

The Magazine of the Cruising Yacht Club of Australia

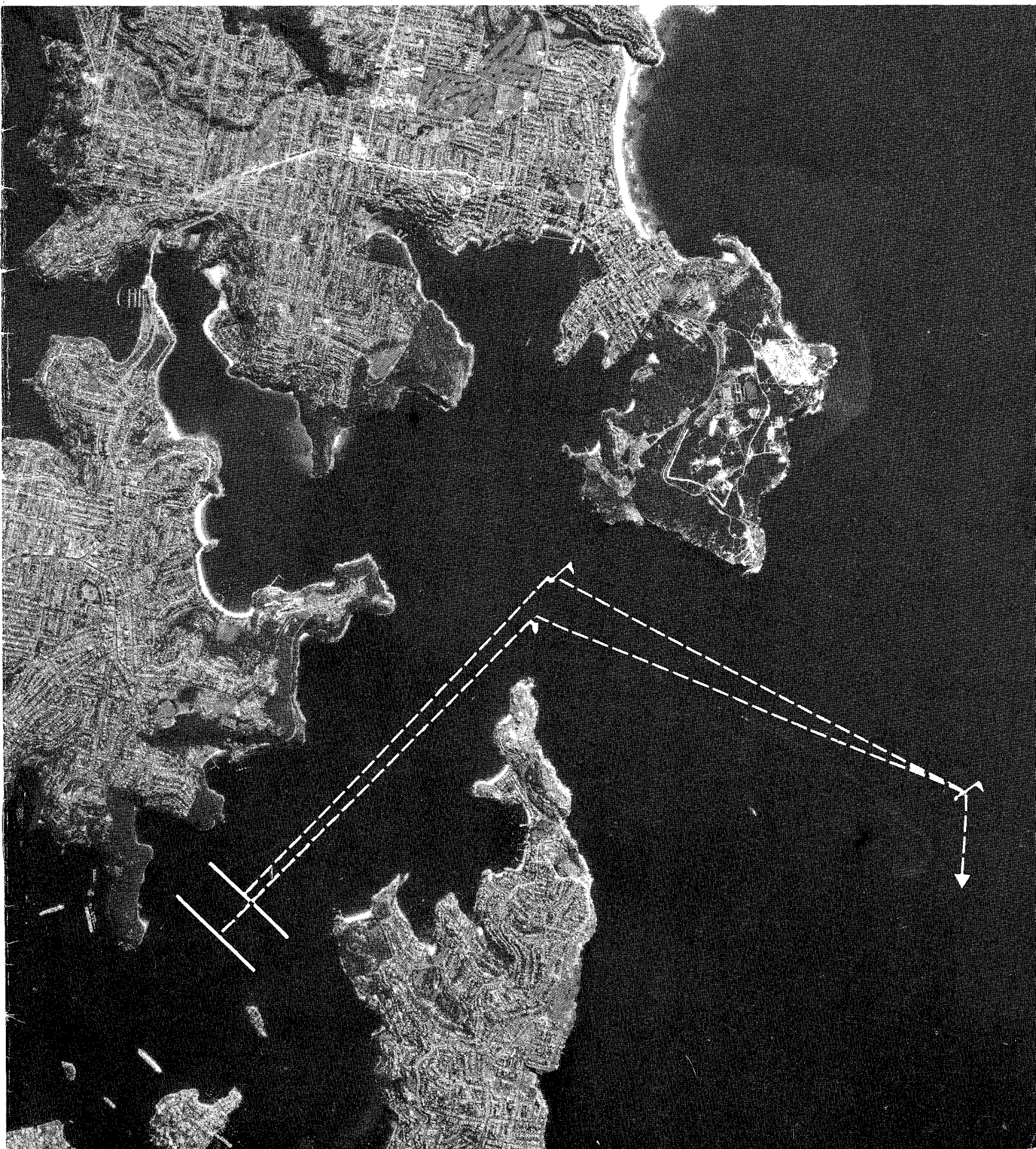
OFFSHORE

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CONTENTS

Cover: Gordon Marshall's and his Sailing Committee have had to redesign the starting line of the AWA Sydney-Hobart Yacht Race in order to accommodate the huge Boxing Day fleets of the mid-1980s in a Sydney Harbour start. Actually, two starting lines will be used in an imaginative solution to a difficult problem. The Sailing Committee has introduced two rounding marks at South Head to compensate for the different distances sailed, and there will now be a seaward mark too. The Committee has also introduced 720° turns for minor infringements, but Marshall stresses that it will still be necessary for skippers to adopt the right attitude at this crowded start to preserve the sportsmanship of the Race (story, page 8).

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

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

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Offshore Signals	2
Vale Peter Harrigan; letters; victorious <i>Sagacious</i> ; new Gold Coast Race sponsor; Penta Comstat long range service not authorised; don't throw away your sextant; product notes; major changes in Club policy to CYCA publications.	
Biggles' Column	7
John Brooks doesn't look it, but he's 64 this issue — 64 Biggles' Columns, that is, since he did his first in April 1975.	
New Approach to the Hobart Start	8
The size of the Hobart Race fleet has forced the use of two starting lines. Gordon Marshall explains how this year's fleet will start.	
Seaworthiness: Hulls and Stability.....	11
Looking at design trends and what's happened to racing yacht hulls, by C.J. Marchaj (reprint).	
A Rampant View of the Gold Coast Race	17
Patrick Bollen tells of his inaugural Southport Race aboard <i>Rampant II</i> .	
Kanga's Hop around the World.....	21
Comments on an around the world cruise by Frank Ryan in his Cole 43, as told to John Becquet.	

Offshore Signals

Letters

AGM

The Editor, *Offshore*

Dear Sir,

After reading your article covering our recent Annual General Meeting you have indeed forced me to put pen to paper. What a load of garbage! You should stick to covering barrier reefs and sea shells.

You have done David Kellett an injustice by bringing the matter before the total membership. (That is if they have time to read such junk.)

It was refreshing to see on page 5 that you advertise for some new blood. What a great idea. It was also pleasing to see on page 12 the interview with David Hundt the Chairman of ORCA and a newly elected member of the Board of the CYCA. I may be wrong but I thought you indicated no one knew him and the majority at the AGM were outraged by electing a member who was not even at the meeting.

Obviously in this instance you have not thought very much before putting pen to paper, however the following points may help you understand what concerned the majority of the members who frequent the Club.

1. Being privy to all the leaks you will know that certain Board Members were against the appointment of KAMS and did not let up until KAMS had resigned. (At one meeting a 'litany of lies' was presented by the same members forcing me to abandon the meeting.)
2. KAMS could not see a tenable future with the CYCA if such pettiness was to continue especially as the Board and senior Flag Officers would determine its future term and remuneration.
3. Boat ownership. The backlash against David Kellett was precisely for the reasons that you have described. In my opinion a boat owner is one who is seen to own a boat. That is, in the true spirit of the Club one who: (i) races his boat in our Club events; (ii) uses the marina and yard facilities of the Club; (iii) socialises with other members in boating activities.

4. Of greater concern to some, a point that our founding fathers had not considered was the possibility of a professional boat person in the full time employ of a boat owner/member being elected to the rank of Flag Officer and maybe one day being Commodore of the CYCA. The meaning of point four above may elude you for awhile but please give it the most thought.

In summary, I feel that you have done a dis-service to the overall character of the Board and all members who attended the AGM.

The Publications Committee has had the total support of the Board in the past and I have no doubt that this will continue, however your lapse in this regard will not promote a better relationship.

Yours sincerely,

David Rowe, Director, CYCA

Southport Race

The following is a letter to Gold Coast Race Director, Peter Rysdyk, from the Commodore of the Southport Yacht Club.

Dear Peter,

This letter to you is rather belated, but I am sure you will understand that due to our Annual Meeting being held on 1st September and our Sail Past on the 6th, we have been very busy since race week.

On behalf of Southport Yacht Club I wish to thank you, not only for involving us in the first major passage race from Sydney to the Gold Coast, but for giving us the benefit of your expertise in the conduct of the finish of the event. I believe that through the communication of the experience of yourself and the CYCA you have enabled our Club to be recognised in the world of ocean racing.

We are looking forward eagerly to next year's event and to the future of the race generally. Your willingness to share knowledge has, I am sure, contributed to establishing a lasting bond between our clubs.

Yours sincerely,
J. Cressey, Commodore
Southport Yacht Club

Don't throw away the sextant

(From Gordon Marshall). Lloyds of London is a Maritime Institution with a background of experience in Marine Insurance that goes back over a century. In recent years they have begun to uncover a new claims

problem peculiar to the modern 'hi-tech' trend of navigation, and in an article published in their house magazine, 'Lloyds Ship Manager', of October 1985, they stated:

The sextant and magnetic compass offer cheap, robust and proven backup to electronic systems. They are not dependent on outside signals or local power. They have an infinite mean time between failures. Whatever the political turmoil which may affect the provision of nav aids, the sun will remain untouched. It will continue to rise and set in its well ordered fashion. The earth's magnetic field is impervious to man's intervention. Using these guaranteed phenomena the navigator can, via his sextant and compass, get his vessel safely to port.

Electronic systems sooner or later will go wrong. Modern navigation aids have changed the role of the more traditional tools, but they have not, and cannot, replace them. If a transmitter is knocked out by local terrorists, or a satellite throws a wobble, no amount of onboard redundancy will help. Additionally, there are acute problems in getting sophisticated equipment fixed anywhere except major ports. A sextant and compass will get you to the technician, which is often easier than getting the technician to you.

Simple to operate as they are, sextant and compass need more skill than using a digital readout. The skills must be taught, and one taught, examined. Certificates of competency are for safety. Safety means the ability to navigate the vessel when things are going wrong. There cannot, now or ever, be a rational case for ceasing to teach them simple 'get you home' skills to those entrusted with the navigation of deep sea vessels.

Or yachts, for that matter. •

Victorious Sagacious

(From John Beck). Racing in the Richard Rheem Perpetual Trophy series of this year's St Francis Yacht Club Perpetual Trophy regatta, the Sydney Farr 40 *Sagacious* was in competition with seventeen one ton yachts fresh from competition in the North American One Ton series. Widely known as the 'Big Boat Series', the racing was conducted on San Francisco Bay, generally sailed in 10-20 knot conditions with four out of the five races being run in the standard westerly sea breeze. The other race required laying of a special course to accommodate an unseasonal northerly breeze.

The crew were mostly regulars on the boat; Gary Appleby, Jamie Wilmot, Bob Fraser, Brad Stephens, John 'Rigor Mortis' Vale, Ian Dodds, Chris Jones, Will Hammond, Ric McGrath, Ray Delrich and 'Basic' Bill Riley.



Jamie Wilmot (left), helmsman, and Bob Fraser (centre), tactician, sail under the Golden Gate Bridge in San Francisco aboard *Sagacious*, outstanding yacht of the 1986 Big Boat Series.

The first race saw *Sagacious* win on corrected time. In the second race *Sagacious*, fourth for most of the race, climbed into second place on the final windward leg, and trailing *White Knight* (ex *Highland Fling*) by only 25 seconds chose the wrong end of the line and lost on handicap by only a few seconds. A fifth place in Race three kept *Sagacious* in the lead on points with main opposition coming from *Skeddadle*, a new Reichel/Pugh design, *Patriot*, a Joubert/Nivett design, *Cootei*, a new Nelson/Marek design and *Coyote* a Berret/Faureaux design.

The fourth race saw *Sagacious* get its first gun of the series. This left the boat in a comfortable position for race five, finishing sixth meant the Australian boat had well and truly won the division.

This victory was made even sweeter when *Sagacious* was awarded a new trophy as 'outstanding yacht of the series'. •

Penta Comstat denied long range service

Penta Comstat has recently learned that it will not be granted an extension of its license to operate on the international simplex channels 6221.6 MHz, 8291.1 MHz and 12429.2 MHz. The central coast private radio station 2PC, which uses these frequencies to conduct safety traffic with yachts participating in long distance yacht races, had reason to hope that the Department of Communications would grant it the use of these frequencies for all private yachts regardless of whether they were racing or not. The service Penta Comstat

provides on these frequencies is unique, because the high seas weather forecasts that the station provides are generally only broadcast in Morse code by the VIX Navy transmitters in Canberra. And, the station points out, 'There is no official reporting system for vessels that do not qualify for the AUSREP system. Our service is based on the procedure recommended by the Federal Sea Safety and Surveillance Centre.'

The station has with regret announced that the service established in May has had to be cancelled on advice from the DOC. 'To all those vessels that will not be able to receive the weather broadcasts, to those that will not be able to report their positions and to those at home that will be subjected to unnecessary concern — please accept our apology, but it is beyond our control', Derek Barnard said in the station's latest issue of its *Beacon* magazine recently sent to its Members.

'Frankly, we do not understand the problem', *Beacon* goes on. 'The 6 to 12 MHz frequencies are used by a number of other organisations in this country and many more overseas, as well as thousands of vessels around the world. Our very few minutes a day for safety traffic should not have been a problem.' The article outlines the range of services offered by 2PC and its unique position and service rendered. It argues in favour of 2PC being authorised to use these channels and cites opposition from OTC, which operates Australia's network of Coast Radio Stations, as the probable reason for DOC's failure to do so. 'It is long past time that those responsible should stop playing politics with your safety at sea and accept the need for an alternate service to that which is available through official coast stations' *Beacon* says.

The station has asked that concerned

VALE HARRIGAN



Peter Harrigan, cartoonist and long time friend of the Cruising Yacht Club, died suddenly at home in early October. He was 63.

'Harrigan', as he was known to readers of *Offshore*, to which he was a frequent contributor over the years, was unique. He understood sailing, having raced to Hobart himself on several occasions, and this, along with his delightful sense of the ridiculous, imparted a special flavour to his pictorial 'gags'. Some of his contributions to the Hobart 'Program' are, and will remain, classics of nautical humour. Harrigan was also an artist and illustrator; his drawings were of very high quality, setting his cartoons apart from the run of the mill.

