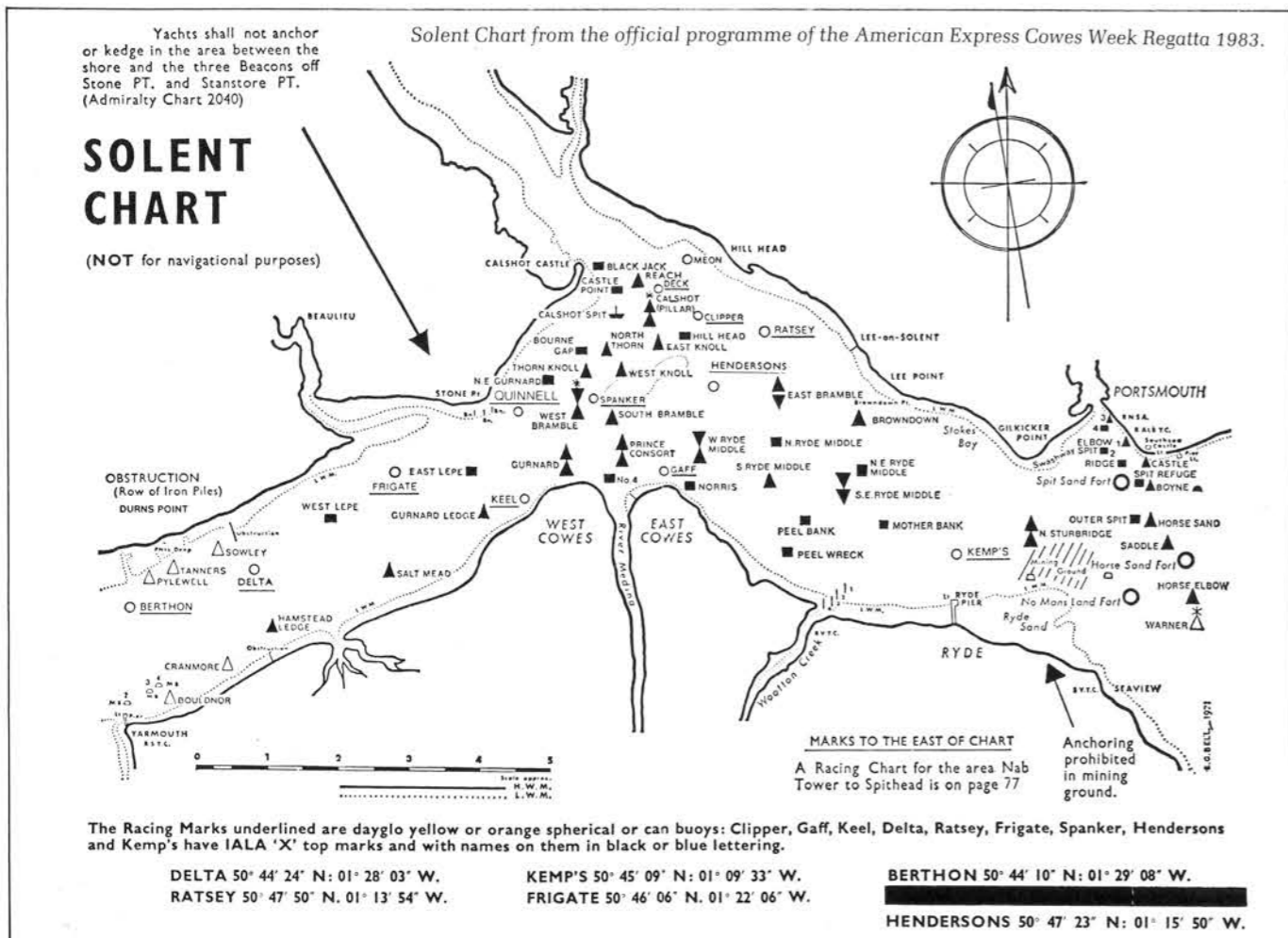
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NAVIGATING THE ADMIRAL'S CUP

A 'newcomer' looks at the rigors of navigation for racing yachts in the Solent and the English Channel.

by Lindsay May



The prospect of navigating an Admiral's Cup yacht (*Once More Dear Friends*) on my first-ever event in the UK was a matter that caused little concern on that memorable night in March when the 1983 Dunhill Admiral's Cup team was announced. In the months that followed both Jack Baxter (*Hitchhiker*) and myself were grateful to have, as tutor, Dick 'Sighty' Hammond (*Bondi Tram*). With Jack Baxter resident in Albany, W.A., Bob Scrivener became the stand-in for *Hitchhiker*.

As the Red Funnel Line ferry turned the Calshot Buoy, I discovered that the months of study enabled a quick appreciation of the Solent. It is from Calshot that the actual racing area of the Solent begins, and even though poor visibility obscured the Isle of

Wight, twenty or so team members all wanted to know the names and nomenclature of every buoy that was passed.

There are some 35 buoys in the Solent that can be used as rounding marks, so for all crew it is necessary to have an appreciation of the layout. For the navigator it is essential to know the whereabouts of every buoy and its surrounding waters.

As the ferry entered the Medina River and passed the Royal Yacht Squadron castle, the tidal flow influence was plainly visible. The fleet of moored yachts tugged at their chains and the ebbing tide swirled and eddied over the Squadron steps and around the channel markers.

The next day the three Australian boats were hard at work. The first

morning we ran the gauntlet of the Cowes 'green' shore. Keeping the lion on the pedestal and the Egypt Pt. light as a transit, we betide the yacht that goes inside that line. *Once More Dear Friends* (OMDF) was first to hit a rock, just a little nudge; later, *Hitchhiker* climbed over the same area. The alternatives are few: either hug the shore and endeavour to use a back eddy, or use the deeper water but suffer the adverse current.

The first few afternoons were spent on the Beaulieu River side working up the muddy shore, daring to go in a few more yards before tacking out into adverse current. When the tide flows at 3 knots there is no sense in plugging away in deep water when from two hours before the tide changes there is possibly a ½ knot favourable tide

on the edge.

Our first full week saw the team sail as such. The rigorous programme was determined by 'Sighty' Hammond and overseen by an incredible human dynamo, team manager Tony de Young.

We sailed down the western end to Yarmouth and covered the rocky island shore. We punched eastward to the Forts and ran home using the many shallow banks for tidal gain. On the other days the notorious Bramble Bank was the subject matter. Sail right to the edge of the bank, tack to the tide in Southampton Channel, back to the bank, but don't get carried away as you will easily overstand your mark if you have miscalculated the anticipated tide in the middle.

