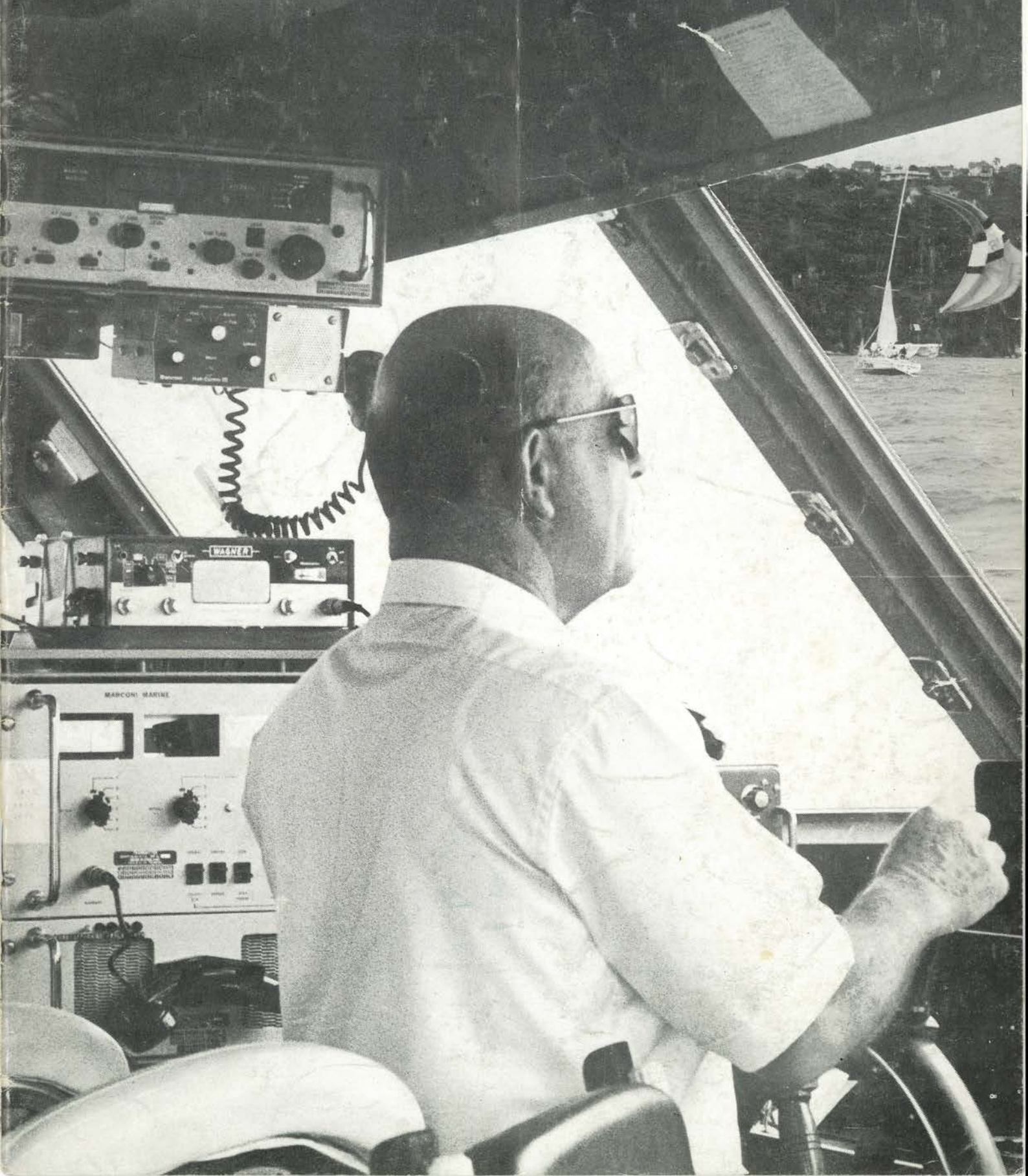


NUMBER 63

DECEMBER 1981/JANUARY 1982

# OFFSHORE





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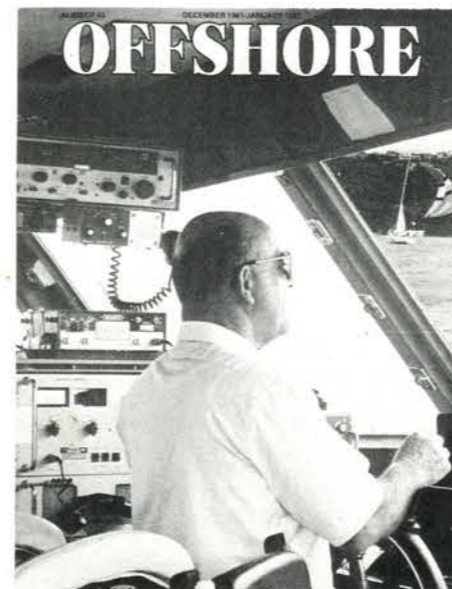


SSB/AM/148

# OFFSHORE

Number 63

December '81/January '82



*Cover: Hitachi Sydney-Hobart Yacht Race Director Keith Storey, on marker vessel duty, pilots MV Marabou down the Harbour during the first race of the Burns Philp South Pacific Maxi Championship — just one of the countless activities of a busy Hobart Race Director during these frenetic weeks of the maxi series, the Hitachi Southern Cross Cup series and the Sydney-Hobart Race. The first race of the maxi series took place in blustery southerly winds; Apollo, Vengeance, Helsal and Gretel tore down the harbour after the start in a spectacular exhibition of speed and broaching. One such broach proved too much for Helsal's rudder, which snapped, causing the yacht to tack uncontrollably and drift, her spinnaker wrapped around the headstay, helplessly towards Clifton Gardens. Apollo won the first race. (Photography by Carolyn Collett.)*

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# OFFSHORE SIGNALS



## Short Ocean Racing Championship of NSW

Middle Harbour Yacht Club will conduct over the Australia Day weekend (January 31-February 1, 1982) a series of five races for what is called the Short Ocean Racing Championship of NSW. The series will be the first combined State Championship for IOR and JOG rated yachts ever, and the organisers say it is to become an annual event. Holders of current rating certificates throughout Australia will be invited to compete for trophies including a Tissot Aquastar watch for each division winner.

An 8-mile triangle course will be laid off Sydney Heads with one mark set close to either North or South Head to optimise spectator/media viewing. The series will be sponsored by Bruce & Walsh, agents for Tissot Aquastar watches.

The programme will consist of an 8-miler in the mornyo a 12-miler in the afternoon on both Saturday and Sunday. Monday there will be a 24-miler around the same course.

## Universal Co-ordinated Time (UTC)

From January 1, 1982 when new International Radio Regulations come into force, time in all international telecommunication activities will be designated in Universal Co-ordinated Time (UTC) rather than in Greenwich Marine Time (GMT).

UTC is derived from atomic clocks and thereby eliminates certain unpredictable irregularities which occur in GMT, which is based on the variable rotation of the earth. The difference between GMT and UTC will be prevented from exceeding 0.9 seconds by an adjustment of exactly one second, made generally on either 30 June or 31 December. Further details of the system are outlined in the Admiralty List of Radio Signals (ALRS) Volume 5 and in the Nautical Almanac.

Mariners should note that time signals promulgated by radio, e.g. from VNG Lyndhurst or from the ABC domestic radio stations and those provided by Telecom, are generated by atomic clocks and hence are already based on UTC.

For most practical purposes for the mariner, UTC is equivalent to what is traditionally described as GMT. For navigators using the Nautical Almanac, the difference in GMT, or UT as it is also known, and UTC may introduce an error of up to 0.2 minutes of longitude because the times in the Almanac are based on mean sun which, as already noted, differs from UTC. Those who require to reduce observations to a precision of better than 1 second must therefore obtain correction to the time signals from the coding in the signal or from other sources. Most of us need not worry.

Amiralty Tide Tables and similar publications will also continue to be noted in GMT, the difference being negligible from a practical standpoint.

The Navigation Amendment Act of 1979, the Navigation (Radio) regulations and the Navigation (Signals of Distress, Urgency Signals and Danger Messages) Regulations presently refer to GMT in the context of communications. These GMT time references will no longer accord with the forthcoming International Radio Regulations. Therefore all references to the GMT of an event in the Navigation Act and Regulations will be amended to UTC.

After 1 January 1982 time zones may still be designed by certain letters of the alphabet e.g. the zone centred on the prime meridian by 'Z' and that of 150 degrees E by 'K', the time zones being then based on UTC. When referring to an event, the letters UTC may be applied after the date and time group but under no circumstances may the letters UTC be shortened to U which refers specifically to Time Zone 'U', the central meridian of which is 120 degrees W.

## Letters

### From the Nippon Ocean Racing Club

Dear Commodore Roxburgh,

Many thanks for the hospitality and courtesies you extended during my recent visit to your Club. It was a memorable occasion for me, bringing back vivid memories of that fantastic first visit for more than a month during the 1969 Southern Cross Cup.

All of us from the NORC who have visited your Club and participated in the Hobart Race return with an indelible experience and a high appreciation for the hospitality your Club invariably extends.

The Clipper Cup series in Hawaii is bringing many of your top sailors into the northern half of the Pacific, and it is our hope that many can be induced to join us in our Okinawa Race (April 29th start, in even years - years of the Clipper Cup) en route to Hawaii.

Again, many thanks for your hospitality. With fraternal greetings.

Kaoru Ogimi  
Vice Commodore  
NORC

## The Ron Robertson Memorial Race

The Editor,  
Offshore

Dear Sir,

In Hilary Hansen's article in the last issue of *Offshore* about the Ron Robertson Memorial Race, he states (on page 11, paragraph one) that "Further attempts were made to obtain assistance from all possible sources, but there was not one launch in Sydney Harbour or Pittwater capable of putting to sea at that time."

I wish to advise readers that on that evening two HDMLs of the Royal Australian Navy put to sea from HMAS *Rushcutter* along with one Naval work boat. The first HDML was under the command of Captain Stan Darling, DSC. The second HDML was under the command of then Commander D.A.H. Clark, DSC (deceased) and the third craft was under Lieutenant Commander John Shelly (deceased).

These three craft were all manned by volunteer yachtsmen, Naval Reserve personnel, and even off-duty Naval personnel. I was at sea on the first HDML with Captain Darling, along with Donald Robertson (deceased), Douglas Robertson (deceased), and many of the yachting friends of the Robertson family.

The point I wish to make is that the Navy, in the form of the Royal Australian Naval Reserve, along with many yachtsmen, did go to sea and did in fact participate in an 'A' sweep as far north as Cape Three Points coming back further to sea in an 'O' sweep. We came into the Harbour at approximately 0700 hours on Sunday the 16th of June having not sighted the body of Ron Robertson. From there on, all the Robertson brothers were together and went to sea in a trawler supplied by Charlie Messenger. They found Ron's hat on the Wednesday morning approximately five miles east of Terrigal.

So, assistance *did* go out in search of the late Ron Robertson during that fateful evening of the 15th June 1958.

Yours sincerely,  
Donald Walker-Smith  
(ex)RANR

## New Seaphone Services

The Overseas Telecommunications is scheduled to open two new Seaphone stations on December 15 which will extend the cover of this VHF service to cover the New South Wales coast from Tuncurry/Foster in the north to Moruya in the south.

Seaphone's high-quality marine radiotelephone service offers round-the-clock contact between boats up to 100 km offshore and the Australian and international telephone network. VHF (very high frequency) signals are transmitted direct (without atmospheric skip) and the service is thus free of variable day-night effects, and the background noise level is markedly lower than on MF/HF channels particularly in summer.

The new Seaphone stations are located at Port Stephens (Mt Gan Gan) and Nowra (Mt Cambewarra).

Seaphone service is designed for use by private pleasure craft as well as large commercial vessels. All that is required is a Seaphone-compatible VHF radio. There are no subscription fees. It is the cheapest available marine radiotelephone service, costing \$1 per minute (with a three-minute minimum to or from any telephone number in Australia).

VHF Channel 27 will be used for Seaphone calls through Port Stephens and Nowra stations. Channels 23 and 26 are used in Sydney and Melbourne waters.

This extension of the Seaphone service is the first stage of a planned expansion of the service to other coastal areas.

A number of companies supply VHF marine radio equipment which meets Seaphone standards. This equipment carries a Seaphone-compatible label. The following companies are currently participating in this programme, according to OTC's Media Liaison Office.

**Amalgamated Wireless Australasia Limited**  
AWA Pilotphone VII

**Blue Water Communications**  
Shipmate RS8000

**Danmo Products Pty Ltd**  
Dancom Duplex RT 408

**Greenwich Marine Electronics**  
GME Electrophone 551M6

**Hugh Quin Pty Ltd, South Australia**  
Shipmate RS8000

**Mobile 2-way Radio Pty Ltd**  
Willis Seaphone C2

**Phillips - TMC**  
FM28/25/A4 Marine Series

**President Electronics (Aust)**  
President 900, 240, 120

**E.S. Rubin Marine & Co Pty Ltd**  
Sailor RT 144, 144B, 144C

**Wagner Industries Pty Ltd**  
Wagner SMT 55

## ORCA to defend Clipper Cup

The Ocean Racing Club of Australia has advised its intention to defend the Pan Am Clipper Cup in Honolulu, August 7th-22nd, 1981.

The Australian Yachting Federation has agreed and advised the State bodies that the basis for selection will be the Southern Cross Series, according to a letter from G.A. Lambert, Honorary Secretary of ORCA. The AYF is to appoint a selection panel prior to the Southern Cross series.

The Clipper Cup is a bi-annual international series competed for in a five-race series by national teams consisting of three yachts. It is organised by the Waikiki Yacht Club of Hawaii. The races are:

medium race, appx. 100 mi  
long race, appx. 750 mi  
short inshore races, 30-33 mi

An invitation is extended to owners of suitable yachts (27' to 70' IOR) to enter for the Australian team.

An entry fee of \$250 is required for selection. Entry forms and terms and conditions may be obtained by applying to The

Clipper Cup Organising Committee, C/- Contaplas Pty. Ltd., 43 College Street, Gladesville, 2111.

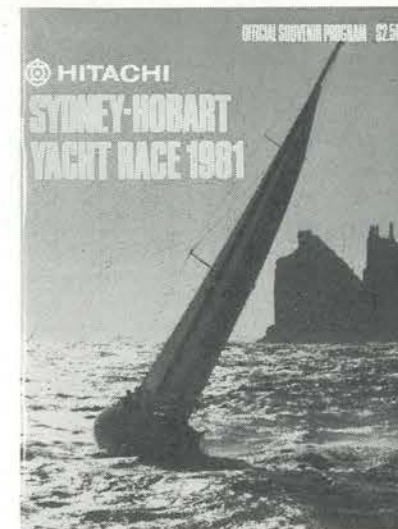


## New Beacon Magazine available

The 1981/82 issue of Penta Base's *Beacon* magazine was published late in September this year, a fact that somehow escaped the sharp and roving eye of CYCA Newsletter Editor, Peter Rysdyk. Copies of *Beacon* are available from the Club office for the asking. This issue contains some interesting reading, including: the reminiscences of Col Henderson (MV *Bung Ho*) about that picturesque prawn's haunt on the Myall River, Tambo; information of general radio procedures; an article on smallcraft antenna systems; search and rescue; etc.

