

The Magazine of the Cruising Yacht Club of Australia

# OFFSHORE

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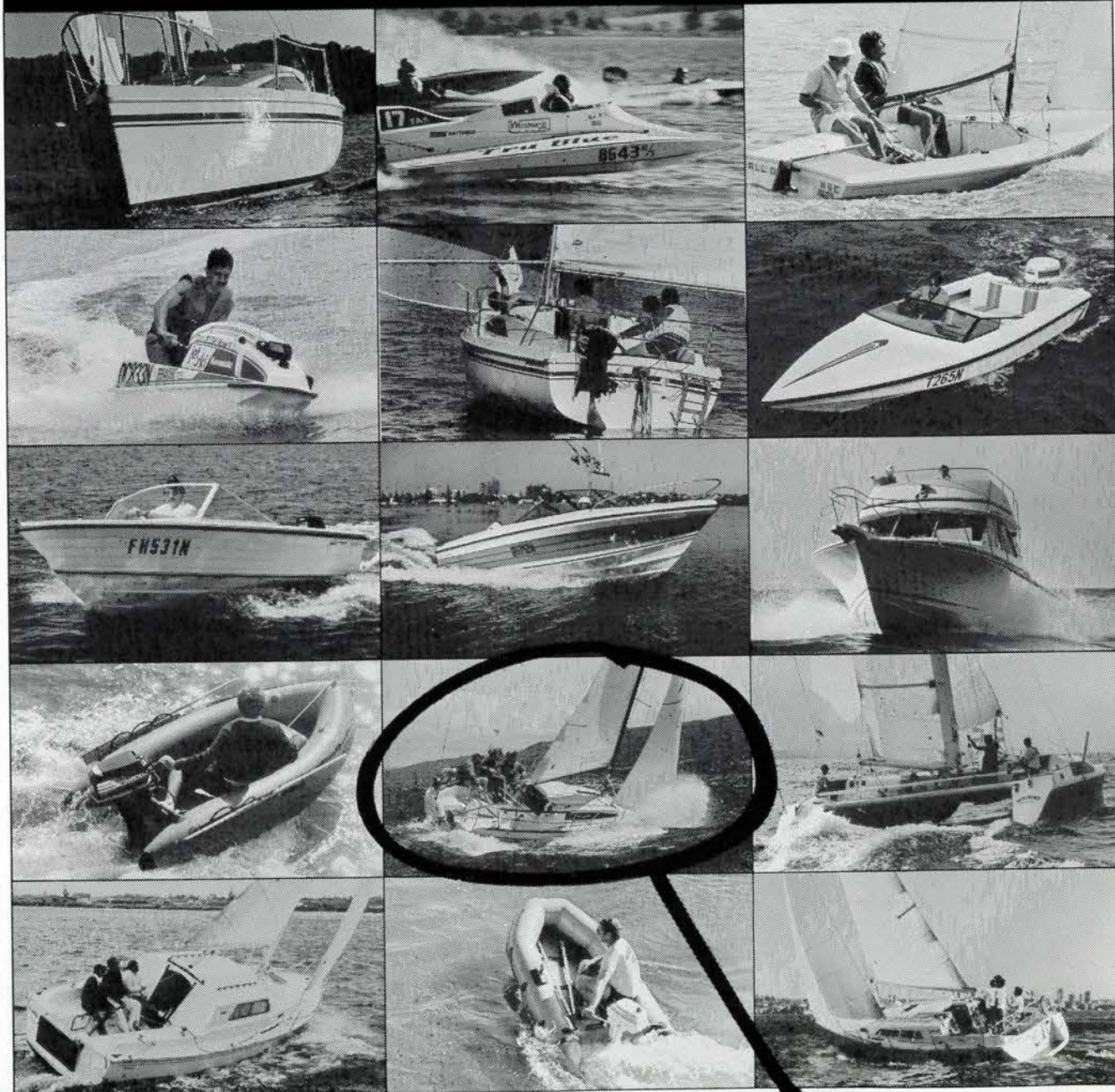
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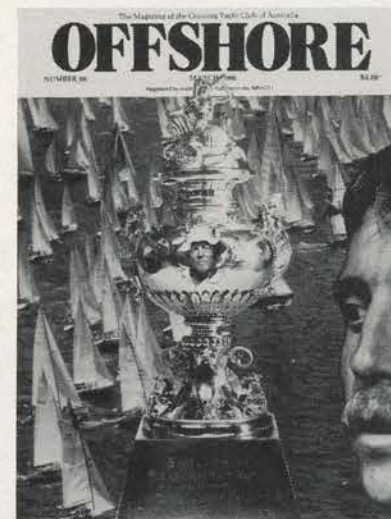
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Cover: This year's AWA Sydney-Hobart Race was one of the most unusual in the 41 year history of the Race. A record number of yachts participated in the event which ultimately (some said) had no winner. There was no first place yacht; the second place yacht had the 'best corrected time' (if not the lowest corrected time) and was presented the Tattersall's Cup.

PHOTOGRAPHS BY DAVID COLFELT AND NEWS LIMITED

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# Offshore Signals

## Letters

### From the victorious Britains

Dear Editor,

Britain and the RORC are delighted and proud to have won the AWA Southern Cross Cup. We plan to keep the cup in London for a long time.

My main purpose in writing however is to tell the readers of your magazine how enormously in debt we are to so many friends, officials and helpers in Australia. As many will know, our shipping schedule to Australia suffered severe delays and the resulting un-planned unloading at Melbourne with road haulage to Sydney posed daunting problems which could not have been overcome without the great goodwill and hard work put in by so many people.

Thank you Cruising Yacht Club, thank you AWA, thank you everyone who gave us your wonderful support.

Sincerely,

E. Alan Green, Secretary

### Who designed Samuel Pepys?

Canberra, ACT

The Editor,

While enjoying your 1985 Sydney-Hobart Race Program, I came across an error in the article 'The Navy and the Hobart Race'. Tony Cable has said that *Samuel Pepys* was designed by Illingworth and Primrose. I am sure Tony Cable is a busy man with little time for trifles; however, in the interest of accuracy and future references to the RNSA 24s (I am sure the CYC would like to be accurate, witness the recent Trivia contests!) they were designed by Jack Laurent Giles from an Illingworth concept. As far as I know, Illingworth and Primrose as a firm did not exist at the time they were designed. The original boat, built by Moodys and called *Pochahontas*, sailed for part of the 1948 season.

To quote Illingworth, at the time Commodore of both the RORC and RNSA: '... a batch of RNSA twenty-fours, to designs of Laurent Giles, were built by Camper and Nicholson, all of them destined to do big things within a short space of time.'

'This restricted class marked a new departure in offshore racing. When I conceived the notion in the winter of 1946, they were to be, as it were, a class within a class, offshore to race with the RORC Class III, while inshore they were to race level in their own class. In this

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class I intended dual personalities: they were to be of the smallest type and size in which crews of four or five can be accommodated on board and race around the coast to the various regattas, and at the same time they were to be top-notch ocean racers in the small class. There is freedom of internal arrangements, of deck plan, and of sail plan within the area limit.'

Thank you for all your good work. People like me rely on you folk to keep us informed as we are unable to get down to keep in touch.

Yours faithfully,  
Hamish Lindsay

### Masato Sako, circumnavigator

Dear sir,

Masato Sako (37), who is extremely grateful for all the assistance the CYC gave him during his stay in Sydney, feels honoured by being accepted as a CYC Member. He returned to Kagoshima, Japan on the 11th of January 1986 after completing his voyage around the world in a yacht he made for himself, *Tarachine*. He is the fifth Japanese to have achieved this feat. He left an amazing seven years and eight months ago, which must be the record for the longest time taken to travel around the world in a yacht.

He took to the seas because, like many men, he couldn't adapt to being a 'salary man', especially in Japan. After graduating from technical high school in mechanical engineering, he began work at a machine maker's in Osaka, but finding work against his nature, quit after three years.

In order to realise his dream of travelling around the world, he returned to his home town of Kagoshima, completely taught himself the art of navigation and ship building. Then in a yacht he built himself he sailed to the port of Sakai in Asaka. There he did part-time ship repairing work to save money, and after three years was able to complete the building of his own 9-metre yacht, *Tarachine*. The original plan for two to sail did not eventuate, and so began his solo journey around the world. First he crossed the Pacific Ocean, arriving in Vancouver, Canada, then continued to run along the coast of the American continent to South America. And, like many other sailors before him, he faced great hardships going around Cape Horn. In a sea filled with treacherous reefs, he was hit by a wild typhoon; huge waves rained on the yacht and he totally lost his position. He was forced to cover the whole deck with a canvas and for 22 days ate only six times. It was frightening and miserable experience.

From this he suffered wear and tear and proceeded to take it easy in Argentina for a while. The easy life on land caused him to get side-tracked a little, but he eventually arrived in Capetown. Just before his departure for Australia, an Argentinian woman he had met there arrived to pursue him. They were married in Durban where after a time she gave birth to a son. As before, he worked repairing boats and for two years they

lived in Durban.

Then he sailed alone to Australia, mother and child went ahead by plane. Finding communication difficult and a huge cultural gap between them, they soon broke up.

He stayed in Sydney until it was possible to finish the last leg of his world voyage. Hiroshi (3 yrs) soon found his sea legs and enjoyed running about the yacht naked, eating like a man, and both returned to Kagoshima healthy and robust. Masato Sako really took his time to travel the full circuit and at present he is a very satisfied and content man. It's quite likely that if it had been a race trip, it would not have become such a personal and slowly accumulated life experience.

Yours sincerely,  
Tarachine Yacht Office



Masato Sako, better known simply a 'Masa'.



## New sailing secretary

Major Brian Hayden, who has just retired from the Army, has taken up the position of CYCA Sailing Secretary. Brian for the past twenty-one years has served with the Army spending most of his time with the Special Forces and having seen service in Viet Nam.



Brian is no stranger to the water. He has been crewing around the CYCA for the past 25 years and has been a Member since 1977. Brian is a member of the RORC, a veteran round-the-world racer (1975 Financial Times Race); he was advisor on safety to the Sydney-Rio Race Committee. He won the 1976 Lord Howe Island Race in *Quadrille*, has done 11 Hobarts and 5 Lord Howes. Brian has an AYF Yachtmaster Ocean ticket and is a certified AYF Offshore Instructor. He owns the 36 ft Swanson, *Jäger*, has a wife, Jenny, and two children, Derek (15) and Nina (11). The Haydens live at Wahroonga.

## Product notes

### Barlow Gibb Super-light snap shackles

With the increasing use of lightweight tapered spinnaker sheets on European one tonners, Barlow Gibb has introduced a titanium version of their already popular snap shackle, the Gibb G720T and G721T supersnap. The weight savings allow for greater feedback and control in spinnaker trimming as well as less weight aloft on halyards. Whereas a masthead sloop of 44 ft might use an older-style halyard snapshackle of about 325 g, the Gibb supersnap will do the same job, and it weighs only 80 g.

Gibb G720T supersnaps were used aboard the first three placegetters in the 1986 World One Ton Cup series as well as aboard *Panda*, winner of the 1985 Fastnet Race and team member of the victorious British Southern Cross Cup team. Two sizes are available.



### Peter Green's return to Mosman

Peter Green Shipchangers Australia has just announced the opening of a fully stocked chandlery at 526 Military Road, Mosman, on the 21st of April.

At the helm will be Peter Green, giving customers the benefit of over 100,000 nautical miles of ocean racing experience.

For the convenience of customers, the electronic service centre currently at Neutral Bay will also be located at the same address.

The management of Peter Green Shipchangers believes that the stock and range of quality equipment, the availability of easy parking at the rear of the building and the geographic location of the store will insure its success.

## DRAKE'S PRAYER FOR SALE

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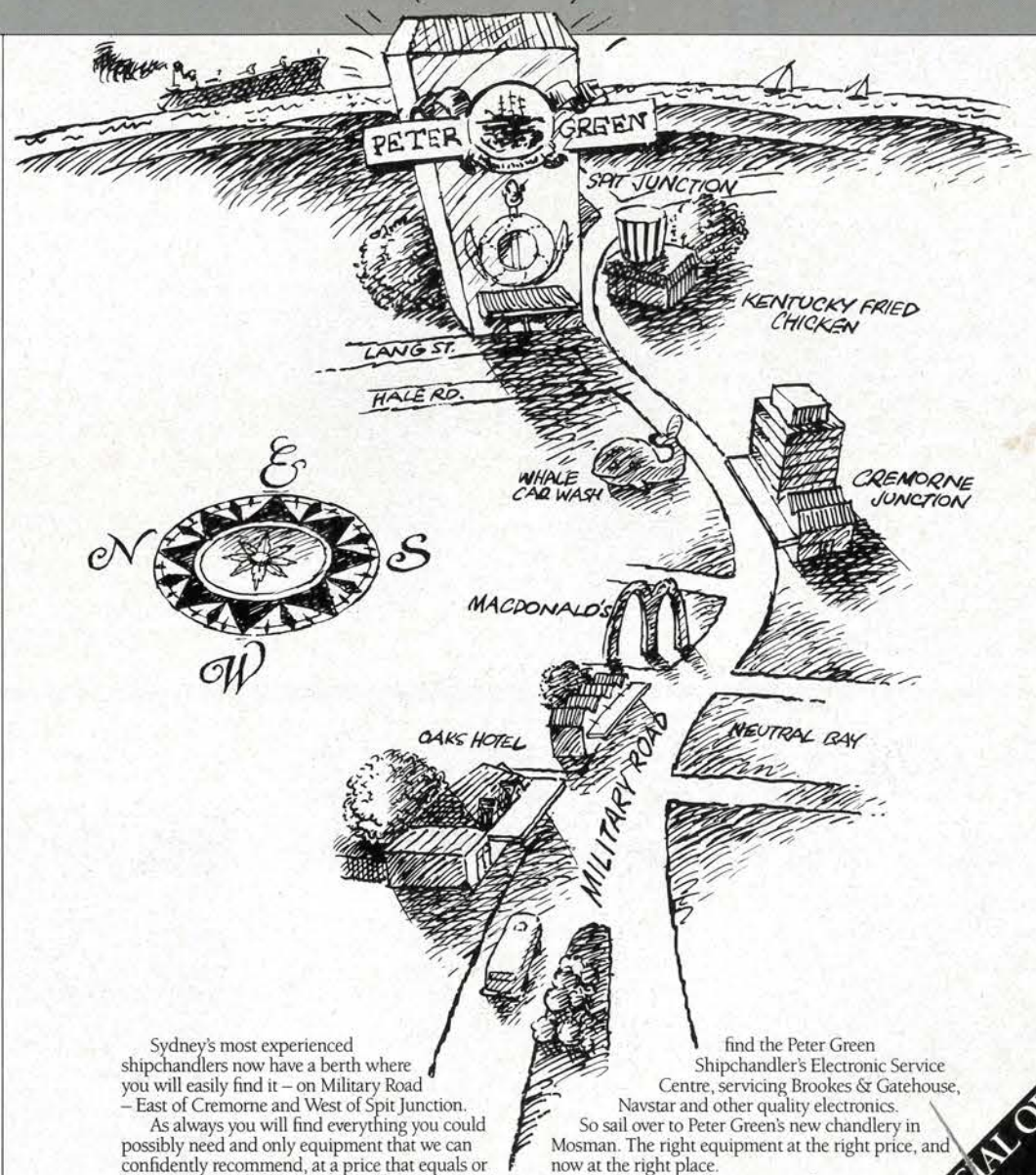
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find the Peter Green Shipchandler's Electronic Service Centre, servicing Brookes & Gatehouse, Navstar and other quality electronics. So sail over to Peter Green's new chandlery in Mosman. The right equipment at the right price, and now at the right place. 526 Military Road, Mosman. Phone: 969 2611, and still at their old address: Polo Avenue, Mona Vale. Phone: 997 5411.



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## BIGGLES' COLUMN

by John Brooks

If history is any guide, and it usually is, racing yachtsmen have a remarkably cavalier attitude to their own safety offshore. Not only that but history tends to repeat itself, for example the controversy over lightweight hulls and self-righting values in 1977-78 seems to be with us again. If this opening paragraph is a little vague, bear in mind that I am writing this two days before my wedding, so I am probably not up to thinking in rational terms.

Nevertheless, I felt that Tony Cable's article in the last issue of *Offshore* would generate at least a few replies on the issue of offshore safety, especially where it devolves upon self-righting capability. No, not a sausage. It seems to have escaped a lot of people that not only is it important that a yacht should self-right, it should do it fairly quickly too, otherwise a heavy sea will make life very complicated while the boat is lying on its side, or worse.

Perhaps those of you who can raise the energy to write a reply are still thinking about it, not unlike the ORC

which likes to think about questions like these for years at a time. Also, not unlike exotic materials manufacturers and yacht designers who, it seems, are still thinking about the stress capabilities of bonded materials in yacht hulls.

They have a lot of thinking to do because some of their earlier calculations must have been widely inaccurate. *Drum* delaminating in the Portsmouth to Cape Town leg of the Whitbread. It wasn't delaminating actually; the latest word is that the inner core broke up and the structure lost its strength. Imagine discovering that in a force 9 gale south-west of Cape Town. *Cote d'Or* also suffered core failure due to impact damage. 'The whole panel was flexing in and out by 10 cm.' More of the same in the Cape Town to Auckland leg.

In the AWA Sydney-Hobart, an important retirement was UK team member *Panda* which suffered hull damage. This was then one of the most high-tech of high tech boats, yet it was breaking up in what was only a moderate sea for the Tasman. *Highland Fling*, also high-tech, also a UK team member, inner hull delaminating, flexing over an area of a square metre, crew members bracing themselves against the hull while others cut up any timber they could get their hands on to use as strengthening support.

One magazine wrote that the crew were the heroes of Hobart for that. They might well have been heroes but where does that leave the designer, and, more importantly, the boffin who researched and detailed the engineering strengths of that material? Something less than heroes I would imagine. Personally, if I was the owner of such a boat I would seek out the designer and king hit him for putting my crew and myself at such risk. Yet, there are no cries of outrage about those boats, or any of the others reporting similar stories. The Ocean Racing Council in its technical deliberations appear blithely unconcerned.

The ORC has as a fundamental policy that it will not allow any sudden large change in the IOR which will act so as to make the existing ocean racing fleet obsolete overnight. This is an advisable and recognisable responsibility. However, when that policy is used as an excuse to do nothing to remedy a dangerous situation then the ORC is failing in a large responsibility, that is, to ensure that any trend is always towards safer yachts, not away.

The Whitbread, the Hobart and other tough races are sending messages loud and clear that the exotics are not up to the pace, but no one is

taking note. Do we have to wait for one to go down with loss of life before the IYRU takes action? Maybe Tony Cable is on to something.

□□□

A few years of off-wind starts in the AWA Sydney-Hobart left everyone unprepared for a windward start with 179 boats. The last time there was a windward start was 1978 when there was 108 boats. The 1985 race forced a rethink and, naturally, the CYC race committee favoured a start by divisions, two for preference. The Maritime Services Board of NSW, which controls such things, recoiled in horror, at the thought of controlling the spectator fleet in the five minutes between divisions, so it was back to the drawing board for the CYC.

The latest plan calls for two starting lines, approximately 200 yards apart, in the same area as before, all started by the same starting gun. To solve the little problem of the extra distance sailed by the rear division, a mathematical correction factor is being worked on the the geniuses who work on such things.

□□□

Many Club members will remember Masato Sako, better known simply as 'Masa', who stopped for a few months at the CYC last year during his circumnavigation in *Tarachine*. Masa and his little boy Horoshi made a lot of friends at the Club with their cheerful and friendly demeanour. Masa became a Club member and left for Japan vowing to return. Reports from Japan indicate that Masa received a hero's welcome when he arrived in Kagoshima. Some big sponsors have adopted Masa and he is being promoted as a sort of Japanese Eric Tabarly. We may see him sooner than even he imagined because he is being sponsored as an entrant in the Melbourne-Osaka race. Masa sent a bottle of Japanese whisky to his friends at the Club which has been placed in the bar and is to be kept until Masa himself returns to open it. □



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# HEAVY WEATHER FOR THE RULE?

*A gale-ridden Fastnet Race raises the Question: If modern ocean racers are unsuitable for ocean racing, what are they good for? Not cruising, that's for sure.*

by Guy Gurney

*In the December 1985 issue of Offshore two articles by CYCA Members Tony Cable and Mick York, both experienced ocean racers, expressed concern about the modern IOR racing machine and questioned its safety. They asked 'where is the IOR taking us?'. Well, either because Offshore appeared in the middle of the holiday season, or because there is general agreement with the sentiments expressed, or because the articles were dismissed as the ravings of the 'lunatic fringe', we have not had a single piece of correspondence commenting on the issues raised.*

*While walking down the marina in late January and chatting with a well-known and much respected shipright, your Editor heard expressed the view that one of the hottest yachts in the recent Southern Cross Cup competition and a casualty in this year's Hobart Race was, from the standpoint of construction, a veritable 'piece of rubbish'.*

*Unknown to us in December, the November issue of the US Yachting magazine carried an article by Guy Gurney which expressed similar concerns to those of Messrs Cable and York. The Editor of Yachting has kindly given us permission to reprint that article in this issue of Offshore.*

The latest type of yacht designed to win races under the International Offshore Rule is a wonderful machine. She is fast, responsive and interesting to sail, demanding constant attention and a high level of expertise to get the most out of her sophisticated rig. For day-racing, or for short offshore races in benign weather, she provides a lot of fun for many people. When the going gets tough, it's another story.

Strong winds are an inevitable, if

only occasional, part of ocean racing, and boats and crews that venture offshore should be capable of taking anything that nature feels like throwing at them. If major offshore races were postponed because of heavy winds, what incentive would remain for designers and builders to produce strong yachts?

This year two-thirds of the fleet withdrew from both the Fastnet Race and the Sydney-Hobart Race. In each case, a high percentage of those who dropped out had experienced no problems, but thought it prudent not to continue. On the other hand, many of the others experienced gear failures of the type that have been occurring with depressing regularity over the past few years in IOR racing.

The two races were similar in nature, involving beating to windward for long periods in strong winds and lumpy seas. In the Fastnet, 70 out of 222 starters finished; in the Hobart Race, 46 out of 152. After both races the organizing club circulated a questionnaire to all participating yacht owners, and the Cruising Yacht Club of Australia issued a report on the Hobart Race a few months ago.

The CYCA questionnaire revealed that of 106 that withdrew, 25 percent did so because of rig failure, of which half were dismastings. Prudence (skippers considering it unsafe to continue) accounted for 17 percent of retirements, hull damage 15 percent, seasickness 13 percent, sail damage 12 percent, electrical failure (communications and/or navigation equipment) 8 percent, steering failure 4 percent, crew injury 3 percent, crew fatigue 2 percent, and other reasons 2 percent.

Statistics on the Fastnet Race will be available in due course, but we already know about the Admiral's Cup section of the fleet. Of 52 starters, 24 withdrew; seven dismasted, five with

broken rudders or steering systems, four because of blown out sails, four because they thought it prudent to withdraw, three with broken or damaged booms, and one with a broken main halyard. This followed an almost equally windy Channel Race, from which 12 of 54 Admiral's Cup yachts had withdrawn, with three dismasted.

