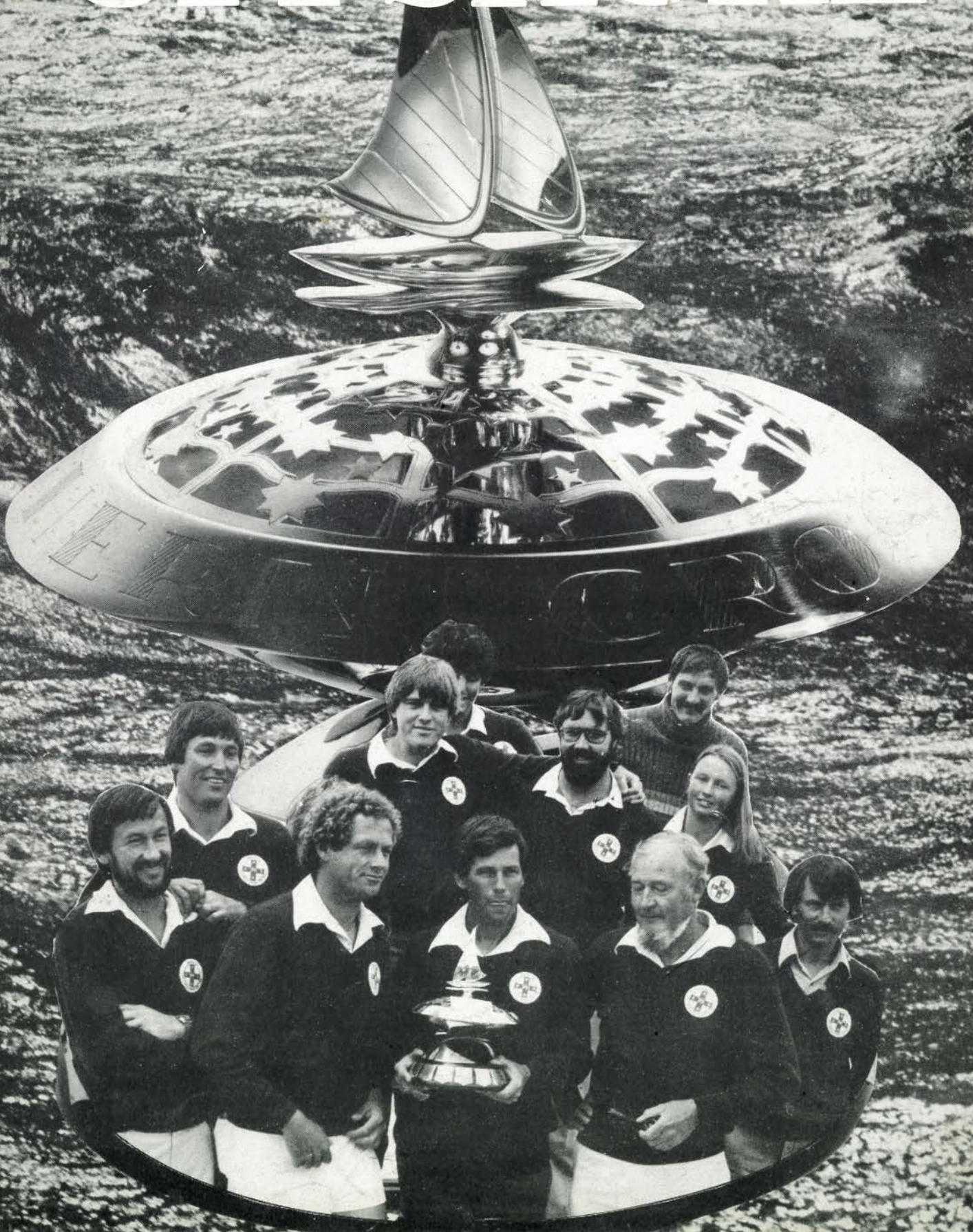


NUMBER 64

FEBRUARY-MARCH 1982

\$1.00

OFFSHORE



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OFFSHORE

No. 64

Feb.-Mar. 1982



Cover: The New South Wales Team won the 1981 Southern Cross Cup after a 'little boat' Hobart Race left the Australian, Victorian and British teams back in the pack. It was a great victory for Beach Inspector, Szechwan and Smuggler. Photo by Peter Wherrett.



The NSW winning Southern Cross team

1. R. Fraser
2. G. Richardson
3. T. Simpson
4. S. Kulmar
5. S. Jarvin
6. J. Whitty
7. T. Shaw
8. J. Robson-Scott
9. G. Halls
10. J. Humphries
11. R. Daly

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OFFSHORE is published every two months by the Cruising Yacht Club of Australia, New Beach Road, Darling Point, NSW 2027, Australia Telephone (02) 32 9731. Cables 'SEAWYSEA'

Advertising and Editorial correspondence should be directed to: The Editor, OFFSHORE, C/ The Cruising Yacht Club of Australia.

Editor: David Colfelt

Subscriptions: Australia \$10.95, Overseas \$13.95 for six issues. Air mail rate on application.

*Recommended price only

Printed by Wymond Morell Printers Pty Ltd, Camperdown, NSW

Registered for posting as a publication — Category (B)

OFFSHORE SIGNALS



CYCA Redevelopment: Excellent Fund Raising start, but we still have a long way to go

Dear Members,

On 31st August 1981, I wrote to all Members inviting your participation in the Club's Debenture Issue. This issue has now closed well short of the \$1,000,000 target.

I am, however, pleased to report that the 64 Members who did subscribe have loaned our Club over \$242,000, and we have promises from another four Members for \$73,000. This sum, when added to the proceeds of approximately \$40,000 from the Development Fund Levy, means that we have now made a good start with our fund raising.

As I see it, we have enough in hand to cover the provision of a dinghy wharf extension. We can also complete the vertical lift facility and hardstand area, planned to occupy the waterspace between the old and new work wharfs and part of the carpark between the Clubhouse slipways (No.s 1 & 2) and the new shipchandlery, shipwright's and slipway offices.

These works will commence as soon as tenders are in, and these will be called following final MSB and Council approvals which have now been requested.

Whilst all Members have contributed towards the Development Fund Levy, it can be seen that such levies do not produce particularly significant funds.

We have over 1,000 Members, and if 60-odd can advance over \$300,000,

surely the other 940 can provide the balance. For instance, if each Member provided \$500 (one debenture), we would have another \$500,000 at our disposal. Perhaps then, having raised over \$800,000 from our Members, we could afford to go outside to raise the balance of our re-development needs.

At our January 1982 Board of Directors meeting, we resolved to re-open the interest-free debenture issue. We further resolved to urge each Member to take up at least one debenture, and to achieve this, you can all expect to have one of our Directors make a personal appeal to you within the next few weeks.

Our great Club needs the money; we deserve better premises so that we can function more effectively and enjoy Club life better. It is your obligation to help us out. Therefore, in the next few weeks, you can expect to receive a new Prospectus and a personal telephone call.

You will be leaned on for a loan. As they say in the classics, give generously.

Sincerely,
K.C.D Roxburgh
Commodore

Letters

Navigation lights

The Navigation and Survey Authority of Tasmania
Franklin Wharf, Hobart

The Commodore,
Cruising Yacht Club of Australia

Dear Sir;

Reference is made to the provision of approved navigation lights in accordance with the International Regulations for the Prevention of Collisions at Sea on yachts competing in the 1981 Hitachi Sydney to Hobart Yacht Race.

After Receiving a number of complaints and upon actual inspection, Officers of this Authority were most concerned to find that up to 30% of the fleet were permitted to compete with non-approved lights fitted and thereby contravened the Marine (Collision) Regulations applicable to this State.

It would be appreciated if your Club could take action to insist that the laws in this State that are appropriate to all vessels, and which includes yachts racing in Tasmanian waters, are to be complied with in future years and that navigation lights be checked for compliance in Sydney prior to any entry being accepted to start in the Race.

Your Club's earnest co-operation in this matter is sought as this Authority has no desire to become involved in prosecutions

or the legal consequences that could result should a yacht without approved navigation lights be involved in a collision in Tasmanian waters.

Yours faithfully,
H.C. Knoop
Acting Superintendent

Bermuda-Helgoland Race

Hamilton, Bermuda

Dear Sir;

Enclosed is our Press Releases about the intended Transatlantic Race to Helgoland. We would appreciate your including it in your next issue of *Offshore*.

Yours sincerely,
Llewellyn Gibbons,
Chairman, 1982 Transatlantic Race

1982 Transatlantic Ocean Race - Bermuda to Germany

The Royal Bermuda Yacht Club, in sponsorship with the Nordeutscher Regatta Verein of Hamburg, West Germany, announce the start of an ocean race, following the Newport-Bermuda Race, from Bermuda to Helgoland in the North Sea. The Race will start on Wednesday, 30th June 1982 and finish at Helgoland. It will be sailed under the International Offshore Racing Rule. Applications for entry are to be made to the Secretary, Royal Bermuda Yacht Club, PO Box 894, Hamilton 5, Bermuda, not later than 30 April 1982. However, at the discretion of the Race Committee post entries may be accepted.

The course is from Bermuda to Helgoland with yachts passing the Orkneys to starboard using North Ronaldsay Light as a turning mark.

Further details will be made available in the next release.

Ron Robertson

Lindfield, NSW
14 January 1982

Dear Sir,

There has been much correspondence regarding the [Ron Robertson] tragedy, but several points can be raised.

- The Captain Cook, though very lovely, was a *hell* of a sea boat and any sea made it difficult for the skipper, rowers of the pilot boat and the pilots.
- Ron Marshall, together with the Robertson brothers, a kiwi and the skipper of the trawler, left harbour and carried out a passionate but futile search until midnight and again the next morning.
- Being the first tragedy on a CYCA race, much booze-induced passions led some well known Members, at *night*, to take a yacht out to search. I appealed to Merv Davey to stop them, which he smartly did, and made a decree that search parties had to be sanctioned by the committee.

I do think that after such a long time Ron Robertson should now be left in peace and the race sailed as a memoriam, and that his loss led in part to the safety requirements of yachting today.

The [enclosed] photos may be put into visible records or archives as you wish.

Yours faithfully,
Les Cosgrove

Dear Sir,

I have read with much interest the article in [*Offshore*] issue No. 62 "The Ron Robertson Memorial Race" by Hilary Hansen. That awful Sunday afternoon I will never forget. My husband, the late Ron 'Rubber' Kellaway, would have been aboard Morna, but had not gone in the Bird Island Race as his eldest nephew was being married the following weekend; as they were leaving in the Noumea Race he couldn't attend the wedding, so he stayed home to go to the pre-wedding party. I have always felt that it would have made a lot of difference if they had another crew member of Rubber's experience and expertise to help in their efforts to get Robbie back. They had grown up together in Hobart; they were best friends and shipmates in many ocean races. Rubber had been with the five Robertson brothers when they sailed up from Hobart in the Rondon in 1925. I have all the photos and newspaper cuttings. So we felt Robbie's tragic loss very much indeed.

I have his hat which he was wearing at the time; it is as it was - I never washed the salt water out of it. I wonder if the Club would like to have it?

Yours sincerely,
Anne Kellaway

Enduring design

Watsons Bay, NSW

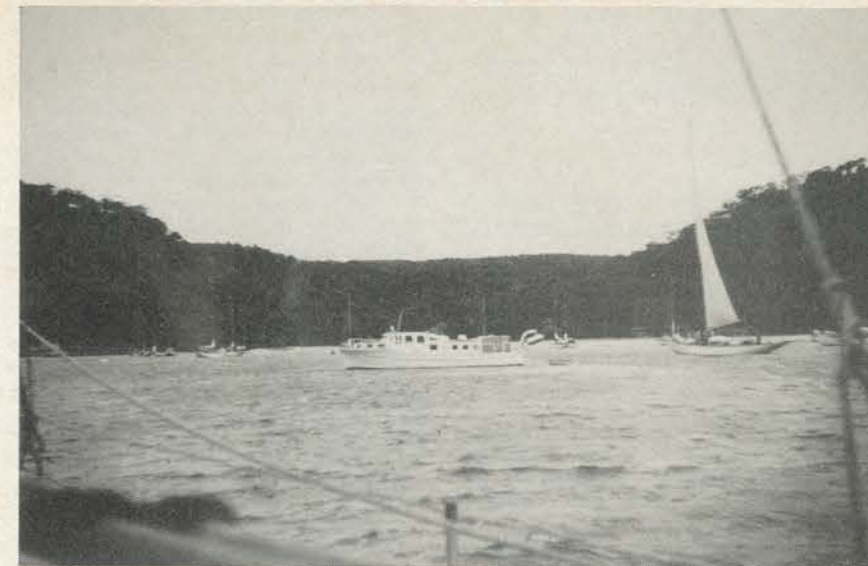
Dear Sir;

The history of the 1981 Hitachi Sydney-Hobart Race will no doubt record that this was a year for small yachts.