A tribute to Harrigan — a selection of the best of his work published in CYCA magazines — will be presented in this year's 'Souvenir Program' of the AWA Sydney-Hobart Yacht Race. The CYCA, and particularly the Publications Committee, many members of which have known and loved Harrigan for a long time and have spent many pleasant hours with him dreaming up nautical whimsy, sends its sympathy to Peter's wife, Elizabeth, his son David, and family.

yachtsmen, which perhaps means any yachtsman who is concerned for the safety of private yachtsmen on Pacific high seas, write to the Hon. Michael Duffy, Minister for Communications, Parliament House, Canberra ACT 2600 urging him to do something about it. •

New sponsor for Gold Coast Race

(From Patrick Bollen.) Following the outstanding success of the Southport Race, it has been announced that a major national and international promotion will be given the Sydney-Gold Coast Yacht Race next year in conjunction with the new Race sponsor, Conrad International and Jupiters Casino. Announcing the 1987 Jupiters Gold Coast Yacht Race, Mr Ronald L. Hughes, Vice President of Conrad International Hotel and Jupiters Casino in Australia, said his organisation viewed the yacht race as a prestigious sporting event, deserving of a major sponsor.

Bayview Harbour, major sponsor of the inaugural race, will continue their association with the Race, as will Australian Airlines and Hertz Rent-a-Car.

The Race will again be conducted by the Cruising Yacht Club of Australia in association with the Southport Yacht Club. The date for next year's Race has been set at August 8. •

Kiwis buy Barlow

Barlow Marine Limited, the Sydney-based manufacturer and exporter of Barlow and Barient yacht winches, announced recently that it had been acquired 100% by the NZ company, Masport Limited.

Masport's first initiative has been to enter into a joint venture with International Marine Industries (IMI) of the USA for the distribution of winches in Europe, UK, USA and Southeast Asia. Products presently marketed by the IMI Group include the Kenyon, Sparcraft and Francspar ranges of yacht spars and related hardware, Kenyon stoves, Kenyon instruments, Combi instruments, Adler-Barbour refrigeration systems and Autohelm autopilots.

The Australian and New Zealand distribution will be handled as previously by the Barlow team headed by international yachtsman and Company Marketing Manager (and CYCA Member), Peter Shipway.

The recently appointed chief executive of Barlow, John Baker, said that Masport's and IMI's involvement will ensure Barlow's continuation as a world leader in both the

manufacturing and distribution of yacht winches and related equipment. •



Killingworth goes North

North Sails recently announced that Lee Killingworth, well known yachtsman, has joined the company as Sales Manager. Lee is a veteran America's Cup sailor and has been an active participant in World Two Ton Cups, SORCs, Bermuda Races and crewing in US Admiral's Cup and Onion Patch teams. His last Olympic campaign saw him team up with Bethwaite in the Soling, and a Star boat is programmed for the the Korean Olympics. He was a past Operations Manager for Alan Bond's America's Cup challenge. He originally joined North in 1975 in Connecticut where he serviced their specialist IOR projects.

Before rejoining North last month, Killingworth was Marketing Manager for Whitsunday Rent-A-Yacht and was with that company as it moved into the dominant position among charter operators in the Whitsundays. •

Attention Hobart Race entrants

'Don't leave your radio check until the last minute' is advice from Maurie Findlay of Stingray Electronics Pty. Ltd., manufacturers of the successful Stingray 140 HF/SSB transceiver. Year after year two or three days before the Race we get requests for help with radios, and it is very difficult to cope', Findlay told *Offshore*.

Findlay also wanted to advise *Offshore*

readers that spares and repair service is still available for early model Stingray sets; in most cases original parts can be supplied, but if not, parts from the current production model, which features a manual tuning unit, can be modified to fit. Stock is expected to be in short supply by December, and CYCA Members are being offered a special discount on purchases made before the end of November (see advertisement on page 16). •

Product Notes

Dry Gear

Burke Boating Accessories has launched a new range of wet weather gear called 'Dry Gear'. Designed by well known sailmaker Martin Burke, Dry Gear was inspired by the many hours spent wearing wet weather gear that wasn't as dry or as comfortable as Burke would have liked. The gear is available in two ranges — ordinary and long haul. All is carefully constructed from Feranyl Transat PVC fabric to be fully waterproof and hard wearing, all seams are sewn and welded, and the buckles and zips are of non-corroding acetal and nylon.

The long haul range, for the heavy duty sailor, features options such as lining, reinforcing, retroreflective tape, etc. Available at most marine outlets. •

Major changes in Club policy on publications

(From Tony Cable.) Following discussions at the Board meeting Thursday, October 9th, and subsequently with a Subcommittee on Tuesday, October 14th, the editorial content, the frequency and style of our publications is to be changed forthwith.

This issue of *Offshore* will be the last in the traditional mode. As it is within a few hours of the issue 'going to bed', I am rushing in with this note by way of a 'farewell' from the Publications Committee as we have known it.

It appears that there was some criticism that *Offshore* was concentrating too much on 'weighty' topics and not devoting enough attention to more immediate Club considerations.

This is a most perceptive observation. Since the magazine first appeared in June 1971 *Offshore* has aimed to be a journal produced by amateurs containing learned information from a leading ocean racing club. The various editors and writers who

contributed to it positively avoided the insufferably trivial, boring 'hatch, match & despatch' information common to house magazines.

The 'son' of *Offshore* will now appear next year, three times per year, with this less weighty editorial approach. Naturally, the Publications Committee will have to recover from being stunned by these directives. I would be being, uncharacteristically, too diplomatic if I acknowledged that I absolutely liked the idea. I joined the Committee in April 1973 and was later its Chairman for 11 years. I have seen too much of its quality, status and accolades not to fear for its future.

But I hope I am also wise enough to know that times change and a fresh approach could be one of the best things that can happen. Also, you have to listen to the 'boss' (our Board); it is their money that we are spending and they rightfully are there to develop policy, and people who serve on our Committee are there to help them in whatever endeavour they recommend.

The CYCA Newsletter also ceases forthwith and will now be produced by our new General Manager, John Terry, with a content, I understand, of 'Management Communication'. The Newsletter was started by Peter Rysdyk, who edited it until September 1982 when I took over as Editor, from issue No. 25. It terminated with issue No. 70.

I don't have much regret about losing this job (rather, chore) as the Newsletter did have to deal in the boring subject matter of trivia, notices, 'communications'. Hating this sort of stuff, I used to 'let her romp' a bit to try to make it interesting. If you had to talk about 'Treacle Tart' from our wonderful Freya Room, I preferred to make fun of it. If we had to talk about new members, in my warped way I would tend to welcome aboard, say, an Admiral, not with a salute but with a stupid piece about signal flags. However, in some eyes this wasn't the best approach.

The Hobart Race Program will remain a Publications Committee function. In 1975 Club Members took this major enterprise on and we are now putting together our 12th issue. Over the years we would have made for the Club something around \$60,000 on this enterprise which has defrayed losses on other publications. This Program, from its inception, has been said to be the best yacht race program in the world.

As a last section to this closing report, I pay tribute to all who served on the Publications Committee. As I list their names readers will only too readily assess why our productions were of such a high standard.

As I said in a number of Annual Reports, these outpourings did much for the 'life

and spirit' of the Club and that was the essential reason so much service was rendered. The Club journalists did their countless hours work for the Club at home behind their typewriters and not on the waterfront.

First to acknowledge are our three (only!) editors. The late Tommy Thompson set it up from issue No. 1. He was an old pro (I think he started the *Women's Day*). He avoided the typical Club news drivel and concentrated on good writing (which critics could perhaps have assessed as drivel). This set the tone of *Offshore* which was never altered through issue No. 91.

Dan Stoyanovich was our next editor, his real job being a Rydges editor. He stayed with us for a year or so until business commitments took him to Melbourne.

In December 1974 David Colfelt joined at issue No. 21. Save for the service of CYCA Life Members, I would not be too far out in stating that he would have given the Club more hours than just about any other Member. Quite unsung was the long service of his wife, Carolyn.

By way of closing our account, I list, as nearly as I can remember and as comprehensively as time will allow, those who have served the Committee over the years (those marked * have media, public relations or photography background):

Les Bass*, John Becquet*, Neil Bennets, Gordon Bray*, John Brooks, Leslie Brydon*, Tony Cable, Toni Carey*, Gill Carter, Basil Catters*, David Colfelt*, Robin Copeland, John Dawson, Joe Diamond, John Hawley, Grey Hutchinson, Rob McAuley*, Gordon Marshall, Keith Moss, Jim Mowtill*, Rob Mundie*, Jack North, Steve Old*, David Owen, Sandy Peacock*, Mike Power*, Bob Ross*, Tiger Scott, Bill Sherman*, Peter Simms, Frank Sticovich, Tommy Thompson*, Peter Wherrett*, John Williams*, Duncan van Woerden, John Woodford.

Tony Cable

Editor's farewell

This is the final issue of *Offshore* as such following the decision to change direction with the Club's publications, and it will be my last issue, the 70th that I have shepherded since December 1974.

Offshore has enjoyed excellent support both from within and without the Club; over the years we have received correspondence from around the world. We also have a small but not insignificant list of faithful private subscribers (i.e. non-CYCA Members who pay for the magazine).

Much credit for the long history of *Offshore* is due to Tony Cable, who chaired the Publications Committee from 1975 until this June; in this role Tony provided the

'personality' that kept the Committee together, essentially because it was fun for everybody rather than a chore.

The magazine evolved into one with a more serious purpose than the ordinary Club journal. *Offshore* over the years has broken more than one 'story' that has heralded change in direction in the sport of ocean racing internationally, for example, Gordon Marshall's reports of his self-righting tests in the late '70s which lead to reforms in the IOR. Because we have been free of normal commercial pressures, we have been able to publish material that was important, even if it was perhaps not riveting reading for the general public, such as discussions of the American Bureau of Shipping's scantling requirements, debate on handicapping systems, trends in design and their safety implications. We have also been able to carry on at greater length than a commercial publication might, and have presented, for example, complete transcripts of speeches such as John Bertrand's to the Sportsman's luncheon in 1983 after *Australia II* won the America's Cup. As such *Offshore* has been archival, and those who have retained a complete set will be able, in years to come, to trace the evolution of yachting in this community from the 1970's through the mid-'80s.

We have always tried to encourage healthy debate and have given equal opportunity for all to speak their mind, even when this has meant that we've had to be self-critical — of the Club or the Committee.

We owe much to our advertisers, many of whom have supported the magazine for a great many years, including Associated Midland Limited, Barlow Marine, Boat Books of Crows Nest, to mention our oldest and longest supporters. We have enjoyed an excellent relationship with our sister publications of the commercial world, whose Editors have freely given of their material — Bob Ross of *Australian Sailing*, Barry Tranter of *Modern Boating*, Peter Webster of *Australian Boating* — and we have on occasion been able to reciprocate by giving permission for other publications to reprint material carried in *Offshore*.

Finally, I would like to thank John Brooks, who faithfully produced his 'Biggles' Column' — I think without missing a beat since April 1976 — and the Committee who have given so much of their time for so little thanks, other than the enjoyment of knowing that they were a part of a great tradition in this Club's history.

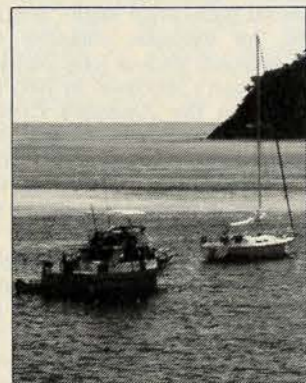
David Colfelt

Editor

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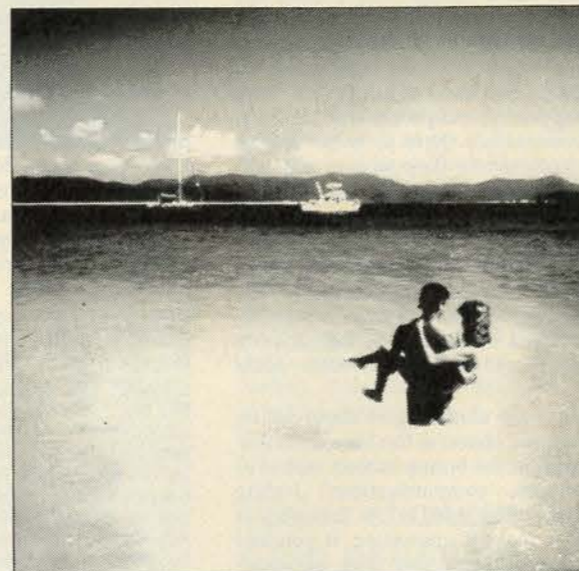
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BIGGLES' COLUMN

by John Brooks

September brought a start of the new season's racing, a steadily increasing crescendo of hyperbole from Fremantle and the world's Quarter Ton Championship in Copenhagen. Much against the trend for Australian offshore representatives, David Birkill in *Compte de Flandre* won the title against some of the toughest competition in the world.

There can surely be no greater achievement for Australian yachtsmen, outside the America's Cup, even allowing for the Hype, than to win world or Olympic titles when they are raced in Europe against competition which is both highly accomplished and thoroughly familiar with local conditions.

It was Birkill's fourth attempt at the prestigious title and it says a lot for his determination and competitiveness that he was able to motivate himself and his crew into returning to do battle. In fact, he credits his crew with some of this motivation after the 1985 disaster. On that occasion he was leading the series on points going into the last race and had victory in his grasp, when the mast went over the side within sight of the finishing line.

This year Birkill had to win the last race to take the title and did so in a nail-biting finish, crossing the line centimetres in front of the runner-up after snatching the lead within the last fifty metres. It is hard to imagine a

championship win under greater pressure than that. Back home, Birkill won the AWA Ocean Racer of the Year Award for his achievement and is nominated for the Yachtsman of the Year award to be announced in October.

□ □ □

Elsewhere, our Australian reps were not distinguishing themselves. At the Kenwood Cup in Hawaii, the team was outclassed by the Kiwis and all three US teams, to finish fifth. Despite some good individual efforts, the team could not get its act together consistently, which is fatal in teams racing.

In Sardinia it was nothing less than disaster as the Australian team crashed to last out of twelve teams. One could be tempted into criticising the decision to authorise it as an Australian team at all, were it not for the international experience it gave young crew members.