Unlike the Australian experience, only two Admiral's Cup yachts appeared to suffer hull damage during the series. One, the very lightly built French *Espace du Desir*, didn't start the Fastnet (for personal reasons) but sustained serious damage while trying to return to France the day the front arrived. The Canadian *Impetus* had nasty-looking yet apparently superficial cracks in the flat hull area forward of her keel after the Channel Race; she was repaired but eventually dropped out of the Fastnet after blowing out sails.

Happily, this Fastnet Race wasn't nearly as bad as in the 1979, when the wind blew a steady 60 knots for several hours, and wild sea conditions resulted from the collision of two heavy wave patterns in the Irish Sea after a change in wind direction. This time the wind blew briskly throughout the race, but was at its strongest for only a few hours on the second day when a front came through. It was probably the memory of the 1979 race that persuaded large numbers to throw in the towel at this point, with the wind blowing at 40 knots and the prospect of a double crossing of the Irish Sea to come. Particularly for those who were not representing their country in the Admiral's Cup, the harbors of England's Devonshire coast must have seemed an attractive alternative. As it happened the wind dropped again, and though squally, wet and uncomfortable, the race never became the struggle for survival that it was six years ago, when 15 men died.

Reprinted from *Yachting Magazine*



Panda

Yet it was a miserable experience for crews. As Geoff Stagg from Bruce Farr's design office said later, 'The wind and waves weren't too bad. It was the rain that got you down — you were wet and cold for the entire race.' Worst of all was having to sit on the weather rail for most of the 605 miles, a necessity dictated by the characteristics of the new boats, particularly the smaller ones.

The Fastnet-winning one-tonner *Panda* used a typical watch system. Seven of ten crew members were on the rail throughout the race. Of three helmsmen aboard, two remained on deck while the third slept below; six crew members operated on a three-hours-on, three-off system, but one of the three off-watch hours had to be spent on the weather rail. The navigator existed independent of the watch system, but spent most of his time on the side with the others. 'You wouldn't want to go below, anyway,' crew member Alistair Munro ('Rubber Ball' to his friends) said later, 'You needed to put a drysuit on to go below — it was like a floating bedpan down there, mate.'

One-tonners are permitted ten crew under the rating-related crew limitations imposed two years ago. A nice, wholesome yacht such as Bill Power's top-scoring American team member, the Nelson/Marek 43 *High Roller*, is only three feet longer than *Panda* but weighs half as much again, because she is permitted only one more crew and cannot depend upon crew weight to hold her upright to the same extent.

The one-tonners are like dinghies; Reprinted from *Yachting Magazine*

light in weight, with low freeboard, a narrow waterline but sharply flared topsides to get the crew as far outboard as possible, and with as much weight as possible removed from the rig and the ends of the hull to reduce pitching. The German boats had very expensive masts, milled down to reduce weight aloft; the British *Jade* had titanium pulpits and other fittings; the Australians again had flimsy aluminium pulpits (which were criticized in these pages two years ago for safety reasons).

Ten years ago offshore racers were an entirely different shape. Instead of flared topsides, they often had the opposite — tumblehome. It may have made docking awkward, but it ensured that if you slept in the weather bunk your weight was just as far outboard as if you were perched on the weather rail. The very experienced Australian navigator Phil Wardrop, who sailed aboard the Italian one-tonner *Brava* this year, said, 'It's not fun any more

— you're just human ballast most of the time.'

It is said that the 12-Meter sailors that skippered the three British yachts received substantial salaries for sailing in the Admiral's Cup. (That may or may not be true — it's certainly against the rules — but how can you stop it?) These and the ex-Olympic sailors who are now found on nearly every Admiral's Cup yacht have a simple philosophy: You are not out there to enjoy yourself, but solely to win. You cannot blame the Rule for the changing attitudes that have created this style of sailing, though it is ultimately only through the Rule that the worst excesses can be controlled.

Sail failure played a larger role than the figures might indicate. Some Admiral's Cup crews had been taking sails to a sailmaker after every race to have Kevlar panels replaced, and most had their mainsails reinforced with extra material before the Fastnet Race. Yet I doubt if any yacht escaped hav-



Cifraline

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ing at least one Kevlar sail blow out during the two offshore races. I spoke to a crew member from nearly every Cup yacht, and I didn't find one that hadn't ripped a Kevlar sail.

Many people were able to try out a storm trysail for the first time — not because the wind strength demanded a drastic reduction in sail area, but because they had run out of mainsails. And one reason for the many mast failures is that modern small-diameter spars need the support of the mainsail luff. As Mike Kelsey of Palmer Johnson said to me, 'If your mainsail splits, it's as bad as losing your backstay'.

Designer Rolf Vrolijk, who raced aboard *Container*, said that they blew out their Kevlar mainsail and changed to a spare Dacron one, which was stronger but 'noticeably slower'. That's the problem. Kevlar is fine for those races in benign weather that I mentioned earlier, but it's useless in rough weather. Either that or the sailmakers of this world are incompetent. Kevlar sails have been around — and blowing out — for 11 years now. But Kevlar sails are so much faster than Dacron ones that the unfortunate owner is forced to keep buying them. Some Germans still feel pretty sour about the reacceptance of Kevlar at the ORC annual meetings last November — the German delegate was the only one to speak against it at the time.

As reported last month, avoiding problems and protests played a large part in the German team's second victory in a row. As team manager Michael Iwand said afterwards, 'It was deeply embedded in our strategy to stay out of trouble'. Even so, apart from sails blowing out, their series was not without incident.

Aboard *Diva G*, all electronics except the Decca set had already packed up 30 minutes after the start. Now, at the height of the storm, the vang hydraulics failed, so the crew rigged a line from the boom down to a snatch block and aft to a primary winch, but then the winch pulled itself completely out of the deck, leaving a large, gaping hole. Crew member Joern Bock said afterwards, 'We covered the hole and later repaired the vang, but now we had to do all our trimming from the port side. And there was hydraulic fluid in our food'. They went on to finish ninth.

The Andrieu one-tonner *Cifraline*, sailing for Papua-New Guinea, had an even worse tale to tell. Early in the race the boom cracked, so padeyes were removed from the deck and screwed across the cracks. Then, the lower spreaders started to push through the mast wall soon after she turned northwest to close reach across the Irish Sea (the spar had been repaired after breaking during the One Ton Cup), and the mast started pumping. A man went up to rig rope runners back from the spreaders, but under heavy compression forces the mast went out of column. Skipper Andrew Hurst said later, 'We just had to try and keep the boat under the rig, which was hard work: it meant bearing away 30–40 degrees for each wave. The mast was snaking around so much that we took crew off the deck and put them below, to reduce the load on the mast.'

They decided to radio the Royal Navy frigate that was escorting the fleet and report their difficulties. 'We think we can make it around the course,' said Hurst, 'but if you think it

unseamanlike and want us to retire, we'll do so.' The Navy told them to carry on, but check in every hour on the radio, so with liferaft, flares and hacksaw at the ready *Cifraline* continued across the Irish Sea, which was quite rough at times, with the wind fluctuating between 25 and 40 knots in squalls.

Then the forestay snapped, but the mast was supported by the luff of the jib until they were able to take a spare halyard down to the bow as a forestay. Later, the bow started delaminating, but this seemed the least of their problems. With the mast continuing to buckle it became impossible to reef and unreef, so they lowered the main and hoisted the No. 3 jib to reach into Plymouth — ahead of two Cup boats.

Aboard Randy Short's Reichel/Pugh 43 *Sidewinder* from San Francisco, the decision was made to drop out before they had any problems. Says skipper Steve Taft, 'Skip Allen and I were experiencing a little *deja vu* — it seemed as if we'd been there before. It was deteriorating pretty badly, so we asked ourselves what we were doing by continuing, with another 200 miles to go dead upwind, with storm trysail and No. 5 jib up, in 40–45 knots and big waves. It was only going to get worse past Land's End. We were sitting in sixth place in the series, and we still wanted to make it home for the Big Boat Series.'

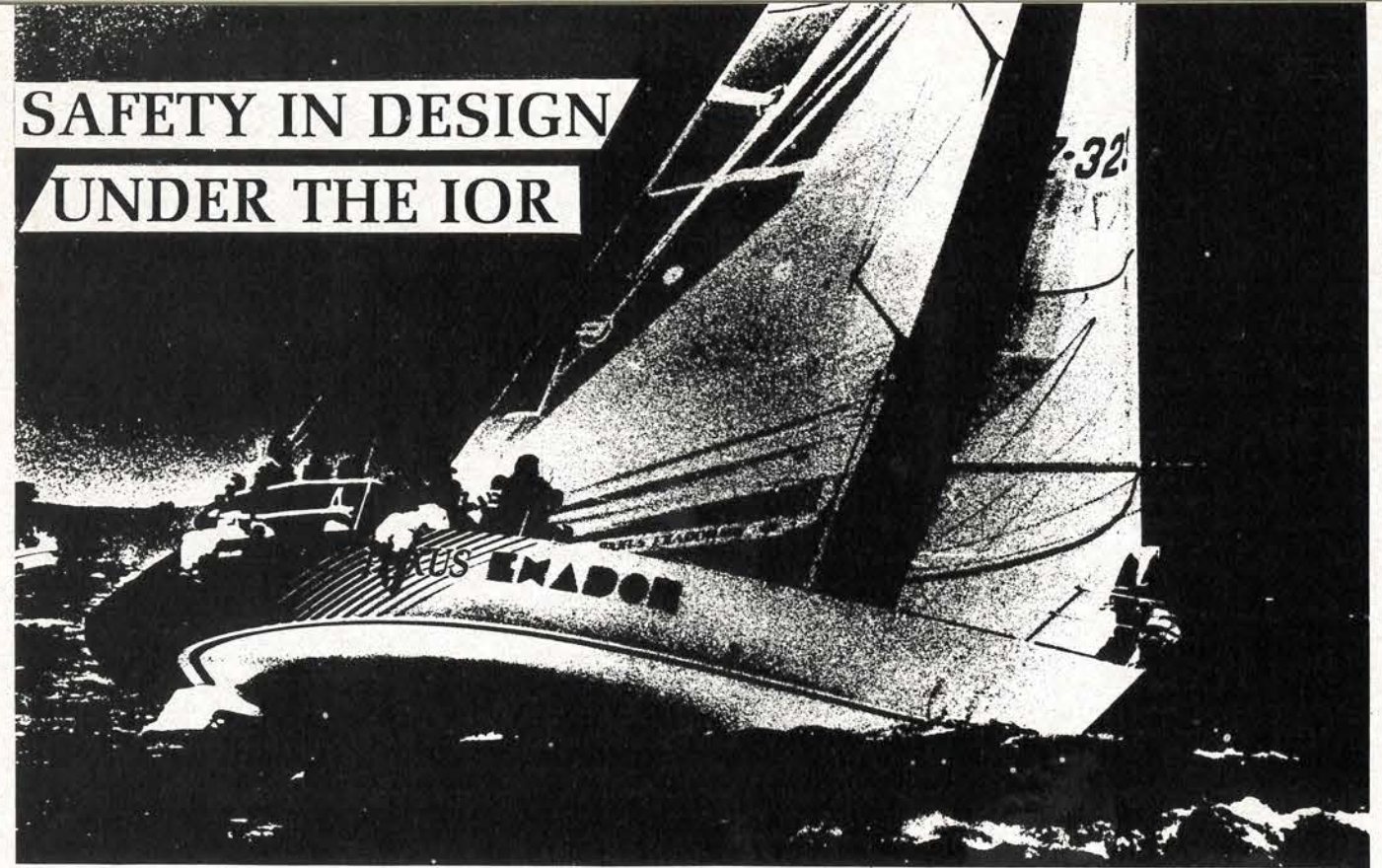
'There was a pretty good chance that we might break up a lot of gear — or people — so we talked about it for a while and decided it didn't make any sense carrying on. At the point when you put up the trysail, you're not racing any longer; you're just hanging in there, slogging around, and we decided we didn't want to do that. When we went to the RORC office and they asked us why we dropped out, we said it was just common sense.'

Common sense might also tell us that shallow, uninhabitable boats, flimsy rigs, throwaway sails and masochistic crewing techniques can be great fun in inshore races, but are entirely inappropriate for ocean races, when lives may ultimately be at stake.

What happened to the cruiser/racer concept? Maybe we don't want to return to slow, heavy yachts with tree-trunk masts, but there could be a happy medium. □



## SAFETY IN DESIGN UNDER THE IOR



### Introduced by Tony Cable

*When I wrote the article on capsizing in the last (December 1985) issue, it was with due recognition that I have no technical knowledge on the subject. I needed confirmation from learned sources that what I was saying wasn't too amateurish.*

*Accordingly, I sent copies of the article to quite a few people seeking their comments.*

*The replies published below arrived earlier than I expected and I have thus not had time to consider them and to write anything to add to what I have already said, that is, my incling that we have a real problem with the boats that the IOR has fostered and in which we sail to Hobart. Editor David Colfelt felt that it would be appropriate to publish these replies immediately to keep the debate alive.*

*Changes to the Rule are not usually prompted by common ocean racing hands like me, but I have spent some melancholy hours searching for some lost ocean racers, and I'd hate to think that we might have to do it again sometime because a yacht has capsized which shouldn't have been allowed to go to sea in the first place.*

Dear Mr Cable,

I have received your letter and I have read the article in *Offshore* magazine, and, to be brief, I can say that I agree with just about all that you have said. I am very much concerned about the present generation of offshore boats, which I do not like and consider them to be unsafe. This does not apply to all of them, but the characteristic

type is bad. Some recent rule changes would give some promise of helping, but in my view, not enough has been done.

I am not sure why you wrote to me, but I suppose it is because I have been involved in both the Offshore Council, and the USYRU/SNAME Joint Capsize Committee. In the Capsize Committee good constructive work has been done, both to point out the dangers and the means to reduce them. If, as you say, the progress has been slow you must remember that it was all volunteer work and that it included some rather technical studies, including model tests and computer runs. You ask for comments so I will suggest the following. There are many, myself included, who don't like the boats, or consider them to be safe, but they do please a large group of owners who enjoy lively racing, and the ITC feels strong pressures against changing, as opposed to those who find changes called for to improve safety. The ITC has indeed made improvements although I don't think that they have gone far enough.

The IMS should provide a home for owners who wish to race more 'wholesome' boats. It should be much more nearly neutral with respect to type forming. MHS racing in this country has gone a good way to prove that, even though the rule has not felt the pressure of serious design attack. To date the impression is that rather heavy boats may be slightly favored. My personal belief is that the system VPP (velocity prediction

**I am very much concerned about the present generation of offshore boats, which I do not like and consider them to be unsafe. This does not apply to all of them, but the characteristic type is bad. — Olin Stephens II**

program) gives remarkably accurate speed predictions, but that the time allowances present some problems. These are not insurmountable as average speeds at one selected wind strength can be used giving in effect a single rating.

The stability formula, which I think you have criticized as incomplete (presumably due to the omission of center of gravity as a parameter) was put forward only as a screen. As such, it will catch the worst boats and if, because of a low CG, some boats that have been caught are inherently stable, methods demonstrating their stability are provided in the US provision that failed. In this connection your Australian delegation could have helped to put decent stability requirements in place, at least for category 1, but they were unwilling to take an action that would have applied more stringent requirements to the Sydney-Hobart than to the Fastnet, for reasons of Admiral's Cup eligibility. Maybe some of us can get together before next November and agree on a good acceptable formula.

Your thoughts about crews and owners are interesting because I see them as the principal obstacles. They are in a strong position just because they provide the constituency. My impression is that the majority are quite happy with the boats, partly because they prefer inshore to offshore racing. These are the owners of the newer racing boats. The older boats are getting out of racing.

I think the Council members are now facing up to the problems of safety and smaller fleets. You might say that the right direction is recognized but the speed is low. Last November our two groups, Australian and American, both wanted much the same thing. There should have been some prior understanding about the category difficulty, and the application of the screen. In that case we should now



## Safety in Design and the IOR

have had a much better stability rule. A single busy week may be too short for the working out of such problems. I hope that your call is more than the traditional voice in the wilderness.

Very truly yours,  
Olin J. Stephens II

Dear Tony,

Thank you for sending me the copy of your article about the capsizing problem among Grand Prix IOR yachts. I share many of your concerns. My first introduction to Australian sailing was at the One Ton Worlds in 1972, during which both the medium and long distance races were sailed in southerly busters. It gave me an appreciation of having to be prepared for anything that Mother Nature might dish out. It was very discouraging only a few years later when One Ton races were not started because of the threat of 35 knot winds.

It does seem that developing the rational means for evaluating capsizability has taken a long time, and it will take a while longer to be able to integrate into a rule. Articles such as yours will help stir the pot.

The scantling guidelines that have been established by cooperation of the ITC and the American Bureau of Shipping appear to be pretty good. There are some areas where I am finding that we, at Pedrick Yacht Designs, go even a bit stronger. As these scantling guidelines come into use, there will no doubt be some important improvements made. It is a good sign that the process has begun, and it should help standardize construction at a safer level than has existed among Grand Prix racing. I am happy to see it.

We have the portside runner winch located in a secure cockpit on *Sovereign*, near the backstay. Also, the ballast is placed well below the canoe body. I hope that these features, along with ABS scantlings, will give you good peace of mind when you race on her.

Yours sincerely,  
David Pedrick

**When you consider that the rule has been tormented into its present form over a lengthy period, the formulators of the rule can only be thoroughly ashamed of themselves for what they have done to a rule that started off with good intentions. — Stephens**

Dear Tony,

I agree 100% with your article on capsizing. I have enclosed the preamble from the 1973 IOR Rule book and the same from the current book — see under General. You will notice that the words 'seaworthy offshore racing yachts of various designs, types' etc. etc. appear in the 1973 and have been omitted from the recent book. More important, the implication to me is that all boats, regardless of shape, would originally be (and were) given equal chance at handicap honours. But sometime after '73 the rule was changed so that now all boats are not given equal chance and most certainly the faster more seaworthy yachts are severely

penalised under the recent IOR to the extent that they cannot race under equal terms.

It would seem to me that the rule makers are determined that only one type of hull shape is acceptable to race under the IOR and anything else is considered 'undesirable'. So it is that we have the shape boat now racing under the IOR and I can only say that it is a very poor shape and most certainly not very seaworthy — a semi-ballasted boat — not capable of being sailed properly unless held down by a football team. The predominant flat under the bow causes the boat to ride up on top of the water when surfing down the face of a wave which of course reduces fore and aft stability to such an extent that broaches are a common part of sailing — and the knock-downs are, or can be, quite frightening and alarming.

When you consider that the rule has been tormented into its present form over a lengthy period, the formulators of the rule can only be thoroughly ashamed of themselves for what they have done to a rule that started off with good intentions. Truly, the 'design fault'; you mention in your article is a 'rule fault' — the minimum C.G.F. factor of .968 is too low by far for safety, but that is not the only change necessary.

**So it is that we have the shape boat now racing under the IOR and I can only say that it is a very poor shape and most certainly not very seaworthy — a semi-ballasted boat — not capable of being sailed properly unless held down by a football team. The predominant flat under the bow causes the boat to ride up on top of the water when surfing down the face of a wave which of course reduces fore and aft stability to such an extent that broaches are a common part of sailing — and the knock-downs are, or can be, quite frightening and alarming. — Adams**

You say also that you are 'not being anti-progress' and I agree — in my view the IOR is amazingly anti-progress — without the IOR as 'the rule' we would have advanced way beyond where we are today. A rule that allows for one hull shape only can only be 'anti-progress'. The rule encourages bustled sterns, over-large beams, semi-ballasting, minimum scantlings, flat bottoms, high freeboards, etc. etc. At the same time it unreasonably penalises anything and everything that makes a yacht go fast. No progress can be made under such a mad rule.

It is a negative rule — that is, if it is bad or slow on the water, it rates good. So if you want a boat to win races you have to contrive to design a boat that is thoroughly bad but hope that you can make it a little less bad than the opposition — that is negative.

I believe it is time that we had a rule that simply measured a yacht's potential speed and handicapped on that speed potential. We have, in our office, a computer that can do this. Tony, at any time you would like to see this computer at work you

would be most welcome. It is an American programme and I believe yacht clubs in the USA are using this or very similar for handicapping.

There is this new type of ocean racing becoming popular now — the two-handed and single-handed race. This looked to me to be the break that was needed as it would allow us to get on with designing proper yachts — but unfortunately these boats and their various associations have opted for water ballast which is making a freak of them — shame.

Kind Regards,  
Yours sincerely,  
Joe Adams.

Dear Mr Cable,

Thank you for your letter of 31 January concerning the safety of modern designs. The subject is a complex one, and there are no clear-cut answers. All yachts are able to capsize, given sufficiently severe conditions, the angle at which the capsize occurs varying between 120 and 135 degrees heel. As a demonstration of the fact that no design is safe, I was crossing the Bay of Biscay a few years ago in an S&S 34, and in very severe weather we were rolled right through 360 degrees. Thus the question of stability is one of degree, rather than designing an uncapsizable yacht.

Apart from the stability side, the keel and rudder configuration has a significant effect. Modern designs with their deep keels and rudders of relatively small area get knocked around by the waves much more than long keel designs, resulting in a much greater possibility of being knocked broadside to in a breaking wave, and subsequently capsizing.

The USYRU report on capsizing yachts is complemented by work that has been carried out at Southampton University in this country. Both agree on the need for a low centre of gravity, low freeboard combined with a large coachroof and narrow beam deck. However the Wolfson report (carried out on model yachts in well modelled waves instead of just a parallel section in a water jet) failed to show that the weight distribution has any significant effect on the likelihood of capsizing. If you are interested, the Wolfson unit have written a report on their findings, and have a very impressive video showing the behaviour of models in the breaking waves. They are also carrying out some work on sea anchors in conjunction with the RORC, and this looks very promising.

Given the fact that all boats are capsizable, the American work on a screening formula seems the correct way to go. However their present work must be seen merely as a first draft, and a lot more work on actual yacht forms is required before a satisfactory formula can be introduced. In this country, at least, only a minority of IOR yachts go racing offshore, the bulk of the fleet doing round the cans racing. Thus I would propose that it is not necessary for all yachts to have the same degree of capsizability, and that any eventual formula should not be a simple pass/fail, but rather divide boats up into a number of categories, perhaps corresponding to the IOR's Special Regulations categories. In the meantime, the most basic factor

**It is a negative rule . . . if you want a boat to win races you have to contrive to design a boat that is thoroughly bad but hope that you can make it a little less bad than the opposition — that is negative. — Adams**

affecting the safety of a boat is its size, and so race committees should look carefully at the wisdom of sending half tonners and similar on exposed offshore races.

As far as the rule's effect on yacht design, a change was made to the rule that permitted boats with a given waterline beam to have a lower centre of gravity — however with the preponderance of sailing in moderate conditions designers and owners have opted for the same centre of gravity position but a narrower waterline beam, thus giving a faster boat with less wetter surface area. A new formula was also created for limiting the amount of flare in new designs, but as it effectively just controls beam on deck at the point of maximum beam it looks as though boats will still become wider in the stern, and minimising any rating penalty by bumping at the B measurement point half way down the topsides.