If there are any readers who aren't familiar with Penta Base, it is a limited coast station which operates out of Gosford and which has made hundreds of friends amongst yachtsmen for its friendly, competent radio service. It has for several years assisted the CYCA with its long ocean races, providing a valuable radio relay service to the Club because the Base has been able to maintain communications with Noumea, Suva and Lord Howe race fleets when others (including the Club) have been unable to do so. Yachtsmen returning from Hawaii, Tahiti or Hobart maintain daily skeds with Jeanine and Derek Barnard of Penta Base and look forward to the personal, friendly contact with those two voices that are always there when you call. This amazing couple, who have forsaken many hours of sleep to relay race position reports, have recently had their station licence extended requiring them to monitor the international calling and distress frequencies in the 4 MHz and 6 MHz bands as well as on 2 MHz, and they also are licensed to use the Hobart Race frequency 4483 kHz.

Skippers who haven't yet made the acquaintance of Derek and Jeanine are welcome to avail themselves of Penta Base's services on their return from Hobart this year, including the relaying of 'safety and movements' traffic to relatives ashore.



## 1981 Hobart Program

The Publications Committee recently published the 37th annual Sydney-Hobart Program, which is now available from the Club, newsagents, ships chandlers, Boat Books, Rushcutter Offshore, and yacht clubs. The Souvenir Program is full of good reading and beautiful photographs, and this edition is one that will be a valuable memento of the Hitachi Sydney-Hobart. Get your copy before they all go!



## Power from waste heat

One of the little devices pictured above could save you about 200,000 per year — if your yacht were an 80,000 tonne tanker with a generator loading of 550-650 Kw, according to a release from Peter Brotherhood Limited of Peterborough, England. The photograph shows the balancing of a multi-stage steam turbine rotor that forms part of a marine waste heat recovery system which can significantly reduce the cost per ton mile per day of diesel powered vessels.

Up to 50% of the potential energy contained in heavy marine fuel oil is rejected in exhaust gases and cooling systems. By using the British waste heat recovery system the whole of the electrical power of a ship



## Offshore Signals

can be supplied using the exhaust gases from the ship's main propulsion diesel engine — heat that is normally wasted. The equipment consists of a turbo-generator and an exhaust gas boiler; each installation takes into account the size of the main propulsion diesel engine, electrical loading of the services required, the amount of time the vessel spends at sea, and operating and maintenance costs.

### Hand-held electronic wind-speed indicator

The anemometer pictured, developed by R.W. Munro Ltd of London, is battery-powered, weighs 275 g and is 238 mm long. Wind speed is sampled for 10 seconds and then the mean speed calculated and shown as a digital read-out on a back-lit LCD. The unit switches off automatically after displaying the reading for 10 seconds.

The unit can be calibrated in miles per hour, knots, or metres per second. It is allegedly accurate to  $\pm 1$  unit of measurement over the range 0-99 units. Measurement starts at 1 unit. Two supporting legs protect the cups when the instrument is laid down. The body and cups are moulded in plastic and all metal fittings are stainless steel. The handle is bright orange. The base has a 1/2-inch threaded receptacle into which a standard camera wrist strap may be plugged. More information available from R.W. Munro Ltd, Cline Road, Bounds Green, London N11 2LY.



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# FRASER GIVES 'EM THE OLD ONE TWO.

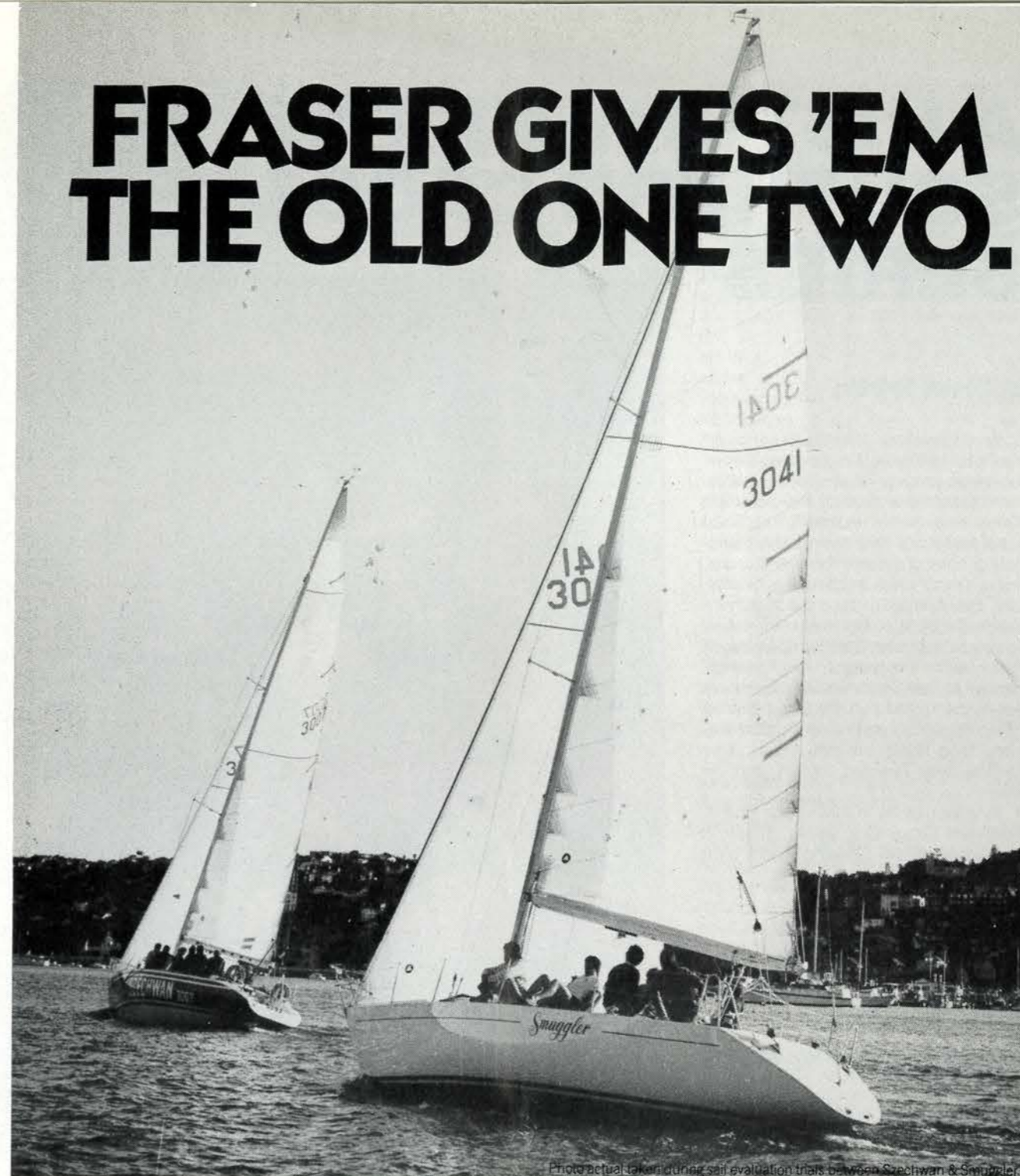


Photo actual taken during sail evaluation trials between Szechwan & Smuggler.

Fraser Sails consider it an honour to be number one and two. The same sort of honour it is to represent your country or state. So when the time came to seek selection into the New South Wales Southern Cross team we went for it.

The last Southern Cross cup we had one yacht seeking selection, "Deception," she ended up top scoring yacht in the trial and a member of the first NSW team to win the cup for more than ten years.

This year we have done it again. This year we had two yachts seeking selection, "Szechwan" & "Smuggler."

Against strong representation from the other major lofts, Fraser Sails came out victors. It is no coincidence that the only two Fraser-equipped boats in the series were the top two point scorers in the series.

One & Two.

We consider that the experience gained through these

two yachts can be passed on to every yacht owner.

So if you're about to make a decision on sails for your yacht, become part of our success story. Give Bob Fraser or Ron Jacobs a call. We know what it takes to be number one & two.

**Fraser Sails**

6 Nield Avenue Rushcutters Bay 2011 Telephone (02) 33 4836, 33 4341.  
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# A HISTORY OF THE SOUTHERN CROSS SERIES

by Lesley Brydon

Over the years, the Sydney-Hobart Yacht Race has inspired a keen following even among international yachtsmen. With the advent of the Southern Cross Cup Series in 1967, the Race became (every other year) the culminating heat of one of the world's premier international team-racing events. Like the Admiral's Cup, the Southern Cross Series is sailed every two years; three-yacht teams from various countries vie for the ocean racing championship of the South Pacific. In recent years the event has attracted entries from the European Economic Community, Hong Kong, Ireland, Japan, New Guinea, New Zealand, the UK, and the USA.

The four races in this year's Hitachi Southern Cross Cup series, which is conducted by the Cruising Yacht Club of Australia, are:

## Race 1. Royal Prince Alfred Yacht

### Club Centenary Bowl.

Friday 18th December, 1200 hrs  
Offshore triangular course,  
about 30 nautical miles.

## Race 2. Middle Harbour Yacht Club Cup.

Saturday 19th December, 1200 hrs  
Offshore triangular course,  
about 30 nautical miles

## Race 3. Royal Sydney Yacht Squadron Cup.

Monday 21st December, 1200 hrs  
Ocean race, about 180 nm.

## Race 4. Hitachi Sydney-Hobart Yacht Race.

Saturday 26th December, 1300 hrs  
Ocean race, about 630 nm.

## 1967

The first Southern Cross Cup series in 1967 attracted entries from New Zealand, New South Wales, Victoria, Queensland and Tasmania.

The outstanding performer, and winner of the Sydney-Hobart Race, was the S&S design 1-tonner from New Zealand, *Rainbow II*, sailed by



Variag pounds to windward in the 1977 Hobart Race. French winemaker, Mark Henrion also sailed her in the 1973 Hobart. Built in 1968, Variag is one of the oldest IOR boats still sailing actively. (Photo by Sandy Peacock.)

Chris Bouzaid. Bouzaid is one of the most successful skippers to come from New Zealand and is now head of the giant Hood Sails organisation in the USA. He has won the world's One Ton Cup twice — in Germany in 1969 and in Sydney in 1971. — and in his home territory, New Zealand, has won every major ocean race.

Despite the strong bid by the Kiwis, the winning team was New South Wales, represented by *Mercedes III*

(Ted Kaufman), *Calliope* (the late Charles Middleton), and *Moonbird* (the late Norm Brooker).

*Mercedes III* was designed by her owner/skipper Ted Kaufman and was recognized as one of the best yachts in the world in her day. She was a member of the winning Admiral's Cup team in 1967, a member of the 1969 Admiral's Cup team and, later the same year, in the winning Southern Cross Cup team.



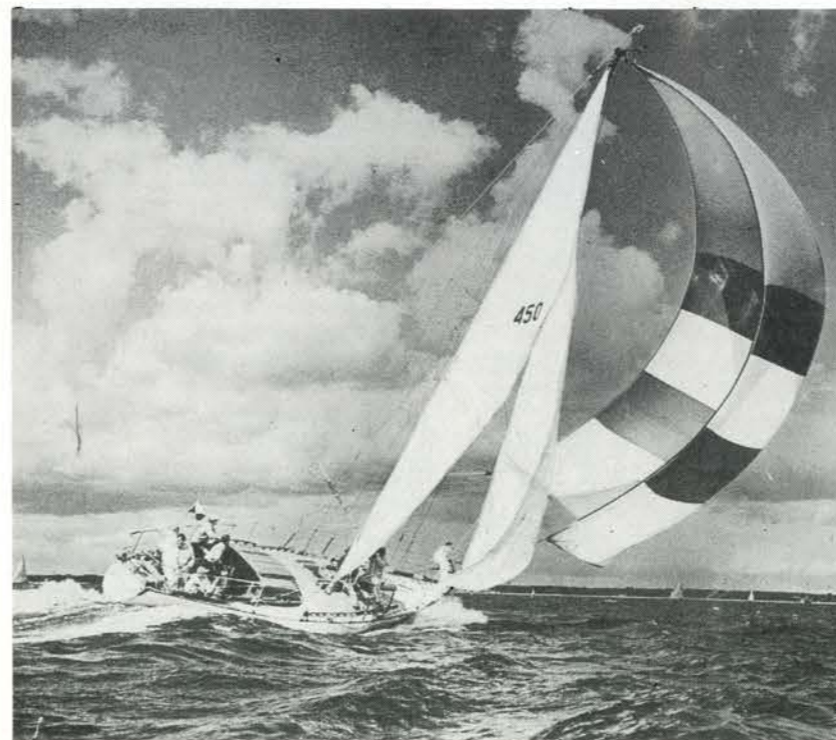
M. Henrion.

Although not a professional designer, Ted has demonstrated great capability with his successful *Mercedes III* and *IV*, and also with *Koomooloo*, the 1968 Hobart Race winner.

## 1967 final point score

New South Wales — 312  
New Zealand — 268  
Tasmania — 183  
ACT — 174  
Queensland — 134  
Victoria — 97

*Mercedes III* was designed by her owner/skipper Ted Kaufman and was recognized as one of the best yachts in the world in her day. She was a member of the winning Admiral's Cup team in 1967, a member of the 1969 Admiral's Cup team and, later the same year, in the winning Southern Cross Cup team. Although not a professional designer, Ted Kaufman demonstrated great capability with this yacht and with her successor, *Mercedes IV*, not to mention *Koomooloo*, the 1968 Hobart Race winner.



## 1969

Great Britain entered the Series in 1969, and Edward Heath, who later became Prime Minister, claimed a victory in the Hobart Race with his S&S designed 34-footer, *Morning Cloud*. Heath, however, was only a reserve in the Southern Cross Cup series; the British team consisted of *Crusade* sailed by the distinguished tycoon Sir Max Aitkin, *Morning After*, a sistership to *Morning Cloud* skippered by Rodney Hill, and *Prospect of Whitby*, skippered by Arthur Slater who later returned to sail in three Southern Cross Cup series. Earlier in his sporting career Slater lost a leg during a Monte Carlo Rally and subsequently turned his interest from cars to yachts.

