

The Magazine of the Cruising Yacht Club of Australia

OFFSHORE

NUMBER 78

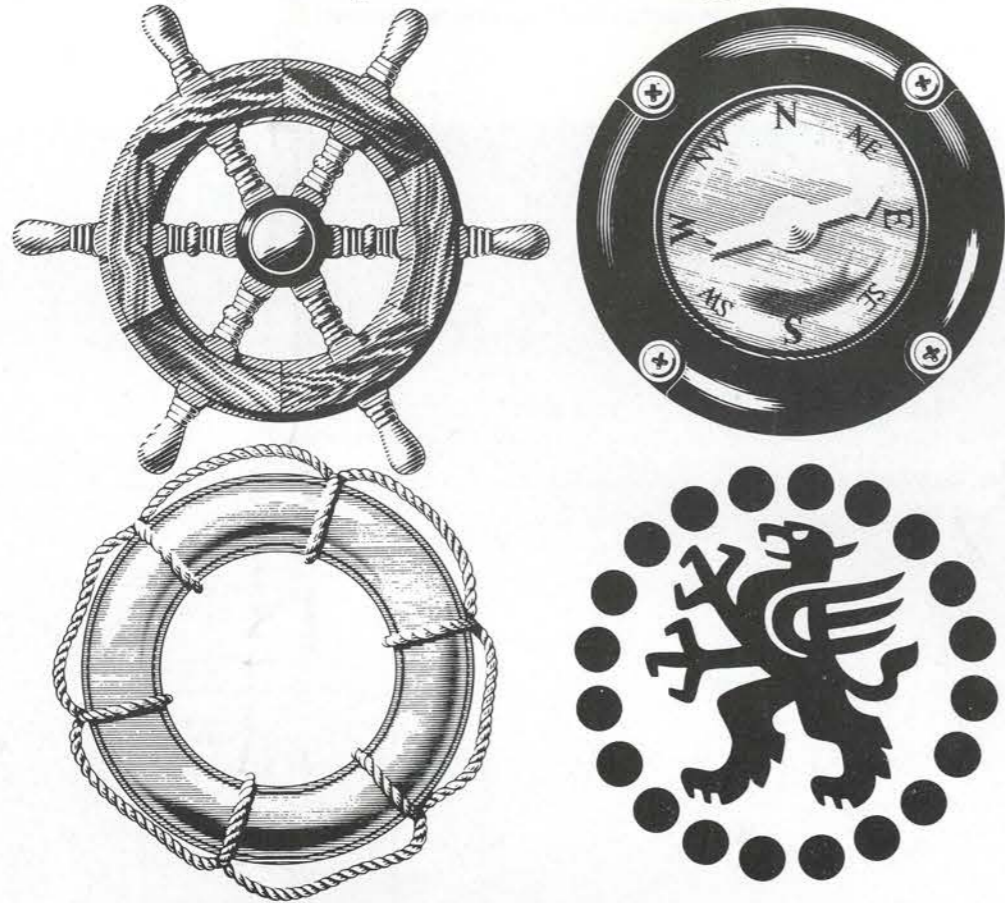
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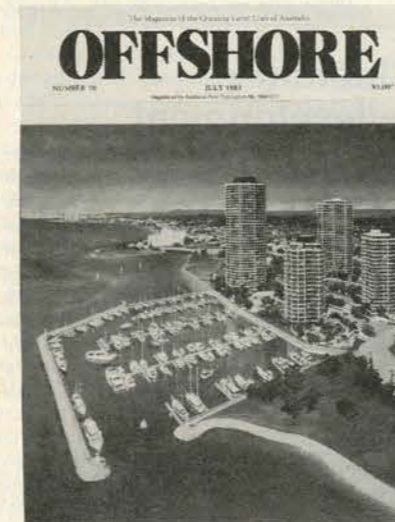
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June/July 1984



Cover: Bayview Harbour Development on the Southport Broadwater is Australia's largest residential/marina development. The Company will sponsor the inaugural Bayview Harbour Sydney-Gold Coast Yacht Race, to be conducted by the CYCA and scheduled as the opening event in the CYCA calendar in August, 1986. The whole idea is the result of a multi-million dollar project which will see the stabilisation of the notorious Southport Bar. New training walls and a wavebreak island just inside the entrance to the Broadwater will give a huge shot in the arm to yachting on the Gold Coast. (See story, page 9.)

OFFSHORE is produced by the Publications Committee and published every two months by the Cruising Yacht Club of Australia, New Beach Road, Darling Point, New South Wales, 2027, Australia. Telephone (02) 32-9731; Cables 'SEAWYSEA'; Telex AA72278 'SEWYSE'

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The Editor, OFFSHORE, 67 Beresford Road, Rose Bay, NSW 2029. Tel. (02) 327-1152.

Subscriptions: Australia \$13.95 for six issues (one year); overseas: \$A16.95 (surface post). Air mail rate on application.

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Registered by Australia Post, Publication No. NBH011

Printed by Maxwell Printing Company Pty. Ltd., Waterloo, NSW
Typeset by Smith & Miles Ltd., Sydney, NSW, via Cryptographica

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Vale Sheppo

All CYCA Members will be saddened by the recent death of Kevin Sheppard, about which *Offshore* learned on the eve of publication.

'Sheppo' was a person of amazing talent which was vented in many ways. He was a yacht designer (the *Marauder*), inventor (among his many inventions was the tactical compass card, which has been marketed worldwide), a talented sailor and tactician (he sailed at one time or another with most of Australia's top ocean racers). He was a great friend of yachting journalists, with an inexhaustible supply of one-liners, and he was indisputably the South Pacific's greatest font of ocean racing anecdotes.

Sheppo spent many years with Hood Sails, and his knowledge and personality did much for their business here. He was a professional, but the kind of person who was prepared to give of his time, especially to beginners.

Sheppo, perhaps above all, will be remembered for his great sense of humour. He brightened up any gathering with his quick wit and steady supply of jokes.

During the past two years he devoted much of his time to developing the market for Bruce Farr designs here; as always, he had one or two inventions up his sleeve.

Sheppo tackled illness with the same attitude as he tackled everything else; if there was a way to think his way around the problem, he would have a go at finding one. He never, on the outside anyway, lost his sense of humour. His courage will be an inspiration to all who were aware of his plight.

The CYCA extends its deepest sympathy to his wife and children.

Offshore Signals

Letters

JOG safety

What an enjoyable surprise to see that Patrick Ellam (*Letters, Offshore* April/May 1984) still takes an interest in the operation of JOG in Australia. For those who may not be aware, it was Patrick Ellam, an offshore canoe enthusiast in England, who, along with the late John Illingworth, gave JOG its berth [sic] as we know it today with the Laurent Giles designed 20-footer, *Sopranino*.

No one knows more about JOG racing than Patrick who, amongst his 10,000 miles sailing in the little yacht, included a trans-Atlantic crossing. Amongst the many tales of the man's adventures was one which dripped with panache. In a race from England to Spain, in which *Sopranino* wasn't given much of a chance against the big boat racers, the fleet experienced some ghastly weather which, it was thought, reduced his chances even further. But Ellam's entry appeared in port less than 24 hours after the last big boat had tied up. Within a few minutes, Ellam emerged from the dog-kennel size cabin in immaculate tenue de yachting, with nicely creased white flannels and wearing a monocle to top it off.

Let me assure Patrick, and any other concerned sailors, that the Association has been relentless in its pursuit for supreme safety, with the assistance of club safety officers, for future seasons. The extent and result of the work done is the subject of an article in the August issue of *Australian Sailing* and is recommended to interested parties.

Regards,
Frank J. Martin
President, JOG Australia

Port Jackson Safety

Your report on the Port Jackson Consultative Marine Safety Committee, *Offshore* May 1984, was most informative for readers who were perhaps unaware of its existence.

However, it was sad to see that the name of the Yachting Association of NSW was omitted, when I am sure our members would be glad to know that it was mainly due to the efforts of that body, plus the Boating Industry Association of NSW, that we ended up with any sailboards at all on Sydney Harbour.

Yours faithfully,

Chris Iacono,
Treasurer, Boating Industry Association of NSW

Editor's note: we noted the (perhaps Freudian) omission of the YA of NSW's name from the list of Committee Members; however, we published the report by the Chairman of the Committee just as received.

Thanks to CYCA Members

I would like to express sincere appreciation to all members of the Cruising Yacht Club of Australia for their help and support towards the fund raising activities for the Australian Clipper Cup team 1984. The raffle for a return Pan Am air fare to Hawaii was won by Mr B. Cramp, of Northbridge, NSW; second prize, a case of Laurent Perrier champagne was won by Mr McKinnon, of Mt Kembla, and third prize, a Dunhill gold pen, was won by Mr Voorstep.

The yachting film spectacular at the State theatre was sponsored by Cadbury Schweppes Ltd., and the 1450 people present contributed over \$16,000 to the Clipper Cup '84 team and to the Olympic Yachting Team.

Thank you for your support.

Geoff Lee,
Chairman, Fund Raising Committee

Clubhouse redevelopment

The Commodore has received a few letters from Members expressing concern about the rebuilding of the locker area under the existing clubhouse which will mean that certain Members will lose those particular lockers. Some have expressed the feeling that this aspect of the rebuilding program subordinates the provision of yachting facilities to social aspects of Club life. We publish here the Commodore's reply which gives further amplification of the rationale.

Dear _____,

I could readily appreciate your concern for the welfare of the CYCA if it were true that boat owners' interests were being submerged merely to provide another liquor sales point in the clubhouse. However, such is not the case.

The facts are that, up until a start was made on the extensions to the clubhouse, the entire thrust of Club redevelopment, and the largest share of capital investment overall, has been towards facilities for the berthing and care of yachts. These include new dinghy storage and launching facilities, new lockers, new shipwright and chandler facilities, hard standing for small yachts, overhauled slipways and associated machinery, new cradles and a greatly enlarged marina.

The new clubhouse extensions would, I hope, be seen to be of benefit to all members, owners and non-owners alike, while the primary purpose of redeveloping the ground floor of the old building is to provide, for the first time, adequate changing and locker rooms, showers and toilets for both male and female members. Again, these are facilities which are of benefit to all members regardless of their boat owning status.

The latter has been a shamefully neglected area of clubhouse amenities since before I became a member. Indeed, it would be fair to say that few sporting clubs have provided such primitive washroom facilities as has the CYCA for at least the last decade. The female amenities are particularly inadequate and

are widely regarded as one of the main reasons why Members make so little use of the club, other than to berth their boats and go sailing.

The second purpose is to replace and enlarge a cool storage room that is twenty-five years old, very inefficient and expensive to maintain and long since inadequate to the task in terms of capacity. The fulfillment of these two primary objectives, having regard to the restrictions placed on our options by the various authorities involved, and there seems to be dozens of them, meant that the entire ground floor of the old clubhouse had to be rebuilt.

The downstairs bar and bottle sales outlet is but a small part of this reconstruction and has only lately become an attractive proposition because of the enormous growth in popularity of the barbecue area. It in no way affected the need to rebuild the ground floor.

Consequently, out of the entire redevelopment plan the only sacrifice that any boat owners have had to make is the release of the dozen lockers still occupied under the old clubhouse, and if no provision had been made for their replacement I would share your concern and your loss, since I am also a boat owner and I occupy one of the lockers to be resumed.

However, the fact is that other lockers have been constructed and are available, so what we are really talking about is the removal of locker facilities from one part of the Club to another. This is not a sacrifice that I can get too excited about, and the new facilities thus provided will greatly enhance both the attractiveness and efficiency of the CYCA, which is something I can get excited about.

Yours sincerely,
John Brooks
Commodore

Midland gift of video gear

Associated Midland Corporation Ltd., a CYCA Sponsor of some years and whose Griffin logo adorns the bow of the Club's *MV Offshore* (the Company provided very generous finance arrangements for *Offshore*) recently presented CYCA Commodore John Brooks a cheque to pay for the new video projection system and screen now in the Blue Water Room. The equipment had its debut at a recent screening at the Club of "Aussie Assault", the 1983 America's Cup story. Associated Midland Managing Director, Peter Kemp, said at the presentation that the Company's gift to the CYCA coincided with "a joint venture we have just formed with the State Bank of Victoria, and in connection with that announcement a radio station suggested that when MacDonalds open a new store, they gave away free hamburgers, and so Midland should give away little bags of money to celebrate the new company. That sounds silly, but I suppose we are really doing that tonight, so I hope the radio station gets to hear about it."



Associated Midland's Peter Kemp (centre) presents Commodore Brooks (right) with a cheque for the new video projection equipment in the Blue Water Room. Also pictured is the CYCA's new General Manager, Mike Polkinghorne.

Peter Kemp went on to say "Midland's objective in sponsorship is to return to the community some of the profit we generate from providing financial services, such as boat finance, and we are indeed delighted to be able to donate this video which complements our previous support - sponsorship of *Griffin Offshore*." He added as an aside that perhaps Tony Cable, who is conducting the 'name the room' competition in the *CYCA Newsletter*, might consider renaming the Blue Water Room the 'Midland Movie Mausoleum'!

The Club is very grateful to Associated Midland for its generous gift.●

New CYCA General Manager

Michael Arthur Polkinghorne has been appointed General Manager of the Cruising Yacht Club of Australia, filling the position vacated by Peter Shipway, who has left to take a marketing position with Barlow Marine Pty. Ltd., Australia's internationally renowned winch maker.