On the structural side, the American Bureau of Shipping have produced a scantlings rule for racing yachts that covers hull construction, and this is now required for all newly built yachts entering Category 0 and 1 events, and it will shortly be mandatory for all new yachts. However it only ensures that the construction drawings comply — there is no check as to what goes into the boat, nor as to the standard of construction. Unfortunately many designers and builders have failed to realise how essential quality control is with the modern materials — the days of building a boat in a barn are long over for racing yachts. The problem with scantlings rules is not the lack of data on the materials being used, but lack of knowledge of the loads to which a yacht hull can be subjected in severe conditions. The ABS scantlings work reasonably well, except that they still encourage very large panel sizes, and there is no minimum requirement for impact strength or puncture resistance. They do not deal with the rigs, as in most cases it is the detail fittings that fail, and their strength cannot easily be controlled.

All in all, the modern racing yacht is still reasonably seaworthy in the right hands — the crew must sail the boat all the time instead of letting her look after herself, and they must know when to ease off due to the risk of gear failure. Unfortunately with the vast sums of money spent just to get the boat to the front of the fleet these days, the drive to win often takes over from prudent seamanship.

Yours sincerely,  
Tim Thornton

Dear Tony,

Many thanks for sending a copy of *Offshore*. It brought me right back to my happy memories of the CYC when I was with you guys 15 years ago. Don't know why the hell I ever left.

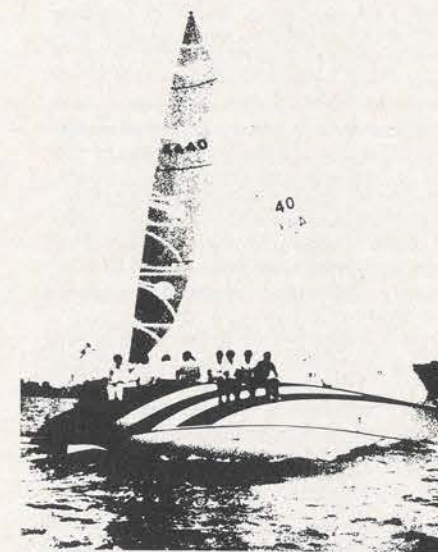
If I could take you up on your invitation to

comment on your article on the safety of current designs of offshore (?) racers, perhaps I could mention a few points. Although no one can deny that the modern racing yacht is vulnerable to a capsize in a far more dangerous way than the boats of yore, in certain other respects they are significantly safer. There is far more reserve buoyancy in today's boats. They bob around like corks in a confused sea, which may be uncomfortable, but it is certainly safer than the sluggish movements of the older, heavier designs. Ever tried sinking a ping-pong ball?

The gear is stronger, the negative side of this was pointed out in your article. (The risk of damage to the yacht because the gear won't break and relieve the load), but bone damage from blocks, winches or sheets exploding is less frequent now than in the good old days.

Communications and navigation are better, and improving every year.

I am not trying to say that the situation is as good as we should make it. I just feel that your point of view should be balanced. After all, I think an analysis of casualties relative to the number of



participants would show a downward trend worldwide.

Racing today is a harder sport than it used to be. Boats are pushed harder; so is the gear and the crew. If you over-powered a Bristol Channel pilot cutter to the same extent that an average modern competitive yacht is pushed, it would be all over (and probably under) the ocean.

However, as I said, boats must be improved. The problem is that, like grand prix racing cars (I'd like to see one of those driven flat out for 5 days without breakdown!), the lighter they are the faster they go and the lighter they are the weaker they are unless they are built with exotic materials with great care, i.e. expensive (and even then . . .). The worrying factor is that there are owners prepared to gamble on a light series and get the boat designed and built accordingly, trusting to the expertise of the crew to keep the rig up and the boat going if the weather gets tough. When he comes to sell the boat, the next owner may

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be totally unaware of the compromises involved in the design, and may find himself out with family and friends without the necessary experience.

I should not infer that the owners are the culprits. It is the nature of the sport that ever increasing competition encourages this approach.

So . . . you can penalise lightness under the rating rule, in which case the designers will design heavy, slow boats which rate well, win races, but are pigs to sail, or you can legislate against lightness, which is in effect what the ITC are starting to do now. I certainly see no objection to using a screening formula to penalise against dangerous shapes, but please let's insure that the rules are properly thought out before they are implemented. So often rules rebound on the rulemakers in the opposite way they were intended, e.g. setting a minimum scantling for rigs will lead inevitably to everyone going for the limit, and maybe using artificial means to keep within the rule (corrector weights, fillers to increase thickness, etc.).

Sailing is an illogical sport. If sailors were logical we would all be sailing around in one design and I would be out of a job. So why don't we? It has to come down to every owner wanting to get an advantage by buying a newer, better, faster boat. It may not be sporting, but it must be fun or you wouldn't see so many new boats being launched.

On a final note, I think a remark of Mick York was extremely dangerous ('The Intrepid Yachtsman', by Mick York, *Offshore* December 1985, p. 27). Any move discouraging yachtsmen from retiring from races is interfering with a skipper's responsibilities in a most dangerous way. No stigma, either moral or official, should be made against anyone who retires, honestly believing it would be unsafe to continue racing. If skippers want to seek shelter to safeguard the security of the boat and crew I support them. I certainly don't want to prevent them racing for the rest of the season.

Best regards,  
Butch Dalrymple-Smith

**Although I wouldn't mind at all if the IOR forced us to design heavier and stronger boats, I obviously find myself running a business which, to make money and to provide me with a livelihood, forces me to design the boats the rule encourages. This is not an excuse, it is a fact. — Castro**

Dear Mr Cable,

Thank you very much for your letter. It is certainly nice to hear that someone who has access to a publication is trying to do something about the problem of modern ocean racers. It was also interesting to receive such a magazine which I did not know existed and I hope that you will have a chance to continue sending it to me in the future.

I don't even know where to start answering your letter because as you yourself wrote 'arguments can go round and round without much possibility of anything being done about the fundamental issue'. You are absolutely



## Safety in Design and the IOR

right and it is for that reason that progress is rather slow. However, it is inevitable, as you say, that with so many committees whatever needs to be done will be done rather slowly.

Although I wouldn't mind at all if the IOR forced us to design heavier and stronger boats, I obviously find myself running a business which, to make money and to provide me with a livelihood, forces me to design the boats the rule encourages. This is not an excuse, it is a fact.

In answer to your letter as to who among the experts is today producing new designs that are healthy sea boats, I would like to think that I am one of them, because my work extends far beyond the world of IOR and I do quite a lot of production and cruising boats for short-handed sailing. As a result of my efforts we are now seeing in Europe the first production boats which here are called ULDBs but which in fact are actually rather medium displacement boats with high ballast ratios and very much narrower than compatible IOR boats of the same overall length.

In your article you also mention the fact that irrespective of designs we may also be building our boats too light, not strong enough. I think that in recent years there has been a very much larger number of so called professional yacht designers who the great majority of them have no qualifications whatsoever and their understanding of basic structural considerations leaves a lot to be desired. It is also true that for economic reasons many many boat yards throughout the world are building junk boats, some of them to reputable designs. In those cases you will find that the designers have lost control of how those boats are built, such is the pressure of financial considerations. Some of the top racing boats who have had to abandon races in recent years have just been, in my view, plainly badly built and designed boats. There are several highly regarded yacht designers who, in my view, don't seem to have a clue about the engineering of their boats. Last year, for example, I was blamed in a magazine for over-designing and over-building my Admiral's Cuppers. This was being pointed out because at the time I was not winning as many races as the likes of *Panda* which you saw retiring with severe damage in your own Sydney-Hobart Race. Surely enough, last month the very same magazine wrote an apology saying that maybe I knew what I was doing after all. The fault in my mind is on the people who commission boats from designers and builders who don't have a mechanical and structural background. I always thought that to succeed in later life I had to go and learn the ropes, otherwise I would not be able to exercise the profession. I qualified as a proper naval architect and, not content with that, took a Master of Science in aerodynamics and hydrodynamics. I now find myself competing for commissions with others such as ex-magazine correspondents, ex-boat niggers, and ex-yard hands. Some of those people are very nice people and they may be very good designers but I don't think they should be allowed to exercise the profession without some kind of checking. At the moment owners are quite happy to

have boats designed by any Tom, Dick or Harry and if there is something wrong with their boat then the whole industry gets blamed by people such as yourself. People don't go to quacks to have open heart surgery, so why should they do so with boats?

Having said that, we know and accept that, unless the rule controls racing in a different way, we will continue to make boats which must surely have a limited life span. I don't believe that we can tell you exactly how long that life span is, but the boat should at least last half a dozen years in top form. I don't just talk about his problem like this, I actually practice what I preach. My recent boats in England have not had any structural problems and you know yourself how successful my Australian boat *Intrigue* has been insofar as hull structural integrity is concerned. In recent articles, not just your own, it has been alleged that the ABS will be the saviour of all the problems. As one who speaks from experience of designing boats to the ABS, I would like to send out a warning that even ABS is not yet quite sure what it is doing. We are all, including ABS, still learning how to work out laminate properties so that they can then be included in the formula of the ABS guide. I suppose these properties could be achieved by testing samples from the boat, but that costs a lot of money and as you know in our industry there just is not enough budget to do the sort of sample testing as done in aerospace, for example. I therefore would like this business of the ABS to progress very slowly, and I would certainly be against making it mandatory for Category 2 because the system is not yet ready to cope with that number of boats and approve all those plans properly. The races in Australia are not the only ones to Category 1. I have just recently finished a one tonner built to ABS to sail in the China Sea Race which is also Category 1. Just for interest sake I had an awfully hard time approving those plans, not because of the guide itself, but because of the difficulty of establishing the property of the sandwich laminate that I decided to use.

There is also the problem with rig and sails and I admit that I have not had much control over what scantlings [are used] for the rig and what cloth material goes on the sails. It has been customary to leave that to the experts. I am also of the opinion that at least 50% of the problems with the rig is just bad workmanship on the part of the mast makers or the choice of incorrect fittings.

The problem with the sails is even harder to analyse and it stems from the fact that the world has decided to allow Kevlar. Obviously if Mylars and Kevlars were banned, we may not have quite as many sensational problems, but how can we deny progress? And what is progress? I am also not sure if us Europeans are responsible for these wide displacement trends. If I remember correctly it was another designer from a country not very far away from yours who insisted on designing IOR boats that were much lighter than anything else that was being done in Europe. Those boats did quite well for a time until the IOR tried to catch up on it. I remember that the designer cared

so much for heavier displacement boats that he refused to agree with the IOR and in fact got out of the game for a while so he could continue to make his light displacement flyers anyway. I therefore think that the light displacement influence in fact came from your part of the world, not Europe.

In addition to all this, there is also the human element and a way in which we change our behaviour as the years go by. We now all run a much more hurried life, the general pressures of life are much greater and this has reflected itself in a way in which people sail and treat their boats. In the old days seamanship was more than just a nice word and people took pride in finishing a race even if they were not winning. Today it is quite different and winning is everything, so if you are not in a winning position or if some very slight damage has occurred, the tendency is to retire immediately because there is no point in carrying on. The number of retirements from major races since the Fastnet disaster can be easily misinterpreted. I myself had several clients that retired because some small damage occurred and the conditions were miserable and they didn't see the point of going on. They were simply not enjoying it anymore. I think that this is not necessarily a bad thing. I had, for instance, one boat in the 1985 Fastnet which gave up simply because the other two team members had already retired and three quarters of the crew were feeling seasick.

**In the end, no matter what any rule says, people will break it. Much of what is happening today occurs because of the human element. It is the crews, who no longer have any regard for the structure of the boat, that continue to press the boat in atrocious conditions to unbearable limits.**

There is also the case of the famous American boat which retired from the Fastnet because being so long on the same tack the rigging broke through the seizing wire at the spreader tips on the leeward side, and when the boat finally tacked, the mast just came down as it was not being supported. These kind of events will, I don't think, ever be properly controlled by any kind of rule anyway.

Slowly but surely things are being done about it though. The IOR has just introduced a new factor which has immediately influenced all the new designs to be approximately 10% narrower. This will make boats less stable upside down as well. Not long ago it changed to allow a little more stability. I am sure it will continue to adapt, maybe too slowly for the liking of most of us, but it is progressing in the right direction. I think that if more people expressed their views as to how they would like IOR boats to be, I am sure in the end they will hear us.

In the end, no matter what any rule says, people will break it. Much of what is happening today occurs because of the human element. It is the crews who no longer have any regard for the structure of the boat, and they continue to press the

boat in atrocious conditions to unbearable limits.

There is an interesting analogy with, for example, racing cars. All these Formula One cars you see going around corners at 100 mph have an awful lot of problems. Furthermore, they have got a little round instrument called the rev counter. Usually on the right hand side of the instrument, the colour is red, and if the revolutions go into the red area the engine simply blows up. So let's forget that, in fact, boats are still one of the safest vehicles for humans to travel in, even when they are severely damaged. If you forget to drop your undercarriage when you are landing an aeroplane you might not be able to talk with any survivors. If you crash your car against the wall, you will not be able to drive home. On the other hand, many of these boats which have suffered what you call severe damage — most of them — have been able to limp home. So, in fact, the severe damage has been contained. Many composite sandwich boats which have suffered delamination have in fact suffered from core sheer failure and, in most cases, the skins have remained intact and the boats have been able to sail back home. Most boats which break their rigs can still sail home under jury rig or under engine. So aren't we over-reacting a bit?

What we need is a rev counter to be invented, to be put on a sail boat because men will always be able to destroy anything. The problem with the boats is that in these days of high technology, men have been used to being told by an instrument when to ease off, but such an instrument does not yet exist on a sailboat. If it did, even with today's slim masts, Kevlar sails and composite hulls, we would not have the number of retirements. Therefore the problem is not just the materials or their bad use but is the sailors themselves who have forgotten that boats, like anything else, have limits and if you go to those limits things will happen. We have not adapted to the new limits. Race records continue to be beaten, don't they? Like you say, the argument can go on and on. As a summary, I would like to state the following.

What we need is a rev counter to be invented, to be put on a sail boat because men will always be able to destroy anything. The problem with the boats is that in these days of high technology, men have been used to being told by an instrument when to ease off, but such an instrument does not yet exist on a sailboat. I did, even with today's slim masts, Kevlar sails and composite hulls, we would not have the number of retirements. Therefore the problem is not just the materials or their bad use but is the sailors themselves who have forgotten that boats, like anything else, have limits and if you go to those limits things will happen. We have not adapted to the new limits. Race records continue to be beaten, don't they?

Like you say, the argument can go on and on. As a summary, I would like to state the following.

- I am one of those experts who is designing and building ocean seaworthy boats when I get asked to do so.
- I would progress with care, and insofar as the ABS is concerned, as the guide now stands it has still got too many errors.
- I agree, we could take another little step forward in allowing a little more stability, but we must not eradicate the existence of internal ballast altogether without coupling it with the introduction of some scantlings rule so as to avoid someone making boats even

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lighter so that they have some ballast left over to force the bow-down trim the IOR encourages.

- I would like to try and encourage a more numerous ITC committee as as to include on the actual committee a wider spread of representatives from different parts of the world. The ITC is the committee which has the power to put forward new ideas and it is a committee who works out the formula for such ideas.
- Owners should be required to buy designs from qualified architects such as myself and qualified builders.

Regards,  
Tony Castro

## Time to call a halt

*An editorial from Yachting World Magazine, October 1985*

Could you sail the whole of a windy Fastnet Race without a hot meal and without your own bunk in which to spend off-watch hours? The crew of *Panda* did. Could you sail the whole of the Fastnet Race sitting on the windward rail when you weren't changing or trimming sails? The crews of many Admiral's Cup yachts had to, with only minimal rest.

It seems that offshore racing has reached the point where the organising bodies must call a halt to developments that make the sport both dangerous and ridiculous. Boats with minute freeboard; boats for long races that don't have bunks; boats with just a one-burner stove as a galley; crews that have to spend the whole of a long race inside a dry suit — the list of crazy realities to be found on the modern offshore boat goes on and on.

After the Fastnet Race this year many of the top crews, among them the helmsman of the best individual boat, were saying that they would never go on these long races again in the type of boat prevalent in International Offshore Rule racing today. Doubtless that attitude might change when the unpleasantness of the race fades from the memory, but the fact remains that IOR boats, and Admiral's Cup boats in particular, have been allowed to go too far.

It is not sufficient to talk of the desire to push achievements on, to equate racing these craft with the Grand Prix cars of the motoring world. It is basic safety and survival we have to take into consideration.

Could the crew that had spent three or four days on the windward rail without a hot meal have survived in the aftermath of the carnage caused in the 1979 Fastnet? Could such a tired and underfed crew have spent a day or so in a liferaft without fatalities? Could they cope with a real emergency after days in rough weather being spent in this fashion? We doubt it.

Offshore racing's administrators must put their house in order. During November's meeting of the Offshore Racing Council, let the rule makers draw up requirements for adequate accommodation and adequate minimum standards for galleys. Let them revise the nonsensical regulations on maximum numbers of crew so that adequate manpower is aboard at all times. Let them frame regulations that are backed up by proper standards of enforcement.

Or let them schedule all their racing for safe, sheltered, inshore waters so that their excesses do not have the whole of sailing sport tarred with the brush of their disregard for basic human comforts and essential safety.



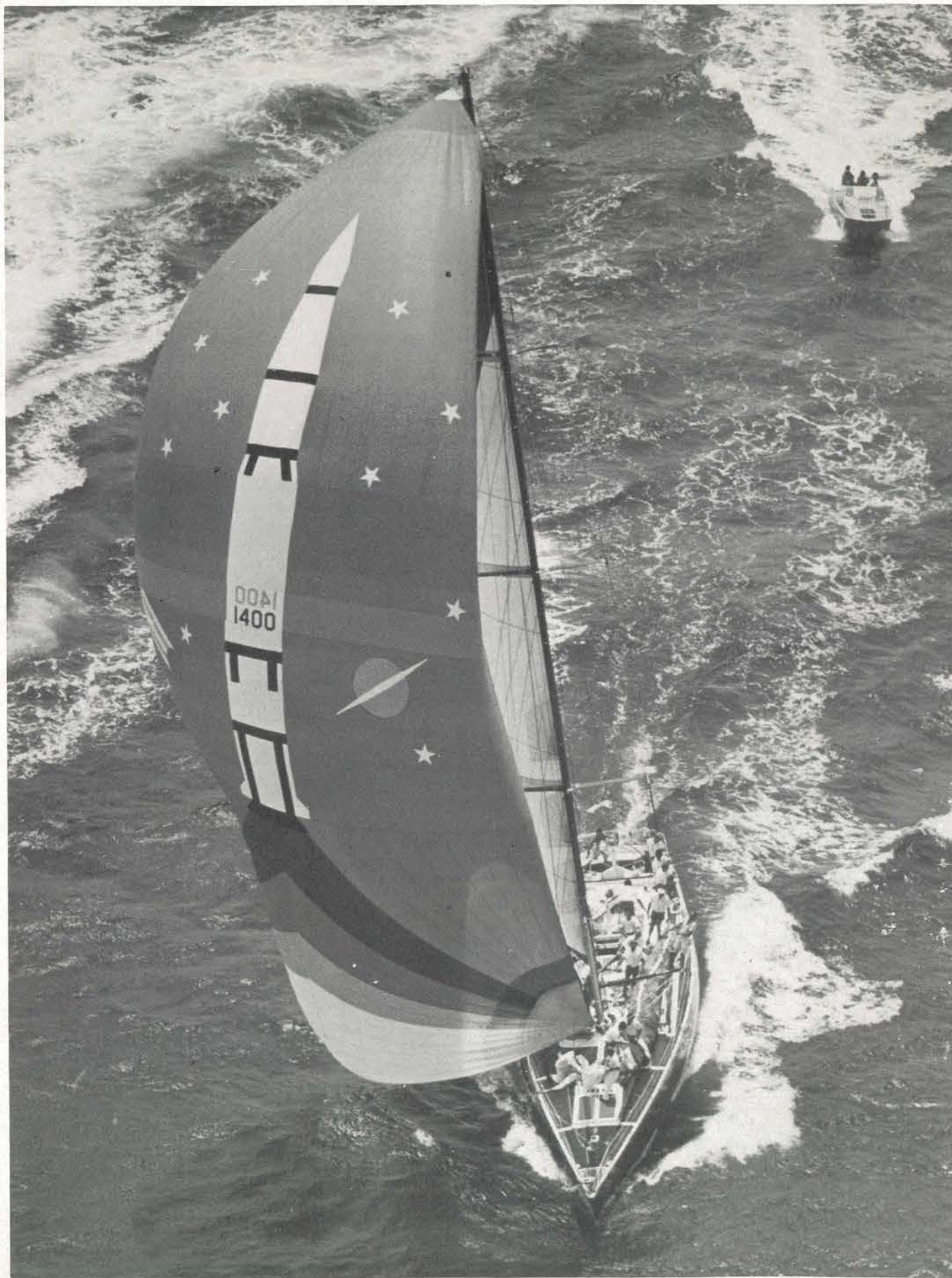


PHOTO BY NEWS LIMITED

## THE 1985 HOBART RACE

by David Colfelt

*The articles that follow do not necessarily reflect the views of the Cruising Yacht Club of Australia or its Flag Officers.*

By the time the year's first issue of *Off shore* hits the deck there is very little that has not already been said about the AWA Sydney-Hobart Race. With the drama surrounding the results for this year, where the winning yacht was tossed out by an international jury after a 'third party' protest over a minor incident on the crowded starting line, much more than usual has been said about the Race.

In an editorial in the February issue of *Australian Sailing* magazine, Bob Ross, with his customary deadly accuracy, put his finger right on it: 'I will remember 1985,' he said, 'as the year in which the Sydney-Hobart Race lost its innocence. From now... the Race will be contested like any other cut-throat international yachting event with no prisoners taken, more friends lost than made'.

For years the CYC has known that, as the Race has grown, conditions at the start were becoming untenable, and there has been talk of having to move the Race start out of the harbour to avoid congestion on the line. At the same time the start has become, virtually, the kick-off to the annual Festival of Sydney and a spectacle much enjoyed by Sydneysiders, one which certainly rivals the Melbourne Cup for the public attention it gets for a short period on Boxing Day each year. It is the only yacht race of its size any where in the world that starts within a harbour, offering spectators such an unusual sight. The Race sponsors have become increasingly sophisticated in the way that they publicise the Race, and the media 'hype' has contributed to the start becoming, in effect, Sydney's 'launching' of the Christmas holidays. Nobody — even the Maritime Services Board, which has to shoulder the worry of maintaining safety in the Port of Sydney — really wants to give that up. As Race Organising Committee Chairman, Gordon Marshall, put it: 'Sydney owns this race as much as we do now. I don't think we've got the right to snatch it away from the Sydney Harbour and put it outside the Heads'.

It was with all this in mind that Marshall, at the pre-Race briefing, told

the competing skippers and navigators: 'We've got a one-half mile long starting line and it should be four miles long. There's going to be a terrible crush of boats there; everyone should exercise caution and be calm and reasonable.'

