

The Magazine of the Cruising Yacht Club of Australia

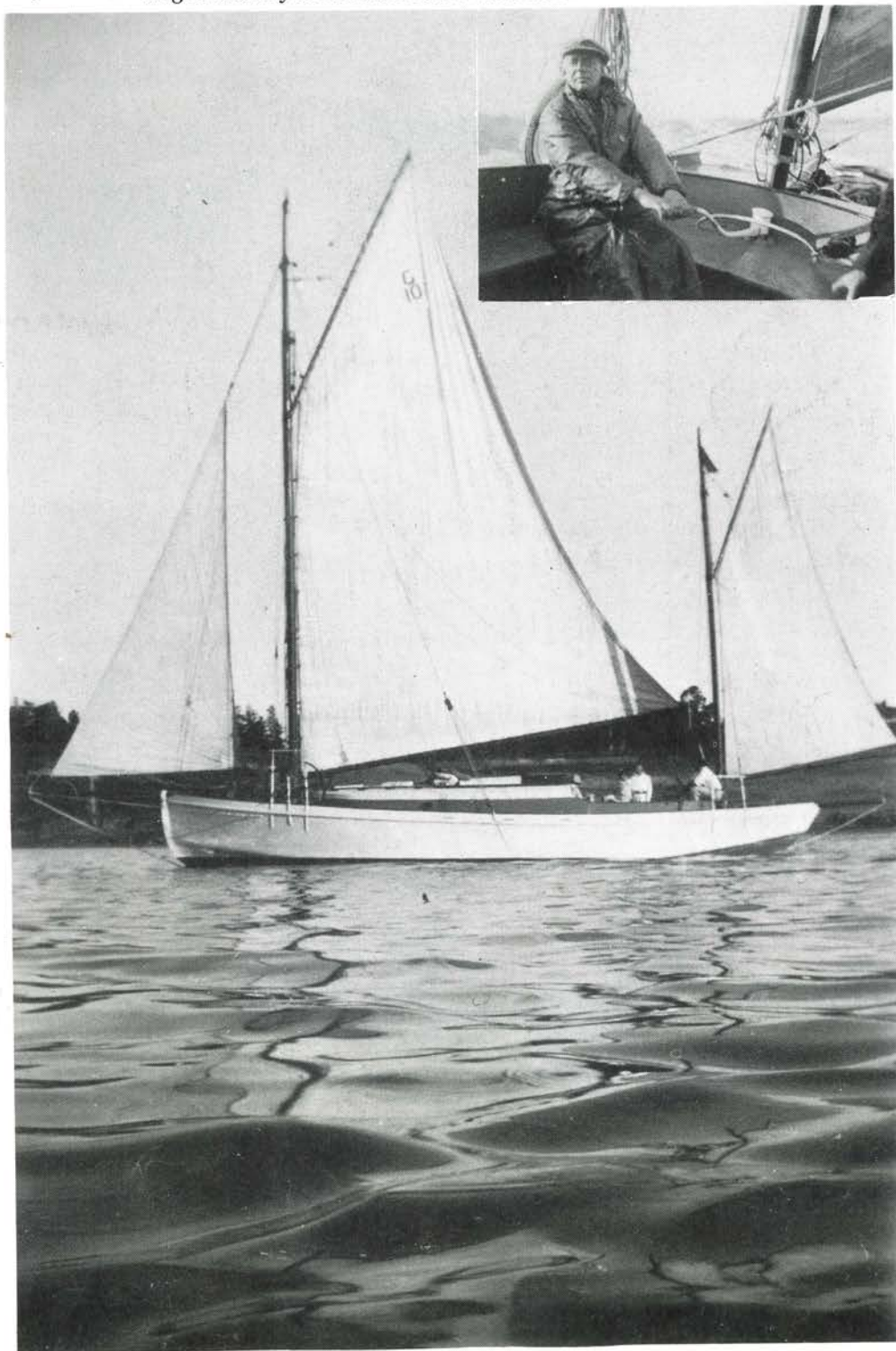
OFFSHORE

NUMBER 84

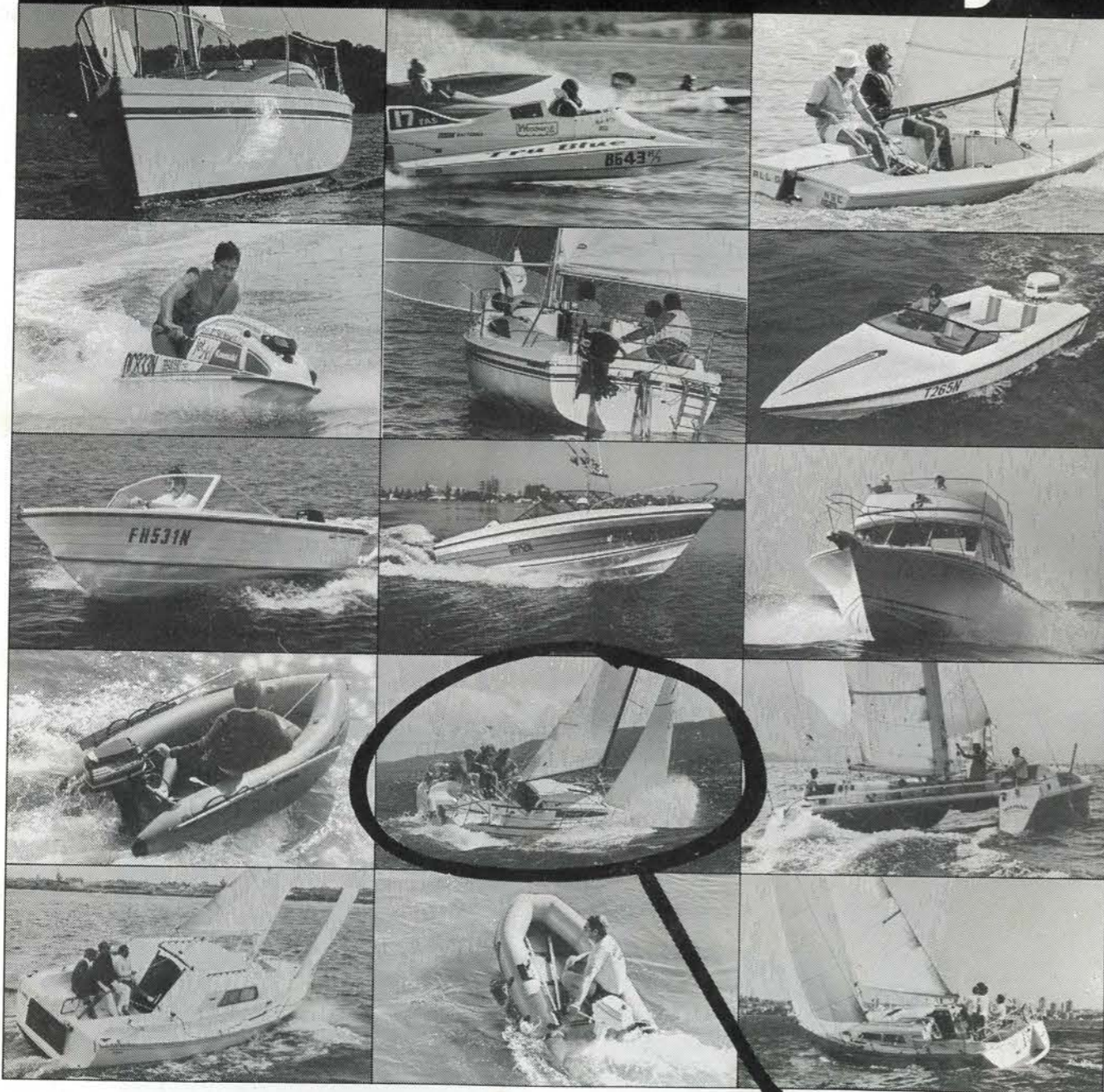
July 1985

\$1.00

Registered by Australia Post Publication No. NBH011



You find the boat. We'll find the money.



Associated Midland will help you launch your boat by helping you with your finance. You deal directly with the decision makers. We'll give you an answer. Quickly. And we'll tailor a package to suit your needs. Then you're off and sailing. Call Trevor Clark for a quote on 635 5044.

Weekes Morris & Osborn AM12

PHOTOGRAPHS COURTESY OF MODERN BOATING.

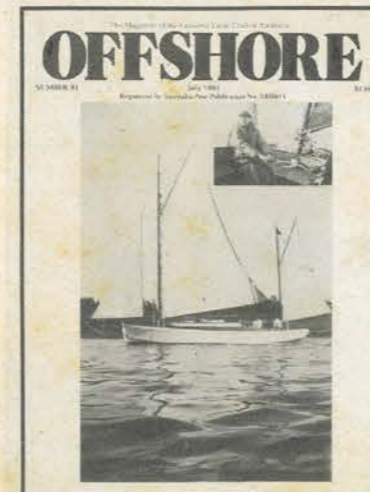
**Associated
Midland
Limited**
INC. IN VIC.

The Magazine of the Cruising Yacht Club of Australia

OFFSHORE

Number 84

June-July 1985



Cover: At 6.00 a.m. on Boxing Day, 1907, four yachts set out from Queenscliff to contest the Rudder Cup, the first ocean race to take place in Bass Strait. E.B. Slater skippered Shamrock in that race. Shamrock was built in 1907 for the race and was fashioned along the lines of Seabird, reportedly the first yacht to cross the Atlantic Ocean between England and America. She was also a copy of Joshua Slocum's Spray.

E.B. Slater's son, Dr E.C. Slater, has sent us a story about the early Bass Strait Races, which appears in this issue. Also in this issue is an account of Marshall Phillips' planned voyage in the wake of Joshua Slocum's Spray.

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. Telephone (02) 32 9731 Cables 'SEAWYSEA' Telex AA 72278 'SEWYSE'

EDITOR: David Colfelt

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

Subscriptions Australia \$16.00 for six issues (One year) Overseas \$A19.95 (surface post). Air mail rate on application.

Publications Committee A. Cable (chairman); D. Colfelt (Editor); J. Brooks, R. Copeland, S. Peacock, M. Power, W. Sherman, P. Simms, F. Sticovich; J. Woodford.

*Recommended price only Registered by Australia Post Publication No. NBH001

Printed by Maxwell Printing Company Pty. Ltd., Waterloo, NSW.

CONTENTS

OFFSHORE SIGNALS	2
Letters; Analysis of Hobart Race Retirements brings praise; CYCA sub-committee headed by Peter Kurts seeks new skippers; first QLD 'scholarship' for young Tasmanian ocean racer; ABC 1984 Hobart documentary video available from AWA; products notes.	
Commodore's Message	7
The Commodore comments on recent CYCA management changes.	
Ocean Racer/Rookie of the Year Award	9
The CYCA, Ampol and Australian Sailing magazine are going to present a new award for individual achievement in ocean racing. Nominations invited.	
Biggles' Column	11
Offshore's senior columnist examines proposals for HMAS Rushcutter and comments on some of the reactions to them.	
Early Ocean Racing in Australia	12
Prof. E.C. Slater looks back at the first ocean races conducted in Australia.	
Let's pray for wind	16
Boat report: Bill Sherman reports on Peter Kurts new Admiral's Cupper Drake's Prayer.	
Following the Spray	18
The CYCA has recently offered to give communications support and endorsement to Marshall Phillips, who plans to follow Joshua Slocum's trail in Spray.	
Maharani's Barrier Reef Cruise	20
A tale of a pre-World War II cruise up the Queensland coast by Maharani, better known to some simply as Rani, the yacht in which John Illingworth took out 'the double' in the inaugural Hobart Race.	
EPIRBs	22
A current look at Emergency Position Indicating Radio Beacons and how to get the most out of them.	
Beam Ends	24
Robin Copeland rambles around the Club and marina, and delves into the origins of 'Maru'.	