Michael brings to the CYCA both a long involvement in sailing and a depth of management experience. He was until recently chief executive of the Australian subsidiary of one of the world's largest



Mike Polkinghorne, new CYCA General Manager.

sailcloth manufacturers, Howe & Bainbridge. He set up that Company's Australian operations six years ago. Prior to that he was with the newspaper group The Newcastle Herald and Sun and Queensland Regional Daily Newspapers for twelve years, the last four of which he was Sydney Manager of the Queensland Group. He has also had eight years of experience in the advertising game, spending two years as an account executive and six in radio and TV production.

Michael began his sailing career at twelve with the North Harbour Sailing Club - training ground for the likes of Hugh Treharne, Dick Hammond, Norm Hyett, Lawson Abbott - in VJs, 12 ft skiffs, Cadets and Gwen 12s. He progressed to 16 ft skiffs, which he is still sailing twenty-five years later.

Michael did his first ocean race at the age of 14 with Wally Burke in *Blue Peter* in the MHYC Lake Macquarie race, one which he recalls was 'an extraordinary experience'. He sailed his first Hobart at age 14 in the aged Launceston schooner *Wanderer* with Dick Hammond as 'guardian/caretaker'. He has since sailed ten Hobarts, three Montagus, three Sydney-Brisbanes and one attempted Noumea (on *Apollo*).

Michael was a Founder Member of the Warringah Rugby Football Club. He still plays low grade competition squash with the NSW Rugby Club.

He has a wife, Rhonda, and three children, Stephen 18, Nicole 16, and Trudie 12.●

Great Champagne Race and Admiral's Cup dinner

Two major fund-raising efforts to send the Australian teams to the 1984 Clipper Cup series in Hawaii and to the 1985 Admiral's Cup in Cowes have been announced by Geoff Lee, who heads the Ocean Racing Club of Australia's fund raising effort. Already almost \$50,000 has been raised for this year's Clipper Cup effort.

Great Champagne Race

On Sunday December 16, 1984 ORCA will conduct the Great Champagne Yacht Race on Sydney Harbour.

The Race is being sponsored by Laurent Perrier Champagne; a case of Laurent Perrier will be given for 1st, 2nd and 3rd places in Divisions 1, 2 and 3, the Maxi Division and the Veteran Yachts Division.

Race organiser Geoff Lee says that part of the proceeds from the day will be added to the Clipper Cup team funds.

The Great Champagne Yacht Race will be similar to Great Scout races held in past years. Yacht owners enter their boats, then take paying guests from the general public out for a day of fun sailing on the harbour.

Admiral's Cup Dinner

On Friday, February 22, 1985, ORCA will run an Admiral's Cup dinner at the Sheraton Wentworth Hotel to raise funds for the Dunhill Admiral's Cup Australian Challenge in August 1985. Tickets at \$90 a plate are available from Mrs Margaret Ed-

Offshore Signals

wards (958-1313) and from Geoff Lee (267-5477). Tables will seat ten people, and as at previous dinners, ORCA expects many companies to use the dinner to entertain clients and at the same time support yachting.

The guest speaker at the Admiral's Cup Dinner will be Sir Roden Cutler, VC, AK, KCMG, KCVD, CBE, K St J, former Governor of NSW (from 1966-1981). A most distinguished Australian, Sir Roden was Australian Ambassador to the Netherlands in 1965/66, Australian Consul-General in New York 1961/65, Delegate to the United Nations 1963, and his diplomatic postings have taken him to Pakistan, Somali, Egypt, Ceylon and New Zealand. He is also former Secretary General of SEATO.

He is a most entertaining after dinner speaker and a former keen yachtsman.

Book for the Admiral's Cup Dinner now to avoid being disappointed. •



(continued on page 24)



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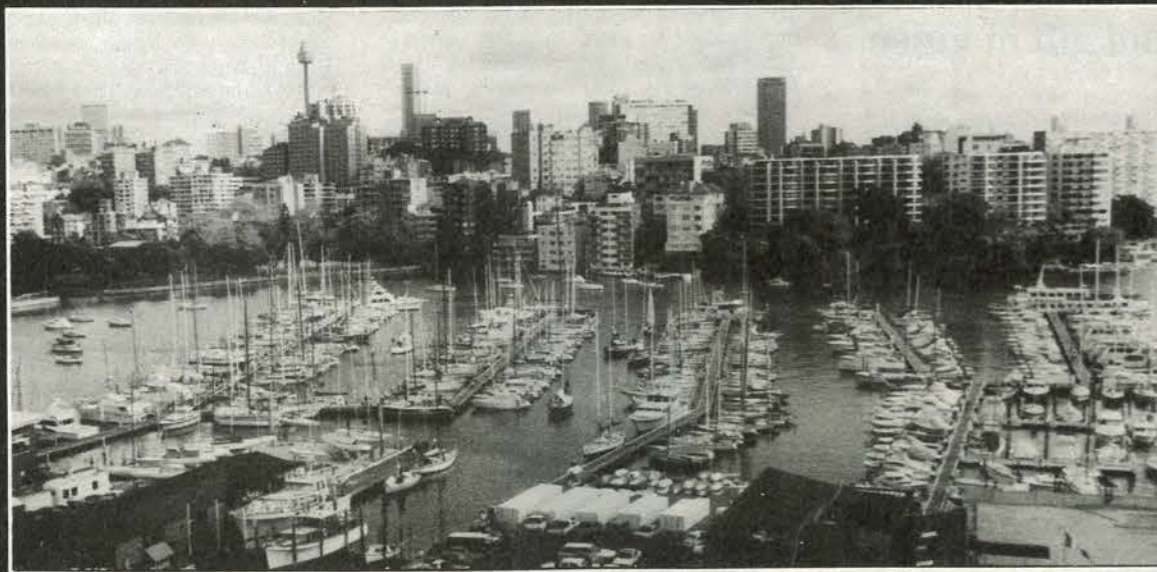
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Mona Negroh,
has held senior consultant
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ADMIRAL'S CUP, UK, AUGUST 1985

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We are conducting a four-week world tour of the major maritime museums in the USA, UK and Europe. The tour, from \$3950, will be led by Mr David Phippard, Governor/Director of the Sydney Maritime Museum. The itinerary includes San Francisco, New York, Mystic Seaport, Boston, London, Greenwich, Portsmouth, Copenhagen, Amsterdam, and Hamburg.

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AT LAST LOU ABRAHAMS CAN LAUGH

A 'bridesmaid' for many a year, the veteran campaigner from Victoria finally sailed *Challenge* to victory in 1983



Lou Abrahams addressed the popular CYCA Sportsman's Luncheon earlier this year.

Lou Abrahams is a very well known figure in ocean racing, and his win in the 1983 Sydney-Hobart Race was certainly a popular one. In his various *Challenge* yachts he has always put in a creditable performance. In the Hobart he was 3rd in the 1980 Race, 11th in 1982, and his many successes in ocean racing over the years are well documented.

Lou addressed a Sportsman's Luncheon at the CYCA earlier this year. The following is an edited transcript of that address.

I appreciated your invitation today, and certainly, being bridesmaid for some twenty odd years, it takes a bit of accepting. But having joined that very exclusive club that Tryg [Trygve Halvorsen] knows all about, to be a winner of the Sydney-Hobart Yacht Race, is a great thing. There's a pretty long waiting list to get in - some twenty years.

I was particularly proud, first of all, that *Challenge* is the first Victorian yacht to have won the Sydney-Hobart. I feel that probably, without being modest, it's enhanced the media prospects of yachting in Victoria because we always have a lot of trouble in getting media coverage. In fact, some years ago we used to complain that we couldn't even get the results of Saturday afternoon races in the papers. So we have come a long way since then, probably also helped by the twelve metre yachts training on Port Phillip Bay.

I became interested in ocean racing by sailing a number of years ago on the old

'Look at this boat, it can still carry this number one, and the gunwale will be under the water, it would be down to the cabin top, and plowing along there almost stopped, and he'd say, "It'll carry the sail forever, this boat."

We have learned a bit since those times. With those heavy yachts you could carry the spinnaker for a long while until something parted, either the spinnaker or something else, but the boats didn't sit up on top as they do now and go. This is probably something to do with seamanship that made better seaman then in so far as they did take the gear down at a certain time. It was only going to disappear if they didn't. This made more prudent sailing. Today we have nice light boats that can keep a big enough spinnaker up for long enough - it will usually stay there until the boat gets completely out of control and you lose the lot. It's probably not good seamanship, but it's probably the only way to win a race. In top competition there's a tendency to carry things as long as you can and as far as you can, and take risks in going closer to the rocks and closer to the reef than you might otherwise go when you are using so-called prudent seamanship. But we'll all still do it as boats get lighter and faster and we want to win races; you'll keep gear up as long as you can keep the boat on its feet or under control. I guess that's part of the excitement of entering a race. We get more than one race out of any entrance fee we have. The first race is on the water and the other ten are in the bar after the crew have finished with the stories of how fast you go. Ben Lexcen designed a winged keel, but some of the boats must have wings on the hull somewhere, and they cover them up and tuck them away. You often see a photograph of a yacht with the spinnaker draped over the side; it's probably hiding the wings. Those yachts are doing these breathtaking speeds that we hear about downwind. I am sure that they'd have to have wings better than the winged keel to survive those speeds.

Looking at the past number of years, we see differences in very many things and no improvement in some things. I not sure that weather forecasting has improved to any degree. It should, we have all the modern technology, satellite pictures and everything else, but whenever we hear a weather forecast (so-called forecast) it is always covers what we have had for the last twelve hours instead of what we are going to get. If you listen twelve hours later you will know what you've had also, so forecasting seems to have not improved greatly over the years.

One thing, of course, that has been an important step, and this year we saw it, was the use of electronic navigation, satellite navigation. I believe it has reached the price now where most owners can afford it and it probably an excellent safety factor on board yachts. It has unfortunately taken some of the skill out of navigation and certainly, as we saw in the Sydney-Hobart, there was a definite fixing of positions that we haven't seen before. Yachts gave positions. You looked out and saw them exactly where they had given position. Other years they gave positions twenty miles ahead and you'll go to stern and they're

right behind you. So it has helped a lot in this regard and obviously if thirty years ago we had had such facilities, a lot of yachts that didn't win Sydney-Hobarts might have won.

It was interesting also to see this happen in the Fastnet Race and Channel races, how accurately positions were fixed with the new electronic means. I believe that's been a great help to yachting, at not too much cost. It's a safety factor that we can well do with and hopefully will get better. One day we may have something like a Decca as they do in the UK, or Loran, that gives us continuous positioning rather than one every two or three or four hours and just a dead reckoning as Satnav systems are now in Australia.

I am concerned to see how rating activities are going for yachts, how this could be tightened up. When you've spent a considerable amount of money on yachts, on a wholly new yacht, it's worrying to know that it can be rated correctly or incorrectly.

What is happening tomorrow in yachting, I think, is very important - as I'm in the midst of constructing a new yacht, it's even more important. I am concerned to see how rating activities are going for yachts, how this could be tightened up. When you've spent a considerable amount of money on yachts, on a wholly new yacht, it's worrying to know that it can be rated correctly or incorrectly. I believe it's an exact science, but it seems to vary with remeasurement somewhat and there's some scope for improvement. I'm not an expert on it and I wouldn't presume to try to tell the experts. We just had a meeting over in the UK as to how to improve it. They have obviously looked at it and tried to tighten up the means of measuring and I think they probably have tightened it up quite substantially.

They have also brought in a few new rules in relation to crew limitations which I was very excited to see happen until I looked into it further. I felt that perhaps those Farr boats have looked like they were going very fast and were stacked with crews, or perhaps some of the German boats in the Admiral's Cup were stacked with a great number of people, and seemed to be unfairly using live ballast. But I was brought back a reminder over in Asia there where the Japanese fellow said to me, "We're going to have trouble with this. I've only ten on my boat and our fellows are very small and light, and those big Australians can get there and sail with the same number of people." So that rather knocks that rule about, and I think the rulemakers might have to think a bit more; otherwise we might see some Sumo wrestlers on some of the Japanese boats. The crew regulations have been varied somewhat in Hawaii for the Clipper Series, and I think this is fair enough because is a heavy weather series, and I'm sure that these Japanese gentlemen have a smaller stature and also probably fifty foot yachts that are to be sailed in very fresh breezes that carry



Lou Abrahams (left), Commodore John Brooks (centre), and ex-General Manager Peter Shipway.

a crew of twelve or thirteen, and they are not going to be able to handle them unless the crew limitations are lifted.

That Kevlar ban that has recently been imposed. I don't know; maybe it's detrimental to racing. It's certainly easier on the owners' pocket to not have Kevlar sails. They're expensive, and they take up half your boat anyway in space. I'd like to get back to Dacron sails, which we'll never get back to again. They fold up nicely in the corner and you can handle them, but they're not the state-of-the-art, so if we're going to improve racing techniques, we have got to accept to use these things and not ban them.

Last, of course, to win the Sydney-Hobart you need crew. You need an excellent crew. I have been fortunate enough to have very good crews with me. We had two foreigners on board this last one, one American from Hawaii, and one very important factor in Fraser Johnson from Sydney. Without a top-line crew and without a top-line boat, and without some luck and a lot of judgment, you are not going to win a Sydney-Hobart. I think the luck factor has rather diminished fleets have increased considerably, and I tend to think that future Sydney-Hobarts and the likes will go more towards class or division racing results being the important item overall.