It was in large part the crowded conditions of the start that prompted Race officials several years ago to introduce 'alternate penalties'. The pivotal incident was when a British Southern Cross team yacht, *Panda*, was disqualified because of a port-starboard incident at the start, and it was generally felt that disqualification was at best a harsh penalty in such circumstances; to arrive in Hobart after the 630 mile Race, the culmination of a very great effort to get a yacht half-way around the world to compete in the Southern Cross series, only to find that it had been disqualified for what might be a triviality — well, for this sort of thing there should be some way to soften the blow. There were international overtones, too, which in turn would lead to another change in Race organisation — the establishment of the international jury. With such intense competition as marks today's international yachting events, foreigners' might be forgiven for suspecting that they could be victimised at the hands of a local Protest Committee. And the *Panda* incident must have been weighed in the decision taken by the CYC to establish an international jury this year to replace the protest committee and thereby eliminate any possibility of being accused of local bias in protest situations.

Well, in its inaugural run the international jury blew up in the Race Committee's face; for all of its high powered international ability, from all appearances it seems to have been blind to the unique local conditions of the starting line.

Moreover, this year the alternate penalties, which had caused some raised eyebrows over their application in last year's Race, were to prove an embarrassment due to an omission in the Notice of Race. [Last year one yacht tied up in port down the New South Wales coast, sent a crewman back to Sydney to get a piece of the yacht's rigging fixed, and the crewman spent the night in a Sydney motel before returning to the yacht which then took up the race again. Questions were raised as to just how far one could

transgress without being disqualified.] This year one of those 'gremlins', which haunt those who are in the business of getting things printed, struck, and the paragraph whereby yachts' positions may be advanced in the final placings, by dint of penalties applied to other yachts, was not included in spite of the many pairs of eyes that proof-read the document before it went off to the printer. This was, as it turned out, to make the 1985 Race a race with no winner.

There were no surprises at this year's start. It is probable that there were a hundred minor incidents — 'the biff and barge "minor and unavoidable collisions" of the start', as Bob Ross put it — as the record fleet of some 178 starters crowded onto the inadequate starting line that everybody had been warned about but which nobody could really do anything about and which most skippers have come to accept as a 'cost' of participating in this spectacle. One such minor incident, whereby a crewman aboard *Drake's Prayer* touched the pulpit of *Ragamuffin*, would hardly have caused the bat of an eye — except that it was observed by another yacht which was to be engaged in a duel with *Drake's Prayer* all the way to Hobart — *Sagacious*.

*Sagacious* had aboard a hot crew, a number of whom were aboard the winning yacht *Indian Pacific* in last year's race. At the finish there was a difference of only about 17 minutes in these two yachts' corrected times. Peter Kurts, with his expert crew aboard *Drake's Prayer*, had done the highly improbable and had won the Hobart Race for a third time. He and his crew (and many totally unrelated observers) were delighted with this most commendable achievement. Both yachts sailed a brilliant race, as did all of the first eleven on corrected time, with the intervals between the first eleven successive corrected times as follows: 17 minutes, 10 minutes, 14 minutes, 1 minute, 2 minutes, 1 minute, 8 minutes, 2½ minutes, 8 minutes, 2 minutes.

If anyone had said that the 1985 Hobart Race would end with no winner due to a third party protest over a minor technical collision at the start, hardly anyone would have believed it. Perhaps there is a lesson to those of us who are accustomed to thinking that no one in his right mind would start a



## The 1985 AWA Sydney-Hobart Race

nuclear war. Events can overtake human mortals, and improbable developments can indeed roll on inexorably, out of control of the mere men who created them.

Seeing that the yacht with which *Drake's Prayer* had 'collided' at the start did not protest, an 11th hour protest test was entered by a crew member of *Sagacious*, the yacht which stood second on corrected time and which stood to win the Hobart Race if the protest were successful. One reason for the protest at this stage was 'the necessity to uphold the strict code of the rules of racing', it was explained in so many words. Noble as the stated intent might be, in the circumstances, not many saw the motive in such 'altruistic' terms. Australian *Nautical News* subsequently created a new award for 'Water Rat of the Year', and 'underarm bowling' was an expression often heard in conversation around the bars of Hobart.

To make a long story short, the international jury found that the collision was minor but *not* unavoidable and therefore penalised both *Drake's Prayer* and *Ragamuffin* 40% of placings. (This penalty was later reduced to 20%.)

Before the days when it became illegal to enforce an unduly harsh agreement, albeit it one which both parties have signed, Shakespeare wrote of how the cruel merchant Shylock intended to extract a pound of flesh from the guarantor of a debt who had committed himself to the repayment of flesh in the event of default, and, horror or horrors, it appeared as though Shylock was indeed legally going to get his pound. Way before that, two women who quarreled over the ownership of a baby were each offered half of it — after it had been divided in two by the sword. Before hearing the conclusion to such tales, the listener squirms uncomfortably but takes solace in the belief that the end 'simply won't be as horrible as it might be — that reason, or 'justice', will prevail.

We rejoin the international jury. All (or almost all) the sailing world in the South Pacific was praying for some collective wisdom, hoping that somehow a disguised Portia would stand up and allow the pound of flesh to be taken if and only if not one drop of blood were taken too, or that Solomon would simply throw the case (and the offending woman) out of court (after which the barren one would be forgiven, because we humans all understand the crushing disappointment childlessness: to succumb, to temp-

tation is understandable if not laudable).

The Race Organising Committee, which suspected with good reason that there were hundreds of similar incidents at the start due to the inadequacy of the starting line, had already asked competitors to be reasonable. Peter Kurts had marched into the courtroom unprepared, a lamb to slaughter, with full confidence that the spirit of gentlemanly competition would prevail, and he freely admitted that a technical infringement occurred. In spite of this, the jury decided to apply the letter of the law, and that, said the Queen, was that.

Now events took an ironic turn. It came to light that, through an oversight, provision to elevate yachts into places which have been vacated by penalised yachts was absent in the Notice of Race. There could thus be no first place getter, no winner. Philosophers breathed a sigh of relief; Providence had been watching over the events and had provided a way to snatch victory from the jaws of defeat — the Mexican standoff, the no-win situation. The sanctity of the law and the spirit of honourable competition had been preserved. However, non-philosophers found a Hobart Race with no winner as much a conundrum as a pub with no beer — just too irritating to contemplate.

After a series of meetings, in order to satisfy a press and other forces which were unable to accept a 'headless horse', it was decided to award the silverware to the yacht which now had the best placing — *Sagacious*.

In fairness to the decision makers, in spite of the absence of provision for elevating positions and thus providing a 'first place getter', the spirit of alternate penalties must be viewed in the context of history. Alternate penalties were introduced to reduce the harshness of applying the letter of the law; before them, infringers were plain and simply disqualified. Such would have been the fate of *Drake's Prayer* and *Ragamuffin* in this case had it occurred a few years ago. The intent of alternate penalties was to remove yachts which infringed the rules from the top placings. The fact that the main trophy of the Race, the Tattersalls Cup, is awarded to the yacht with the *best corrected time*, and the fact that there would appear to be no legal means by which the corrected time of a yacht may be arrived at other than by multiplying its time correction factor (TCF) by elapsed time, is perhaps a technicality.

One nautical scribe perhaps summarised the confusion in every body's mind. Tony Cable, who sailed on a yacht which was penalised 30% of placings for breaking the start, wrote in the February and March issues of the *CYCA Newsletter*:

This being the 'placings Hobart' I had intended to give some of the latest information on the matter. However, having heard the opinions of various experts, I remain in a state of confusion so will not try to add to it.

'At any rate I'm not so concerned about the places up front, my interest is in the placings in the rear! On *Rampant II*, with a 30% penalty (a trifling transgression of a yard or so at the start) we came last! Us! But whether she was provisionally last, last overall, approximately last, irrevocably last, dead last, last subject to protest, last but with a corrected time better than really last, I don't know.

'Rolfe Mische pointed out that we didn't come last (146th) out of the finishers but we were recorded as last (179th) of all those who started in the first place. That is, we didn't even beat those thirty-three boats which pulled out at places such as Ulladulla.

'The indignity of it. That's my second last. I'll have no reputation at all. Fortunately, I found I could exploit the general confusion so that people such as the girls in the office would not lose confidence in me as a self-confessed famous ocean racer. I explained to them that she really didn't come last in itself, rather, because of the 30% penalty she was merely forced by a reluctant international jury to be, as it were, put to the bottom of the list. So that it is fair to say we came only sort of last. Is that now clear?'

Needless to say, after all the confusion the Race Committee will be plugging the loopholes before next year and will introduce an instruction along the following lines:

The application of a place penalty shall cause the yacht so affected to receive the corrected time of the yacht whose placing is then the same as the penalised yacht. When all penalties have been so applied, the placings of the fleet will be readjusted in accordance with corrected times, and in those cases of yachts with identical corrected times caused by penalty adjustment, the unpenalised yacht shall be allotted the lesser placing.

*Drake's Prayer's* subsequent appeal to the international jury on the grounds that the owner of *Sagacious*, Gary Appleby, did not know of the original protest, was not allowed. A subsequent appeal to the Y.A. of N.S.W. was not allowed either. In the final analysis, as the saying goes 'The law is an ass'.

All of the wrangling in Hobart had a tendency to overshadow *Apollo's* brilliant line honours victory in which she defeated *Windward Passage* and *Ragamuffin*, both of which were ex-

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made doctors sometimes subject their patients to unnecessary risk (through diagnostic procedures) for fear of a malpractice suit. Some say it has seriously damaged the practice of medicine. Law suits seeking astronomical damages are currently destabilising the entire insurance industry, again to the detriment of society as a whole.

Perhaps the degree of professionalism that has now crept into the sport of ocean racing is going to be accompanied by an increasing tendency to litigation. The next logical step in the Hobart Race will be a welter of protests in Hobart over incidents at the start which will have the protest committee tied up in knots for weeks after the new year has passed. After all, you never know who will be shaken out, thus leaving a better place open to the litigant. We will mourn the passing of innocence. All will lose by it.

The Race Committee has gained the approval of the Maritime Services Board of NSW to have two starting lines next year. (The MSB upholds that staggered starts are impossible because of the impossibility of spectator fleet control.) There will be lots of wrangling over that before it is sorted out, but it has been forced on the Club by events.



PHOTO BY NEWS LIMITED

The Rooklyns, father and son, a happy ending for Apollo.

pected to beat her to Hobart. It was a fitting end to *Apollo's* racing career and a credit to skipper Warwick Rooklyn, to sailing master Graeme Freeman (who has a way of popping up at the front), and to the young crew.

The racing rules were made to prevent collisions rather than to be used as a way to lever opponents out of the victory slot. The IOR rule was designed to stabilise development and —

believe it or not — to foster development of wholesome yachts. As is so often the case with all rules, it is not always the rules that are at fault but the men who use or abuse them. In some modern societies, avaricious lawyers have seized the law and used it to seek wealth through law suits; this has been responsible for great damage to society, for example, the case of the malpractice suit in America which has



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# THE SEMANTICS OF THE HOBART RACE

by Mike Power

Semantics is an interesting field of study, which many CYC sailors dabbled in at the start of the year — trying to make sense of the nonsensical ending to the '85 AWA Sydney-Hobart Race.

After years spent educating both the popular press and the great mass of non-sailors (whose once-a-year interest in yachting turns on this event) that first boat over the line isn't necessarily the race winner, reasonably knowledgeable sailors themselves had difficulty in grasping the meaning of an outcome in which no yacht was placed first but the prize for first was awarded to the second-placed boat.

As things stand, the linen of a 'no winner' result has been hung out on the line for all to see (after several turbulent cycles in the washing machine of race committee decision making and double-shuffling by the jury). Even the ironing — in the form of Peter Kurts requesting leave to appeal against being deprived of the major trophy — has been emptied from the basket at the Yachting Association of NSW.

The train of events following *Sagacious*' protest, which dislodged *Drake's Prayer* from provisional first to, ultimately, equal 37th overall, has been comprehensively documented in the yachting press.

So, let's turn back to semantics. What is worth further exploration, I believe, was how some pretty fundamental English was interpreted or qualified in the course of contriving the way that the Tattersall's Cup would be presented to Gary Appleby (*Sagacious*).

The Tattersall's cup is 'for the overall winner on corrected time'. It says so in the notice of race.

No matter how you try to get around it, *Drake's Prayer* recorded the best corrected time in the AWA Sydney-Hobart. And, under the time-on-time handicap system used, the only way to arrive at a boat's corrected time for a race is to multiply the actual time she took from the starting gun to crossing the finish line by her time correction factor (TCF). Once that's done, you can't fiddle with it and say that her corrected time is something other than the product of multiplying those two sets of figures — the simplest of mathematical processes. The only way of faulting a corrected time would be to demonstrate that the timekeepers on the finish vessel noted down a yacht's finishing time incorrectly, or that

the yacht's TCF had been improperly calculated.

*Drake's Prayer* had a corrected time of 3 days 4 hours 17 minutes and 14 seconds. *Sagacious*' corrected time was 3 days 4 hours 34 minutes and 37 seconds.

Now things become interesting — and the word 'now' is why.

In Hobart on New Year's Day, I attended a press conference at which the Chairman of the Race Committee, Gordon Marshall, attempted to clarify why a decision had been made to award the major trophy to a boat that wasn't (and officially wouldn't be) first-placed. A large chunk of the exchange between Marshall and bamboozled journalists is reported by editor Bob Ross in the February issue of *Australian Sailing* magazine, and I take the liberty of 'lifting' a couple of relevant quotes.

Marshall: 'As a result of the penalty on *Drake's Prayer*... we have really got no first place in our race... we have got a boat in second place which really now has the fastest corrected time'. Asked how *Sagacious* could take the winner's trophy yet not be the winner, Marshall replied: 'The winner's trophy is for the best corrected time. *Sagacious* has got the best corrected time now'.

It is this use of the word 'now' that it is curious. What had happened to the corrected time of *Drake's Prayer*?

Pressed on this question a few days later, Marshall said *Drake's Prayer* 'would assume or adopt' the corrected time of the yacht with which she placed equal after the 20 per cent penalty. Although *Drake's Prayer's* corrected time before penalty is noted as an aside in the official results, her published corrected time is that of *Auspicious* — 3 days 8 hours 21 minutes 18 seconds.

That seems to make corrected time rather like a movable feast. But corrected time is neither a boat's placing nor her score. It is the means of determining how overall placings are arranged consecutively; and, where scoring is involved (as it was for Southern Cross Cup competitors only in the Sydney-Hobart), points are allocated according to place.

When *Drake's Prayer* was shunted backwards as a result of *Sagacious*' protest, the penalty awarded against her cost her places in the Sydney-Hobart and places and points in the SC Cup series — in accordance with the

alternative penalties system of the AYF 'blue book' (Appendix 3) as modified for the race.

The alternative, or percentage, penalties instructions discuss only how a yacht's place or score is to be amended by adjusting her place in fleet by a selected percentage of a number of starters. Nowhere in those instructions is there any reference, either explicit or implied, to altering, substituting or otherwise juggling a penalised yacht's corrected time.

Because of the heat generated by *Sagacious*' protest and its consequences, people were taking great care in referring to actions connected with the incident. Gary Appleby, explaining in a prepared statement the reason for the protest, said: 'We only wish for ourselves and all other boats to sail under the rules of the International Yacht Racing Union and observe those rules to the letter'.

Gordon Marshall, commenting on the international jury's finding, said: 'It is a strict interpretation of the rule and the rule was broken'. And on the question of *Sagacious* remaining second overall: 'We can't call it number one... because it breaches a rule in the rule book' (2.8 of Appendix 3 — The imposition of a percentage penalty shall not affect the scores of other yachts—

In view of such scrupulous behaviour, should not the following propositions be addressed in the interest of precision:

- Assuming the immutability of a yacht's corrected time, *Drake's Prayer* continues to have (and will always have) the best corrected time for the 1985 AWA Sydney-Hobart.
- Taking the meaning of the appropriate words in the notice of race as strictly as the rules were observed, the Tattersall's Cup goes to the yacht with the best corrected time.
- To win that trophy (as opposed to being presented with it) a yacht need not necessarily be among the top placegetters.

That's semantics for you. Not really the kind of exercise you'd indulge in while executing a gybe in 25 knots or searching for a gap through the pack at the weather mark.

But it does pose interesting possibilities... for the scrupulously minded, of course. □

## 1985 AWA Sydney-Hobart Race Results HANDICAP RESULTS — I.O.R. AND ILLINGWORTH

YACHT NAME	I.O.R. RESULTS										ILLINGWORTH RESULTS															
	O'ALL PLACE	DIVISIONS					ELAP. TIME					TCF.	CORR. TIME					TCF.	CORR. TIME							
		MAX	A	B	C	D	D	H	M	S		D	H	M	S		D	H	M	S	MAX	A	B	C	D	
SAGACIOUS	2	NSW		1			4:00:19	23	0.7950	3:04:34	37															
HUMMINGBIRD	3	NSW			1		4:02:59	09	0.7752	3:04:44	02															
SILVER MINX	4	NSW				2	4:03:33	01	0.7732	3:04:58	20															
DIAMOND CUTTER	5	NSW				3	4:04:30	59	0.7659	3:04:59	08	0.7613	3:04:31	23												
HULLBALOO	6	NSW				4	4:06:18	09	0.7531	3:05:02	38															
ONCE MORE DEAR FRIENDS	7	VIC			2		4:01:09	43	0.7931	3:05:03	33	0.7891	3:04:40	14												
INDIAN PACIFIC	8	NSW				3	4:01:06	15	0.7950	3:05:11	52															
INTRIQUE	9	TAS				4	4:01:02	10	0.7960	3:05:14	27															
EXADOR	10	NZ				5	4:01:19	29	0.7950	3:05:22	23															
PALADIN	11	NSW				6	4:01:07	24	0.7970	3:05:24	26															
HIGHLAND FLING	12	UK				7	4:01:08	00	0.7979	3:05:30	10															
ANOTHER CONCUBINE	13	NSW				8	4:01:25	31	0.7960	3:05:33	02															
CIFRALINE 3	14	UK				9	4:01:15	50	0.7979	3:05:36	25															
MAD MAX	15	NZ				10	4:01:20	59	0.7989	3:05:46	22															
THE GAMBLER	16	GLD				11	4:01:24	26	0.7989	3:05:49	07															
JOINT VENTURE	17	VIC				12	4:01:19	15	0.7998	3:05:50	14															
PRIME TIMES	18	WA				13	4:01:19	25	0.8008	3:05:56	12															
CHRISTA-FARR	19	NSW				5	4:04:08	09	0.7813	3:06:14	10	0.7696	3:05:03	52												
EAST OF THE LIZARD	20	SA				14	4:01:08	32	0.8064	3:06:20	08															
NIKE	21	NSW				1	4:13:49	42	0.7140	3:06:25	03	0.6997	3:04:50	49												
PREDATOR	22	VIC				6	4:07:23	12	0.7607	3:06:38	46															
NADIA IV	23	NSW				15	4:03:34	19	0.7931	3:06:58	14															
THUNDERBIRD	25	NZ				2	4:00:08	33	0.8228	3:07:06	22															
BLACK MAGIC	26	VIC				16	4:03:32	50	0.7950	3:07:08	24															
WITCHCRAFT	27	FRANCE				17	4:03:22	50	0.7970	3:07:12	23															
NEWCASTLE FLYER	28	NSW				18	4:03:34	23	0.7960	3:07:15	37															
TURKEY SHOOT	29	VIC				19	4:03:40	11	0.7960	3:07:20	14	0.7920	3:06:56	18												
CHALLENGE III	31	VIC				3	4:01:02	29	0.8219	3:07:45	30	0.8239	3:09:57	38												
BIMBLEUMBIE	32	HK				20	4:03:53	51	0.7998	3:07:53	53															
ENCORE II	33	NSW				21	4:03:36	13	0.8027	3:07:57	07	0.7987	3:07:33	12												
WILD OATS	34	NSW				4	4:00:58	41	0.8254	3:08:02	44															
TOO IMPETUOUS	35	HK				22	4:03:10	05	0.8064	3:08:07	01															
SWITCHBLADE	36	NZ				5	4:01:10	43	0.8245	3:08:07	26															
AUSPICIOUS	37	NSW				2	4:13:07	07	0.7364	3:08:21	18															
DRAKE'S PRAYER	37	NSW				6	3:20:07	24	0.8281	3:08:21	18															
(20% PENALTY)																										
CAROLINE	38	VIC				7	4:01:07	14	0.8281	3:08:25	32	0.8240	3:08:01	38												
WITCHDOCTOR	39	NSW				23	4:03:38	47	0.8073	3:08:26	40	0.8025	3:07:57	58												
APOLLO	40	NSW				1	3:04:32	28	1.0520	3:08:31	16															
INCA	41	NSW				8	4:00:55	26	0.8316	3:08:36	07															
STORMY PETREL	42	NSW				7	4:12:41	32	0.7432	3:08:46	48	0.7209	3:06:21	22												
IMPETUOUS	43	NSW				24	4:04:26	04	0.8045	3:08:47	58	0.7997	3:08:19	03												
SOUTHERN CROSS	44	NSW				8	4:08:38	12	0.7722	3:08:48	02															
POLICE CAR	45	TAS				25	4:03:29	03	0.8129	3:08:52	14	0.8080	3:08:23	00												
APOLLO II	46	VIC				9	4:01:15	55	0.8316	3:08:53	09	0.8150	3:07:16	16												
MERCEDES IV	47	WA				26	4:04:04	53	0.8110	3:09:09	98	0.7948	3:07:32	41												
KINGS CROSS	48	NSW				9	4:09:49	24	0.7691	3:09:23	19															
NYNJA 90	49	NSW				10	4:08:38	20	0.7803	3:09:38	59	0.7686	3:08:25	32												
OUT OF SIGHT OUT OF MIND	50	VIC				11	4:09:52	34	0.7752	3:10:05	17															
WATERFRONTIER	51	SA				27	4:07:12	06	0.7960	3:10:08	55															
DYNAMITE	52	NSW				10	4:03:41	48	0.8254</																	