In a series bedevilled by slow, drifting conditions the top end of the competition featured some close racing and any of five teams could have won the series going into the last race, which was the re-sailed second inshore race. The British team of *Full Pelt*, *Marionette IX* and *Pocket Battleship* took out their first Sardinia Cup with Germany (*Rubin IX*, *Pinta*, *Diva*) second, Spain third and Italy fourth, with only a handful of points separating the top four.

Meanwhile the IOR scene in Australia this year is notable for the deathly hush that surrounds it. Despite much talk late last season, very little appears to be happening in the way of new boats for the Admiral's Cup trials, a mere six months away.

Bill Dodds did not go ahead with his plan to build three identical boats for the trials. Considering the dearth of new boats in Australia all three might have been a walk-up start for representation. I understand that the scheme fell through when the other principals involved could not agree on the choice of Kell Steinman as designer.

Lou Abrahams has yet to decide on the details of a new boat but was still serious about building when I spoke to him late in September. At the same time Gary Appleby was racing in the St Series in San Francisco but is unlikely to build a new boat before *Sagacious* is sold, and time is running out.

Others likely to contest the trials are John Taylor in *Contractor*, with Graeme Freeman added to an already experienced crew; *Indian Pacific*, *Joint Venture*, *Drake's Prayer* (sold to Melbourne) and a revamped *Intrigue*.

□ □ □

And now a story on our Victorian racing compatriots. Following a Melbourne to Apollo Bay winter race which featured plenty of running and reaching, rather

than face the long beat back to Port Phillip heads, some boats were lifted ashore and trucked back to Melbourne. It wasn't really the bash back that worried them, according to my spy; the crews just did not want to miss out on the VFL final played that day. They do love their football south of the border.

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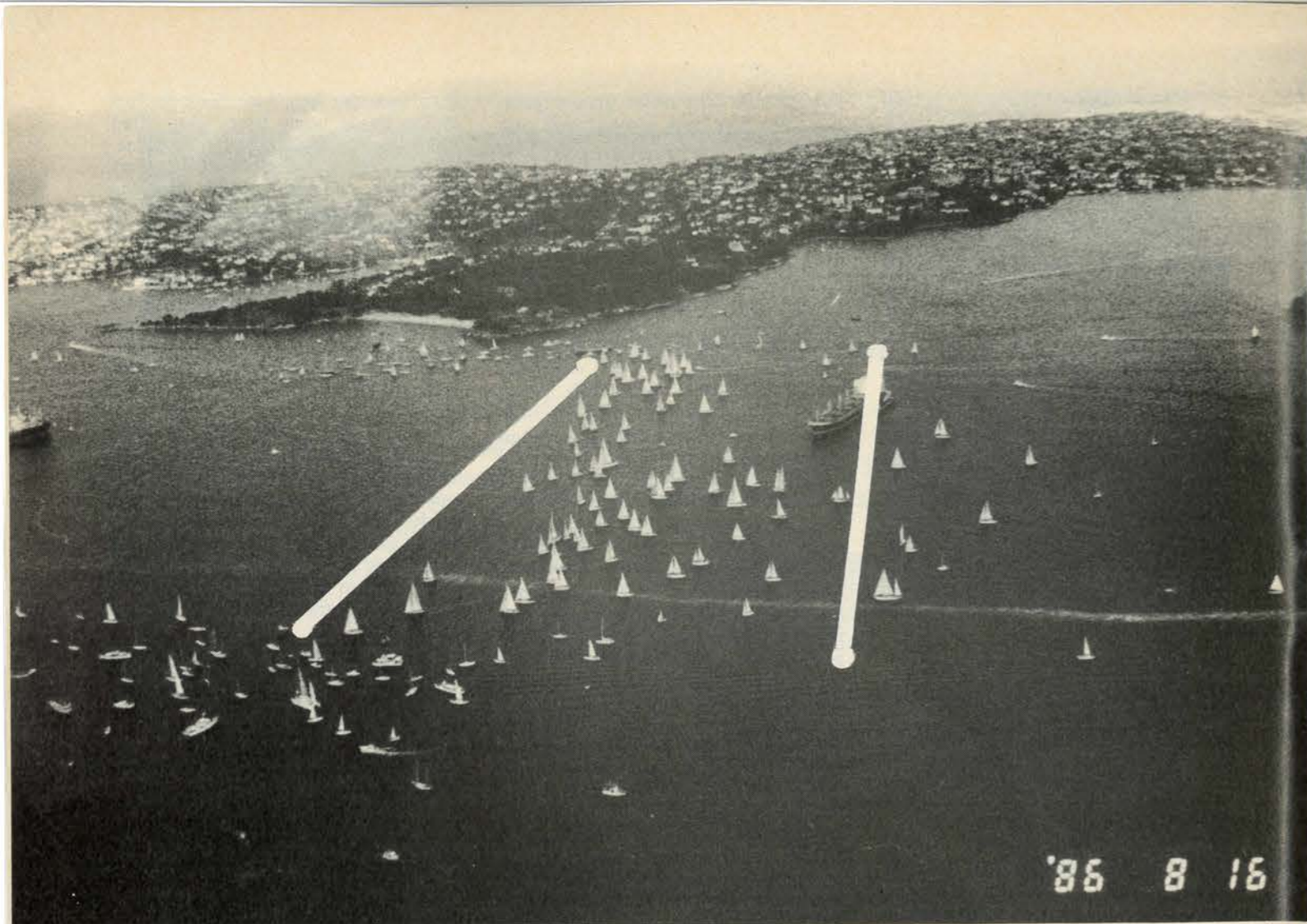
Meanwhile the irrepressible Peter Kurts is well down the Admiral's Cup track with a launch of his Farr 43 design planned for early December. It is slightly larger than *Drake's Prayer* but lighter, hull and deck together weighing in at 690 pounds. It was built by John McConaghy, utilising the season's latest fashion in exotics, sails by Norths, winches by Bariant and the usual crew of desperates. The name will probably be as closely guarded a secret as the New York Yacht Club's latest 12 Metre keel right up until ten seconds before the launch; Kurtsy does like to keep us in suspense.

As far as yachting administrators are concerned, the *Drake's Prayer-Sagacious* incident /drama/ comedy /saga (pick your own adjective) is closed. *Drake's Prayer's* AWA Sydney-Hobart race penalty stands and, partisanship aside, *Sagacious* is the winner of the paper battle. The ruling is that the international jury acted correctly, and as such there is no appeal. Despite rumours of a further appeal to the NSW Supreme Court, a bailiff has yet to appear in Tony Mooney's doorway clutching a bluey in his hot little hand.

□ □ □

Never a secret, the name of Bernard Lewis' new maxi is *Sovereign* and, in record building time for so large a yacht, it will be launching on November 3rd come hell or high water, according to David Kelleff. High water is of course the main criteria to float the 83' Pedrick giant off the slipway at Palm Beach. The builder, Paul Kelly, did such a magnificent job with the aluminium hull that the Pedrick office measurement guru was able to add significant sail area to the original design.

Sovereign has achieved the highest rig and largest sail area of any maxi now afloat; the design was also slanted at being 5% lighter and 10% stiffer than her rivals, so she should be a powerhouse. Amongst other innovations, *Sovereign* will feature the latest Navtec streamline rod rigging, newly developed terminal ends and a rotary hydraulic pump. *Sovereign* is the first racing yacht built in Australia to the ABS scantlings specifications and the hull looks very strong, especially up front and around the rig stress area. □



THE HOBART START

A new approach to the starting line of the AWA Sydney-Hobart Race

by Gordon Marshall

As the fleet size of the AWA Sydney-Hobart Yacht Race has grown year by year, it was inevitable that sooner or later a number would be reached which would make the rules under which yachts normally race quite inadequate for the circumstances created by overcrowding.

With the aid of hindsight, it becomes obvious that last year's start, with 172 yachts in the fleet, surpassed the total that can be satisfactorily handled, but the question is, what is the solution?

Quite apart from the needs of the competitors, the authorities which control the harbour, the Maritime Services Board (MSB) and the Water Police, have demanded that a solution be found.

Normal yachting practice suggests two solutions. The first is that the start be shifted to a position outside Sydney Heads, where there is unlimited room

to lay a line of length suitable for the numbers. The second is to break the fleet into a number of divisions and to start them in a time sequence of, say, five-minute intervals using our present line.

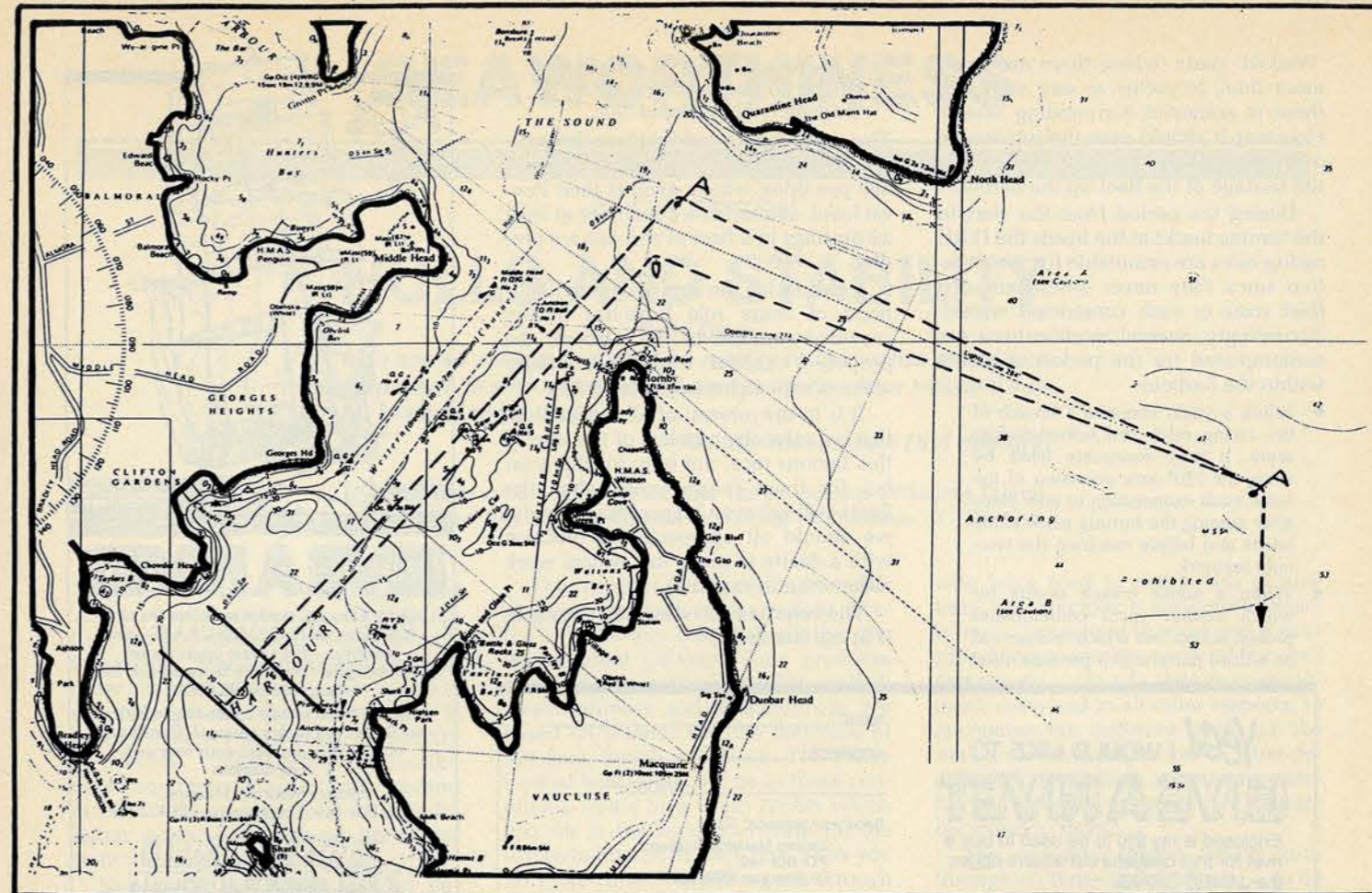
For many reasons neither of these solutions is ideal. The first fails by destroying the spectacle of the harbour passage enjoyed by thousands of spectators, which has now become a tradition of Sydney on Boxing Day. Yachtsmen must concede that this race has long since developed beyond the realm of simply a CYCA affair and that the general public of Sydney, rightly or wrongly, lays claim to the drama of this race start. What else would the public do on December 26th but view the departure of the fleet for Hobart, and it is in our interest that they continue to do so.

As to the second solution, both the Water Police and the MSB are adamant

that on the firing of the first gun, the fleet of spectators will all start into motion, and from there on, no amount of control activity would keep them off the course for the subsequent starts. The authorities thus become apprehensive about *safety*, for which they must accept responsibility. It would be quite wrong for us to suggest any lessening of their dedication in this respect.

So where do we go from here, short of limiting the fleet size to, say, 150 yachts? Surely there is some other way to solve the problem.

At the debriefing held by the MSB immediately after our last race, the MSB posed the question 'What does the CYCA intend to do about the problem next year?'. I outlined the aforementioned alternatives and got the anticipated negative responses. I then finally suggested that the only other possible solution was to have a simultaneous start off two parallel lines,



within the Harbour, perhaps 300 or 400 yards apart, and to split the fleet appropriately onto each of the lines.

The fact that there was no yachting precedent for this type of start did not deter the authorities one iota; for them this was the solution they needed, and they left it to us to sort out the details.

To this end the CYCA Sailing Committee set up several 'think tanks' to address the many issues involved. The first was how to compensate the yachts on the rear starting line for the extra distance they would sail up the harbour.

First thoughts were that we would use the North American 'Time on Distance' system of computation to estimate the time needed by the variously rated yachts on the rear line to reach the forward line, and that the race computer would subtract this time from the finishing time for each rear line starter in order to get her 'corrected elapsed' time. Professor N. Newman of the famous Massachusetts Institute of Technology (MIT) a recognised authority on 'Time on Distance', was consulted, and he agreed that a formula could be devised for such a solution. After much study of this possibility it was decided that such a method was too academic and unlikely to produce realistic answers in a situation where yachts would not be sailing in an

unhindered environment such as would be envisaged by the computer.

Instead, a more practical approach was sought, one which would be more likely to be accepted by the competitors as being fair and realistic.