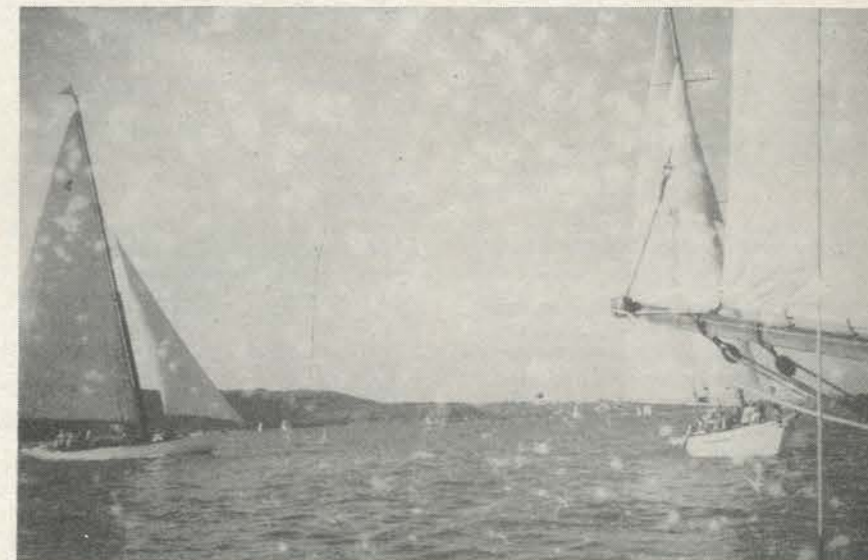
Congratulations to Jim Dunstan and his enthusiastic crew for their great win in Zeus II. That mighty little Currawong, designed by fellow Club Member Peter Joubert, is one of many of the same class that have performed with excellence over nearly a decade. Names such as Granny Smith and Lollipop come to mind as high placegetters in past years. I believe that it is a great compliment to the designer that the class is also cruised by a large number of equally enthusiastic and proud owners.

The enduring and adaptable quality of a design is perhaps the least acknowledged in yachting circles today and yet it is basic to the majority of owners if sound investment and lasting enjoyment is to be assured.

Yours sincerely
Robert C. Orr



Morna at Coaster's Retreat on the fateful morning in June, 1958. As can be seen, too much sail is being hoisted in view of the severe SSW. breeze (gale). Four boats left; two shot up into Little Pittwater, one made it to Shelley Beach, Manly, and Morna made it in a sinking condition to the CYCA where it was slipped smartly by volunteers. Ron Robertson is standing at the tiller whilst the main is being 'bounded up'.



Morna with overhanging boom. Sayonara with spitfire jib. Morna was best in heavy weather, Sayonara in light weather. I skippered Sayonara and, in fact, learnt from old Jack Wylie many of the finer points of handling large yachts single-handed. Such boats had sea characteristics not to be found in today's short-keel boats. With their overhangs, particularly at the stern, the requirement for pushpits was tragically brought forth as a result of the loss of Ron Robertson. The photo was taken from Hal Evans' Moonbi about 1955.

Cheatproof instruments

Mona Vale, NSW 2103

Dear Sirs;

Over the past few years electronic instruments which contravene your Sailing Instructions and the IYRU Rules regarding 'Linked Data' have become commonplace aboard yachts racing with your Club. Peter Green Shipchandlers is the distributor of Brookes & Gatehouse equipment and the purpose of this letter is to explain a policing facility which is available on the Hercules

190 computer, in common use on board yachts of your Club.

The Hercules computes vector made good, DR, true wind speed and direction and other 'illegal' functions. It does, however, incorporate a stopwatch (elapsed time) function which, whilst in operation, inhibits displays of illegal functions. If the elapsed time is started at the beginning of a race and matches the actual elapsed time at the end of a race, the Sailing Committee has confirmation that none of the illegal functions were used during the race. Such policing procedures are coming into use overseas. ▷

Offshore Signals

To our knowledge the Hercules 190 is the only sailing computer to incorporate such a function, whilst others on the market rely on masking displays and switching off functions.

Yours sincerely,
R.B. Kydd
Sales Director,
Peter Green Shipchangers Pty. Ltd.

Bottle message

Bundaberg, 4670
February 24, 1982

Dear Sir

I am writing this letter in the hope of tracing the author of a note found in a bottle on the beach about 30 miles north of Bundaberg near Baffle Creek.

The printing is not totally legible as the bottle used was a Bundaberg Rum bottle and the small amount of contents left in the bottle has removed some of the ink or pencil used. However, some printing can be read. Below is what could be read.

```

THROWN OVERBOARD
MON JNRY 50 m
TO AW ? S
      ?
SW LORD ?
HOWE GARENTEE
IF PRESENTED ANY
NORTH OF ? CREEK

BAR OF CYCA ? AT
RUSHCUTTER BAY
SYDNEY AUST
    
```

I found the bottle about two miles south of Baffle Creek. We have a shack on Baffle Creek and walk the beach for 3-4 miles north and south quite regularly. From the position of the bottle on the beach, it was thrown up on the big tides we had earlier this month.

Hoping we can be successful in tracing the author, would it be at all possible to place a notice on the board to at least say the bottle found, and to say thank you to the particular person for using the bottle of such a fine product, even if it does remove ink?

Hoping against hope to find the author and to receive more details and to correspond, I thank you for reading so far, and may we with your help find the solution to this problem.

I remain,
Yours faithfully,
David Moss

Editor's note: if anyone can help, drop me a line to the CYCA office.

From a recent 'convert'

Dear Sir,

What I know about sailing would just about fill up the blank spaces on a postage stamp. I once talked to Sir James Hardy on a plane ride from Adelaide to Sydney, and John Brooks has taught me everything he knows and that's about it.

But I suspect that I'm getting the sailing fever, and it's a bit of a worry.

Over the years I've spent a fair bit of time on 'stink boats', and certainly the water is in my blood. So when Lesley Brydon suggested that I might like to do a bit of sailing to see what it's all about, I was quite prepared to give it a go.

Early this year we went cruising on the harbour a couple of times with John Brooks, and he pointed out such minor intricacies as the mainsail and the headsail. He tried to signify the difference between a Genoa and a jib, and he made me very aware that ropes were sheets and winch handles are not to be dropped overboard under any circumstances. He made me take the helm a couple of times and indicated what sail shape I should be striving for, and he reminded me that left is not 'left' but 'port' and that right is not 'right' but 'starboard'. It was all a bit much to take in, but I tried.

What did happen was this. I enjoyed the sun, the wind and the waves. I loved the silent motion of the boat, its stability and the feel of using the natural elements instead of the old broom-broom power I've been used to. I felt the distinct possibility that if I kept this up I might finish up being hooked on it. And I noticed in the CYCA Clubhouse that I would certainly not be alone. All sorts of strange people go sailing.

When my friend, the late Dennis Minogue, asked me to join him on a couple of Wednesday races with the Prince Henry Club, I agreed and quickly learned about halyards and poles and winches and to run and not to walk. A characteristic of poor Dennis' perverse sense of humour was that he reckoned he could teach me to sail the hard way, the way I'd made him learn to race his Morgan up hills. So one Wednesday he offered me the helm. "You're the skipper," he said. "Do whatever you think's right."

We did OK at the start, and at the first mark we seemed to be holding our own. But from there on it was all downhill. I blew every tack and turn in the book, and we finished the race dead last, leaving a number of other competitors with white faces and serious doubts about their desire to continue with their previously pleasurable mid-week sailing activities. Minogue was later to remark to a friend, who insists on repeating it all over Sydney, "I've never known anyone so aggressive, with such a positive competitive spirit and with absolutely no skill at all."

He was right, of course, but I still think it's a bit unfair to spread it around.

I suppose I should have given up at that, but I'm not going to. As I said, I'm beginning to like it, and if Brooksie's taught me everything he knows, I can't be far off getting it all together.

But I suspect there's probably a bit left to learn yet. So if you see me hanging around, eavesdropping on people's conversations, asking apparently inane questions, stumbling over sheets, packing sails upside down, don't just stand there; for heaven's sake, help me.

After all, you were green once too.

Yours sincerely,
Peter Wherrett

Thanks to RANSA

Dear Sir,

In the calm that follows the storm of the Southern Cross Cup, maxi series and Sydney-Hobart, I feel that the attention of Members should be drawn to the quiet but very helpful part played by RANSA.

The Navy provided pontoons, and RANSA kindly agreed to give the space at their jetties to moor the larger visiting yachts. Although only seven were expected there, they wound up playing host to thirteen visiting yachts.

With true Naval courtesy the Members of RANSA, on a volunteer basis, manned the kitchen (galley?) and at very modest cost provided breakfast daily for the crews of all yachts moored there as well as manning the bar, again by volunteer Members, for several enjoyable evening functions, barbecues, etc.

As a Member of RANSA, I was pleased to be associated with that Club's efforts to help make the series a success, and as a Member of the CYCA I think Members should be aware of the help freely given by the Officers and Members of RANSA.

Yours sincerely,
David Goode

New GME 27 MHz transceiver

The TX280 is a quality Japanese-manufactured transceiver designed for marine operation is now available from Greenwich Marine Electronics marine dealers throughout Australia. It incorporates SSB transmission as well as normal AM operation. It has digital readout of the channel frequency giving clear, unambiguous indication of the channel in use, especially at night. All ten of the available 27 MHz frequencies are fitted - 27.88 for distress and calling, 27.86 for supplemental distress and calling, 27.90, 27.91 for ship-shore, 27.94 for Club activities, 27.96 for pleasure craft ship-ship, 27.98 for helicopter and surf rescue services, 27.68 for commercial and charter boat operators, and 27.72 and 27.82 for professional fishermen.

Burns Philp Maxi Series

The Burns Philp Maxi Series was the first full series of maxi races held in Australian waters. It originally promised participation of the best in American and European maxis, but due to a series of equipment failures the competition did not materialise, and some of those that were fit possibly balked at making the trip to Australia with the lack of famous competition.

Fortunately the Condor of Bermuda, fresh from an extensive rebuild/refit in New Zealand after being wrecked off Tahiti in 1980, was ready a few days before the first scheduled race, and she sailed across the Tasman in time for race three of the series

and for the Hobart Race.

So, the series was basically a duel between the three Australians, Jack Rooklyn's new (and much amended) Apollo, Helsal II of Our Town Newcastle [hereafter HOOTN], which was on charter to an enthusiastic mob under Fred Williams from Lake Macquarie Yacht Club, and Vengeance (née Siska), recently acquired by Bernard Lewis from Rolly Tasker. HOOTN's crew were a mixture of wild skiffies and seasoned Hobart veterans, like sailing master Albie Mitchell, John Pickles (who won the '76 Hobart in Piccolo), and Albie Burgin, who won the '61 Hobart in Rival. Vengeance was in the capable hands of David Kellett and the heart of the crew of Gretel.

All races started at Darling Point and finished at Rushcutters Bay. Races one and three were 30-mile offshore triangles, and race two was a unique event, a round-the-marks affair in Sydney Harbour, a 'first' in world maxi racing.

Apollo led just about all the way in all three races for line honours. Gretel was the ultimate winner of the IOR point score, and HOOTN won the line honours contest and the Cock O' The World Trophy.



Cock O' the World Trophy

Line Honours Pointscore

1. HOOTN 11.0
2. Vengeance 11.7
3. Apollo 11.7
4. Gretel 23.7
5. Santervea 27.7
6. Anaconda II 37.0
7. Evelyn 39.7
8. Condor of Bermuda 41.0*

IOR Pointscore

1. Gretel 11.7
2. Santervea 14.0
3. Vengeance 16.7
4. Apollo 18.7
5. HOOTN 26.0
6. Anaconda II 37.0
7. Evelyn 39.7
8. Condor of Bermuda 41.0*

*Condor of Bermuda arrived in time only for the third race of the series.

The Sponsor - an Australian Company with a long seafaring tradition - Burns Philp Pty. Ltd.