**HANDICAP RESULTS — I.O.R. AND ILLINGWORTH (continued)**

**TROPHY LIST**

**ILLINGWORTH DIVISION WINNERS**

YACHT NAME	I.O.R. RESULTS										ILLINGWORTH RESULTS									
	O'ALL PLACE	MAX	A	B	C	D	ELAP TIME D H M S	TCF	CORR TIME D H M S	TCF	CORR TIME D H M S	MAX	A	B	C	D				
DERWENT LASS	102	TAS				12	5:10:15.47	0.6913	3:18:03.03	0.6809	3:16:41.46					11				
FIRETEL	103	NSW				13	5:04:35.04	0.7237	3:18:09.42	0.7092	3:16:21.19					10				
DI HARD	103	PNG				37	4:02:48.20	0.8055	3:18:09.42											
(40% PENALTY)	O'all Place and Corr. Time before penalty 30th 3:07:35.16																			
AQUILA	104	VIC				14	5:07:11.58	0.7091	3:18:11.50	0.6878	3:15:29.16					8				
PATRICE III	105	NSW	28				4:12:40.52	0.8316	3:18:22.45	0.8150	3:16:34.30			14						
RESTLESS IV	106	NSW			20		4:19:24.40	0.7863	3:18:44.52	0.7824	3:18:17.52				10					
YAHOO II	107	NSW					4:14:46.50	0.8272	3:19:38.16	0.8231	3:19:11.01									
NIGHT RAIDER	108	NZ	7				4:01:02.11	0.9498	3:20:09.55											
BREADFRUIT	109	TAS				15	5:08:05.47	0.7225	3:20:32.59	0.7117	3:19:09.58					14				
BLACKSHEEP	110	HK	30				4:09:47.24	0.8754	3:20:37.47											
MYSTIC SEVEN	111	NSW				16	5:05:57.41	0.7364	3:20:45.29	0.7217	3:18:54.23					13				
RAGAMUFFIN	111	NSW	8				3:08:39.22	1.0563	3:20:45.29											
INSATIABLE	112	VIC		38			4:19:34.47	0.8073	3:21:18.27											
BANG BANG	113	VIC		39			4:21:12.18	0.8008	3:21:51.28											
SALTPEA	114	NSW				17	5:19:54.01	0.6793	3:23:02.03	0.6589	3:20:10.49					15				
WILLY	115	TAS	31				4:18:46.21	0.8359	3:23:56.18	0.8309	3:23:21.52			17						
SAGITTA	116	TAS				18	5:14:13.37	0.7177	4:00:20.05	0.6962	3:21:26.56					16				
NEVER SATISFIED	117	NSW			21		5:03:37.53	0.7793	4:00:20.45	0.7754	3:23:51.50				11					
REVERIE II	118	WA			19		5:13:30.23	0.7248	4:00:45.56	0.7139	3:23:18.37					19				
PACIFIC FLYER	119	VIC		32			4:21:25.27	0.8245	4:00:48.58	0.8196	4:00:14.27					18				
QUETZAL	120	NSW			20		5:19:58.30	0.6926	4:00:56.48	0.6822	3:23:29.27					20				
PENDULUM	121	TAS			21		5:18:50.14	0.6990	4:01:02.50	0.6850	3:23:06.13					18				
LEVEN	122	NSW			22		5:18:02.45	0.7054	4:01:22.39	0.6842	3:22:27.03					17				
TURBO	123	VIC		33			4:12:25.29	0.8994	4:01:50.59	0.8949	4:01:01.45					19				
MANDALA	124	NSW			23		5:14:20.07	0.7284	4:01:31.02	0.7211	4:00:52.09					22				
ROLLER COASTER	125	TAS			22		5:11:08.37	0.7542	4:02:54.31	0.7504	4:02:24.37					13				
PUNCH	126	NSW			24		5:18:19.20	0.7152	4:02:55.41	0.6927	3:23:57.15					21				
MARK TWAIN	127	NSW			23		5:10:48.31	0.7575	4:03:05.15	0.7348	4:00:07.05					12				
NUZULU	128	VIC			25		5:21:14.38	0.7016	4:03:05.48											
GOLDFINGER	129	VIC			24		5:08:14.09	0.7833	4:04:26.50	0.7716	4:02:56.48					14				
TRIAD	131	VIC		34			4:20:33.40	0.8779	4:06:19.44											
LADY PENRYN OF NIRIMBA	132	NSW		35			5:05:29.29	0.8165	4:06:27.49	0.8124	0:18:34.24					20				
ANACONDA II	133	SA	9				4:03:46.16	1.0291	4:06:40.28	1.0137	4:05:08.17			4						
CRUSADER	134	VIC		36			5:05:42.20	0.8183	4:06:51.53	0.8134	4:06:14.56					21				
CASABLANCA	135	VIC		37			4:16:14.48	0.9237	4:07:40.56	0.9145	4:06:38.58					22				
MIRABODKA VI	138	NSW			26		6:10:39.08	0.6724	4:07:59.17	0.6590	4:05:54.57					23				
NIMROD II	139	VIC		38			5:10:15.42	0.8237	4:11:17.48	0.8196	4:10:45.45					23				
AMARDO	140	NSW			25		6:00:15.04	0.7499	4:12:10.26	0.7387	4:10:33.30					15				
BALANDRA	141	TAS			40		5:18:17.46	0.7912	4:13:25.12	0.7675	4:10:08.32					12				
CYBELE	142	NSW			27		6:14:13.04	0.7066	4:15:47.48	0.6925	4:13:33.57					24				
ODIN	143	NSW		26			6:02:53.57	0.7649	4:16:21.47	0.7420	4:12:59.57					16				
SAGITTARIUS	144	NSW		27			6:07:10.12	0.7510	4:17:31.43	0.7397	4:15:49.14					17				
TITANIC	145	NSW		28			6:12:16.28	0.7585	4:22:32.03	0.7471	4:20:45.09					18				
DESTINY	146	NSW		39			6:10:21.08	0.8245	5:07:15.48	0.8121	5:05:20.58					24				
PRIME SUSPECT	150	VIC		41			4:03:32.51	0.7941	5:07:15.49											
(70% PENALTY)	O'all Place and Corr. Time before penalty 24th 3:07:03.02																			
INVADER	155	NSW		28			6:09:49.17	0.6752	5:07:15.50	0.6718	4:07:20.14					25				
(10% PENALTY)	O'all Place and Corr. Time before penalty 136th 4:07:51.37																			
RAMPANT II	179	NSW	10				4:00:18.59	1.0529	5:07:15.51	1.0466	4:05:08.18					5				
(30% PENALTY)	O'all Place and Corr. Time before penalty 130th 4:05:24.41																			

DID NOT COMPETE: FANNY ADAMS  
 RETIRED: ANDROMEDA, ARGUS, BELINDA, BUSHWHACKER, CONTRACTOR, DRY WHITE, DUBIOUS, FIRST LIGHT, FORTLET, GOOD NEWS, HERA OF HOBART, HINDSIGHT II, IMPECCABLE, KAMEHAMEHA, MANDRAKE, MARLOO II, MOONLIGHTER, NADIA, OUTRAGEOUS, PANDA, QUASIMODO, SCAMPI A, SINGAPORE GIRL, SKEDADDLE, STORMY PETREL II, STRUTH, STYX, SUPERTRAMP, THE ROPE RUNNER, THE STING, THUMBS UP, TOO FARR OUT, ZAP

**SOUTHERN CROSS CUP SERIES 1985 RESULTS**

Yacht	Points	Placings	Design		
<b>Britain</b>	<b>2210.93</b>				
Cifraline 3	776.40	6,3,3,8,10	Andrieu 1-ton	Western Australia	1403.30
Highland Fling	832.43	32,7,1,3,7	Farr 1-ton	Tasmania	1212.63
Panda	602.10	8,4,2,21,Ret.	Briand 1-ton	South Australia	888.98
<b>New Zealand B</b>	<b>1913.74</b>				
Barnstorm	285.29	25,15,27,29,27	Peterson 42	Hong Kong	876.37
Mad Max	951.14	1,1,6,1,1,1	Davidson 1-ton	Queensland	808.18
Thunderbird	677.31	2,9,12,2,16	Farr 43	Papua New Guinea	793.64
<b>New South Wales</b>	<b>1907.28</b>				
Another Concubine	543.78	21,13,7,13,9	Farr 40		
Paladin	508.30	16,28,24,10,6	Farr 40		
Sagacious	855.20	7,21,8,12,1	Farr 40		
<b>NEW Zealand A</b>	<b>1730.57</b>				
Exador	815.23	4,5,9,4,5	Farr 40	Mad Max	951.2
Switchblade	540.59	3,12,13,7,20	Farr 43	Sagacious	855.20
Swuzzlebubble V	374.75	14,14,17,14,24	Farr 1-ton	Highland Fling	832.43
<b>Australia</b>	<b>1518.08</b>				
Challenge III	352.67	12,23,25,23,17	Farr 43	Exador	815.23
Drake's Prayer	674.60	5,6,14,5,8	Farr 43	Cifraline 3	776.4
Marloo II	490.81	9,2,11,20,Ret.	Frers 43	Intrigue	695.61
<b>Victoria</b>					
1498.07				Once More Dear Friends	689.00
Contractor	291.77	13,17,29,22,Ret.	Frers 44	Thunderbird	677.31
Joint Venture	517.30	10,8,21,6,13	Frers 1-ton	Drake's Prayer	674.60
Once More Dear Friends	689.00	18,10,18,19,2	Dubois 39	Indian Pacific	622.17

**Top Individual Yachts**

**FIRST ON I.O.R. CORRECTED TIME**

"Sagacious" G. J. Appleby N.S.W.  
 Tattersall's Cup and Replica  
 R.O.R.C. Plaque  
 Government of Tasmania Trophy and Replica  
 C.Y.C.A. Trophy  
 Illingworth Medallions to each Crew Member.  
 G. Appleby; L. Minehan; R. Jacobs; S. Kulmar; J. Wilmot;  
 M. Atkinson; J. Vail; P. Morgan; I. Dodds; B. Stephens

**SECOND ON I.O.R. CORRECTED TIME**

"Hummingbird" E. J. Blackadder N.S.W.  
 City of Hobart Trophy and Replica  
 C.Y.C.A. Trophy

**THIRD ON I.O.R. CORRECTED TIME**

"Silver Minx" G. Player N.S.W.  
 R.Y.C.T. Trophy and Replica

**THE WINNER OF LINE HONOURS**

"Apollo" J. Rooklyn N.S.W.  
 J. H. Illingworth Cup  
 C.Y.C.A. Trophy

**I.O.R. DIVISION WINNERS**

**MAXI DIVISION**  
 First: "Apollo" J. Rooklyn N.S.W.  
 C.Y.C.A. Trophy  
 Second: "Windward Passage" R. Muir N.S.W.  
 C.Y.C.A. Trophy  
 Third: "Freight Train" R. Williams W.A.  
 C.Y.C.A. Trophy

**'A' DIVISION (on corrected time)**

First: "Thunderbird" D. St. Clair Brown N.Z.  
 Peter Aillsopp Memorial Trophy  
 C.Y.C.A. Trophy  
 Second: "Challenge III" L. Abrahams VIC.  
 C.Y.C.A. Trophy  
 Third: "Wild Oats" R. I. Oatley N.S.W.  
 C.Y.C.A. Trophy

**'B' DIVISION**

First: "Sagacious" G. J. Appleby N.S.W.  
 George Barton Trophy  
 Charles Davies Memorial Trophy  
 C.Y.C.A. Trophy  
 Second: "Once More Dear Friends" W. Currie VIC.  
 C.Y.C.A. Trophy  
 Third: "Indian Pacific" J. Eyles N.S.W.  
 C.Y.C.A. Trophy

**'C' DIVISION**

First: "Hummingbird" E. J. Blackadder N.S.W.  
 Rushcutter Trophy  
 C.Y.C.A. Trophy  
 Second: "Silver Minx" G. Player N.S.W.  
 C.Y.C.A. Trophy  
 Third: "Diamond Cutter" A. Sweeney N.S.W.  
 C.Y.C.A. Trophy

**'D' DIVISION**

First: "Nike" J. Hunt N.S.W.  
 Rani Trophy  
 C.Y.C.A. Trophy  
 Second: "Auspicious" N. Marr N.S.W.  
 C.Y.C.A. Trophy  
 Third: "Marara" A. E. Ratcliff N.S.W.  
 C.Y.C.A. Trophy

**ILLINGWORTH MAXI DIVISION**

First: "Windward Passage" R. Muir N.S.W.  
 C.Y.C.A. Trophy  
 Second: "Bewitched" W. Ferris N.S.W.  
 C.Y.C.A. Trophy  
 Third: "Spirit of Queensland" A. M. Kelson VIC.  
 C.Y.C.A. Trophy

**ILLINGWORTH 'A' DIVISION**

First: "Apollo II" A. J. Becher VIC.  
 C.Y.C.A. Trophy  
 Second: "Caroline" D. Hales VIC.  
 C.Y.C.A. Trophy  
 Third: "Dynamite" I. French N.S.W.  
 C.Y.C.A. Trophy

**ILLINGWORTH 'B' DIVISION**

First: "Once More Dear Friends" W. Currie VIC.  
 C.Y.C.A. Trophy  
 Second: "Turkey Shoot" F. McDonald/B. Bowden VIC.  
 C.Y.C.A. Trophy  
 Third: "Mercedes IV" R. E. J. Clark W.A.  
 C.Y.C.A. Trophy

**ILLINGWORTH 'C' DIVISION**

First: "Diamond Cutter" A. Sweeney N.S.W.  
 C.Y.C.A. Trophy  
 Second: "Christa-Farr" J. D. & C. A. Pomfret N.S.W.  
 C.Y.C.A. Trophy  
 Third: "Stormy Petrel" A. Pearson N.S.W.  
 C.Y.C.A. Trophy

**ILLINGWORTH 'D' DIVISION**

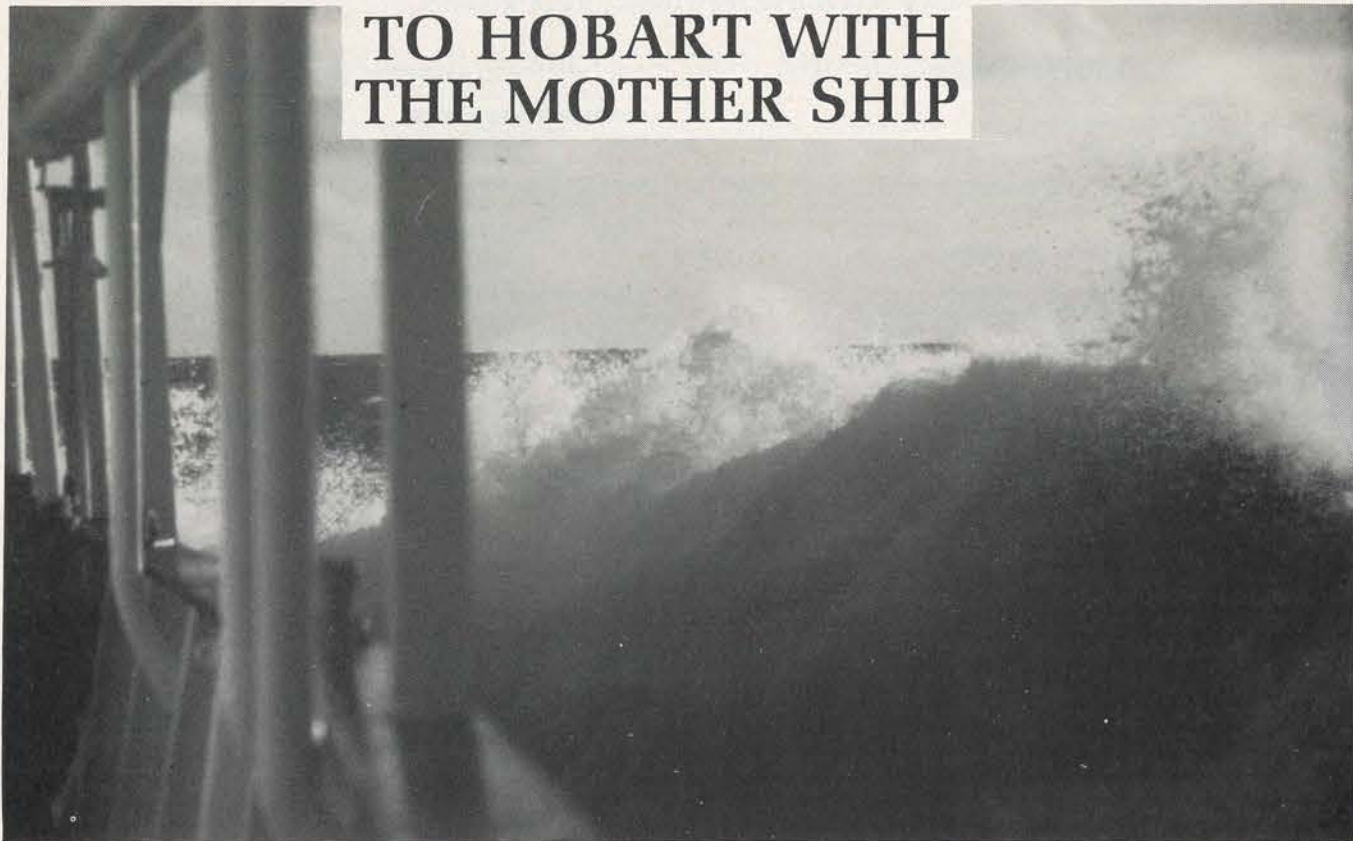
First: "Nike" J. Hunt N.S.W.  
 C.Y.C.A. Trophy  
 Second: "Marara" A. E. Ratcliff N.S.W.  
 C.Y.C.A. Trophy  
 Third: "Billabong" P. N. Joubert VIC.  
 C.Y.C.A. Trophy

**OTHER TROPHIES**

**THE FIRST Y**



## TO HOBART WITH THE MOTHER SHIP



Wyuna shoulders her way through a sea in Bass Strait.

by Mike Power

Just after eight o'clock on the first evening of the 1985 AWA Sydney-Hobart, the sun decided it had sat through quite enough of the broach-filled dress rehearsal for that night's return season of the popular Tasman stage show, *Reduce Sail*. It pulled a quilt of cloud over its head and retired early.

An hour later, the performance commenced with a lively rendition of *The Breeze and I*, in 38 knot time. It proved a touch too spirited for some in the chorus line and they began limping off into the wings in various states of disarray.

I'd stayed on deck to see how the show would develop but, after a brassy opening number, the sou'westerly change slackened pace to about 30 knots. It didn't look as though there'd be much in the way of unpredictable dramatics. I went below, downed a brew and, as we pitched easily southwards abeam Jervis Bay, I pitched myself between fresh sheets in a comfortable, bone-dry rack and drifted off into undisturbed slumber.

You're right, you can't do that on a racing yacht — but you can on the Australian Maritime College's training vessel *Wyuna*, doing duty for the second year running as radio relay ship.

Over the history of the race, but es-

pecially in more recent years, the status of the radio relay ship has grown proportional to the increase in fleet numbers and the event's international leadership in competitors' security through AWA communications system. Various craft have served in this role and the presence of the radio relay ship 'somewhere out there' has come, I suspect, to be taken for granted by just about everyone... in much the same way that a crew expects the stick to remain vertical.

However, it ought to be said that, for one of the few Category 1 yacht races in the world ('where yachts must be... prepared to meet serious emergencies without the expectation of outside assistance'), the dice have come down double-sixes for the CYC in having *Wyuna* available.

Although the RR ship's primary task concerns the passing of race radio traffic, and the race instructions specify that it is 'not intended to tow, ferry crew or relay private messages', circumstances of the past two Hobarts have extended (if unofficially) its range of activities.

In the '84 Race, *Wyuna* underwent a baptism of fire as RR ship in the difficult conditions of the first 40 hours or so. Altering course on the second night to join the search for Wal Russell (lost

overboard from *Yahoo III*, *Wyuna* rolled so heavily that the needle of the clinometer, according to crew who were aboard, passed the ship's theoretical point of no return. 'For the first two or three days,' said a grinning crewman, 'the dining room wasn't exactly over-patronised.'

*Wyuna's* tally of 'highlights' in the last Sydney-Hobart included responding to a MAYDAY, serving as a consulting clinic for ill crew on two of the 'pocket' maxis and doubling up as a surgery for the injured skipper of *Apollo III*.

So bland a summary could give the impression that the RR ship hares about the ocean all the way down to Tasmania, playing 'mother hen' to every individual yacht. Given *Wyuna's* top speed of a touch over 13 knots (and the fact that the leaders were some 20 miles ahead of us at the 5.00 p.m. 'sked' after the first afternoon's hard running), that would be clearly impossible. According to boat size and sailing ability, the yachts disperse quite quickly over a huge square mileage of sea. (The plot from the first 'sked' showed the majority of skippers had biased their courses to be on or east of the rhumb line.) So, on two occasions, it was mostly good fortune that *Wyuna* was relatively near enough to be able

to offer direct assistance.

The other elements which such a summary glosses over are the threads of urgency, anxiety and humour associated with various incidents. Let me take you backstage.

About 4.45 p.m. on the first afternoon, Bill 'Tweetie' Thompson settled into the radio operator's seat (which for so many Sydney-Hobarts had been occupied by the late Bert Oliver), shuffled his 'sked' log sheets into order, ran through a couple of final checks with AWA crew boss John O'Toole.

The hub of *Wyuna's* involvement in the race was the radio shack right aft on the boat deck — a bit like an outdoor dunny. Chock-a-block with high-tech communications and computer equipment installed by AWA, lighting for an ABC camera crew, a few chairs and assorted odds and ends, it became quite a crowded hive at 'sked' times. You couldn't have swung a cat in there, even if you'd had the inclination to do so.

On that first afternoon, though, the tension inside was almost tangible. 'Would everything run smoothly?' was the unspoken question.

Tweetie pushed the transmit button on his handset, established contact with his relay boats, read the forecast — and then really went to work.

'30 Alexander of Creswell, your position?'

'*Anaconda II*, go.'

On and on down the list of Group 1 yachts (roughly half the fleet). It went like clockwork, with O'Toole and his operators keying the reported positions into the computer — ready for instant transmission to CYC race headquarters at the touch of a button. It took just 26 minutes to complete the

Group 1 call.

'How'd we go?' asked a relieved Tweetie.

Aft of the enclosed bridge and the ship's own navigation area is a large timber-panelled compartment which, at sked times, was equally busy. Normally used as a classroom for navigation training, it served as the plotting room where the yachts' positions were pinpointed, on a large, continuous chart, by *Wyuna's* master Danny Waters (who'd escaped for a while from the principal's desk at the Maritime College) and Col James (taking a busman's holiday from being master of the Melbourne—Devonport ferry ship *Abel Tasman*).

Rubbernecking over this plot would be quite a few members of *Wyuna's* crew (who themselves were regular cruising and racing sailors) and the small pool of TV, radio and press journalists covering the race from the RR ship.

The first report of retirements from the fleet began that night, about two hours after *Wyuna* had steamed to the front. Matter-of-fact statements that a rudder had packed up or a mast was over the side, with the occasional request for *Wyuna's* round-the-clock radio watchkeepers to organise a police launch for escort.

In the grey, wind-torn light next morning, there was no fleet panorama around us as there had been the previous afternoon. The only yachts which passed close enough to identify the whole day were *Another Concubine*, reefed down and bucking seaward as the morning sked was conducted, and *Once More Dear Friends* much later in the day.

The first note of concern came with a 2.30 p.m. call from British yacht *Pan-*

## To Hobart with Wyuna



Bill 'Tweetie' Thompson

*da* that she was pulling out with serious structural damage. As darkness closed in, *Wyuna* was advised that *Panda's* skipper believed the yacht's bow sections couldn't stand up to any sort of pounding that night. The voice at the end of *Panda's* radio set was calm enough but the message was plain: they were within an ace of going 'glub' and they weren't at all certain they could make the coast before the hull gave out altogether. *Wyuna* radioed for emergency assistance.

Less than two hours later came the MAYDAY. The yacht's hull had split. She was taking water fast. The crew were making ready to abandon.

But it wasn't *Panda*, it was Colin Kimmorley's timber-hulled *Argus*. Radio operator Heather Yarnton, who'd been assembling a summary of telexed sports results for broadcast on the 11.00 p.m. safety sked, switched silkily into the emergency routine: notify SeaSafety in Canberra and request an 'all ships' alert; handle a growing volume of radio traffic as two tankers and, later, a trawler responded to the situation; keep status reports from the yacht flowing (how many crew? everyone OK? what's the water level inside the boat?); answer questions from *Wyuna's* command team, now reinforced by officers who'd been off watch.