I feel that probably in the next few years there will be an emphasis on the rating bands, perhaps three foot of rating, where where you will race in the same weather pattern and if you win that you'll say, "Yes, I've got the fastest boat in that rating band and if I won the lot, that was pretty good luck and I just happen to be in the right band at the right time." I tend to feel that was probably the case with *Challenge*'s win in 1983 - put in the right rating band at the right time, and got there. Regardless of that, it was probably one of the greatest thrills of my life to win a Sydney-Hobart. I hope that I will repeat it one day.

In the meantime, a program of trying to get a top point score in a Clipper Cup series in Hawaii in August is the next program on the list, and hopefully one day represent Australia in an Admiral's Cup team.

I've managed to get close to it, but it's a hard road, and I believe this year we will have some of the best competition ever from Australian yachts, which can only improve the chances Australia has of winning. I understand that other yachts are being built, and good competition will make for a good team for Australia in the long run. I hope that we will get there, but whatever happens we will at least be pushing the fleet. If someone else gets there, they will have to try hard and we will be right behind them - hopefully in front of them.

QUESTION: Could you give us a resumé of your new boat?

ABRAHAMS: It's a Frers design; overall measurement will be 42.7' with a hopeful rating of 33.1. Its constructed out of a Kevlar/carbon fibre/S-glass/Divinycell construction with emphasis on keeping the weight out of the ends of the boat. It will have Hood sails; Col Anderson of the Hood loft in Melbourne has sailed with me over a number of years and he provided the sails on my other yachts, and he's done well both at sailing and making sails. We're going for light ends in the yacht, and we'll put what we need in the centre - this is the designer's thoughts on it. □



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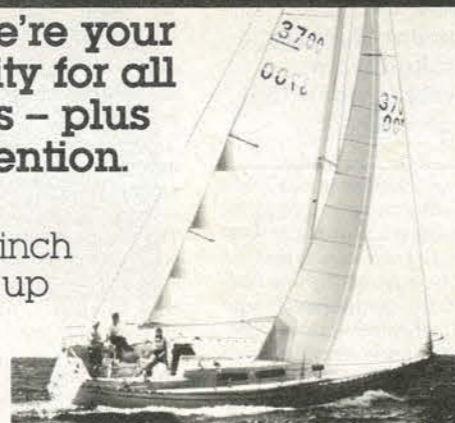
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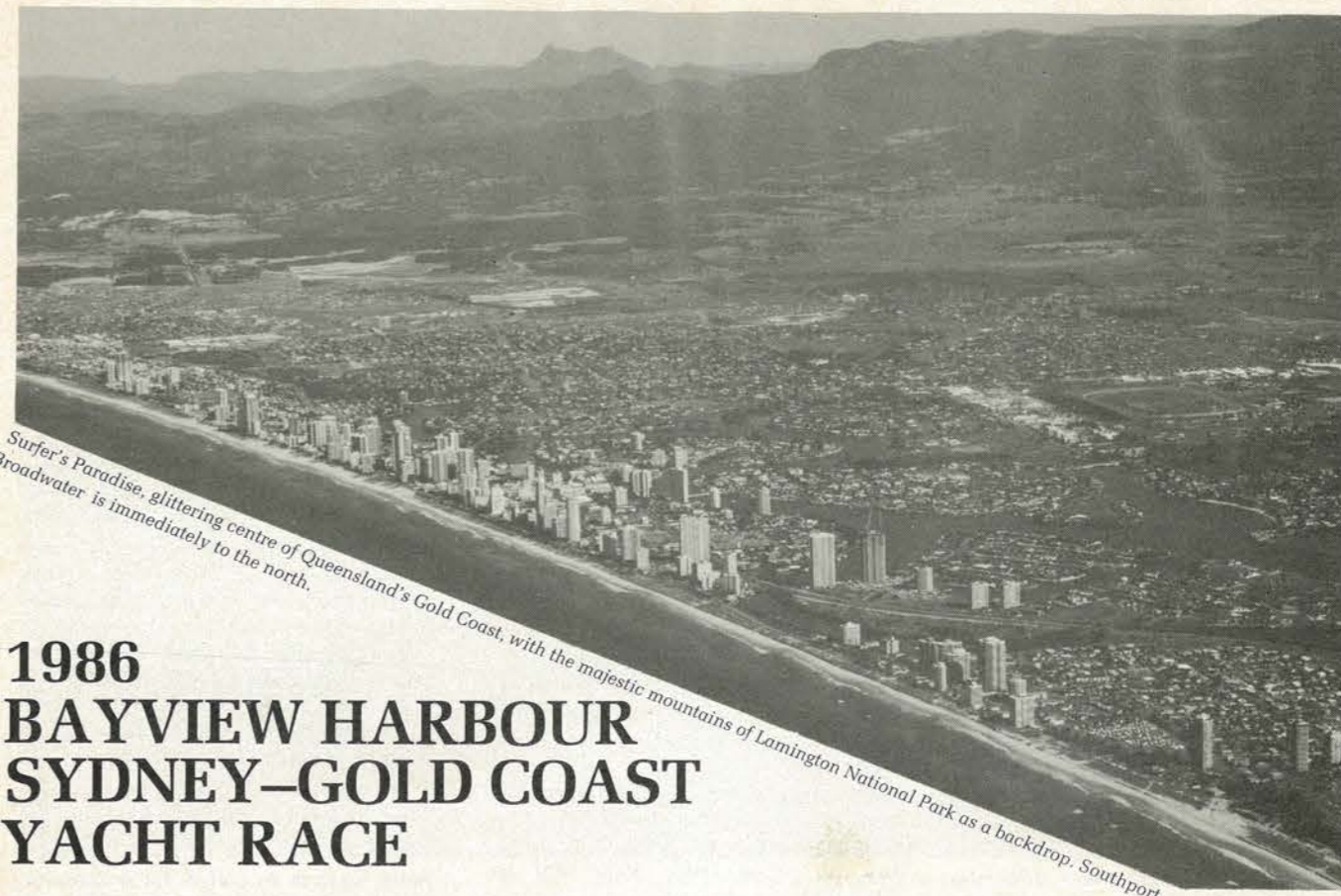
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Surfer's Paradise, glittering centre of Queensland's Gold Coast, with the majestic mountains of Lamington National Park as a backdrop. Southport Broadwater is immediately to the north.

1986 BAYVIEW HARBOUR SYDNEY-GOLD COAST YACHT RACE

Major new event on CYCA race calendar as a result of stabilisation project for the notorious Southport Bar

At a press conference in April the Premier of Queensland, Sir Joh Bjelke-Peterson, announced the sponsorship of a major new ocean race, from Sydney to the Gold Coast, by the Bayview Harbour developers, McMaster-Suares Group and Jardine Matheson, a Far East based property and trading company.

The race will be organised and conducted by the Cruising Yacht Club of Australia. The new event will open the 1986/87 season for the CYCA and will be given major emphasis by the Club, according to CYCA Commodore, John Brooks.

Bayview Harbour is a massive \$115 million development about eight kilometres north of Surfers Paradise on Queensland's Gold Coast. It is situated looking out over the Southport Broadwater immediately adjacent to the Southport Bar, a notoriously treacherous feature of the coast there. The Bar is a shallow, dangerous obstruction, with shifting sandy bottom, located at the mouth of the Nerang River

The stabilisation of the Southport Bar will launch a new era of yacht racing on the Gold Coast, the headquarters for which will be the Southport Yacht Club, located on the south-eastern shore of the Southport Broadwater. The Club has some 3000 members and 860 yachts on its register. The CYCA has a reciprocal association with the Southport Yacht Club.

Bar stabilisation programme

The Bar stabilisation programme had its origins in a recommendation by a Dutch Company which was retained more than 10 years ago to look at the Gold Coast's erosion problems. The Company was commissioned in 1973 by the Department of Harbours and Marine to come up with an economical design for training walls. Findings were presented in 1976, and two years later a subcommittee of the Queensland Cabinet began work on the final stabilisation programme.

The project involves construction of two large training walls out to sea from the northern end of the Southport Spit, and a wavebreak island just inside the mouth, the need for which

was determined by a wave penetration model. The model showed that storm surges will race through the new trained entrance.

The existing entrance and its notorious bar have migrated north several kilometres in the last century; unchecked, it would continue to move north, destroying natural fish habitats in the Southport Broadwater.

Entrance training walls

The training walls will be built from dry land at the northern end of the Southport Spit and about 500 metres south from the existing entrance. The southern wall will jut 500 metres out to sea from the present high water mark; the northern wall will be 200 metres shorter. The walls will point north at 15° to provide more protection from the predominant southeast seas, making the entrance easier to negotiate in typical conditions. The walls will be 300 metres apart; the dredged depth of the channel will be six metres at low water. One million tonnes of quarry material with boulders of up to 15 tonnes will be needed for the walls which are designed to allow overtopping by waves during

storms.

The wavebreak just inside the bar will be 900 metres long by 300 metres wide and is presently under construction using dredged sand from the Broadwater. This will be reinforced with small rock walls at each end and will stop heavy storm seas from entering the Broadwater.

Bar project will boost Southport Yacht Club

The Southport Yacht Club's outside racing activities have been restricted by the present shallow and dangerous crossing, and the Club's Commodore, Phon Blondell, has predicted enormous development of racing following the completion of the bar works. The Club is very excited about the Sydney-Gold Coast Race and is confident that this will be just one of many events that will come to the Gold Coast, particularly offshore events.

The Club's activities since its founding in 1946 have revolved around sailing and power boating, but sailing has been largely confined to the enclosed waters of the Broadwater, in dinghies and trailer sailers. As the popularity of sailing grew, races had to be set up using largely 'down-hill' courses because of the difficulty of tacking the larger yachts of the growing fleet in confined and congested waters. In relatively recent times ocean racing has become an activity.

The luxurious clubhouse has an extensive upper lounge and cocktail bar, an à-la-carte restaurant which can cater for 180 people, a large downstairs bar and bistro and a billiard room. The Club has a 204 berth marina and has applied to build another 60.

Race Sponsor

The Sydney-Gold Coast Race is sponsored by the company which is behind Bayview Harbour, Australia's biggest residential/marina complex, which has been designed to provide an 'exclusive lifestyle for boating enthusiasts and a standard of luxury unsurpassed by any other similar development'. The \$115 million development will include four luxury tower blocks totalling 320 units. Two marinas, an outer harbour, which is already opened, and a middle harbour still to be constructed, have direct access to the Broadwater and can accommodate up to 200 boats.

The complex will also have a licensed restaurant and a function centre called the Clipper Club, which will overlook the Bayview Harbour Bridge that will span the middle harbour.

The 2.2 hectare site will have extensively landscaped gardens and a park, sporting and recreational facilities, tennis courts, swimming pools, gymnasiums, spas, saunas and barbecue areas.

The Broadwater Tower, a 35-storey building with two penthouses, is nearing completion. It has units ranging in price from \$185,000 to \$327,000.

The second tower block to be constructed will be Les Colonnades, a 17-storey complex with 32 penthouse style apartments. Unit owners will have their own gymnasium, spa, outdoor heated swimming pool, saunas, solarium/spa, tennis court and barbecues. These units will start at about \$435,000.

The other two apartment blocks which will make up the complex are

the Leeward Tower and the Bayview Tower. The Leeward tower will be 19 storeys with 38 large apartments, and the Bayview tower will be 30 storeys with 113 apartments. Both will have their own swimming pools, spas, saunas, and tennis courts.

When the Bar stabilisation program is complete, vessels moored at Bayview Harbour will have uninterrupted access to the Pacific Ocean less than one kilometre away. The outer harbour has a minimum depth of three metres at low tide and can accommodate 150 boats up to 20 metres in length. The middle harbour is for smaller craft and has a minimum depth of 1.5 metres. Both marinas will be the responsibility of the Bayview Harbour Yacht Squadron. They will be fully serviced, and residents will be able to step off their boats after a day on the water and leave the cleaning up of the yacht to marina staff.

The price for each Bayview Harbour unit will include a marina berth.

As at April 1984, 37 of the 137 units in the Broadwater Tower have been sold.

The inaugural Sydney-Gold Coast Race

Peter Rysdyk is CYCA Race Director for the inaugural Bayview Harbour Sydney-Gold Coast Yacht Race, which will be held at the beginning of the CYCA racing season in 1986. The 400 nautical mile race will be approximately four days' sail and will have IOR and Cruising Divisions. A fleet of at least 50 yachts is expected to take part, and the race seems destined to become a very popular one on the CYCA calendar. □



The Southport Yacht Club and marina complex, on the Southport Broadwater. Development of yachting on a scale befitting the scene has been impeded by the shallow water of the bay and the notorious bar which must be negotiated to reach the ocean.



Artist's impression of the new Southport entrance and training walls. The wavebreak island just inside the entrance is currently under construction. At the right is an impression of the new Bayview Harbour development. Surfer's Paradise is in the distance.

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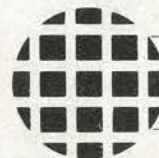
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THE IOR AND THE PROPER YACHT

The following article first appeared in the April 1984 issue of *Seahorse*, the magazine of the Royal Ocean Racing Club. It is reproduced here with the kind permission of the Editor/Publisher of *Seahorse* and of the author, Rodney Johnstone, an American yacht designer who is currently enjoying great success. He will be well known to some readers as the 'author' of the J24, a class which has been popular in Australian waters.

The article was the first addressed to the Westlawn School of Yacht Design in Connecticut.

For those who would like more information about where to obtain *Seahorse* magazine, by many considered to be the finest ocean racing magazine published today, see advertisement on page 20 of this issue of *Offshore*.