Offshore Signals

Letters

Historical note

The comment about 'A' marina in the Newsletter, coupled with brother Graeme's recent urgings that I put some of my recollections of the early CYC on paper, gave me the idea of writing to you. On top of this, yesterday while going through some old negatives I came upon the enclosed print showing 'A' marina towards the end of the 1950s with clubhouse soon after the addition of the 'Blue Water Room'. John Farren-Price's *Ariel* is lying in the space now occupied by *Dameeli*, and M.E. Davey's *Trade Winds* is the outermost boat on the marina.

This marina, as show, was the first addition to the small jetty of which the first four white piles from the retaining wall were part. This dates back to pre-WW II when my earliest recollections of it are being forcibly removed and ejected into the then Beach Road while trying to avoid sports afternoon in the park. Subsequently I spent much happier hours departing from the same spot in a Chriscraft type speedboat that was kept on one of the small slipways that entered the water alongside the jetty and one of the rails of which could be seen in the passageway between the southern rows of lockers. These two slipways were

later used by the two 30-squares *Teal* and *Larool*. Hal Evans' yawl *Moonbi* used to lie on the southern side of the jetty. The above mentioned rail only disappeared with the current alterations.

Where the Blue Water Room now stands was a dinghy storage area with a low pitched roof of corrugated iron and part of which K.C.K. Dalton adopted as the Beer Garden, where he held court with Maureen Cullen and his fox terrier Rupert.

The whole set-up was a very casual, happy but ramshackle affair which eventually caused the Club generally, and myself personally, much embarrassment – when I first appeared in court seeking a liquor licence for the Club. The Club's Honorary Solicitor, Fred Lender, and myself, Honorary Secretary, made page two of the *Daily Telegraph* under the heading 'Club called firetrap – licence refused'. We took a caning both from the magistrate and the sergeant who was apparently supposed to oppose all applications till they had proved their adequacy. They all had a field day with our shortcomings. Fred Lender, whose practice was in Writs and Torts, suggested we have a talk with Hal Evans who did much business with a brewery, and subsequently he approached the brewery's solicitors, Smithers Warren and Lyons. A very able Ken Smithers looked the place over and outlined the necessary alterations, which the court would not do. These were put in hand as quickly as possible, much more work being done by members, gratis, memorable amongst whom were Bert Wilson, Ron Cottee, Jim McLaren and Ted Kaufman – Keith Dalton claimed Rupert was the foreman. The second appearance in court was an anticlimax, consisting of little more than: 'Cruising Yacht Club of Australia – licence granted. Next case.' A very relieved Hon. Sec., thanks to Mr Ken Smithers.

About this time the Club was very unlucky in not getting a ground lease in perpetuity of the original premises. All the boatshed leases were up for renewal and the commercial ones were being given 28-year leases, but because of the use the CYC was making of the site, the powers that be look favourably on granting their lease in perpetuity. However, the proprietors of the other sheds got wind of it and immediately sought similar leases, with the end result that we all got 28-year leases.

Enough reminiscing. Will continue sorting negatives and any that are of interest I am getting my old mate, Norm Danvers, who now lives just up the street, to run off prints. Any that are of interest I will forward.

Alan Campbell

RAN College Yacht Club

The Secretary, Sailing Committee
CYCA

Dear Sir,

This letter is to inform you of the formation of the Royal Australian Naval College Yacht Club as a new organisation. Incorporated within HMAS *Creswell*, RANC Yacht Club seeks to be a focus for recreational sailing in the Jervis Bay area. Affiliation with AYF is currently being sought.

On the administrative side, full membership is open to all Naval personnel and Government employees (and their families) serving at HMAS *Creswell* or within the Jervis Bay territory. In addition, any other persons who can demonstrate responsibility and an interest in sailing may apply for elected membership.

So far, utilising the facilities at HMAS *Creswell* we have organised several dinghy race series and one Endeavour class series as well as a considerable number of social events on a variety of keel yachts. We were pleased to work closely with the Sailing Officer, HMAS *Creswell*, in hosting your visit during your Easter Sydney-Ulladulla series, and I hope that our two Clubs will be able to work together in the future. Our mailing address is: The Secretary, RANC Yacht Club, HMAS *Creswell*, Jervis Bay, ACT 2540.

Yours in sailing,

Greg Wilson
Commodore, RANCYC

1984 Hobart retirements analysis wins praise

The Analysis of Retirements, 1984 AWA Sydney-Hobart Yacht Race (*Offshore* May 1985) has brought widespread comment from around the world, to the credit of the CYCA, to the Retirement Sub-committee of the CYCA Sailing Committee and to Gordon Marshall, who prepared the report. The CYCA's eminent position in ocean racing places an onus on the Club to conduct yachting events in a responsible way and to respond appropriately in the event of any mishap. The CYCA has also prided itself on

its formation of racing policy, and the Club has frequently been a leader in the institution of safety measures, such as compulsory fitting of radios, adoption of scantling standards, etc.

Events in recent years have suggested that certain aspects of modern rig construction have left something to be desired, and this point is one of the clearest to emerge from the Sub-committee's analysis; in light of recent events at the 1985 Admiral's Cup, the report will be given even greater weight.

The correspondence has been very gratifying to the Sailing Committee and to Gordon Marshall, and excerpts are published below.

Dear Gordon,

I... would like to congratulate you on the style and contents [of the 'Analysis of Retirements'], particularly on the style. Everyone is good at the statistics nowadays, but I really appreciated your whole approach to the problem. It was the opposite of 'witch-hunting', however that should be expressed, and I believe that as a result, people will be much more willing to accept the verdicts you imply.

I hope that all the ORC Council will have seen the Report by now, but I feel it is so important that I am having copies sent to them and to two of their Committees.

John Roome
Chairman, ORC

Dear Gordon,

I must commend you and your Committee for the professional manner in which you collected and analysed the data.

Hull damage in 'exotic' construction is of great interest to this office and to myself personally. For designers like ourselves, it would be of enormous benefit to know the details of reported damage. During my visit to Sydney in January, I observed in detail two of our designs together with a casual observation of two other designers' boats in this hull damage category. All cases seemed to have completely different reasons for the failures. Builders and designers alike would learn from good and accurate description for the damage together with informed opinion of the cause. The owners of our two designs were given a written report on my observations. If similar reports were written for the other designers, I am certain that a compilation of reports would make good reading.

G. Russell Bowler
Vice President, Bruce Farr & Associates, Inc.

Dear Mr Marshall,

I was glad to see that someone has taken the time and effort to analyse the race and hope that the information presented will lead to safer sailing for all of us.

As yacht designers, our job is to design sailboats that are fast and seaworthy. Learning from the experience of a race like the 1984 Sydney-Hobart is important for us if we are to continue to do our job.

In the published article it states that copies of the questionnaires are available from the CYCA Sailing Secretary. We are particularly interested in the boats of our design so that we can track down the exact cause of the failures and see if we can prevent them from happening both on those boats and any others that we design.

M. William Langan
Sparkman & Stephens Inc.

Dear Gordon,

It is a very thorough survey that is going to be invaluable to all serious offshore ocean racers, designers, and builders. I must congratulate you for having produced this very significant document.

I would like to translate and publish the essential parts of this report in the *Offshore*, which is the monthly journal of the NORC. I

sincerely hope that you will grant us this permission, as it will be of great value to our members (some 3000 scattered throughout Japan).
Kaoru Ogimi
Nippon Ocean Racing Club

Dear Gordon,

Many thanks for sending me the report on the Sydney-Hobart 1984 and the detailed analysis of the causes and contributory factors. It is well up to the high standard of input we expect from your part of the world. I am giving it a good circulation locally.

Phil Jenkins
late Clube do Rio de Janeiro

Dear Gordon,

You are to be complimented on a first class job – a very thorough investigation.

George Bennett
University of New South Wales

Dear Gordon,

At last night's meeting of the Council I tabled copies of the CYCA's report on the recent Sydney-Hobart Race. The Council has asked me to write to you as Chairman of the Retirement Sub-committee expressing its congratulations to you and your Sub-committee for a very professional job that has been done on the analysis of retirements.

The Council has asked that our own Safety Committee should consider the findings of this report and make any recommendations they consider appropriate.

Please pass on the Association's congratulations to all of those concerned with the compilation of your excellent report.

Peter Waring
Executive Director, Yachting Association of NSW

1984 AWA Sydney-Hobart Race documentary

Amalgamated Wireless (Australasia) Limited, sponsor of the AWA Sydney-Hobart Yacht Race, has available video copies of the ABC documentary of the 1984 Race, which history now records as the one in which 70% of the fleet was forced to retire. The documentary was televised twice by the ABC and has been entered in the documentary section of the Cannes Film Festival. It is a vivid account of the rough race with cameras on several of the yachts and helicopters following the fleet as it bashed south into the protracted gale.

This documentary makes gripping viewing for Club nights or simply at home. A number of copies are available for purchase or borrowing (the Company's rights are non-theatrical). The 50-minute documentary may be purchased for \$25 or it may be borrowed for the same amount by way of a refundable deposit. Contact Helen Dickinson, Amalgamated Wireless (Australasia) Limited, 47 York Street, Sydney 2000 (☎ (02) 299-7627).

Sub-committee headed by Kurts seeks new ocean racers

The CYCA has asked Peter Kurts to head up a small Sub-committee to promote the building and campaigning of top-line IOR racing machines not only within the CYCA but throughout Australia. The ultimate aim is to have a large fleet of IOR yachts to challenge and beat the world at the sport. To achieve this, men with money need to involve themselves whole-heartedly. The sub-committee intends sending letters to potential owner/skippers offering assistance and advice to those who may wish to throw their hat into the ring. A sample letter is reproduced below.

Dear _____,

Ocean racing is a very special sport. It is challenging, with wonderful rewards for those involved, and especially for participating owners.

I head up a small Sub-committee of Australia's major ocean racing club, the Cruising Yacht Club of Australia. Our Sub-committee's commission is to bring new blood to the sport and to encourage those who are already involved in sailing toward full-powered IOR ocean racing.


Having owned many ocean racing machines I feel I can speak with some authority on the wonderful pleasures the sport has to give to those involved.

There is great comradeship among the men involved, who range through all ages from sixteen to seventy years.

It is a sport where the wealthy mix with wage earners, and all the in-betweens – each very dependent on the other.

In the overseas aspect of IOR racing, I have found great friendships evolving from this worldwide sport.

Most importantly there is the challenge of the sea which from time immemorial has fascinated men. Racing in the ocean's environment on a top ocean racing machine with men who know the business is thrilling and very rewarding, and very challenging.