The answer to this need finally came with the use of two rounding marks at the Heads instead of the single tug which had previously been used, and that the spacing of these marks be the same as the separation between the two starting lines. This would ensure that the distance sailed from either line until leaving the harbour would be the same for yachts off both lines. It was recognised that for a small band of wind direction, adjustment of the spacing would be necessary due to the windward/leeward configuration of the two turning marks. In order to regulate this situation it became clear that a seamark, about two miles offshore, would be necessary to finalise the arrangement.

Having settled on the principal of the system, the only question left was to determine the spacing distance of the two starting lines.

Originally, at the MSB debriefing, I had spoked broadly of 'three or four hundred yards' but it emerged that some advisors felt that up to 800 yards would be necessary. If this distance was needed, it threatened the practicality of

the two turning marks at the heads due to space considerations. Fortunately we were about to start the inaugural Sydney-Southport Race with its fleet of 75, a little larger than we contemplated on the front line of the coming AWA Sydney-Hobart start. Here was an opportunity to gather some data hitherto never sought.

We arranged with the MSB to use the full length line across the harbour from Nielson Park and we put a plane up to photograph the pre-start configuration. John Brooks went as navigator, David Colfelt was the photographer, and Barney Davies supplied and piloted the plane.

The shots they got were very revealing and one of them, a few seconds before the start time, is shown. A second line has been superimposed on this photo, 400 yards behind the actual start line, and it becomes readily obvious that the original thought of 300-400 yards was very close to the mark.

Finally, a group of CYCA yachtsmen 'eyeballed' the situation on the water from a yacht after four buoys had been laid to the 400-metre configuration. This finally confirmed that 400 yards separation was suitable.

It should not be imagined that this new arrangement will magically solve all of the harbour problems and give us

'Waikiki' starts (where there are never more than 20 yachts at any start and there is unlimited surrounding water). However it should ease the intolerable overcrowding at the start and during the passage of the fleet up the harbour.

During the period from the start to the turning marks at the heads the IYRU racing rules are unsuitable for the situation since they never envisaged such fleet sizes in such constricted waters. Accordingly, several modifications are contemplated for the period of racing within the harbour.

- When a yacht commits a breach of the racing rules and acknowledges same, it may exonerate itself by using the 720° turn provision of the rules, such exoneration to take place after passing the turning mark at the heads and before reaching the two-mile seamark.
- When a minor breach occurs for which neither yacht contemplates protest action, but which is observed by a third party which protests, then

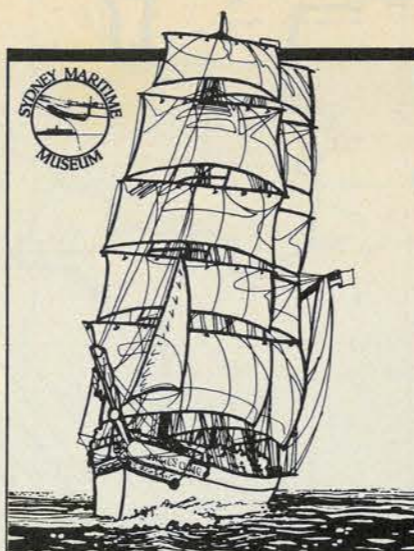
if the breach is proven, the penalty will be a 10 minute time addition to the guilty yacht's elapsed time.

These two rules would replace the present need to apply 'alternative percentage penalties' which, even at their lowest level, amount to a penalty of at least 20 placings in a fleet of the size we predict.

Considering the almost certain likelihood of some rule breaches in the crowded confines of the harbour, the proposed changes would more fairly make 'the punishment fit the crime'.

It is in the interest of all competitors that we solve the problem of the start of this famous race, not only for this year but for those future years when the fleets will get even bigger. Accordingly, we should all approach the problem with a desire to make the system work rather than to exploit it.

The future of this dramatic spectacle is in our hands. □



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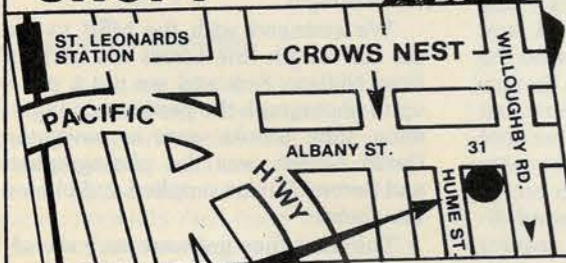
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SEAWORTHINESS

by C.A. Marchaj

HULLS AND STABILITY

Part One

Men are so simple and yield so readily to the wants of the moment that he who will trick will always find another who will suffer himself to be tricked.

— Niccolo Machiavelli (XVI century)

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Impending danger is an integral part of both offshore racing and cruising; thus, the hull shape (mono or multihull), its stability, inertia (displacement) and other characteristics must correspond to efficient and safe function in order to meet this danger with a high probability of survival. Unfortunately, seaworthiness requirements are usually contradictory to those of speed so that the designer is forced to trade-off among the contradictions.

Nowadays, the design conflict between speed and seaworthiness is usually re-solved in favour of speed performance, although undue refinements which lead to better calm water performance are senselessly far beyond what is required for rough water.

The 1979 Fastnet Race disaster — with an unprecedented 15 deaths, 19 abandonments and 136 crew members rescued by outside agencies — has been regarded by many as glaring evidence that something is wrong with the seaworthiness of contemporary boats (Ref. 1).

The problem is — what is wrong?

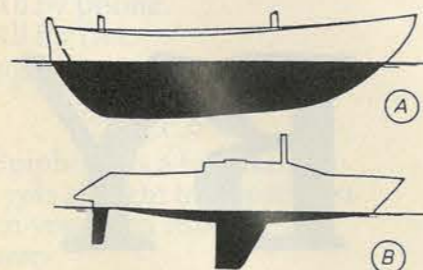


Figure 1. Hull profiles of two boats designed to different rules of the game with the sea. A represents the Colin Archer type of boat (end of the 19th century). B represents Ron Holland's contemporary One Ton Cup boat built to the International Offshore Rule (1981). Both boats are similar in length (LOA 12 m).

The designer of one of the best selling boats in England was asked after the 1979 Fastnet calamity whether the International Offshore Rule produces safe and seaworthy boats. He replied: 'Seaworthiness and seakindliness are based on balance and the matching of sail area, length and beam. The worse type of boat you could be in those conditions would be a Colin Archer which just sits in the water and waits for the waves to hit it. A modern boat gives you far more control to pick a path through the waves downwind, and it goes upwind as well.'

Figure 1 shows the two types of boat he had in mind. To many readers, his opinion, by no means isolated amongst present-day designers, will cause at least embarrassment.

After all, the 1979 Fastnet tragedy was not an isolated disaster. The 1984 Sydney-Hobart Race and the 1985 Whitbread Round the World Race became, to many participants, a demolition derby. As a result, the majority of sailing people became 'suddenly confronted with the realisation that our sport can rapidly turn into the most brutal struggle for survival.'

To start sensible discussions about seaworthiness, one must first agree on the precise meaning to be attributed to the term. And here the trouble begins. Although the concept of seaworthiness is an ancient one and is utilised in shipping law to attach liability, it lacks clarity. 'To the seeker after precision in the law, seaworthiness is a disconcerting doctrine because by its very nature it is not reducible to exactitude. It is 'relative' and a nebulous term; it does not lend itself to easy application or absolute definition.' This quotation, taken from the Survey of Marine Doctrine of Seaworthiness (Ref. 2), adequately reflects the confusion associated with seaworthiness. There is, however, a discernible agreement amongst people

who have tried to define this elusive term. For example: a seaworthy vessel is one '... prepared to resist and if possible to overcome the perils of the sea'; or a vessel '... in a fit state as to equipment, crew and in all other respects, to encounter the ordinary perils of the sea'; or a vessel which has '... that degree of fitness which an ordinary careful and prudent owner would require his vessel to have'.

The common thread which goes through all those definitions is — to be seaworthy, the vessel must be able to defend herself against the incursion and perils of the sea.

That is what the lawyers have said about seaworthiness. But it does not help us to distinguish which vessel is capable of defending herself against heavy seas, and which is not.

But surely, our intuition whispers, there must be something in the hull lines or shape which makes one boat more seaworthy than another. Could it really be true that a heavy displacement boat with long hull underbody of wine-glass section and deeply immersed rudder (this type shown in Fig. 1A) is in fact not seaworthy, as that designer maintained? And is a contemporary light-displacement, dinghy-like boat with separate keel rudder configuration, as shown in Figure 1B, really just the type of wholesome, seaworthy craft sailing people have been waiting for?

It could be remarked in defence of the Colin Archer type of boats that they were deliberately built as rescue craft 'to contend with the wind and sea in any weather ... to be able to carry out safely any manoeuvre necessary ... rendering assistance in those in distress'. For instance, '... the Oscar Tybring, designed and built in 1985 by Colin Archer, was credited with assisting 102 craft and saving 329 men's lives'. These vessels 'when properly canvassed and handled, have shown themselves

Seaworthiness

capable of beating off a lee shore in the strongest blow. One of their remarkable features was the ability to tow four or five smaller fishing boats off a lee shore under sail in bad weather' (Ref. 3).

Historical evidence appears to indicate that Colin Archer's boats were in fact very seaworthy. However, one may argue that this view does not disprove another view, namely that contemporary boats built to IOR requirements may not be even better in this respect, as that designer claimed. One thing is certain: the issue of seaworthiness is unlikely to be resolved through opinion polls. The only promising path is through sensible, logical analysis of the dynamic aspects of boat behaviour in heavy seas. The ultimate object of such an exercise supported, when necessary, by experimental evidence, would be:

1. To establish the primary factors in hull design which control the boat's motion in rough water and identify those boat characteristics that resist capsize.
2. Provide irrefutable evidence why and on what conditions a certain type of boat has a good chance to defend herself against the perils of the sea, i.e. identify those design features which prompt re-righting so as to reduce the probability of getting stuck in a dangerous mast-down, stable position.

If we succeed, we shall advance our understanding of seagoing qualities in a very important respect.

Whenever people begin to discuss seaworthiness the first notion to come to mind is the hull shape and its stability. Usually reference is made to the

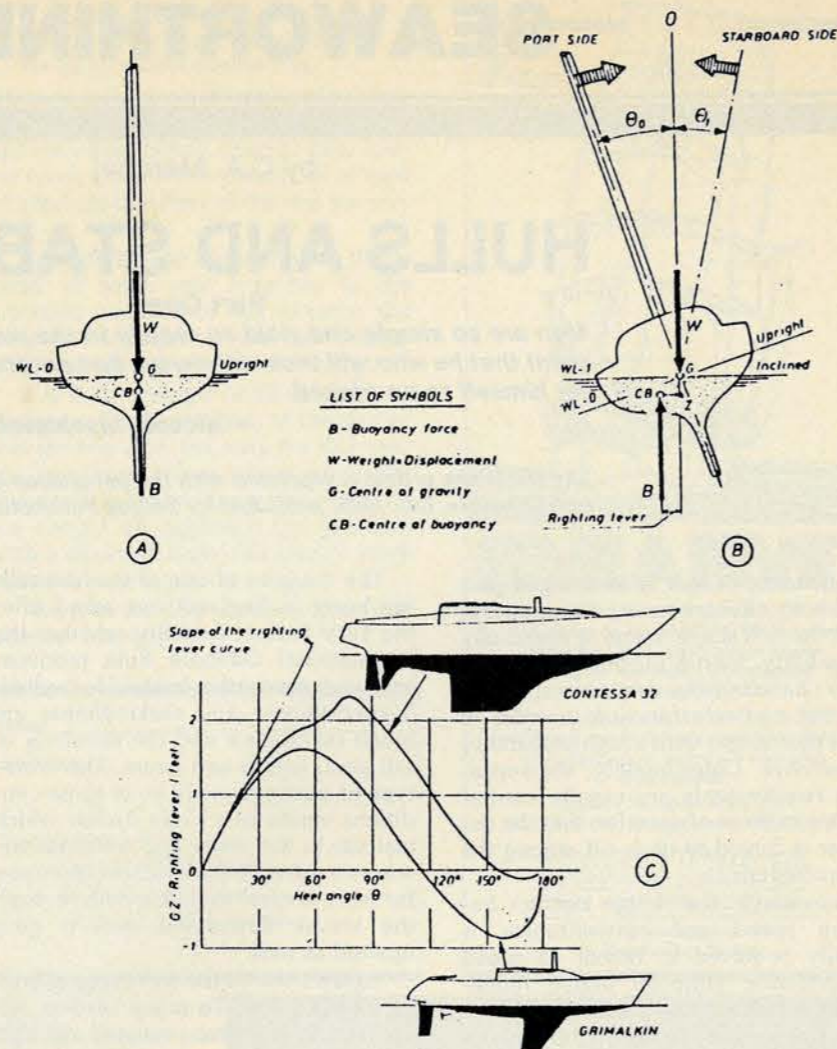


Figure 2. Hydrostatic stability curves for Contessa 32 and half-tonner Grimalkin in still water (curves taken from the Fastnet Inquiry Report). Both boats participated in the 1979 Fastnet Race. Displacements of Contessa: 10,112 lb; Grimalkin 832 lb. Centre of Gravity: Contessa 0.75 ft below WL; Grimalkin 0.65 ft above WL.

transverse stability which, some believe, acts as a means to resist rolling and ultimately prevents capsize. If we assume that such an intuitive feeling is correct — stability is a good thing — then more of the same would be even better. This apparently logical train of thought leads to the conclusion that what makes a boat seaworthy is simply large stability. Consequently, some people believe that stability could be used as a measure of a boat's seaworthiness, a rather convenient measure because it can be quantified. Both the International Maritime Organisation's (IMO) criteria for fishing vessels and the International Offshore Rule inclination tests are essentially based on the same concept.

However, as Barnaby observes in his *Basic Naval Architecture* (5th Edition, p. 361): 'This is the great paradox of naval architecture, that the more stable the vessel really is, the more unstable she appears in a seaway'. Why should such a paradoxical situation arise? Paradoxes in physics, and perhaps in other fields of human activities, do not appear if all relevant facts or factors are taken into account. What, then, is missing in the reasoning which makes Barnaby's paradox an issue in naval architecture?