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The IOR and the 'Proper Yacht'

Rod Johnstone's design philosophy has created a successful range of one-designs for J Boats. In this article first addressed to the Westlawn School of Yacht Design, Connecticut, he gives his subjective view of the impact of the IOR rule on yacht design. Never one for words without deeds, Rod's first IOR design has just taken 3rd and 5th overall in the SORC.

The desire to design an offshore racing yacht carries with it dreams of glory — winning the 'grand prix' ocean racing events. In yacht racing these events include the Southern Ocean Racing Conference (SORC), the Admiral's Cup, the Sardinia Cup, the Bermuda Race, the Clipper Cup and others. The International Offshore Rule (IOR) is the rating system used to handicap these events. For this reason IOR racing has become synonymous with 'grand prix' in the minds of the sailing public, in the yachting press and in the slick advertisements which attempt to perpetuate this faulty image. Such buzzwords as 'leading edge' and 'state of the art' are used to describe designs which win under IOR.

'Grand prix' in any sport conjures up visions of the most talented competitors using the fastest and most modern equipment available — spare no expense — to win. Most of this vision certainly applies to IOR racing. But unlike auto racing, offshore powerboat racing, skiing and other sports, 'grand prix' offshore yacht racing is conducted in yachts which are neither fast nor ideally suited to their element — the sea. The sailors, the equipment, the intensity of the competition, the rigs and the sails — are all 'grand prix', but not the design of the yachts themselves. There is a reason for this.

Opportunities for improvement in yacht design have continually expanded over the past fifty years. Progress has been made possible by technological breakthroughs in the creation and use of new boat building materials and new methods of construction. Lighter, stronger hulls and rigs plus new synthetic low-stretch sail fabrics are but a few of these developments. Greater speed, stability, ease of handling and comfort can now be designed into offshore sailing yachts. These trends have been accompanied by the tremendous growth of offshore sailing and racing as a recreational sport, particularly since the 1940s. Not only has offshore yacht racing become popular and affordable, every aspect of the sport has entered the 'high tech' age — everything, that is, except for the rules governing the game.

Conspicuous in this modern age of computers, carbon fibre, cored hulls and ball-bearing blocks is a handicapping system based on a formula created in the heyday of the flapper and the Model-T Ford when yacht racing at the highest level was regarded as a gentleman's sport. What was originally the Royal Ocean Racing Club Rule has evolved into what is now known as the IOR Rule. Despite the best efforts of IOR rulemakers to 'produce handicaps which permit yachts of various types and sizes to race together' only a few of the 2,000 yachts in North America with valid IOR certificates can compete successfully at the highest level of competition. More than any other handicap rule, the IOR creates its own stereotype when it comes to hull design. This is not a new problem. In 1934 Uffa Fox, the famous English yacht designer, lamented:

'Committees make rules for racing yachts, and when beautiful vessels are designed that come within their rules, they slap their chests and say, "What a fine rule we made to produce such a vessel". It is (the designer) that should take the credit for designing a beautiful vessel, not because of the rule, but in spite of it, for the designer is always trying to please the sea.'

This paper will show a few ways in which the IOR rule forces a designer to create a hull which fits an arbitrary stereotype. It also will convey some of the feelings of pain which a designer must endure as he tries to adapt his ideal of 'The Proper Yacht' to the demands of the rule. This is a 'mole's eye' view by a yacht designer who has just made his first attempt at creating a yacht that might be competitive in IOR racing.

BEATING THE RULE

The name of the game is to beat the rule — in other words to make the yacht appear slower under the terms of the handicap formula than it really is. Handicap rating (R) is applied to a time allowance table which determines time handicap over a given distance. The lower the (R), the slower the yacht (according to the rule). The key ingredients used to estimate speed are measured length (L) and the square root of measured sail area (S). Estimation of hull resistance which limits this speed is expressed by the square roots of measured beam (B) and depth (D), roughly representing the size and shape of what must be pushed through the water. Other factors affecting speed are also evaluated; including the engine and propeller drag factor (EPF), a draft correction (DC) a freeboard correction (FC) and a vertical centre-of-gravity (CGF), to name the principle elements of the formula. In addition, special factors are applied to the ratings of yachts with special features: including a centreboard factor (CBF), moveable appendage factor (MAF), low rigging penalty (LRP) and spar material factor (SMF).

Superimposed on the IOR Rule are two important fudge factors which attempt to remedy the glaring inequities in the basic rating formula. The first of these is an old age allowance (IOR IIIA) which is a formula giving rating benefits to older yachts. The second is the displacement length factor (DLF), implemented in the late 1970s after a number of new, lightweight yachts made a shambles out of IOR racing by winning everything. Introduction of this factor in 1979 mathematically excluded the whole new wave of high performance offshore designs from the competition.

Despite efforts to bring older boats into the fray, and because of the deliberate exclusion of modern lightweight yachts — both which belie the validity of the basic IOR formula — IOR racing fleets have suffered: With this rudimentary background in mind, where do we start in the creation of the oddity known as the IOR hull? There are six basic strategies which must be observed.

1. MAKE THE BOAT LONG FOR ITS RATED LENGTH

This may sound like doubletalk but let me explain. The potential speed of a racing yacht is more-or-less proportional to the square root of its sailing length. But IOR length (L) is invariably less than actual sailing length except for yachts not designed to take advantage of the IOR length measurement formula. In early handicap rules, created prior to the time when handicappers could lay their hands on electronic calculators, (L) was largely derived from length on the waterline (LWL). More recently the effect of overhangs was assessed in variations of the formula $L = 0.5 (LOA + LWL)$. The old Cruising Club of America (CCA) Rule and its modern counterpart, the Midget Ocean Racing Club (MORC) Rule, refined the definition of (L) by taking the measurement at a height of four percent of (LWL) above the flotation plane. To this was added a correction assessing greater length if the 'four percent waterline' intersected the transom.

The IOR Rule measures (L) in an even more refined way through a complex set of formulae. Measured beam (B) is used to locate four girth station, two near each end of the hull. The forward girth station (FGS) is located near the bow where the hull girth equals 0.5 (B). The forward intermediate girth station (FIGS) is located where the hull girth equals 0.75 (B). The aft girth station (AGS) is located where the hull girth aft equals 0.75 (B). It is important to note that (AGS) cannot be located any further aft than the aft end of the sheer line at the deck, because all vertical hull and depth measurements (which are taken with the yacht on shore) must be taken from the sheer line. An aft inner girth station is located where the hull girth equals that of the (AGS) plus 0.125 (B). The distance between the girths at each end together with freeboard and beam dimensions at each girth determines the slope of the hull at each end which results in forward and aft overhang component correct (FOCC and AOCC). In addition the (AOCC) formula includes vertical hull depth measurements (VHA and VHAI) which are used to evaluate the hull's aft slope and its proximity to the flotation plane. ($L = LBG - FOCC - AOCC$).

As in so many other games, the exception governs the IOR rule. What if the girth length at (AGS) exceeds 0.75 (B) because the hull girth is too large at the aft end of the sheer line? This excess is assessed as girth difference (GD) and is figured into the (AOCC) formula. Designers have found that by placing the (AGS) as far forward as possible, and by placing a double inflection in the hull profile between the two aft girth stations, (L) can be reduced without a corresponding reduction in actual sailing length. The game is to put the length where it is not measured, namely aft of (AGS). The rule permits extension of the hull underbody aft of (AGS) up to fifteen percent of (LBG). This amounts to over five feet on our new J41 IOR sloop. The trick is to parlay as much of this unmeasured overhang as possible into 'free' sailing length. The farther forward the (AGS), the easier such manipulation becomes. The IOR recently adopted a countermeasure known as (BAPSL) intended to close this loophole in the (L) formula, but to little avail. The knuckled (IOR) stern is still with us, and is still a prominent feature on all competitive IOR yachts. A carefully articulated IOR stern will get most of the knuckle out of the water when the yacht is heeled, say at

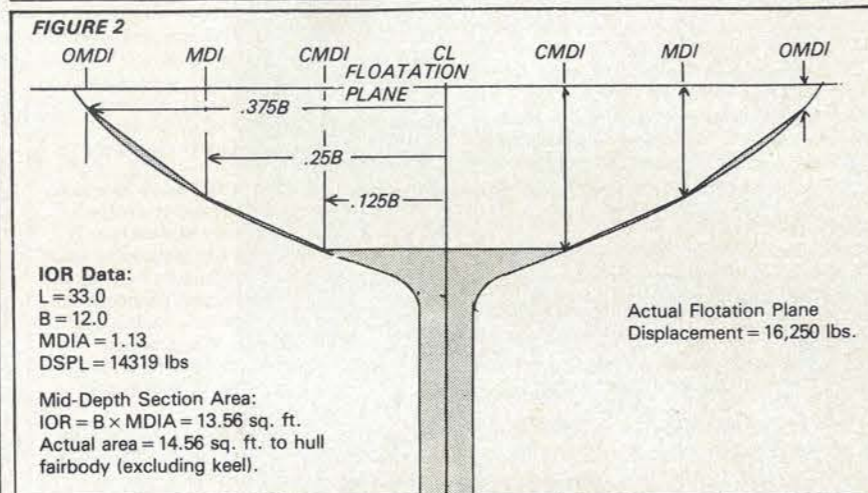
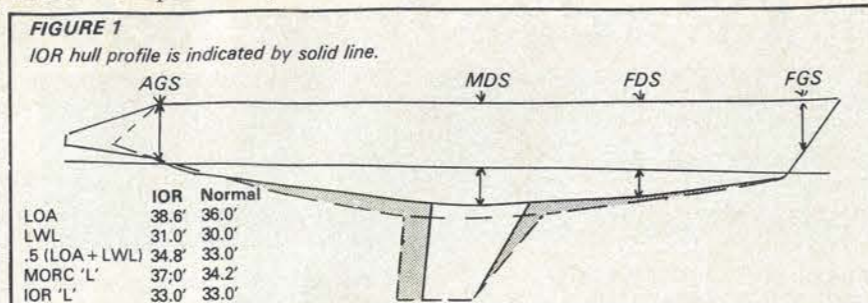
20°. The inefficiencies of added drag and poor balance created by this shape are more than offset by the rating benefits. The tail literally wags the dog. Figure (1) compares the profiles of two yachts whose IOR (L) measurements are almost identical. Other rating methods produce different answers.

2. REDUCE UNMEASURED IMMERSSED HULL DEPTH

IOR depth (D), together with beam (B), measure drag. The greater they are the lower the rating. There are four depth measurements. Three immersed depths (CMDI, MDI, OMDI) are measured at the mid-depth station (MDS) located halfway between (FGS) and (AGS). Vertical measurement at these points are taken at a distance 0.125 (B), 0.25 (B) and 0.375 (B) off the hull centreline. A mathematical combination of these measurements results in Mid-Depth Immersed Adjusted (MDIA). (MDIA × B) is taken as the immersed midsection area. The unshaded area of the midsection depicted in Figure (2) shows what this formula actually measures. The trick is to reduce any immersed midsection area not actually measured by the formula. Particular attention should be given to reduction of midsection area (and volume) inboard of (CMDI). Here is where the significant advantage can be obtained as we transform our proper yacht into an IOR rulebeater. (MDIA) is an important element of rated depth (D) as is Forward Depth Immersed (FDI) — our fourth depth measurement which is taken at the forward depth station (FDS) at a distance of 0.1 (B) off the hull centreline. (FDS) is located at a distance of 0.1 (B) off the hull centreline. (FDS) is located at a distance 0.25 (LBG) aft of (FGS).

In brief, the optimised IOR hull should have its deepest measurement at these depth points. It used to be that IOR yachts exhibited prominent bumps at these points, but no more. Paragraph 326.2 was inserted into the rule a few years ago to eliminate concavity in the hull lines around these points and establish minimum section radii at the points. Hence the modern IOR yacht has 'cleaner' lines at (FDS) and (MDS) — a consequence of prudent legislation rather than progress in yacht design. Because all these crucial depths are centred well forward of any yacht's longitudinal centre of buoyancy, the rule inspires reversion to 'state of the art' hull design typical of sailing vessels in the sixteenth and seventeenth centuries — the cod's head and mackerel tail — a longitudinal centre of buoyancy (and centre of gravity) pushed too far forward.

A large (MDIA) is even more important as an element of a yacht's IOR displacement (DSPL). (DSPL) = (L × B × MDIA × 32). None of a yacht's submerged volume inboard of the (FDI) and (CMDI) and aft of MDS is considered by the (DSPL) formula. Keel and rudder volume are not evaluated by the rule either. The goal is to reduce this immersed volume to the extent possible without creating too much of an uncontrollable sailing freak. A deep mid-section with flat bottom and low volume keel are essential. Using this approach actual displacement can be made the same as, or less, than IOR (DSPL) — depending on how far a designer dares go. A proper hull design with fin keel will receive credit for only about eighty-five to ninety-five percent of its actual displacement under the (DSPL) formula. A traditional hull with steep deadrise and a long, large keel only gets credit for about seventy-five to eighty-five percent of her true displacement under IOR. Once again we are using mirrors to



beat the rule. Only by doing so can we create the lightest possible yacht for its length without incurring the severe rating penalty imposed by the IOR displacement — length factor (DLF). An extremely light yacht can be stuck with a rating increase of up to ten percent by (DLF) — a fact which excludes such yachts from competition, so playing the IOR game with such a design is all the more important.

Aside from allowing us to maximise (D), (MDIA) and (DSPL) our flat-bottomed hull permits increased keel span for any given rated draft (RD), therefore greater potential keel efficiency. The reason is simply that, for a keel yacht, (RD) is measured down from the flotation plane rather than from the root of the keel.