The CYCA was fortunate to have Burns Philp to sponsor the maxi series. One of the oldest public companies in Australia, Burns

Philp can still be counted as a major company despite the recent growth in the number of 'big' companies resulting from the mining booms. A purely Australian company, it started in the 1860s and grew by catering for markets that grew out of mining and agricultural booms in the mid and late 19th century. Initially a partnership that seized wholesale and retail opportunities in Queensland associated with the northern mining rushes and then the emerging cattle industry, Burns Philp moved into shipping, at first with local interests and then into the Pacific region where it competed with large British and German companies for the world's copra markets. For 75 years, the ships of the company were household names throughout the South Pacific and as far away as Singapore, Malaya and Hong Kong. They were literally the lifeline of the Islands - Port Moresby, Lae, Rabaul, the Solomons, New Hebrides.

The Company's first overseas branches were established in British New Guinea at Samarai in 1887, and subsequently trading posts and offices were opened throughout the islands and in Australia, New Zealand, Java, London and San Francisco. Island trading posts were often established before Government services, and the Company made its own issues of bank notes in many centres to facilitate business transactions and remittances and to act as a medium of exchange for goods and services.

In addition to shipping the Company developed and acquired extensive coconut plantations in Papua New Guinea, the Solomon Islands, Fanning and Washington Islands in the South Pacific.

The Company's shipping operations were phased out in the late 1960s due to the uncompetitive nature of Australian flag vessels at that time. On the Australian mainland and to a lesser extent in New Zealand it expanded its interests in wholesaling, especially liquor and hardware, shipping agencies, hotels and travel agencies. The early '70s were a period of major expansion, and several companies whose activities were allied to those of the parent were acquired.



Burns Philp liner MV Neptuna

Today Burns Philp is a truly diversified company. Through its Glass Division, it is one of the largest processors and distributors of flat glass and automotive windcreens in Australia; it is an importer and distributor of food products, liquors, and beer; it is the home of the Café-Bar International; it is in hardware, motor vehicle distribution and sales, process manufacturing - vitreous enamels, custom-built cables - manufacture of transport containers, Raco Homewares, W.T. Weeks Travelgoods; it is also in building fabrication and contracting services, and it owns companies involved in electrical manufacturing and distribution.

Burns Philp sponsored the inaugural Noumea-Vila Race in 1979, and in 1984

plans to take on a major new ocean racing event, the Sydney-Vila Race, a fitting sponsorship for a company whose origins are steeped in the Pacific Islands and their communication with Australia through sea-going vessels.

Norman Rydge Jr to sponsor a History of the CYCA

Norman B. Rydge Jr., a past Commodore of the CYCA, has approached the CYCA Board with an offer to underwrite the preparation of a manuscript on the history of the Cruising Yacht Club of Australia. Commodore Kerry Roxburgh recently announced the Board's acceptance and gratitude for this generous undertaking, the planning for which has already begun.

Mr Rydge, who was a member of the 1965 Australian Admiral's Cup team in his yacht Lorita Maria, expressed the feeling that a number of older Members of the Club, with whom the knowledge of its history resides, had died in recent years, and he felt that if the Club's history were to be preserved, the time to do so was now.

A permanent committee to oversee the completion of the project has been formed, consisting of Kerry Roxburgh, Norman Rydge Jr., Tony Cable, Chairman of the Publications Committee, and David Colfelt, Editor of Offshore, the latter who has been commissioned by Mr Rydge to prepare the manuscript. The Club archivist, Mrs Jeanette York, will work closely with the committee in assembling the material.

Associated Midland helps provide a new rescue and patrol boat for CYCA

On Wednesday, February 17 the Managing Director of The Associated Midland Group, Mr Gordon Ross, and the Commodore of the CYCA, Kerry Roxburgh, jointly commissioned the CYCA's new rescue and patrol vessel, Griffin Offshore. A Masters 34, Griffin Offshore cost more than \$60,000 and was chosen from a number of alternatives to meet all the Club's needs. The CYCA and the Midland Bank owned Australian finance company have signed a sponsorship agreement which came into effect upon the commissioning of Griffin Offshore.

Griffin Offshore was built by Cruiser Kits Pty. Ltd. and was delivered in basic form to Gerry Hendry Boatbuilders at Careening Cove for fitting out to CYCA specifications. The one piece moulded fibreglass hull was hand laid up to Lloyds' specifications, with alternate layers of chop strand and woven rovings and decks with balsa core construction. She is powered by a single turbo-blown Perkins TU8 510M delivering 235 shaft hp at 2600 rpm which results in a top speed of 20 knots. Other statistics are LOA: 10.4 m Fuel capacity: 100 gal. Cruising range: 300 miles @ 15 knots Crew: Four Griffin Offshore has been fitted out for the needs of a crew who may have to spend many hours on the water. In addition to a firstclass galley, toilet and sleeping arrangements, seating and working arrangements

Offshore Signals

have been designed to meet the needs of all of the roles she will play, from search and rescue to starting and finishing races.



The total cost of the vessel was kept down by the generous donations of equipment. Joss Doel, of Rushcutter Ship Chandlers, donated an Airguide steering compass; Peter Green Shipchangers donated the Brookes & Gatehouse wind speed and direction instruments. The Club has installed two Wagner SSB 280 watt transceivers and an AWA AC516 27 MHz radio. Griffin Offshore has a specially designed mast for a number of operational lights and another to carry six flag halyards.

Xerox Sydney-Rio Race

The small fleet of four yachts started on Sunday, January 24th at midday, farewelled by a large spectator fleet. The starting gun was fired by the Lord Mayor or Rio de Janeiro, Exelencia Julio Courinho, from the HMAS Ibis and witnessed among others by His Excellency the Governor General, Deputy Prime Minister Doug Anthony, the Brazil-

ian Ambassador in Australia, the Australian Ambassador in Brazil, the Consuls General of Brazil, Argentina, Chile and Peru, Admirals Stevens and Robertson of The Royal Australian Navy, the Lord Mayor of Sydney and many others.

Outside Sydney Harbour the yachts set spinnakers and were able to hold them for a long time.

Some 400 miles out of Sydney the 13m Brisbane yacht Jacqui developed serious steering difficulties and were forced to return to Sydney for repairs; they later decided to retire. The remainder of the fleet, the 21m Buccaneer, the 28 m Anacondall and Ta'Aroa were nearing Brazil as this issue of *Offshore* went to press. Buccaneer had averaged just over 8knots, Anacondall just under 8knots. Radio control has been handled in an exemplary manner throughout, first by Penta Base, Gosford, for the first 2000 miles, and then by the amateur radio operators of the Hornsby Radio Club, the Manly Warringah Radio Club with relay stations in New Zealand, Argentina, Falkland Islands, Brazil and Chile.

A special mention should be made of the Australian Bureau of Meteorology, Melbourne for supplying the fleet daily with extensive weather forecasts.

— Peter Rysdyk,
Race Director

IYRU Racing Rule 60.4 Defunct

The following memorandum recently received from the AYF is for the information of Member Clubs of the YANSW.

"The AYF have to advise that the IYRU at its meeting on 6th November 1981 agreed that Rule 60.4 be removed immediately. This unusual decision was based on reports from the IYRU Youth Sailing and Women's Sailing Championships together with experience of using the rule in the Northern Hemisphere during 1981.

The Racing Rules Committee submitted the following reasons for recommending immediate removal

Rule 60.4(a)

- (i) It is the only exception to the principle that a yacht which sees sailing infringement has the right to protest without preconditions.
- (ii) The requirement of warning leads unscrupulous competitors to exploit the rule by deliberately infringing until they are warned.

Rule 60.4(b)

- (i) This rule placed an unwarranted onus on a protested yacht to prove her innocence which is inconsistent with all other racing rules and the principles of natural justice.
- (ii) It leads to a yacht being penalised for a possible nonestablished infringement.
- (iii) It encourages unscrupulous competitors to use rule 60 to eliminate other competitors.

The policy that the jury closely followed the racing and, when necessary, initiated protests against competitors, was endorsed.

(continued page 22)

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MANUFACTURER IN THE WORLD

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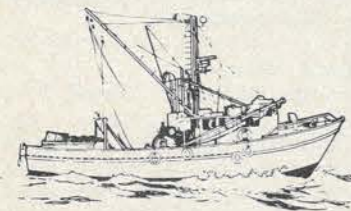
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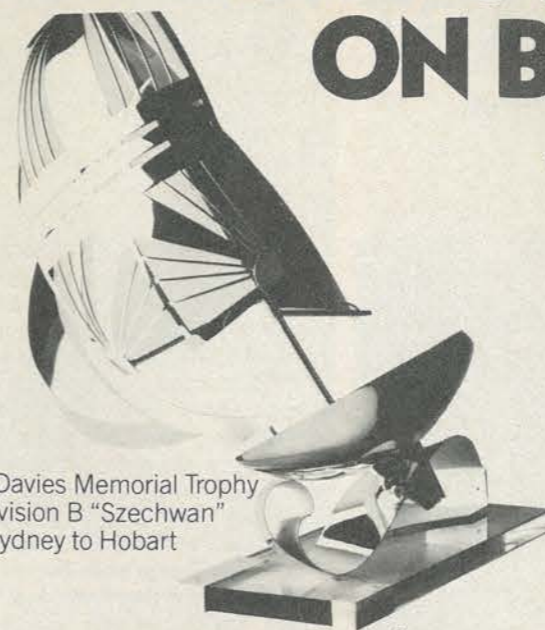


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THE HOBART '81

by Peter Wherrett

What a start! We were treated to the magnificent spectacle of a spinnaker start, one of those rare years. The colourful kites started to blossom and fill about 30 seconds before the gun, so that by the time the fleet leaders started crossing the line, about half the crews had completed their first serious job of work.

Fortunately for the massive spectator fleet the sun had decided to come out at start time, and the sight of Apollo, with its huge rocket ship spinnaker, Helsal and its 'Our Town' spinnaker looking like a Cronulla Sutherland football jersey, and Condor of Bermuda, with the yellow kite with the black condor emblazoned upon it, made a splendid sight indeed as they view for the lead up the harbour. Here's what John Brooks' saw from the deck of Apollo.

"A starting line 500 metres across seems long enough until you try to cram 159 boats into it in a running start. There is just no way all of them can fit in. If you happen to be on a maxi, the mechanics of boat speed and timing at the line can put you in an even worse position. Coming from behind the fleet at high boat speed, something has got to give. All that you can do is time the run for the line to be as close to the line as possible, and hope for the best. Apollo, Condor, Helsal Our Town Newcastle and Vengeance all started their runs about 300 yards back, hoisting spinnakers in stops or bags and all searching for a way through what appeared to be an impenetrable wall of smaller yachts."

As usual, the fleet split off the heads, some heading to sea, others electing to stay closer inshore. The winds were up, and tragedy struck within the first few hours. Apollo broke a boom and the crew dispiritedly returned the maxi to harbour. Not much later the 1979 winner, Screw Loose, had also announced her retirement with a forestay fitting ripped from the hull.

The yachts headed off into southeasterly winds of around 20 knots with moderate to rough seas and the prediction was that these conditions would continue all the way down the NSW coast.



Jim Dunstan, skipper of this year's winner, Zeus II, with a proud smile for cameraman.

Vengeance, Helsal and Condor battled it out for the lead down the coast and on into the first night. The first radio report of the second day revealed further retirements. John Bond retired Apollo III with a broken mast; Peter Cantwell and Sir James Hardy pulled Police Car out, apparently with a broken second spreader. Wy-Ar-Gine III, Idle Vice, Farr Out, Southern Raider, Zig Zag and Vagabond had also withdrawn as the high winds and heavy seas took their toll.

At this report Condor led from Vengeance and Helsal and she continued to do so at the afternoon report with Margaret Rintoul III, Santervea and Evelyn also well placed. Handicap contenders such as Hitchhiker, Challenge and Apollo were looking good at this stage with the Australian Southern Cross Cup team leading Victoria and Great Britain.

Onya withdrew on the second night, and Helsal reported amazing progress to lead outright from Condo, Evelyn and Vengeance. But by now the 'experts' were consulting the position display board and making predictions, and very few people actually believed the

position of Helsal. Sure enough, in this drama-packed event, the next report from the radio relay vessel, E.B. Cane, had Vengeance back in front and it was apparent that Bernard Lewis and David Kellett intended to keep it that way. The strong winds which had prevailed for the first two days dropped off, and the southernmost yachts were proceeding under spinnakers in light NE. winds.

Vengeance slowly increased her lead over Condor of Bermuda down the Tasmanian coast, with Evelyn and Helsal locked into their own duel for fourth place. Szechwan was reported to lead on handicap from Hitchhiker and the Queensland sloop, Thylacine.

By the time Vengeance rounded Tasman Island and headed into the Derwent there was no doubt about who would cross the line first. Lewis and Kellett and their crew enjoyed an enormous welcome to Hobart after one of the slowest races in recent years, due to the very fickle winds. It was a well deserved first across. Last year the pair had sailed Gretel into second place on corrected time.