*Crusade* took line honours in the Hobart Race, narrowly defeating the newly-launched *Apollo* sailed by Alan Bond. Although the team performed well, they were beaten by a powerful NSW team of *Mercedes III* (Ted Kaufman), *Ragamuffin* (Syd Fischer) and *Boambillee* (Vince Walsh).

*Ragamuffin* put in an outstanding performance winning the first three races of the Southern Cross series in varying conditions, leading the fleet on points and spearheading the NSW victory.

*Ragamuffin* which became one of the most successful boats in the history

of ocean racing, was designed by S&S and built by Cec Quilky, as was team member *Mercedes III*.

*Boambillee* was designed by S&S for Vince Walsh and built in Sydney by Bill Marnett.

Syd Fischer's record in Australian ocean racing speaks for itself. He has sailed in six Admiral's Cup teams in his series of *Ragamuffin*'s. He took the original S&S design to Cowes in 1969, 1971, and 1973; in 1969 he was second in the Fastnet Race and second top point scorer of that Admiral's Cup series. In 1971 he won the Fastnet Race and later that year was awarded Yachtsman of the Year. In 1977 he again represented Australia in his Frers-designed *Ragamuffin* and in 1979, with a new Peterson designed 45-footer, was a member of the winning Admiral's Cup team. He sailed with the Australian team in the 1981 Admiral's Cup with a new Peterson boat.

Fischer has competed in the Southern Cross Cup series every year except 1975 and 1979. In 1970 he won the world One Ton Cup in the chartered *Stormy Petrel* and was a member of the winning Clipper Cup team in Hawaii in 1978 and 1980. In the 1980 Clipper series *Ragamuffin* was the top-scoring boat.

## 1969 final point score

New South Wales — 419  
Great Britain — 387  
New Zealand (green) — 316  
New South Wales (No. 2) — 269  
Western Australia — 205  
Victoria — 184  
New Zealand (red) — 173  
South Australia — 134

## 1971

The 1971 Southern Cross Cup series was dominated by New Zealand and culminated in their taking out first, second and third placings in that year's Hobart Race.

The team was *Pathfinder* (Brin Wilson), which finished first in the Hobart, *Runaway* (John Lidgard) was second, and *Wai-Aniwa* (Chris Bouzaid, for owner Ray Walder) was third. A successful New Zealand boatbuilder, Brin Wilson, had built *Pathfinder* himself and his son Richard sailed in the crew.

*Runaway* was designed and built by skipper John Lidgard. The crew included his wife, Heather (navigator) and their son.

The New Zealanders held back a strong challenge by the British team of *Morning Cloud* (sailed by Sammy Sampson for Ted Heath, who had become Prime Minister), *Prospect of Whitby* (Arthur Slater), and *Cervantes IV* (skippered by Bob Watson). The





Huey Long's Ondine was the first serious entrant from the USA in the Sydney-Hobart Race, taking line honours in 1962, a bare minute ahead of Astor after a tense battle in the Derwent River. Here the crew is photographed at dockside. (Huey Long is kneeling in front; Australian Navigator Bill Fesq is standing, back row, right; David Kellett will give a bottle of Jarman's Brut to anyone who can identify the remaining members.)



same team had won the Admiral's Cup for Britain earlier that year.

1971 was the first year that the Americans took part in the series. The team was made up of the two famous maxis, *Kialoa II* (Jim Kilroy) and *Ondine II* (Huey Long). *American Eagle* the twelve-metre yacht converted to ocean racing by her colourful skipper Ted Turner, was the third team member. *American Eagle* took line honours in the first three races, but *Kialoa* was first across the line in the Hobart.

It was the first of three successes for Jim Kilroy in this Race. In 1975 Kilroy returned with a new design *Kialoa II* to win line honours in record time, a record which still stands (2 days, 14 hours, 36 minutes, 56 seconds). In 1977 Kilroy was back to take the line honours and corrected-time double in one of the tougher Sydney-Hobart Races on record.

Huey Long's *Ondine* was the first serious entrant from the USA in the Sydney-Hobart Race, taking line honours in 1962, a bare minute ahead of

*Astor* after a tense battle in the Derwent River. Long returned in 1968 with a new *Ondine* to take line honours again. The crew overcame tremendous odds to get to the start after breaking a mast in the Indian Ocean.

#### 1971 final point score

New Zealand - 376  
Britain - 353  
New South Wales - 314  
Victoria - 196  
South Australia - 162  
USA - 118  
Tasmania - 92

#### 1973

Again this year the Kiwis put up a strong challenge, but their efforts were marred by the death of a crew member who was sailing on *Inca*. John Sarney passed away on the first night at sea, and the yacht put into Jervis Bay. Although the crew later rejoined the race, this tragedy cost them any chance of winning the series.

Meanwhile the Brits had sent a formidable team, all S&S designs, which took most of the trophies in the series.

Arthur Slater returned for this third tilt at the Cup with *Prospect of Whitby*; *Quailo III*, which was a member of that year's Admiral's Cup team, was sailed by Donald Parr; and *Superstar* was skippered by David Johnson for owner Alan Graham.

Further international flavour was added in this year by the entry of a team from Hong Kong.

*Ceil III* designed by Bob Miller and sailed by Hong Kong lawyer Bill Turnbull, won the Sydney-Hobart Race. Jack Rooklyn's *Apollo* was chartered by Hong Kong businessman Peter Jolly, and she performed well to win one of the 30-milers and the 180-miler on corrected time and was the first Southern Cross boat to finish both races. The third Hong Kong team member, *Aquila*, a sistership of *Morning Cloud*, was chartered by Bill Park.

The highest point scorer of the series was *Ceil III*, followed by *Love & War* sailing for New South Wales and skippered by Peter Kurts.

#### 1973 final point score

Britain - 424  
New Zealand - 394  
Hong Kong - 373  
New South Wales - 366  
Western Australia - 273  
Victoria - 269  
USA - 240  
South Australia - 196  
Tasmania - 59



Crew of Morning Cloud, winner of the 1969 Hobart: Anthony Churchill, Owen Parker, Samy Sampson, Jean Berger, Edward Heath, Duncan Kay.



The Governor of Tasmania, Sir Edric Bastyan, presenting the Tattersall's Cup to the Rt. Hon. Edward Heath, owner/skipper of Morning Cloud, for winning the 1969 Sydney-Hobart Race.

#### 1975

The 1975 series was again dominated by the Kiwis. Fractional-rigged *Prospect of Ponsonby* won the first two races, while *Tempo* and *Quicksilver* provided brilliant support.

*Tempo* was skippered by one of New Zealand's outstanding yachtsmen, Roy Dickson. He was helmsman on *Rainbow II* when she won the One Ton Cup in 1969. *Quiy* built by Brin Wilson, was sailed by his son, Richard, in the series.

The Japanese sent a team in this year, which included *Miyakadori III*, her sistership, *Sunbird*, both S&S aluminium boats built in Japan. *Vago* was the third member of the team.

The Western Australian yacht *Rampage*, designed by Bob Miller and sailed by Peter Packer and his two sons, Ron and Chris, topped off a good all-round performance with a win in the Hobart Race.

Baseball promoter and cable TV tycoon Ted Turner returned with the American team sailing the Doug Peterson design *Pied Piper*. Turner was to receive world-wide recognition as skipper of the America's Cup defender *Courageous* in 1977. He had already taken out the line honours and winner on corrected time double in the 1974 Hobart Race, with *American Eagle*.

A welcome visitor in the British team was Ron Amey sailing *Noryema*. She

was the top-scoring yacht in the 1975 Admiral's Cup, and her duel with *Love & War* in the series was one of the highlights of the cup. Honours were shared 2-all.

#### 1975 final point score

New Zealand - 545  
New South Wales - 517  
UK - 464  
Western Australia - 415  
USA - 381  
Victoria - 334  
Tasmania - 312  
South Australia - 272  
Japan - 256  
Queensland - 228  
Papua New Guinea - 203

#### 1977

The 1977 series will be remembered for a very gruelling Hobart Race; on the first night out the fleet struck strong winds and very steep, confused seas off the NSW coast, and a record number of yachts retired with broken gear and seasick crews, running for ports from Broken Bay to Eden.

The Kiwis had performed well in the earlier Southern Cross Cup races and had already bagged enough points to win the Cup in spite of the fact that only one of the New Zealand team made it all the way to Hobart — *Jenny H*. The Kiwi team was made up entirely of fractional-rigged Bruce Farr designs; the other members were *Smirnoff-Agen* and *Swuzzlebubble*.

That year a team from the EEC competed. It included *Pinta*, a 2-tonner from Germany skippered by Willi Illbruck, *Silver Shamrock*, skippered by Irishman Harold Cudmore, and *Variag*, from France, sailed by French winemaker Mark Henrion. Henrion had sailed *Variag* in the 1973 Hobart Race, at which time his brother-in-law, Giscard d'Estaing, was the Prime Minister of France. Henrion was twice winner of the Fastnet Race (Class 3). Built in 1968, *Variag* is one of the oldest IOR boats still sailing actively.

#### 1977 final point score

New Zealand - 507  
New South Wales - 456  
UK - 433  
EEC - 408  
Western Australia - 402  
New Zealand (No. 2) - 351  
South Australia - 322  
Victoria - 318  
Tasmania - 305  
USA (No. 1) - 277  
USA (No. 2) - 227  
Queensland - 221



## 1979

The 1979 series was won by a team of 1-tonners from New South Wales. It included two Peterson-designed 37-footers built in Newcastle by Peter and David Hankin — *Relentless*, sailed by Peter Hankin and Mike Fletcher, and *Deception*, sailed by John Bleakley.

The third team member was *Diamond Cutter*, designed by Laurie Davidson and skippered by Alan Swee-ney.

The British again sent a strong team which included *Marionette*, sailed by Chris Denning, with Sydney skipper Peter Kurts aboard contributing his considerable local knowledge; *Yeoman XXI* sailed by John Wooderson; and *Blizzard* (Ernest Juer), a member of the British Admiral's Cup team.

### 1979 final point score

New South Wales — 557

UK — 551

Victoria — 431

Western Australia — 391

New Zealand (North) — 377

Ireland — 309

New Zealand (South) — 306

Tasmania — 290

USA — 265

South Australia — 237

Queensland — 202

□



The New Zealanders have a formidable record in Southern Cross Cup competition. In the 1977 series, the Kiwis had performed so well in the first three races that, in spite of the fact that only one of their team made it to Hobart in that year's rough race, they had already bagged enough points to win the Cup. Pictured is the survivor, Jenny H, which was nursed across Bass Strait with structural damage, to take 7th place overall.

# 1981 HITACHI SOUTHERN CROSS CUP

by Peter Shipway

## The Teams

### AUSTRALIA

Apollo V  
Hitchhiker  
Ragamuffin

### GREAT BRITAIN

Mayhem  
Wee Willie Winkie  
Yeoman XXIII

### HONG KONG

Battlestar  
Bimblegumbie  
Impetuous

### NEW SOUTH WALES

Beach Inspector  
Smuggler  
Szechwan

### NEW ZEALAND

Ngaruru  
Southern Raider  
The Roperunner

### PAPUA NEW GUINEA

Aetos  
X-Ragamuffin  
Mercedes V

### QUEENSLAND

Envy  
Hot Prospect II  
Jimmy Blacksmith II

### SOUTH AUSTRALIA

Golden Prospects  
Infra Red  
Renegade

### TASMANIA

Mirrabooka  
Natilee II  
Solandra

### VICTORIA

Black Magic  
Challenge  
Seaulater

### WESTERN AUSTRALIA

Deception  
Police Car  
Santervea

This year's Hitachi Southern Cross Cup series will be the eighth time that this biennial event has been held in Australian waters. It consists of a four-race series, two short 30-mile races, one 180-miler, and culminating in the 630 nautical mile 1981 Hitachi Sydney-Hobart Race. It promises to be the most exciting series ever.

An Australian team is entered for the first time ever; it is the 'unsuccessful' 1981 Australian Admiral's Cup team. Their duel with the strong British team will probably be the series highlight.

Hong Kong has entered a strong team consisting of one local Hong Kong boat and two chartered Sydney yachts.

South Australia and Queensland have their strongest-ever teams entered, and this year is the first time that Queensland has held selection trials. Western Australia, with a member from the winning 1979 Australian Admiral's Cup team, Police Car, is sure to be

tough competition.

Tasmania has held exhaustive trials to select its team, and Victoria is strong, with two new boats and the tried-and-true performer, Challenge.

The Kiwis will be hard to beat. This country has a fabulous record in Southern Cross Cup racing, and it should again provide very strong opposition.

There have been many new boats built especially for this series, such as Bimblegumbie in the Hong Kong team, Black Magic from the Victorian team, Golden Prospects and Renegade from South Australia.

The clash between Yeoman XXIII from the winning British Admiral's Cup team for 1981 and Apollo V of the Australia team will be one of the individual highlights of this series.

## Australia

### Apollo V

This is the latest in a long list of Apollos for Alan Bond. She was a member of the Australian Admiral's Cup team in Cowes this year, an 'automatic' selection from the Australian trials held on Port Phillip Bay. Her crew will be one of the best in the series, lead by 1972 Bronze Olympic Medalist John Bertrand, the Melbourne sailmaker. Designed by Doug Peterson and built in England in the famous Jeremy Rogers yard, Apollo V was shipped to Australia earlier this year. She will be racing out of Sydney for the first time in her career in this series. Bond has an enviable record in ocean racing and America's Cup racing, and Apollo V should prove one of the top boats of the series.



APOLLO V — KA R 199  
LOA 13.1 m; LWL  
Beam 4 m; Draft 2.4 m

### Hitchhiker

Like Apollo V, Hitchhiker was built specifically for this year's Admmiral's Cup trials, where she was the outstanding boat, showing blistering speed in all conditions. With a 1977 America's Cup helmsman Noel Robbins in charge, she proved to be a disappointment in Cowes. She more than made amends for this with a win in the World Two Ton Cup in Sardinia in September this year. Like all Frers boats, she is a great all-rounder, but going to windward is possibly her forte. A very seasoned crew under skipper Robbins will spearhead the Australia challenge in thin cup?



HITCHHIKER — KA R 303  
LOA 12.3 m; LWL 10.1 m;  
Beam 3.9 m; Draft 2.2 m

### Ragamuffin

A hull sistership to Apollo V, Ragamuffin was a surprise selection for the Australian Admiral's Cup team in 1981. She made the critics eat their words at Cowes, being the top Australian point scorer. Ragamuffin is always sailed with great skill and confidence by Syd Fischer and his very seasoned crew. Fischer knows what it takes to win ocean races off this Australian coast, and although the Hobart 1st prize has eluded him, he has been among the placegetters many times. A victory in this final Southern Cross Cup race would not surprise anyone. Ragamuffin has the best of gear and equipment, and her duels with Apollo V and Yeoman XXIII in the British team are sure to prove one of the highlights of this series.