Forecasting the tidal flow and height became a daily task. I found it easier to prepare this days in advance. It is not that difficult, as there are three documents that assist: the tide table, the tidal atlas and the spring/neap lunar scale.

The tide table gives the times and height of high and low water at various locations. The tidal atlas shows the flow direction for each hour of the tide. There is an atlas for most areas of the UK, and the Solent atlas is based on tide times at Portsmouth (see diagram).

So for any day you can determine the time of high water (don't forget to add 1 hour for B.S.T.) and each hour thereafter. Using the ½th rule you can also determine the height of water, and you should do this for three or four different locations in the Solent. They all differ.

The ½th rule states that the tide will rise or fall each hour on the basis of ½th, ¾th, ¾th, ¾th, ¾th, ½th. This is all very rough, but your calculations will be within 0.3 of a metre.

The tidal atlas not only shows the direction of the current, relative to high tide at the base location, but also the speed for neaps and spring tides, neaps being the weakest flow. Here an interpolation graph enables you to estimate the flow at any point between the lunar extremes.

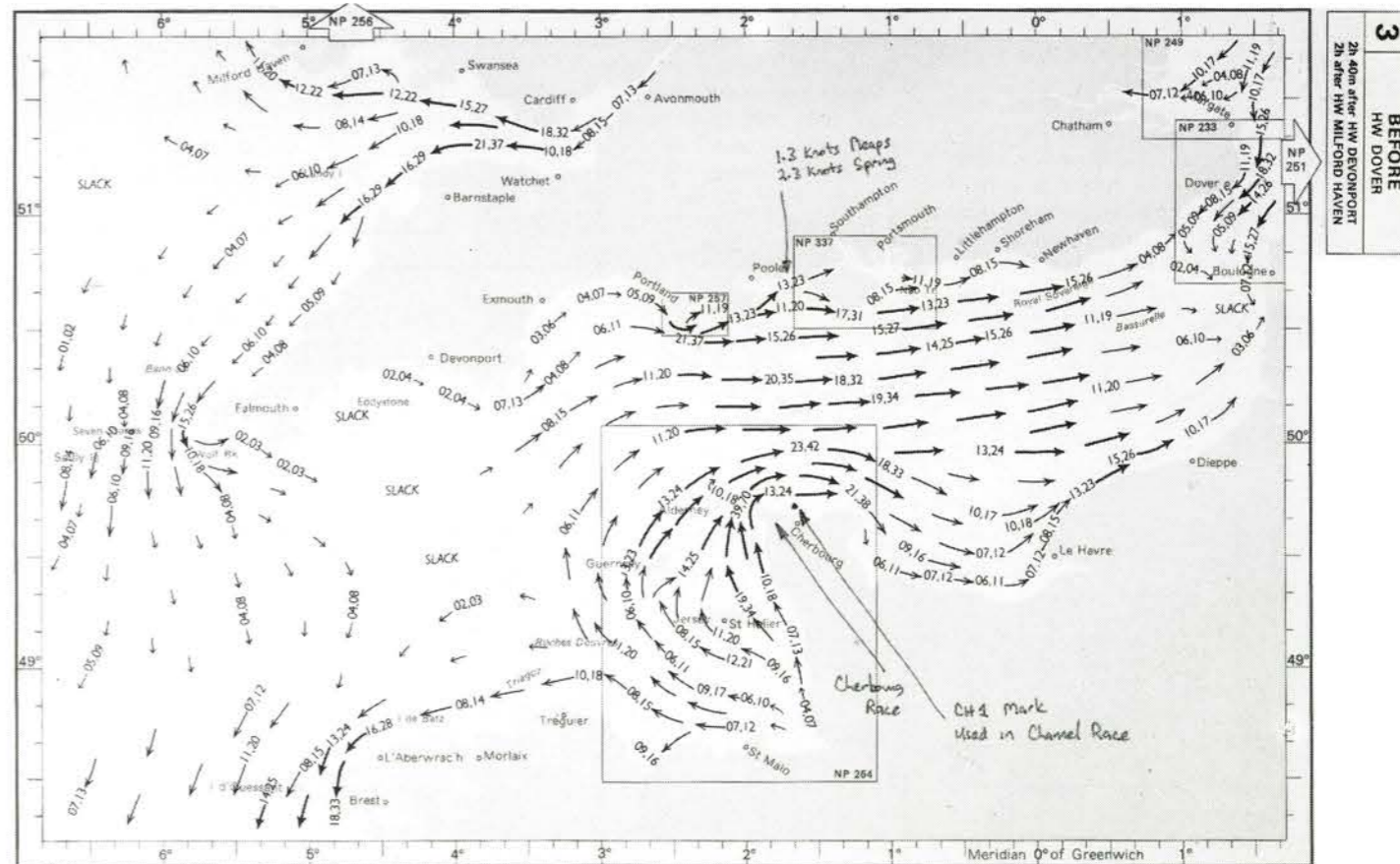
All very interesting and important stuff. Make a mistake and you find yourself setting out from shore to round a mark in mid-stream and where you expect a ½ knot adverse flow you have a ½ knot favourable current. Result: you have overshot and lost minutes.

The forecasting of the tide, whilst essential for the Solent, is critical for the Channel Race.

The first leg out of the Solent to the

Nab tower was uneventful except for the French superstar *Diva* (rating 30.5). She was about fifty metres in front of *OMDF* running downwind and down-tide (8 knots over the ground) when she snagged a mooring cable attached to a pipe laying barge. *OMDF* squared to port and passed outside the buoy. The Swedish *Carat* (51 ft) hardened up and passed over the cable. Meanwhile *Diva* had slid down the cable to become firmly stuck. The French crew with typical and quite understandable Gallic excitement had crew over the side trying to lift the boat over the cable. As we disappeared down the Solent they doused their spinnaker, then dropped the main to take the pressure off the boat. I assume they pushed the cable with one top of another's shoulders and released the boat. *Diva* passed *OMDF* at the Nab tower - some recovery.

From the Nab tower to the Cherbourg mark (CH1) is a 65 mile leg. If you travelled this course in a motor boat, at 6 knots you would experience three tidal flows. The exercise here is to estimate our arrival time at the mark. This becomes more critical as you near the mark. For the elapsed time to go you determine the tidal influence that you will receive each hour (speed and direction). By adding up these com-



ponents of distance and direction you calculate a total influence for the time period. In the exercise that we calculated, the balance of tides resulted in a 1.2 mile movement to the east; therefore you aim 1.2 miles west of the mark.

However, as you realise, we are not in a motor boat but dependent upon the wind, and as you traverse the channel your ETA must be continually updated and the tidal components resolved.