Bernard Lewis, who acquired the line honours winner only weeks before this year's Hobart Race, has reason to look happy for the news media.



Peter Wherrett

David Kellett, who worked hard training himself and the crew of Vengeance to handle the new and different sailing machine in the few weeks that were available before the race.



Alan Bond aboard Apollo V in Hobart



Robyn Aisher, skipper of the British Southern Cross Cup team member Yeoman XXIII.

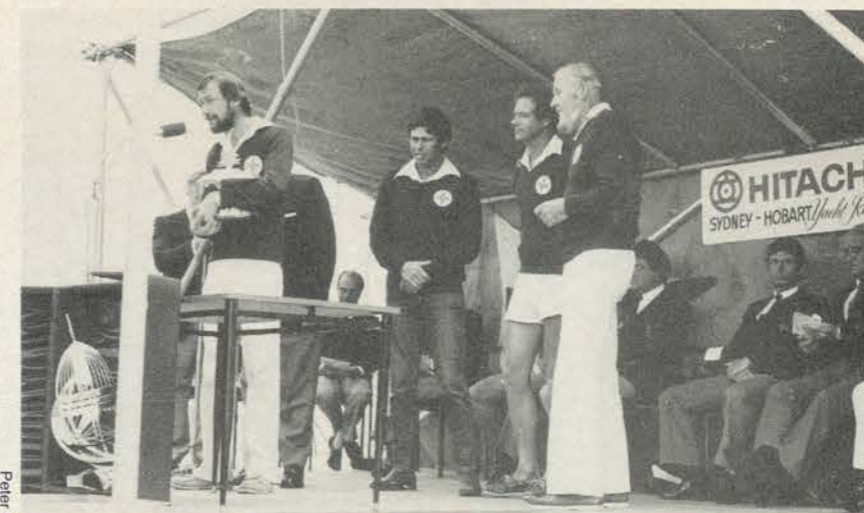
Their race was not without incident. During the rough conditions Vengeance broke two halyards. Efforts to put a man aloft the 100 ft mast were hampered by big seas. The team lost half an hour seeking calmer waters inshore where the repairs were made.

Condor of Bermuda crossed second ahead of Helsal, and then came the long wait for the corrected time winner. In port, Jeremy Whitty and his crew on Szechwan, who were leaders of those who had finished, waited anxiously to find out whether they had been beaten. The radio report, corrected by computer on the morning of New Year's eve, indicated that Zeus II, skippered by Jim Dunstan, was likely to be the eventual winner, and sure enough, when she crossed in the early hours of the first day of 1982, this was confirmed.

Whitty and crew had some consolation, being members of the NSW team which were announced as winners of the Southern Cross Cup. The other team boats were Smuggler and Beach Inspector.

In the final analysis, Dunstan's Zeus II had won from the Tasmanian sloop, Solandra, and from Scallywag SS. Dunstan, a Sydney engineer, was racing Zeus II for the third time in the Hobart and was understandably delighted, and a little overawed, by his success.

The official results of the 1981 Race are reproduced in the Table. ▶



Peter Wherrett



Tony Cable directing proceedings at the Quiet Little Drink while the amiable Japanese crew of Sunbird V prepare to do their bit of entertaining.

COMING HOME FROM HOBART

by Patrick Bollen

Shortly after the X-Ragamuffin tied up at Constitution Dock after finishing 15th across the line in the 1981 Hitachi Sydney-Hobart Yacht Race, I approached the skipper, Bruce Tardrew, and asked if he had sufficient crew for the return leg. He hadn't, and so I secured a berth on the famous yacht.

This was to be my second ride home on her, having been a member of the delivery crew after last year's Race. The day before departure, I went aboard to need those with whom I would be spending the following week. Mike Carter, who was a member of the X-Rag's Papua New Guinea charter crew, was the only one aboard. Flying in from Sydney was our skipper/navigator Mike Nossiter (grandson of the late Harold Nossiter, the first Australian to circumnavigate the world in his 53 ft schooner Sirius) who had completed many thousands of global miles aboard his own boat Palermo; Andy Excel; Mike Carter's brother-in-law, John; and two beautiful young ladies, Rosemary and Harriet. Two others, also beautiful young ladies, were also to join us but got cold feet, so to speak, five minutes before departure. So we left them on the dock to the strains of "We'll meet again" — great stuff, reminiscent of those old wartime movie departures.

We shoved off at 1430 hrs on January 3rd, and within half an hour were skipping across the Derwent waters under main (two reefs) doing only about 10 knots and headed for that favourite first stop for most returning yachts, that famous old Australian convict settlement, Port Arthur.

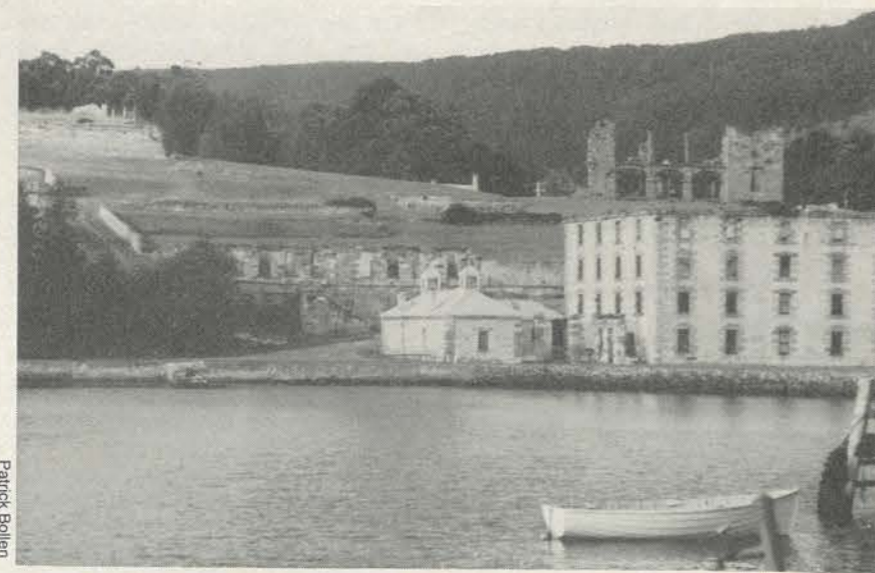
From the Iron Pot to Cape Raoul and across Maingan Bay, Huey came at us with lashings of 60-knot, off-the-clock blastings, which the girls thought was absolutely smashing (Harriet's a Pom, and you know what they're like — 'Mad dogs and Englishmen...'). Enough said.

Arriving at Port Arthur at 1900 hrs we rafted up with that Adams 10 thing, Longnose. Vanessa joined us later as did the famous old Apollo II. Also tied up were Once More Dear Friends, Pacha, Adria Australis, Helsal II (whose delivery crew was already stuffing their faces with fresh crays), Shenandoah, Vivacious, and Parmelia returning to Sydney to be sold. The girls cooked up

a real feast, so I was told the next morning. I didn't quite make the evening meal, as the goings on of the last few days had caught up with me, and so I slept. By the way, Port Arthur pubs shut at 8.00 p.m.

The following morning I caught up with Jose (Pacha) who informed me that Port Arthur reminded him of home!?? He had his box brownie with him and was off to do some happy snaps for the picky book.

After brekky and a tidy up we shoved off again, this time bound for Schouten Passage. The weather forecast was for 20 knot SSW on the Tasmanian coast. That's good. However, Storm Bay to Tasman Island was an-



Favourite first stop for most returning yachts, that famous old Australian convict settlement, Port Arthur.



other story, a trip that can only be described as exhilarating. With a No. 3 up and two reefs in the main we were reaching along at 10 knots in a 40-knot southerly on 12-15 ft short seas, and once round Tasman Island, the X-Rags surfed along to the Hippolytes at an average 11.5 knots; top speed was 13.8 knots.

We started our watch system of three hours on for each three helmsmen and six hours off. Andy, John, Rosemary and Harriet took a four-hour watch on a rotation basis. This ensured the helmsman would have a different person on deck with him every new watch. Breaks the monotony!

We left Maria Island to port, clearing by 1600 hrs and still relishing the westerlies on an easy sea. The girls, eager to see their first dolphins break the water around our bows, were some-

what disappointed when they failed to appear. Last year, as we approached Schouten Island, we saw at least 50 of these playful creatures romping, ducking and diving around the boat.

We arrived at the usual tranquil clearwater Schouten anchorage at 1900hrs, only to find the westerlies had chopped up the water so much that it was pointless even considering stopping here for the evening — should have known.

So along with Apollo II and one other yacht, we sailed through the passage and continued our reach home.

Monday evening was brilliant — a half moon, a calm sea, a good breeze and not a cloud in the sky, although it was a little on the cold side.

Rosemary, who really is a good singer (she must be — she didn't stop singing that bloody butcher's song, "Feed The Men Meat", the whole trip) cooked up steaks topped with salad. I can recommend her to any boat owner. We all thanked her for the splendid repast. I went on watch till midnight, handing over to Mike Nossiter just north of Cape Lodi.

Sunday morning Mike and Harriet were on watch until six — lucky Mike — and with Cape Barren Island abeam some 35 miles distant, we were now setting out on our strait crossing headed for the little NSW fishing town of Eden. This day was beautiful cruising weather — blue, cloudless skies and a warm sun. Our average speed was 7½ knots in the morning and about 7 knots in the afternoon as the breeze lightened and swung to the NE. X-Ragamuffin was now carrying a full main and light No. 1.

Harriet and I remembered to bring the jukebox, so we had music all the way. Try sailing a boat with a Sony Walkman plying Christopher Cross, full blast in your head:

It's not far down to paradise
At least it's not for me
If the wind is right you can sail away
Find serenity,
Oh, the canvas can do miracles
Just you wait and see, believe in me,
Sailing take me away to where I'm going.

The night of the 4th January was pleasant enough. Harriet and Rosemary cooked up a riot. My watch was midnight till 0300 hrs, so I clambered into the scratcher for a catnap prior to dinner but died, only to be awoken for deck duty. My first thought was one of food. I'd missed dinner that evening, and it wasn't until 0400 hrs Wednesday that I was able to savour the delights of the frightfully talented Harry and the equally talented Rose. Later on I was told John cooked dinner.



The residents of Eden hadn't seen so many yachts at one time perhaps since the notorious 1977 Race that forced a record number of retirements before the fleet reached Bass Strait.

Rose and I stood watch together, and I can assure you it was all above board. Rose was fascinated by this thing called cruising and, now north of Flinders Island, sailing on a moderate sea on a crystal clear night, was convinced that there is definitely nothing quite like sailing.

By change of watch the breeze had strengthened. Mike Nossiter, as sprightly as ever took over the helm after fixing our position as 50 miles south of Gabo Island. By this time Bass Strait was beginning to show its renowned fury. The breeze was now coming straight out the northeast at 30 knots and whipping up a fairly hefty sea.

This was just the beginning of a very hard slog across the Paddock. When next I was on watch it was harness time as the wind was now piping through at 35-40 knots.

The X-Ragamuffin was making 6.5 knots

under No. 3 and two reefs. This was quite an experience, and I will not forget those two 15-foot, cold grey mountains of water which loomed up out of nowhere it seems and crashed over the deck. Following this little bout we changed down to a storm jib. Mike Nossiter, next up, was most surprised when, out of the grey, a seal popped its head up to see what the hell was going on — almost as if to say 'what the bloody hell are you doing out here—fools!'

At 1515 hours we had crossed the Strait only to find we had been knocked down by a 1.5 knot westerly set. This, with the enormous leeway resulting from the sail we were carrying, brought us out at Point Hicks, 30 miles west of Gabo Island on the Victorian coast. Our course was set to put us 10 miles east of this island. No sooner had we made the coast than the wind died, and so we motored around to Eden.

It was 0800 hrs Thursday morning before

we arrived in Eden. Mist enshrouded this pretty little town which has played host to so many yachts and yachtsmen over the years. It was a welcome sight as we motored in, with thoughts of hot showers, a rum and coke (that didn't move) and the chance to dry out and tidy up the X-Ragamuffin.

We rafted up alongside Impeccable, Bimblegumbie, Roperunner and Vivacious, all of whom informed us that they, too, had been knocked down to Point Hicks by the westerly and the inability to hold course due to a reduction of sail power.

Mike and I set about cleaning up while the remainder went ashore for showers, to organise provisions and to arrange for the cleaning of dirty laundry.

Later on Thursday afternoon Ian Treharne brought the new Ragamuffin into Eden, rafting up to starboard of X-Rags, and at about 2030 hrs Dave Lawson brought Mary Muffin in. Bit like old home week for a pack of ol' Ragamuffins!