*Argus* was one-and-a-half hours steaming time from *Wyuna* and her crew were baling for their lives, in blackness and heavy seas. Although not up to her knees in rising water, Heather Yarnton worked with them and for them — a model of how to operate under pressure.



Destiny skids off course on the first afternoon... one of many yachts that performed the 'dance of death'.





PHOTO BY MIKE POWER

Injured man taken off Apollo III.

The level of activity all round the ship increased as we headed back north-east to *Argus*' position. Colin James, who was watch officer when the alarm was sounded, had laid off a new course and he and Danny Waters had calculated an ETA. The engine room crew brought the third generator on line for maximum speed. Scrambling nets were readied in the ship's waist. Shipwright Mike Tuck and Warwick Trigg prepared one of *Wyuna*'s 'rubber ducks' for lowering to pick up the yachtsmen (if it came to the worst).

We reached *Argus* at twenty minutes to midnight, spot-on ETA. By then, the tanker *Paladina* had been standing by (creating a lee for *Argus*) for some time and the crew on the yacht had just about won the water war inside the cabin.

In the light of *Wyuna*'s searchlight, a headsail appeared to have partly slid overboard. I was about to agree with one of the ship's officers that *Argus*' crew probably hadn't had time to tidy up on deck when I remembered a word from a Hornblower story I'd read as a kid. Fother — using a sail (or a tarp) to help plug sprung planks or a hole in a hull. Kimmorley's crew had fothered the damaged section, and it saved the boat for them. A very creditable piece of seamanship.

At 2.10 a.m. the MAYDAY was withdrawn and a while later we began escorting *Argus* to the coast; before dawn the escort was taken over by the trawler *Carmela T.* The seas had moderated and it was a relief to hear that *Panda*, too, would make it safely to port.

As we scooted south to regain the main body of the fleet, Lyn Anderson's services suddenly became much in demand. Lyn, a jolly soul, is a doctor with the Public Health Department in Launceston and she'd jumped at the invitation from the Maritime College to join their all-volunteer crew for the race. Besides, previous medical postings in the outback of northern Australia had given her experience of diagnosing and prescribing treatments by radio.

Her first case was aboard *Bewinched*, probably 100 miles ahead of us and well into the Strait. Crewman Sean Lanman was a bit of a mess and, when the symptoms indicated perforated ulcer, Lyn took up residence in the radio shack to monitor his condition throughout the day. Her opinion: get him off the boat ASAP.

Taking that advice, Danny Waters ordered *Wyuna* up to full speed again for an overnight dash across the Strait and radioed *Bewinched* that we could rendezvous to provide a lee while Langman was transferred to a police boat off northern Tasmania. It was blowing a fresh westerly. As it turned out, Langman was transferred ashore at Bicheno well before we reached the area.

Meanwhile, another yacht had sought medical advice for a crewman with a disorder of (ahem) a far more personal nature. Serious as it was, it provided a burst of uproarious laughter in the radio compartment. Lyn asked a series of questions over the air, trying to determine the patient's condition and its likely cause. Finally, she inquired, as delicately as possible,

whether the condition might have arisen from (ahem) social intercourse of a fairly intimate kind. They'd been waiting for that.

'Negative, negative, negative!' was the rapid-fire reply. 'We've already asked him that.'

The weather took a turn for the better as we cruised down the Tassie coast during Sunday. More sails were evident than we'd seen for a couple of days. The plot showed that *Apollo*, unless she tripped over her own feet, would take line honours later in the afternoon. *Wyuna* conducted the normal 'sked' about halfway down the coast, then ducked through Schouten Passage to anchor for the night in Great Oyster Bay.

The pick had no sooner hit the bottom, with everyone looking forward to 'happy hour', than we had to weigh and speed out to meet *Apollo III*. Skipper Alan Fox had been barefoot on the foredeck, helping to sort out a spinnaker problem, when the brace suddenly had a go at him and all but severed his little toe. The ship's boat collected Fox from the yacht and this time Lyn Anderson had flesh and blood to deal with, rather than a disembodied voice.

*Wyuna* steamed across the bay for Swansea, radioing for an aircraft to fly Fox to hospital in Hobart, while Lyn set up the plotting room as a mini surgical ward. We had two willing assistants in young Emma Haigh and Andrew Bicknell (they were among several youngsters aboard, families of senior Maritime College instructors crewing the ship).

The 'surgical team' performed their patching job on Alan Fox and came



PHOTO BY MIKE POWER

Apollo III skipper Alan Fox (injured foot propped on life jacket) about to be taken ashore.

through with flying colours. George Rance, the purser, emerged (I was reliably informed) the colour of dirty linen. Poor George had chosen to walk through the ship just when Lyn needed an extra pair of hands to hold a torch over the gory toe — and he was lumbered with the task.

Alan Fox was ferried ashore and flown to Hobart within two hours. We spent the rest of the evening fishing off *Wyuna*'s stern.

The final afternoon sked was conducted while we circled lazily off Tasman Island as a chilly front blew through and, after anchoring overnight in Port Arthur, we nosed up the Derwent next morning.

Cox'n Gordon Martindale, 83, who'd rounded the Horn in square-riggers long before the first Sydney-Hobart was dreamed of, had the wheel as the pilot conned *Wyuna* to her berth. Down on the fo'c'sle, the master of the *Abel Tasman* turned his hand to the work of an AB, hauling and securing the mooring warps.

Across from where we berthed, a thicket of aluminium spars rose from Constitution Dock — mother ship *Wyuna*'s chicks, or most of them, safely home.

And somewhere among the throng of heroes swapping improbable lies about the race were the navi-guessers whose sked reports had positioned their boats, respectively, halfway to Stewart Island (NZ) and in the centre of Tassie's South-West National Park; somewhere was the radio operator whose complaint that he couldn't keep up with 'Tweetie' Thompson's dictation-speed reading of the forecasts provoked (off-air) an unprintably



PHOTO BY MIKE POWER

*Wyuna*'s 'surgical' team (from left): George Rance, Dr Lyn Anderson, Emma Haigh and Andrew Bicknell.

comical retort; and somewhere off the Tassie coast was the girl crew of *Hera of Hobart* who, on the fourth morning of the race, inquired politely what time the skeds were.

Discarded relics of the race lay about *Wyuna*'s radio shack, scraps of notes which, in themselves, could not convey the rising concern that had been felt when *Silver Minx* remained silent through three consecutive skeds (due to transmission problems only, as it happened); nor the humour of a message from *In the Navy* that they were 'sailing on starboard tack but racing on port tack' because of rig damage (a nice distinction that).

Naturally, an account as selective as this tends to bury some facts. Such as

the professionalism and generosity of the Maritime College's crew; the College's budgeting of some thousands to make *Wyuna* available; the supply of fuel by Ampol, one of the Race sponsors, which ensures that the fleet has the unobtrusive but comforting presence of the RR ship at all; and the finely-tuned 'receivers' (most of us call them ears) of AWA's Heather Yarnton, John O'Toole and Stuart Wheeldon, who can identify smudgy numerals in lat. and long. even from a squawky transmission.

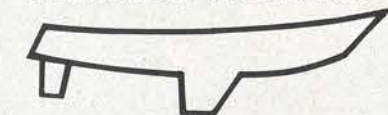
They're the kind of things you wouldn't spare a second thought for when you're sitting cheerlessly on the weather rail — until, as they say, 'the ship hits the sand ...'



PHOTO BY MIKE POWER

Margaret Rintoul II tacking into Tasman Island in a fresh sou'wester.

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# MAHARANI'S BARRIER REEF CRUISE

## Part III

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

*This is Part III of the saga of Maharani's cruise to the Barrier Reef in the winter of 1938, a story of interest simply as a cruising tale but also for the author's observations about the Queensland coast almost 40 years ago.*

*Maharani will be better known to some simply as Rani, which gained fame in the CYC when John Illingworth skippered her to a line honours and handicap victory in the inaugural Sydney-Hobart Race in 1945. Before Illingworth owned her, Maharani belonged to a retired Royal Indian Navy Captain. His wife is still alive and at Christmastime presented the Club (through the Editor) a photograph of Maharani which is shown in these pages.*

*We rejoin Maharani's 1938 cruise at Great Keppel Island. In Part III we journey up the Queensland coast through the scattered island anchorages and up to the Whitsundays, where Livesay visited several of the then fledgling resorts, and on to Port Denison, which today is the home of the sleepy north-central Queensland town of Bowen. Those who may be contemplating a similar winter voyage will find that many of the observations in this article, both about local geography and cruising in coral, are still as valid as the day they were made.*

*We have supplemented this installment with some modern-day illustrations from 100 Magic Miles of the Great Barrier Reef — The Whitsunday Islands, with the permission of that book's publisher, Windward Publications, of Sydney.*

### Friday 8th July

In going up the creek on the flood tide to get some kerosene tins of water, I, being at the oars, ran hard on a snag and put a good sized hole through the dinghy, there being five feet of water and the banks lined with mangrove swamps could do nothing except stuff Bob's singlet in the hole, trim the boat to bring it as much as possible out of the water and push on to the landing. Here, fortunately, we found an old boat from which we got canvas, copper sheathing, wood and nails and so were able to execute repairs. The tinkle we put on lasted back to Brisbane. Rain on and off all day.

### Saturday 9th July

Under weigh at 0730 bound north for Pearl Bay on the mainland with a moderate SSE. wind. This latter increased to Force 6 and brought up a heavy sea, and at 1400 hrs she was planing on the big fellows and looked likely to poop, the speed being  $3\frac{1}{2}$  knots, so took in the mainsail and continued under jib. She is easily driven and now averaged five knots. There was a really big sea running between Dome Island and the mainland and I was thankful not to have the mainsail on her through the passage.

Over the whole of the inland sea inside the reef where the depths run to five to twenty-five fathoms the sea gets up very quickly and is short and steep. I have known heavy seas running and winds of force 6 or 7 blowing where half an hour previously it had been smooth water and almost a dead calm.

Pearl Bay was reached at 1700, a good anchorage on sandy bottom protected from the SE but uncomfortable by reason of the swell swinging round and coming in from NE to which she lay broadside-on during the ebb, and she rolled considerably. A weather forecast received over the air gave a warning of SE gales all along the coast, and in the late evening it had started to blow, so lay out another anchor. Sunday, 10th July

A high barometer — 30.35. In these waters the higher the the harder it blows from the SE, and the harder the blow the thicker the haze and less the visibility.

It blew hard for the next three days with much rain and too big a surf to attempt landing until Tuesday when we were glad to get ashore having written all our letters and played three-handed bridge for hours. We could see enormous seas breaking on Dome Island throwing up spray 50 ft high. Brisbane reported wind velocity of 50 mph. One of the test cricket matches was on at home, but unfortunately neither Bob (unusual for an Australian) nor Billie nor I were greatly interested in who won; otherwise, being cooped up for three days, murder might have been done. Had two hours ashore on Tuesday and climbed the peak nearby and were well rewarded by the view. Full moon today.

### Wednesday 13 July

It had rained up to 1000 hrs, after which showed signs of clearing. Spent most of the day ashore and took our lunch. Had a great feed of oysters and took six dozen aboard. Visibility now good, so climbed the east ridge and obtained a good view of Island Head Creek five miles north. Was told later that this would have afforded better shelter, the access being good, but I was put off by the sailing directions, and expecting there to be a breaking sea at the entrance. Shall go there next time.

By the evening the sky cleared and wind moderated to force 4-5, so got under weigh at 2000 hrs heading for Percy Islands after rounding High Peak Island to port. A clear moonlight night.

With small jib and mainsail averaged 8.5 knots to High Peak Island which was abeam before midnight.

### Thursday 14th July

We experienced a strong northerly set and had to haul well away to the SW to counteract it. We were beating the dawn so took in the mainsail at 0300 hrs and proceeded under jib. Got a good soaking from rain squalls in the middle watch and arrived at our anchorage on the north side of South Percy Island, between it and Howard Island, at 0930 hrs.

The rise and fall here at springs is 16 feet, and further north greater still. So before anchoring soundings must always be taken and reduced and a search made for niggerheads, otherwise you might find yourself in an awkward predicament as did one small ship who shall be nameless; she anchored in about three fathoms and all turned in, and when they awoke, to their consternation they found themselves clear of the water suspended mid-air on top of a niggerhead and were too frightened to even breathe for fear she'd fall off before the incoming tide reached her. A niggerhead is the name by which pillars or columns of coral, which rise vertically from the bottom, are known; they may be thirty or forty feet in height and are to be found all over the reef.

South Percy is uninhabited; a nudist colony was started a few years ago, but fizzled out due, I should think, to the site chosen being close to a swamp from which myriads of mosquitoes rise





**Maharani's Barrier Reef Cruise**

in clouds — well, enough said. There were wild duck on the lagoon close to the beach where the creek flows into the sea. An abundance of good fresh water. We took soap and towels and indulged in a delightful bath. The Percys, like most of the southern islands, have no tropical vegetation but are covered with a poor species of gum, ti and other trees with thick undergrowth and are not very attractive. At sunset we saw a ketch making north for Middle Percy.

**Friday 15th July**

A delightful clear sunny day. We proceed at 1100 hrs for the west bay anchorage off Middle Island going east about passing between north-east and middle islands and around Howard Point. We here experienced the first tide rips which were extremely heavy with overfalls between the islands; the distance to run being only ten miles we towed the dinghy but were nearly made to pay for our laziness as she had just about all she could stand amongst the rips.

We anchored in west bay four cables off the entrance to the lagoon; a better anchorage would be further west away from the influence of the tides in and out of the lagoon. We shifted next day.

Landed in the afternoon and met the two brothers White who, with their father, mother and sister live amid delightful surroundings 800 ft up and two miles distant from the shore. The ketch *Destiny* was on the hard inside the creek for inspection after her bumping on the bars in the south passage of Moreton Island referred to previously; no apparent damage. We were shown a 30 ft auxiliary cutter built and owned by Claude White and his brother, and they have good reason to be proud of her. Every bit of her timbers was felled on the island and hand sawn with pit saws, a truly herculean task; she was then assembled and tacked together at the house, then dismantled, brought down to the creek and erected there.

On Saturday morning we paid a visit to Pine Island lighthouse two miles distant and were shown over it by Mr Moore, the head lightkeeper, and after lunch paid Mr & Mrs White a visit, who made us most welcome and entertained us at dinner. They have 3000 sheep, also cattle, horses, geese, duck, fowl, and grow their own vegetables, so are practically self-supporting. The island covers some ten square miles; the heights, which are cleared, give good riding and there is valuable timber. The Whites, who

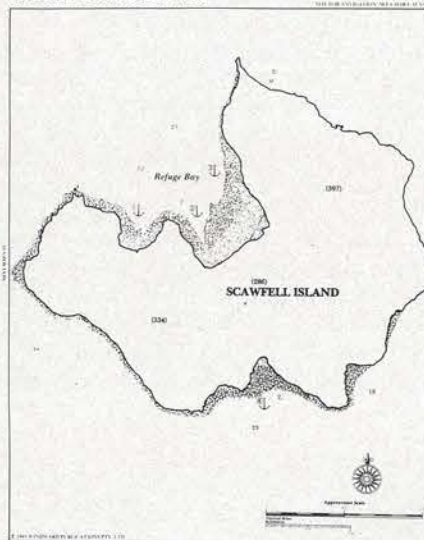
emigrated from Canada, have been their 18 years.

On Sunday our visit was returned by the whole family and we had a campfire dinner ashore and music supplied by Billie with her piano accordion. Our wireless, which had been breaking down frequently, had given up the ghost so the piano accordion was all the more welcome on board.

**Monday 18th July**

Under weigh early at 0450 bound for Flat Top Island situated off the Pioneer River on which is the town of Mackay — where the cook wished to replenish the larder. A good sailing day, sunny with light SE. wind; averaged 5 knots. Passed through the Beverley Group of islands and south of Prudhoe Island anchoring under the lee of Flat Top Island at 1740 hrs.

**SCAWFELL ISLAND**



**Tuesday 19th July**

The Pioneer River dries at low water, so we were unable to get any conveyance for the three miles up to Mackay. We abandoned the idea and sailed at 0825 for Scawfell Island with a grand SE. wind, force 4, on our starboard beam. We anchored in Refuge Bay at 1330 hrs having averaged 6 knots. This anchorage lying between two coral reefs has a sandy bottom but is exposed through a break in the hills to gusts from the SE. A better anchorage to which we moved next day lies in the small bay half a mile to westward. There were half a dozen mackerel fishers here including our friends the *Tropic Bird* from whom we obtained all the fish we could eat. Scawfell is thickly wooded and has impenetrable undergrowths; wild coconuts grow along the shore and afforded us some pleasant drinks. It's chief attraction is the fine specimen of coral reef lying close to our second anchorage. It was

fascinating to hang one's head over the side of the dinghy and gaze down at all the varieties of coral and the fantastically shaped multi-coloured fish swimming in and out of it. Coral should only be seen through water in its natural state; that which uncovers at low tide loses 80% of its beauty, and if picked, it soon bleaches, thereby losing all its natural tints.

We spent until Saturday here, bathing several times a day and fishing. We were not able to troll for mackerel because the engine would not function satisfactorily. The Haacks took our order for stores which they brought out on Friday morning and which enabled us to indulge in grilled steak for dinner. This was the first island visited on which wild orchids grew — from now on we were to find many varieties growing profusely everywhere. Several roots were taken and dispatched to Sydney.

**Saturday 23rd July**

A grey dawn and sky overcast. Weighed at 0645 and headed NW for Linné Island in the Sir James Smith Group passing between Carlisle and Cockermouth Islands east of Coffin Islet, west of Tinsmith Island. In the forenoon the sky cleared and we sailed on under perfect conditions with, for once, a smooth sea, arriving at Linné and anchoring in the small bay on its western side at 1515 hrs.

Whilst cruising off the steamer routes in these waters the charts cannot be relied on implicitly. It is always advisable to keep a sharp lookout for uncharted rocks, etc. On today's passage the vagaries of the tides were most noticeable. On the light breeze we had, we were set very lose to Maryport Island, when I was expecting the ebb to set us northeasterly. The probable explanation is that an eddy from the north of Carlisle Island curved round and set nor'westerly towards Maryport Island.

Landed at Linné and found a number of turtles basking on the water's edge. From then on we encountered numbers daily.

**LINNÉ ISLAND**



**Sunday 24th July**

Bob and I were ashore early and climbed the peak from which we had a wonderful view of the surrounding archipelago to as far north as the Whitsunday Group. We were under weigh again at 1045 hrs with a head wind, NSW force 4. With the aid of the ebb tide we beat up the narrow passage between Linné and Goldsmith Islands and met with heavy tide rips, stood out on the port tack passing Blackcombe Island to port, then went about and stood in towards Thomas Island but failed to weather it so made several short tacks passing between Keyser Island and Long Rock. Barometer was falling and the wind coming in hard squalls, so made for an anchorage in the bay on the south side of Shaw Island which afforded good shelter. A very hard set was experienced south of Keyser Island, which took us rather too close to Long Rock, and I had the engine cleared away for use if necessary, but we just scraped past.

**Monday 25th July**

A clear dawn. Did not land here, but got away at 0700 hrs, with a light westerly which shifted to south. Making for the settlement on the south side of Lindeman Island passing Seaforth Island to port. A strong flood tide against us caused numerous eddies and overfalls. Anchored at 0935 two cables off the beach opposite the tourist guest house. This anchorage is unsuitable during strong SE. winds but good protection from these will be found off the north of Seaforth Island. The channel in between it and Lindeman is only four cables across.

Mr Nicholson, the lessee, has here the best organised tourist resort of any which we saw. Guests are housed in separate huts spread along the beach and have their meals in the main building. Another building provides a ballroom — it has modern sanitation, freezing plant and electric light is being installed this year; a motor launch takes parties daily to the reefs and fishing grounds, charges for which are included in the winter tariffs of six guineas a week. There is also a tennis court and golf course of sorts. Two sons and a daughter assist in running the place.

We met here the fifty foot yawl *Zjawa II* owned by Mr Wagner, a Pole. He had her built in South America having lost two others during his cruise round the world which he started six years ago. He is a young and able yachtsman.

During our four days stay here,



Lindeman Island.

Billie, who had been having a bout of insomnia, took a room ashore. We had beautiful weather and enjoyed our stay immensely. The view at sunrise or sunset from the peak is superb, countless islands, rocks and reefs lie spread round the entire horizon.

Took down the carburettor and cleaned out the jets — also fitted a new coil, but the result was disappointing and the spluttering continued. It was cooler here than further south — the temperature at night dropped to 58°F.

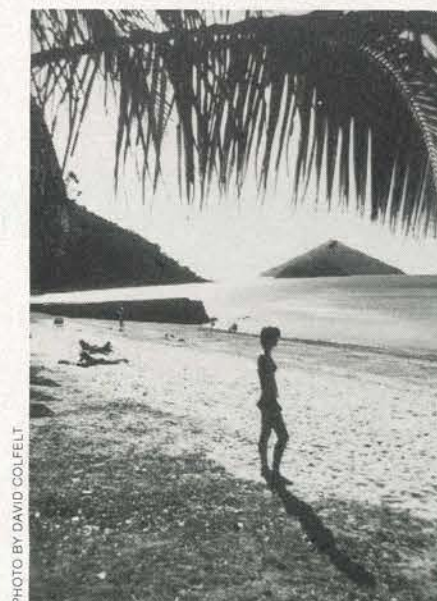
**Friday 29th July**

A rather forbidding looking dawn, black clouds banking N. and NW. There had been some strong squalls from the north during the night, and from 0700 to 1100 hrs we had heavy tropical showers with the wind all over the place. However, after that, the wind came out of the south and the sky cleared.

Mrs Nicholson, a very charming lady, gave the *Zjawa* and ourselves quantities of fresh vegetables and reading matter which were most acceptable.

We weighed at 1230 hrs followed half an hour later by the *Zjawa* and headed north up the Whitsunday Passage, destination at present unknown. Were becalmed soon after weighing and had to drop the anchor again under foot to get her head round with the very light WNW breeze to starboard. Once outside the sound the wind was steady SW force 3—4. We passed through Port Molle, between Molle and Long Islands where we had thought of spending the night but it did not look sufficiently inviting; it is very small (could walk around it in 20 minutes), has deep water close to on its western side and tides run past at 3—4 knots, so gave it a miss and car-

ried on through through the 'Unsafe Passage' between North and Mid Molle Islands, then south into the north bay of Molle Island where we brought up at 1635 hrs. We had out-sailed the *Zjawa* who later passed us bound for Townsville. A good safe anchorage from all except northerly winds, which are infrequent and seldom blow with any force. At almost all anchorages the bays are fringed with coral reef which extend two to three cables offshore, and you anchor just clear of the reef in, usually, 3-4 fathoms, but always look out for niggerheads which may be anywhere. Recent surveys (1933) have been completed and published in chart No.s 498 and 336, which comprise Kennedy Sound, Cid Harbour, Long Island Sound and Molle Channel, and Stonehaven Anchorage, all situated in the vicinity of the Whitsunday Passage.