Yacht designers are prone to believe that 'stability curves are the only things not derived from the emotive interpretation and reports by yachtsmen ... they give us a dispassionate, objective view of the mechanics of the problem (Ref. 4). Unfortunately, that view cannot be substantiated.

Before the issue of stability and its effect on seaworthiness can be studied, we must define what the term *hy-*

drostatic stability, as customarily used in yacht design, really means. And we must see what can really be learned from stability curves.

A freely floating hull in undisturbed water is acted upon by two resultant vertical forces, as shown in Figure 2A. The upward force of buoyancy B may be imagined as acting at one point called the centre of buoyancy CB. Similarly, the resultant of all the weights W can be envisaged as a single force acting vertically downward through the centre of gravity G. If no other forces are acting, the hull attitude is determined by the interaction of weight and buoyancy. The hull will settle, that is, it will reach equilibrium, in an upright position when the forces act along the same straight line.

Assume that the boat is heeled to port, from WL-0 to WL-1 as in Figure 2B, by any external force. If the heeling force is suddenly removed when the mast has reached an angle of heel, the forces of weight and buoyancy will generate a righting moment tending to return the hull to float on WL-0. This inherent tendency of a boat to return to her upright equilibrium position after a disturbance is termed the *hydrostatic stability*; and it can be said that the boat shown in Figures 2A and 1B is statically stable.

Figure 2B shows that, when a hull is made to heel, the Centre of Buoyancy (CB) moves away from the Centre of Gravity (G) athwartship, thus creating a righting moment which tends to bring the boat to equilibrium in an upright position. This amount of leeward shift of the CB relative to the G (i.e. the magnitude of the righting level GZ) can be regarded as a measure of static stability

Seaworthiness

of the boat in question. If the shape of the hull and position of its centre of gravity are known, the righting lever variation with angle of heel can be established and presented in the form of a diagram as shown in Figures 2C and 3.

These particular figures show the static stability curves for two yachts which participated in the 1979 Fastnet Race. A number of sketches drawn below the stability curve in Figure 3 illustrate the position of hull relevant forces B and W at angles of heel 30, 60, 90, 120 and 150°.

If the stability curve is known the magnitude of the righting moment and hence the power to carry sail can be calculated; all we need to know are the magnitude of the righting lever GZ at given angle of heel and the boat displacement W (i.e. righting moment = GZ x W).

Two features of the stability curves are considered to be of particular significance:

1. The angle of heel at which the righting lever curve reaches its maximum value. Note that the Contessa 32 has the greater maximum CZ value, largely due to her low centre of gravity location and raised coach roof.
2. The heel angle of vanishing stability or the capsize threshold (Fig. 3) at which the positive stability disappears. Once a boat is heeled past this critical angle she continues rolling until she is fully inverted. In other words, the boat acquires a negative stability and becomes stable in the 'turned turtle' position. Her chance of quick recovery from the upside-down attitude will depend on the

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Seaworthiness

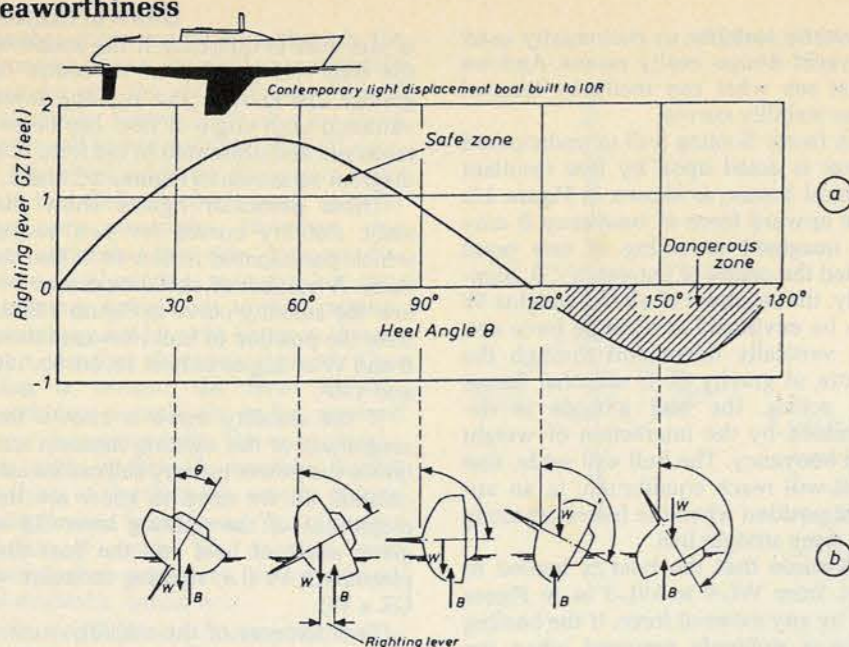


Figure 3. Hydrostatic stability curve of a contemporary light displacement boat built to the IOR.

range of heel angles within which her stability is negative. Thus the Contessa 32 would be less likely to remain in the inverted position than *Grimalkin*. She would need to be rolled through 24° in order to regain her upright stability, whereas *Grimalkin* needs to be rolled through 63° before she will come right side up again.

It is evident from Fig. 2C that two hulls, different in shape and in position of the centre of gravity, have different stability characteristics, particularly in their ranges of positive (safe) and negative (dangerous) stability (see Fig. 3).

From the viewpoint of seaworthiness a strong argument can be made in favour of a heavy hull with deep mid-sections of wine glass shape, rather than a light dinghy-type section as shown in Fig. 4. It can be seen that the stability of a boat (i.e. the magnitude of righting lever at given angle of heel) is determined initially by the position of the centre of buoyancy CB (which specifies the height of the metacentre M) and thereafter by the position of the centre of gravity G. It is evident from Fig. 4A and 4B that the location of CB depends exclusively on the shape of the hull section. For instance, by making the hull lighter and wider the position of CB can be shifted more outwards from the hull centreline thus increasing the distance between M and CB, which can be regarded as the factor of **form stability**. With an upright hull the righting lever is evidently zero. But at the small inclinations of normal sailing when the weather conditions are not too severe, practically the only criterion of stability is the distance between M and CB. This is shown in both sketches in Fig. 4 by thick vertical arrows.

It is also evident from Figs 4A and 4B that the boat's stability largely depends on the location of the centre of gravity G in relation to the waterline level WL-O. With a greater proportion of weight concentrated below the waterline the centre of gravity may be shifted from G1 to G2 (sketch A). Subsequently, the righting lever CZ, which is the direct measure of the boat's tendency to return to upright position, is increased. Since the location of the centre of gravity G substantially affects the magnitude of the righting lever, the distance G-WLO can be regarded as a factor of **weight conditioned stability**. Thus, the resulting hydrostatic stability of any boat is partially determined by the hull form and partly by the weight distribution and boat's weight.

Since the adoption of the International Rating Rule there has been a steady trend towards making yachts beamier and with the centre of gravity

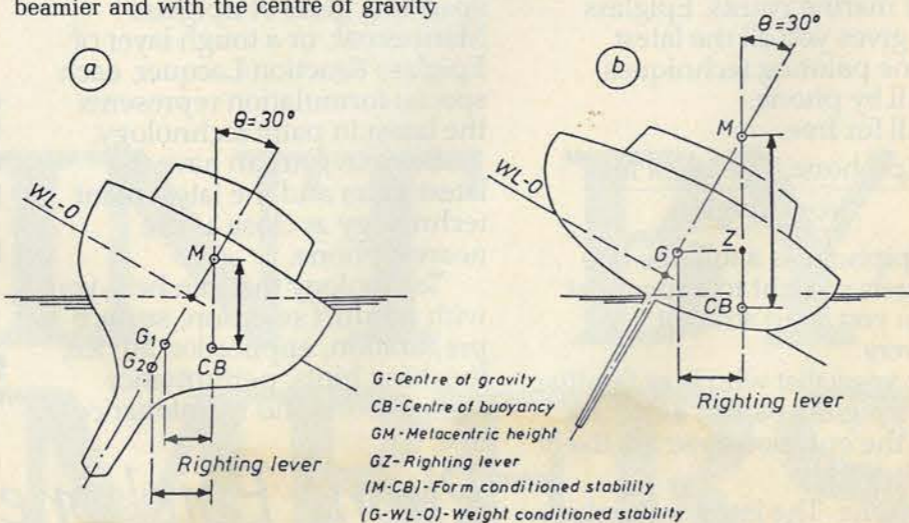


Figure 4. Two different hull forms produce different hydrostatic stability characteristics. (See Figures 2.5 and 6.)

G usually located above the waterline WL-O. Thus their hydrostatic stability is mainly determined by the form stability of the wide, shallow hull section in type b in Fig. 4 and the righting moment becomes more dependent on the crew weight. In the case of traditional heavy-displacement cruiser-racers hydrostatic stability is essentially conditioned by the weight (ballast) and position of G below the waterline. The IOR taxes low centre of gravity (stability due to weight). But form stability, depending largely on the beam and volume of the hull above the water (not to mention the crew weight contribution to the righting moment) is not penalised by the rule.

Figures 2, 3 and 6 demonstrate the hydrostatic stability curves of these two different types of boat. It can be seen that the **safe stability zone** of the contemporary type of yacht such as *Grimalkin* (Fig. 2) ends when the angle of heel reaches about 115 to 118°. Beyond this angle the boat will capsize even in the absence of any external force, such as the effect of a wave, because her righting lever GZ becomes negative.

An important point is that at about 60° of heel, when the boat is rapidly losing her position stability, the keel and rudder begin to emerge from the water, and the crew is losing control over subsequent events. Furthermore, when the keel is tilted over the rising water at the front of a wave it will act as an additional lever to roll the boat over.

Perhaps an even more alarming result of recent design trends is the broad range of the 'dangerous zone', the large range of negative stability (Fig. 3), when, after capsize, the boat floats upside down. The frightening aspect of this situation is that to regain positive stability the boat must be heeled ±63° to either side, hopefully through the action of waves, before the positive righting

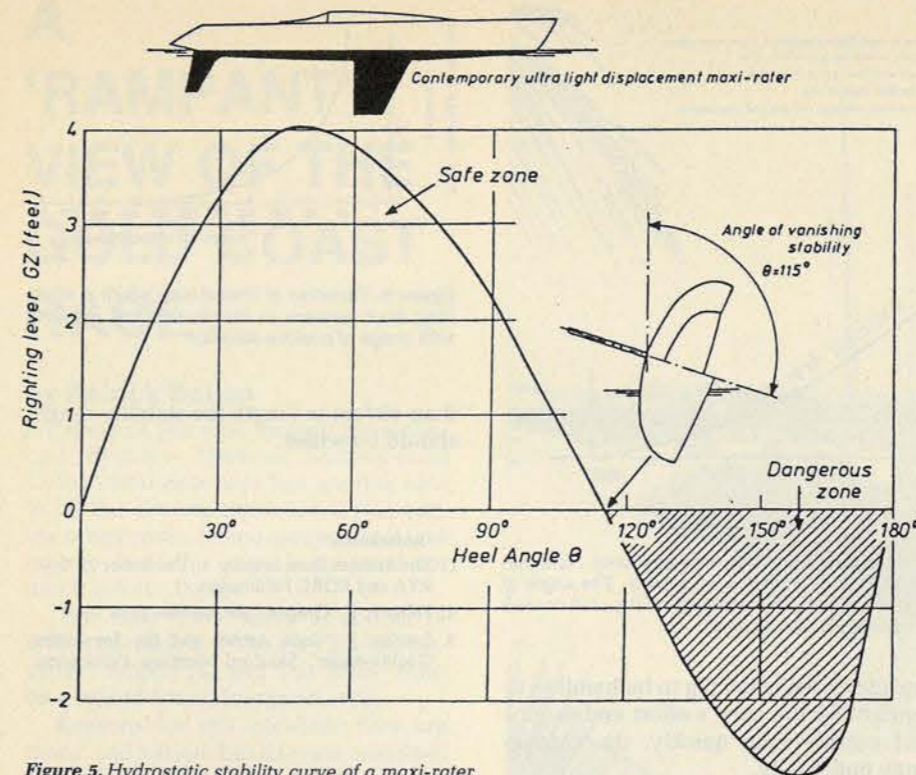


Figure 5. Hydrostatic stability curve of a maxi-racer.

lever begins to operate to bring her rightside up.

The so-called maxi-racers, i.e. the large, ultra-light displacement boats shown in Figure 5), are even worse in this respect. They reach the capsize threshold at even smaller angles than the boat shown in Figure 3. The arc of their dangerous zone is wider, and this makes the maxi-racers potentially threatening craft if it were not for their big size. Once capsized, such a vessel will behave like a catamaran, extremely difficult to recover from the point of no return.

Unfortunately this contemporary trend in yacht design — the product of clauses in the IOR whose results were not foreseen, became fashionable and has affected many non-IOR designs as well. In contrast, the traditional type of yacht shown in Figure 6 produces a stability curve often without any substantial unhindered recovery to the upright from the total inversion if capsize occurs.

The difference in transverse stability between a ballast-keel boat and an unballasted catamaran whose stability is derived from her load-spreading form is shown in Figure 2. It will be seen that a catamaran is very stable (stiff), but at small angles of heel only. Just like a centreboard dinghy she reaches capsize threshold at somewhere around 70-80° of heel, an extremely dangerous characteristic, in a cruising catamaran in particular.

A boat's range of positive stability (capsize threshold or the angle of

vanishing stability) determines the time during which she is likely to remain upside-down. The greater the range of positive stability, the shorter the time the boat would remain inverted.