**G.M.E.
E.P.I.R.B. MT248**

**"RECALL
NOTICE"**

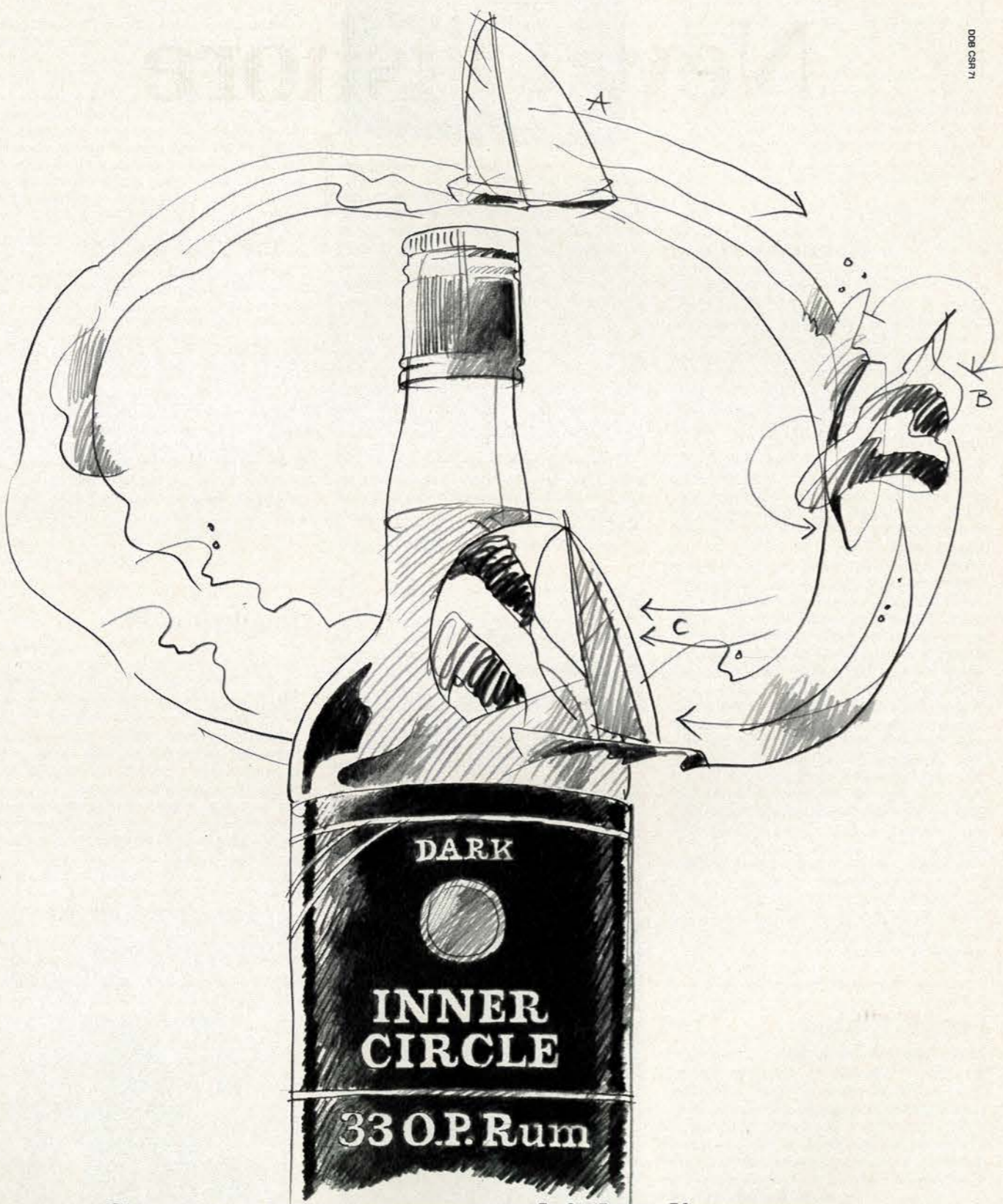
**GREENWICH MARINE
ELECTRONICS** wish to advise that a Transistor used in their **MT248 E.P.I.R.B.** has had a failure rate during life testing in excess of Safe Quality Assurance Standards.

To ensure the highest standard of quality and safety is maintained, G.M.E. regret to advise all boat-owners who have purchased this Model, that they should return their E.P.I.R.B. to G.M.E. A replacement unit will be made available on a one-for-one basis.

In the first instance contact:-

SYDNEY MELBOURNE ADELAIDE
(02)8162933 (03)5848099 (08)429356

PERTH BRISBANE
(09)3305322 (07)2734355



DOB CSR 71

**Sooner or later, every rum drinker discovers
the satisfaction of the Inner Circle.**
Winner of more local and international medals than any other rum in the world.

New Offshore Award

Nominate your hero for the new Ocean Racer of the Year award

The Cruising Yacht Club of Australia is to introduce a new award for ocean racing entitled Ocean Racer of the Year. Designed to fill a gaping hole in the sport's recognition of individual achievement, the trophy will be awarded to the ocean racer who, in the opinion of the judges, demonstrates outstanding ocean racing abilities and skills in either regular season competition at club level or in national or international events.

While the CYCA's Blue Water Championship goes to the leading point scoring boat and crew, Ocean Racer of the Year will be awarded to an individual crewman, navigator or skipper. Administrators will not be eligible. The winner does not necessarily have to be a CYCA Member nor have to be competing in CYCA events.

Ampol Australia and *Australian Sailing Magazine* have agreed to co-sponsor the award with the CYCA. Ampol will donate both a perpetual trophy and a take-away trophy. The winner of the award will automatically be nominated for Ampol's prestigious Australian Yachtsman of the Year award.

The judging panel will consist of the Commodore of the CYCA, the Editor of *Australian Sailing* and three other yachting journalists. The trophy will be presented for the first time later this year. Nominations are hereby invited.

Coincidentally a trophy for the Ocean Racing Rookie of the Year will also be awarded. The trophy will be presented to a skipper, navigator or crewman who, in his/her first season of ocean racing, demonstrates outstanding performance. The rookie need not be a newcomer to sailing in general but be sailing his/her first season as crew or skipper of an ocean racing yacht. All skippers and crews are asked to nominate any member of their crew who meets the criteria.

Ampol and *Australian Sailing* will also co-sponsor this award with Ampol providing a perpetual and take-away trophy. The judging panel will be the same as for Ocean Racer of the Year.

Send your nominations to the Cruising Yacht Club of Australia, Ocean Racer/Rookie of the Year, New Beach Road, Darling Point, NSW 2027.

Nominated by..... Ocean Racer of the Year..... Why nominated.....	Nominated by..... Ocean Racing Rookie of the Year..... Why nominated.....
--	--

BREAKTHROUGH!

HORIZON

INTRODUCES
TAPE-DRIVE™
(patent pending)

Jeanneau 1-ton in 18 kts.
apparent wind.
All-purpose TAPE-DRIVE No.1
Genoa of 1.75 oz fabric
weighs 14 pounds, 50%
lighter than the heavy
No. 1 and 30% lighter than
the light No.1

HORIZON has made the technological leap beyond the complex panel layouts

TAPE-DRIVE technology utilizes continuous, non-intersecting load paths to achieve the ultimate structural system

TAPE-DRIVE Sails have **NO** load bearing seams.

TAPE-DRIVE Sails are **LIGHTER, STRONGER, and FASTER**

Only your **HORIZON SAILMAKER HAS TAPE-DRIVE** technology.

HORIZON is all the sailmaker you'll ever need

At SYDNEY: Burke Sails, 21 Higginbotham Rd, Gladesville, (02) 80 5784
MELBOURNE: Hammond Sails, 78 St Kilda Rd, St Kilda, (03) 537 1233
PERTH: Lucas & Beurteaux, 53 Carrington St, Nedlands, (09) 386 1182
NORTH AMERICA • NORTH EAST • MID ATLANTIC • SOUTH WEST •
WEST COAST • GREAT LAKES • GULF COAST • SWEDEN • ITALY •
HONG KONG • U.K.

HORIZON
Performance Sails



Commodore's Message

Dear Member,

The CYC is currently undergoing major management changes which will, in the short term anyway, change the style of CYC management policy. To avoid any misunderstandings and to counter any rumours which may tend to misinform you, I have taken this opportunity to spell out the nature of these changes and the reasons for them.

The change in house activities over the last year, from those of a small, relatively slow-moving club, to that of a larger and socially very active organisation, has emphasised the need for more professional house management, especially in the fields of functions promotion, sales and stock control.

Additionally, from being a club in the happy position of earning interest on relatively large amounts of money accumulated for club redevelopment, we have moved to that of paying interest on loans raised for the purpose of finishing off that redevelopment quickly.

The entire financial management policy of the CYC has therefore come under close scrutiny by the Board, and this has pointed up areas of weakness. The Club's management emphasis has been traditionally on racing activities, while the financial side, if not quite left to look after itself, has suffered through the lack of tight, wholly professional control.

Accordingly, the CYC Board of Directors has decided to shift the emphasis of Club policy and bring the Club's operations under the control of a professional management team. The team selected for this is Keith Abrams Management Services which, for a six month trial period from mid September, will take over the management of all Club activities, except sailing, on a seven days a week basis.

As usual the sailing office will control all aspects of our racing programme and the Commodore and other Flag Officers will continue as the Club's public spokesmen.

The agreement with K.A.M.S. will protect the Club's traditional values, the rights of membership will not change in any way, and the role of sub-committees and the input to them by Members will retain its importance.

The main objective of board policy, and K.A.M.S. implementation of that policy, will be to streamline Club management procedures and make efficient and productive use of Club staff and the new Club facilities. The latter, I feel, is somewhat overdue and can only be in the best interest of all CYC Members.

John Brooks
Commodore

For Your Next Luncheon or Dinner Engagement
The All New Cruising Yacht Club of Australia Dining Room



The Freya Room
Specialising in the Finest Fresh Sea Foods

All New Menu

by Max Sinclair and Malcolm Kennedy

Chef's Suggestions

Avocado Seafood (incomparable) ○ Canadian Salmon Cutlets ○ Whiting Fillets in Fresh Herb Breadcrumbs with Tomato and Parsley Sauce ○ John Dory Fillets with Oysters and Hollandaise Sauce ○ Prawns — Barbecued, Satay, Honey and Sesame ○ Lobster — every way; try ours specially Grilled with Brandy Butter Sauce ○ Seafood Platter — Calamari, Scallops, Prawns, Lobster, Crab, Oysters ○ Turf 'n Surf (Half Lobster and Fillet Steak, with Hollandaise Sauce) ○ Scampi Nero (Grilled Scampi with Medallions of Fillet Steak) ○ Veal and Avocado (Crumbed Veal with Sliced Avocado and Cheese Sauce) ○ Veal & Prawns with Cream Curry Sauce.

○ Private Functions ○ Weddings ○ Seminars
○ Business Luncheons ○ Engagement Parties ○ Book Launchings

Conference Room Facilities (for 80 people)
Restaurant seats 100.

For Bookings: Malcolm Kennedy or Max Sinclair on 32-9731.



BIGGLES'
COLUMN

by John Brooks

The developing public debate over the fate of HMAS *Rushcutter* has led to some ambivalent publicity for the CYCA, especially in the eastern suburbs press. I use the term debate in its broadest sense because some of the statements that have been made hardly qualify as logical debate. The issue, it seems, is a highly emotive one, as it always is when property values are involved.

In the debate over what form the redevelopment of HMAS *Rushcutter* will take, it is difficult to separate the truth from the fiction and furore, there having been some deliberate attempts by interested parties to distort the facts, but there seem to be three basic proposals:

1. Raze the Base and all of its fixtures to ground level and landscape it, thereby adding one half a hectare to the existing sixteen hectares of *Rushcutter Bay Park*. This would be a very expensive undertaking for what amounts to an extra 100 by 50 metres of park.
2. Raze the buildings but retain the hard stand area as a car park to relieve the parking problem along New Beach Road.
3. Remove any dilapidated buildings but retain the Base, more or less intact, as a state/national youth sailing centre, including the cottage protected by the National Trust.

The first proposal has, very naturally, the somewhat zealous support of a small action group consisting of local property owners. It is from this group that has come some unfounded and slanderous attacks on the CYCA.

Nevertheless, for the purpose of debate we should be willing to accept that the motives of this group are altruistic and not biased by the possibility of a wind-fall rise in the value of property overlooking HMAS *Rushcutter*.

This would then enable the debate to be conducted on the basis of which option most benefits the community. All you need to do then is to define the term 'community'. In the narrow sense of the word, that is, those people residing in the immediate vicinity and, to be fair, they should have a big say in what takes place, in that sense the replacement of the naval base by park land can only improve the outlook.