3. FAT IS BEAUTIFUL

By now the advantages of having wide measured beam (B) are becoming obvious. Not only is (B) one of the rating-reducing elements of the basic formula, it also has a major effect on the location of depth measurement points, determines the girth locations used to measure (L), and is a direct factor in determining (DSPL). Wide (B) makes it easier to reduce (L) and increase (DSPL). For all its importance in the formula, (B) does not significantly affect boat speed. The reason is that (B) is located well above the waterplane at a distance (BMAX)/6 below the sheer at the (BMAX) station. (B) only becomes part of the sailing lines on one side when the yacht heels over. Furthermore, (B) is located wherever the designer chooses to put the widest section of the boat. The forward sailing lines can be kept 'fine' by locating (B) well aft on the hull. Only when the IOR yacht is going to windward in a breeze does wide (B) create significant drag. But even going to windward wide (B) becomes an unrated asset for yet another reason.

4. BEAM AND STABILITY: WHO NEEDS TRAPEZES?

The IOR rule assesses stability by measuring a yacht's righting moment at one degree of heel (RMC). This is

accomplished by inclining the yacht with weights at the time of flotation measurement. A tenderness ratio (TR) is then figured from the formula (TR) = (0.97L × BWL³) / RMC. The higher the (TR), the more tender is the yacht as defined by the rule. (TR) is the only variable in a formula used to compute the centre of gravity factor (CGF). (CGF) is applied directly as a factor to a yacht's rating. Stability here is taken to mean only height of the vertical centre of gravity. High (CGF) means 'stiff' and low (CGF) means 'tender'. The 'stiffest' yacht is typified by the Twelve Metre, 'Westerly' whose IOR (CGF) is 1.075. The minimum (CGF) allowed by the rule is .968. This represents a potential rating spread of more than ten percent.

The fact is that IOR rates stability without really measuring it. Form stability is totally ignored as is the lever arm of crew weight on the rail. Not only does wide beam (B) increase form stability but so does wide beam waterline (BWL). But according to IOR, the wider the (BWL), the more tender the yacht. The (TR) formula makes sense only as a rough determination of vertical centre-of-gravity height. (TR) also encourages creation of a diamond-shaped waterplane when the yacht is in measurement trim. Figure (3) depicts the waterplanes of two yachts which have the same (L), the same (BWL) and the same (RMC) — therefore the same (CGF). The one with the diamond shaped waterplane actually has a lower centre of gravity.

Despite claims by IOR rulemakers that the rule now favours a reasonably low centre of gravity, it pays to go 'tender' and wide. The average (CGF) of the forty-five entries in the 1982 Admiral's Cup is .9722, only .0042 over the minimum. The average (CGF) of the top five yachts in the series is even lower at .9708. The average beam/length (B/L) ratio for the fleet is .3648 — wide by any standard for a group of yachts whose (LOA) ranges from thirty-nine to fifty-one feet. For the top five yachts in the series (B/L) averages .3728, wider than

the fleet average.

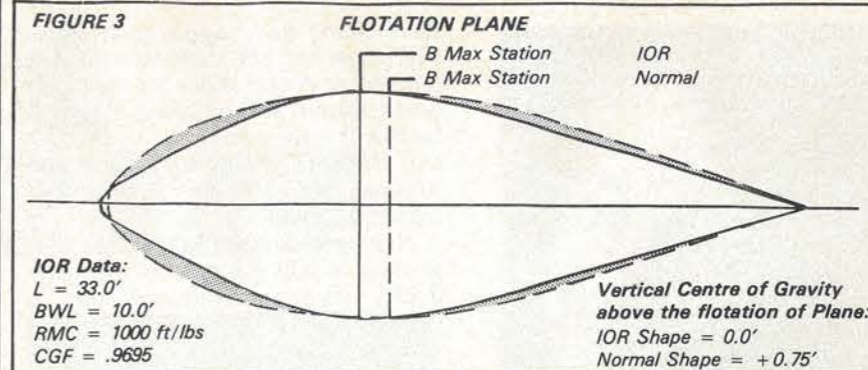
All of this proves that you can't stop the leaks if there is only half a roof. The ridiculous extremes which this rule deficiency allows has recently prompted the IOR to limit the number of crew. Maximum crew number = 0.4(R) — 3 rounded up to the nearest whole number. Introduction of a meaningful form stability factor would lend increased sanity to the rule. It would also encourage IOR designers to create yachts which do not scare the daylighters out of many offshore sailors, and which need not be held down by an enormous amount of crew weight. Perhaps the recent concerns in high circles regarding capsizes at sea would also be allayed. Many IOR yachts are actually 'stiff' in performance terms, however high their centres of gravity. Never mind the rogue waves.

5. FLOTATION MEASUREMENT TRIM: STAND THE BOAT ON IT'S NOSE!

One can only regard the modern IOR yacht much the same as a novice rider regards a horse — too much behind and not enough in front. This imbalance is accentuated by the rating advantages gained from trimming a yacht down by the bow for measurement. One of the greatest deceptions of the IOR rule is that the values of two of the most important ingredients of the rating formula, (L) and (D), are drastically affected by a yacht's fore-and-aft flotation trim. Bow down trim tends to reduce (L) and to increase (D). It also tends to increase (DSPL) slightly, important facts on light weight yachts which are assessed a high displacement length penalty (DLF). On yachts whose crew weight is a high proportion of total sailing weight, it is easy enough to lever a yacht back down on her sailing lines by placing the crew aft. This practice is common on even the largest IOR designs, but is more advantageously employed on the smallest yachts. In addition, bow-down trim reduces a yacht's static stability by submerging the narrow, deep end (the bow) and by lifting the wide shallow end (the stern) clear of the water. Righting moment (RMC) is thereby reduced. Anyone who has ever tried to stand up in the bow of a small dinghy can understand what I am saying.

Taken separately, the rating factors affected by bow down trim may seem to change little, but taken together significant rating reduction can be obtained. Because there are many variables in the IOR formula, including minor inconsistencies stemming from the difficulty in taking certain measurements precisely, the rating benefits of bow down trim are not always obvious.

Bow down trim is achieved simply by moving weight forward. Careful location of the keel, interior ballast and/or moveable equipment and sails will achieve the desired trim. Paragraph 108 of the IOR rule specially prohibits 'the addition, removal or change of location of gear or equipment or structural alteration to the hull, that affect the trim or flotation of the yacht' after measurement. Gross abuses of this requirement recently led to the requirement for an inventory list attached to each yacht's measured certificate itemizing interior ballast and moveable equipment as to the weight and location of each item. Once again, half a roof won't keep out the rain. There are many items of equipment that are not permitted aboard for the flotation measurement such as life rafts, food, water, fuel and personal gear. All these items necessarily 'affect the . . . flotation of the yacht', Paragraph 108 to the contrary notwithstanding. Who is to judge exactly how the placement of these



items may affect the trim or flotation? One can only guess — in the absence of requirements for flotation marks or other visual checks.

6. THE SAIL PLAN: EVERYTHING SHE CAN CARRY AS LONG AS ITS A SLOOP

Some would pretend that handicap rule-making for sailboats is a science. On the other hand cynics might claim that it is more like throwing darts at a board or rolling dice. The truth is that handicapping is a tedious and difficult art — imperfect at best, but a product of tremendous effort by some of the best sailors and naval architects in the world. Nowhere are the fruits of this effort more apparent than in the IOR formula for rated sail area (RSAT). The designer is left to his own devices here, which is as it should be. A wide variety of sail plans is permitted by the rule without favouring a particular size and shape. Because the IOR formula does not assess sail area very heavily, (RSAT) should be as great as the designer thinks can be carried effectively. The rule now places a limit on sail area determined by what is called the Sail Hull Ratio (SHR). But this limit is too generous to be restrictive. In brief, the designer can freely choose the sail plan that best suits his yacht.

To be sure, the IOR formula favours the marconi sloop to the exclusion of more traditional offshore racing rigs such as the schooner, yawl or ketch. This is acceptable because sloop rigs are clearly faster and more efficient most of the time. With a large racing crew the unwieldy size of a sloop's sails and rig, even on the largest 'maxi' yachts, is not a real problem. Sophistication in rig design and expert teamwork are essential, but one would expect no less in 'grand prix' competition of any sort. This is the one aspect where IOR yachts are truly 'high tech', 'leading edge' and 'state-of-the-art'. Sail-makers and sail designers are free to bring their art to new heights with new materials. No wonder they are the leaders and 'gurus' of the sport.

Meanwhile the designer of the 'grand prix' hull squirms in his handcuffs obeying the dictates of an archaic mathematical formula which tells him how his yacht is to be shaped. 'High tech' worsens the designer's plight. It used to be that offshore racing yachts were judged by knowledgeable sailors for their speed, beauty, comfort and easy handling characteristics. Now these yachts are judged by whether they 'sail to their rating' — frequently by computer experts instead of sailing experts. Mercifully, this agony must only be endured in context of IOR, which represents only a fraction of the world of yacht racing.

In any case the rule cannot be blamed for deficiencies in a yacht's rigging and sails. Many offshore sailors object to the need to

buy expensive, complicated rigs with sails made from 'exotic' materials such as Kevlar. However the banning of such materials for offshore racing would be deplorable, because sail design would then become as regressive as that of the yachts themselves. If grand prix in yacht racing is to remain within the framework of the IOR, there must be some incentive for those who are willing to pay any price for the newest and best. A ban on new materials for rigs and sails, together with the existing exclusion of advanced hull design, should encourage the 'leading edge' in the sport to look elsewhere for progress.

A final objection to the IOR sail plan and rig is all the 'gadgets' needed to control mast bend and rig tension. Safe operation and optimum performance are virtually unattainable with anything less than a large crew of well-trained experts. This is a deficiency only in the minds of those who think that the IOR design is suitable for anything other than IOR racing.

SUMMARY: THE IOR AND THE 'PROPER' YACHT: A SUBJECTIVE VIEW

A yacht designed specifically to win IOR races is not ideally suited to any other purpose. In terms of performance such a yacht is slow for its size and sail plan, and not easily managed by a short-handed crew. Although the IOR hull shape provides ample interior volume for a 'cruising' interior, addition of such amenities to this design creates the worst of all possible worlds in terms of performance and practicality. The added weight causes further debility to real sailing performance, and eliminates the ability to 'optimize' the IOR rating to the extent necessary to compete successfully at the highest level. In addition the small 'cruising' crew can never obtain the yacht's potential performance.

Added to this is the great expense involved in purchasing, equipping and maintaining a competitive IOR yacht. If appearances matter, while expense and performance do not, ownership of such a design could be rationalized for uses other than IOR racing — but not by this sailor. Here we are in the realm of imagery. IOR yachts look fast, and many even beautiful. But sailors today are more numerous and knowledgeable than ever — more demanding in terms of the sailing enjoyment obtained from their investment and more concerned about resale value. 'Macho' is not enough. In this context of the market place the IOR yacht is an anachronism — a 1950s vintage Cadillac with tailfin in a modern age of high efficiency and high performance sports cars. Then why design a yacht to the rule? The answer is simple: for IOR racing. As long as the game is pursued by the top talents in the sport, it is worth playing. The yacht designer, in his effort to create the perfect yacht, has just to shed his idealism.



BIGGLES' COLUMN

by John Brooks

Fears have not materialised that the Waikiki Yacht Club's decision to comply with the ORC's ruling on Kevlar sails would cause a significant number of American yachtsmen to boycott the PAN AM Clipper Cup, and the regatta has also retained its immense popularity with other Pacific basin ocean racers.

At last count the entry list was up in the seventies, with a maxi fleet of eight yachts including *Condor II*, *Nirvana*, *Kialoa*, the new *Sorcery*, *Winterhawk* (formerly *Ceramco New Zealand*), *Boomerang*, *Ondine* and *Ragamuffin*, a lineup that should guarantee spectacular racing, not to mention comprehensive media coverage.

The Americans had not announced their team entries as *Offshore* went to press but are expected to name three teams following the same philosophy as that of the 1982 series, that is, a big boat team, a medium boat team, and a small boat team, thereby covering themselves for whatever vagaries of weather may occur. However, the big boats do have a slight advantage in this series, with a handicap system based on a modified time-on-distance formula. The small boat team will be good insurance should a light, flukey weather pattern dominate race week.

While Bruce Farr has reestablished himself as the 'gun' designer of small boats in the South Pacific, and Tony Castro is wowing the Europeans, the

Americans have apparently gone overboard for J24 designer, Rodney Johnstone. A contender for the small boat US team at the Clipper Cup will be the J41 *Grey Fox*, kin to *Dazzler* and *Alethea*, which were third and fifth respectively in overall fleet placings at the SORC.

They were Rodney Johnstone's first venture to IOR design and were evidently very competitive in medium to strong conditions, usually a recipe for success in Hawaii. *Grey Fox* will have 'the Pope' (Lowell North) in the crew, which will not hurt its chances of selection (and it would be interesting to see how *Grey Fox* stacks up against the Farr rocket ships from NZ).

To give some idea of popularity in America of Johnstone's J41, there are four of them in US teams for the Onion Patch series, three in one team. Two J41s also finished first and second in the American One Ton Championships in which five of the first seven boats were J41s. Despite this domination of the Nationals, J41s will not be amongst the US representatives at the World's One Ton Championships in France for some reason, possibly owner apathy.