Figure 2C may serve to illustrate the point. Both yachts appear to have ample reserve of positive stability beyond 90° of heel. Both yachts would therefore

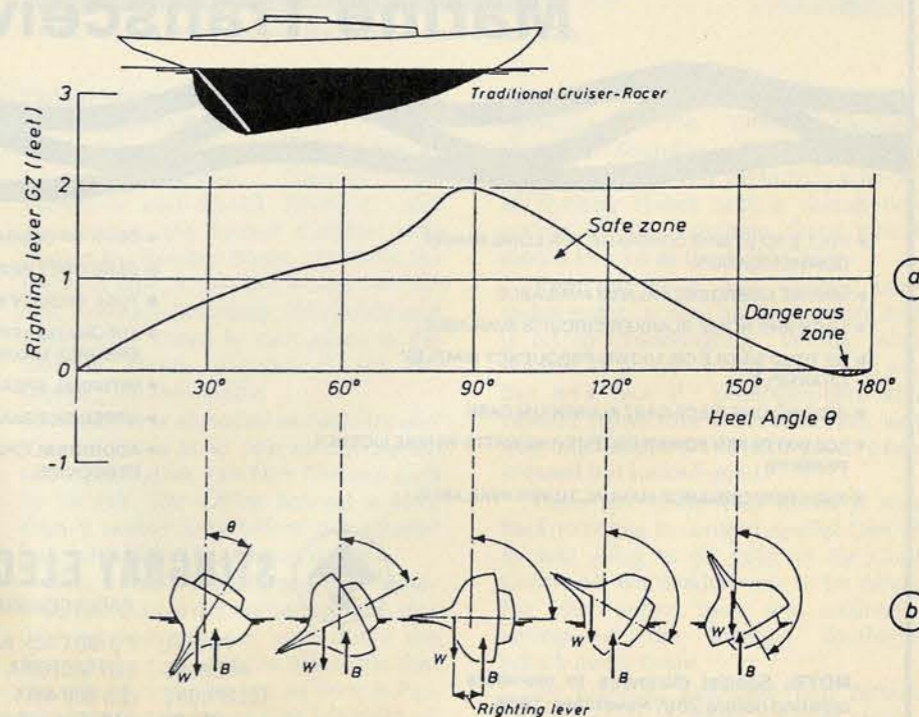


Figure 6. Hydrostatic stability curve of a traditional cruiser-racer built to the RORC Rule.

Seaworthiness

pass the IOR stability test and would, on that basis, be deemed seaworthy. However, in the heavy weather conditions experienced in the 1979 Fastnet Race, both yachts suffered severe knockdowns. Three lives were lost when *Grimalkin*, a typical modern racer-cruiser, went completely upside-down, remaining in that position for at least five minutes. Note that the angle of vanishing stability of *Grimalkin* is about 110° while that of *Contessa 32* is about 160°.

Figure 9 gives an idea as to how long a boat is likely to remain in mast-down position if rolled in waves. As might be expected the time trapped inverted depends on the range of positive stability, i.e. stability threshold. The diagram, based on the findings of the Joint Committee of Safety from Capsizing (USYRU) is relevant to boats over 40 feet. There are marked in the diagram two points (from the 1979 Fastnet) representing cases of boats that were trapped inverted and the events were well documented including information on their stability range. Judging from this rather optimistic diagram, a boat with a stability threshold more than 140° is unlikely to be rolled to upside-down and to stay there for any appreciable length of time. With a range of stability less than 140° the time trapped inverted increases at first slowly then more rapidly. Thus, by extrapolating data of Fig. 9 one can find that a catamaran with stability threshold of, say, 80° may remain inverted for a very long time. It is unlikely that a sufficiently big

Seaworthiness

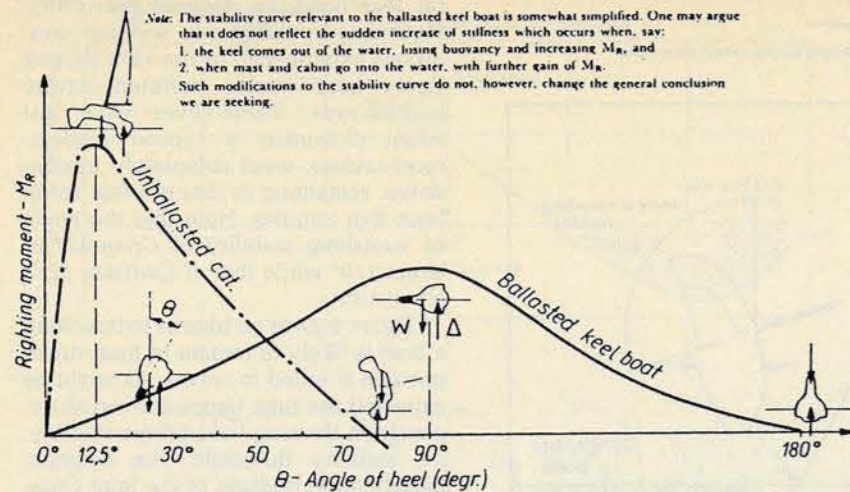


Figure 8. The hydrostatic stability curves of a catamaran and traditional ballasted keel boat. Note the enormous initial stiffness of the catamaran which after 12.5° of heel diminishes rapidly. The angle of vanishing stability is reached at about 80° only. For more information on stability of sailing craft consult author's *Sailing Theory and Practice*, second edition, Granada Publishing 1982.

wave will come along to rotate her back into position from which she will right herself on her own due to the action of the righting moment.

Of course, if a boat, whether monohull or catamaran, that is caught

upside-down is too big to be handled by the crew's effort and cannot get outside help quickly, the capsize may end fatally.

Referring to Figure 9 again, it is appropriate to add that for boats smaller

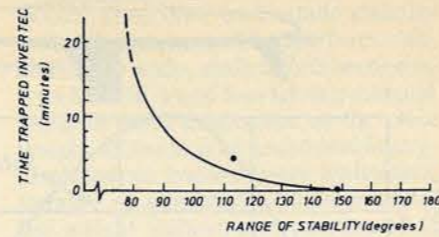


Figure 9. Variation of time during which a 40 ft long boat remains in stable, inverted position with range of positive stability.

than 40 feet in length the stability range should be wider.

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A 'RAMPANT' VIEW OF THE GOLD COAST RACE

by Patrick Bollen

For those of you who thought the inaugural Bayview Harbour Sydney-Gold Coast Yacht Race was just another race to fill the already extensive CYCA sailing programme, let me assure you it was not. In fact, this race is destined for much greater things.

The race drew some 92 entries of which 85 made it to the start line on Saturday, August 16, and this alone must be a record for an inaugural race.

Reasons for this excellent fleet are many and varied, but the one comment I heard more than any other was 'We will be sailing from a cold climate to a warm climate in prevailing westerlies so common for this time of year'. There were others which I will mention later.

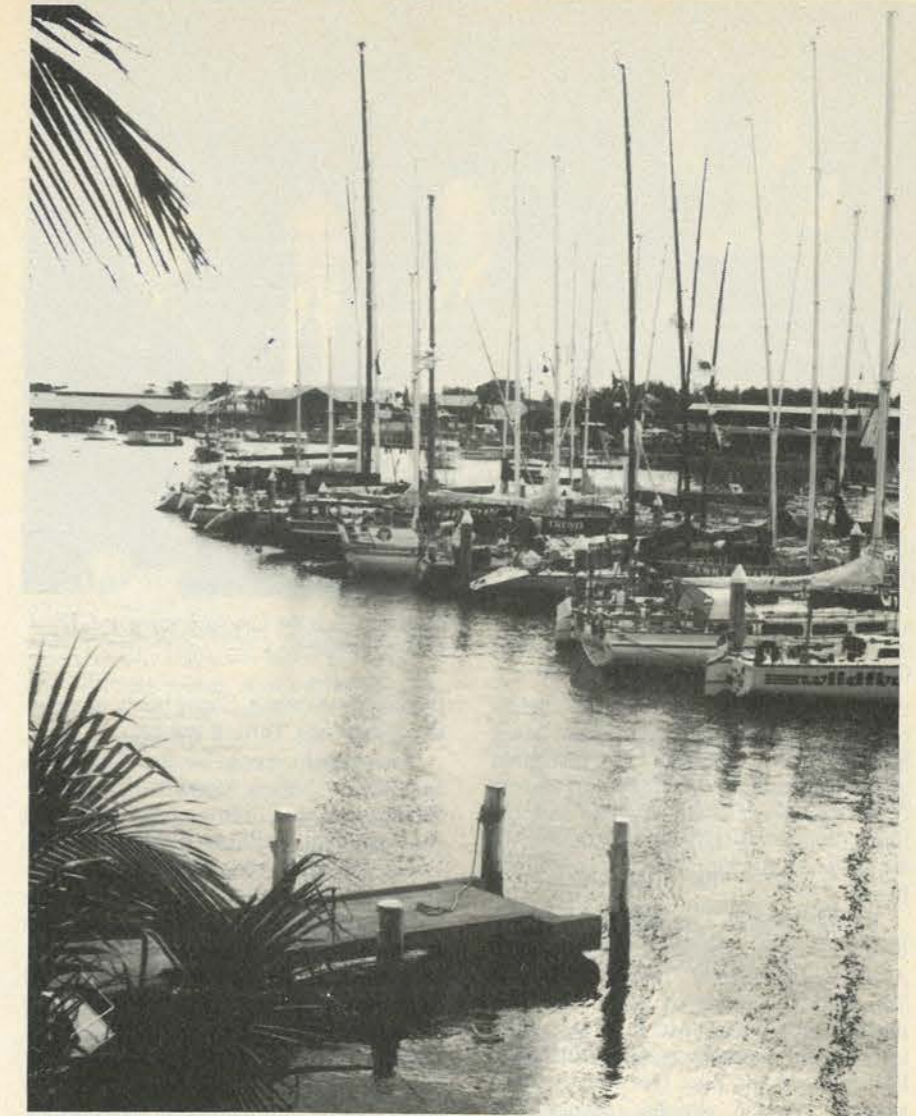
For me it was the most pleasant race I think I've ever sailed. Having contacted *Rampant II's* owner, Alan Tucker, some four weeks prior to the race urging him to enter the 70-foot Lavranos designed 'downhill sled', I was particularly pleased when, after two days of serious thought, he agreed.

Alan put together a good bunch of guys including his two sons, Bob and James, Graeme Brown and his son, Adam, Rick Northard, John Keeling and Don, whose surname evades me; but who is a giant from the military, myself, and, yes, that world famous port runner winch man and co-founder of the famous 'Quite Little Drink', Tony Cable. What a crew.

I could see this would be no ordinary race. Our task, we had decided, was to beat the 'Gherkin' — no mean feat, as this green-hulled, Sydney-based, Rooklyn-owned maxi had, only seven months before, notched up a Hobart line honours victory which yachtsmen are still talking about.

Race day, and the CYCA was a hive of activity reminiscent of that on Boxing Day. The one ingredient missing was the hot midday sun. Guess you can't have everything, though.

The Queensland Premier flew down for one of his rare appearances in the Premier State to signal the start. As we, all 85 starters, jockeyed for our best positions, again we were reminded of the thrill and excitement of the great



Gold Coast Race participants tied up at Southport Yacht Club.

Hobart starts. Was this a practice? No, this was for real.

Apollo, featuring such notables as Graeme Freeman, Duncan van Woerden and David Hodgson, and *Apocalypse*, the former *Kamber*, now owned by Barclay Wade, opted for the leeward end of the line whilst *The Office*, *Another Concubine*, *Skedaddle* and *Impeccable* chose to start close to the western shore. *Rampant II* set her course from the middle.

A start was signalled at 1400 hrs and 'Conky' got a good one as did *Apollo* and *Apocalypse*, *Too Farr Out* and *Inch by Winch*. *The Office* hoisted a kite; then it wasn't long before our skipper had called for a bag. So up it went.

We weren't looking too bad. However two things did bother us. One was Gherkin moving very well down the eastern channel, and the other was that the pile of rocks known as Sow & Pigs was looming up larger than life right off the bow.

Bearing away to round the Pigs we

were now out to catch *Apollo*. *Apocalypse*, *The Office*, *Madame Defarge*, *Boundary Raider*, *Another Concubine* followed yacht by yacht out of Sydney Heads onto a rhumb line course to the Sunshine State tourist mecca known as the Gold Coast.

Rampant II, as one Sydney television put it, 'is now hanging a right and is off to Woollongong'. Wrong. Alan wanted to go out — out yes, south no. But let's face it: photographers and camera crews love a bit of drama, and you must admit we looked good, over-pressed but looked good.

Once the chute was down it was back to trying to contain *Apollo*. One of us was going to get gold on the Gold Coast. All we needed was to be freed. For the entire race we anxiously anticipated the forecast southerly which never came.

By nightfall everyone had settled into the sport of distance ocean racing. The evening sked put *Apollo* inshore of *Rampant II* by five miles and ahead by

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Gold Coast Race



Announcement of the new official sponsor of the Gold Coast Race at the Conrad International Hotel. (Left to right) Ronald Hughes, Vice President, Conrad International; CYCA Commodore Arthur Cooley; CYCA Race Director Peter Rysdyk.

three. *The Office* inshore and slightly astern in company with *Mandrake* being helmed by two greats of Australian ocean racing, Jock Sturrock and Bernie Case. *Apocalypse* and *Madame Defarge* had already laid down a challenge for what would develop into a tremendous tussle.

Further astern another great race was in session, between John Parker's *Another Concubine*, *Witchcraft II* and *The Gambler*. Some of the earlier Farr designs would also turn this new event into a great ocean race. These included Phil Smith's *Too Farr Out* and the consistent MHYC yacht *Salamander* owned by Kenny White.

The inclusion of an Arbitrary Division for this race, I think was something of a great drawcard, and I'm sure was responsible for the good entry list. In this division there was some very fine racing and some good duels. I know that *The First Eleven* or, as the radio relay called them on several occasions, 'The First Nine', and 'The Flying Eleven', enjoyed their race with *Inch by Winch*, skippered by the younger Joe Goddard and a bunch of his Eastern Suburbs Sailing School pupils.

It was good to see *Mercedes V* enter for this race. Owned by Ian Lewis, her crew sported such notables as Alfie Hancock, that great stalwart Englebert Charles 'Boy' Messenger and Cruising Yacht Club Director, David Hundt. Also aboard was the son of the CYCA Sailing Secretary. On the Sunday he figured, as conditions were so idyllic — more suited to cruising than racing — that he should troll a line. His, or should I say their, reward came moments later when a 10 kg kingfish went for the bite — something the fish regretted but which

the crew savoured. Some boats have all the trimmings. Pardon the pun.

Meanwhile, back in the fleet, Bill Ratcliff's S&S *Marara*, formerly *Zilvergeest*, was enjoying her race and was placing well on handicap, with *Public Nuisance* and *Robara*.