RAGAMUFFIN — KA 70  
LOA 13 m; LWL 10.1 m;  
Beam 4 m; Draft 2.4 m

## Great Britain

### Mayhem

Owner/skipper David May has raced twice before in Australian waters, in 1969 aboard the Sydney-Hobart line honours winner *Crusade*, and four years ago when he represented Britain in the Southern Cross Cup with his boat *Winsome 77*. One of the great survivors of British ocean racing, May has campaigned his new boat *Mayhem* with great skill. He was a reserve for this year's Admiral's Cup team. Built in America for the last SORC series, *Mayhem* has proved a valuable all-rounder, and she could do well in the waters off Sydney. She has a very seasoned crew headed by Congressional Cup winner Rod Davis from America. She will probably be at her best, like all Peterson boats, going to windward.



MAYHEM — K 776  
LOA 12.2 m; LWL 9.8 m;  
Beam 3.9 m; Draft 2.1 m

### Wee Willie Winkie

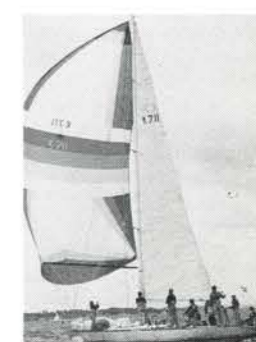
This yacht probably has the most colourful crew of any yacht in the series, including Harold Cudmore, the world champion yachtsman, Butch Dalrymple-Smith, who has an enviable record in ocean racing, and Rod Pattisson, who is the two-time Olympic Flying Dutchman Gold Medalist. *Wee Willie Winkie*, designed by Ron Holland, was a member of the unsuccessful New Zealand Admiral's Cup team this year and has now been sold to Ireland. She will be sailed with great skill during this series, and she could prove one of the top boats. Her sistership, *Swuzzlebubble*, was the top-scoring boat in the recent Admiral's Cup series, a feat which this yacht could easily accomplish here.



WEE WILLIE WINKIE — K4488  
LOA 12.2 m; LWL  
Beam 3.7 m; Draft

### Yeoman XXIII

This the latest in a long list of 'Yeoman's' for Robin Aisher, who will be racing in Australian waters for the first time. His previous boat, *Yeoman XXI*, raced two years ago for England in the Southern Cross Cup series (although Aisher was not aboard). *Yeoman XXIII* was a member of the successful British Admiral's Cup team this year in which she clearly proved her ability in the short races on the Solent. Aisher is amongst the top skippers in Britain, and his crew for this year will be headed by Olympic Gold Medalist Iain MacDonald-Smith, who crewed for Rodney Pattisson when he won the Gold in the Flying Dutchman class. *Yeoman XXIII* was built in aluminium by Newport Offshore in the USA using revolutionary methods of construction developed by the aircraft industry. She has a very tall rig and large sail plan and is typical of a Frers boat, being a superb all-rounder. It will surprise no one if she proves the top-scoring boat of this series. Her crew know these waters well.



YEOMAN XXIII — K 711  
LOA 13.2 m; LWL 11 m;  
Beam 4.1 m; Draft 2.6 m

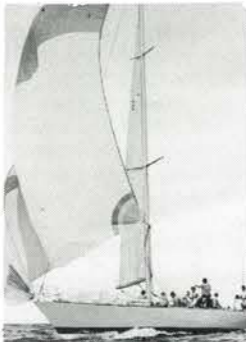




## Hong Kong

### Battlestar

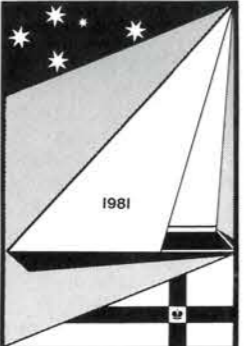
Formerly the 1977 Admirals' Cup representative Superstar, Battlestar has been chartered for this series. Her owner, Harry Janes, will be aboard for the Cup; he skippered Mercedes V when she represented NSW in the 1977 Southern Cross Cup. Battlestar, at the time of her launching four years ago proved a superb windward boat and can still match it with the more modern designs upwind. If she has a weakness, it could be hard running, but with her experienced Hong Kong crew aboard she will give a good account of herself.



BATTLESTAR — 591  
LOA 13.8 m; LWL 11.6 m;  
Beam 4.1 m; Draft 2.3 m

### Bimblegumbie

This brand-new Ed Dubois design built in Melbourne has not raced prior to the Southern Cross Cup series. Her first major outing was her sail to Sydney, arriving in the first week in December. Her breeding is good. Dubois, who has had a wonderful year designing many successful boats, including the outstanding British boat Victory, has put much thought into this fractional-rigged boat for Hong Kong. She has an experienced crew, with the former New Zealand Olympic yachtsman and Ton Class Champion, Helmer Pederson, heading the team, and a few locals to add valuable experience. She could prove one of the success stories of this series.



BIMBLEGUMBIE  
LOA 11.3 m; LWL 9 m;  
Beam 3.6 m; Draft 2 m

### Impetuous

A successful member of the winning 1979 Admiral's Cup team, Impetuous is still capable of providing good performances in offshore racing. She has already won one offshore race this year, a short 30-miler off the heads in fresh conditions, and she is best going to windward in fresh airs. She will lend valuable support to this team, and it will be surprise to see her nipping at the heels of the more modern designs. Owner Graham Lambert has sailed this boat with great skill, and like all Holland boats, she is an all-rounder.



IMPETUOUS — 2552  
LOA 12.3 m; LWL 10.4 m;  
Beam 3.9 m; Draft 2.1 m

## New Guinea

### Aetos

This Sydney yacht on charter to New Guinea is a production Holland 44 launched in July of this year. She has raced consistently out of Sydney proving herself to be a good wholesome boat going to windward and may be lacking a little speed downwind. A big powerful boat, she will give a good account of herself. She also has a number of crewmembers from Sydney joining the New Guineans.



AETOS — 2444  
LOA 13.4 m; LWL 11.3 m;  
Beam 4.2 m; Draft 2.4 m

### Mercedes V

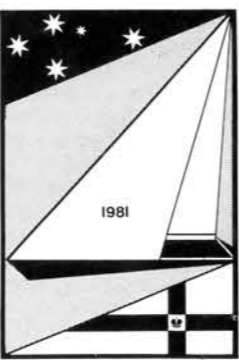
This yacht is also on charter. She was a member of the 1977 NSW Southern Cross Cup team after being built specifically for the Admirals' Cup trials of that year. Designed by Scot Kaufman for his father, Ted, she has proved herself time and again to be a good all-rounder but preferring fresher breezes. She has many Hobarts to her credit, and this year she will be a valuable member of this team.



MERCEDES V — 2140  
LOA 12.6 m; LWL 10.7 m;  
Beam 3.9 m; Draft 2.2 m

### X-Ragamuffin

The Third member of the victorious 1979 Admirals' Cup team, X-Ragamuffin is also a charter. A superb all-rounder that weathered the 1979 Fastnet storm in great shape, X-Ragamuffin is still going to be a strong contender for top honours this series. A strong crew of New Guineans are to be joined by several Sydneysiders. A Doug Peterson design, this yacht is best at going to windward.

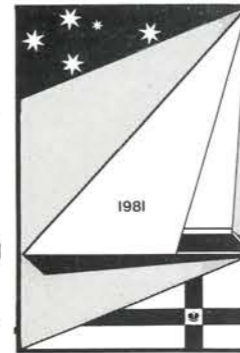


X-RAGAMUFFIN — 1170  
LOA 13.7 m; LWL 11.6 m;  
Beam 4.3 m; Draft 2.4 m

## New South Wales

### Beach Inspector

This is the smallest yacht every to be selected for NSW in the Southern Cross Cup. Beach Inspector turned in an outstanding trials performance, winning all but one race she contested. She has had a magnificent record since her launching just over twelve months ago. She won last year's South Solitary Island Race, the Sydney-Mooloolaba Race, and then the Brisbane-Gladstone Race, all outstanding efforts. Time and time again she has proved her ability in all weathers, and her performances have staggered and embarrassed many of her bigger rivals. Her owner/skipper Graham Jones is a very experienced offshore yachtsman as is her navigator, Jim Robson-Scott. She is sure to spearhead the NSW challenge, and the only thing that will prevent her from taking a top overall prize in the Hobart Race will be if the weather favours the big boats and shuts the little boats out.



BEACH INSPECTOR — 2277  
LOA 9.4 m; LWL 7.3 m;  
Beam 3.2 m; Draft 1.7 m

### Smuggler

Another Ed Dubois fractional-rigged design, Smuggler provided the consistency needed in team racing in the NSW trials. Her experienced crew is headed by Bob Fraser, the Sydney sailmaker who is also the NSW team manager, and Steve Kulmar, the former World 18-footer Champion. This crew raced the successful Deception two years ago for NSW in the Southern Cross Cup. Smuggler has proved herself to be best in fresher airs, and like all Dubois boats, her forte is reaching and running in fresher conditions.



SMUGGLER — 3041  
LOA 11.1 m; LWL 9 m;  
Beam 3.6 m; Draft 2.1 m

### Szechwan

This boat's performance has improved dramatically since the last Admirals' Cup trials when she would have been selected in a second team had one been announced. Her owner Jeremy Whitty has worked hard at reducing her rating, and hers at a competitive 21.9 feet makes her a hard boat to beat. From the board of Laurie Davidson, she too can provide the consistency needed for this style of team racing. Her crew is headed by former Olympic sailor Bobby Wilmott, and for the short races the Olympic Flying Dutchman Champion Carl Ryvs will be on board. Like all Davidson fractional-rigged boats, she is best in running and reaching conditions. Owner Whitty has an experienced crew around him.

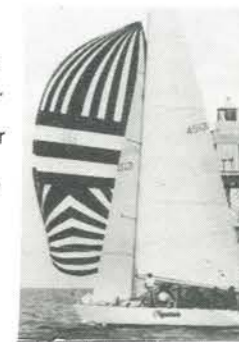


SZECHWAN — 3007  
LOA 11.9 m; LWL 8.8 m;  
Beam 3.6 m; Draft 2.1 m

## New Zealand

### Ngaruru

A development of the highly-successful Australian yacht Challenge, Ngaruru was hastily prepared for the NZ Admirals' Cup trials earlier this year and missed selection. She is a big, powerful Sparkman & Stephens boat that will be at best in fresher airs. Her owner Brian Miller has been to Australia many times before, and he is one of New Zealand's most experienced and respected yachtsmen.



NGARURU — 4513  
LOA 14 m; LWL 11.1 m;  
Beam 4.3 m; Draft 2.4 m

### Southern Raider

A brand-new Laurie Davidson fractional-rigger, Southern Raider will be watched with great interest in Australia. She was launched only in the middle of this year and has proved an outstanding success in races out of Wellington. A very experienced crew are sure to get the most from this yacht.



SOUTHERN RAIDER — KZ 4666  
LOA 11.6 m; LWL 9.4 m;  
Beam 3.8 m; Draft 2.1 m

### The Roperunner

This yacht began her life as Feltex Roperunner for the New Zealand Admirals' Cup trials. She narrowly missed selection in the hands of the Lidgard brothers. Designed by Bruce Farr, she showed outstanding speed, especially reaching and running, a trademark of all the Farr designs. She has an experienced crew with a couple of Sydney yachtsmen joining her for the Southern Cross Cup series, and she, along with her teammates, are going to be very hard to beat in the waters off Sydney. She is Bruce Farr's latest assault on Admirals' Cup racing.



THE ROPERUNNER — KZ 4499  
LOA 12.1 m; LWL 9.1 m;  
Beam 4 m; Draft 2.1 m





## Queensland

### Envy

This is another Doug Peterson 2-tonner which performed with great distinction in the recent Sydney–Noumea Race. She won the 1981 Brisbane–Noumea event. Her crew have raced many miles out of Queensland, and she will spearhead Queensland's strongest-ever assault on the Southern Cross Cup series.



ENVY – 808  
LOA 12.8 m; LWL 11 m;  
Beam 4.1 m; Draft 2.1 m

### Hot Prospect II

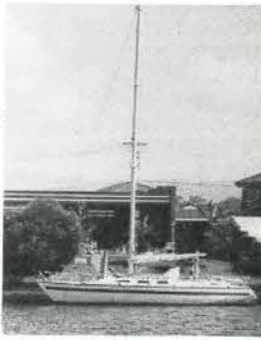
A production Farr 1104, this sistership to the 1976 Hobart Race winner, Piccolo, Hot Prospect II was an automatic selection in the Queensland team after a strong showing in the trials. She has a strong crew headed by 1979 Admirals' Cup team member Ken Downs from that State.



HOT PROSPECT II – 2086  
LOA 11 m; LWL 9.8 m;  
Beam 3.7 m; Draft 1.8 m

### Jimmy Blacksmith II

A Joe Adams design, this yacht provided the consistency in the Southern Cross Cup trials selection that is so important in team racing. Her crew is one of the most experienced in Queensland. Like all Adams boats, she is at her best downwind.



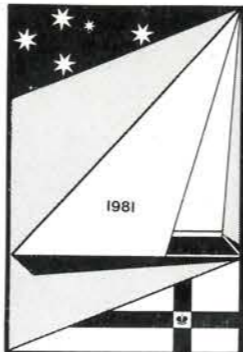
JIMMY BLACKSMITH II – 230  
LOA 12.2 m; LWL 10.4 m;  
Beam 3.7 m; Draft 1.8 m



## South Australia

### Golden Prospects

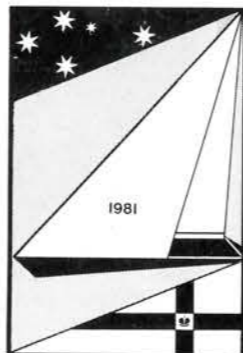
The latest Ron Holland design, this yacht will be skippered by J.W. Granger and navigated by one of South Australia's most respected yachtsmen, Dick Fidock. Launched only in mid-November, this Southern Cross series will her first serious racing.



GOLDEN PROSPECTS – SP 10  
LOA 12.2 m; LWL 11 m;  
Beam 3.7 m; Draft

### Renegade

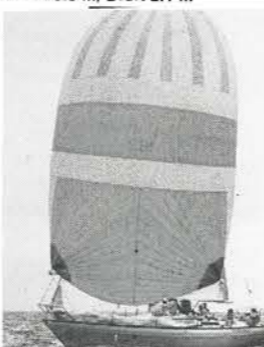
This is a sistership to Golden Prospects from the board of Ron Holland. Her skipper, Bob Francis, has raced many times in the Hitachi Sydney–Hobart Race before. His performance in this new, powerful Holland design will be watched. Keen racing with her sistership will bring the best out in these two, but lack of time in the water could count against them.