This first definition could also be stretched to include all of the community of New Beach Road, and the CYCA has been a member of that community for over forty years, then the second option is a reasonable choice. As one who lived next to Neilson Park for years, I can testify that the influx of park visitors on the weekend was a trial for residents and, like *Rushcutter Bay Park*, the local council made no reasonable provision for visitors' cars.

But in the wider sense of community the third option offers a more positive contribution. The dwindling access to the harbour for recreational purposes has been recognised by the State Government, and it is essential that existing waterfront facilities be preserved. In this case the property is an ideal site for the proposed youth sailing centre and, if properly handled, will not disadvantage local property owners. By comparison with the naval station, a sailing centre could only effect an improvement in property values, although perhaps not as much as would additional park land right outside their front doors.

I said that anything to do with property values is an emotive issue, and this one is no exception, but to imply that HMAS *Rushcutter* was, and by association with the CYCA is, populated by 'numerous drunks, murderers, burglars, car thieves and the like', as one of the action group wrote, is something of an exaggeration. Indeed, the CYCA's Membership Committee, while not perfect, has kept the Club relatively free of these elements in recent years, and I doubt if the Navy has been referred to in such terms since the arrival of the first fleet.

Quite apart from the 'bankruptcy' of slander as a debating tool, the letter writers have not done their homework or they would know that the CYCA has no official involvement in the controversy. The Club has made no proposal of any kind to any authority regarding the redevelopment. The CYCA will, as it does every year, apply for temporary use of the docking facilities to handle

the overflow at Sydney-Hobart Race time, but the parties interested in long term use are the Australian Yachting Federation, the Olympic yachting team, some youth sail training groups and the Royal Australian Naval Sailing Association, which is anxious to retain its long term residence on the site.

That is not to say that most individual CYCA Members, as is their right, do not favour the redevelopment of the base as a sailing centre; anyone interested in furthering the development of competitive skills in Australia yachtsmen and women would find the idea highly attractive. Sydney, as the most yachting oriented city in Australia, has long lacked a central coaching and administrative headquarters.

Planned and operated by yachting authorities such a centre could provide the organisational nucleus and infrastructure for local and overseas class regattas and a base for coaching seminars and team training, the latter of immense assistance to Olympic and other national competitors. By definition, such a centre must have access to open water, and HMAS *Rushcutter* is possibly the last publicly-owned facility east of the Harbour Bridge ever likely to be available for this purpose.

Not only is it conveniently located, most of the necessary installations are already in place, so it could be redeveloped as a sailing centre at little cost to the Government. Furthermore, the docking and slipping installations would go a long way towards making the centre self-supporting. As a simple and inexpensive opportunity to improve the State's sporting facilities, it is almost ideal.

The huge amounts of Government funds being lavished on Perth for the America's Cup defence will almost certainly be recovered, with profits, in the tourist influx during the defence regatta. The comparatively minor amounts of money needed to facilitate a sailing centre at HMAS *Rushcutter* could be looked upon as a long term investment in the retention or recovery of the America's Cups of the future, not to mention Olympic medals, world championships, etc.

However, such decisions will be made at government level. All we can do is wish the yachting administrators good luck with their suggestion. I can only report to all of you CYCA drunks, murderers, burglars and car thieves that the Club has no official part to play in what will probably become another battle between waterfront land owners and the authorities. From the boating fraternity's point of view, there could be no greater nor more appropriate new use for this history navy base than as a training centre for our future crewman and sailing champions. □

EARLY OCEAN RACING IN AUSTRALIA

by E.C. Slater



E.B. Slater (ca. 1928), sailing in Bass Strait.

The article by David Colfelt in the November 1984 issue of *Offshore* entitled '40 Years of Racing to Hobart' reminds one that ocean racing between the mainland of Australia and Tasmania – albeit the shorter distance between Port Philip Bay and the Tamar – is nearly 80 years old.

The first Bass Strait Race

At 6.00 a.m. on Boxing Day, 1907, four yachts set out from Queenscliff to compete for the Rudder Cup, donated by Mr Thomas F. Day, Editor of the American yachting magazine *The Rudder*. These were *Rambler*, *Thistle*, *Shamrock* and *Ellida*.

For the account of this race, I am indebted to an article 'The Ocean Yacht Race' written by G.R.L. in an unidentified newspaper published on December 28, 1929, the day after the start of the second race. This newspaper cutting is in an album in my possession, assembled by my father, E.B. Slater.

On Boxing Day, 1907, it was blowing a hard northerly with the barometer at 29.70 and falling, and it has always been a matter of discussion as to whether the committee in charge did the right thing in starting the race. The *Shamrock* was first away, followed closely by *Ellida* and

Rambler, with *Thistle* 12 minutes late, 'since they had failed to hear the gun'.

According to G.R.L., the *Shamrock* and *Ellida*, through having no professional navigator, were badly handicapped. Captain Brennan, navigator of *Thistle*, and Captain W. Tait of the *Rambler*, who were both experienced mariners, 'laid courses to place them in advantageous positions, when the change came, whereas the amateurs, through lack of local knowledge, were hopelessly to leeward when the change came'. This seems rather unlikely to me. Surely, anyone with sufficient experience of sailing in Port Philip Bay would know that a northerly is often followed by a strong south-westerly.

In any case, the *Thistle* made a very fast passage ('her master changed sail 27 times') with the result that she had made the crossing and was in sheltered water before the worst of the storm. The *Rambler* was particularly unfortunate, since she was only two hours behind the *Thistle* and got within two miles of the winning post, Low Head, at 7.00 p.m. on December 27. However, a foul tide and the heading wind forced her out to sea and she did not make port for another 24 hours, and then only after breaking the seal on her engine.

The first squalls from the south-west

reached all four yachts at around midnight on the first night out from Queenscliff. The *Shamrock* hove-to at 11.30 p.m. when she was 104.75 miles out from Queenscliff. She was then not far behind the *Thistle* who registered 104 miles at 11.00 p.m., and carried on with reefed mainsail and jib. Later she reset the mizzen and staysail and sighted Rocky Cape at 6.00 a.m.

The *Ellida* was kept sailing during the first squalls. At 1.15 a.m. a third reef was put in, and the jib changed down to 'No. 2 spitfire'. She was not hove-to until 5.30 p.m., when 41 miles NW by N from Low Head. The barometer was now 29.40 and the temperature 46°F. She remained hove-to until noon on December 28th, when she set off back home.

In the meantime, the *Thistle* crossed the finishing line at 7.00 p.m. on December 27th. At that time, as already mentioned, the *Rambler* was within two miles of Low Head when a SSE gale and strong ebb forced her to heave to under reefed mizzen. At 9.00 p.m., the crew hoisted the head of the staysail and wore ship, shipping green seas over the bows in the process, and the water tanks broke away in the sail locker. G.R.L. quotes the log as follows: 'Saturday, 1.00 a.m.. SE gale still raging; big seas running being lit up with

phosphorescent breakers, making a beautiful effect, though hardly to be appreciated in the bitterly cold rain and sleet. Bar. 29.40'. The *Rambler* got under way again under close-reefed sails at noon. She sighted Low Head for the second time at 4.00 p.m. on December 28th and as the barometer was 29.05, and there was every appearance of a heavy change, the engine was started and she passed in at 7.00 p.m., just as a west gale broke, and anchored safely in Kelso Bay.

At 6.00 p.m. on December 27th, one hour before *Thistle* finished, the *Shamrock* was sailing with reefed trysail. G.R.L. quotes the log further: '7.30 p.m.: Log 189½. Hove-to under double-reefed trysail and spitfire jib – things are far from comfortable – and none of us are too keen on ocean racing just now, but our noble little ship is doing well, and is riding over everything. Sidelights won't burn. Riding light at cabin door. All hands below. Tiller lashed down. South-east gale all night'. She remained hove-to until 4.00 a.m. on December 28th, and was then put on a west-by-south course under reefed trysail, double-reefed mizzen and second jib. At 5.00 p.m. land was sighted. At 6.00 p.m. the log showed 273 miles, and the coast was about eight miles off. The barometer was down to 29.10 and at 6.30 p.m. the west gale broke on them just as it did on the *Rambler*. *Shamrock's* log reads: 'Taken in mizzen, shifted to spitfire jib and reefed trysail; hove-to, heading north. It is impossible to describe what a bad time we are having, as we can carry nothing but third jib abaft the mast. At 9.00 p.m. decided to swamp the dinghy and lie to it as sea anchor, and this proved effectual. We had been using a small sea anchor previously, but it would not hold her head-to-wind. After hours of driving in his fashion we picked up a light, which turned out to be Low Head. We ran in at 3.30 a.m. Sunday, but as we had not enough sail on we were driven down towards the lighthouse; so we stood out again and set the reefed mainsail and worked in at 4.30 a.m.'.

According to G.R.L., the *Shamrock* drove almost onto the Hebe Reef in the hard west gale, and it is a miracle how she missed it.

I have no information concerning the *Thistle*, *Rambler* or *Ellida*, but since G.R.L. refers to the 'little *Shamrock*', some of the other three yachts were presumably larger. The owner of *Thistle*, E. Newlands, took his wife and daughter and little son (listed as cabin boy). There were five additional crew and navigator. Mr Murphy, the owner of *Rambler*, also took his wife and six additional crew and navigator. The *Ellida* (C.B. Poole, Master) had only four crew members, so presumably she was also 'little'.

The *Shamrock* carried: J.R. MacPherson, captain and navigator; T.A. Dickson, owner and mate; V. Wiggs, W.L. Wilson and W.E. Dickson. Since she also took part in the second Bass Strait Race, and as a boy I sailed with my father in her, I shall give further particulars.

The Shamrock

The *Shamrock* was built in Geelong in 1907 by T.A. Dixon for the first Bass Strait race. She was built on the lines of the *Seabird*, according to one newspaper account the first yacht to cross the Atlantic Ocean between England and America. Her characteristic triangular lines are visible in the photograph that I took in 1928 when she was becalmed in Corio Bay. According to an article by John MacDonald in the *Age* in 1967, she was also a copy of the famous *Spray* of Captain Joshua Slocum.



Shamrock

Shamrock was 15.52 tons (Thames tonnage), 38 feet overall with 12 feet beam, and drew 5 feet. She was yawl rigged, both main and mizzen being gaffed. Later she was owned by J. MacPherson, and still later acquired by R.J. Walker and E.B. Slater as joint owners. When E.B. Slater moved from Melbourne to Geelong in 1926, he became sole owner.

Shamrock was sold to Dr H. Shannon in 1934. She was last seen by my father in Sydney in 1961 rigged as a Bermudian cutter. Since many yachts as old as *Shamrock* are still sailing (and many yachtsmen not much younger), it is likely that she is still around. Any news concerning her present whereabouts or ownership would be greatly welcomed.*

The Second Bass Strait Race

The second race from Queenscliff to Low Head started at 9.30.00 a.m. on December 27th, 1929, just 22 years and one day after the first race. In fact, the start had been delayed by one day in order to allow one of the yachts, the *Wanderer*, who had

*Contact or write to The Editor, *Offshore*, c/CYCA, New Beach Road, Darling Point NSW 2027.

arrived on Christmas Day after a 14-day trip from Sydney, to repair her torn sails. In one important respect, this race differed from its predecessor. In the first race, the *Rambler* broke the seal on her engine when she approached Low Head for the second time just before the westerly storm broke in the early evening of December 28th. This decision was undoubtedly good seamanship under the circumstances, but, as is normal in sailing races, it meant her withdrawal from the race.