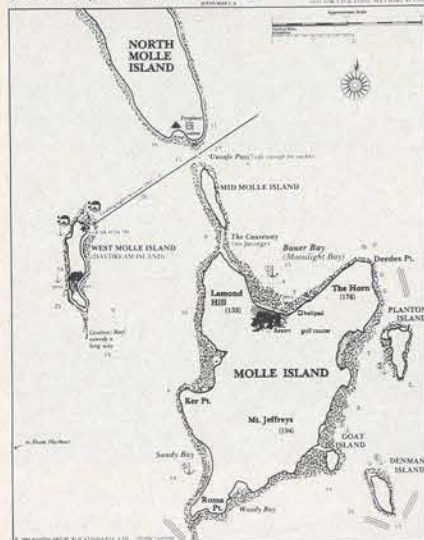


Beach at Bauer Bay, South Molle Island



## Maharani's Barrier Reef Cruise

### (SOUTH) MOLLE ISLAND



This area must be one of the world's best cruising grounds. There are hundreds of bays affording good anchorages and we could easily have put in two months here, but this, our first, is an exploratory cruise, and time, if we are to return south within the limit of Bob's vacation, is limited.

We stayed at Molle Island until Sunday. Mr Bauer, the lessee, is starting a tourist resort and the situation is promising, although a bad beach for bathers, it being strewn with pebbles. The island measures two miles north and south by one mile in width; two

spurs run north and south with a fertile little valley between them through which runs a freshwater stream. The highest point is 650 feet and affords excellent view all round.

### Sunday 31st July

0900 saw off again heading south against a moderate southerly, the idea being to circle Denman Island trolling for mackerel, but got no bites; then away across the Whitsunday Passage to Cid Harbour which we passed through, thence north to Hook Island and Nara Inlet situated at its southwest corner. A Perfect day and a perfect breeze, logging 7-8 knots. Hooked a Spanish mackerel — he must have been a whopper as he straightened out a 110 hook and got away.

In approaching Nara Inlet from Cid Harbour head west of the westernmost point of Hook Island (to clear the shallows on the starboard hand) until the inlet bears north (T) then make for the eastern point of the Inlet and pass in, keeping well over to the east side for the first mile (there is foul ground in mid channel). Then take a mid-channel course and continue to the head of the inlet three miles from the entrance, where an excellent anchorage is obtainable half a cable's length on three sides offshore. After the first mile there are no further obstructions except for a fringing reef close inshore on either side, and depths of five fathoms were obtained over the whole distance.

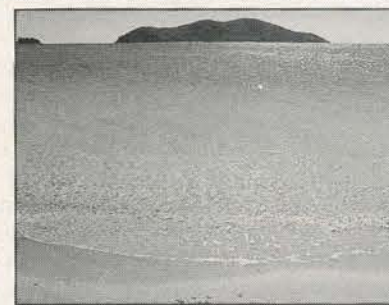
We had now stepped straight into fairyland, still water, bright sunshine, a light cooling breeze, thickly wooded hills rising to a thousand feet on three sides of us on which grew many stately pines and other trees; such a welcome change from the monotonous and somewhat drab gum trees which covered everything to the southward, and the song of the birds gave us just the music the setting required.

We stayed here till Tuesday and spent our time exploring the neighborhood, saw hundreds of white cockatoos, several jungle fowl and the biggest wild goats we'd ever seen. Most of the islands were populated with goats many years ago by the government as a food supply for shipwrecked mariners, though how the exhausted matelots were supposed to catch them, I've no idea. A creek on the eastern side which had to be climbed up to a rocky waterfall gives any amount of good fresh water, and beyond this, there are numerous deep holes, where we all had baths. Orchids, maiden and other ferns and numerous other species of wild flowers grow profusely, and we caught sufficient fish for the post over the side.

### Tuesday 2nd August

At 0600 we reluctantly left this earthly paradise with a light southerly but with the ebb to assist, and beat out to the entrance which we cleared at 0820. It had been our intention to pay the

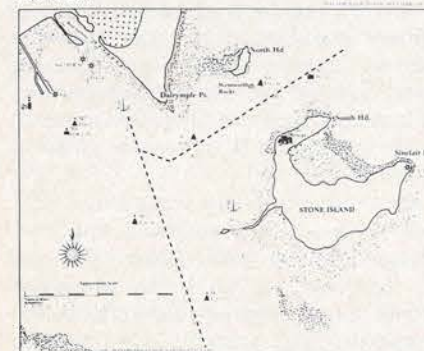
## Maharani's Barrier Reef Cruise



Hayman Island

Hayman Island tourist resort a visit; it lay eight miles to the northward, so we towed the dinghy astern, but outside we found a strong SSW wind blowing, which, being unsuitable for Hayman Island anchorage, we made off the westward for Gloucester Head and Port Denison where a month's mail awaited us. A considerable sea soon got up, so we poked in under the lee of Double Cone Island, took the dinghy aboard and changed to the small mainsail. Port Denison was entered through the NE. channel and the anchor dropped on the east side of the jetty, first the 20 lb CQR, which failed to hold, so gave her the 35 lb one and 20 fathoms of cable, which held her. A poor anchorage which is exposed to the SE., bottom of light silt; later the locals told us the anchorage is better on the western side of the jetty. A dull little town on which we tarried long enough to get mails and purchase fresh provisions, then returned aboard to toss about all night in the joggle raised by a fresh SE. wind. *To be continued.*

### BOWEN



Port Denison

# WELCOME TO SYDNEY; I'M YOU'RE LIAISON OFFICER

by Charmain Watford

In the middle of November, the Cruising Yacht Club of Australia asked for volunteers to be 'Liaison Officers' for the visiting yachts in the 1985 AWA Sydney-Hobart Yacht Race which starts on Boxing Day. As I was planning to be in Sydney during the Christmas period, it seemed worth going along to the briefing meeting to find out more. At the meeting we were told that the main objective of the Liaison Officers was to make the many overseas and interstate visitors feel welcome in Sydney and especially at the Club, and to generally show them the hospitality that we ourselves would like to receive in a strange city.

Duties were not very onerous but included such things as helping crews to get their free gift bags and beer (they didn't need a lot of help with that!), ensuring that safety checks were carried on the boats as soon as possible, helping with shopping, making sure mail and messages were received and being at the Club in the evenings. In fact, the CYCA is renowned for the great atmosphere and hospitality to be found there at the

time of the Sydney-Hobart Race, and this is in no small way due to the efforts of the Liaison Committee which oversees the 'Officers' scheme.

Liaison Officers were grouped in teams under a team leader. Each team had five or six boats to look after. Some team leaders designated individual people to individual boats, whilst others left it to natural selection and waited to see which boats attracted which Liaison Officers (and vice versa!). Irene Lante, our team leader, decided to adopt the latter approach, and so when the crew of *Sidewinder* turned up in the first week of December, I happened to be at the CYCA that day and became involved in helping them to become established in their new, temporary surroundings. Their brand-new boat was held up coming from New Zealand, where she had been built, so for the first week the emphasis was on researching the restaurants and nightlife of Sydney (as well as the more practical things like seeking out the nearest laundromat and post office). The Bourbon and Beefsteak at Kings Cross was a winner with this particular crew, when it happily served steaks and hamburgers at 2.00 a.m.

Later in their stay, when they were working on *Sidewinder* at Carreening Cove in Kirribilli, they adopted The Plum as their works canteen (the Plum runs a businessmen's lunch each day which includes a strip show in the price of the meal!). The staff of The Plum were somewhat overwhelmed by the antics and alcohol capacity of some of the more extrovert members of the crew, but the Sydney-Hobart Race seems to have its own special charisma, and great good will and humour were shown all around.

Maybe the bright T-shirts sported by the crew (and its liaison officers) had something to do with it — we certainly couldn't be ignored when emblazoned with the message 'Sidewinder, Hong Kong — we do it sideways.

*Sidewinder* was so new that there was a lot of work still to be done on her when she arrived in Sydney.

OFFSHORE No. 88, March 1986 — 31



Looking into the deep Nara Inlet, Hook Island.



Liaison Officer Sue Tremayne at the wheel of *Parmelia*. Sue is now so keen on sailing that she has enrolled as a student at Terry Wise's Pacific Sailing School.





A bit of relaxation before the day of the Hobart Race.

David Rumble, her owner, decided to keep her over at Careening Cove rather than in the more crowded CYC marina at Rushcutters Bay so that he had more chance of getting the services of riggers, engineers, sailmakers, shipwrights and all the other back-up people needed to make her ready in time for the race.

On Wednesday, 18th December, she had her first race — a short overnight one — just as a trial run before the Sydney-Hobart Race on Boxing Day. I was going out on the Canberra Ocean Racing Club's *Nadia IV* to take some photographs of *Sidewinder* for David. I arrived at the CYC early in the morning, only to find three other boats to which my group was delegated, had all arrived overnight from Victoria.

I hastily went round to welcome *Prime Suspect*, *Predator* and *Parmelia*. They were all happy to be in Sydney



and recovering from a fairly tough beat up the coast. Showers and a few cold beers were the order of the day for most of them, so I pointed them in the right direction and promised to catch up with them later in the day.

Out on the harbour *Sidewinder* was looking magnificent. She had beautiful lines and moved easily and very fast through the water. The class she was in was only a small one, but she was up against *Dr Dan*, a very highly respected campaigner. Next day, when they returned, she had covered herself in glory, there had been no mishaps on this, her very first race, and she had beaten *Dr Dan* to win by a substantial margin, on handicap.

Meanwhile, the crews of the three newly-arrived boats had made themselves familiar with the CYC and surrounding area. Some had been to Sydney many times before, and needed no help, others were on their very first Sydney-Hobart Race and were finding it all new and fascinating.

*Prime Suspect's* crew consisted of Ray Abicair, his wife Wendy (the boat's navigator) plus eight 'Geelong boys'. Ray had bought the boat earlier in the year, and they had been steadily working towards the Sydney-Hobart Race ever since.

They were very well organised, but even the best laid schemes come unstuck at times, and there was a slight panic when *Prime Suspect* suddenly sheared part of her prop shaft when motoring out on the harbour on the Sunday before Christmas. Although boats in the race are not allowed to use their engines, it is part of the stringent safety regulations that all boats must have a working alternative source of power.

On Monday, *Prime Suspect* was sailed over to Birkenhead Point where she could be quickly hoisted out of the

water and left up on the quay whilst her prop shaft was prepared.

For the next two nights, the crew, who had been staying on board the boat, camped out on mattresses on my lounge floor. (There was nothing unusual about this — most Club Members and Liaison Officers living near the CYC had varying numbers of unexpected guests in their homes during this period, the record, however, goes to Simon Firth, the Tasmanian sailing master of *Parmelia*, who lives in Hobart and came downstairs in his home one New Year's Day to find twenty-seven people asleep in his lounge!)

On Christmas Eve we made a reasonably early start and headed for the Fish Market at Pyrmont, where we stocked up on oysters, shrimps and crabs which I took home and put in the fridge ready for the next day. The crew went on to Birkenhead Point to check the work done on the boat and take her back to the CYC at Rushcutters Bay.

At the CYC the atmosphere was gradually starting to change — there was a sense of urgency in getting last minute chores done, there was a pensiveness amongst a lot of the crews as they contemplated what was ahead of them. The older hands were starting to pace themselves, and plan strategies. The first-timers were wondering what on earth they had let themselves into, particularly when last year's disastrous race was run on the giant screen in the Clubhouse.

Christmas Day dawned bright and clear and beautiful. I arrived at the CYC with the food at 10 o'clock and willing hands soon had the oysters, prawns, mangoes and champagne safely stowed on board. Channel 7's TV cameras caught us as we edged out from the marina, champagne glasses raised.

We motored gently around the harbour for a while, finally selecting the totally deserted Little Manly Bay as the right spot for lunch. We dropped anchor and everyone promptly dived overboard for a glorious swim in the buoyant blue water. Having worked up an appetite we then demolished the seafood feast and stock of champagne. Various other boats started arriving, people swam around visiting their friends and enjoying the happy scene.

We made a move at about four o'clock — an hour later than intended, as the boat had to be provisioned and organised for the race next day. But departure was not easy. On the way out of the bay we paused to say 'Happy Christmas' to friends on three more boats, tied up together. 'Don't go yet,'

we were told, 'Stay for the show'. Almost immediately a belly dancer appeared on the deck of one of them and we were treated to half an hour of exotic belly dancing, in this highly unusual setting!

Back at the CYC the party atmosphere had vanished. People were getting serious. All the boats were now being set for the race. Last minute repairs and repacking of sails and provisions were much in evidence. Almost all the crews were having an early night — it was to be their last full night's sleep for at least three days and they didn't intend having hangovers that night.

On Boxing Day I was lucky to have a grandstand view of the start from the beautiful maxi *The Office*. This top ocean racer had had the misfortune to break her mast in one of the build-up races to the Race, so she was out of the action, but her owner, Arthur Bloore, had sportingly stayed on at the CYCA and when he took *The Office* out to watch the start he found himself host to about 50 people, all keen for a top vantage position (I doubt whether he knew half the people on board, but he was a very gracious and happy host, despite the intense disappointment he must have been feeling).

Before we left, I went round to wish good luck to the people who had been strangers a week ago but with whom I was now totally involved in their hopes and fears for the Race. *Sidewinder's* crew were now totally withdrawn into themselves and still working frantically on last-minute adjustments. As expected, *Prime Suspect* was ready and the crew were looking happy and relaxed, although Wendy was still working away below decks, checking that everything was in its right place and that nothing had been overlooked. My friends on *Nadia IV* were also set to go and receiving a constant stream of friends and relations, all wishing them 'good luck, and see you in Hobart'.

By this time the crowds were so great that virtually the whole of Rushcutters Bay Park was taken over for car parking. The atmosphere at the CYC was tremendous, with a jazz band pouring out great music all morning. The crowd grew greater and greater, to the extent that at one point there was a total blockage of people in front of the Clubhouse with people coming off the narrow jetty coming face to face with people trying to get on. I literally couldn't move in this crowd for at least five minutes, but finally made it back to *The Office* where it was a relief to scramble on board, accept a glass of



PHOTO BY MIKE POWER

champagne, relax and watch the scene.

The start was not due until one o'clock, but Arthur Bloore decided to get out on the harbour early and establish where he wanted to be to avoid the hundreds of small craft milling around at the starting line. We left the CYC at 11 o'clock and headed over towards the T.V. *Wyuna*. This is the training ship of the Australian Maritime College and was made available to the race organisers to act as Radio Relay Ship for the race. *Wyuna* was anchored a little to seaward of the start line, and we decided to stay in that area rather than join in the chaos of the start line: that way we could see who was getting away to a good start and accompany the fleet out through the Heads for a short distance.

The anticipation grew greater and greater as one o'clock approached, and was heightened by a superb display of aerobatic flying by the Royal Australian Air Force. As the planes vanished into the distance, the fleet of 179 yachts came up towards the starting line and — boom — the starting gun puffed out a great cloud of smoke. The AWA Sydney-Hobart Yacht Race of 1985 had started.

The spectator fleet rushed along the narrow corridor at the side of the harbour to which it had been restricted. As the leading boats in the race approached the Heads, the area at the side felt akin to being in a powerful washing machine, with the wake of so many boats churning it up. How accidents were avoided I will never know — with every kind of craft from jet skis and windsurfers to power boats, sailing boats and even ferries charging

flat out down the harbour — it was an absolutely incredible sight and rivalled that of the main race itself.

As they drew level with us, the race leaders were, of course, the graceful, giant maxi yachts, but hard on their heels was *Sidewinder*. Then the shining, black red and yellow hull of *Prime Suspect* clearly visible amongst all the white hulls. Both boats were right up at the head of the field as they swept out of the Heads, round the marker boat, and with spinnakers set headed off into the distance.

Maybe next year I'll be on board one of the competing yachts — I have a funny feeling that ocean racing can be addictive.



PHOTO BY MIKE POWER



## THE 12 METRE WORLDS

An Offshore interview with Peter Shipway

Peter Shipway should require no introduction to most Offshore readers. He is a CYCA Member who has had a very active and successful ocean racing career. He is currently Marketing Manager for Barlow and Barient winches, and he was in Fremantle for the 12 Metre series.

**OFFSHORE:** What is the significance of the 12 Metre Worlds as far as the America's Cup is concerned?

**SHIPWAY:** The World 12 Metre Championship was a guide as to some of the performances coming up to the real battle that will begin in October 1986 — the countdown for the America's Cup in 1987. It tested crew and gear and boats in the conditions that they can expect during the next summer off Fremantle. This was not a match racing series; it was a straight 14-boat series, whereas the America's Cup and all the eliminations will be a one-on-one, head-to-head match racing situation, which is entirely different from fleet racing. Fleet racing is about straight line boat speed to a great extent, whereas in match racing there is a lot of manoeuvring — tack, tack, tack. Often a boat can stand out in a fleet race and it might be a different story in a match race because the tactics are entirely different. The manoeuvrability of the boat has to be so much better than in a fleet race.

Having said that, nothing should be taken away from Alan Bond's syndicate in getting *Australia III* up there as a winner. It didn't even have to race in the last race. *Australia II* finished 4th overall, lying 2nd going into the last race — a reasonably poor final race which dropped it down on the pointscore. So, as far as Australia's defence is concerned, the Bond program — the preparation, the backup, the crew work and the boat — didn't let anyone down at all. They put up a first class effort.

**OFFSHORE:** So they're still looking like pro's.

**SHIPWAY:** Totally. It looks a very professional outfit. Both boats were very well sailed, they had next to no gear damage — some minor gear damage when one boat broke a spinnaker pole one day. Their crew work was the best of all. There were no ripped sails, no men overboard, etc. They just did a first class job. It shows what a professional outfit it is.

**OFFSHORE:** Who's driving *Australia III*?

**SHIPWAY:** *Australia III* was helmed by Colin Beashel, with Carl Rives and Grant Simmer in the afterguard. *Australia II* had Gordon Lucas as skipper, Treharne and Skip Lissiman as the afterguard. They're spreading their talent between two boats, and it remains to be seen what they'll do for the cup itself — whether they'll put the best crew on the best boat.

**OFFSHORE:** Which of the Americans were there?



PHOTO BY NEWS LIMITED

The 12 Metre Worlds in Fremantle provided a look at the competition for the next America's Cup challenge, although it was fleet racing, which is very different from match racing.

## America's Cup Preview

**SHIPWAY:** The New York Yacht Club and the old *Courageous* syndicate. The NYCC syndicate was the disappointment, to me, of the whole series. They finished third overall, but they had been in Fremantle almost as long as the Bond camp. They've had two summers training there in the waters and the conditions off Fremantle, so they knew what to expect. They didn't come in cold. They had some horrendous foul-ups. One day they had to send a man aloft to cut down a spinnaker that was hopelessly wrapped around the forestay. That all came about through a broken bit of gear — one of the rope jammers had broken. The next day they lost a crew man overboard. There was some very shoddy crew work. We would have thought that the New York Yacht Club would probably be as professional as Bond just because of the effort of trying to get the Cup back. After all, they were the Club that lost it. Their boat was good at times. Their crew work up until the fifth race when they started to have all these problems was as good as Bond's, but they came apart after that and were quite disappointing in the end.

**OFFSHORE:** Who's driving that boat?

**SHIPWAY:** It's steered by John Kolius. That syndicate is building a third boat at the moment. They've got two boats in Perth. But I think it just shows what racing does bring out in the boats and how important racing is, even though it was fleet racing. You can train as much as you like against your trial horse, but once that racing starts — you pull alongside the enemy, as it were — that's when the real pressure comes on. Bond's boys stood up to it magnificently, where others crumbled.

**OFFSHORE:** That sounds encouraging. Who else was there from overseas?

**SHIPWAY:** The Kiwis were there with two boats from the one syndicate. The French were there. One of the Canadian syndicates was there. Two Italian syndicates were there. The British were there in part; they were sailing the old *Challenge*. And, as I said, the two American syndicates. The *Courageous* Syndicate was there with the boat that defended the Cup in '74 and '77 — heavily modified, but she was way off the pace.

Of the others I think the Kiwis had to be the most impressive. They'd only been sailing their two fibreglass 12 Metres for about three weeks prior to the regatta. To finish second overall and win the first race was a wonderful achievement. Their boats were pretty quick — at times very quick. They have to do a lot of work on their sails and their crew work, but that's understandable. They've only been sailing them a very short time compared to Bond and the Americans. A lot of the other syndicates have been sailing their boats for over a year. So that first-up performance was very im-



## 12 Metre Worlds

pressive. The French also were very impressive with *French Kiss*. They won two races. At times they had blindingly quick boat speed, especially in fresh winds. I think they're going to be not a dark horse but right up there when the finals come along. The boat, again, was quick in a straight line; it's yet to be proved how quick she is in a match racing situation. But the signs are there that she is going to be a pretty good boat.

The Italians, I think, were very disappointing. They have spent millions and millions with the backing of such companies as Gucci and Fiat and Al Italia and the Aga Khan. They have spent heaps of dollars on two boats, *Italia* and *Azzura*, and both boats were way off the pace. At no stage did they look like threatening for the lead.

**OFFSHORE:** If you were a betting man, and it's still a long way away, how do you think the Australian syndicates are shaping up?

**SHIPWAY:** At this stage, and I think we've got to be very careful that we say 'at this stage'. I think the showdown for the defence will be between the Bond syndicate and Parry's *Kookaburra* Task Force '87 syndicate. The big disappointment to everyone — yachtsmen and spectators alike — was the non-appearance of the two *Kookaburra's* in this series. For whatever reason they chose not to race, it would have been an invaluable test for them — to test their speed against the enemy — to see whether they are on the pace. All indications are that they are because they've raced the syndicates separately and have performed pretty creditably. Murray's outfit is very professional; it looks as though it's programmed similarly to the Bond campaign — as professional as Bond's campaign. Who of the two will win I wouldn't like to say. But at this stage I'd say that Bond, with his experience and with the men involved, must be slightly favoured to defend the Cup. But it's going to be a tough battle, and that's what Australia needs. We've got to be match hardened going into that America's Cup.

We must bear in mind that there were some very powerful challenger syndicates not in attendance at Fremantle. Heading that list was, of course, Dennis Connor. He chose not to be there. The Chicago Yacht Club, which will have Buddy Melges and Gary Jobson as their leading lights, were not there, although Jobson and Melges were both in Fremantle watching the regatta. The St Francis Yacht Club was not there; that boat is going to be steered by Tom Blackaller. They've got two boats, and neither was there. The *Eagle* syndicate from Newport Beach — that's Rod Davis' boat — were not there. Davis was there, sailing on *Italia* as tactician. That syndicate is going to be a powerful contender. The British were not there with their boat, although their key personnel were there, including Skipper Chris Law; Harold Cudmore and Phil Crebbin, who were heavily involved with *Victory '83*, weren't there with their new boat. One of the other Canadian syndicates — the *Canada 1* syndicate — was not there. So there's a lot still

to come. The series of races that starts in October 1986 is just going to be fascinating.

**OFFSHORE:** Do the Kiwis look like standing up to it?

**SHIPWAY:** Oh, yes, I think they're very good sailors, very tough sailors, very aggressive sailors. Chris Dickson, their young skipper, is pretty good. I think they'll be right there when the whips are cracking.