In the Channel Race the wind died at dusk (a predictable situation) and the ETA became 0400 hrs, not 0100. Consequently three hours of tidal influence had to be added, and as the tide was due to change at 0130 hrs the net result was about 6 miles of ebb tide movement over a still-to-go time of 7 hours.

The actual race saw OMDF anchored at 0400 hrs about 1/2 mile down tide of the mark; in close company were another 150 yachts (including non-Admiral's Cup boats). When our anchor finally took, the speedo was reading 4.13 knots (bow waves at anchor).

The sideways tidal movement is far more critical than the influence experienced in the Fastnet Race where, generally speaking, the tidal flow acts either ahead or astern. Consequently your speed over the ground can go from 3 knots to 9 knots. By using the same principles that apply in the Solent the reverse eddies on the shore can be used to advantage.

In the Fastnet Race OMDF reached the Lizard after the tide had started to flood (coming ahead). We placed ourselves right on the rocks and in a distance of 14 miles we gained about 3 miles on boats further out to sea. At Lands End we were only 1 mile astern of the boats that had gained 10-15 miles on us the first night when we got 'shut out' at Portland Bill.

Navigation aids

The use of Decca navigation computers made the task of position fixing as easy as reading the latitude and longitude and plotting it on the chart. Updates occurred every 18 seconds. The microcomputer enabled many calculations to be dispensed with. Distance, time and bearing to go, distance, speed and bearing made good were all available at the touch of a button.

Weather

Northern Hemisphere weather is a topic that could well be the subject of another article. However, as a basic rule the pressure systems act in reverse. My observations were that pres-

sure systems do not form into the circular pattern that we are used to here. Most systems move in from the Atlantic but usually form into a complex trough. They then tend to remain stationary in the vicinity of the British Isles.

Whilst the Admiral's Cup was held, the weather was unusually hot (mid 80s) and very dry (it rained twice in eight weeks).

Race organisation

Generally speaking the series was well organised and conducted. The twice-daily radio skeds were appalling. All communications were conducted using VHF. A 'sked' could take more than one hour to record 45 yachts; even then on OMDF I might have received only 10 of the fleet. The 2300 sked as we rounded Fastnet Rock was the best as we were right alongside the 'mother station' and I plotted 30 of the 44 yachts in the fleet.

The non-Admiral's Cup yachts were not included in any radio schedules, so if a small yacht had sunk on the first night no alarm would have been raised until, say, seven days or later when the yacht would have been overdue in Plymouth. It would appear that few lessons were learned from the 1979 disaster.

The sailing instructions required very careful reading, many notations were required, cross referencing other items and I drew diagrams or highlighted all important points. As a newcomer, every item of information had to be obtained from the sailing instructions, as I had no past experience on which to call. This is perhaps an advantage; however, it required a lot of pre-planning and sometimes

frustrating and urgent speed-reading when on the water.

The following 'gem' is from the sailing instructions for the olympic triangle race (No. 4) held in Christchurch Bay:

(g) Mark 4. When immediately after a change of course signal, the next leg is to port of the reciprocal of the leg being completed. Mark 4 (which will be placed near Mark 3) shall be rounded or passed to port."

Later, the words "port of the reciprocal" were changed to "starboard".

In summary, the Dunhill Australian team was well motivated, and living in the team environment for three weeks was a marvellous experience. I did not observe any animosity, there was continual encouragement and constructive discussion after every day's sailing.

From the time the team was selected Tony de Young outperformed all expectations. Trying to organise thirty individuals would be a most difficult task, and I don't think there were any hitches. He really was a 24-hour-a-day manager. □

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NEW FARR ONE-DESIGN OFFSHORE RACER

from Kev Shephard

An interview with sailmaker Bob Fraser in the December 1982 issue of Offshore touched on the issue of the desirability of finding a one design yacht for ocean racing which could satisfy enough people to provide a fleet. The issue has been of interest to many here and abroad. Kevin Shephard has brought to our attention a new Bruce Farr one design, details of which we present here for those who are following developments in offshore one-design.

Contracts have been signed recently between Bruce Farr & Associates and Glass Yachts of Taren Point to produce the Farr 37 offshore one design in Australia, and four yachts are already scheduled to hit the water by May next year.

This will bring Glass Yachts' stable of Farr designs to three, including the well known Farr 1104 and the Farr 40 one-ton design.

Much interest has been shown in finding a suitable club racer/cruiser of about 37 feet overall which offers competitive IOR performance, easy-to-handle rig, with comfortable family accommodation below.

The new Farr 37, being built by Dickerson Yachts in the USA, aroused so much interest that Gunter Heuchmer of Glass Yachts and Sydney yachtsman Bill Gilbert flew to the USA to see first-hand its racing performance and to compare it with similar sized yachts. They were so impressed by the Farr 37's potential that a decision was made to go ahead with this design. Bill Sweetapple and Brad Hines also have placed firm orders.

Consultations with the Farr design office have resulted in slight alterations to trim and interior layout to suit Australian conditions.

The vital statistics: LOA: 37.5'; LWL: 29.1'; beam: 12.2'; Draft: 7'; displacement: 12,200 lb; rating: 28.4.

The generous sail area is carried on a straightforward masthead rig of high aspect ratio and larger than normal mainsail. This combination is proving fast, as well as providing much better downwind control than conventional masthead yachts.

Rig sizes are: J: 14.3'; I: 48.9'; P: 42.8'; E: 14.6'.

In comparison with Bruce Farr's earlier light displacement boats, this yacht is significantly heavier, slightly narrower and smaller in the aft sections.

Compared with similar IOR boats, the slightly narrower beam produces a more easily driven hull which can attain higher speeds relative to its length and has less wetted surface for light air.

The interior layout features a shower/toilet compartment to starboard forward of the mast with crew lockers to port.

The saloon is conventional with settee berths and pilot bunks behind whilst the table leaves hinge of the engine box. A large frig is carried under the companion-

way with the galley to port and chart table and wet hanging to starboard.

The two quarter berths are provided with hinged leeboards to convert them to double beds when required.

Gunter Heuchmer (builder) and Kev Shephard (Farr Agent) will combine to campaign the prototype in the CYCA's offshore events. The objective of the owners is to eventually race as a one design class in offshore races as soon as they amass sufficient numbers.