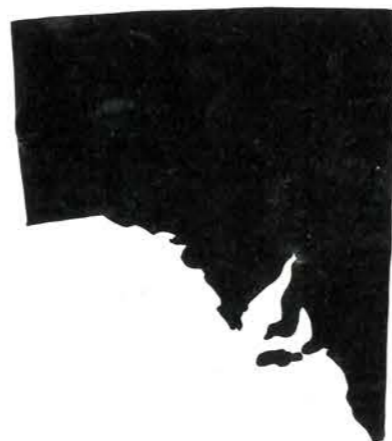
RENEGADE – SA 98  
LOA 12.3 m; LWL 10.4 m;  
Beam 3.8 m; Draft 2.1 m

### Infra Red

Infra Red is a small Van de Stadt design launched only in January 1981. Her skipper, Peter Mander, won the Adelaide IOR 1/2-ton championship from 1974–'77. This little boat commenced her career with a great Premier's Cup series in September on arbitrary handicap. If the weather favours the little boat, she's sure to be right up there in the Hobart.



INFRA RED – 182  
LOA 11 m; LWL 9 m;  
Beam 3.6 m; Draft 2 m



## Tasmania

### Mirrabooka

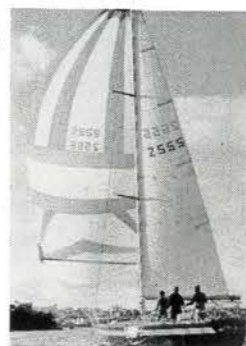
Formerly the British Southern Cross Cup representative Superstar of Hamble, Mirrabooka first represented here for the British in 1973. Since then she has sailed for Victoria as Superstar when owned by Keith Farfor, and she is now in the hands of two of Tasmania's most respected ocean racing men, John Bennetto and John Lucas. Mirrabooka unfortunately retired from the last Hobart Race, but this powerful Sparkman & Stephens design can still give a good account of herself going to windward in fresh conditions.



NATELLE II – 2555  
LOA 12.8 m; LWL 10.7 m;  
Beam 3.8 m; Draft 2.3 m

### Natelle II

This yacht formerly raced for New Zealand, then out of Sydney, and now is in the hands of Dennis Leach and John Solomon of Tasmania. Natelle II is a Doug Peterson design at her best going to windward. She has a great record in Sydney ocean racing, having won the 1976 Montagu Island Race and being a worthy competitor generally. She won five of the six Southern Cross Cup trials out of Tasmania, and she will lead a very strong Southern Cross Cup team.



MIRRABOOKA – 458  
LOA 13.5 m; LWL 11 m;  
Beam 3.8 m; Draft 2.3 m

### Solandra

Owned by Bob Escott and sailed by a very young crew including the owner's son, this Alan Buchanan design proved herself a very consistent performer especially in 'little boat weather' in the Tasmanian trials. She has raced to Hobart before (in 1978 and 1979), and she was outright winner of the Half Ton section of the 1979 Maria Island Race and was third in the 1979 Bruny Island Race. She has talented and experienced crew, and in the final heat of this series she can be expected to be right up there amongst them.



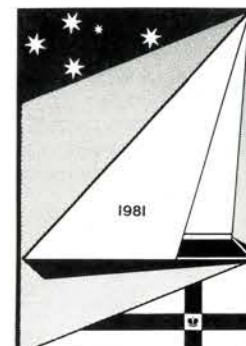
SOLANDRA – 155  
LOA 9.9 m; LWL 7.3 m;  
Beam 3.1 m; Draft 1.7 m



## Victoria

### Black Magic

This is another Ed Dubois design that showed great potential in the Victorian Southern Cross Cup selection trials. Although in her first couple of months of racing she had the misfortune to be dismantled twice, her owner Ron Layton is confident in his new mast, and Black Magic's duel with the other Dubois designs will be one of the series highlights.



BLACK MAGIC – R 13  
LOA 12.2 m; LWL 10.4 m;  
Beam 3.8 m; Draft 2.1 m

### Challenge

For her veteran owner, this boat has proved a magnificent performer. A member of the last Victorian Southern Cross Cup team in 1979, she won the Middle Harbour Yacht Club Cup of that series in convincing fashion and finished third in the last Hitachi Sydney–Hobart Race. She has been a member of the victorious Pan Clipper Cup team, in 1980, and she was an unlucky omission from this year's Admirals' Cup team. Lou Abrahams is one of Australia's most respected and experienced yachtsmen, and Challenge again will give a great account of herself in this series.



CHALLENGE – SM 339  
LOA 13.9 m; LWL 10.4 m;  
Beam 4.4 m; Draft 2.4 m

### Seaulater

In the hands of 1967 America's Cup crew man, John Taylor, Seaulater has improved dramatically since the Admirals' Cup trials when she was rushed into the water. Since then she has a new keel and rudder and has been performing better than ever. Like many of the other boats in this series, she was designed by Ed Dubois and she was an automatic selection in the Victorian team.



SEAUlater – B 1  
LOA 12.1 m; LWL 10.4 m;  
Beam 3.7 m; Draft 2.2 m





## Western Australia

### Deception

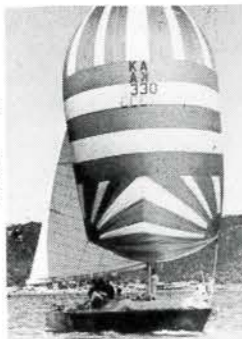
A little Peterson design, a wonderful performer that was a member of the winning NSW team two years ago, she is now raced enthusiastically and with great skill out of WA. She was an automatic selection in their trials. Still capable of great performances, Deception is one of the most successful ever Peterson fractional riggers.



DECEPTION - 3200  
LOA 11.2 m; LWL 9.8 m;  
Beam 3.7 m; Draft 2.1 m

### Police Car

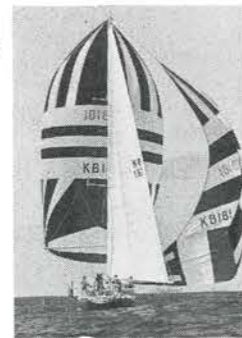
One of Australia's great yachts, Police Car was a member of the winning 1979 Admirals' Cup team. She is now back in the hands of her original owner, Peter Cantwell. Included amongst her crew will be several of her original Admirals' Cup crew along with another former owner, Sir James Hardy. Police Car won last year's Division B of the Hobart Race, and if fresh running and reaching conditions prevail again, she will give a good account of herself in the Cup races and the final event.



POLICE CAR - 330  
LOA 12.7 m; LWL 10.7 m;  
Beam 3.9 m; Draft 2.1 m

### Santervea

A big, powerful Sparkman & Stephens design, she is the sistership of Ted Turner's 1979 Fastnet Race winner, Tenacious. Santervea was called into the WA team upon the withdrawal of Siska. She proved herself a powerful performer in the recent Fremantle-Bali Race, and her performance in this Sydney-Hobart will be watched with great interest. She has a very experienced crew headed by sailmaker Gary Cassidy.



SANTERVEA - KB 181  
LOA 18.7 m; LWL 14 m;  
Beam 4.8 m; Draft 2.7 m



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# HOBART '81: THE WIND AND THE WEATHER

by Tony Cable

Mr Editor, herewith is the seventh annual edition of my predictions of the weather and winner of the Hobart Race. As you know, over the years I have acquired a whole bunch of critics who think that in writing these articles I am some sort of an ocean-racing charlatan whose forecasts sometimes come out more by sheer good luck than by my inspired reasoning.

Well, I have, in fact, often entertained the thought of giving up this series. However, I have been spurred on again and again by the knowledge that I would leave literally dozens of punters in a bereft condition, completely at the mercy of their bookmakers, and without any inspired guesses with which to bedazzle their landlubbing friends at office Christmas parties or at the round of cocktail parties in full swing at this time.

What is the weather going to be like this year, after a succession of three easy races? Well, in answer to this question I will give you a short description of what the sailors will be doing, wearing and eating at certain selected stages of the Race.

### The start.

All that one will be wearing is a crew T-shirt and sunglasses; the latter you will not need after the first two hours, and they may then be put into your 'not needed on voyage' bag. From then on, the only glasses that will be of any use will be some rose-coloured ones.

### 1500 hrs.

Off spinnaker, set light No. 1.

### 1530 hrs.

Put on oilies. If you haven't brought a brand-new bulletproof set for the trip you will have been incredibly negligent in your pre-Race planning. Those who bought those new sea boots that go up to the bottom of your underpants will begin to feel the satisfaction of their purchase.

### Lunch.

Sandwiches, lightly soaked in spray. Two crew members don't partake, saying that "they had too much to eat during Christmas week".

### Afternoon tea, 1600 hrs.

Christmas cake. This will be the first of seven such cakes that the crew will have to go through. Block gets a bend in it; tack to change it over. Change to weather No. 1.

### Dinner, 1900 hrs.

Knocker's Oden (Japanese Garbage Stew). Five crew decide that they "had too much to eat at Christmas". Sweets, Christmas pudding. Skipper chips his false teeth on a threepence.

### Second day, 0010 hrs.

Weather forecast is "light and variable winds for the next 48 hours". Change to No. 2.

News that some clunker is winning the Race, according to the computer. Predictions at this stage, despite all the EDP assistance, are in inverse proportion to the final placings.

### Breakfast, 0730 hrs.

Sheet breaks. Cook complains that "everyone keeps rushing past me to chuck in the cockpit". Bacon and eggs served to some.

### 1100 hrs.

Weather forecast still remains "light and variable". Change to No. 3 and two reefs. Morning sked indicates that the fleet is spread out over 80 miles all over the place. Navigator, very seasick, says he "doesn't know where we are and doesn't give a stuff". Main opposition put himself 24 miles ahead. Impossible; they must have a crook navigator, too.

### 1700 hrs.

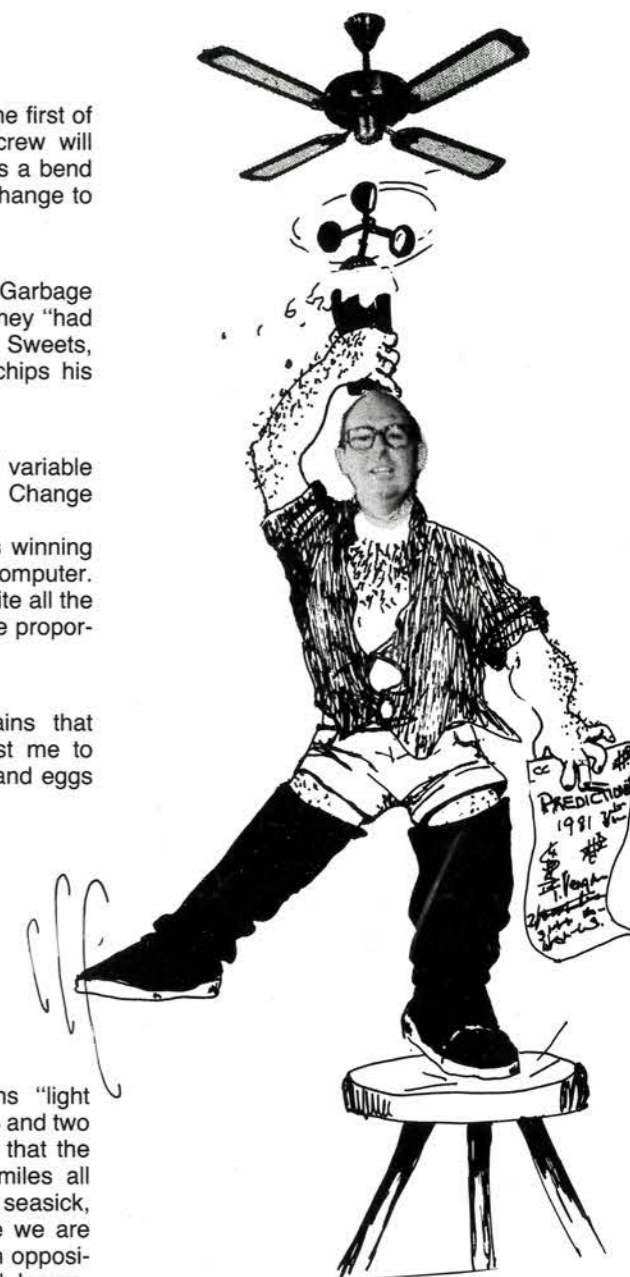
Seven boats already out; more sure to follow. Winch looks like it is about to lift off the deck. Owner is prised out of his quarter-berth after a 5-hour sleep so that a hand can get down there to have a look.

### 2000 hrs, dinner.

Two fillet steaks each, as half the crew are not eating. For'ard hands now on third clothing change. Bang! Reef line breaks.

### Day three, 0010 hrs.

Weather forecast picked up from Victorian station says "calm patches south





of Gabo Is.". Change to No. 4 and put in another reef. Sheet breaks; fixed. Block blows up; fixed. Pump clogs up; fixed. Nav. falls into galley. As Oddy would say, "Everything going double boom-boom in the dark".

#### 0700 hrs, breakfast.

Bacon sandwiches served sodden to those on deck. Three men don't have any because they say "they don't like bacon". Hot coffee saves the lives of two of these. The guy floating in the flooded cockpit keeps saying he wants to die.

#### 1100 hrs.

Weather forecast says it is likely to freshen. Take out one reef. Computer says a lightweight 1/2-tonner is the winner so far. One crewmember asks "Is that the winner of the race to Eden?"

Record fleet working up to record retirements. Already amongst the crews there are 57 hands who have given an irrevocable pledge to "give up ocean racing forever".

#### 1730, cocktail hour.

Only half the crew have one; the rest say they "had too much at Christmas". Topic of conversation turns to 'what you would tell the troops back home if you had to retire without damage'.

Suggestions:

- crew sick; no one left to sail the boat;
- thought something *could* break;
- Eden Fishermen's Club sounded better than 150 miles across white water in the Strait;
- this Race was only a practice run for next year anyway.

#### Fourth day, 0010 hrs.

Seas about as big as the length of a 1/2-tonner. Weather forecast picked up from northern Tasmania: "cold front approaching West Coast." No. 4 rips, up with No. 5 — she needed it anyhow. For'ard hands complain that it is "harder to get out of bed these mornings."

Midnight snack of a block of cheese and a chocolate that was found floating in the sink. Someone asks "Is the owner still on board?"

#### Breakfast, 0800 hrs.

Bacon and eggs. Pan flies off stove and onto the wet No. 4. This is actually the Nav.'s bed. He has also been sleeping on top of two wet sandwiches, a broken fanbelt, a pair of stillsons, 4 feet of 6-inch hose pipe, a wet sock, a sodden roll of toilet paper, an aluminium baking tray and the owners white polo-necked jersey wrapped up in an oil-soaked towel. He was seen earlier sleeping with his Navigator's Logbook

Prize entry clutched under his oilskins, secured from damage in a bread wrapper. The thought had occurred to him that he might not be a contender for the Trophy as his handwriting was too shakey. But, he reflects in his misery, he "didn't want to win a damn TV anyhow!"