For the second race, the extraordinary decision was taken to allow the use of the engine during the race. What the reason was I do not know. Possibly it was considered safer. I do not remember that my father was opposed to the ruling, but he was so keen on having the race that he accepted it. Since *Shamrock* did not have a motor, he rigged up a frame on the counter to which was attached an outboard motor. In a flat calm, this motor pushed *Shamrock* forward at about 2–3 knots, which was apparently sufficient for her to be considered an auxiliary cruiser for the purpose of the race. In the event, the motor was shipped immediately after the start and no further use was made of it in the race, despite the light wind at the start.

There were five starters: *Shamrock*, *Oimara* (like *Shamrock*, a yawl – 8 tons, 43' overall, 11' beam, built in Launceston in 1911), *Phyllis* (a ketch, 8 tons, 44.5'), *Maysie* (a cutter, 5 tons, 35'), and *Wanderer* (a schooner from Sydney, 15 tons, 46½'). A sixth yacht (the *Saguenay*) was withdrawn from the race. It was a handicap race with the handicaps:

<i>Wanderer</i>	1 hr 20 min
<i>Shamrock</i>	4 hr 30 min
<i>Maysie</i>	4 hr 45 min
<i>Oimara</i>	5 hr 20 min
<i>Phyllis</i>	6 hr 20 min

It would be interesting to know how the engine ratings were incorporated into the handicap.

In many respects, the 1929 race was a remarkable repetition of the 1907 one. Like the *Thistle* before her, the *Oimara* was last over the starting line, and she was driven through the storm, which, as in 1907, struck during the first night. *Shamrock* once again lost the race by being forced to heave to for eight hours close to where she hove to in 1907. Once again she finished second, this time by 5 hours 42 minutes (one report), 6 hours 15 minutes (second report) on elapsed time behind the winner. Once again, two yachts failed to finish.

I was rather surprised at not being included in the *Shamrock's* crew, since, by then 12 years old, I was a regular and in my own mind indispensable member. If I had known that the son of the skipper of the winner of the first race had signed on as cabin boy, I would have made more serious representations, and certainly have drawn the obvious conclusion from the result of the race. However, on December 27th, I was contentedly watching a



Shamrock, taken in Corio Bay in early 1928.

cricket match at the MCC with an uncle when the Herald came out with its front page devoted to the start of the race. My pride at a several-columns-wide photograph showing Shamrock in the lead was spread by my uncle to all and sundry in the 'Outer'. This photograph shows Shamrock, Wanderer and Oimara with all sails set in a gentle breeze. Wanderer with no less than seven sails is an impressive sight.

Indeed, this race obtained a great deal of newspaper publicity. On board the Oimara were Mr Noel S. Monks, later a well-known war correspondent, and a wireless operator. Since, unfortunately, none of the logs are available to me, not even that of Shamrock, I have had to rely on newspaper clippings for the account of the race that follows. The material available with respect to the Oimara is particularly rich, but unfortunately not completely reliable, since Mr Monks' sailing knowledge did not approach his journalistic enthusiasm. Soberer accounts are to be found amongst those published after the race in Tasmanian newspapers and the Geelong Advertiser.

Accounts agree that, after passing through the Rip, all except the Wanderer went to windward towards Cape Schanck, after which Oimara, Phyllis and probably Maysie set a southerly course. Shamrock, however, sailed further to the west after Cape Schanck, possibly to cover the Wanderer who was thought to be the strongest competitor.

The first wireless report from the Oimara printed in the Herald on the afternoon of December 27th was given the caption by the Herald's sub-editor 'Shipping 'em green in a heavy swell'.

'We are now well into Bass Strait, and shipping 'em green. A heavy swell is making us almost stand on end as we punch into the south-east wind. It is now overcast and threatening and the indications are that we are going to get a hard sou'easter. The Phyllis is about half a mile ahead of us when we can see her. The Wanderer is about a mile to leeward. The tiny Maysie is further behind, still battling along to windward, and the S., also to windward, is a long way astern... The fact that we are doing so well in a light wind has raised our hopes of being first in, for this yacht is at her best in a gale'.

According to a despatch published in

next morning's Sun-News Pictorial, Oimara was 25 miles out at 2.30 p.m., which works out at 5 knots since the start. Since a yawl of that vintage could not sail at 5 knots to windward in a light wind, it is clear that Oimara and Phyllis and probably Maysie were using their engines, and was of course permitted. This would account for the heavy pitching, and also for the fact that Shamrock, without engine, was 'a long way astern'.

The latter despatch was sent at 8.00 p.m. on December 27th, when Oimara was 55 miles out, so that the average of 5 knots was now bettered. Monks reported that the glass was dropping and it was cold and raining. Just before dark, Wanderer was a speck on the horizon to leeward, Phyllis a speck astern and Shamrock had been lost sight of for hours.

This was the last radio report from the Oimara, since water got into the radio during the storm. The next despatch appeared after both Oimara and Shamrock had finished. In the Examiner, clearly a Tasmanian paper, Monks reported that 'Tasmanian built and with three Tasmanians among her crew, the yacht Oimara (Royal St Kilda Yacht Club) sailed quietly to an anchorage inside Low Head at 3.30 a.m. yesterday, winner of the ocean yacht race from the Rip (Vic.) to Low Head.' The rest of the report was more dramatic than accurate. For example, 'at 3.00 a.m. we were making 10 knots, going through the water like a submarine'. Fortunately, all the yachts participating in this race, as in the first, were seaworthy and designed to ride over the waves rather than through them. Monks' knowledge of direction seems also to be a bit sketchy. He reports that 'a squall sprang up from the south-east. Striking a course, due south, Oimara ran before the gale under every stitch of canvas, completely enveloped in heavy seas', and, 'All day yesterday we flew before the gale'. We can place more reliance on this statement that at 2.00 a.m. the jib blew out, that it took half an hour to take in the topsail, and that the engine was disabled when the engine room was flooded. We can also rejoice that he and the skipper's son 'were saved by their presence of mind in hanging on to a life line' when they were washed overboard getting in the remnants of the blown-out jib. In any case, the navigator, B. Coates, knew his job and came out at Stanley at 4.30 p.m. on December 28th. The wind, veering westerly as expected, took them along the coast to Low Head. From this, we can reconstruct that the Oimara, by using her motor early in the race, was well to windward when the wind increased from the south-east and was able to pay off somewhat and be well placed when the wind later changed to the west. In any case, it was a fine sailing and navigational performance. She logged 208 miles in 42 hours, averaging almost precisely 5 knots.

My father gave a detailed account to the Geelong Advertiser when he returned to Geelong several weeks after the race, having in the meantime cruised around Wilson's Promontory and Westernport. A course had been set to clear King Island by 20 miles to the east. The air was light till the evening when it freshened. At midnight it was decided to reef down and while this was being done the mizzen blew to ribbons. A storm mizzen was set and with this Shamrock carried on until 2.00 a.m., when 'the wind blew great guns and the sea was very large', and Shamrock was hove-to under bare poles for hours. During the night, Three Hammocks Island off the NW coast of Tasmania was picked up. The next day somewhat better conditions were experienced with the wind veering, and fairly good headway was made, so that towards nightfall on December 28th lights were visible on the north-west coast and by daylight Devonport could be distinguished. The wind now lessened and Shamrock passed Low Head under 'full sail'. (The photographs show, however, a very small and poorly setting jury mizzen.) Among congratulatory telegrams were one from T.A. Dickson, owner of Shamrock in the 1907 race, and one from Mrs Newland and Miss Newland who were aboard the winning Thistle in that event.

For some time, great anxiety was felt amongst the crews of the Oimara and Shamrock concerning the fate of the other yachts. The Maysie abandoned the race during the first night after losing her topmast, breaking her boom and gaff and tearing her sails. She limped into Flinders on the night of December 28th, but this was not known to the boats in Tasmania until my father received an answer to a telegram he sent to the Raoul St. Kilda Yacht Club.

At 7.00 p.m. on the first evening, the Maysie took in two reefs and took off the staysail. At midnight, the working jib tore out of the clew, and the sea anchor was dropped in an effort to hang out until morning. The Maysie drifted until 6.00 a.m. on December 28th, when a very heavy sea was running. The sea anchor was lifted and course was set for the Heads, but by this time the position was uncertain. At 11.00 a.m. a squall from the south-west blew out the second jib. A gybe carried away the shackle of the boom onto the mast and broke the boom. Then a gaff and wreckage of the boom and mainsail went overboard and this brought down the topmast with its rigging, which fouled the propeller. To add to the misery, a leak developed and constant pumping was necessary. The Maysie ran before the storm, and at about 4.00 p.m. land was picked up opposite Flinders. She rounded West Head and reached quiet waters at 6.00 p.m. Apart from the damage to the Maysie, the mate, Mr. Gyle Soilleux, later a good friend and sailing companion of my father, broke his arm and the skipper Mr. Arthur Peck had a black eye. The crew were lucky to survive. Fortunately, perhaps, this was before the temptation of 'bailing out' into inflatables was possible.

It was some time before anything was heard of the other two yachts. It was not until December 31st that the Argus could

report that all yachts were safe. According to an account given by Mr N. Wallis, skipper of the Wanderer, good progress was made up to 1.00 a.m. on December 28th when they were 95 miles on their way (an average of more than six knots since the start) bearing a little eastward of King Island. The wind veered suddenly to the south-west and the peak halyard broke. About twenty minutes later the jib boom was swept away. They lay to, steadied by a sea anchor, until daylight and at 9.00 a.m. on December 28th, it was decided to abandon the race and return to Melbourne with jury sails. They were sighted by a steamer off Cape Patterson during the night of December 29-30, entered the heads of Port Philip Bay at 11.30 a.m. on December 30th and anchored off St. Kilda pier six hours later. Since leaving Sydney, the Wanderer had been sailing for 340 hours, and during that time had had favourable winds for only twenty-one hours.

The Phyllis also ran into the gale at 2.00 a.m. on December 28th and lowered the sea anchor, to which she lay until 5.00 a.m. on December 29th. She then headed for the Three Hammock Islands and later for Low Head by way of the north-west coast of Tasmania. She finished in the morning of December 30th, twenty-four hours after the Shamrock, thereby gaining third place.

The second Bass Strait yacht race received considerable attention in the Press. The drama was a heavenly gift to the newspapers, especially those who commissioned Noel Monks, in a newsworthy slack Christmas period, especially in a non test match season. A number of background articles about the Bass Strait, its history and storms appeared. 'Grandma' Argus even had a typically ponderous editorial contrasting the behaviour of the yachtsman with the coddling of the cricketers at the MCC, whose billiard-like wicket was covered from the storms besetting their colleague sportsmen.

Many people may think that the yachtsmen who faced the storm in the race across Bass Strait incurred unnecessary risks, but none will withhold praise of their courage. In most sports all the conditions are made favourable to speed when a contest has to be decided, and every element which impedes the competitors is excluded as far as possible. Yachting, however, being associated with high winds and rough seas, which cannot be controlled by man, is necessarily conducted subject to these perils. The waves cannot be rolled, although they themselves roll. The course cannot be covered to protect it from rains, nor can screens be erected to temper the wind, or to guide the light. The sport is essentially robust, and as such it will appeal to members of a race which likes to think that the robust spirit survives even in an atmosphere in which the sickly sentimentality alternates with the impossible heroism of a moving picture show. It would be regrettable if lives were lost in pursuit of a sport the roots of which are in the past, and which has no practical interest as a factor in future development; but the admiration of the

courage of those who took part in the race will be none the less great.'

In fact, none of the yachts or their crews were in serious danger, except possibly the Maysie. They were sturdy ships, sensibly skippered and crewed. And perhaps I might be excused in suggesting that allowing the use of an engine in a yacht race is unnecessary 'coddling'.