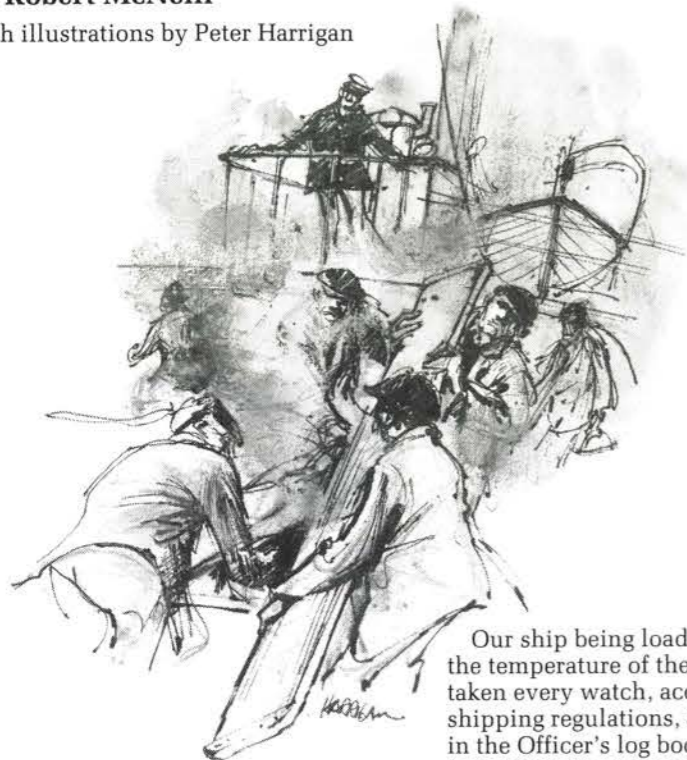
Obviously this approach would enable America's Cup type match racing events to be held which would provide budding John Bertrams with match racing experience and help in our future defences of the America's Cup. □



CLIPPER SHIP SAILING

by Robert McNeill

with illustrations by Peter Harrigan



Our ship being loaded with coal, the temperature of the holds must be taken every watch, according to shipping regulations, and entered up in the Officer's log book. Well, it was found that the temperature of the holds was rising ominously, causing some concern and worry to our captain and officers, which eventually permeated the whole ship's crew. To me it did not seem of much consequence, I being only a boy with little experience, so my ignorance of thinking seriously was quite apparent.

At last the long looked for breezes came along and again filled our sails which enabled us to cross the equator and pick up the southeast trade winds. So we were soon blowing along with that slight heel due to the beam wind's leverage in our lofty sails. 'Tis pleasant to again hear the swish of water as our sharp stem cuts away for the forefoot to drive through it and create that spread of foam so attractive to the observer. The days wore on with nothing eventful happening except a gradual cooling of the temperature as we forged our way south with the aid of those grand trade winds. I say 'grand' because they put life into the ship and the men who manage her.

Well all good things must come to an end. The day came when the sails were trimmed to breezes from other quarters - 'head muzzlers' - so all hands were again required on deck to unbind our fine weather sails and replace them with the Cape Horn suit, preventer gear rove off where required, blocks have been overhauled, all rigging and cordage tossed and packed down to keep the weather out of it, chafing gear placed where required and many other jobs done to reinforce our ship against those serious elements further south, to which we were drawing nearer every hour.

We were now getting into more tempestuous weather. Sometimes we would be shortened down to the lower topsails, which signifies gales of wind. Then I heard the talk going around that the Captain was trying for port. We were now 'wearing ship' every few hours owing to the fact that we had a headwind for the port we were endeavouring to reach. The temperature below decks had now taken a serious aspect, so all hands were ordered on deck to uncover the fore hatch. This being done I could now see the seriousness of the situation, for small wisps of sulphur smoke were in evidence in different parts of the coal. A stage was rigged up between the top gallant sails and the combing of the hatch, cargo baskets procured, a whip rigged up and led to a hand crag winch. Everything was ready to commence jettisoning the coal.

Most of the men were sent below with shovels and some on the stage. Myself, I gave assistance on the hand winch. As the baskets were filled with coal they would be hove up and

emptied overboard. And so commenced a long, tedious and anxious job of working down to the seat of the fire. Our ship was on 'fire' hundreds of miles from the nearest port, and we had a head wind, and we were far out of the track of shipping. Wireless was practically unknown in those days, so we had no means of reporting our plight or position to shore or shipping. So all we could hope for to get us out of this unenviable position was a heaven sent fair wind, so that our good ship would respond to this blessing and take us to a haven of refuge.

All hands worked with a will, digging down into the coal, which was a none too comfortable job due to the sulphurous fumes. It was slow work and not much impression was made for some days.

After working from daylight to dark the hatch was again covered up and battened down so as to keep any current of wind from fanning the fire. We still had to keep our night watches, which meant that four or five hours of sleep was about the limit for each man to prepare himself for daylight in the morning when again we uncovered the fore hatch. It was quite plain that the volume of smoke was now greater than the previous day, and caused some grim comment from officers and men. I well remember or Captain's words: "Men, do your best", and in answer to this Bennett, an AB, asked,

"What about splicing the main brace, Captain?", which met with general approval of all hands. The Captain with a smile replied,

"I shall see later", and true to his word, the steward was sent along with a bottle of rum and served out a 'tot' to each man. Being a teetotaler myself, I gave my share to my favourite AB, Fred Goth.

Now for the benefit of readers who do not know the meaning of 'Splice the main brace' it is to serve out spirits to all of the crew generally after an exceptionally hard time or nerve-wracking work and the idea is to brace one up for further effort, which times test one's endurance and stamina to the uttermost.

All that day again the coal was hove up by us youngsters on the hand winch. The men would come out of the hold in two's or three's to breathe fresh air for a while and then down to it again, never a grumble but with a stoical demeanour, for was it not a case of life and death, maybe, for every scrat on board? Head winds were still against our making port, but while we held good weather the situation was eased somewhat.

Anxious eyes scanned the horizon for the sight of any vessel which could be signalled and acquainted with our troubles and who would stand by us in case of us being in dire distress through being unable to master the fire.

However, the second day was finished and the hatch battened down again. The men were given a choice of spirits and well they deserved it. It might be wondered why water was not used on the coal. Well, we had not yet reached the seat of the fire and the exact location had yet to be found in a stack of about a thousand tons in that one square hatch, with a depth of about twenty-five feet. That required a lot of digging down, and with only hand power it naturally took a considerable time. We were still being dragged by head winds and as darkness overtook us, the night watches were kept with a certain amount of apprehension together with that quiet distress which is always in evidence amongst men when known dangers are near at hand.

The same routine was followed on the third day, with all hands doing their best amid the increased smoke and higher temperature, but still seemingly no further ahead in the saving of our ship. The fire was evidently deep seated, and what might happen to the ship's plates and rivets was too serious to contemplate. □

to be continued

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DESIGNING THE FUTURE

Offshore Forum for Australian Yacht Designers

In this issue: Joe Goddard Jnr.