#### Lunch.

Sodden sandwiches with fruitcake and ice cream that has the consistency of WD40. Weather forecast: "strong wind warning for waters off the mainland." Crew reflect that they are lucky to be past this area. Fall off wave; break another sheet. Track looks like it wants to bend upwards. Topic of conversation: "I wonder how the yanks are enjoying Knocker's Roast Wallaby Feet?"

#### Dinner, 2230 hrs.

Menu: the cook calls it 'Soul Food' because he had to scrape the stew off the cabin sole. "Wonder what the Poms think of this weather; they should feel at home; it is bloody cold enough."

#### Fifth day, 0010 hrs.

For'ard hands now have all their gear wet and debate whether to put their fancy crew shirts back on or keep them dry for 'bests' when they get to The Dock. Unanimous decision to put them on right now. I know we're in the ocean, but you can't believe how much water there is around; there is 4 kg of it in each blanket!

#### 0800 hrs, breakfast.

Sked indicates the Race has been a debacle. Weather will ease from this point, allowing everyone to relax a bit for a day or so before the next debacle begins at The Dock.

Well, Mr Editor, after all this going on, who is going to win the Race, then? As I have told you previously, the way to pick the placegetters is according to this formula:


- Don't pick the 1/2-tonners; they are too small for this kind of trip.
- Don't pick brand-new boats; they blow up too easily.
- Pick only boats with proven, hard, experienced crews.
- You've got to play hunches just like picking the winner of the Melbourne Cup. Take into account the origin of runner by Country or State, stable, jockeys, previous race record, and try to figure out whether the connections know something about their boat that nobody else knows.

#### Predictions

Here, then, are the the top ten placegetters for 1981.

- Yeoman XXIII
- Sweet Caroline
- Wee Willie Winkie
- Challenge
- Margaret Rintoul III
- Once More Dear Friends
- Smuggler
- Impetuous
- Seaulater
- Ragamuffin (the latest one)

Finally, Happy Christmas to you, Editor. Stay, as you usually do, in sheltered waters, take all your gear off at 25 knots and don't worry about what all the sailors say to me after what I've just said above.



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## BIGGLES' COLUMN

by John Brooks

Well, folks, here it is **Southern Cross Cup** time again and, all things considered, especially the economics of it all, there is not a bad roll-up. Although there are only two truly international teams, the British and the New Zealanders (who else), from Hong Kong there is an interesting Dubois design backed up by two locally chartered yachts to make up a team, and Papua New Guinea has three chartered yachts.

The Americans are conspicuously absent this year although traditionally it has been the American maxis that have carried that flag, and a rash of new-boat problems stopped the usual maxi invasion this year.

The Europeans have yet to put in any significant appearance at the SCC in spite of recurring rumours. It is hardly surprising that the extreme shipping distances and costs involved continue to be the bar to European team entries, which only goes to demonstrate how much we owe the British, who never fail to support the SCC even though the prospect of sending ocean racers halfway around the world and back becomes more daunting with each passing year.

This year the British have sent their 1981 Admiral's Cup team member *Yeoman XXIII*; *Mayhem*, a 40 ft masts-head-rigged Peterson design launched

in February this year; *Wee Willie Winkie*, the 1981 New Zealand Admiral's Cupper, now owned by Seamus Gallagher, with a crew including Harold Cudmore, Butch Dalrymple-Smith, Rodney Patisson and Andy Burnell. The boats are all proven performers, are extremely well crewed, and since the British are, after all, the current World Champions, they would have to be the team to beat in this series.

New Zealand has reverted to naming a single SCC team after the North Island/South Island teams experiment of 1979. They came up with *Ngaruru*, a 46 ft S & S design which is a near sister to Lou Abrahams' *Challenge*; *Southern Raider*, a 38 ft Davidson launched recently; *Roperunner*, a 40 ft Farr design which narrowly missed out on 1981 New Zealand Admiral's Cup team selection. All of these boats are fractional rigs. The Kiwis know our waters almost as well as their own, sail aggressively and have a successful record in SCC competition.

The Hong Kong team is headed up by *Bimblegumbie*, a fractional-rig Dubois 37 which appears to rate very well at 27.5. She is backed up by *Impetuous* and *Battlestar*, local boats which are ageing but still capable of performing well in home waters, especially *Impetuous*. However, at the time of going to press, nothing was known either of the crewing arrangements or of *Bimblegumbie*'s potential.

The Papua-New Guinea team includes *X-Ragamuffin* (the 1979 *Ragamuffin* and possibly the best of them all), *Mercedes V* and *Aetos*, all known quantities, more or less.

The same can be said for most of the other entries. They are all known quantities. Nearly all of them met before, at the 1981 Australian Admiral's Cup selection trials. It only remains to be seen whether they have improved or gone backwards in performance relative to one another in the intervening period. The exceptions are *Smuggler* and *Beach Inspector* of the NSW team, both of which appear to have a slight edge on their teammate, the much improved *Szechwan*, and a big edge on *Once More Dear Friends* and *Ragamuffin* as yardsticks from the AC trials. *Ragamuffin*, still struggling to find form after returning from the UK, is probably not a good yardstick but will need a marked improvement to match the smaller fractional-rigged boats of the NSW team.

An unusual move this year is the inclusion of the Australian Admiral's Cup team as an Australian SCC team entry. Australian teams have not been previously named for the SCC for various reasons, and this move by ORCA

can be seen to have some advantages apart from swelling the ranks of entries. Admiral's Cup yachts rarely get back to Australia in time to get a fair shot at selecio in their home State SCC teams, so naming them as an Australian team solves this problem. In this case it also allows the current Two Ton World Champion *Hitchhiker* to compete, and that alone makes it a good decision.

Although overseas maxis failed to put in an appearance this year, the action at the front end of the fleet has warmed up with the inclusion of *Vengeance* (nee *Siska*) in the fun and games. Bernard Lewis has sent *Gretel* into honourable retirement and added *Vengeance* to the Sydney racing scene to the delight of his crew, who have been training endlessly on the harbour in preparation for the Maxi Series. Together with *Our Town (Helsa)*, which has been flying under the hard driving of her Lake Macquarie crew, and *Apollo*, which has spent much time on the slips trying to solve steering problems and the lack-of-boat-speed disease, *Vengeance* should add some colour to the line-honours battle.

More than one piece of expensive machinery has been having boat speed problems early in the season. *Apollo*'s woes are probably the best known or, at least, the most obvious because she is so big and costly, but there are suggestions of frustration, if not desperation, in the efforts of other heavies. Altogether there have been six keel changes at the CYCA in a few months, four of them accounted for by *Once More Dear Friends* and Geoff Lee's new *Taurus II*. *Ragamuffin* has not shown anything startling since her return home, as already mentioned, but I think the answer to that is in sight. If you look up page 183 of the December issue of *Modern Boating* you will note that Bob Holmes' advertisement lists *Rags* as a 43 ft timber cruiser with twin diesels; obviously the weight of those two diesels is affecting her performance considerably. Likewise, *Battlestar* is in the same ad and will experience a lot of problems trying to perform as a '68 ft luxury motor vessel'; I wonder if the RHKYC knows about this?

Meanwhile, *Margaret Rintoul III* is suffering the usual big-boat problems finding the groove; so far *MRIII* has not been favoured by big-boat conditions and has probably not had her share of the breaks, but if ever a boat looked right, she does. She also boasts a top crew, and I can't help feeling that it is only a matter of time before *MRIII* winds up to something big — maybe the Sydney-Hobart? It's not all bad luck, of course, and to illustrate that



even the heavies have their bad days, picture Steve (The Calf) Bull, *MR III's* point hand, having a lot of trouble getting a genoa down. Suspecting a jammed halyard, the world's smallest forward hand wound the living blazes into the cunningham eye before discovering that the genoa was hoisted on the other halyard.

Finally, to top off what seems to be a column of gloom this month is the story of the proud owner who took delivery of a well-known production racer and eagerly set off on his first race. As luck would have it the class has a reputation as a rocket downhill and the very first leg was a stiff downhill slide. Half way along the boat was flying, and proud owner was just congratulating himself on his wise choice when the rudder broke. Chastened but not deterred, proud owner fired off an urgent telegram to the builders for a new rudder which fortunately arrived in time for the next race. Again, as luck would have it, the first leg was a repeat of the previous race, a screaming run down the coast, and again the rudder disassembled itself under trying circumstances. This time proud owner

paused for thought and, figuring to outsmart the evil eye that seemed to be dogging his track, decided to build his own rudder and make it strong enough to last. Again the downhill rocket was simply hurtling down the coast when it happened. No, the rudder didn't break; the stern of the boat was torn out. Surely there has to be a profound moral somewhere in this tale, although I and, I suspect, proud owner are still trying to figure out what it is. □

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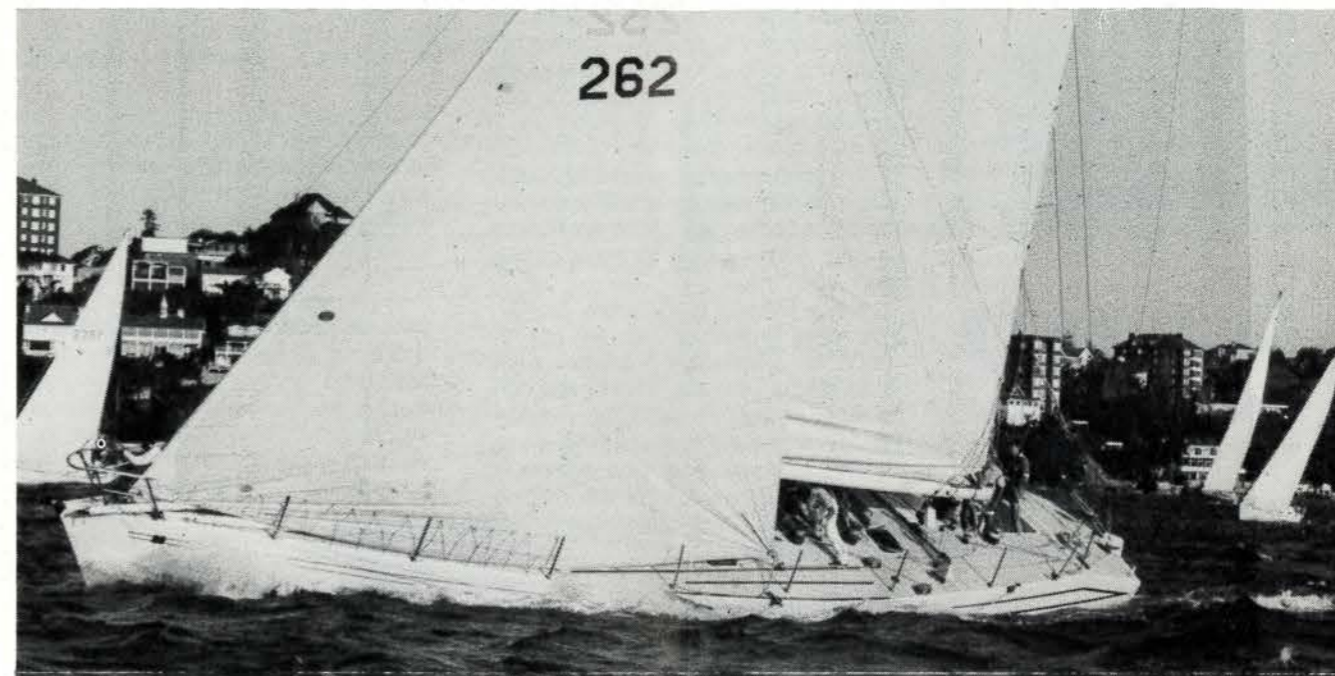
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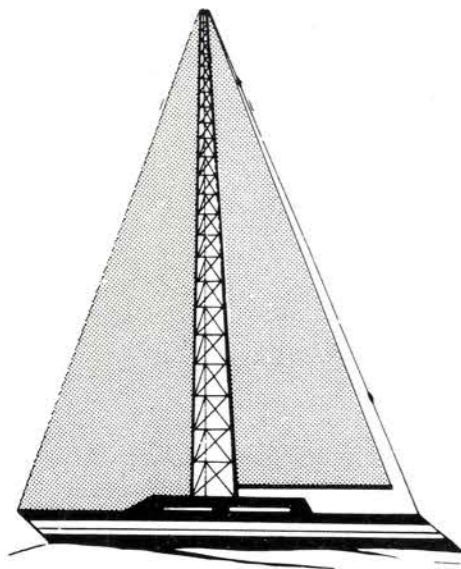
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# RADIO SKED

a regular appointment with radio specialist **Bill White**

## 2MHz SSB tunnel

Are you confused, bewildered, non-plussed by the changeover to single sideband on December 31, 1981? If so, you are in the good company of just about everyone else, including myself, and even Department of Communications staff.

At a recent yachtsmen's seminar conducted by OTC, some clarification of the situation was sought from the representatives of the Department of Communications, who were only able to advise, with blushing cheeks, that they would check on the matters raised. Seemingly after decades of notice of intention to restrict transmission on frequencies above 2 MHz to SSB, the interpretation of the new regulations is still widely misunderstood, even by people in the trade.

My interpretation after speaking to a policy representative of the DOC on December 7, 1981 is that all new or existing equipment must retain the capability to receive and transmit AM or compatible AM signals on the international distress frequency 2182 kHz. This facility will enable us to communicate in distress situations with vessels not fitted with SSB radios. "What vessels would not be fitted with SSB?" do I hear you ask?

Well, it appears that the Department has made a concession that will allow

boatowners to keep their old AM sets on board for use on 2182 kHz for distress calls only. However, a similar concession also allows the use of low-powered AM on club frequencies, such as 1715 kHz and 2032 kHz providing no more than 5 watts is radiated.

Now really, guys, is this for real? You could drive the *Oriana* blindfolded through a loophole like that! Just wait and watch all of those fishing/charter boats, presently driving us crazy on 2524 kHz with their inane gossip and fishing chatter, change over to the club frequencies in the time it takes them to obtain a crystal. The many yacht clubs and organisations presently using these frequencies may find their New Year headaches are not all attributable to the previous evening's bottle of bubbly.

Many existing SSB radios are factory wired in such a way that the AM mode is automatically chosen when 2182 kHz is selected. This facility can, in most makes of radio, be disabled quickly and cheaply by cutting or removing one wire link. One noticeable exception to this rule is the International SB 80, which may require more complex surgery.