The final result was:

1. Oimara (Royal St Kilda Yacht Club). F.J. Bennell, skipper; A. Coates, Navigator; F. Radin, C. Bennell, F.S. Bennell, N.S. Monks, G. Thompson.
2. Shamrock (Royal Geelong Yacht Club). E.B. Slater, skipper; Capt. D. McLean, navigator; R.J. Walker, W. Laird, J. Young, J. Jones, T. Staggard.
3. Phyllis (Royal St Kilda Yacht Club). W.C. Oxley, skipper; Capt. Brafton, navigator; J. Stooke, G. Bleazby, Cmdr. J. Bird, L. Jones, T. Walter and G. Youle.

Retired: Wanderer (Royal Prince Alfred Yacht Club, Sydney). N. Wallis, skipper; C. Godschalk, mate; D. Robertson, L.K. Campell-Jones, C. Robertson and D. Forbes-Young.

Maysie (Royal Yacht Club of Victoria). A. Peck, skipper; G.A. Soilleux, mate; J. Chalmers, I.D. Carr.

MONTEGO BAY

Diving &
Hull Cleaning
Services

- Inspections
- Moorings
- Racing Yachts
a specialty

Brian Ashton
☎ 32-9256 ☎

BOATECH REFRIGERATION

Finest Quality Refrigeration

CUSTOMISED
EUTECTIC SYSTEMS

- Design
- Manufacture
- Installation

To find out why we say our systems
are the best available, ring

Terry Robinson
BOATECH REFRIGERATION
Cronulla Marine Centre
Tonkin Street, Cronulla, NSW
527-3292 527-3292



Drake's Prayer.

LET'S PRAY FOR FAIR WIND (and a few lucky breaks)

by Bill Sherman

At the time of writing, *Drake's Prayer* is on a ship headed for England, to represent Australia (and the CYCA) in the Admiral's Cup. Her crew, who join her in England in July, are: Peter Kurts (skipper), Andrew Cape, Bruce Clay, Phil Corben, Phil Eadie (Navigator), David Forbes, Rex Forbes, Simon Kurts, Iain Murray, Peter Shipway, Grant Simmer, and Geoff Stagg (from the Farr design office).

It will be a long trip away. She will be unshipped in Tilbury, under Rex Forbes supervision and sailed round to Cowes where the rest of the crew will join her on July 11. Next day they set off for France in the Cowes-Dinard race and, after a spell in St Malo, sail back to the Solent for two weeks of training. The Admiral's Cup races consist of three thirty-milers, the 220 mile Channel Race and, finally, on August 10, the Fastnet Race.

After all that it's back home for the summer and the Southern Cross Cup. (She is automatically in the team because of Admiral's Cup selection).

So just what sort of boat is carrying our colours in England this year?

Drake's Prayer is a 43 ft Farr design built for Peter Kurts by John McConahy at Brookvale. Essentially she evolved from the successful Farr 40s and her size was chosen partly by Peter's desire to have a good rating for Admiral's Cup selection and partly as the minimum size able to carry the equipment and refinements, such as wheel steering, that he wanted for ocean racing.

She was designed and built especially for Peter, but since then a number of others have been built or ordered. *Snake Oil*, built for an American owner, won her class in the RORC; another is being built by McConahy in Sydney, and a further three are underway in New Zealand.

After construction in 1984, she was launched just in time for the AWA pre-Christmas series and, of course, the Sydney-Hobart from which she retired with some hull damage. Since then another stringer has been added to strengthen the hull. The hull itself is a composite of Kevlar-Klegecell, with a Nomex deck core.

The rest of her gear is what you expect in a top-flight ocean racers: spars by Zapsparr; winches by Barlow; sails by North; instruments by Brookes & Gatehouse (Hercules 290); motor by Volvo, with a feathering prop; hydraulics (boom vang and main outhaul only) by Hydraulic Specialists; rod rigging by Navtec; main traveller and sheet tracks by Harken.

But despite all of the exotic gear used to prepare her, she is still a particularly simple and functional boat in both deck and interior layout.

As you expect on a racing boat, she has little surplus. However, a nice timber flooring covers the cockpit and the main cabin area below.

Attention to detail is also good. It can be seen in the way tubes have been built in to take the spinnaker tweekers under the deck and the runner lines to their winches. Not only does this reduce the number of lines on deck, but the tubes double as handrails down below.

Wheel steering is fitted, and a massive, semi-sunken wheel fills the back of the boat. In front of the wheel are the runner winches on the side of a cockpit formed between the wheel and the main traveller. Also in this area are the hydraulic controls and the main traveller carriage winches.

The main cockpit is roomy and rather shallow. Compasses are mounted at the rear, with sight lines for tactical decision making. Immediately in front of the compasses the main sheet winch and the two primary winches (Barlow No. 32, three-speed). Four other Barlow winches are fitted on deck for spinnaker controls and halyards. Jammers have been used successfully to reduce the number of winches, and *Drake's Prayer* must be right at the minimum.

A halyard lock is used for the main, rather like the technique used on dinghies. Lugs are clamped on the main halyard at the appropriate point for full hoist or reef positions and full tension put in by cunningham, with the result that neither jammers, cleats nor winches are tied up.

For the fractional rig, two headsail halyards and one spinnaker halyard are carried (one of the headsail halyards is used for spinnaker peels). All running gear and sheets are Kevlar.

The North sail wardrobe of Kevlar and Dacron is right up to the maximum allowed for the Admiral's Cup: light, medium and heavy No. 1, No. 2, No. 3, No. 4, main, storm jib, trysail, five spinners (½ ounce, two ¾ ounce, and two 1½ ounce), plus a spinnaker staysail.

The open plan interior makes sail stowage easy. In front of the mast is all open space, and the main cabin area, from companionway to the engine, is wide and clear.

The engine is mounted amidships and the top forms part of the small galley stowage area. A three burner stove (no oven) is fitted to port, and refrigeration is built-in to starboard.

For the crew there are three banks of two bunks each on either side. Fuel is stored under the companionway ladder, and water is stored under the bottom bunks.

Right at the stern a tubular structure is built in to take storage boxes of food and supplies, and immediately in front of this is the navigation area.

The navigator, when seated facing forward, has a small desk with instruments. To use his charts he turns to face the stern where a folding table comes down. Located as he is right under the cockpit, communication with the deck crew is easy. He can also communicate with the fishes if he wishes, because under his feet is a clear Perspex window enabling him to easily see that the prop is feathered.

By the time this issue of *Offshore* appears, *Drake's Prayer* will be in the UK racing. But, whatever her fortune, she is a great boat with an exceptional crew.

Working to the training programme they have developed, they should make a formidable team, and wouldn't it be great if she came back to the CYCA with a victorious Admiral's Cup team!

The very best of luck to Peter Kurts and all aboard *Drake's Prayer*. □



FOLLOWING THE SPRAY

by Marshall Phillips

The logical title for this article is 'In the Wake of the Spray' and I am referring, of course, to the famous yacht built and sailed alone around the world by Joshua Slocum in 1895-1898. However, 'In the Wake of the Spray' is a title that has already been taken by Kenneth Slack, an Australian who wrote about the subject back in 1966 and it is mandatory reading for anyone interested in this subject. The best known work, of course, is *Sailing Alone Around The World* by Slocum, and most people interested in yachting have read this.

It was the reading of *Sailing Alone* that first interested me in the man, and it is the basis of my project, which is to follow in his footsteps, as it were, and record the situation as we see it today compared to what it was like when Slocum visited these places some ninety years ago. I have been fortunate enough to acquire a Swan 51 for the voyage.

I guess one of the attractions is that it gives a definite objective to cruising, which essentially is what we will be doing. I was concerned from my experience over the years in ocean racing that, without an objective, cruising would just be escapism and a pretty hollow activity, that it would result in a fairly rapid return to, say, the bar at the CYC, which is one of the world's capitals of escapism.

When I have talked to people about sailing around the world, most, and particularly those of the blue suit brigade, say that 'You are getting away from it all', but I think the right way to look at it is, as Kenneth Slack describes the situation: 'To exchange the deadening humdrum of petty convention and collective scramble for the wild freedom of the open sea, to taste for a time the spice of adventure in the call of the ocean wind, is to find both stimulation and consolation... No escape from reality, this, but rather to it'.

Our objective is, in fact, to record our efforts, principally on film as a documentary, and I am delighted that the Cruising Yacht Club of Australia is going to help by being the main contact point to assist with radio communications, crew, and endorsement, so that when we reach far places we can call upon the reciprocal arrangements that the CYC has.

In essence, the project is divided into three segments. The first is the Australian section, the next is South America and the Magellan Passage, and the third will, in all probability, be more biographic but will include the north-east-



Swan 51 of the type that will follow the Spray.

ern coast of the United States, particularly around Boston - *Spray's* hailing and depart port - and Slocum's sail across the Atlantic via the Azores to Gibraltar.

Incidentally, it was at Gibraltar that he was persuaded to change his original idea of sailing east and passing through the newly constructed Suez Canal - because of pirates.

Clearly we will not be following his actual route which, after Australia, would have taken us across the Indian Ocean around the Cape of Good Hope and north-west across the Atlantic, but our plan seems a more effective way of treating the matter.

Slocum spent more time in Australia than anywhere else, and this section is more than adequate to maintain a documentary in its own right. He arrived in Australia at Newcastle, from Samoa,

having departed from Boston on 24th April, 1895, calling at the Azores, Gibraltar, Rio, Montevideo, Buenos Aires, and having passed through the Magellan Passage to Juan Fernandes.

He had been to Australia before several times and was well known and respected as a successful sailing ship's captain. During one such visit to Australia he was married in Sydney, at Strawberry Hills near Surry Hills, and immediately took his new wife on a fishing expedition to Alaska (where he became shipwrecked).

The *Spray* intended to continue her voyage passing south of Australia and headed in that direction, but on good advice Slocum decided to go around the top and, after visiting Tasmania, headed up the east coast and departed from Thursday Island.

The visit to Australia came only

about 35 years after Burke and Wills crossed the continent for the first time from south to north and, obviously, at about mid point in time between Captain Cook's visit and today. There was much press reporting of the *Spray's* journey as she coasted up to Thursday Island, and a lot of information is available which we shall use to give the historic perspective that this matter deserves.

In addition, there are numerous copies of *Spray* itself, some, as far as can be ascertained, almost identical except built in Australian hardwood rather than northern hemisphere timbers. We shall go sailing on some of these to see if we can make the boat sail by itself as Slocum did without self-steering or autopilot. There are also *Sprays* of fibreglass, steel and ferro-cement, and these we shall avoid if possible.

We do not need financial support for the venture, but we are interested to hear from CYC Members who feel they can contribute with information or, more importantly, who may wish to join the crew for all or part of this Australian section that will take place in two sub-sections - firstly, racing the yacht in the period up to and including



the Sydney-Hobart and then, from January, 1986 through to about August, proceeding up the coast and across to Samoa.

With our Swan and crew of between six and eight, we do not expect to en-

sure the privations that the archetype of single-handed sailing, Joshua Slocum, experienced during his solo voyages, but adventure there will certainly be. □



MAURICE DRENT BOATING SERVICES

Cruising Yacht Club of Australia

New Beach Road, Rushcutters Bay • Phone (02) 32-9945, (02) 32-2653 • Telex AA72278 'SEWYSE'



NOW!
From the world's
largest yacht builder
BENETEAU
Inspect the range
at the CYCA

For the best in new and used sail and power.

We also offer professional services and can organise your

• Delivery • Valuations • Finance • Charters • Insurance • Surveys.

**OPEN
EVERY DAY**



MAHARANI'S BARRIER CRUISE

by Captain H.W.B. Livesay, RIN (Retd.)

Maharani will be better known to some as simply Rani, the brave little vessel that Captain John Illingworth put into the history books when he skippered her to a line honours and overall victory in the first Sydney-Hobart Yacht Race, in 1945.