Introduced by Duncan van Woerden

Well known to most CYCA Members, Joe Goddard Jnr. comes from one of Sydney's best known yachting families. Joe's sailing experience began with his father's purchase of the 43 foot Joubert sloop Willi Willi in which the family logged many ocean racing and cruising miles. Willi Willi was then sold and replaced by the 53 foot Miller sloop (Ragamuffin), renamed Willi Willi which was eventually wrecked (in 1980) near Samarai, Papua New Guinea. Joe Snr. then purchased the hot Peterson 45 Inch by Winch on which Joe has been racing as sailing master.

Joe Jnr. is one of the academically better qualified young designers in the country, with a degree from Sydney University. He has written two theses recently on keel design which have been published in Australian-Sailing magazine and have led to commissions in this area, notably a new keel for the Sydney Admiral's Cupper Impetuous.

The forerunner of the half-ton design featured is Joe's own quarter-tonner, Joe's Takeaway which sits conspicuously on the Club's hard stand, sporting a large trim tab (featured in most of his designs) and which is acting as a test bed for Joe's innovative thinking.

Probably our youngest practising IOR designer, Joe is both qualified and a good thinker.

- DvW

**Joe Goddard Jnr.: Half Ton IOR
Sloop - "Equation 88"**

This boat has been designed with one eye trained on past performances of yachts suiting the Australian weather conditions. The hull shape supports clean and undisturbed water flow, especially around the stern sections, which is unusual for IOR design. I feel boats of this size perform much better without rating humps or bumps.

The boat has been designed for light-to-medium weather conditions and hence includes a generous sail area. This also suits downwind sailing. The foretriangle length 'J' is large for a fractional rig so that spinnakers are not too tiny. Figure 1 shows a graph of sail area to displacement and displacement to length ratios for various well known yachts and Equation 88.

The cockpit is opened to the sea and has maximum volume prescribed



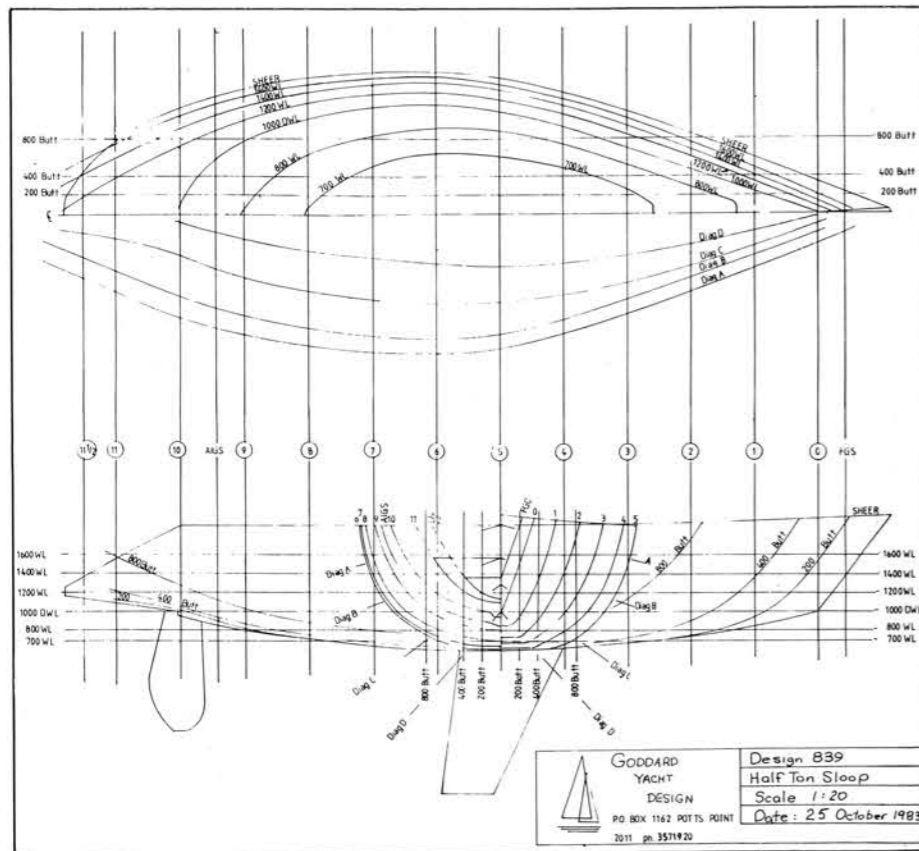
Joe Goddard Jnr.

by the A.Y.F. this allows uncluttered racing for the six crewmembers and the availability of space to flake headsails and to band spinnakers in the cockpit during a race.

The runners are controlled by a 'magic box' block and tackle system and halyards are led through to rope clutches so that winches are minimised. The boom is maximum depth and the mast is a thin three-spreader system with fixed jumpers.

The lines plan shows the waterlines kept full towards the transom and as wide as possible without incurring any penalty for wetted surface area. The yacht's rise in stern profile has been calculated so that in light breezes the stern wave will not touch the hull behind station 10. In moderate to heavy airs the waterline is extended further aft creating a shallow and wide stern wave. Girth lengths in this region are optimised for both rating and performance so that, downhill, enough buoyancy is achieved to keep the stern from sinking in its wave, and surfing is easy.

The rudder is also powerful deeper down, to aid in heavy air running or when the boat is heeled excessively. The sectional shape is slightly thinner than average to lessen drag at all angles but still with a large enough stall angle due to the inverted platform shape. Stall in most rudders and keels starts from the bottom and works up the foil until complete separation and loss of control occurs. Due to the shape of the rudder, this will have a delayed



Construction: 16 mm western red cedar planks sheaved in two layers of 12 oz. unidirectional GRP. Plus three bulkheads. Frame spacing 700 mm forward of the mast and 1200 mm aft of the mast. Two longitudinal webs from stern to bow which support cockpit floor in aft section and also act as bunk sides forward. Deck is 3/8" plywood with 500 mm deck frame spacing. Chainplates attach to aluminium space frame which also acts as positioning of front keel bolts.

effect and still offer lower drag. Both the keel and rudder have been designed to delay this stalling effect, needed for instance in light weather tacking.