## International aside

On almost the same subject, the International Transceivers company has sold out to Codan Pty Ltd of South Australia, who have long been producing their own SSB radios for the land mobile as well as marine markets. The former owner and principal of International, Mr Al Omant, is now enjoying a long-earned retirement from the radio game. The factory at Brookvale, NSW is no longer operative, and all operations will be conducted in SA, apart from Codan's established sales office at Chatswood.

## Radio Sked Awards — 1981

Traditionally at this time of the year annual awards are made for outstanding achievements, and while we cannot offer any tangible prizes, it would be remiss indeed not to acknowledge the following outstanding attempts in scientific endeavour.

### First Prize, for Technical Pioneering

The top award goes to a well-known shipchandlery personality (not Peter Green) who was seen hovering around underneath a monohull (on the hardstand) offering various objects, including a rubbish container, as targets in anticipation of obtaining a reading on a newly-installed digital depth sounder. The experiment was unfortunately less than successful, possibly as the in-

tended operating medium for these devices (water) is apparently some 600 times denser than air. Seems a pity just the same — could have been a boon to sea plane operators as a combined depth-sounder-cum-altimeter.

### Second Prize, for Best Installation

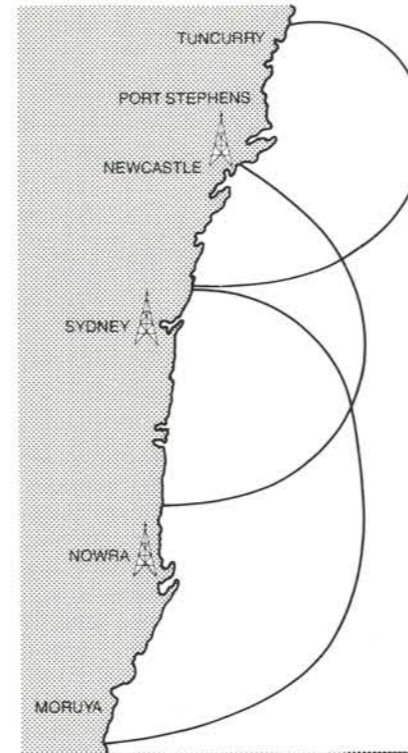
Second Prize goes to the outstanding radio installation of the year. It was so adjudged way back at the time of last year's Hobart Race preliminaries, when an interstate contestant requested that I add to his radio the then Race frequency of 4143.6 kHz. When the set was returned to the owner, he complained of poor receive/transmit range, and I undertook a closer look at the installation. At first glance it appeared a copybook job of the type I would be happy to call my own. Among other features were a big wide copper strap from the keel bolts to the tuner, and the option of a backstay or whip aerial selectable with a switch for quick changeover in the event of a dismasting. Unfortunately, however, due to a wiring mishap, the antenna switch did not connect either aerial to the radio. It merely selected one or the other, and connected it to earth — the ultimate lightning protection system!

I enquired of the owner how the set had performed on the way around to Sydney, and he replied that he had contacted Melbourne Radio once while rounding Wilsons Promintory. I was set back for some seconds by this revelation, until I realised even with my limited knowledge of our coastline that you could bloody near semaphore Melbourne Radio from the Prom. I trust the performance was enhanced by my remedial wiring of the antenna switch.

### The Interflora Award

And from the country which invented sending flowers of love/appreciation/consolation by telegram comes the winner of the Interflora Award for 1981. The American yacht *Ketchup* sank recently after running aground in heavy seas on a reef about 160 nautical miles west of Port Moresby while bound for Darwin via Daru. The owner, a retired Los Angeles doctor, and his crew of five were rescued by a patrol boat from Papua-New Guinea and are reportedly back in the USofA and doing fine.

Not so well-disposed is the amateur radio operator VK6DY of Floreat Park, WA who spent a 19-hour vigil at his 'ham' radio relaying the distress calls and other information via phone to the Coastal Surveillance Centre in Canberra. It seems the good doctor has not acknowledged his assistance on the radio with as much as a post card from smog city. □



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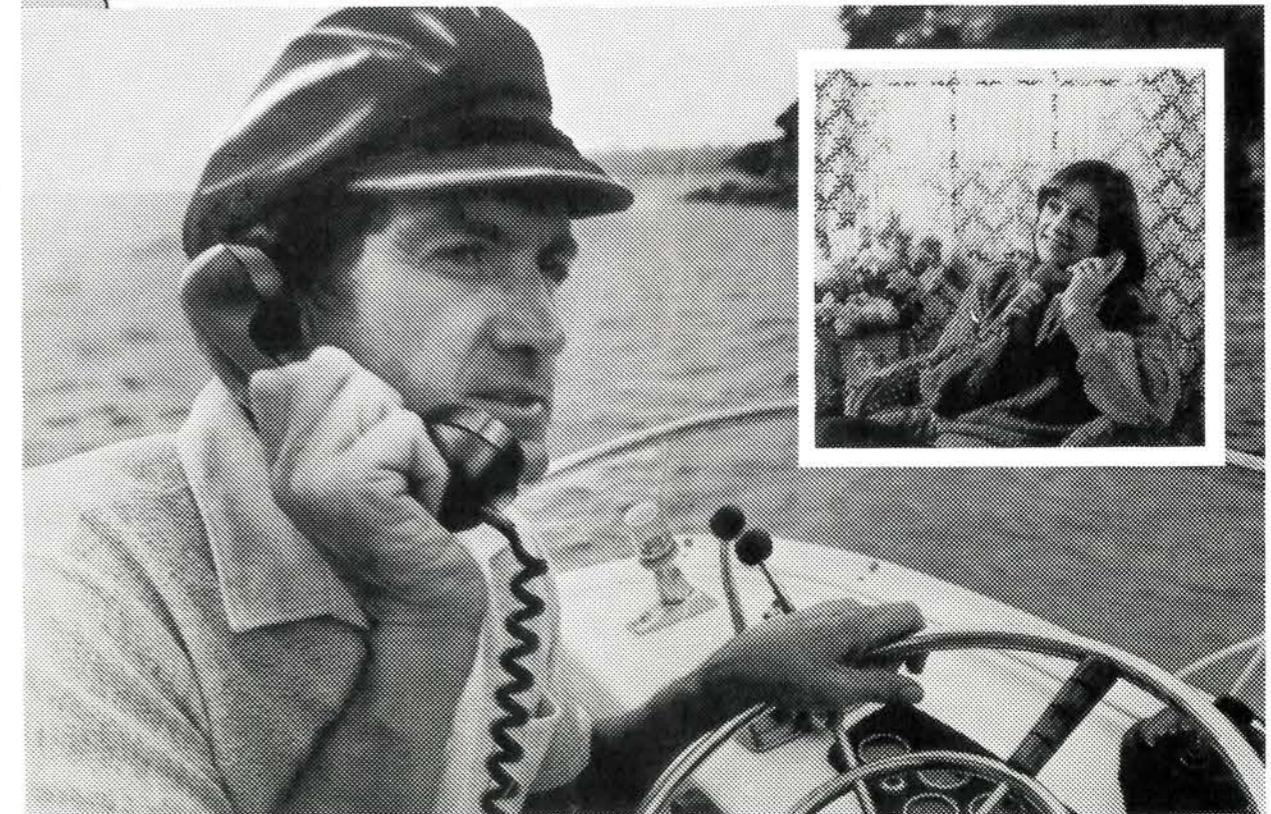
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## KEEPING COOL

WITH KEELTY

by John Keelty

### Is our refrigeration really 'space-age'?

In the last issue of *Offshore* we touched on eutectic plates and their use in freezers (as opposed to the use of brine tanks) for long-term food preservation. It is interesting to note that none of this is new. Eutectics were developed back in the war years, the mid-40s when they were required not only to prevent food spoilage caused by blackouts (load shedding as they call it today) but in road transportation for frozen food, ice cream, etc. They also played an important role in the Armed Services' food storage and, coincidentally, prevention of wear and tear on generators, especially in desert regions where storing food in portable cool rooms and freezers without generator operation was essential.

Today, with more modern equipment and techniques we can achieve a far more reliable and faster heat-transfer system. However, our eutectic solutions, and hold-over results, remain the same as they were since Dr H.S. Bruck published his research back in May 1947, which is quite a tribute to him.

The same holds true for most forms of refrigerator today. We have seen quite a lot of research and development in the industry, especially in refrigerant gases, high-speed compressors, sealed units, etc., but apart from an improvement in insulation, there is nothing, really, to make life much simpler for the yachtsman, regardless of some of the fantastic claims that we read in the yachting magazines.

#### The absorption system

So let's examine and evaluate the alternatives. Firstly, let's take gas, or the absorption system, of cooling. Well, actually, you can take it if you wish. I won't, and I think when you consider the explosion potential of the heat source, the reason should be obvious.

Gas systems do work successfully at sea, to which Vic Meyer will testify; he carried two around the world twice,

aboard *Solo*. It should be noted that these were *correctly* installed, well ventilated and mounted on a locking gimbal frame to help keep them vertical. However, as liquid petroleum vapour is extremely lethal to inhale, as well as explosive, I will stick with the YA recommendation and avoid LPG, especially in a water-tight area.

#### Refrigerator design

##### considerations:

**what they mean to housewives, and to yachtsmen**

When designing a refrigerator, most manufacturers take the following into consideration: 1.) cost; 2.) appearance and housewife appeal (the latter because the housewife is the largest purchaser, and housewife appeal is often given weight in spite of the manufacturing cost); 3.) price, especially in comparison to competition; 4.) performance; 5.) operation time.

Now, as boat owners, really the only things that interest us are the performance (whether or not the thing will actually get cold) and the operation time. It can be seen that we yachtsmen are way down the ladder, especially when one considers that the *normal* operation time (for a household unit) is 16 to 18 hours out of 24 — unless, of course, we have a hot day, and operation time then goes to 20 hours minimum. And as for hold-over, forget it.

Insulation thickness is mitigated against by both items 1.) and 2.) above, cost and appearance.

#### Cooler heaters

Actually, the modern household refrigerator is quite interesting to watch, especially when one of the heaters breaks down. Heaters!? "What heaters?" do I hear? Well, we have door heaters to keep the doors from sweating, heaters to stop the liner sweating, heaters to keep the butter soft, heaters on some models to defrost the coil and, of course, heaters to dispose of the defrost water. And all this on our boat to keep our food cold — while the generator chugs away for 18 to 20 hours a day. It's truly amazing how far we have 'progressed' with our refriger-

ators. Just think, we can get some ice cubes, or a glass of cold water, without even opening the door of some models; this would be, on a boat, especially appreciated when it is most needed — when we get the bill for reconditioning the generator.

#### Space-age technology

Right, let's forget that one. So how about a bit of space-age technology, such as promised by some of the portable units widely advertised as the answer to the yachtsman's refrigeration headaches? Everybody knows that space-age technology is relatively new, so it must be all right. Well, I don't want to be the bearer of sad tidings, but it all depends upon what one calls *new*. A short time ago, about 1834 to be more precise, a French scientist named Jean Peltier noted that if voltage is applied across the junction of two dissimilar metals, their adjoining surfaces develop different temperatures. For example, if copper blocks are placed on each side of a steel alloy block, and a current is passed through copper to alloy to copper, one of the adjoining surfaces becomes hot and the other cold. All good space-age stuff. The only problem is the hotter the day, the less efficient the refrigeration effect (remember, one must always read the small print). So for the serious ocean voyager, excluding perhaps the Taswegians on the southern tip, or Dr David Lewis, who is off to Antarctica, unless one is putting to sea in a well-insulated battery with sails, these are also out. For the week-end away, or Sunday at Store Beach, filled with pre-chilled or frozen food, or even ice for a boost, if kept in a well-ventilated area, they may suffice for food storage.

#### 240v/12v Gas units

Then we have the 240 volt/12 volt electric and gas, double-heat base, absorption number — 'fizz-bangs' they are known as in the trade — and with a name fitting the style, I think we can safely pass over them and go on to the newer type of 12-volt sealed unit that has come onto the market.

#### 12v sealed units

These units are ideal, as are most of the previous systems mentioned, when used in caravans, where you drive for quite a number of hours and then plug into 240v mains. However, as the problem we have to face with pleasure craft is that we are totally reliant on our battery staying power (unless we can run our engines for 16 hours a day); our battery must also cater for cabin



lights, radios, nav lights, etc. as well as starting the diesel engine.

Again, we have to consider BTU output (or efficiency) vs. power drain. (Remember last time we explained that 1 BTU is the amount of heat required to raise or lower the temperature of 1 pound of water 1° Fahrenheit?)

Let's face it; this type of unit is great while we have 13-13 volts in our battery and while the generator is charging. However, as the voltage falls, the amperage, or power drain, rises. Unless our batteries are new, or we have enough of them capable of holding a sufficient amp reserve to operate the units without falling below 11.5 volts, and still be able to start the engine, even by 'double banking' one is still likely to be in trouble. The older the battery, the bigger the problem.

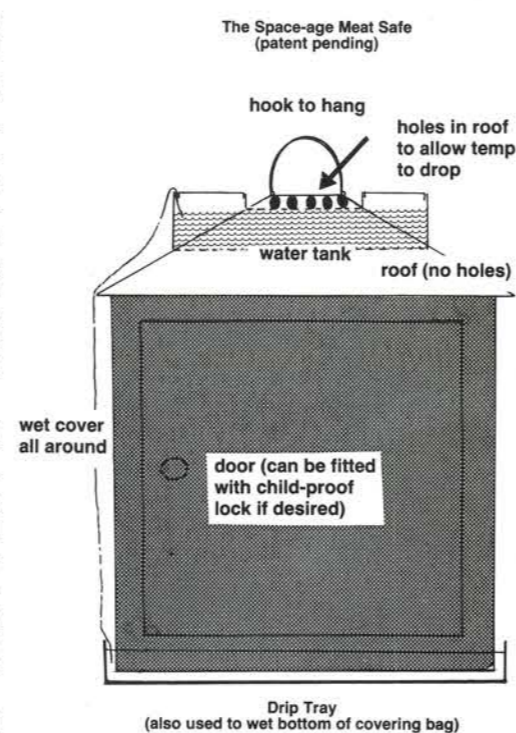
Even if we have no heat leakage through the cabinet walls, and no air changes to consider, the performance of these units in our climate, in my opinion, is just not there.