**OFFSHORE:** In the past there has always been a lot of attention paid to the fine-tuning of America's coppers both in terms of minor variations in the hulls and minute tailoring of the sails. Is this going to count for as much in this upcoming series as it has in the past, given the different weather conditions in Fremantle?

**SHIPWAY:** I think first and foremost, in a yacht race — and it's a bit like teaching people to suck eggs — but you've got to get to the finishing line in one piece. This will be more important in Fremantle than in previous summers in Newport. It's big, boisterous weather. If that breeze comes in — the 'Fremantle Doctor' as they know it — or if it comes in from the west or north-west (the Fremantle Doctor being a south-wester), fresh at 25 knots, there's a very short, sharp choppy sea — six to eight feet. These boats become submarines pretty quickly. The guys have got to stay on board and the gear has got to stay on board. So they've got to be built strong enough to take all that. People have read all about it, but now they have come down and seen it, and they really know what it is all about. The maintenance guys have got a pretty big job here. Having said that, the sails have still got to be right, the sail program has to be as intense as ever, there's not doubt about that. The good guys will be keeping their boats together, so it will get down to the sails and the crew. So, to answer your question, it will be as important as ever to have all of those things 100%.

**OFFSHORE:** What's the scuttlebutt about the way the designs are headed?

**SHIPWAY:** The America's Cup is such big stakes that, unless you're totally involved with a syndicate you really don't know what a boat is looking like. You can see them sailing, and they all look a bit different. It's underwater shape that counts. Each of them are looking for major developments in the keel area; that's still going on in big programs. Each syndicate is playing its cards pretty close to the chest, and that's what the America's Cup is about.

**OFFSHORE:** Will wings be a part of the underwater shape of these boats, sailing off Fremantle?

**SHIPWAY:** I think so, at this stage. All the boats that are doing well are using some wing configuration, so I'm sure they will be there next year.

**OFFSHORE:** How are the facilities in Fremantle?

**SHIPWAY:** The facilities for the 12 Metres are first class — that's the only way to describe them. The government and all the authorities that have been involved in the preparation ought to take a big pat on the back. I was in Fremantle just 14 months ago and it was just starting to roll along then.

The improvement and development in those 14 months is just staggering. I don't think the syndicates could ask for more — dock space, facilities. Each syndicate is in its own separate area; they're all close together, all within the Fremantle dock area. Some are down at the Fremantle Sailing Club, some are in a new harbour that's been provided for the 12 Metres. There's dock space for 2—3 12s for each syndicate, and their tenders, runabouts and syndicate head boats. Really, the Cup was getting too big for Newport, and I don't think Newport itself could have stood an America's Cup campaign such as is going on this year. The facilities are fantastic — there's no other word for it.

Fremantle, itself, is going to burst at the seams. I don't think any town could prepare for what's going to happen in September. There are just going to be thousands and thousands of people descend upon it. No matter how many restaurants or pubs you build, there are still not going to be enough. It's going to be a fantastic scene.

One thing a lot of people don't realise is just how difficult it may be to watch the racing. If you're not in the privileged fleet, you're going to be a long, long way away from the actual racecourse. You'll need pretty high-powered binoculars and a boat with television on it to get an overall view, but just to be there and part of the scene is going to be terrific.

**OFFSHORE:** There probably will be pretty good aerial coverage of the races, won't there?

**SHIPWAY:** Yes, they had a pretty good coverage in Western Australia this time for local television and on Alan Bond's channel 9. The coverage was tremendous; it really gave you a perspective, a close-up that you wouldn't get even if you were in the privileged fleet. I guess it's a bit like television of a cricket game; you pick up things you'd miss if you were at the ground. I know they've got ideas to improve the coverage. They are going to put receivers or whatever on the boats that are going to track the boats — give actual distance to the next mark, so if the boats are going up wind and they split tacks and one goes to the left side of the course and the other to the right, this electronic device will continually update with distance to the next mark.

**OFFSHORE:** It sounds as though each boat that is racing will have to have its own TV on board to listen to what's being broadcast, because they'll get more information about where the opposition is than they might otherwise.

**SHIPWAY:** That's right. You've got to be there to see the atmosphere. You do get a good look at the start — you're pretty close to that.

(Continued from page 21)

## 1985 AWA Sydney-Hobart Race Results

### SOUTHERN CROSS CUP TROPHIES

OVERALL TEAM TROPHY			Southern Cross Cup			"Cifraline III" "Highland Fling" "Panda"			United Kingdom		
<b>RACE 1</b>			1st Yacht on Corrected Time			"Mad Max"			New Zealand		
			R.P.A.Y.C. Centenary Bowl C.Y.C.A. Trophy								
			2nd Yacht on Corrected Time			"Thunderbird"			New Zealand		
			C.Y.C.A. Trophy								
			3rd Yacht on Corrected Time			"Switchblade"			New Zealand		
			C.Y.C.A. Trophy								
<b>RACE 2</b>			1st Yacht on Corrected Time			"Mad Max"			New Zealand		
			M.H.Y.C. Cup C.Y.C.A. Trophy								
			2nd Yacht on Corrected Time			"Marloo II"			Australia		
			C.Y.C.A. Trophy								
			3rd Yacht on Corrected Time			"Cifraline III"			United Kingdom		
			C.Y.C.A. Trophy								
<b>RACE 3</b>			1st Yacht on Corrected Time			"Highland Fling"			United Kingdom		
			R.S.Y.S. Cup C.Y.C.A. Trophy								
			2nd Yacht on Corrected Time			"Panda"			United Kingdom		
			C.Y.C.A. Trophy								
			3rd Yacht on Corrected Time			"Cifraline III"			United Kingdom		
			C.Y.C.A. Trophy								
<b>RACE 4</b>			1st Yacht on Corrected Time			"Mad Max"			New Zealand		
			C.Y.C.A. Trophy								
			2nd Yacht on Corrected Time			"Thunderbird"			New Zealand		
			C.Y.C.A. Trophy								
			3rd Yacht on Corrected Time			"Highland Fling"			United Kingdom		
			C.Y.C.A. Trophy								
<b>RACE 5</b>			1st Yacht on Corrected Time			"Sagacious"			N.S.W.		
			C.Y.C.A. Trophy								
			2nd Yacht on Corrected Time			"Once More Dear Friends"			VIC.		
			C.Y.C.A. Trophy								
			3rd Yacht on Corrected Time			"Indian Pacific"			W.A.		
			C.Y.C.A. Trophy								
<b>INVITATION RACE</b>			1st Yacht on Corrected Time			"Switchblade"			New Zealand		
			C.Y.C.A. Trophy								
			2nd Yacht on Corrected Time			"Mad Max"			New Zealand		
			C.Y.C.A. Trophy								
			3rd Yacht on Corrected Time			"Thunderbird"			New Zealand		
			C.Y.C.A. Trophy								



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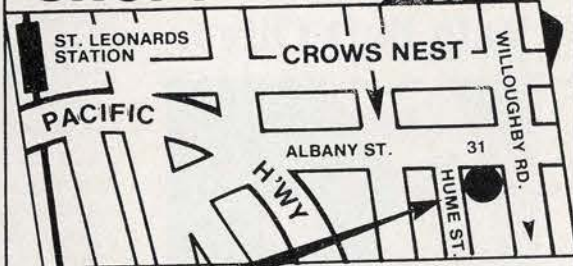
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## Vale Paul Seifert



Paul Seifert spent his life in the pursuit of excellence — at work in the field of medicine, and at sea for adventure and relaxation. His distinguished achievements show how splendidly he reached his goals. His death was a great loss to his wife, Cecilia, to the medical profession and to his fellow yachtsmen.

At a service of remembrance and tribute to Paul's memory, his many friends, colleagues and fellow yachtsmen gathered to honour him at St Canice's Church, Elizabeth Bay (where he and Cecilia were married 25 years ago). Then, at Cecilia's invitation, they met at the CYCA for refreshments, after which yachts left the marina to commit his ashes to the sea.

Paul and Cecilia were devoted sailors. Their 25 ft Northerner, *Cia Maria*, was out on the Harbour and at Pittwater and other favourite haunts at weekends and on week days. But Paul had wider visions, and he and Cecilia made two great voyages. From 1977 to 1979 they sailed north to Cape York, Papua-New Guinea and the Solomons. Log books tell of the beauty they met, but also of wild storms and big seas. They encountered many difficulties, but Paul's determination, good seamanship and with Cecilia's support — and, of course, the sturdy *Cia Maria* — they proved their worth. They were also buoyed by the kinship of the sea — the hospitality and company of fellow yachtsmen they met at the many ports on the way.

In 1982 they set sail for New Zealand and returned to Sydney in 1984. David Colfelt spoke of this at the memorial service:

*I will always remember Paul on the eve of his second great voyage, which was to take him and Cecilia across the Tasman Sea to New Zealand. My wife Carolyn and our son Anthony had been invited for a farewell glass of champagne. As we walked along the CYC marina we found the diminutive skipper on a relatively even more diminutive ship. He had a very pretty but a mere slip of a first mate. I couldn't help thinking: God, thy sea is so great an their yacht so small.*

*Paul was as ebullient as he always was on the eve of an ocean trip. We presented them with what we called an 'emergency kit' — a bottle of 33*

*overproof rum. We had thought that should the Tasman cut up rough, or Cook Strait get up to its tricks, this might well be the only emergency kit that would be of any use or at least of any comfort to them.*

Professor Peter Castaldi, in his eulogy at the memorial service, paid high tribute to Paul's distinguished record in the field of medicine. He said:

*Dr Paul Seifert graduated in medicine in turbulent times from the University of Hidelberg, Germany, in 1947. He was already a chemist with a Doctorate in Natural Science for work on the complex chemistry of amino acid esters (from Rostock University, achieved with 'cum laude' in April 1942). His M.D. in 1947 reflected his skills in chemistry; the subject was heavy metal poisoning.*

*He followed his scientific bent and was appointed Lecturer in Forensic Medicine in his own University in 1949 — quite an achievement to arrive at such senior status and obviously reflecting recognition of his skills.*

*He worked in this role until 1954. Testimonials tell of the excellence and innovation of his work and his publications reflect his discoveries and developing interests in blood alcohol determination and toxicology.*

Dr Seifert was registered in New South Wales in 1960, and he was well established in pathology practice when he and Professor Castaldi first met at the International Society of Haematology in Sydney in 1966. Professor Castaldi



Paul Seifert. Home is the sailor.

recalls:

*He and Cecilia became our close and valued friends from that time. Paul's mind was that of a trained and scientifically disciplined individualist. We had many conversations about both the science and art of medicine; he was sensitive to the rigours of both. Later he turned to work in hospitals, and again his perceptive powers led him to efforts to discover the reason for the unexplained, sudden infant death. The problem remains unresolved, but his theories and observations attracted interest and controversy — a reward for honourable scientific endeavour.*

The large attendance at the Memorial Service and at the CYCA afterwards testified to the respect, admiration and

affection in which Dr Seifert was held by all who knew him. To sum up the attributes at the ceremony and burial at sea:

David Colfelt: *Paul began his ocean yachting career at an age when many yachtsmen have decided to give theirs up. He had a tremendous affinity with the sea, and while some would testify that he was not always completely at ease in the confusion of Sydney Harbour, at sea he was utterly relaxed. I always suspected that the radio he carried and the sextant that he kept stowed somewhere on the yacht were really there only to silence well-meaning friends who were concerned about his and Cecilia's safety. He did all of the deckwork. He made his ocean voyages in a yacht which is as small as can safe-*

*ly be taken to sea. He and Cecilia were fortunate to have shared so much together, and to have done what so many yachtsmen only dream about.*

Professor Castaldi: *Paul was clear sighted and independent to the end. I shall always remember and admire his devotion to the realities of events and his achievements in his profession.*

And from Shan Benson, a long time friend and neighbour of the Seiferts: *Some thirty years ago, or thereabouts, my elder son, then aged six, introduced me to a friend of his, a small man of great dignity. His name was Paul Seifert. He became a friend of ours and of our other children. As we have heard, he was a pathologist of knowledge and skill, a yachtsman of equal skill and courage. I can only say that I wish to remember Paul Seifert as a man who liked children, and who was liked by children.*

From the Cruising Yacht Club of Australia came the accolade — the awarding of the CYCA perpetual trophy for the overseas cruise undertaken by *Cia Maria* — an honour not lightly nor often bestowed.

*Home is the sailor,  
Home from the sea.*

— Sheila Benson



## Vale Bert Oliver



Bert Oliver, one of the ABC's best known sporting personalities, died on

January 30. Bert retired on August 19, 1985 after 45 years with the ABC. The following tribute was compiled from contributions from his colleagues.

He started his career with the ABC in Perth on August 19, 1940, as messenger in the Sporting Department and, except for three years in the Royal Australian Navy during World War 2, remained with ABC Sport until he retired.

Bert came from a well-known Western Australian sporting family. His brother Percy swam for Australia in the 1936 Olympic Games in Berlin, and Bert and another brother, Vern, were also good swimmers.

During the early 1940s Bert played First Grade League football in Perth and while stationed in Sydney with the RAN played First Grade for Newtown.

Upon returning to the ABC in Perth after the war he was appointed a

sporting cadet in 1949.

Bert first came to the public attention as an up and coming young broadcaster when it was reported that a ship was foundering off the coast of Western Australia. He hitched a ride on a rescue ship and broadcast a graphic description of the rescue attempt — ship to shore to a national radio audience. At the time, it was a unique piece of creative broadcasting.

After serving with distinction as a sporting assistant in Perth he was transferred to Hobart in 1956 and was appointed Sporting Supervisor in Tasmania in June 1957. While in Tasmania he called all sports and it was there that this famous association which culminated in 1984 with Bert receiving the Order of Australia Medal for services to yachting.

His concern for his fellow worker prompted him to become President of the Tasmanian Staff Association, a pos-

ition which he held for six years. He was also a director of the Credit Union when it was first formed in Hobart in 1959 — a position which he held until 1962.

In 1963 Bert moved again being promoted to a senior position in head office sport in Sydney — where he stayed until his retirement. He became Chairman of the Credit Union in Sydney and for a time Federal President of the Staff Association.

Bert organised many national telecasts and broadcasts during his 22 years in Sydney and was responsible in more ways than one for the first-class relations enjoyed by ABC Sport with all major sporting organisations in Australia.

He was part of the ABC broadcasting team at four Olympic Games — Mexico City, Munich, Montreal and Moscow.

He single-handedly set up the now

famous offshore live commentary of the early attempts by Australia to win the America's Cup — a great piece of original and creative broadcasting.

Bert's association with the Sydney-Hobart Yacht Race spanned 27 years in which he always sailed on the official radio relay ship. In November 1985 the organising committee of the Sydney-Hobart Yacht Race placed on record "a special tribute to Bert Oliver for the significant part that he played over the years in making the communications system used during the yachting classic the best in any major yacht race in the world."

Bert's farewell party on 22 August 1985, just 45 years and three days after he joined the ABC, was held at the Cruising Yacht Club of Australia. The guest list was a veritable who's who of Australian sport. Bert was presented with a painting of *Australia II* winning the America's Cup.

He is survived by his widow, Grace, who until her retirement last year was Executive Assistant in Head Office News.

A final tribute came from Controller Sydney Information Programs (Radio) Derek White, who worked with Bert for many years.

*Bert Oliver was a man with a strong belief in service . . . to the public and particularly the sports public through broadcasting and the ABC; to his fellow workers through many years of effort on staff and credit union bodies; and to his great love, the sea and sailing, as radio operator on the Sydney-Hobart Race. ABC Sport has high standards and a proud tradition . . . Bert Oliver played a great part in building both.*

— Bill McGowan,  
ABC Sport





# BEAM ENDS

by Robin Copeland



## Great Expectations

Olympic gold medalist, soft-drink manufacturer and CYCA Member David Forbes has launched his own ocean racer, a 50 ft Bruce Farr design, built by McConaghy Boats, Deewhy, of Kevlar/Divinycell/foam laminate with Zapspar rig and North Sails.

Forbes has spent much of his time since winning the gold medal in 1972 crewing on other people's boats, and has represented Australia in five Admiral's Cup campaigns as a helmsman on *Love & War*, *Apollo II*, *Ragamuffin*, *Hitchhiker*, and *Drake's Prayer*.

His new boat, *Great Expectations*, is being prepared for the 1986 Hawaiian IOR series and the 1988 Bicentennial Race Around Australia.



## Muir's Hobart Wally

*Windward Passage's* owner and skipper, Rod Muir, in anticipation of a line honours victory in last year's Sydney-Hobart, had pre-arranged a suitable celebration for their arrival at Constitution Dock — a rock band accompanied by a refrigerated truck full of beer and champagne was to fanfare the win.

In a magnanimous gesture that sadly did not set a precedent for events about to unfold, Rod Muir announced from the stage that the party was to be in honour of *Apollo's* stirring performance.

## Dockside vandalism

On the seamier side of happenings at the marina, and one which emphasises the lack of subtlety of the less intelligent Neanderthaloid from the Palaeolithic period was the disarming discovery on Boxing Day morning by the crew of *Dancing Mouse* that all their halyards had been cut off at deck level.

## Jon Sanders' latest 'Endeavour'

Bearing the Bicentennial logo on the bow and temporarily berthed on the dog leg to the CYCA's 'B' marina was, according to Jon Sanders, the smallest boat in which could be stored enough provisions for three non-stop circumnavigations of the world.

Saunders and his successor to *Perie Banou* called *Endeavour* were both in Sydney in early March for official endorsement as a Bicentennial project. 'It was a way of checking the boat out' he said about his trip east from Western Australia for the endorsement.

*Endeavour* is a 45' fibreglass foam yacht designed by Phil Curran for the *Parmelia* Race and was originally called *Challenger*, a sistership to *Parmelia*.

## Mini GPS Personal Receivers

A miniature GPS (Global Positioning System) receiver which will fit into a shirt pocket will soon be a reality. Until now the smallest unit developed has been a man-pack designed for the US military, but Magnavox has commenced development of the mini receiver under a contract from the Department of Defence.

The dramatic size reduction, to the size of an audio cassette container, is the result of two state-of-the-art technologies: gallium arsenide to shrink the size of the radio frequency receiver, and surface acoustic wave to reduce the microwave oscillator (ask Brownie to explain). Both technologies lend themselves to automated production, so new levels of economy should result.

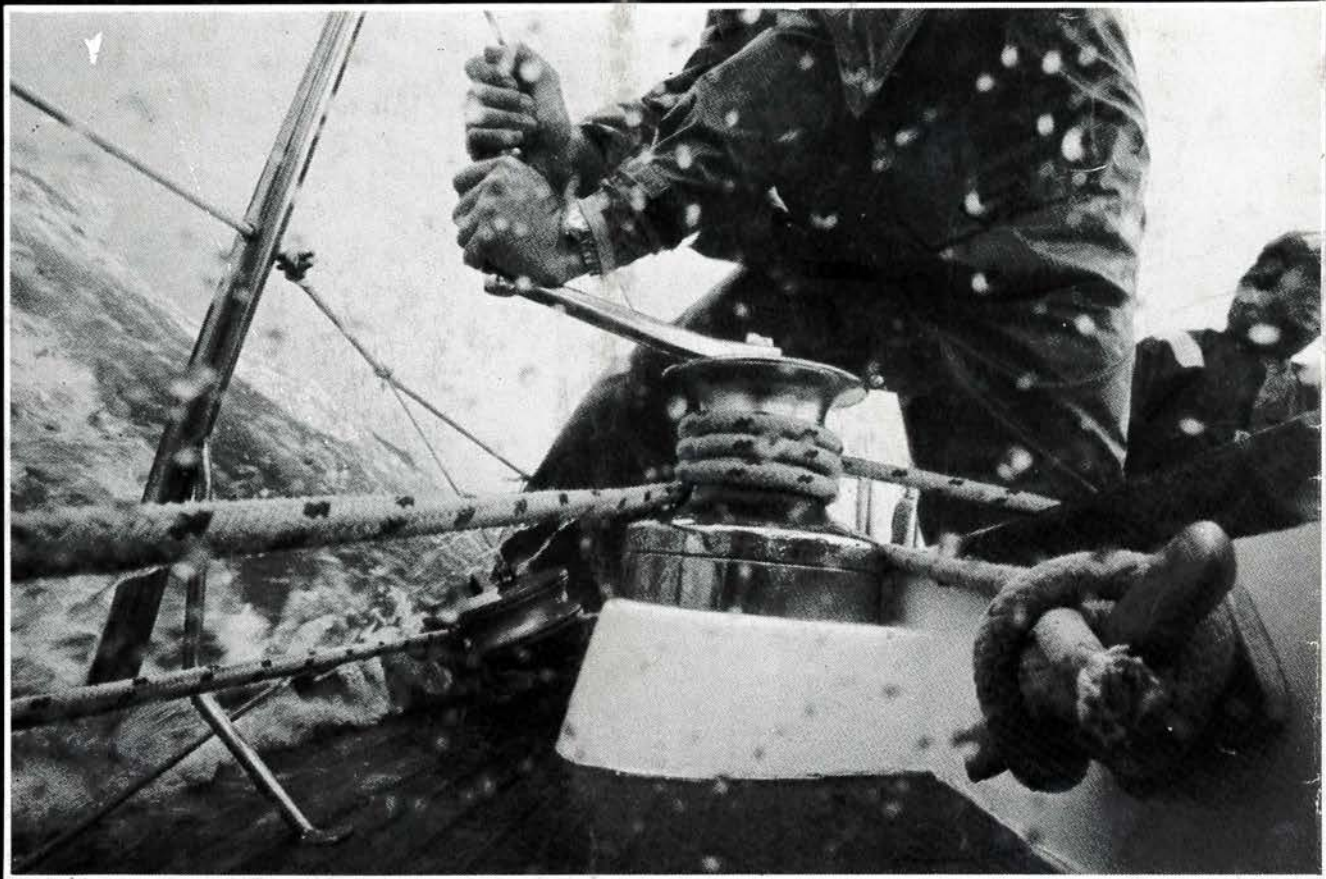
The mini-GPS will have the same capabilities and high accuracy as larger units and is expected to inspire broad public and private usage, including yachts, aircraft, trains, police and fire departments, taxis, hikers — in fact, anything that moves.



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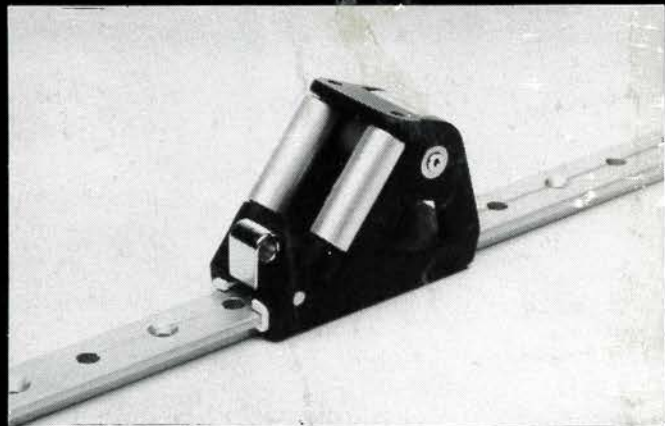


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