Illingworth purchased Rani from Captain H.W.B. Livesay, an officer of the Royal Indian Navy who had retired to Australia with his Melbourne-born wife, the latter who sent us a copy of this account.

This tale is to be published in several instalments. It will be of interest both as a typical cruising tale, covering territory which many readers may already have covered, or who may wish to cover themselves some day. It tells of the inevitable dramas of cruising, but it is also of interest for its pre-World War II observations about the eastern coast of Australia from the deck of a small sailing vessel.

Maharani is a 12-ton Bermudan rigged double-ended sloop built by L.J. Steel of Newcastle, NSW in 1936 from designs by A.C. Barber, naval architect, of Sydney. Her dimensions are: LOA 34' 11"; beam 9' 3½"; draught 5' 10". The working sail area is 504 ft² in the jib and mainsail, and she also carries a quadrilateral jib topsail, genoa jib and spinnaker besides a storm jib and mainsail. She is well balanced under her jib and mainsail, and she will carry these up to a force 8 wind. Beyond that I substitute the small mainsail which can be reefed if necessary.

She is ballasted with 3½ tons of lead, all external. For auxiliary power she has a 4-40 hp Gray Marine engine offset to port, which drives her at seven knots in smooth water.

The internal layout from forward consists of forepeak with WC shut off by double doors; galley to port; pantry to starboard; food lockers port and starboard; main cabin, to berth four, containing double flap table; water tanks of 80 gal. capacity

are situated under the berths on either side; engine is partly under the ladder which leads down amidships from the cockpit; sails and cordage are stowed under deck on either side of the cockpit, which is the self-draining type; the petrol tank, capacity 20 gal., is placed under deck abaft the cockpit.

The coach roof extends forward of the mast to the fore side of the galley over which there is a hatch. There is 6' 2" headroom throughout. The mast, 53' 2" overall, is hollow and was substituted for a solid one which carried away when racing at Sydney last season. The 7' 6" dinghy stows bottom up with one gunwale down to the rail, the other being on the coach roof, this method causing no inconvenience at any time.

The ground tackle consists of two CQR anchors of 20 and 35 lbs weight with three fathoms of chain and 3 inch and 3½ inch coir rope respectively for each. It was seldom necessary to use the larger one and, with a tripping line attached, there

was never any difficulty lifting it, even when anchored over coral, which I frequently was.

Maharani underwater shows a light displacement body with a cutaway forefoot and a length of only 10 ft on her keel, the very type which I, in fact, had sworn I would not buy, but after a fruitless search in Adelaide, Melbourne and Sydney for a healthy, easily handled type of cruiser, fell for her, and now after a cruise of 3000 miles, during which all sorts of weather was experienced, I would not change her for any other boat of her size which I have seen out here.

I had intended leaving Sydney in April, but was held up for want of a crew. Three was the number I aimed at, but when June arrived and no start had been made, and having got Bob Horsfield, although he could only get away for a limited period, we decided to make a start as, after all, with everything inboard and her moderate sail area, she was easy to handle. Bob is twenty-four years of age, and I am fifty-four. This was the first cruise for each of us.

Saturday 11th June, 1938 Having completed fitting out at Paul and Grays' Yard, Carrening Cove, we steamed over to Rushcutters Bay and filled up with water and petrol, and thence to alongside Mr Horsfield's private jetty at Elizabeth Bay where we loaded up with stores in which we were assisted by my wife and Bob's family, including Grandpa and his brothers' two girl friends; that being completed we anchored off for the night.

Sunday 12th June, 1938

Up betimes and made all ready for sea, and after a good breakfast which Mrs Horsfield kindly provided and goodbyes had been said, Bob and I repaired aboard and, having stowed the dinghy, we were off at 1030 down the harbour under the RCC burgee, moving slowly to a light SW wind. Various friends met us in their yachts, and *Cuthona* (Dr Tom Furger with a bevy of beauty aboard) accompanied us part way. We called for volunteers to augment our crew, but nothing doing.

Outside the Heads we rolled about in the swell with the sails slatting. This upset Bob, and he soon was hanging his head over the side. About 1300 hrs a nice breeze sprang up SSE. It was a beautiful sunny day, temperature 64°F, and we bowled along north very pleasantly. We had decided to keep four hour watches except for the dog watches to give a change.

Monday 13th June. (Chart No. 1024)

During the night there were a few rain squalls, but we carried the mainsail and genoa. At sunrise the wind changed to SW, force 3. Seal Rocks were passed after breakfast, and by noon Cape Hawke was six miles astern, the day's run having been 127 miles. Bob has had no sleep as yet and was sick again this morning. A school of porpoise and a Molly hawk paid us a visit. In the late afternoon we were beset

all round with heavy rain squalls, so as Bob was not 100%, took in genoa and mainsail and set small jib and No. 2 mainsail. Later wind increased to force 5 and was southerly. By 2300 hrs Point Tacking was abeam to port, distant 8 miles, and the wind was now steady from the SE, average 5 knots.

Tuesday 14th June (Chart No. 1025)

Just before dawn the wind chopped suddenly to SW in a squall and we performed an involuntary gybe. An hour later it was back to SE and again SW at 0900. A dull overcast day with poor visibility. Made in for the land and made out Coff's Harbour which we passed at a distance of 5 miles. Barometer was steady, but there was an uncomfortable, confused sea caused by the frequent changes of wind. The wind dropped in the evening and became variable and showers were frequent. At 2030 hrs South Solitary Island was abeam, distant 2 miles. The boom crashing about carried away a main sheet shackle.

Wednesday 15th June (Chart No. 1027)

An uncomfortable night, frequent shifts of wind between E and SSW and heavy rain squalls. For an hour it blew force 6 from the east. Similar conditions continued all day. At 1300 hrs the wind failed, so sail was lowered and opportunity was taken to reseize several slides on the luff and foot of the mainsail. At 2000 hrs made sail to a light SE breeze which later switched to the west. Getting thoroughly sick and tired of these incessant rain squalls. Thank goodness Bob has completely recovered, now sleeps well and can't be sick; it's a relief, as I was getting worried about him, and had visions of the cruise terminating in Brisbane.

Thursday 16th June. (Chart No. 1028)

Had a cold night with falling barometer. The change of wind to the west would account for this, as on this coast it invariably rises for a SE or easterly and falls for a westerly. A fine dawn followed by bright sunshine and a steady moderate SW breeze. Bob being the cook, I hadn't done too well up to now, but he produced a fine breakfast of peaches, 'Vitabrits' and eggs and bacon. We were so pleased with ourselves and the weather that we cracked a bottle of beer for lunch, both feeling 100%.

In the forenoon we got the spinnaker up and carried it up to the Richmond River, which we passed shortly before noon. After that the wind failed, and later came from the north and went round to NNW. Barometer still falling.

Friday 17th June (Chart No. 1028)

During the middle watch wind increased to force 6, and at 0400 hrs was blowing hard NW and W. Remained on port tack all night. She was easy in her motion and dry on deck and making 3 knots. At 0800 hove her to and had breakfast, and at 1100 the wind was westerly, so got underway; it had now moderated. An overcast sky

and no sunshine. In the afternoon the wind died away, so set genoa and large mainsail, but half an hour later it freshened rapidly from SSW, so set No. 2 jib and mainsail. By 2200 we were under the lee of Danger Point in smooth water. A squally night but clear and a good moon.

Saturday 18th June (Chart No. 1029)

Picked up Point Lookout light at 0430 and rounded it by breakfast time. I had had no intention of entering Moreton Bay by the south channel, although it saves 25 miles as I had heard such bad accounts of it, but meeting a local fisherman outside, I asked him about it and he replied 'There's 14 ft on the bar, go right in, you coan't miss it'. On this advice, I thought, well, why not, so made up for the entrance, and when about a mile off the outer bar, downed sail and got the engine going. After proceeding half a mile a heavy and alarming ground swell arose on the tops of which we shot forward like a man on a surfboard; then ahead appeared an unbroken wall of breakers, and I said 'This is no place for us' and put the helm up to turn round, and at that moment we got into shallow water and the engine stopped. The wind was dead ahead, WSW force 25 and flood tide making. We were now broadside to the wind to port and the incoming tide and swell to starboard and she bumped bottom several times, a distinctly unpleasant situation. Only one thing could save her being driven in harder ashore, and that was to set the jib, which Bob did, in record time, and to my intense relief she came off. Her head paid off, and we headed out for the open sea. At the first touch of the button the engine started off, and so far as I could see there was nothing save sheer cussedness which caused the damn thing to stop when it was most wanted.

So much for local advice. We were distinctly lucky to get off so lightly, as a few weeks later a ketch named *Destiny*, bound to New Guinea, which also took the fisherman's advice, got badly ashore several times but got badly battered, was ashore for a week, and did £400 worth of damage. Later in Brisbane I was told it was criminal to give such advice, and that only craft drawing four feet maximum and having perfect local knowledge should attempt it.

That unpleasant experience behind us, we had a grand SW breeze up to Cape Moreton, which was rounded at 1430 hrs. Sail was then taken in and we steamed across the shoals taking the eastern channel along the north shore of Moreton Island and across the bay to the pile light at the entrance of the dredged channel into the river, which we reached at 2000 hrs. Here we anchored, had dinner and turned in to dream of being pounded to pieces by colossal breakers on the sand banks surrounding us. *To be continued.*

E.P.I.R.B.s

The EPIRB (Emergency Position Indicating Radio Beacon) has made a significant contribution to the success of search and rescue missions and is now a virtually compulsory piece of equipment for anyone venturing offshore. This article reviews the basics of the EPIRB and its effective use.

EPIRBs are valuable in assisting search aircraft to locate vessels in distress at sea. However, they should be regarded as supplementary to, not a substitute for, other safety equipment measures. The following comments put the capabilities and limitations of EPIRBs into perspective.

What does an EPIRB do and not do

As the name suggests, the EPIRB is a small, lightweight radio transmitter which, when activated, transmits a distinctive swept tone signal (sounding rather like an ambulance siren) on the two international aeronautical VHF distress frequencies (121.5 MHz and 243.0 MHz); some larger models also broadcast on 2182 kHz. They provide a signal which appropriately equipped aircraft can 'home in' on. All RAAF, RAN, international and some domestic airlines have aircraft with radio equipment to monitor both the route, or area, frequency and also one of the aeronautical distress frequencies.

Aircraft crew, when within line of sight radio range of an activated EPIRB, should hear the distinctive swept tone and realise that someone is probably in distress.

Some general aviation aircraft are also equipped to listen out and do so – for example, coastal surveillance flights – although most private aircraft would not be equipped to do this.

There are three prerequisites to successfully locating a transmitting EPIRB:

- The EPIRB must be operating efficiently, that is, on a level, radio-reflective surface (such as metal or seawater), with the aerial upright;
- an aircraft must be in line of sight and in range – approximately 150 nautical miles for an aircraft at 20 000 feet, or 35 nautical miles for one at 1000 feet;
- the aircraft's crew must be listening to one of the international distress frequencies.

Thus, the EPIRB is not a true alerting system but a position indicating device. It achieves its greatest potential only when used as a supplement to a reliable radio. For these reasons it should not be regarded as an alternate to a good single sideband high-frequency marine radio.

Safety Education Article a Federal Sea Safety and Surveillance Centre

When to stitch the EPIRB on

If you are unfortunate enough to have to take to a liferaft, or your boat is disabled at sea and you have no radio, then the question is 'When do you activate the EPIRB?'

Are you in imminent danger?

Are listening aircraft likely to fly near enough to your position regularly?

When would your friends become concerned and alert SAR authorities?

Did you put in a small ship movement report form giving details of your boat and equipment carried (including EPIRB)?