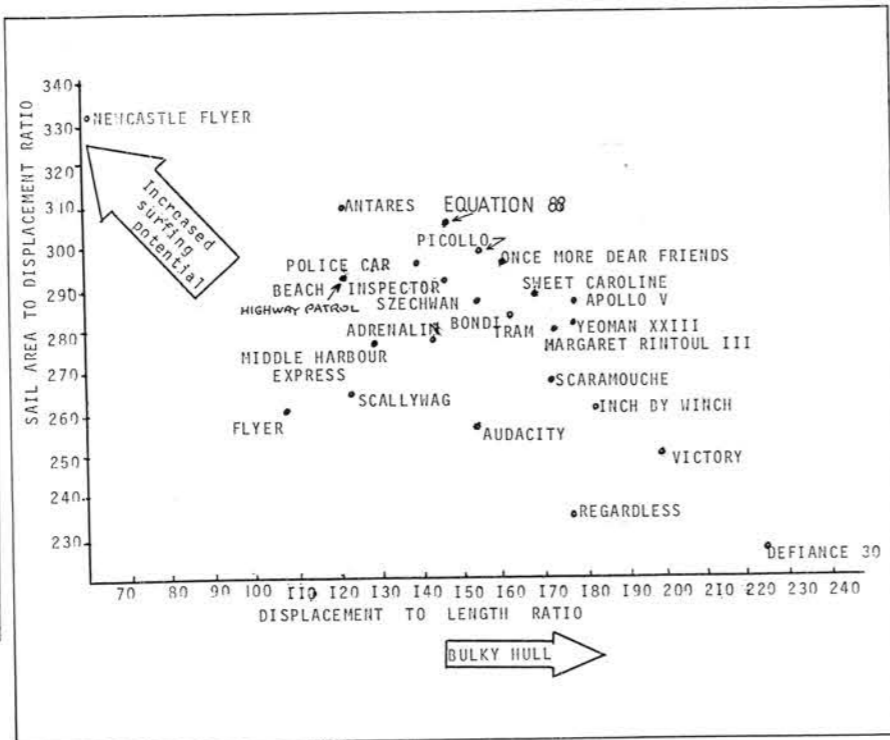
The diagonals A-D show that under angles of heel the boat will perform as well as in the upright state. Diagonals are fair and similar to the waterlines.

The centre of the hull shows a shallow canoe hull to better the downwind performance. Here the rating has been optimised by using minimum radius values for depth stations so that the hull appears to be moderately heavier than it will rate. The actual displacement is 5400 lb and rated displacement 5540 lb. The keel is quite deep and swept back 24° at the quarter chord, which balances its taper ratio and depth. A 25% area trim tab is used to optimise its flat-water upwind performance. I calculate that its performance would increase by at least one foot in rating in these conditions. In choppy waters offshore the trimtab effectiveness is decreased to, possibly, 0.5 ft.

Towards the bow the hull shape is more typically IOR. As shown by the buttock lines 200 and 400 and the station sections, the profile is flatter near the centreline, again optimising the rating at the forward depth station and increasing lift to windward when heeled. □



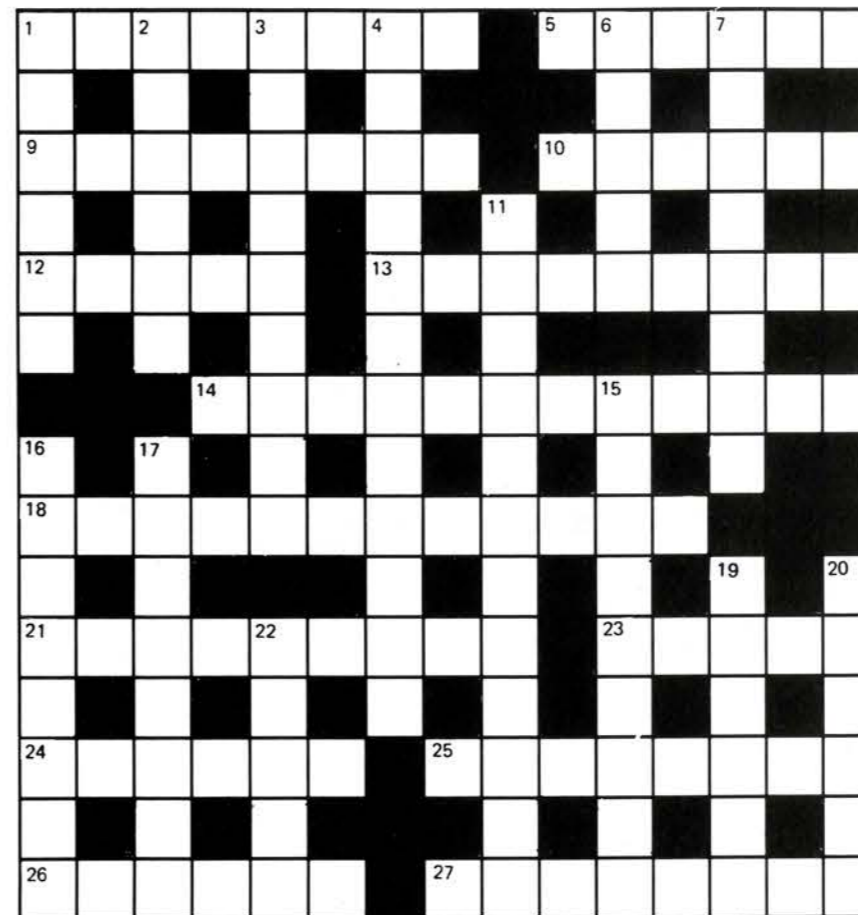
Statistics
Rating: Half ton
LOA: 6.85 m (29 ft)
Beam (rated): 2.88 m (9.5 ft)
Displacement (actual): 5400 lb (2454 kg)
Sail area/wetted surface: 2.87
I: 10.2 m (33.5 ft)
J: 3.0 m (9.9 ft)
P: 12.0 m (39.4 ft)
E: 4.0 m (13.1 ft)



(Continued from page 6)

CAPTAIN SEAWEED'S NAUTIWORDS

by John Hawley



Across

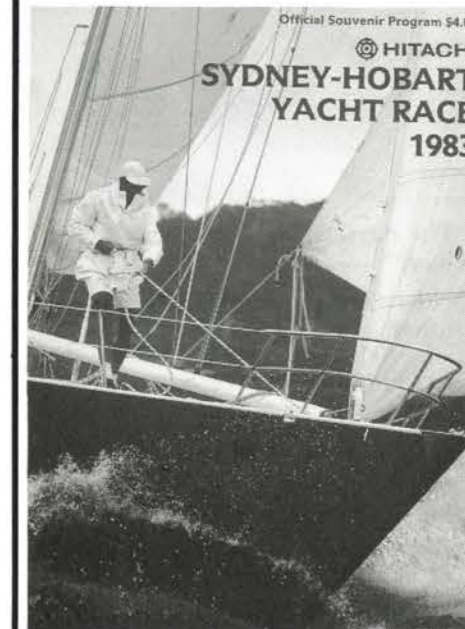
- Let the boom float and tie the painter. (3,5)
- French brothers (if he had them) of German, yacht designer. (6)
- French mathematician Gustave, whose name now explains various met. and oceanographic phenomena, and why water goes one way or the other down the plughole. (8)
- Qantas simulator specialist, and navigator who reputedly uses nothing else but a broken ruler and theatre ticket butts. (6)
- MV *Offshore* is this during SOPS and LOPS. (2,3)
- An unpleasantness rarely found in racing crews. (9)
- Pin into a garb to reach a deal with Morris Drent. (7,5)
- Grotto Point is this with the lighthouse in Parriwi Rd. (7,5)
- Jack, of RPAYC, may use this; so may Beaufort. (4,5)
- Something you may not use in twilight racing. (5)
- Once more without MO. (6)
- Cunningham does this. (8)
- A hot one from the gulf. (6)
- David Colfelt is... (2,6)