So is there an alternative to ice? A number of years ago I was approached in the bar by a person, unnamed, (if I am sued you will all know who the person is) who is not reknowned for his generosity or spending prowess, and who, in all seriousness, asked "What is

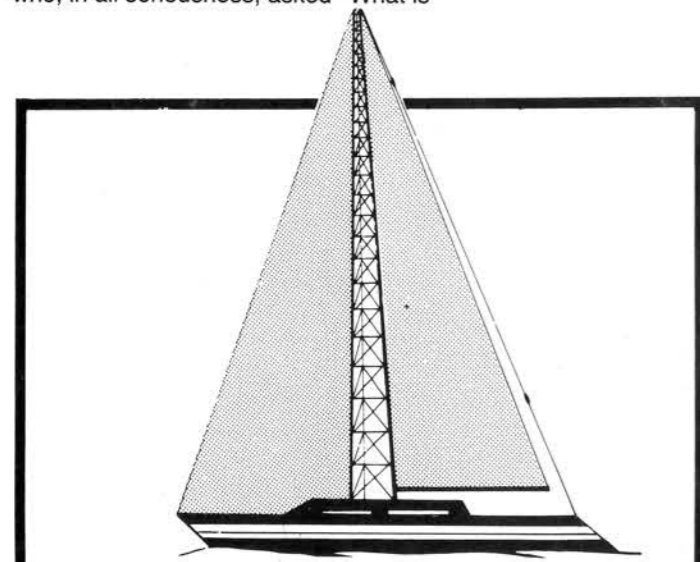
the best refrigerator I can have on my boat?" Now, having had the odd charge aboard, I replied "How about a meat safe?! If it was good enough for my Grandmother, it's good enough for you." So while his eyes slowly protruded, I proceeded to draw madly on the bar, in the left-over froth, my interpretation of a meat safe, complete with hessian or calico cover damped by a water tank on the top and a drip tray underneath, finishing it off with "and we can make the whole lot out of 316 stainless steel, if you like, for a couple of hundred bucks."

That ended that inquiry. However, everyone was most amused, and after all, if it was good enough for my Grandmother, it really couldn't have been too bad. Admittedly my grandparents did live in Goodoogah, but perhaps we could make the cover out of japara or, heaven forbid, Kevlar. Dar Dah! "The space-age meat safe", although I don't think it would be as effective as the hessian model available, 1900 vintage.

For those interested I have included a plan of this revolutionary device, and for those not interested we will discuss cabinet design and insulation in the next issue. So till then, have a Merry Christmas and a safe Hobart.



The evaporating water lowers the temperature inside, so the hotter the day, the cooler the safe. The deluxe model has adjustable shelves plus a flap on the cover for easy access, and a bottle opener attached.



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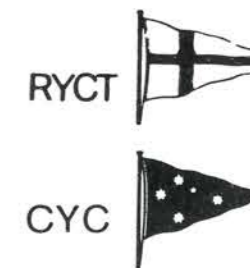
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# COOKING AT SEA

with Knocker White

## Cook up a Storm to Hobart

(do it at home first)

If you don't enjoy cooking meals in rough seas, and you have trouble with your collapsing Pavlovas, then you could take heart at some suggestions which are outlined here, ideas that would, or could, make it a bit easier for your 'indigestion'.

First, plan your menu, allowing for types of food that freeze well. Invest in foil containers, great for storing meals. Ice cream containers are good also, but these have to be emptied into a pot, which sort of interrupts the flourish of whipping the evening meal straight from the fridge to the stove. Poly bags also serve their purpose for certain foods.

Here is a short list of things that freeze reasonably well.

**Most vegetables** (braise in butter first and store)

**Rice (boiled)** (store in poly bags; reheat in boiling water for 2 minutes)

**Potato croquettes** (reheat in oven; ordinary varieties of potato dishes do not freeze well, but boiled potatoes in poly bags keep OK in frig)

**Steaks, chops, hamburgers, rissoles** (freeze individually according to number or crew to be fed)

**All prepared, cooked meals** (minus potatoes and vegetables, which can be served separately)

**Sausages** (par boil first, then freeze)

**Meat pies** (if you have to)

Don't forget to mark the containers.

Here are a couple of things to try that are simple to prepare.

## Chicken Breasts and Mushrooms (serves 12)

Divide in foil containers according to size:

24 chicken breasts  
1 kg mushrooms (sliced)  
50 g butter  
50 g flour  
2 stock cubes  
1 bottle wine of the month  
salt, pepper  
oil

Lightly braise chicken breasts and mushrooms in oil until firm on the outside. Don't overcook; final reheat in oven will finish cooking. Place in foil containers.

## Sauce.

Melt butter and stir in flour; add gradually ½ bottle of wine and stock cubes; stir until smooth. Add more wine to achieve desired consistency. Add salt and pepper to sauce and pour over chicken.

Cool first and then store in freezer until required.

To reheat: Cook for 40 minutes to one hour in moderate oven.

Serve with rice or braised vegies (reheated of course in oven, which takes a similar time).

## Crumbed veal (serves 12)

24 slices veal  
breadcrumbs  
flour  
eggs

Coat veal with breadcrumbs in the normal way — flour, egg, breadcrumbs. Pan fry and store in foil containers.

To serve, reheat for one hour in moderate oven.

## Some leftover suggestions

This is a great time of the year for all those leftovers. Wrap in foil and take to Hobart your leftover legs of ham, the half-eaten turkey, the remains of your wine trifle (that usually goes well about four hours into Bass Strait), or whatever the visiting freeloaders haven't managed to get there hands on at the Christmas dinner.

If you happen to have leftover fruit cake, try to have it left over about three days before the start. Cut into slices, lay on tray and soak with rum for three days in the frig (or if you prefer, soak it in brandy, muscat and port). Wrap in plastic wrap for passing around at happy hour. It's a great way of having a sneaky drink if you happen to be sailing on a dry boat.

## Where not to go for food

One of the great social events of the year will probably take place again in the new year, i.e. 1st January 1982. I refer to the Quiet Little Drink run by those two well-known (or little-known as the case may be) imbibers of strong drink, and the reason the QLD gets a mention here is that it is *not* the place to be if you are hungry. There is an abundant lack of tucker at this smokey, so just for a word of warning, if you like a bite, take it with you (maybe an enterprising young hopeful could fill up a basket of goodies and flog it around the car park).

## Wine of the month

I tried a few goodies this time. Sir James recommended a Moana White Burgundy or a McLaren Vale Hermitage, Private Bin for the upper crust, of course. I tried the latest Rhine Riesling from Tyrells and a nice liqueur muscat from Campbells in the Rutherglen district, but I decided to put my stamp of approval on a little-known winery in the Hunter Valley. It's a 1981 soft Traminer from Allandale. It has a nice finish without being too sweet. It can be obtained from those loveable two at the Paddo Cellars (tell 'em Knocker sent you and you *might* get a discount).

Happy sailing! ☐

## Point of View...

(continued from inside back cover)

The Rescue Mission  
32 Elizabeth Street  
Sydney, NSW 2000

Dear Sir,

I thank you for your considerate and thought-provoking letter sent to me on October 15, 1981.

With some persuasion, no doubt I would consider myself an able and competent substitute for your deceased David Powell. However, I would suggest that before making a final decision you visit my Club, where my performance was obviously noted, with a view to observing the clientele particularly on race days.

While not wishing to sound somewhat tentative about the decision, I do have a passionate obsession about job security.

Yours faithfully,  
N. Gosson

☐

# POINT OF VIEW

by Nev Gosson

I often get the feeling I'm on the wrong side of life and every day moves me closer to a dark abyss which hardly bears thinking about.

For instance, I find more and more I'm in front of the mirror repeating the words over and over, "I don't drink too much, I don't eat too much", etc. I find Monday morning a delicate time in life, and having survived it is one of the highlights of the week. Of course, this particular morning is strongly influenced by 'weekend sailing' and the 'afters' at the Club.

However, by Thursday I'm really on the rails again, the next weekend being not too far away. Well, that is, except for last Thursday, when the inevitable happened while opening my dull and boring mail.

While thinking of palm trees and slitting envelopes, I came to a letter that was neither a bill nor a circular — an odd situation, so I opened the letter with relish. The contents were as follows.

Dear Mr Gosson,

Perhaps you have heard of me. I am an organiser of a nationwide campaign in the cause of temperance. Each year for the past decade I have made a tour of New South Wales and Queensland and have delivered lectures on the evils of drinking.

On this tour I have been accompanied by a young friend and assistant, David Powell, a young man of good family and excellent background who is a pathetic example of a life ruined by excessive indulgence in alcohol and women.

David would appear with me at the lecture and sit on the platform wheezing and staring at the audience through bleary-bloodshot eyes, sweating profusely, picking his nose, belching and farting and making obscene gestures, whilst I would point him out as an example of what drinking can do to person.

Last summer, unfortunately, David died. A mutual friend has given me your name and I wonder if you would care to take David's place on my next tour?

Yours faithfully,  
Rev. Harold Knight  
The Rescue Mission

Now I don't know whether you laugh or cry after such a shock, but there I was, back in front of that mirror again, the words fairly bubbling out, "Where do I sign?; I will abstain!"

So, cut to the quick, mail-opening now has become a very cautious procedure. But when I find the CYCA's newsletter I'm really ecstatic. Here is a tabloid (perhaps my saviour) that spells out all the Club's scuttlebutt in one go. No more the weary miles to the Club night after night trying to catch up on gossip, at immense toll to both health and pocket. One must marvel at the product, as not a leaf falls in the park that Peter Rysdyk fails to note, with all the details as to how and when. No doubt this is one of his pets, and I really support it.

However, his other pet I don't. **The Rio Race.**

From a sailor's point of view the race should be one to remember. All a sailor could ever want will be there with

challenge and risk in equal proportions. If one is to go 'down the gurgler' it would be better doing it trying to round 'The Horn' than going down round Bird Islet for the 66th time. You wouldn't want for company at the bottom.

But from the CYCA's point of view I think it's a disaster. Lots of risk and few accolades. All of the race is conducted away from Australian shores, and to provoke interest and publicity outside of the innersanctum of Sydney sailing is difficult. I read each year the Hitachi Sydney-Hobart's progress, after the second day out, somewhere in the back of the paper lost with the lottery results.

While I agree the position of the two are relative, it is not the best position for good promotion of yachting. So, based on previous publicity, the norm seems to be 'the further offshore, the smaller the interest'.

Secondly, I see the 'risk per mile factor' being the greatest the Club will have to endure. At the moment, the Club is the envy of the yachting world when it comes to organisation and safety. We all know the surest way to obtain press coverage, albeit adverse, is disaster at sea. Note the Fastnet fiasco. With a lean entry list possible, I hope safety, however devised, is paramount.

I still worry about modern yachts racing far offshore, as well the type of entry the Rio Race may encourage. A further problem is not only finding a yacht thousands of miles offshore, but what to do with it when you do. When so far south, the prudent way to go, if in trouble, with such strong westerly winds, is further away from home.

I cannot help feeling our expertise is in a different direction at this stage. With such a passage we could be out of our depth. Irrespective, while I think the race is great for participants, the CYCA has more to lose than gain from such an event.

Now, when I have visions of the Club, I always see Peter as one of the pillars on whom we depend for race organisation. So why not use his skills and expertise in a race that may excite interest within the country. An Around-Australia Race.

There should be interest from within at all times, with perhaps compulsory stops at Brisbane, Cairns, Darwin, Broome, Perth, Adelaide, Melbourne, and then back to Sydney. Crews could be organised in shifts, promotions by States, assistance by fellow clubs, with trophies for sections as well as the whole circumnavigation. I think our Club could do a lot with this race.

Now all this talk of travel has started to excite me again. When I look at the position offered to me in the above letter, I note there also the travel involved, and pay at the same time. With second thoughts, I might apply, as there could be some permanency in such a position, and keeping in shape shouldn't be too much trouble.

So here we go...

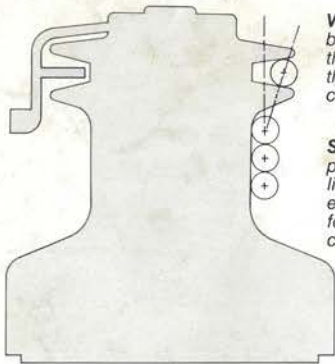
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# JAWS

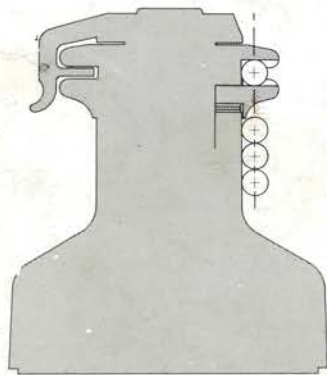
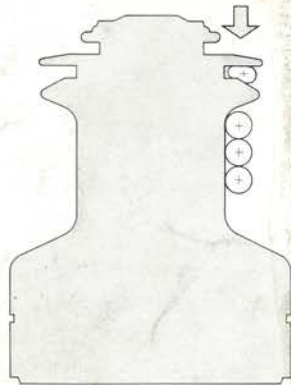
## COMING TO GRIPS WITH THE PROBLEM

Until now, all self tailing winches have shared a common problem. The jaw design. For a self tailer to work perfectly the center of the sheet in the jaw must be vertically aligned with the sheet on the drum, ensuring an equal drum and jaw feed rate. V-shaped and spring-loaded jaw designs have had to compromise this principle in order to accommodate a variety of line sizes. The result is a dramatic loss of efficiency due to friction in all but optimal situations.



**V-shaped jaws.** As the angle between the center of the line on the drum and in the jaws increases the feed rate varies. Friction is created and efficiency is lost.

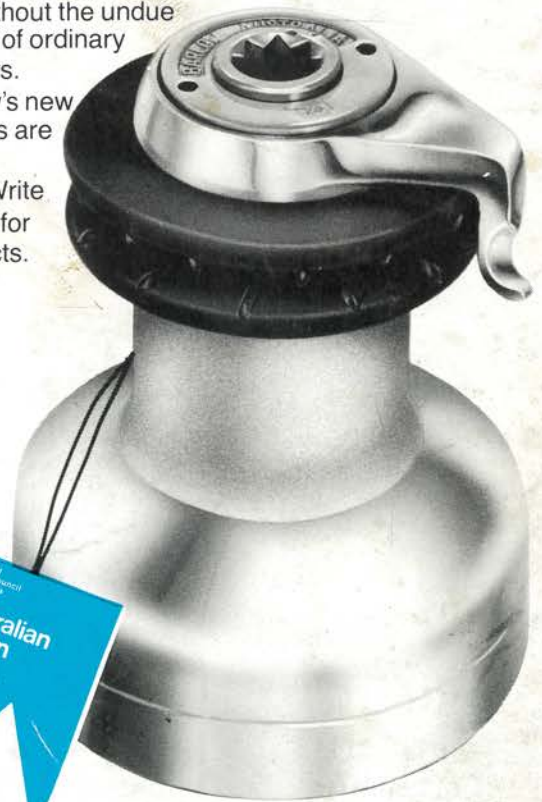
**Spring-loaded jaws** create a force perpendicular to the direction of the line being loaded into them. Extra effort is required to overcome this force, efficiency is lost and line chafe is excessive.



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