Is the One Ton level rating class on the way back? The large number of new boats built or under construction overseas to the 30.5' rating seems to indicate that it is, with Farr, Castro and Johnstone apparently leading the charge. Ironically, it was the Farr designs of 1975-'76 which brought about the tortuous IOR amendments and costly obsolescence which helped kill off the One Ton popularity and drove Farr himself to give up IOR design in disgust for five years.

Although the American titles attracted only a small fleet, it had a lot of class, and the heavies who attended included John Kolius, Lowell North and Harold Cudmore. In our part of the world the Kiwis will probably be the barometer for any resurgence of One Ton racing, but I suspect that the new 30.5' rating puts One Ton Cup out of reach of many otherwise keen level rating skippers.

When *Ballyhoo* made her first visit to the USA in 1975, she fetched up for awhile at the Newport Harbour Yacht Club (NHYC) in southern California. Here the crew prepared for the Transpac amidst unaccustomed luxury, and while the NHYC had about the same membership strength then as did the CYCA, there all resemblance ended (for example, annual membership fees in the vicinity of \$US 20,000).

Amongst other generous support, the NHYC loaned us an immaculate

antique motor launch as a tender, and it was in this jewel that yours truly had the unique experience of being stopped by the water police - flashing blue lights, wailing siren... "Pull over, driver"! A bemused *Ballyhoo* crew watched as Biggles was read the riot act in mid channel by an American copper, fully rigged with night stick, helmet and a heavy calibre hand gun that would have stopped a leopard tank in its tracks. The charge? Doing 6½ knots in a 6 knot zone.

Discovering that we were irresponsible Australians and not your average law abiding Newport Harbour citizens, the constabulary withdrew, uttering dire threats as to the consequences if we did not behave ourselves; "We know about you Australians!". They were to learn more the same night, but that is another story.

The reminiscence was triggered by the news that the NHYC sponsored an usual regatta in April to determine the best ocean racing club in the US. Five short ocean races over three days on 36' one design boats, superheavies not allowed as helmsmen. They defined 'superheavies' as winners of America's or Congressional Cups, Olympic medal winners, or world champions in any class, which reduced Dennis Connor to the rank of crewman on the San Diego Yacht Club entry.

All of which led me to wonder what reaction a similar challenge by the CYCA would bring about in Australia. I did not have to wonder much about the Lake Macquarie mob. They would build up a good head of steam at the mere suggestion that there was any doubt about the matter; likewise, the banana benders would probably start pawing the surf. Maybe it could be worked into the CYCA's match racing programme.

Ocean racing never has been and hopefully never will be an Olympic sport. I say 'hopefully' because, so far, ocean racing has escaped the serious attentions of international statesmen. Our Olympic sailors should be so lucky. Put out of the 1980 games by misguided government interference, our Olympic sailors are now reaping the inevitable results of that policy. One of the best Olympic sailing teams we have ever produced is now faced with a Clayton's Olympics, small 'o' international, an Olympics emasculated by the refusal of a large number of countries to attend.

The Long Beach venue will not notice the loss of a non-existent Vietnamese yachting team, nor that of the South Yemen People's Republic, but

(continued on page 24)

SIGNAL REPORT

with Bill White

A new Act governing radiocommunications was passed by Federal Parliament last last year. It provides stiff penalties for violations, which can include the installation of unlicensed equipment - for example, a ham transceiver if there is no ham operator aboard, and it gives sweeping powers of search and seizure to radio inspectors. Offshore asked radio specialist, Bill White, to comment on the new Act and its implications for yachtsmen.

OFFSHORE: The Radiocommunications Act 1983 was passed by Parliament in December 1983. What is the basic thrust of the Act, and why did we need a new Act?

WHITE: The old bill was based on the Wireless Telegraphy Act of 1904 (Revised 1952) and it didn't address itself to certain types of devices, such as cordless telephones, radar burglar alarms, and many other radio controlled devices which were never anticipated and which are now defined as transmitters. The earlier criterion for determining whether something was a transmitter was that it had to convey a message. Well, radar burglar alarms don't convey a message; they propagate a radio wave to detect burglars. The new Act covers all devices which emit electromagnetic waves, so the Dept. of Communications now has control over appliances which it couldn't control before.

The second reason was the situation of 'spectrum anarchy' that existed - people were making up their own rules regarding the use of radios and simply ignoring the licensing requirements.

The new Act provides very tough penalties for people who have unlicensed equipment. It covers quite a range of goods, from transmitters to radio devices used in hospitals for clamping off arteries - virtually the whole gamut of radio communications and radio emitting devices.

The significance for the boating community

This Act is significant to the boating community because there has always been a small number of people who either just haven't bothered to license transmitting equipment or who were afraid to apply for licences because the equipment they had was not type approved and wasn't licensable. Because it is generally not possible to tell what sort of equipment is being used just by listening to it on air, it is perhaps reasonable to assume that such offences will go undetected. There is nothing in



Ham radio offers a lot to the licensed amateur, although even for him it is illegal to operate a non-type-approved radio on marine frequencies. For the unlicensed, just having one of these aboard the yacht may now result in a large fine. For the unfamiliar, these multi-knobbed sets may be difficult to handle, particularly in an emergency.

the current Act that will make that sort of detection any easier, but it provides very stiff penalties if you are caught. The idea is deterrence.

For example, when the Act becomes law if, you are caught running a piece of unlicensed or unlicensable equipment, even though you may have, for example, a ship station licence and some other licensed equipment, you are guilty under the Act of operating a sub-standard transceiver. You as an individual could be subject to a maximum fine of \$10,000 or five years' jail. Corporations can be subject to \$50,000 fine.

OFFSHORE: Is it possible that someone might run afoul of the new Act by having made changes to an installation since it was licensed?

WHITE: Yes. But you are obliged to inform the Dept. of changes even now - for example, if you add frequencies that were not in your radio when it was originally inspected.

You can almost draw a parallel between this and firearm legislation. If the Police catch you in possession of a gun, they don't have to prove that you were going to shoot anyone with it; possession without a licence is an offence. Many people who have had ham radios aboard have always hidden behind the excuse that 'it's only there for use in an emergency.' In the future this no longer will be a legitimate excuse.

OFFSHORE: Ham radio is getting quite a lot of attention in boating press. The CYCA has a Ham Radio Club now which is conducting courses to get members to the Novice level, anyway, and to get them licensed so that they can become operators of this sort of equipment. You often read in cruising magazines that ham radio is 'the answer to a maiden's prayers' when going on an extended cruise. Certainly there are people who have illegally installed them, and there may be people who are using them beyond their licence limitations. What does the new Act say about ham radio?

WHITE: This is probably the real issue with this new Act as far as the boating community is concerned. Anyone who has a ham transceiver radio on a boat or who is intending fitting one, who doesn't actually possess a licence to operate it will be liable for a maximum \$10,000 fine or five years' jail or both. It has always been the case that it was illegal to have such equipment on board, but the fine has always been considerably less, and moreover, the Dept. used to find it was extremely difficult to get convictions. Under the old Act the Dept. had to prove that you actually used the equipment; it wasn't sufficient to simply find the equipment aboard. Under the new Act possession of the equipment is an offence itself if you are not licenced. It can be sitting on the floor in its packing case.

You can almost draw a parallel between this and firearm legislation. If the Police catch you in possession of a gun, they don't have to prove that you were going to shoot anyone with it; possession without a licence is an offence. Many people who have had ham radios aboard have always hidden behind the excuse that 'it's only there for use in an emergency.' In the future this no longer will be a legitimate excuse.

It is also the case now that if anyone installs ham equipment on a boat (your friendly ham/installer/salesman), he has to notify the Dept. that the equipment is there; and that equipment, or the use of it, now becomes his responsibility. He must see that it is not able to be used by anyone who is not licenced.

If someone came up to you at the bar at the CYCA and wanted to crew in the Hobart, and he'd never been to sea before, how long do you think it would be in general conversation before you would wake up that the guy was a fake?

OFFSHORE: What constitutes being licenced to have ham equipment on a boat?

WHITE: There are two licensing requirements for radiocommunication equipment. First of all, the person who operates it has to be licenced, so in the case of ham radio, the operator has to have one of the three grades of ham licence. This will entitle him/her to operate the equipment for certain purposes. There is no such thing as type-approved ham radio equipment at the moment; hams are responsible for whatever equipment they use, and if they are using faulty equipment, they are responsible for that.

With marine radios you have to have an operator's licence which assures that you have competence to use the radio properly. You also have to have the equipment licenced, which becomes the station licence.

OFFSHORE: What licensing will be required for a person to have a ham radio installed on his boat?

WHITE: If you're talking about SSB HF radios of the type usually found on yachts, you would have to have either a Novice or a Full licence to operate it. A Novice licence doesn't entitle you to transmit on HF frequencies.

OFFSHORE: Does the Novice grade of licence entitle you to operate that ham radio in any useful sense on the marine frequencies?

WHITE: No, not at all. A ham licence entitles you to transmit on specified ham frequencies. The minute that you use it to communicate on a marine frequency you must have a marine operator's certificate and you must have the equipment type-approved and licenced to operate as a marine transceiver.

OFFSHORE: The Novice certificate gives you a very limited use of frequencies and modes of transmission, doesn't it? Would a Novice, for example, be entitled to get onto the South Pacific marine ham nets?

WHITE: Not the one which operates on 14.314 MHz; Novices are not allowed on 14 MHz at all (in this country). A Novice certificate licenses you to use the equipment in accordance with the Novice licence, and there are penalties in this Act (as there were before) for operating outside of your licence.

I think the Dept. is probably much more concerned — not so much by the people who have demonstrated that they have the interest and the degree of knowledge to get a Novice ticket, who might use their radio outside of their licence, as it is by the people who go and buy the radio with their Bankcard and put it aboard and make a nuisance of themselves on both the ham and marine bands because they don't know what they're doing. The problem at the moment is that many people are buying ham radios with no knowledge because they have been told that you should have one when you go to sea; most of these people are totally clueless about what they're doing.

Under the new Act possession of the equipment is an offense itself if you are not licenced.

Some people also feel that, in the event that a radio inspector comes down to the

boat, and if they have an illegal ham set on board, they will simply tell the inspector to 'wrack off'. Officers from the Dept. of Communication now have, and will continue to have, the same powers as Commonwealth Police. They have the power to enter, search and seize equipment from a home, a motor vehicle, or a vessel, without a warrant in such cases where the officer can satisfy his superiors (or a court) that the delay caused by obtaining a search warrant (even by telephone) might allow



Marine radios have crystal-locked frequencies and are relatively easy to operate.

the person to dispose of the evidence. So, if an officer asks for entry to your boat, you can refuse to allow him to board; but he can obtain a warrant over the phone, and if he feels that you may 'de-camp' in the meantime, he can jump aboard there and then. Chances are there will be two officers anyway, one to watch you while the other gets the warrant over the phone. These powers were described in the Senate during the debate as 'Draconian', and Draconian they may be. But because infringements of the radio Act are virtually impossible to prove in some cases, these powers have been deemed necessary.

OFFSHORE: Many people feel that by putting a ham radio aboard they are going to open up new horizons, for example, the marine ham net.

WHITE: Perhaps the horizon as seen from Long Bay! Seriously, contrary to popular belief that hams are a jovial bunch of fellows who enjoy speaking on the air with everyone in sight, hams simply don't want to speak to yachties. They want to talk to people on their limited frequencies who are interested in ham radio. They are not interested in going out of their way to help out some yachtie simply because he comes up on their frequency and requests attention. In fact, if a ham even suspects that you are pirating, he will check on the validity of your call sign, and if any doubt exists he will notify the authorities.

Well, it's very easy to detect a pirate. Common belief is that no one can tell whether you're licenced or not, that all you do is pick out some phoney call sign and away you go.

I suspect if more people really knew what they were getting in for, or not getting in for, they would hesitate to spend the money on unlicensed ham equipment.

Well, all licenced amateur call signs are published in a book which includes an alphabetical listing of all call signs and the name and address of the holder. It takes about as long as it takes to make one phone call to verify whether you are the legitimate holder of the call sign you are using. Some people have decided that they can use their brother-in-law's call sign, for example, if they use his name; after all, how will anyone know whether you are 'Joe' or not. It's very simple. If someone came up to you at the bar at the CYCA and wanted to crew in the Hobart, and he'd never been to sea before, how long do you think it would be in general conversation before you would wake up that the guy was a fake? Not very long. He wouldn't speak the right parlance that would indicate to you that he knew the sharp end from the blunt end of the yacht. The same goes for people on the ham bands. You can tell by the way they speak whether they've been there before — by how they respond to the lingo, by how fluent they are, by any hesitancy.

There's a very easy way to find out whether they're licenced; you grab hold of your Morse key, and you call them on Morse code. If they understand and respond accordingly ... well, you can eliminate 90% of the pirates that way.

OFFSHORE: The Australian and New Zealand amateur associations have asked their members to actively hunt down pirates on the air, haven't they?

WHITE: Yes, they have asked the people who are speaking on amateur nets with yachts to, if they are in doubt about the legitimacy of the station, ask the person for the name of the vessel, the name of the operator, and the origin of the licence. If you do give that information over the air it can be very easily verified.

I suspect if more people really knew what they were getting in for, or not getting in for, they would hesitate to spend the money on unlicensed ham equipment. Ham frequencies are for people who want to talk about radio. The bar of the CYCA is probably not the best place to go if you want to talk about radio; people there (with perhaps the exception of people in the ham radio club) want to talk about yachting. Unless you have a real interest in radio, the ham frequencies are going to be dead boring. And if you are going to try to pass yourself off as a ham on the ham frequencies, you are going to have to sound like one, just as you have to sound like a yachtie if you are trying to get a berth to Hobart. □

BOAT BROKING ON THE CYCA MARINA

Maurice Drent operates one of Australia's leading yacht broking businesses, right on the premises of the Club.