Down

- Diagrammatic representation of direction and speed. (6)
- Sweet Caroline SM with hotel-like surname. (6)
- Close hauled spinnakers sometimes find us here. (2,3,4)
- Helmsman's friends on a clear night. (7,5)
- Truly this is a tongue twister (particularly for orientals). (5)
- The view we have of sailing whilst ashore. (8)
- A navigator's plot, not letchery in the bar. (9,3)
- Some of our trophies are, in Tasmania. (9)
- Astounds. By the method of leaving the Customs House. (8)
- Transport for the presenter of the QLD. (5,3)
- If his name is not Paul, he may make our ice cream. (6)
- Bigger boat's warp. (6)
- A solid place in the firmament; could have terror (sic.) first. (5)

ANSWERS NEXT ISSUE

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BEAM ENDS

by Robin Copeland



"The Parties...that's what it's all about"

When the entry lists for this year's Hobart Race first appeared, I thought *Conquistador of Andes* might be the British team's reserve boat; a Frers design built by F. & C. in Buenos Aires certainly sounded good. Owner Derek Strange likes to go fast but, like any gentleman worth his salt, prefers not to go to windward too often. His philosophy, he says, with extreme British aplomb, is to "get down there for the parties - that's what it's all about."

An immaculately maintained ketch (44'x12½'x5') with, as Derek is quick to point out, very much a dinky toy rig, she has an encapsulated keel that can be dropped to 8' 6" on the odd occasion that the wind is forward of the beam. Beautifully finished in wood below, *Conquistador* was launched in 1980, and since then over 30 more have been built. An underwriter for Lloyds, Derek now pursues a life which to many of us would seem ideal. From the west coast of Scotland, where the British racing season begins, he wended his way from venue to venue via Cowes to Sardinia, thence (accompanied by his 21-year-old son) to the Caribbean for a winter warm-up with Antigua week, and the rest. After heading north to Newport, R.I. *Conquistador* returned via SORC 1982 and nearly every West Indian island on the way to Panama and places beyond the west horizon. He'll be racing to Hobart with plans of Clipper Cup 1984.

Lying about his age, Derek Strange enlisted with the RAF at the start of World War II but was kicked out after having been trained to fly Wellingtons at the age of 17. "Naturally," he says, "I immediately went down the road and signed up as a paratrooper", and he ended the war as one. In 1955 he

took up motor racing and eventually found himself driving with the Cooper Works team surviving such illustriousness as Mike Hawthorne and Peter Collins, with whom he used to race. It seems sailing was just a natural progression. Yes, I guess that's what it's all about.■

Jabberwocky

O.K., for all those with it on the tip of your tongue but can't quite quote it, the name of Dr Alan Burge's Hong Kong Southern Cross Cup team boat, *The Frumious Bandersnatch*, comes from a line in Lewis Carroll's *Through The Looking Glass*:

'Twas brillig, and the slithy toves
Did gyre and gimble in the wabe;
All mimsy were the borogroves,
And the mome raths outrabe.

Beware the Jabberwock, my son!
The jaws that bite, the claws that catch!
Beware the Jubjub bird, and shun
The frumious Bandersnatch.■

Gumboats

Snuggling close to the pontoon on C marina has been a tiny little gaff-rigged topsail cutter called *Gum Nut*. Built in 1887 by Derek Bates of Sydney, she is a replica of similar boats that used to sail around the Solent, UK, during Queen Victoria's reign. Beautifully restored by Peter Courtney, she is 20 foot long by 7 foot beam with a kauri hull and oregon spars. The mast is capped with an original tea mug borrowed from Central Railway - did NSW really have trains then?

She's been hiding in Victoria for many decades but her sistership *Gum Leaf* used to race regularly out of the RSYS after the First World War and won the inaugural interstate contest for the Forster Cup in 1922.

Another prodigal returned to the fold is 'Big Bad' Gilliam's original *Weatherly*, a 40 foot Freya type double-ended sloop designed by Halvorsen and built of steel in 1966. Painstakingly restored, she is fully fitted out with teak below and, overall, a superb reflection of the recent owner's fastidiousness. John's Son, Greg, having been minister in charge of this year's PNG Admiral's cupper *Surefoot*, is currently sailing master of Neville Crichton's *Shockwave*.■

A Chinese jigsaw

Aeolia II has just arrived from Auckland, N.Z. on the first leg of a proposed round the world venture. Fairly sparse but roomy below, she was built by her owners Peter and Ann Dredge. A gaff-rigged steel cutter, 32'x10'x3¼' (with centreboard raised) *Aeolia* was

also designed with the thought of European canals and bridges in mind, having a tabernacle for the fold-down mast. An experiment with the past combined with their pocket of the present has been the installation of a huge Dong Feng diesel engine, which must have been one of Rudolf's original designs and is made by Chian Chow of the Republic of China. It came in an even bigger crate with a duplicate of spare parts but no clues for solving the puzzle.■

A.G.C. invests in porcelain

She's the total antithesis of his recent veteran *Ron of Argyll* - dry, fast, can be sailed single-handed, and is full of creature comforts that work. A.G. Clubb has and plenty of time and experience to gain ideas for his latest acquisition *China Bear*. A sleek-looking, well proportioned Ron Holland designed cutter, she is 52'x14½'x8' with fin keel and skeg. Built by the Ta Chiao yard of Taipei, Taiwan, *China Bear* is like many well designed modern cruising boats; everything on deck can be operated from the safe confines of the cockpit, with self-furling main and headsails. The 73' mast looks large but certainly maintains her overall lines.