At the head of the fleet *Apollo* still led *Rampant* by some five miles, and by 0200 hrs was just inside Seal Rocks.

In the freshening nor'-wester, and with the apparent breeze freeing us enough, we opted for our 2.2. This exercise proved a boon to the *Rampant II* crew, as now our speed was averaging a good 10 knots with elevens on the clock not uncommon. However, whilst hoist-



Race Director Peter Rysdyk with the 'Walton Team'. Roger handled the radio relay duties of the Gold Coast Race in such a manner that he received a standing ovation at the debriefing. His calling was mentioned as 'Bert Oliver quality', the highest compliment anybody could get.

ing the spinnaker, a topping lift fouled the foot of the No. 1 tearing about six feet along the seam. So instead of a comfortable three hours in the scratcher I spend the time off watch engrossed in needlepoint repairing the damage.

At daybreak and following the sked we were pleased with Rick's, our navigator's, report that throughout the night we'd managed to peg *Apollo*'s lead to three and one-half miles off South Diamond Head though we were further to sea. *The Office* "t was twelve miles astern with a further thirty miles to *Mandrake* just south of Cape Hawke.

By the time we'd passed Port Macquarie, *Apollo* had put another three and one-half miles on us. We were not impressed; however, we still had her in sight. Right from the outset of this race I'm sure the thought on everyone's mind was just how long this weather would hold. What with perfect conditions, not so much as a drop of water over the deck and a new moon to boot, the question on everyone's lips must have been 'Could Hobart ever be this good?'

Over half-way for the maxis, and the weather reports were nor'-westers for the remainder of the race.

The New South Wales coast is a strange one. What we were experiencing off Trial Bay was a completely different set of conditions to those boats at the tail end of the fleet.

Throughout the night *Apollo*'s mast-head played host to a 'Major Mitchell' cockatoo who'd been blown off course. This resulted in the fouling of their wind instruments. As the night wore on he decided the lowers might be the place to be and so dropped down to

check the deck.

Monday morning's sked threw a new light on our race with 'Gherki'. During the early morning *Rampant* had parked for about two and one-half hours. We thought *Apollo* must have been experiencing the same conditions, but to our astonishment the 0630 sked revealed her position as thirty-five miles ahead with an ETA of 1500 hrs. Really Glen? Glen Miles, *Apollo*'s navigator, having not answered the first sked call, waited to hear our position thinking we might still be biting at Gherkin's transom. It wasn't until we tied up that we learnt where *Apollo* got the jump on us. Sailing right on the beach *Apollo* was enjoying a fresh nor'-easter and making a constant nine knots whilst we out wide were sitting still and caught a little 'southward bound' current.

Still, the race wasn't over, and we, as I'm sure were *Defarge*, *Apocalypse*, *Boundary Rider*, *Magic Formula*, *The First Eleven* and *Evelyn*, were all hoping like hell for the predicted sou'-wester, which never did come.

Apollo was now off the North Riordan Shoal and *Rampant* was of Yamba carrying the 1.5 again. Alan was now driving, happy to be once again upon the 'tucker box', a name so aptly bestowed upon our steering pit by the famous Cable. Speak of the devil. Cable tells me he has never slept so well on an ocean race. Hell, why wouldn't he? He was afforded the luxury of the owner's double bunk. At one time he was seriously contemplating ringing his better half upon arrival to inform her of his imminent departure from suburban life, on a temporary basis of course. Isn't that what Cable has been doing since he started his sailing career — back in

the days of the Clippers when, I'm told, he was employed as a topsail trimmer and tapdancer aboard the great tea traders of the 1800s?

With *Apollo* now out of reach and destined to give Jack Rooklyn another retirement victory, all that's left for *Rampant* is to try and close the finishing margin.

Working at one time on the 'pumps', a little over-enthusiastically, I might add, Alan's son Robert, a rower from Sydney Uni, and Don, the Army gorilla, did, upon Alan's request, whilst tacking the boat, wind the grinder to pieces, snapping the head and handles off at the deck. So, if you own a maxi boat and need two real strong lads, please apply to *Rampant II*, RSYS.

As we leave Cape Byron passing a mile offshore, viewing this coastline reminds us of just what an incredible country we all live in.

With Point Danger now only ten miles off our bow, we learn of *Apollo*'s line honours. Okay, so it's going to cost jugs of rum and coke. I understand someone aboard one of the Gherkin's rivals bet a whole bucket. Cable?

We left Guy Rock twenty-five metres to port, Rick navigating *Rampant* with a twelve foot draught, through the reefs and shoals and as the sun set we powered up the run home. A freshening nor'-wester pushed us along at ten knots until Currumbin, when it flicked due west and momentarily we parked again. Freshening again and now with the strobes in sight we sailed *Rampant* across the finish at 2015 hrs.

Surrounded by a flotilla of support vessels from the Southport Yacht Club, who insisted on giving us instruction pertaining to the finish, as we neared the line Cable asked if I would ask one



Gold Coast Race participants tied up at Southport Yacht Club.

Gold Coast Race

of the power boat skippers 'what is the name of the porn movie showing in Cavill Avenue tonight?'. Being hard of hearing he replied 'Come again, mate'. We weren't sure if that meant we should go and see the movie or do the race again next year.

The race over, we rafted alongside the Gherkin and, as is the case with the end of every yacht race, proceeded to 'rum' *Rampant*, and every boat after us did 'rum' *Rampant* too. As each boat arrived at SYC, I spoke with owners and skippers asking their opinions of this new event.

A great tactical race. For us an exciting yacht race with three Farr 40s finishing within minutes of each other. I'll do this race again without doubt.

J. Parker, Another Concubine

Fantastic. If the organisation at Southport is as good as Sydney it'll be fantastic. This race is destined to be a great success.

'Boy' Messenger, Mercedes V

A tremendous race. I'll be back.

Barclay Wade, Apocalypse

Following discussions with many yachtsmen I would like to air the sentiments of all who sailed this inaugural Sydney to Southport race. To Peter Rysdyk, Alan Brown and the working committee and staff of the Cruising Yacht Club and the Southport Yacht Club, congratulations. We all think you've done an excellent job.

Results

LINE HONOURS: Apollo

HANDICAP RESULTS

Overall

1. Apollo
2. Another Concubine
3. Witchcraft II

Division A

1. Apollo
2. Robara
3. Witchcraft II

Division B

1. Public Nuisance
2. Robara
3. Salamander II

Arbitrary A

1. Perfect Vision
2. Seahawk
3. Boundary rider

Arbitrary B

1. Alpha Crucis
2. New Horizons
3. Tradition

Cruising

1. Sapphire
2. Investigator
3. Stardust.



Gary Linacre ('Hectare'), crew boss of Apollo in the Gold Coast Series, gets a long rest in the aftermath of a frantic day in the first of the Jupiter's Casino races. The cover of the Gold Coast Bulletin held by the sleeping Linacre features a photograph taken by a helicopter at the instant that Apollo's spinnaker brace parted. Note the absence of curve in the pattern of Apollo's wake; the yacht 'executed an instantaneous right turn, and over she went', helmsman Duncan van Woerden told Offshore. Before the incident took place the boat was travelling at about 17 knots with spinnaker up; when the brace broke she fell on her side and stayed there for 3-4 minutes - wouldn't come up. Eventually the crew regained control. On the next leg of the course the spinnaker was put up again, and the foreguy broke, the pole sky-ed, and Apollo repeated the manoeuvre, only the second time was worse, and she took considerable water through the centre hatch. The newspaper headline refers to the fact that owner Jack Rooklyn decided that there wasn't sufficient experienced crew available in the Gold Coast area for Apollo to complete the series safely, there only being 4-5 'regulars' on the boat, and he pulled the boat out of the series, making some alterations to his regular crewing arrangements.

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BOC Race Update

Five yachts have finished the first leg of the BOC single-handed around the world yacht race, and neither of the two Australians who are participating is among them. Ian Kiernan on Triple M Spirit of Sydney is lying 12th with 800 miles to go as *Offshore* goes to press. The other Australian, John Biddlecombe on *ACI Crusader*, has just left Bermuda where he was undergoing repairs; with some 5000 miles to go to Cape Town, he is lying 'stone motherless' and may not even get there before the yachts start the second leg of the Race to Sydney.

First to finish (on 11th October) was John Martin on *Tuna Marine*. A little over 14 hours behind him was Phillippe Jeantot on *Credit Agricole III*, who won the last BOC Around Alone event. Another 14 hours behind him was another Frenchman, Guy Berardin on *Biscuits Lu*, and fourth was yet another Gaul, Jacques de Roux aboard *Skojern IV*.



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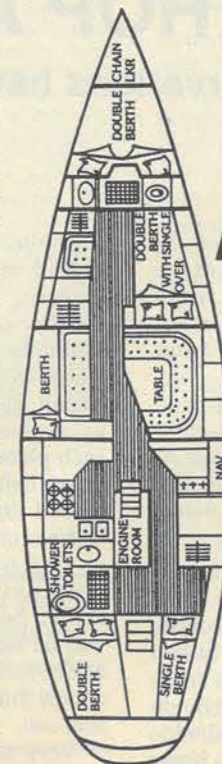
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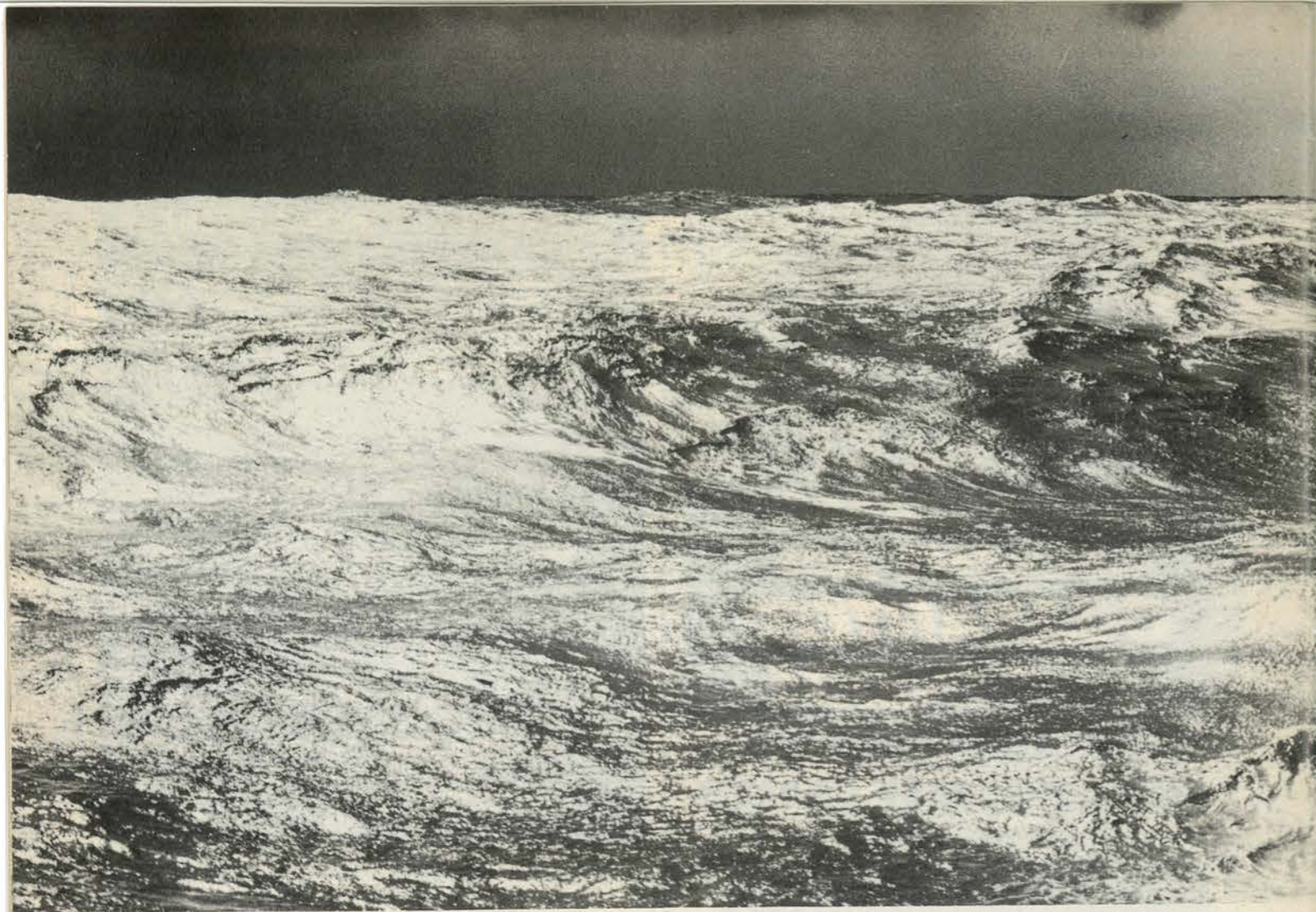
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KANGA'S HOP AROUND THE WORLD

a few observations having completed a world voyage

as told to John Becquet

Frank Ryan, well known around the Club as owner of the beautiful 12 Metre Nefertiti, has returned to Sydney. Frank sailed his Cole 43 Kanga through Sydney Heads on September 1st after a voyage around the world.

Such voyages are now almost commonplace, and there have been many published accounts. Frank Ryan has no illusions or delusions and has been able to pragmatically analyse the nature and circumstances of his journey.

This was no idyllic realisation of a fantasy. Neither were the long months of passage sailing particularly gruelling. One might say Frank 'tells it like it is'. The story started when Frank and an Australian partner bought Nefertiti. The Aussie naturally wished to parade this beautiful yacht in his home waters. Frank, who had never been to

Australia before, somewhat reluctantly agreed to sail to Adelaide and on to Sydney.

After a year and a half of enjoyable sailing in Australian waters, plans were made to take Nefertiti to the Indian Ocean island of Mauritius, there to set up a charter business. As with many such plans it was not to be. A matter of days before departure the partners agreed that Frank would sell his share in Nefertiti.

This trauma occurred on a Friday afternoon. On the following Monday, Frank, having heard that the Cole 43 was an excellent boat, purchased Onya of Gosford. He was so confident in his choice that he didn't even bother with a trial sail.