Other boats to tie up at Eden after the bash north (although not all boats experienced the battering) were Mystic Seven, Patrice III, Humdinger, Wee Willie Winkie, Mayhem, Adrenalin, Smuggler, Szechwan, Aztec, Rogis Too, Sunbird, Battlestar, Cathy Lee, Sweet Caroline and, of course, the 1981 Hobart winner, Zeus II. Two more yachts, Petrosina and Vanessa, arrived later having sustained a broken mast and broken forestay respectively. That night the fishermen's club was patronised predominantly by yachtsmen returning from Hobart, and believe me, they did enjoy themselves dancing and drinking till the wee hours!

As you can no doubt imagine, Eden wharf looked like a small version of Constitution Dock on New Year's Eve. Then to cap it all off Geoff (Mary Muffin) Blok's old boat, Mary Blair, on a south coast cruise, was tied up on the inner wharf.

Our Pommie crewmember Harriet claims she has never enjoyed herself so much in her life. After only five days at sea in the cruising manner she is ready to retire to living the balance of her life on boats — what a statement for a 22-year-old. Residents of Eden stated they had not before had so many returning boats tied up at Eden at one time.

At 1100 hrs Friday we departed Eden in company with Szechwan and Smuggler. A local fellow we met the night before came out in his Hobie 16 and escorted us back to sea.

Now this was perfect cruising weather. Under full main and light No. 1 on an easy sea, the X-Rags was making 7.5 knots in 15-knot NE winds on the final leg of her delivery home.

It was tops off to soak up some welcome warm sun rays, music on deck, a quiet cocktail and a very pleasant sail up the coast.

About four hours after departing Eden we overhauled the brilliant little Smuggler to starboard, 20 miles south of Montagu Island. All were ecstatic as dolphins jumped and played beneath the hulls of both boats as the two yachts sailed in company. It seems they also wanted to get in on the act.

By late afternoon, the breeze had died, so it was on with the mechanical sail once



(Above) Three Ragamuffins tied up side by side at Eden, X-Ragamuffin (left), Ragamuffin (centre) and Mary Muffin (right), reflect the determination of Syd Fischer, who has had a remarkable record in the Hobart Race but who is still waiting for his first win.



Patrick Bollen



BIGGLES' COLUMN

by John Brooks

Congratulations to the NSW small boat team which took the most points in the Sydney-Hobart Race to defeat Great Britain for the Southern Cross Cup. The selectors must have been feeling distinctly nervous after the first three races, though. Congratulations also to Vengeance and crew who took a big gamble wide out in the Sydney-Hobart and struck gold, then sailed a tight race to the finish to take line honours ahead of Condor of Bermuda. Congratulations to Zeus II, which won overall and to Szechwan and Jeremy Whitty who so nearly won his first Sydney-Hobart. The first nine out of ten yachts overall were Division D boats; the 10th was Szechwan.

It was a particularly slow and frustrating race, and there were many instances of leading boats being becalmed for long periods and watching slower boats bring wind down and then sail around them. Pre-Race line honours favourite Apollo broke a boom forty minutes after the start, which only goes to show that it does not pay to be pre-race favourite in ocean racing, or perhaps it was some sort of judgement on Jack Rooklyn's public-speaking technique. In any case it was a bitterly disappointed crew that returned to the CYCA marina a few hours after the start, and TAA generously offered them all free air tickets to Hobart and back so that they could take part in the celebrations.

One Apollo crewman who did not need a ticket was Sandy Schofield, who spotted MV Koomooloo heading down harbour to follow the Race fleet, waved her to stop, grabbed his sea bag and changed horses in mid stream, so to speak.

An incident which tested the cool of SydneyHobart Race Director Keith Storey occurred just before the start when Marabou was taking up her position at the western end of the starting line. A belligerent official in a motor boat came alongside and told them in no uncertain terms to clear off as the area was reserved for racing yachts. Evidently he took some convincing that Marabou was a 'friendly' yacht and was there in an official capacity.

Another example of harassment of officials took place in the Clubhouse when a small dog attacked and bit House Manager Georgie Fraser and then laid siege to the race communications centre. In the ensuing pandemonium it took three burly cops to subdue the monster while the heroes of the race centre took refuge on the other side of the bar with strong drink to calm their nerves.

In Hobart the celebrations their usual course. The Quiet Little Drink set a new record of 14,706 beers consumed or otherwise disposed of, which represents a 25.5% increase over the previous year, although that is not a figure you will find published in the *Financial Review*. In addition, the participants donated nearly \$4,000 to a fund started by Tony Cable and John Dawson in memory of the Charleston crew, the plan being to send a young Tasmanian yachtie overseas each year to an international regatta such as Cowes, the SORC, Sardinia or Hawaii.

Other celebrants were musing on the possible uses for a fishing net strung up over the bar. Reasoning that nets were for catching things, they set forth, and what do you think they caught? You guessed it, a police car and, having caught it, they did not know what to do with it. Fortunately the occupants of said vehicle maintained a Hobartian sense of humour. Tony Cable distinguished himself by surviving the rigours of the day at the QLD and then showed up at the Lord Mayor's cocktail party, full clothed. Mind you, he could not talk, but the only one to notice this was Lesley Brydon.

After nearly being cancelled due to lack of starters, the Burns-Philp maxi series came alive after Bernard Lewis bought Vengeance and Bob Bell decided to enter the refitted Condor of

Bermuda. Although Condor arrived only in time for the last race, the series was very spectacular and drew a lot of spectators. Before the series got underway, Vengeance spent countless hours training and tuning under her new owner and crew and became slight favourites ahead of Fred Williams in Helsal II of Our Town Newcastle, which had been burning up the waters all season. Apollo's crew had spent the early part of the season sweeping dog biscuits off the deck and regarding Helsal's transom through binoculars, and Apollo was way down the list of the most likely to succeed. Somehow Apollo tore the pre-race betting to shreds by taking line honours in all four races to win the 'Cock-of-the-World Trophy' and the South Pacific Maxi Championship.

Then the trouble really started. Gordon Ingate protested both Condor and Apollo in the last race. Apollo put up a poor protest defence, mainly due to a lack of outside witnesses, and was disqualified. At this point the race should have been awarded to Helsal, but Fred Williams refused to accept the prize and informed the race committee that the only boat which deserved to win was Apollo, a gesture which was widely admired. The committee agonised and finally declared Apollo the winner, thereby nullifying the disqualification.

If matters had ended there all might have been well, but the protest had aroused ill feeling and accusations of poor sportsmanship culminating in remarks by Jack Rooklyn in his trophy acceptance speech which, amongst other things, earned him an invitation to appear before the Board of Directors, and it was not to give advice about Club poker machines. Letters threatening legal action were exchanged between interested parties, but wiser counsel prevailed, or perhaps tempers have cooled, because that possibility seems to have subsided.

Despite the success of the Southern Cross Cup as a national event, it has not grown into the international series hoped for by the organisers. If anything, it has faded as an attraction for overseas competitors in recent years, and if it was not for the continued support by the British, the SCC would remain a strictly local affair, and I apologise in advance to any Kiwi who happens to read this and take offense at my inclusion of New Zealanders as 'locals'.

The presence of a Hong Kong boat this year cannot be taken as any indication of future team support or even

continued single boat entries by Hong Kong yachties. Why should they? After all, we don't support their big regatta; to the best of my knowledge the only Australian yacht ever to put in an appearance there was Ballyhoo in 1976. The same thing applies to the Japanese and, to some extent, the Americans. If we don't go to their regattas we can't expect them to show up at ours. Perhaps some of those heavy ORCA organisers might find the time in Hawaii this year to suggest to the yanks that it is about time they started putting in an appearance here if they want us to support the Clipper Cup. Of course, they, in turn, could answer that we don't show up in team strength at the Onion Patch or the main event, the SORC. End of argument.

The way things are the only place outside of Cowes where Australian boats meet international competition is at Hawaii, and the Clipper Cup has yet to attract any top boats from the US east coast or Europe. As for the Southern Cross Cup, it is in danger of fading away to a local shadow unless we do something to revive overseas interest. A change in format perhaps or a super trophy for boat of the series, more

promotion overseas, sponsorship for overseas boats or charters. Probably what it needs most is the application of some professional promotional skills, and if this implies more commercial sponsorship and hoo-hah, and cuts across some traditional yachting holy grails, then so be it. That approach does not seem to have done cricket any harm. □

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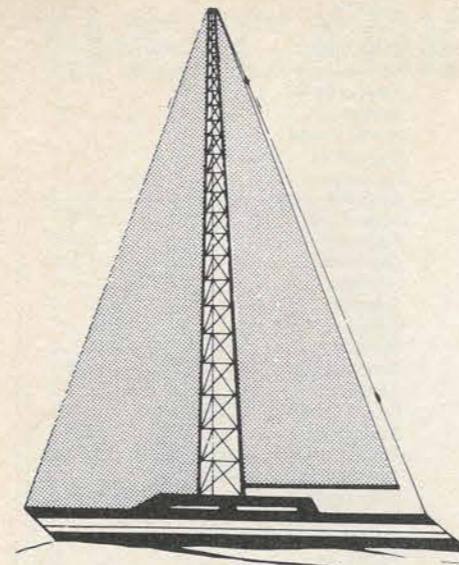
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RADIO SKED

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Bill White

27 million WHATS?

It seems the popular 27 MHz marine band is suffering some confusion in the hands of the populus. A report in the Hobart *Mercury* in recent months noted that an intrepid traveller by the name of Tony Dicker, of Boat Harbour, Tasmania was paddling a canoe around that island State, and with him he, according to the report, had a "27 megawatt marine radio". Now if he really did have a marine CB radio with an output of 27 million watts, we should have heard him right here in Sydney, or at least should have seen the Aurora Australis it produced when he pushed the transmit button.

Some confusion is also apparent since the introduction last year of SSB operation on the 27 MHz band.

An AM, or double side band, service has long been established as a waterborne offshoot of the Citizen Band Service in this part of the spectrum. It provides a relatively inexpensive and effective means of communications and is particularly popular among smaller craft. While normally limited to a range of less than 50 km, it is characterised during periods of high sun spot activity for 'skip' range, often extending thousands of kilometres. The incidence of such skip propagation is

rapidly diminishing as would be the sales of new equipment had industry pressure not been brought to bear on the introduction of SSB transmission.

The confusion I refer to may arise because the term SSB has always, in the marine sense, referred to equipment operating on the 2 MHz, 4 MHz and 6 MHz bands, and the range of such radios is synonymous with 'long distance communication'.

To some, the advent of an SSB service on 27 MHz might imply the inherent range and performance associated with the much more expensive medium and high frequency SSB radios. This is not so. Indeed, while the quality of communication might be noticeably enhanced by the improved efficiency of SSB over AM, the range of the system will not be radically extended beyond its presently established limits.

One importer, however, would have you believe otherwise. A prominent advertisement for one of these new breed of 27 MHz SSB radios suggests that its 12 watts of SSB will provide up to three times the range of the existing four watt AM sets. The arithmetic ratio of 12 watts to 4 watts may indeed be 3:1, hardly a revelation to most readers. But to suggest that the ground wave range of a system bordering the VHF spectrum will increase proportional to the transmitter power is Heresy with a capital 'H'.

The thousands of CB operators in this band who (illegally) use 100 watt amplifiers can attest to the fact that an eightfold increase in power attains only a marginal increase in range, though improved communications within that range is achieved. Theoretically, it would require at least 1000 times more power (all other factors being equal) to achieve a threefold increase in range as depicted graphically in the advertisement.

I can tolerate the papier mâché ice icebergs, but this sort of advertising claptrap really leaves me cold.

Hitachi Sydney-Hobart Race Signal Strength Reports

Last year we instituted a Hobart Race watch on radio signals coming from the fleet as it proceeded to the land of apples (and canoeists who paddle softly and carry a big radio). The responses to last year's findings were mixed — two unidentified raspberries on the telephone and an occasional belabouring around the head with the offending issue of Offshore in the CYCA bar being the only negative responses. The raspberry blowers have been counted as 'undecided'.

The following table is an appraisal of the radio signal strengths of the 1982 Hobart. It is based on the average reception of two or more of the first four morning skeds (except where otherwise noted). Signals were received simultaneously at Bondi Junction in Sydney and at Marlo, near Orbost, Victoria. Monitoring receivers included two Icom IC720As and a Yaesu FRG7700. Aerials used were one 8.5 m (29 ft) Moonraker whip and two horizontal dipoles. The skeds were tape recorded and the individual signals read on a signal strength meter and converted to a six-point rating scale, 0-5.