Down below she's a home that many of us would aspire to. How many people do you know who have three heads with hot and cold running showers? And when was the last time you opened a cupboard door to a dim light? A 6kVA Onan powers the desalinater, microwave, washing machine/dryer, video, stereo, etc. etc. etc. Autopilot, of course, and a veritable 747 of instruments and communications and navigational aids. Oh yes, there's also a 72 hp 4-cylinder Perkins in there somewhere as well.

Everything hasn't been quite plain sailing for Andrew though. When they were putting the rig in, he went below to find the *Bear* flooded and the floor boards floating. The prop shaft had slipped back in its bearings and was only saved from permanent oblivion by the well-positioned skeg.■

Great moments in sailing history

Ex *Mary Muffin* crew members Dennis Lillee and Rod Marsh unfortunately had to decline their invitations due to another engagement, and whilst Chappell (who must surely be South Africa's gift to the Gabba) and Border were mustering a mighty 174 run partnership up in thunderous Brisbane, another annual Chunder Down Under was being played out on the malthoid of Mosman Bay.

Two invitation 11s selected from the pipe and slippers brigade of *Mary*

Muffin and *Patrice III*, and who should by now know better, donned docksiders and flannels to re-enact faded memories of a far better spent youth. Ivor Rajaloo and Scruffy O'Neill retired unbeaten in a stand of 53 out of a total of 106. While Nick Terry and a certain Mr Wide top-scored for Frank Sticovich's Pat Rice selection. In the confusion of the intricacies of maintaining a meaningful scoreboard, *Patrice III* appeared to cross the line first, but a fortuitously applied time correction factor allowed *Mary Muffin* to win on handicap, it being also the occasion of Dave Lawson's 51st birthday.

No, "It's not for the sake of a ribboned coat,
Or the selfish hope of a season's fame,
But the Captain's hand on his shoulder smote -
Play up! Play up! and play the game!"■

[Editor's note: presumably columnist Copeland's fans are eagerly awaiting and will understand the preceding item, which

appears to the unprivileged to be 'word salad'; it being the silly season, he has been granted leave from the Editor's knife].

Seen in port...

One of the earliest arrivals for the Southern Cross Cup was the yacht *Zero*, a Japanese *Margaret Rintoul III*, with sailing master **Katsumi Kobayashi** who was with *Lazy Albatross* in last year's Clipper Cup. Close on his heels were **Dave Powys** and **Jane Alingham**, part of the British 12 metre Victory team, who are now responsible for Graham Walker's *Indulgence*.

Representing Waikiki Yacht Club, **Bamboo Opperman's** daughter **Beth** flew in with husband and Hawaii state J24 champion **Tom Andrewes**.

While *Nirvana* sent her advance guard of navigator **Peter Bowker** and skipper **Dave Hutchins** to claim a position in the Coaster's Retreat, Hong Kong's team manager **Keith** (*Bimblegumbie*) **Jacobs** was making sure that

the recently installed draught Foster's keg stayed empty with the help of *Highland Fling's* skipper **Harold Cudmore**.

Following his fast Frers *Shockwave* came **Neville Crichton**, New Zealand's Darth Vader, driving his black chromed Mercedes, and Tasmanian wookie **Phil Wardrop** from *Marionette* who will be sailing with **Ted Turner** on **Bob Bell's** *Condor*.

Neither seen nor heard of recently has been **Stan Darling**, who is bringing Syd Fischer's maxi *Ragamuffin* (née *Bumblebee 4*) over from Spain. Whether or not he makes it in time will be answered perhaps by the time this issue is to hand.

And my last word on **Ben Lexcen** this year. He told us at the recent Sportsman's Luncheon that he was sailing to Hobart on his own design, *Kamber*, which belongs to **Ken** (Vanuatu Race) **Berkeley**.■

E22 NEWS

by Steve Old

The Australian Beginning

The Etchells started in Australia at a meeting at Royal Brighton Yacht Club on February 6th, 1973. The meeting was attended by thirteen well-known yachtsmen from Sydney and Melbourne, all keen to see the class established in Australia. There were some familiar names among those original thirteen - Harry Sutton, Kevin McCann, Tom Savage, David and John Linacre.

After hearing a summary of the history, attributes and sailing capabilities of the class, the meeting viewed colour slides of the boats sailing on Long Island Sound. The E22 Association of Australia was then formed and the first office bearers were elected.

| | |
|----------------|---------------|
| President | Kevin McCann |
| Vice President | Roger Dane |
| Secretary | Alex Milledge |
| Treasurer | Rae Franklin. |

To finance the importation of the moulds from the USA, eight guarantors were appointed, each guaranteeing \$2000. Savage Fibreglass Industries was appointed sole official builder. The moulds arrived in Melbourne in early September, 1973 and the first hull came out in December 1973.

The 1983 World Championships were held at the American Yacht Club in Rye, New York and marked the

100th Anniversary of that Club.

Winner: Dave Curtis (US) US 500
Second: Kneulman (Can.) KC 57
Third: David Forbes (Aust.), with Michael Coxon and Steve Wheeler crewing

The Present

The 1983-'84 season is well underway on the Harbour, with up to 28 boats on the start each Saturday. The RPEYC boats seem to be faring the best in the point score so far, but two or three CYCA boats are keeping them honest. Current top CYCA boat is KA 42, *Sorcery*, sailed by Greg Halls and 'Curly' (it's not as much fun as ocean racing) *Stalker*. 'Frizzle' Freeman made two guest appearances after his return from Newport and *Challenge 12*, and he demonstrated to the fleet that he hasn't lost his touch, plus a few new tricks he probably learnt in Newport, by scoring a 3rd, then a win, in Stan Edwards' new Etchells *Margaret Rintoul IV*. I believe the only person not impressed was John Harris.

A feature of the Etchells racing on Sydney Harbour is that the majority of helmsmen are not averse to having a collision to prove a point of right-of-way, and hardly a Saturday goes by without at least one boat arriving home with a piece of its hull missing. It's debatable as to whether or not it is a coincidence that Dieter of D&R Shipwrights acquired a new Volvo shortly after the hard stand opened.



CYCA E22 Profile

Greg Halls is the proud owner of KA 42, *Sorcery*, and is currently lying around 3rd in the pointscore. For many years he was a 5.5 stalwart, mixed in with lots of ocean racing on *Relentless*, *Szechwan* and *Shockwave*. However, Greg, being a hydrographic surveyor, and possessing a highly scientific mind, has disproved all the theories about the birds and the bees and the stork. He has just shown that to become a father you have to buy an Etchells just before you get hitched. Congratulations to him and his lovely wife, Leslie, on the birth of their daughter, Arianne.

Finally, a piece of useless, or useful, information, depending upon your taste. Gary Linacre's grandfather was responsible for the Jubilee class!□

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