Publications Committee reporter Peter Simms spoke briefly with Maurice about the brokerage business; here, for the uninitiated, is an introduction to the basics of selling your yacht.

Maurice Drent has always had an interest in boats, but it wasn't until 1977 that he owned his first yacht. It was a Yamaha production quarter tonner that he and a friend bought new in Hong Kong, where they raced and cruised for a couple of seasons.

On his return to Australia Maurice took up residence at Rushcutters Bay and started selling sail and power boats from Ron d'Albora's yard next to the CYCA. In 1980 he set up his own brokerage at Double Bay Marina where he marketed the range of Bertram power boats as well as Cavalier yachts.

In 1982 he successfully tendered for the lease which entitles him to market new and used yachts and power boats from the CYCA premises.

A CYCA Member, yacht broking is Maurice's primary business, but he and his staff of five also arrange deliveries, charters, do interstate and overseas broking, sell marine insurance, and just recently, they have arranged an agency for one of the world's leading yacht manufacturers, Beneteau of France.

How to sell your yacht

The most important factor in selling a yacht is a professional approach. This means a number of things, but of paramount importance are pricing and presentation.

From the vendor's point of view, the first instance of 'professional marketing' means setting a price which is realistic and which will encourage prospective purchasers to look at the boat. If the price is unrealistic, the boat may just stagnate on the marina, which does neither the owner nor the broker any good.

What is often not fully appreciated is that it is the purchaser, and not the vendor or the broker, who really sets the price. "It is surprising," Maurice says, "the number of times we get three offers for a boat, and they will vary only by 5%. This shows the amount of work that is done by most purchasers. Not many go out on the spur of the moment and buy a boat. They really do their homework."

Presentation of the boat is very important to maximise its sale price. Maurice and his staff look at boats the way the prospective purchaser does — and they often see things that the owner has long since become blind to. Maurice makes suggestions about what needs attending to before placing the boat on the market.

Cleanliness is of the utmost importance. That goes for bilges, lockers, heads, the engine compartment, roof liners, upholstery.

Items that go with the boat should be stowed properly, including the sails. Faulty seacocks, fittings, sails, sheets should be repaired or replaced. The boat needs to be presented in a tidy, orderly fashion. First impressions are the most important.



Maurice Drent.

And the exterior is as important as the interior. Paint work should be touched up, gelcoat polished and varnish work touched up or redone. The boat should be washed regularly, especially in the winter, when long periods of still, dry weather with considerable fallout of soot from incinerators. Normally a hose-off while the boat is still wet with dew is enough.

Once an asking price has been agreed upon, and the boat is in Bristol fashion, an inventory is prepared and distributed to all staff. Maurice then goes about finding a purchaser.

He advertises the boat in local newspapers and monthlies, usually with a photo. He consults a file of

prospective purchasers which has details of such things as the style of boat required, whether the purchaser has a boat to sell first and the amount he wishes to spend.

The broker's job includes many discussions with the vendor and prospective purchasers, putting together a financial package that may or may not include a trade-in, insurance, sail tests and so forth.

Sometimes a prospective buyer has a boat to sell before he can purchase another. The broker in such cases may be able to organise a deal which is satisfactory to both parties in which the vendor will sell his yacht in exchange for the purchaser's yacht plus a cash balance, the latter which is agreed to be based upon the broker's valuation. This sort of deal is done frequently in the car market, and it is appropriate to yacht sales as well.

Maurie's experience in the industry has taught him that the vendor and purchaser should not necessarily be introduced prior to a sale, simply because purchasers frequently feel inhibited in commenting or asking questions in the presence of the owner for fear of offending him.

When the price and terms have been negotiated, a deposit is taken by the broker on behalf of the vendor, subject to the purchaser's conditions. These may include out-of-the-water inspection, sail test, engine inspection, arranging finance, etc. Many discussions will take place during this period, with the broker as agent talking back and forth between the parties.

How does the buyer take final possession of the boat? Both parties sign a Selling Agreement. The broker checks titles to make sure there are no encumbrances. The purchaser owns the boat after the balance has been paid, and the cheque cleared. Generally the vendor's expenses include the broker's fee, which is on a sliding scale ranging from 5-10% of the sale price, the percent being higher on lower-priced boats. Slipping for survey, cleaning fees, the cost of any work which has been ordered to make the boat saleable, and any special advertising costs are extras.

The purchaser generally pays for his survey (and for slipping in the event he decides not to purchase), and, obviously, insurance and delivery fees, if applicable.

Maurie has a network of competent people to deliver boats locally and overseas.

With his proximity to the Club, Maurie is actively talking with Club members about their boating needs seven days a week. He assists at Noumea and Hobart Race times with press boats. He maintains the weather and tide boards, posting information daily.

Maurie has recently obtained the rights to sell the fully-imported French Beneteau range of yachts, the price of which will be competitive with the local market. Beneteau is a very large company with nearly 1000 employees which operates five factories in France. There are twenty-four Beneteau models, designed by such names as German Frers, Jean-Marie Finot, Jean Berret, and the plants turn out about 14 boats each working day. They will build 30-40 of each model in the range at one time, so you can imagine the savings on production costs. The French franc has cooperated by being relatively weak against the Australian dollar, and Maurie is able to import, pay freight and taxes and still be competitive. Maurie hopes to have perhaps five on display at the Sydney boat show in August.

Yacht syndication is an exciting area in which Maurie is presently becoming involved, especially in the IOR scene.

Maurie's lease with the CYCA entitles him to exclusive brokerage on the CYCA marina, which means that not other broker may take prospective purchasers onto the marina or operate in any way on the marina. For this right Maurie pays a substantial rent, which not only helps the Club's balance sheet but makes a first class service conveniently available to CYCA



What many people don't understand is that, in the final analysis, neither vendors nor brokers really set the price; buyers do.



Beneteau 29.

Members. Maurie obviously feels that his prime position and professional marketing approach make the expenditure a sound business proposition, although he has to work at it -

seven days a week - to keep on top of things.

If you're a buyer or a seller, Maurie is well placed to get the best results for you. □

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SPIRIT OF VANUATU WINS INAUGURAL AUSTRALIA-VANUATU YACHT RACE

Hard slog, and tumultuous welcome for participants

by Peter Campbell

In a report to the CYCA, Race Director Peter Rysdyk has recommended that the Club conduct another Australia to Vanuatu race in 1986 following the success of the inaugural race of May/June. He has, however, with the concurrence of yachtsmen who sailed to Port Vila this year, proposed that the race course be revised eliminating Norfolk Island as a mark of the course.

All competing yachtsmen agreed that the hard slog to windward from Lord Howe Island to Norfolk — most logged more than 500 miles — took the edge off the enthusiasm of crews. In fact, several of the cruising division boats 'cut the corner' and headed straight for Vanuatu.

The Race Committee, which consisted of Peter Rysdyk, Alan Brown and Peter Campbell, held a de-briefing of competitors at Port Vila after the race, and it has recommended to the CYCA that the next race be from Sydney to Walpole Island (southeast of New Caledonia) and then to Port Vila, a distance of about 1300 miles compared with the 1621 miles of the first race (in which most yachts sailed 1700-1800 miles). The starting time will possibly be a week later than that in 1984.

"This race, in spite of the less than expected numbers, has turned out to be the most rewarding of all races I have organised so far," Peter Rysdyk has told the Club. In recommending another race he referred to:

- the obvious importance of Vanuatu, a Republic seen as of great importance to Australia by our Government;
- The tremendous boost this race and further races gave and will give to this small country's tourist industry;
- The unusually great interest expressed by our '84 entries in a future race;
- The good feeling that Race officials felt in being involved in this race and doing something for Vanuatu."

Apart from the Berkeley Group (which kindly stepped in as a 'finger-in-the-dyke' sponsor when the original sponsorship arrangements fell through), all sponsors, including Air Vanuatu and the Intercontinental Hotel, have told Peter Rysdyk that they will support further races. The Race Director also has had an offer from



Native dancers in traditional dress, which has arrested the gaze of white visitors to the islands since earliest contact, perform at the Port Vila Yacht Club.

one major sponsor for the next race.

Without doubt the entry and success of the *Spirit of Vanuatu* (*Helsal II* on charter) played a significant role in the remarkable enthusiasm for the yacht race by the people of Vanuatu. For many on the outer islands it was probably the first time they had heard of a yacht race other than the America's Cup. This time they had daily reports from Peter Campbell which were broadcast over Radio Vanuatu in English, French and Bislama (the *lingua franca* of Vanuatu).

Spirit of Vanuatu's line honours victory saw an 'America's Cup victory' type celebration in the little capital, Port Vila. The maxi yacht swept into Vila Harbour on a Sunday evening, just over eight days out of Sydney, to an extraordinary welcome by thousands of ni-Vanuatu (as native born of Vanuatu are called) who packed the sea wall area. Locals said it was the largest crowd seen since Independence. String bands, singing and merrymaking went on until late at night with the two ni-Vanuatu crew members aboard *Spirit of Vanuatu* becoming heroes as the country's first international yachtsmen.

The entire crew were feted for the duration of the yacht's stay, with sailing master Dick Bearman becoming an honorary citizen. Dick was a great ambassador for Australia.

For Vanuatu, the race and the end result could not have been better. Organised by the CYCA and the little

Yacht Club Port Vila (only 40 members), the Race brought several hundred extra visitors to the island at a normally quiet tourist time. More important, it proved to be a great international publicity event for Vanuatu, which since independence has been struggling for recognition of its new name. Even when it was the Hew Hebrides, most Australians knew of the collection of islands only as 'Port Vila', the capital and port where cruise ships visited and where one stayed at either the Intercontinental



Spirit of Vanuatu skipper, Dick Bearman, receives silver trophy donated by Asiatic Trust Company Ltd. for first yacht in IOR division. Dick, a great ambassador for Australia, was made an honorary citizen of Vanuatu.



The victorious crew of *Spirit of Vanuatu* included two ni-Vanuatu; she *Spirit* (*Helsal II*) was chartered and renamed for the race by the Yacht Club Port Vila; she took out 'the double'.

or Le Lagon, or perhaps at Vila's meeting place, the waterfront Rossi Hotel.

In a move to gain added publicity, a group of expatriate Australians at the yacht club, headed by Vice-Commodore Mike Newsom, decided to chip in and charter the Sydney maxi, *Helsal II*. They did this with the aid of Air Vanuatu, the BESA Club in Port Vila, and other commercial organisations, renaming the yacht *Spirit of Vanuatu* for the race. She was sailed by seven members of her regular crew, with Dick Bearman as skipper and Robbie Fisher as the other watch captain, together with five expatriots from the Yacht Club Port Vila and the two ni-Vanuatu.

Spirit of Vanuatu swept to the lead on the first night at sea and steadily opened up the distance over the fleet as the 20 yachts plugged their way across the Tasman past Lord Howe Island and into the Pacific. By the time *Spirit of Vanuatu* passed through 'the gate' at Lord Howe Island (between the Island and Ball's Pyramid), she was some 40 miles in front of Joel Mace's veteran maxi *Buccaneer*. Then came the Lexcen-designed 50-footer, *Kamber*, skippered by Race Sponsor Ken Berkeley.

While most of the fleet was able to lay Lord Howe Island on one leg, the 486 mile leg to Norfolk island proved a tough one. The wind increased to 15-20 knots and backed to the ESE, making it 'on the nose' the whole way. Most of the fleet was knocked well to the north of the rhumb line and all, including *Spirit of Vanuatu*, had to put in a leg to the south to lay Norfolk.

Once around Norfolk, the Adams designed 66-footer went onto a close reach, doubling her boat speed as she

surfed northwards. She increased her lead from 90 miles to 200 miles in less than a day. *Kamber* had pulled ahead of *Buccaneer*, followed by *Myuna*, *Pacha*, followed by the 81 foot *Anaconda II* which had lost ground because of halyard problems.

Spirit of Vanuatu completed the course in 8:6:22, taking out 'the double'. Second was *Myuna*, a Lidgard 12.6 metre sloop owned by CYCA ex-Commodore, John Bleakley, followed by *Galaxy 3*, a new Tasmanian-owned S&S 39-footer, and *Rebecca II*, a Duncanson 35 sailed by a Melbourne skipper.

Terence J, designed, built and beautifully fitted out by Keith Ratcliffe from Hobart, lead in the Arbitrary Division the whole way.

The Cruising Division made up a strong part of the fleet, and although the leg to Norfolk produced several retirements, all but two boats, *Waltzing Matilda* and *Ankali*, reached Port Vila. *Ankali* broke her forestay, and *Waltzing Matilda* was swept ashore on the reef near Amedee Island as she attempted to enter the channel through the reef to reach Noumea. *Matilda*, built in Holland by her owner Hank Bleeker, had pulled out midway between Lord Howe and Norfolk Island when a crew member became acutely seasick and dehydrated, and the skipper decided to head for Noumea, 400 miles to the north but off the wind.

Approaching Amedee Island, Bleeker decided to go through the passage in the reef despite poor visibility and rough seas. His crew member was still seriously ill. As she entered the passage, strong currents swept the yacht onto the coral reef and a succes-

The Australia-Vanuatu Race 1984

sion of big seas bumped her along the reef until she came to a grinding halt. As the tide receded, she lay over at 40° but didn't take water.