Last year's appraisal was accompanied by a treatise on the installation factors that determine the radiated signals from small craft. Other factors can also play a significant role, such as correct microphone address technique, articulation and phrasing of speech, pitch of voice (female operators have a decided advantage in their inherently higherpitched voices), adjustment of aerial tuning controls, etc. Some yachts in this year's race had only temporary installations to comply with the race regulations (some visitors). It should also be noted that the change in sked frequency from 4143.6 kHz to 4483 kHz and a drop in sun spot activity over the past year have contributed to a change in results generally, which may explain some variation in ratings for yachts that appeared in last year's list.

A '*' means incomplete data was available due either to retirement, or failure to report on the skeds, or that for other reasons fewer than the preferred number of observations were used in compiling the rating.

| | |
|-----------------------|-----|
| Adrenalin | 3 |
| Adria Australis | 5 |
| Aetos | 1-2 |
| Allegro | 3-4 |
| Anaconda II | 5 |
| Aphrodite | 2 |
| Apollo | * |
| Apollo III | 5 |
| Apollo V | 0-1 |
| Aquila | 5 |
| Aztec | 0-1 |
| Bancroft Bay | 2 |
| Battle | 3-4 |
| Battlestar | 5 |
| Beach Inspector | 3 |
| Big Schott | 4 |
| Billabong | 1 |
| Bimblegumbie | 4 |
| Binda | 0-1 |
| Black Magic | 4 |
| Blue Moves | 3 |
| Borsalino | 5 |
| Breadfruit | 2-3 |
| Breakaway | 4-5 |
| Byzance | * |
| Carry On | 4 |
| Casablanca | 3 |
| Castille | 0-1 |
| Cathy Lee | 5 |
| Challenge | 5 |

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| | |
|---------------------|------|
| Chelinda | 3-4 |
| Cheery Cheer | 2* |
| Chloe | 4-5* |
| Chowringhee | 1-2 |
| Condor of Bermuda | 1 |
| Damel | 5 |
| Dami Doo | 3 |
| Dancing Lady | 5 |
| Deception | 1* |
| Destiny | 4 |
| Dragonfyre | 2 |
| Eagle | 5 |
| Envy | 4-5 |
| Energy of RORC | 2 |
| Evelyn | 4 |
| Expectation | 3 |
| Farr-Fetched | 5 |
| Farr Out | 0-1 |
| Flight | 3-4 |
| Ghost Too | 1 |
| Golden Prospects | 1-2 |
| Hasta Luega | 3-4* |
| Helmi | 3 |
| Helsal II | 0-1 |
| Hitchhiker | 5 |
| Hornet | 4 |
| Hot Prospect II | * |
| Hot Shot | 2-3 |
| Humdinger II | 3 |
| Idle Vice | 4-5 |
| Imogene | 4-5 |
| Impeccable | 3-4 |
| Impetuous | 4-5 |
| Inch By Winch | 5 |
| Infra Red | 4 |
| Invincible | 4-5 |
| Jacqui | 4-5 |
| Jimmy Blacksmith II | 4-5 |
| Jisuma | 3-4 |
| Josephine | 2 |
| Kate Kelly | 1 |
| Longnose | 1-2 |
| Maid Rosalinde | 4-5 |
| Margaret Rintoul II | 4-5 |

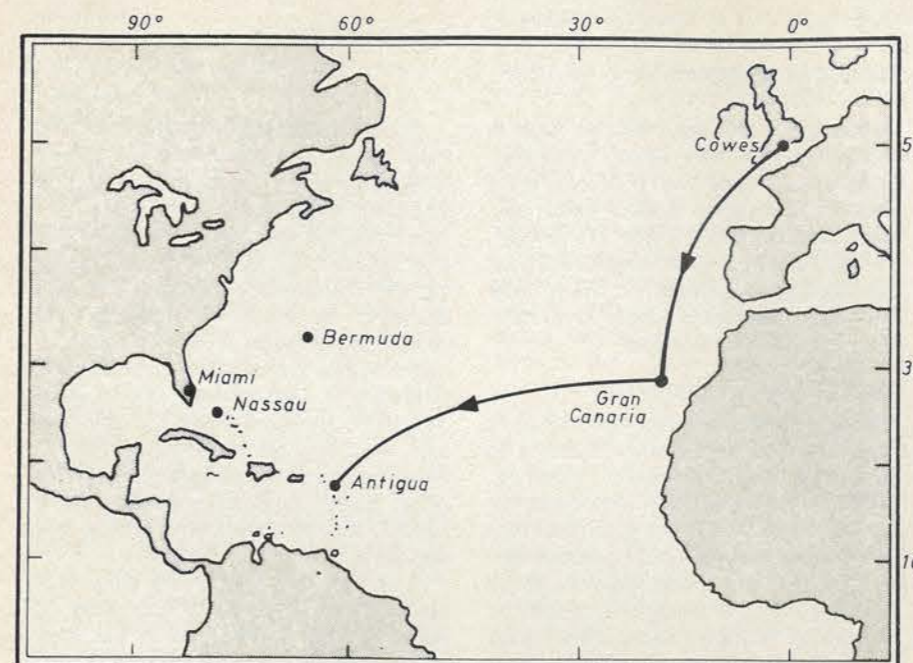
| | |
|------------------------|------|
| Margaret Rintoul III | 1 |
| Maria | * |
| Mary Muffin | 5 |
| Matika | 4 |
| Mayhem | 2 |
| Meltemi | 2 |
| Mercedes V | 1* |
| Merinda | 0 |
| Minna | 4 |
| Mirrabooka | 3 |
| Moonlighter | 5 |
| Morning After | 3 |
| Morning Hustler | 2 |
| Morning Mist | 1-2 |
| Morning Tide | 2-3 |
| Mulloka | 3 |
| Mystic Seven | 3 |
| Nand III | 2 |
| Natelle II | 4-5 |
| Ngaruru | 0-1* |
| Nike | * |
| Once More Dear Friends | 2-3 |
| Onya | 4-5* |
| Orani | * |
| Pacha | 5 |
| Parmelia | 2 |
| Patrice III | 1 |
| Patrol | 3 |
| Petrosina | 3-4 |
| Phoenix | 3-4 |
| Piccolo | 0-1 |
| Pilgrim | 5 |
| Pimpernel | 2 |
| Police Car | 3-4* |
| Quintal | 3 |
| Ragamuffin | 5 |
| Rager I | 3-4 |
| Rebecca | 2-3 |
| Red Herring II | 5 |
| Relentless | 0-1 |
| Renegade | 2 |
| Revenge | * |
| Rogis Too | 4-5 |
| Sagacious | 3-4 |
| Salamander II | 0-1 |

| | |
|-------------------|------|
| Saltpetra | 4-5 |
| Santervea | 3 |
| Satin Sheets | 0-1 |
| Scallywag | 0-1 |
| Scallywag SS | 0 |
| Scorpio II | 0* |
| Screw Loose | * |
| Seaquesta | 5 |
| Seaulater | 5 |
| Seawind | 2 |
| Sequel | 0-1 |
| Sgian Dubh | 4-5 |
| Shenandoah | 2-3* |
| Smuggler | 1 |
| Solandra | 3 |
| Southern Raider | 1* |
| Spotlight | 5 |
| Sun Bird | 0-1 |
| Sunburst | 1-2 |
| Sweet Caroline | 1-2 |
| Szechwan | 0-1 |
| Taurus | 4-5 |
| Taurus II | 0 |
| The Liquidator | 0-1 |
| The Roperunner | 1 |
| Thunderbolt | 0-1 |
| Thylacine | 3 |
| Tucana | 3-4 |
| 2001 | 1 |
| Ultraviolet | 1-2* |
| Vanessa III | 1-2 |
| Vanguard | 0-1* |
| Vengeance | 3 |
| Vivacious | 3 |
| Wee Willie Winkie | 1 |
| Wheelbarrow | 1 |
| White Elephant | 1 |
| Wrinkles | 1-2 |
| Wy-Ar-Gine III | 5* |
| X-Ragamuffin | 5 |
| Yeoman XXIII | 4 |
| Zeus II | 4 |
| Zig Zag | 1* |

*Indicates insufficient data to warrant full confidence in score assigned.

THE CARIBBEAN RACE '81

by Peter Geddes



The Royal Ocean Racing Club, in conjunction with the Real Club Nautico de Gran Canaria, organised the first full-crewed Transatlantic race in two legs. The first leg was from Cowes to Las Palmas in the Canary Islands, the second from Las Palmas to Antigua in the West Indies. Entries were permitted for one or both legs, and there were IOR and Open Divisions.

As we were intending to take our boat to the Caribbean we decided to enter the Open Division for Leg 2. The sailing instructions stated:

"After rounding the inflatable mark at the entrance to Las Palmas harbour, yachts shall proceed to Antigua leaving the island of Gran Canaria to starboard. Handicap distance 2,800 miles" (about 4½ Hobart Races).

There were 21 varied entries in all – the Admiral's Cup contender Marionette; a Peterson 44; a Stephen Jones Oyster 43 footer; Tahiti II, a Briand 47 footer; a number of Swans; Rendez-vous, a 48 footer from Denmark; Pulsar, a 51 footer from Italy; and Rebelot, a 37 footer from Italy. Included in the Open Division was Rodney Hill's Morningtown; a 48 foot ketch; a Bowman 49 footer; and our 52-foot schooner Woolloomooloo. People may remember Rodney Hill in Australia for the 1969 Hobart Race with his boat Morning After (that year's Race was won by Ted Heath in Morning Cloud).

The Real Club Nautico de Las Palmas is the social hub of the island. palacial clubhouse on the waterfront with an Olympic size swimming pool was put at our disposal, and free mooring was provided; a number of social functions were organised for the skippers and crews. One was a formal dinner attended by all the civic and military dignitaries during which there was a performance of Flamenco dancing and Folklorico. On another occasion a bullfight was organised – some of the crew were given an opportunity to fight a not-too-docile-but-controllable bull; the bull won.

The RORC had learned a lesson with the 1979 Fastnet Race and insisted on stringent safety measures – jack lines and securing points for helmsmen and deck crew; grab bags packed for emergency; hatches and washboards secured and internal fixtures, including stoves, firmly fixed in case of capsize. The boats were all well prepared, although the frail-looking fractional rig masts on several of the boats were causing concern when the boats were laden beyond their design limits with provisions.

The tactics of the Race depend on using the southgoing Canary current in the early stages and then picking up the North Equatorial Current, which should be strongest at latitude 20 degrees N. The trade winds, which should

begin to blow in November-December, were late this year but, again, they usually are stronger in the lower latitudes.

The first division boats got away on 30th November to a good spinnaker start and were making about 150 miles per day along the rhumb line. We started on December 3rd, and after a slow start decided to head south to pick up the trades. What great sailing it became when the trades set in after a day or so. The wind varied from ENE to ESE, and then strengthened from 10 knots to an average of 20 knots as we approached the West Indies. We bowled along averaging aver 8 knots on most days. The weather was mostly good, the crew spending a lot of time lying on deck perfecting suntans and leisurely adjusting sails. We would need to gybe every day or so.

From about mid-Atlantic we were subjected to sudden squalls of wind and rain. The first squall we experienced hit us in the middle of a moonless night under full sail. It was a case of all hands on deck to shorten sail; we were carrying five sails at the time. We got used to the squalls after a while, although we did record over 50 knots on one occasion. Apart from a blown-out spinnaker due to a broken halyard (lesson – always use two halyards in a long race) and a bent pole, our only concern was chafe on sails and sheets.

For navigation we used a Hewlett Packard HP-41CV with Gordon Marshall's Navpak and wind programmes. Both were invaluable. We took every opportunity to take sights, morning and evening stars, running suns and even, one moonlit night, shot the Pole Star. We had a number of keen budding navigators on board, and I don't know yet whether they lacked confidence in me or whether they wanted the practice, but celestial navigation became a major interest.

The fleet communicated daily, firstly on Channel 16 and then on 2MHz, followed by a 4MHz frequency so that we heard from most yachts every day. Morningtown was the relay vessel. We were also in communication at 0800 and 1800 hours GMT with the Maritime Mobile Net from the UK on 14.303 MHz. The Net co-ordinators, Ernie G805) and David (G3TJY) are really dedicated, keeping station morning and evening seven days a week. Ernie even took his rig with him on holiday to

again. We passed Jervis Bay at 0700 hrs Saturday morning, at the same time making sked times with Ragamuffin and Penta Base.