The important thing to remember is that, providing you are not in imminent danger, you have the option of activating the beacon straight away (given that there is a good chance of your EPIRB being heard by a passing aircraft) or delaying EPIRB activation until you are fairly certain that search aircraft are out looking and listening for you. One school of thought recommends the carriage of a 'tranny' in your emergency grab bag for listening to local broadcast stations. This would certainly let you know when a search was on. Once activated, leave your EPIRB on.

Remember, EPIRB battery life is usually only guaranteed for a maximum of 48 hours of continuous operation, so appropriate usage could mean the difference between being found or not. In practice EPIRBs have been heard for periods of five days or more.

Obtaining maximum range

EPIRB transmissions are very low powered. To achieve the maximum detection range, it is important that the transmitting EPIRB be positioned to produce the best radiation pattern. As the water provides a very good reflective surface, maximum efficiency is obtained when the EPIRB is floating in the water around your boat or raft, with the aerial upright. Activating an EPIRB in any other position may severely reduce or distort the radiation pattern, resulting in a marked reduction in detection range – in some cases up to 50%.

Search for EPIRBs

If an EPIRB has been heard and reported by an aircraft, SAR authorities, first of all, record flight levels, courses and speeds and plot 'first heard' and 'last heard' positions. This enables a ball park assessment to be made. A high-flying Qantas 747 is likely to hear an EPIRB within a radius of about 180 nautical miles, whereas a commuter aircraft flying to, say, Lord Howe Island, would hear it within a radius of about 100 nautical miles.

Once a general search area has been established, the services of defence force aircraft of specialist civilian aircraft, such as those of coastal surveillance operators or those selected by the Dept. of Aviation for SAR work, would be sought. These aircraft are equipped with, and their crews trained for, the task of localisation. This is where survivors can help; if you see an aircraft apparently searching for your EPIRB, then, at an appropriate time, use visual signals to attract the aircraft's attention (with a heliograph or flares).

Future developments

Recent media reports have made mention of the COSPAS/SARSAT satellite system for detecting and locating EPIRBs. This system is in operation overseas and has achieved appreciable success, particularly in those countries where the carrying of EPIRBs is more universally accepted that it is in Australia. COSPAS/SARSAT is one of a number of systems being considered by the International Civil Aviation Organisation (ICAO) and by International Maritime Organisation (IMO) as part of its Future Global Maritime Distress and Safety System (FGMDSS). The Department of Transport is currently conducting a study on the FGMDSS and part of this study is an evaluation of the cost effectiveness of COSPAS/SARSAT system. However, it is too early yet to make predictions about the ways in which Australia will participate.

Some final thoughts

EPIRBs, along with other equipment, are a valuable aid in saving life at sea. So, if you are planning to go offshore, arrange for a friend to monitor your progress and send in a small ship movement report form. Take along your EPIRB and remember to stow it in an accessible place – not in the forepeak locker!

One note of caution. When an EPIRB signal is detected it is automatically treated as a full distress incident by the SAR authorities. This means bringing every applicable SAR resource into action to locate and rescue those in distress. As you can imagine, an inadvertent activation of the beacon can be a costly waste of time and resources both of which could be vital to another genuine distress. Don't leave your EPIRB lying around the cabin or cockpit where it can be accidentally activated.

The following are models currently approved by the Dept. of Communications: ▶

Brand
Clifford and Snel Model CS2
Don Beacon Model B900-1A
Don Beacon Model B980
Don Beacon Model B990 AV

Agent
For information on the above EPIRBs contact:
The Marketing Manager
Marine Supplies,
AWA (Australasia) P/L
67 Lords Road, Leichhardt 2040
☎ (02) 560-8644

Brand
Sea Air and Land Communications
Model Beepa MRB Mk2
Agent
Maralec Enterprises
19 Columbus Drive
Huntington Harbour, Qld 4216
☎ (075) 572619

Brand
GME Electrophone MT244 and MT248*
Agent
Greenwich Marine Electronics P/L
6 Frank Street
Gladesville, 2111
☎ (02) 816-2933 and -4755
*See notice on page 3 this issue Offshore.

BEAM ENDS

by Robin Copeland



Thrice round the horn and a dinner at King's Cross

Masato does not quite fit the camera-carrying Japanese tourist image, but it was a photography fixation which led him to the unique situation of rounding Cape Horn three times in the space forty-eight hours.

Approaching the southern tip of South America in his S&S 34-lookalike *Tarachine*, the weather closed in, and when he finally worked out his position he discovered he had already sailed past. Rather than celebrating this particular Rubicon and sailing north to warmth, he was so disappointed at not having sighted the rugged rocks that he reefed down and headed straight back into the prevailing westerlies and mountainous seas. Only when he was well past did he turn back again, and he went below to get out the Nikon so that he could capture the moment on film. And all this sailing single-handed. Not me, Masato-san, not me.

For several months now Masa, as he is affectionately known, has been plying his trade with Dita across the car park, earning funds for the onward voyage to Tokyo. So much does Masa enjoy the CYCA that he recently joined the Club. In fact, had he had his own way he would liked to have stayed in Australia, but bureaucracy being what it is, in order that he can fulfill immigration requirements he has to return to Japan to fill out the necessary forms there so

that he can come here – if that all makes sense to you.

The other evening after having enjoyed a sort of pre-farewell dinner with him and several friends at a restaurant in King's Cross – yes, there was lots of sake – we were returning along the main drag and spied in the window of one of 'those' shops an advertisement for 'marital aids'. The proprietor, obviously concerned with the impropriety connotation, had crossed out the offending noun and underneath had written 'toys'. It's all a long way from the horn.

Le Charme du yachting d'élite

Not long after the now-legendary auction from the balcony of the CYCA, Maurie Drent came forth with another first – an exclusive introduction to the latest range of Benéteaus to arrive in Australia from France. Parked in the marina outside the Club were five new models to be introduced at this year's Sydney Boat Show, including his classy First 435 designed by German Frers after the famous *Shockwave* which has recently joined the Sunday racing fleet.

Annette Roux, President of the multi-million franc business and granddaughter of the founder, was last year awarded the 'Veuve Cliquot Prize for Business Woman of The Year', which is some way explained the permanently full glass of that champagne with which Susie Kydd kept us plied.

It makes the mind boggle to realise that approximately every half hour of every working day of the year a Bené-

teau is completed for local or export consumption. A remarkable turnover in any environment. That's a lot of boats you've got to sell, Maurie.

Maru

With the expectation of a Japanese team for this year's Southern Cross Cup I thought I would try and find out the origin of the word 'Maru', which is nearly always carried as part of the name of Japanese merchant ships. Contrary to popular belief it is not related to the Latin word 'mare' (the sea).

In fact, there is great significance in this word, but it is one whose origin is so ancient that its meaning has expanded through the centuries to encompass a range of ideas. Maru means anything round (or circular). In many civilizations a circle expresses simple beauty and completeness. The way the Japanese pronounce the word is apparently pleasant to their ear, and so it is used as a suffix to express affection and endearment. It was added to the names of boys in olden times to signify parents' hopes that their sons would grow up to be 'fully rounded' men, capable of seeking a bright future.

Incidentally, Japanese vessels are always considered to be male, the appropriateness of which could lead to many a heated argument in the Coaster's Retreat.

The Japanese national flag shows the round sun (Hino-Maru). Maru also indicated a round fortress within a castle – Hon-Maru was the inner citadel, Ni-No-Maru the second citadel. In the days of the great warlords, Maru was used in



(Left to right) Bob Ross, Maurie Drent and Marc Rambreau at the CYCA for the Benéteau preview.



Masa and his two-year-old son, Hiroshi; they will be sailing back to Japan together.

naming favourite pets and swords – the mighty Tokugawa Shugun's dog was called Kisaki Maru and warriors' swords were title Hiza Maru.

But how did Maru come to be used as part of the name of ships? It was certainly used during the Kamakura period (1185–1219) and has been ever since.

Among some of the theories advanced are that it was derived from an ancient Chinese custom. According to legend, the gods sent Hakudo Maru to earth to teach men how to build ships, about 3000 B.C. The ancient dugout canoes of Japan were known as round-wood boats, used for carrying goods and passengers – hence the reminder in modern commercial shipping.

During Japan's feudal age, merchants were not permitted to have family names, so they used the names of their shops, adding the suffix 'Ya' or 'Maru'. Since many merchants had their own ships, they gave the same name to them as well. Many old established shops still use 'Ya' or 'Maru' in their titles.

As prophecy, ships were thought of as being self-contained (again the analogy with a circle) and possessed of the quality of roundness (completeness), so Maru was added to the name to attract the kindly notice of the gods.

The Nihon Maru. One supreme warlord named his huge ship Nihon Maru; with such endorsement, the practice came into full vogue for lesser mortals.

The theories go on but, the fact is, nearly all Japanese commercial vessels built since the Mekji era (1868–1912), the age of modern civilisation, bear the Maru suffix. Although there are no laws requiring it, the Japanese Government does encourage its use.

And my Editor always told me Maru was the consequence of an unhealthy alliance between a platypus and a duck in aboriginal folklore... or was that Moroo. I'll find out more.

N.B. Thanks to the MSB for access to their library.

Don't read this unless you're a real lover...

of ships and the sea and of books on every aspect of boating. Nautical history, boat design, building, tuning, racing, cruising, power and sail, ropework, canoeing, maintenance, fishing, cooking afloat, navigation etc.

We have over 1500 titles covering virtually everything in print on just one fascinating subject – BOATING.

In fact, we are now the world's largest Boat Book Shop with Sydney's only Commercial A class CHART AGENCY and a range of Navigation Instruments. Come in and browse or send for FREE 16 page catalogue.



BOAT BOOKS

SYDNEY: 31 Albany Street, Crows Nest 2065
Phone (02) 439 1133
MELBOURNE: 25/27 Alma Road, St. Kilda 3182
Phone (03) 534 0446
BRISBANE: 109 Albert Street, Brisbane 4000
Phone (07) 229 6427
PERTH: 131 Stirling Highway, Nedlands, 6069
Phone (09) 386 7423

Rolf Mische



Robin Copeland



Peter Shipway (left) and Peter Kurts

Seen at the Admiral's Cup fund raising dinner, CYCA...



Come rain or come shine...



Iain Murray



The evening's over.



The 1984 Sydney to Hobart Yacht race will go down as the toughest on record. For those that survived it was the ultimate test of man, boat and equipment. In a race where there is no second best BARLOW winches proved once again there is no substitute for quality, performance and reliability. Yachts equipped with our winches scooped the pool almost without exception.

Barlow congratulates those who chose our winches and won in the Hobart race.

1st overall: *Indian Pacific* - Barlow
 2nd overall: *Lawless* - Barlow
 3rd overall: *Perie Banou* - Barlow

DIVISION

Maxi: 2nd *Bewinched* - Barlow/
 Barient
 3rd *Vengeance* - Barient/
 Lewmar

'A': 1st *Patrice III* - Barlow
 2nd *Myuna* - Barlow
 3rd *Apollo III* - Barlow

'B': 1st *Indian Gibber* - Barlow
 3rd *Mirrabooka* - Barlow

**When The
 Going Gets
 Tough!
 The Tough Get
 Going!**

'C': 2nd *Predator* - Barlow
 3rd *Roller Coaster* - Barlow
 'D': 1st *Lawless* - Barlow
 2nd *Perie Banou* - Barlow
 3rd *Jisuma* - Barlow

Whether it's the America's Cup, Admiral's Cup or just a Sunday Sailor our winches have been tried and tested never found wanting.

Yachtsmen may think they can use other winches but invariably they come back to the best - BARLOW.



BARLOW MARINE LIMITED, 52 Wentworth Street, Granville, NSW 2142.
Telephone: (02) 637-9333 - Telex: AA 24301