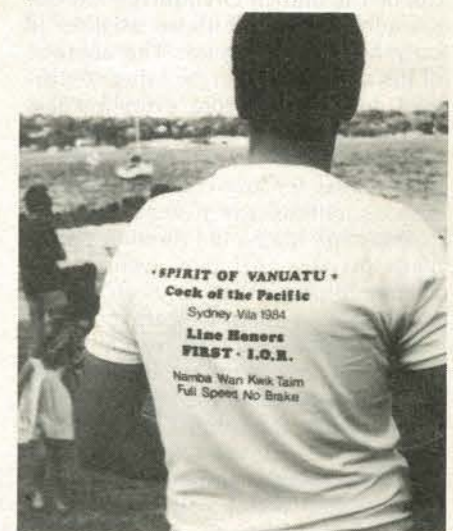
With action by Race Director Peter Rysdyk, a helicopter flew to the yacht to ascertain that no crew members were injured, and the following day a salvage tug was able to haul the aluminium-hulled ketch off the reef. She was dented but not holed.

Subsequently the skipper received a massive salvage bill for \$35,000. His insurers, Marine Hull, flew assessor John Messenger to the Island to sort out the dispute and the yacht subsequently sailed back to Australia.

Trophies were presented at a formal dinner at the Intercontinental Hotel attended by the President and the Prime Minister, other Government Ministers and Officials, and by the Australian High Commissioner, Miss Joan Norwood.

Overall, division winners and placegetters received a magnificent array of trophies including, for line honours, a specially carved Tam Tam (a local slit gong drum for which Vanuatu craftsmen are renowned) presented by the Government of Vanuatu, and for first in IOR, a perpetual trophy, presented by Asiatic Trust Company, a silver yacht model valued at \$2500.

The trophy for the Cruising Division, presented according to points for seamanship, radio reporting, navigation, miles covered under sail and predicted time for the course, went to Sydney yachtsman Frank Gray in his Laurent Giles 40-footer, *Birubi*. Second went to the skipper of the New Zealand built 23 metre cruising ketch *Aqua Vector*, Neal Nunnally. Third was the Buchanan designed sloop *Investigator*, skippered by Gosford yachtsman Max Levenspiel.



T-shirt worn by *Spirit of Vanuatu* crewman. The last line, in Bislama, reads "Number one quick time, full speed no brake."

The Australia-Vanuatu Race 1984

The navigator's prize, a hand-carved sextant by Port Vila radio operator, Jock Hannaford, went to Norm Guy of Myuna.

The CYCA wishes to extend its thanks to the many people who made the race a success, in particular: Keith Storey for making Marabou available radio relay vessel; Burt Oliver, who was radio operator; Derek and Jeanine Barnard of Penta Base, who not only were the radio link for the race but who guided the yachts returning home after cruising the Pacific; the Wilsons of Lord Howe Island, who erected a special 1000 watt floodlight to guide the fleet through the gate and who also assisted with radio relay; Norfolk Islander and CYCA member Doug Sanderson, who manned his station PV1 day and night and also attended the 'lighthouse' as well as arranging request recordings from families and yachts over Norfolk Island Radio; in Port Vila, the 40 members of the yacht club who were augmented by friends and families and by Yachting World personnel, in finishing the yachts, manning the special light and radio beacon on Anatom.

As Peter Rysdyk says, the CYCA can look back on a successful event organised and conducted in the professional manner which characterises all of the Club's long ocean races. The CYCA's standing in Vanuatu could not be higher. □

Offshore Signals

(continued from page 4)

Cia Maria returns

Celia and Paul Seiffert left for New Zealand in their 28' Compass Northerner, *Cia Maria*, just over a year ago. They returned, one year later, having had a marvellous year exploring from the Marlborough Sounds to the Bay of Islands.

Their trans-Tasman crossing en route took just under three weeks, with a failed autopilot, a Cook Strait gale and, finally, a failed engine as they made their way towards Picton.

The New Zealanders they met were hospitable and warm. "Why didn't you have your radio on?" the Picton Harbourmaster chided as he came alongside. "I wanted to invite you to dinner." They were given the keys to the yacht club and were well looked after by the citizens of Picton.



They spent the winter there and explored some of the Sounds, which are on the northern side of the South Island, before heading across Cook Strait to the North Island. The Sounds took a little getting used to, with ferocious bullets, frequently encountered around headlands, that would flatten the little 28-footer.

The Seifferts arrived back in Sydney in June after (you guessed it) a terrible 3½ day hamering just out from Lord Howe Island, which drove them backwards 'a week's worth'.

They made a perfect landfall on Macquarie light, entered the heads one early a.m., again without engine and in peril because of shipping traffic, and dropped the pick in Watsons Bay. The final leg from Watsons Bay to the the CYCA marina – on a drifter of a Sunday – took eight hours (without engine).

The Seifferts won the CYCA Cruising Trophy on their last adventure in the little *Cia Maria*, which took them to various parts of the Pacific as far as the Solomon Islands. We welcome this brave couple home again. ●

Hobart Race posters

The AWA Sydney-Hobart Yacht Race poster this year features a beautiful shot of *Vengeance* under 'the organ pipes' making



her way towards Storm Bay. The poster, which measures 610 mm wide by 840 mm deep, is designed so that it may be framed eliminating the text on the border, if desired. Copies are available at the CYCA office for \$3.00. ●

Bareboat Charter now at Townsville

Bareboat charter is now available at Townsville, where Tradewinds Sailing School and Yacht Charter has announced the availability of a new Van de Stadt 8.7 m aluminium sloop for charter. The yacht will be available in the Townsville, Magnetic Island and Palm Islands area of Queensland's central north coast.

The area boasts peaceful Magnetic Island bays, magnificent views from walking tracks, uninhabited beaches. Seventy percent of Magnetic Island is National Park, so solitude is easy to find, but for the gregarious there are also resorts and other activities. Twenty-five miles WNW lie the beautiful Palm Islands, which represent tranquility itself, known as they are only to yachtsmen and fishermen.

Tradewinds Sailing School and Yacht Charter is run by Eddie and Jenny Rooms, who are familiar to many CYCA members from their yacht *Assegaai*, two very experienced cruising and racing hands. The Company is also agent for Van de Stadt Yacht Design of Holland, designer of the Dehler DB2 which came 1st, 2nd, 3rd and 5th at the three-quarter ton worlds this year, and designer of *Audacity*, a DB1 which came second overall in the 1982 Hobart.

For more information: Tradewinds Sailing School and Yacht Charter, PO Box 1762, Townsville, 4810; ☎(077) 72-4021. ●

Offshore Signals Product notes

Searug

'Searug' was developed to overcome the problem of cold, wet conditions experienced on board racing yachts at sea in heavy weather.

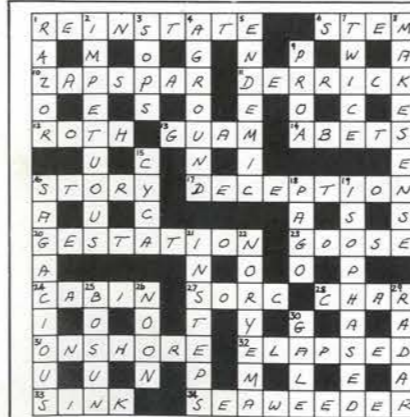
Cold, wet sleeping conditions cause loss of heat and a subsequent loss of energy, leading possibly to the more serious condition of hypothermia. These 'uncomfortable-to-serious' conditions on board racing yachts can also be related to similar non-competitive situations involving pleasure sailing, fishing, bush walking and so on.

'Searug' is made of three synthetic material layers put together in such a way that body heat is retained, evaporating any moisture in clothing, drying the user while he sleeps. (Tests carried out by independent users – yachtsmen, the Water Police, rescue personnel, bush walkers – have shown that when wearing wet clothing and wrapped in a 'Searug' the user begins to feel warm almost immediately and is quite dry in approximately one hour.)

Though the outer surface of 'Searug' is showerproof it still 'breathes', giving it the unique property unobtainable in a blanket or sleeping bag, which when wet, stays wet. While a 'Searug' that becomes thoroughly wet may be squeezed out and shaken and reused immediately, ordinary rugs or sleeping bags are ineffective until properly dried. Usually the conditions under which warmth is urgently required – cold and rain – are those in which regular coverings cannot be dried. Under these conditions Searug continues to work effectively.

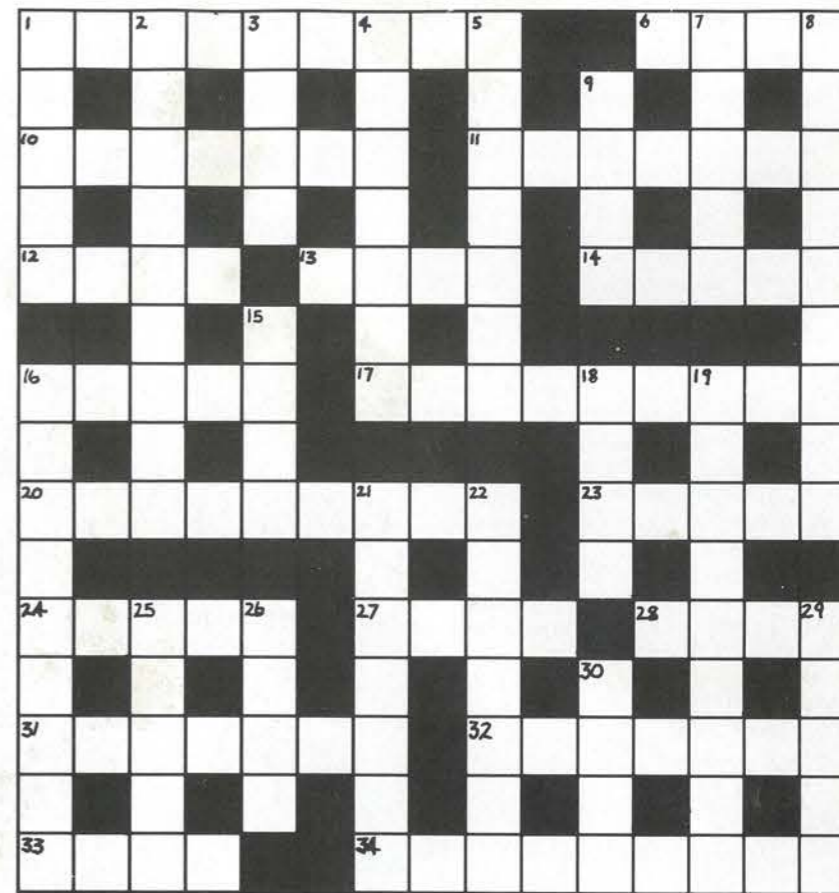
'Searug' was used aboard *Anaconda* in the Sydney to Rio Race, and it proved its worth even in iceberg territory with a cabin temperature of 4°C. It was used both going and coming; in temperate conditions, when 'Searug' is reversed, it acts simply as a sheet, its thermal properties not operating when the upper, less porous material is in contact with the body and heat is not trapped.

For more information, Searug Australia, 1 Rawhiti Street, Roseville, 2069; ☎ (02) 46-5096.



ANSWERS TO THE LAST PUZZLE which appeared in the February/March 1984 issue).

CAPTAIN SEAWEED'S NAUTIWORDS by John Hawley



ACROSS

- "_____ is mine" sayeth the Lord and Dave Kellett.
- Nautical lockup; a ship.
- Crewmember for Sir Jim in USA.
- Disturb mentally.
- Old sea dog.
- Additional.
- A fast Kiwi cowboy.
- Vanuatu's largest island.
- Could describe Dennis Connor after race seven.
- Protagonist of 16.
- Useful addition to the main.
- Nearby friendly inn.
- Christian name of Ashley Gay's yacht.
- Swedish palindrome.
- Highway Patrol's favourite Pacific Harbour.
- From whence our sea breeze.
- Turn page.
- There may be one on your foot.

DOWN

- Cook witnessed this transit in Tahiti.
- See Bowditch p. 68 for this limit of a chart.
- Able was I ere I saw this.
- Maybe a minus 13.
- Lady Janes visitors are, frequently
- Line intersecting meridians at uniform angle.
- One of *Helsal's* numerous names.
- 'Mrs' Mische.
- Recent Hobart Winner.
- A backside anagram.
- Favourite of screaming yachties.
- Mast abeam removes luffing rights from this yacht.
- The good navigator has a new one for the return from Hobart.
- A partner in the first *Impetuous*.
- Flown by Bob Scrivenor.
- The back end.
- Mixed up Mars.

The first correct entry received will win a year's free subscription to *Australian Nautical News*. Entries must be posted; 'first' entry will be judged by postmark in the event of a tie. Send your answers to The Editor, *Offshore*, 67 Beresford Rd., Rose Bay, NSW 2029. (Don't forget to include your mailing address in case you win the subscription).

Biggles Column

(continued from page 16)

the fact is that an Olympic games not attended by all of those eligible is only half an Olympics. The absence of the strong Russian yachting contingent, for instance, robs everyone else of the opportunity of beating them and takes some of the lustre off the gold medal for any class in which a serious contender is missing.

You can't blame the Russian politicians for this. All they want is the chance to prove that they can be just as puerile as their western counterparts, the geniuses who responded to a military invasion by asking their athletes to retaliate for them. What a great excuse for foreign policy. The sad part is, with the two Koreas still at each other's throats, the 1988 Olympics in Seoul will probably be just as bad, assuming, of course, that they are held at all. □

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