Like Thursday, Friday was also beautiful cruising weather, and as we passed Kiama several power boats came alongside to say hello. By 1100 hrs we were off the Five Island group, Port Kembla, with only 40 miles left to sail. All on board thought: 'should be back at the Club in time for a rum and coke.'

Having not seen a newspaper in seven days, we'd almost forgotten about the real world until we sailed through no less than ten ships lying at anchor off Port Kembla due to some ridiculous maritime strike.

At 1500 hrs the nor'easter strengthened, veering more north. We were now forced to tack for the first time since leaving Hobart. This wasn't too bad as each starboard tack put us on a course of 340 degrees and gave all on board an offshore view of the magnificent NSW coastline of golden beaches and spectacular cliffs between Wollongong and Port Hacking (called Sublime Point).

Approaching Bate Bay, Andy was first to

shatter the cruising bliss bubble when he announced the lights of Sydney were now visible over the Cronulla sand dunes. Centrepoint, sticking up like some giant drain plunger, told us that our X-Ragamuffin delivery would shortly come to an end. Rosemary heated up our last shipboard meal, tuna casserole, something she and John whipped up that morning, and at 2230 hours we motored through Sydney Heads and down the harbour.

As Mike Nossiter and myself were the only ones to have sailed on Sydney Harbour at night, we made sure all were on deck when we came into the main harbour. Rounding Bradley's Head on a crystal clear night and witnessing the awe of the Sydney skyline ablaze with a multitude of coloured lights simply takes your breath away – it could easily be described as Fantasy Land.

At 2300 hrs Saturday night we brought the X-Ragamuffin alongside at the Cruising Yach Club just in time to catch Georgie closing the bar. Upon urgent request, she obliged us with a welcome and much needed rum and coke.

All in all, it was a memorable sail home.

We really only had one major problem; we ran out of rum about eight hours out of Sydney. □





English Harbour, Antigua

Cornwall and 'boomed' in using a dipole aerial. (It is amazing what 400 watts will do.) On occasions we were able to relay our position to a friendly 'ham' in Australia, who phoned our daughter and gave her our position in midAtlantic.

Despite any lack of confidence the island appeared off our bow at dawn on 21st December. We radioed the Antigua Yacht Club and timed ourselves to finish off the flagstaff on Shirley Heights. Commodore Joel Brierley came out to meet us in his Zodiac and led us into English Harbour. We had taken half an hour under 18 days, our best day's run being 220 miles (what a great day), the worst 103 miles.

We tied to the yellow buoy and awaited customs and immigration officials. Historic English Harbour, Admiral Nelson's base in the Caribbean, is being restored to its former glory. There is an outer large bay called Freedom Bay, palm tree lined, with sandy beaches and clear water — really picturesque, in fact, one's idea of what a Caribbean island should be.

The local yacht club did everything possible to make our stay memorable. A cocktail party was held at the clubhouse overlooking Falmouth Harbour and the prizegiving was held at Admiral's Inn. Entries were from Denmark, England, France, Holland, Ireland, Italy, Spain and our entry from Australia. The Race was won by Stormbird, the prototype Oyster 43 skippered by the owner of Oyster Marine, Richard Mathews. We were not disgraced, but were not prize winners, being second in our division. Most of the boats spent a week or so in Antigua before setting out to cruise. I felt that the Race was a great success, and I understand that the RORC is recommending that it be held regularly — perhaps every second year.

A great way to cross the Atlantic, and a great start for a Caribbean cruise. □

KEEPING COOL

WITH KEELTY

by John Keelty

In this issue we were due to look at cabinet design and layout. However, experiences over the holiday period lead me to another subject which perhaps warrants more urgent discussion, so if you will bear with me until April for our talk about cabinets, I'd like to deal with some aspects of *safety* in refrigeration installations this time.

High Pressure Cut-outs

The High Pressure Cut-out (HPC) is installed in a refrigeration system to protect it from excessive pressure, which can be caused by an number of things, the main one being the interruption or failure of the cooling water supply but also the introduction of air or moisture into the system. This can be introduced through a leaky compressor shaft valve or through flexible hose couplings (the latter will often allow the introduction of air under a vacuum but will not allow its escape under spresure).

The HPC stops the compressor by open-circuiting the magnetic clutch when the head pressure exceeds 175-200 lbs./sq.in. (or 1400 kilopascals); when pressures exceed this the refrigerant can become difficult to control and the system can quickly find itself with up to 700 or 800 lbs./sq.in. (5600 kPa) of pressure. Something has to give, the usual point of failure being the liquid receiver, which is designed only for a safe working pressure up to and not exceeding 250 lbs./sq.in. This little doover is normally 4-5 inches in diameter and about 12 inches long; if an end blows out of it, it is capable of punching a 4-5 in. hole straight down through the hull or, perhaps with a more immediate disastrous result, up through the deck and anyone who happens to be perched above.

If you are fortunate enough to have a eutectic or brine system, you should ensure that you have an operative HPC permanently installed. Several systems I serviced before Christmas either did not have one or had one but it had been disconnected; another couple had one installed, but in the wrong line in the system. In one case an explosion occurred, caused by the failure of the electric water pump (luckily no one was injured, but the system did require extensive repairs).

Proper installation is vital; the HPC must be located *before* the condenser (see Diagram 1), either fitted to the discharge valve of the compressor or in the discharge line, *not* in the liquid line and set for over 200 lbs./sq.in., allowing the compressor to pump 250-300 lbs./sq.in. or more, as seen in one case. I have seen a cut-off valve located *before* the high pressure control, rendering it inoperative if the system had to be pumped down for any reason. Two or more installations did not even have a liquid receiver as such, or cutoff valve, or even a service valve fitted to the compressor to enable any service to be carried out.

The fact that HPCs are either not being fitted, or are fitted incorrectly, or set at too high a pressure, or that they have been disconnected due to undersize condensers having been supplied, is inexcusable.

There are various ways of overcoming excessive pressure on start-up caused by undersize condensers (or heat exchangers), but altering the high pressure cut-out setting is not one of them.

The explosion that occurred prior to Christmas aboard one of our Club yachts, although it should never have occurred, was a fortunate one. The electric water pump failed, allowing the compressor to keep pumping heat into the condenser. The condenser, due to lack of water, could not dispose of this heat, with the result that the pressure built up; no HPC was fitted, but, fortunately, neither was a liquid receiver. The compressor kept pumping away until something gave, and fortunately again, it was the flexible hose going to the condenser. This hose, by the way, had been subject to pressures conservatively estimated to be 800-900 lbs./sq.in.. The belts did not break, the compressor (which is a Tecumseh and is still in use on the system as it only required an oil change) did not blow a gasket, break a rod or piston or anything else to prevent its pumping away, and it was a matter of good fortune that the consequences were not much more serious.

The normal pressure on the high side of the system should never exceed 150lbs./sq.in. (1050 kPa). There should be no need to set the HPC in excess of

200 lbs./sq.in. (1400 kPa) at any time, and even at 200 lbs./sq.in. long-term problems can be experienced, with the compressor oil vanishing or breaking down due to excessive heat, thus shortening the expected life of the equipment.

We will go into the subject of undersize condensers (and/or heat exchangers) later on in this series, but let it suffice to say for now that the cure is not in altering the HPC setting, which will only lead to greater problems. Nor does the solution lie in increasing the flow of water through the undersize condenser, although this may, and I use the word advisedly, increase the condenser's capacity to dispose of more heat, it also may introduce impingement erosion (the erosion of condenser metal by the salt water) thus allowing the refrigerant to escape and salt water to enter the system, with the probable result that it will be wrecked entirely. I have seen a couple of these cases to work on lately. The cure lies in fitting a crankcase pressure limiting valves to reduce the capacity of the compressor especially on start-up. This allows the system to work within the recommended pressure limits, i.e. a maximum head pressure of 150lbs./sq.in. This cure does not work in every case, but it does in the majority. However nothing really makes up for bad design.

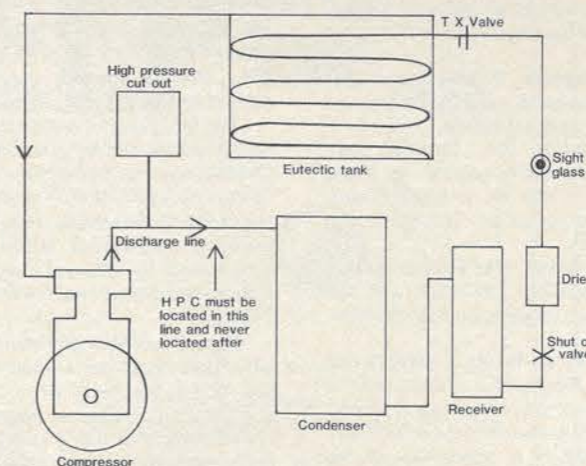
Air conditioning compressors

Another problem I am encountering frequently is due to the number of small car air conditioning compressors being supplied by supposedly professional suppliers. These small-in-size, large-displacement compressors of various types (rotary, squash plate, wobble plate, etc.) were never designed for anything but car air conditioning, and as such they are not readily adaptable to refrigeration systems, especially low-

temperature or brine or eutectic systems. However, they are becoming more prevalent in yacht refrigeration systems in spite of the fact that their manufacturers do not recommend them for refrigeration use. One system I recently serviced had three of these compressors already fitted, the third being non-operative. When I was approached to rectify the problem, the repairs not only entailed the replacement of the compressor and mounting bracket, but the motor was driving the compressor far too fast, and the heat exchanger had only half of the capacity that was required to dispose of the heat taken from the cabinet. The high pressure cut-out was disconnected. In other words, as far as the owner was concerned, the whole installation was a total disaster. Unfortunately, this is becoming more and more commonplace, to the point that currently over 60% of my time is being taken up by repairs and redesign of equipment that should have never been supplied in the first place. Not only are basic principles being ignored, but equipment is being supplied contrary to manufacturers' specifications. The result if refrigeration systems that not only do not work satisfactorily, but by the time the installation is modified and set up correctly, the cost is more than twice what should have been outlaid.

Two other misapplications of car air conditioning

Two other points of bad design to look out for are the use of car air conditioning receiver driers as liquid receivers. These sometimes incorporate the use of a small sight glass, in the top hopefully, to act as an indicator or whether or not the system has sufficient charge, and the other is the use of hose clips on flexible lines instead of the correct terminators or ferrules. Remember, we are talking about 150 lbs./sq.in. gas



pressure, or perhaps a 10-12 inch vacuum, not a garden hose, and if an installation has this sort of fittings, how reliable can it be? If you have hose clamps, for goodness sake make sure the HPC is correctly set and operative.

I am sorry to be the bearer of bad news to some owners, who may find they have some of the problems outlined in this issue. Hopefully, through these articles we can give out enough information to protect the prospective purchaser from substandard or falsely advertised equipment that is currently being offered.

Next issue we will discuss the heat loads relevant to cabinet design and insulation and, believe it or not, even that subject can have problems. So until next issue, good sailing! □

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Offshore Racing Council Bulletin No. 34

International Technical Committee

1. **The International Technical Committee and the Administrative Committee held meetings recently as the guests of the Yacht Club de France, Paris. The following points arose.**
2. **Sail limitations based on R.** With the reduction in ratings caused by III A, and considering possible future development, the ITC felt that there was a problem in reduction and thus disturbing sail wardrobes that had been chosen to fit the present Rule. Also, in formulating III a, the rating changes have been judged on performance of yachts with existing sail wardrobes and it would not appear logical to require a reduction that would to some extent negate the drop in rating. It is realised and accepted that basing sail limitation on R will result in two yachts racing off the same handicap being allowed different numbers of sails. The ITC recommends that in the future sail limitations be based on R.
3. **Specific Gravity.** The ITC agreed methods of measurement of specific gravity and it expects to propose formulae for correction into the rating for 1983.
4. **Masts**
- 4.1 **Scantlings.** It was noted that the offices of Sparkman & Stephens and Gary Mull had forwarded design programs to the ABS. Sparmakers had been requested to give their methods but to date no other information had been received.
- 4.2 **Rigging.** The ITC is examining formulae to rate multiple spreaders and running backstays.
5. **Mark III A.** The ITC is continuing to study Mark III A and is hopeful that in November it will have produced formulae which will make Mark III A available to new yachts of suitable character.
6. **Measurement Empty.** The ITC considered again the question of measurement empty. It continues to feel that this is not desirable for two reasons. Those owners of genuine dual purpose boats who do carry a proportionally greater amount of equipment will be disadvantaged, and the greater disparity between measurement trim and sailing trim that might naturally occur may well result in a number of loopholes by which equipment can be used to exploit the measurement. It would then be necessary to draw up a list of permitted equipment that may be added after measurement.
8. **Adjustment to Rigging.** It was agreed under Rule 802.6 B a device for measuring jib stay tension should be permitted provided it is incapable of adjusting the stay and has a possible movement of no more than 5 mm. A measurement interpretation has been issued to this effect.
8. **Draft.** The ITC will be asking the Research Committee for data so that the

- 0.04 and 0.07 constants in the draft correction formulae can be adjusted to better reflect the theoretical performance effect of draft.
9. **Propellor Installations.** A number of installations are still being built with the shaft passing through the keel. The ITC decided to look at ESDS measurements on existing yachts with a view to a possible modification of the formula for future design.
10. **Rule 103 - Measurement Interpretation.** "A measurer shall not measure a yacht...on which he has acted as a consultant" shall be interpreted to apply to any consultation or advice on rating values regardless of whether or not any payment is involved.
11. **Rule 202.2 A - Measurement Interpretation.** For Rule 202.2 A the term "portable deck equipment" shall be interpreted to mean portable deck equipment used for the purpose of handling the yacht whilst racing. It is such equipment that is to be included in para. 8 of the Measurement Inventory. Other items of deck equipment such as fenders, buckets, mops, and sun awnings should be in their normal racing stowages and be included under para. 7 or 9 of the Measurement Inventory as required by 202.2 D or F.