Very shortly after buying the boat, now named Kanga, Frank set off for

South Africa via Darwin, Cocos and Mauritius. Leaving Durban in May 1982, Kanga sailed to England via the Azores. Landfall was made at Fowey in Cornwall in September. After wintering in Hamble the boat was taken to the Mediterranean.

In late 1985 Frank left Gibraltar for the West Indies, Venezuela, Panama and across the Pacific to Sydney.

Having completed a not inconsiderable number of nautical miles, Frank now has some insight into the vagaries of long distance cruising.

Crew. 'I have observed that there seems to be two sorts of cruising boats, 'happy' boats and 'unhappy' boats! Invariably, happy boats are crewed by people who are married to each other or are living in a close relationship. Unhappy boats always seem to be crewed by mixed numbers of acquaintances or virtual strangers. I believe the ideal crew is an Aries self-steering vane plus on human companion. Carrying a larger crew invites dissension and unrest. Sides are taken, wedges are driven, and before you know it one crew member is not talking to another and the cruise becomes, at the least, uncomfortable.

'I believe that in recent years there has been a significant rise in the number of yachtsmen undertaking world cruises. The heavy demand for crew has meant that, sometimes, people who would not otherwise be considered as competent, either physically or mentally, have been taken on. Those who are experienced now, quite often, demand payment for their services. This pernicious practice has caused a further decline in the spirit of mateship and adventure usually associated with long distance passage sailing.'

On the subject of weather conditions experienced during his voyages, Frank had the following comments to make.

Weather. 'We experienced a total of eight gales with wind strength ranging from forty to sixty knots. Interestingly four of these gales were experienced in the Mediterranean. At no time during these blows did we fear for the safety of the boat. The only damage we sustained during a mid-Atlantic gale was when the forestay broke during violent cross swells.

'Our only 'close calls' during the entire voyage were not associated with bad weather at all. Five nautical miles east of Barbados with ten knots of breeze in sixty fathoms of flat water, we were suddenly hit by a large breaking wave which sent the boat skewing broadside. This breaker was closely followed by three others. After the last breaker passed the sea again became flat. Kanga was swamped by three feet of water below.

'Our other brush with disaster was whilst doing eight knots under sail at dusk off the Venezuelan coast. A sudden and violent impact lifted Kanga's bow two metres out of the water. At first we thought we had hit a log or submerged shipping container. However, shortly afterwards we sighted the tail of a whale which we had undoubtedly struck. If you have ever wondered what hitting a whale feels like, it is just like running full tilt into a concrete wall. We suffered no structural damage, once again proving the integrity of design and construction of the Cole 43.

'The collision with the whale was, of course, not avoidable. The strange occurrence off Barbados was, I believe, part of a larger situation associated with the El Niño warm current phenomenon. I observed during our voyage from Australia to the UK via South Africa that pilots, charts and other navigational information were extremely reliable. This was prior to the 1983 El Niño phenomenon. During our voyage from the Mediterranean to Australia (post El Niño) we found large-scale anomalies in navigation information. Often we would experience head winds in place of predicted tail winds and vice versa. Our contretemp off Barbados may have been caused by the buildup of a mountain of sea as a result of the freak weather conditions.*

*[Editor's note: El Niño is an anomalous warming of the sea surface in the equatorial Pacific and is a manifestation of the Southern Oscillation, an atmospheric pressure seesaw between a high pressure centre in the southeastern Pacific and a low-pressure centre over Indonesia and northern Australia. Normally the difference between these centres sets up easterly trade winds along the equator, piling up water in the western Pacific and depressing the thermocline. Normally, the trade winds converge with westerlies near Indonesia, leading to rising air and heavy rain. During El Niño the pressure gradient between east and west pressure systems is low and the trade winds collapse in the western Pacific; warm water piled up there moves back towards the east and the thermocline off South America is depressed where the upwelling water becomes warm. Both effects warm the sea surface and reverse the normal weather patterns, i.e. producing drought in Australia and abnormally heavy rains in the central Pacific; the anchovy fishery off Peru is disrupted because of the changed thermocline. I have not seen reference to El Niño causing freak waves as referred to here; readers' comments would be welcome. — Ed.]

Frank has some tips for other yachtsmen intending to make a long distance voyage.

Generally, it is easy to obtain the services of a competent electrician, but without wiring diagrams things can get difficult.

Money. 'Be hard-nosed about your budget. Don't set out unless you have sufficient funds to allow for inflation. Be aware that in many places there are hefty fees for anchoring, customs clearance, water, etc. As an example, we were charged US\$50 to be cleared in and out of the anchorage at Barbados.

Credit cards are of limited use in out-of-the-way places. The US dollar seems to talk the loudest just about anywhere in the world.

I believe that many of the so called 'wonder' areas have been over-praised. I suppose, if you live in a crowded industrial city, then a visit to the West Indies would indeed seem like Paradise. However if you were used to living in Australia and had been to the Whitsundays and the Barrier Reef most other destinations would not compare favourably at all.

Maintenance. 'One of our major worries was that of dirty diesel fuel. We found it imperative to carry lots of spare filters. It is also important to carry wiring diagrams. Generally, it is easy to obtain the services of a competent electrician, but without wiring diagrams things can get difficult.'

Asked to give his impressions of the cruising grounds he visited and whether he would do it all again, Frank had the following to say.

Cruising grounds. 'I enjoyed my journey, but it was not fantastic. Many of the places visited failed to meet one's expectation of a tropical paradise. I believe that many of the so called 'wonder' areas have been over-praised. I suppose, if you live in a crowded industrial city, then a visit to the West Indies would indeed seem like Paradise. However if you were used to living in Australia and had been to the Whitsundays and the Barrier Reef most other destinations would not compare favourably at all. In short, it is a matter of personal perception.

'Of all other places visited on my voyage, those which I enjoyed most were the Balearic Islands off Spain, Turkey and Venezuela.

'The Balearics are under-rated because most people think only of Palma, Majorca which has been overdeveloped, but in reality only a small area of this island group has been adversely affected.

'Turkey has much to offer, with wild, beautiful scenery, good marinas and very friendly people. Venezuela was an eye opener with large, modern marinas

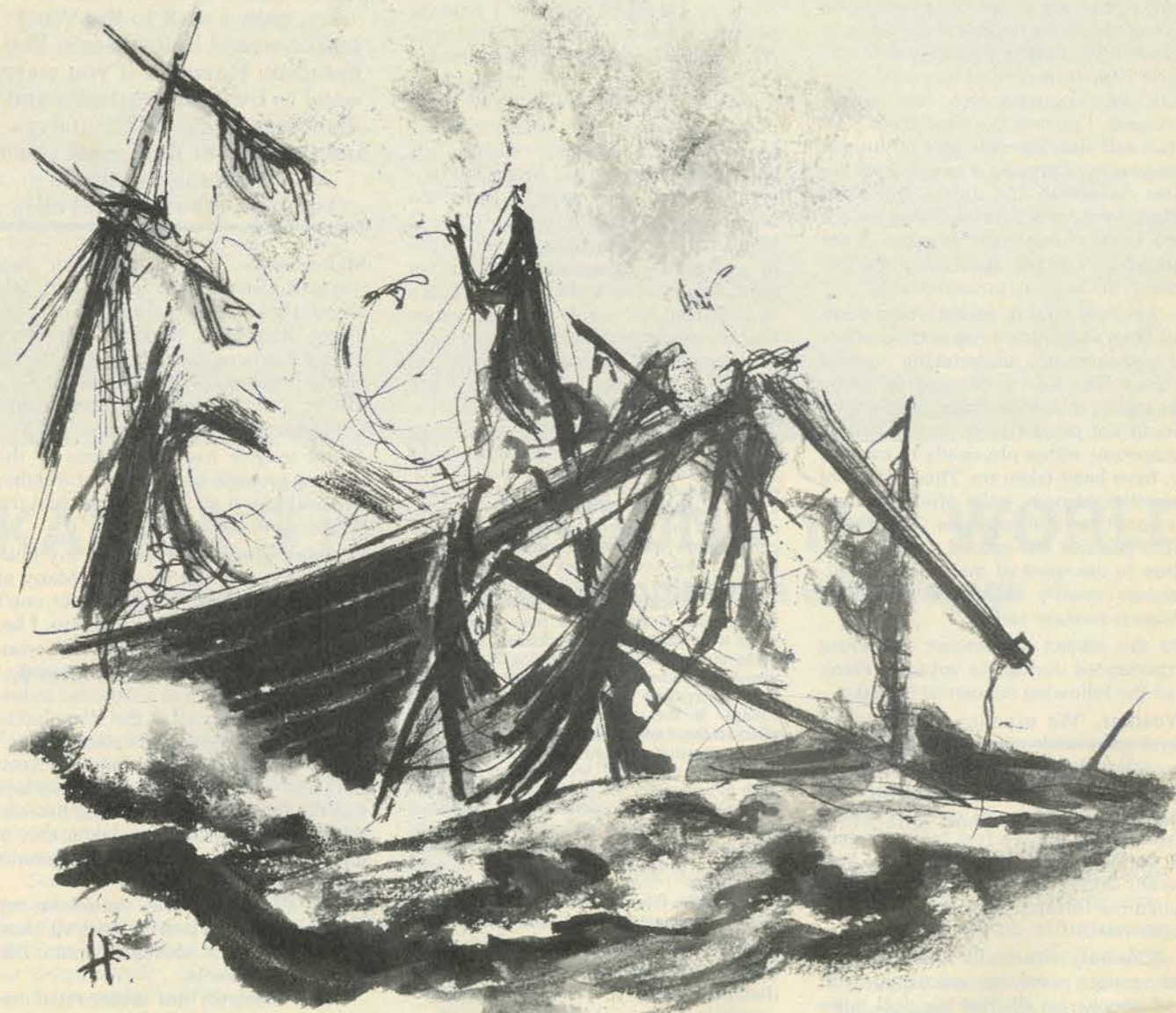
equipped with every facility. Prices were very low; it was possible to buy ten beers for \$2.50 and a steak dinner for \$1.

Frank noted that *Kanga* was admired

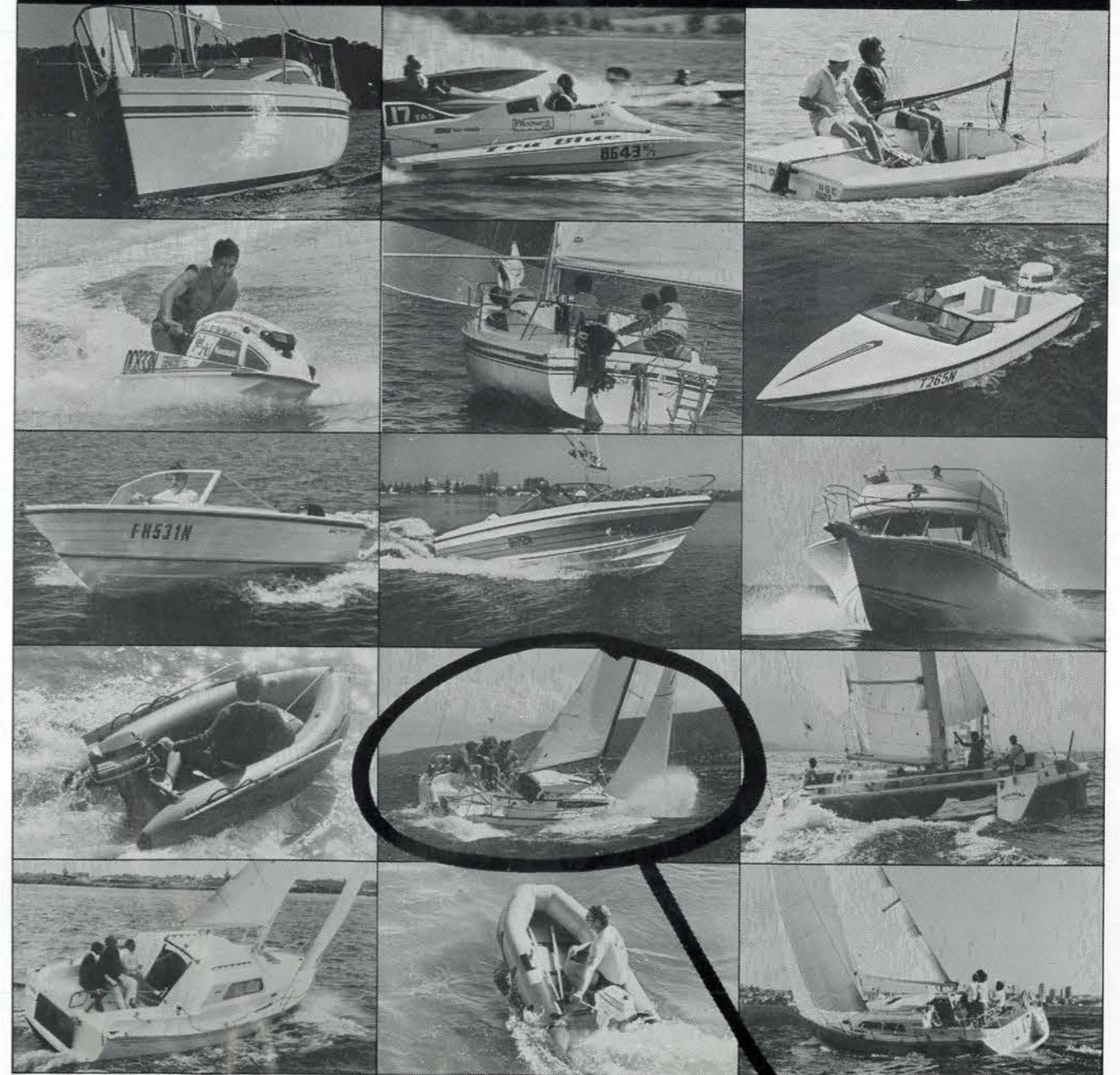
everywhere she went. Many yachties remarked on her classic lines and were most intrigued to learn she was an Australian designed and built boat.

Asked about his immediate plans,

Frank Ryan replied: 'I intend to roam the Whitsundays and the Barrier Reef next year and then compete in my second Hobart Race. Australia is where I intend to stay. □



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