Administrative Committee

12. **Finance.**
- 12.1 **General.** It is expected that there will be modest surplus in 1982, which will enable some increase to be made in the research budget, if necessary.
- 12.2 **Levy.** The Administrative Committee recommends that the levy payable on 1st February shall be S.F. 20 per valid rating certificate.
- 12.3 **Cost of publications.** The base cost price will not be increased although appropriate adjustments will be made for increased postal charges.
- 12.4 **Sail Labels.** Views had been invited from National Authorities regarding the proposed introduction of sail labels (Bulletin 33, 13.7). As replies had only been received from eight National Authorities, it was agreed that the proposal would be referred to the next meeting of Council (November 1982) when the views of all National Authorities should be known.
13. **IOR Fleet**
- 13.1 **1981 Statistics.** It was noted that there was a small increase in the size of the IOR fleet worldwide.
- 13.2 **Representation on Council and Committees with regard to Fleet Statistics.** It was not considered necessary to propose any change at the present time.
14. **1982 ORC Week.** This will commence on 6th November and finish with the main Council meeting on 13th November.
15. **IYR Rule 26 so far as it affects the Offshore Fleet.** The Administrative Committee recommends that it should be left to organisers of events to decide on matters of application of the above but it advises that Rule 26 should apply from the first day on the event calendar.

16. Professionalism/Amateurism with regard to Offshore Racing.

- 16.1 **Cash payment.** It is recommended that there should not be any form of cash payment for taking part in the sport.
- 16.2 **Prizes.** The Committee endorsed the proposal that prizes be restricted to \$300 and recommended that this be extended to its worth in goods.

In-Race Yacht Roadies Co. formed

Last year, In-Race Yacht Roadies (IYR) was established as a company and as a new yachties' club. It promises to have an enormous growth in membership Australia-wide, and it should, because its objective is to be a significant contributor to the Royal Blind Society.

The idea behind IYR developed following last year's Mooloolaba race, when the crew of Scallywag were having some post-race refreshment in the yacht club. One of the local ladies had joined them and asked them, in turn, what they did on their boat. The first said he was the 'super sailing master'. The next indicated that he was the 'super sailing sailmaker'. And so it went on. When Richard Kilkelly's turn came, he said that he didn't sail on the vessel at all, rather he was their 'roadie'. "Oh? What does a roadie do?"

"Well," he said, "I'm just like the roadies that the pop groups have. My job is to arrive a couple of days before my yacht finishes a race, make sure its mooring is organised, the crew' hotels booked and their bags all there. I even arrange for Ansett to fly up their best Docksiders for wearing at the bar. When the boys arrive, my job is to hose the boat down for them and do such things as lurk in the dark corners around the bar so that I can get to them quickly if the owner wants them back on the boat."

The young lass took all this in, and the boys, on further reflection, thought it wouldn't be a bad idea to have a real roadie.

A month or so after the race, a largish group of the ocean racers from Port Hacking way were having one of their regular Monday night dinners, and the roadie story came out again. Forthwith it was decided that as there were really heaps of roadies about in the various fleets, and that they should form themselves into an organisation. Such was the body of expertise in the group there that the solicitors, accountants, printers, etc. among them had, by 0200 hours the next day, already formed the company and printed the Articles.

The first Board meeting was held in June, on sir James Hardy's Nerida, and he was elected the Patron Knight of the IYR. The 'Super Roadie', R.R. Kilkelly, became the Supreme Commodore with other directors being J. Watkins, G. White, R. Killick, G. Barter and R. Mitchell. Lastly, the Patron Prince appointed was Prince Toohey la Toohey.

At present there are some 100 members who have paid their \$1.00 annual subscription (this is too low!). When it is realised by yachtsmen at large that this association has considerable benefit, it is anticipated that a great many will be anxious to join.

A major advantage is that no one has ever really considered the importance of

Roadies. They will now have a common objective and the prestige that their Company is raising a lot of money for the Royal Blind Society.

Their official rules are quite rigorous, going into some 23 clauses which include such requirements as:

5. All ocean racing and cruising yachts must recruit a certified roadie at all times.
8. All yacht deliveries to be co-ordinated by the IYR.
9. Roadies are not expected to contribute anything towards the speed of yachts at sea.
12. Identification of roadies will be by way of safety harness worn under shirt.

Categories of membership are Participating Member, Associate Member and Roadette.

The address for those wishing to send a dollar for Membership is In-Race Roadies, 334 Kingsway, Caringbah, NSW 2229. Phone 523-5130 (Rod Mitchell). Alternatively, Sir James will be only to pleased to extend his corkscrewed hand to accept cheques on behalf of the Royal Blind Society of NSW, of which he is Vice-President.

As far as we know, the first 'Corporate Membership', costing \$200, has been applied for by The Friends of the QLD, which inter alia includes numerous Roadies among its members. The cheque has been sent to Sir James to pass on to the Blind Society.

- Tony Cable

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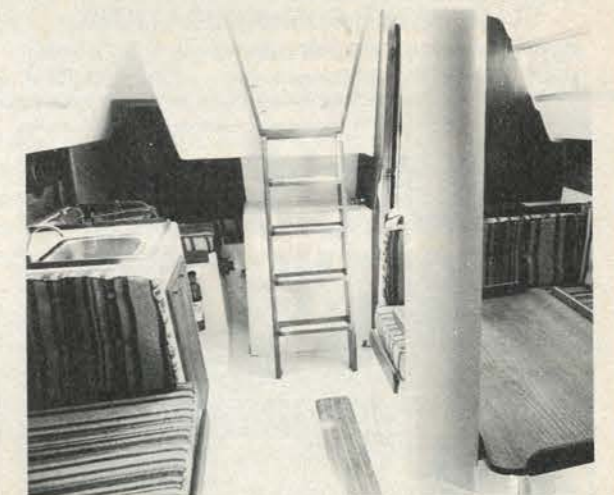
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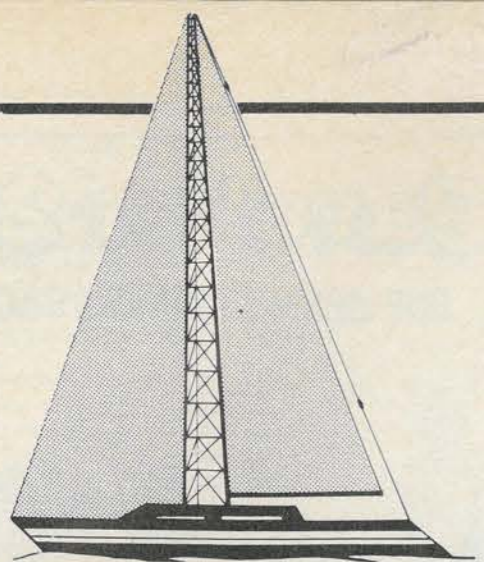
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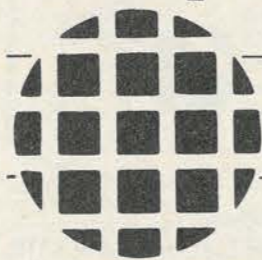


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POINT OF VIEW

by Nev Gosson

Christmas is a great time for children and for us older ones that never really grow up. The fascination of watching Santa cavorting about cheering up us mortals is one of the niceties of life.

I'm sure our postman never sees it this way. His grumbles increase in tempo as the year rolls on and really climax near the festivities. Apparently I added to his burden last year, as he facetiously pointed out. I saw him staggering up the steps, mouthing something about solids in his bag, and when I observed the strain on his bag straps, I mused they would never see out another trip like this.

One always envisages 'presies' starting to appear in early December, and my mouth watered as he lowered the envelope onto my desk. Solid it seemed and solid it was. The motif (CYCA) on the envelope took the smile off my face, and on opening, the total amount of my contribution and Membership fees took the rest of the air right out of my lungs. The postman, now unweighted, fairly waltzed away, and well he might have.

Without going on with the 'I remember when' syndrome, my mind wandered on to the question 'what will next year bring?' Recalling the increase of costs of boat ownership at the Club over the last 10 years, the mind boggled at the possible figure in 10 years time.

I have commented before about ocean racing, IOR, and their limitations. When we look at Club activities, contrary to our name, our direction is specifically aimed at the narrow end of yachting. While there may have been some growth in this field, it is difficult to see where, when looking at the average competing fleets (Hobart excepted) as compared with 10 years ago.

Our national registry of IOR yachts shows 526 registered at the moment. Little change over the last few years. Yet the NSW registry of miscellaneous keel boats alone shows 2,413 in the current clubs without all those not registered, and Etchells, Solings, etc., are not included in these figures.

When compared with the growth rate of yachting generally, ocean racing has really been left behind. The exclusive image it conjures up, and obviously this will continue to be more so, is great for status. But it doesn't pay the bills. Club expansion and higher operating costs that will continue to rise to dizzy heights.

An interesting result came about last month by a club which limited its activities to one section of sailing. Their approach was fairly dogmatic and concentrated on one segment and for years did very well. In fact, extremely well, and it produced many champions. However, only three miles away, another

club started up with more liberal views about sailing activities, and the club prospered to such a degree they were the envy of the sailing world in a few short years. This club became massive, had a queue for membership and reasonable fees for all, and no racing fees.

Their secret was diversity. Variety of classes, training for youngsters with emphasis on competing and not winning at all costs.

The club still prospers today, while the other club (my old club) just won their first Australian title for 20 years.

It was disappointing to see that when IOR certificates were called in for revalidating for ocean racing many owners did not even bother to comply. Yet each week the number of new yachts is increasing at an alarming rate and, in particular, the boats built outside the IOR rule. The Adams 10, a design of only a few years, now boasts the biggest, most consistent racing fleet in the Harbour.

So, perhaps we should broaden our racing base and make it ocean racing one day and harbour racing the other, in the summer. This will also tend to keep those racing in the winter series in the Club as well as keeping those changing from ocean racing to harbour racing. Of course, ocean racing could benefit from the reverse. Any overlapping with long ocean races could soon be sorted out.

Whatever we do we must increase activity and the use of facilities that will be income producing. The message is already clear, when one compares winter with summer racing. The harbour-oriented racing boats are there, and I feel we must do all we can to get hold of them.

Where do we put them?

For survival's sake we might have to have a hard look at the marina pens again. To have boats tied up in pens with no Club activity may not be enough. However distasteful it may sound, there may have to be more contribution from use of the marina pens to increase the use of Club facilities — not necessarily everyone races, but the pens should not be just for long-term parking either.

If we are to survive this difficult decade, with the complexities of finance it will bring, some re-thinking will be necessary. Otherwise our current, willing, active Members will run out of puff trying to handle the increasing financial burden.

It's going to be an interesting year for all concerned, and unless some change is made, I dread the postman calling again next year.

But, then, if I keep writing this column, I'll probably be lucky if he turns up at all. □

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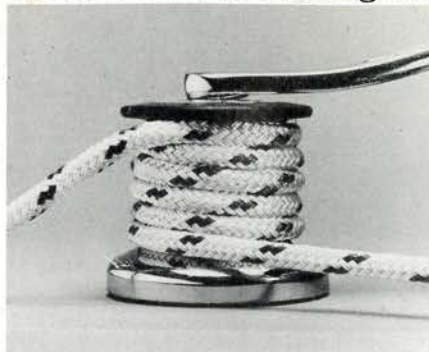
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