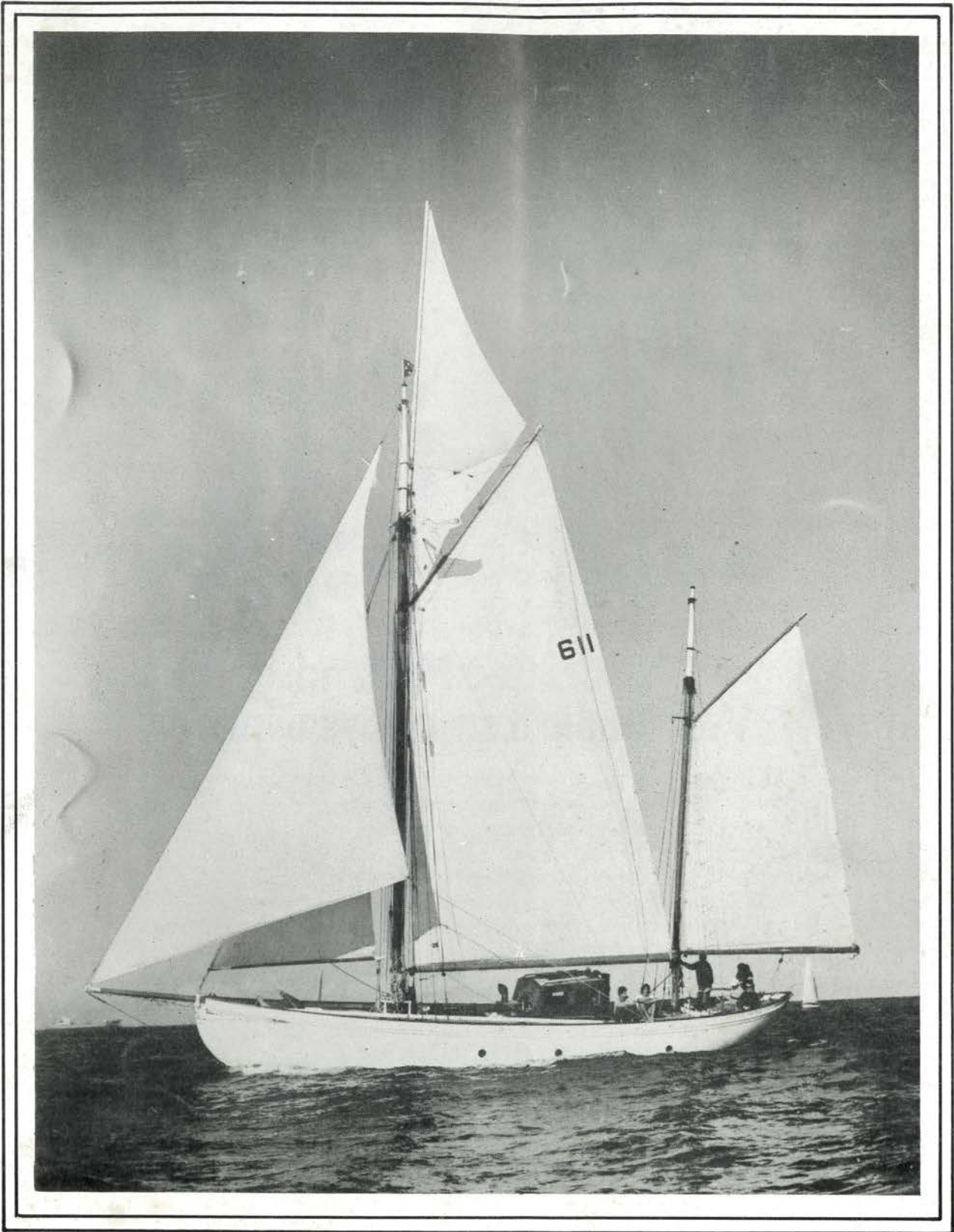


Number 65

APRIL-MAY 1982

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# OFFSHORE



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**OFFSHORE**

Number 65

April-May 1982



Cover: Ron of Argyll, a splendid old cruising yacht well known on the CYCA marina, features in a new series beginning with this issue of Offshore. In future we will bring you more glimpses of yachts on the Club Register; to start off, Bill Sherman has uncovered some interesting facts about The Ron, (which in Gaelic means 'little seal'). Photo by Ace Marine Photography.

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# OFFSHORE SIGNALS



## Once More Dear Friends is Blue Water Champion

Congratulations to Peter Kurts and his crew for winning the 1981-1982 CYCA Blue Water Championship. The first ten placegetters were:

1. O.M.D.F.
2. Impetuous
3. Vanguard
4. Salamander II
5. Zeus II
6. Big Schott
7. Szechwan
8. Patrice III
9. Impeccable
10. Satin Sheets

## Long Ocean Point Score Results

### Division 1:

1. O.M.D.F.
2. Impetuous
3. Big Schott
4. Szechwan
5. Patrice III

### Division 2:

1. Vanguard
2. Salamander II
3. Vanessa III
4. Phoenix
5. Smuggler

### Division 3:

1. Zeus II
2. Impeccable
3. Matika II
4. Saltpeta
5. Cathy Lee

## Ocean Point Score, Division 4 (JOG)

### Handicaps:

1. Corfu
2. Lady Ann

3. Tabasco
4. Thirlmere

## Letters

### Restoration of the 'Chris Webb'

Dear Sir,

My colleague, Robert Evans, and I are engaged in the complete restoration of the Chris Webb, a 7 ft 6 in beam cedar 18-footer built in 1945. We plan to have it on Sydney Harbour by next summer.

We are interested to hear from anyone who may have old gear, fittings, spars, sails or whatever to assist in this project. Perhaps you would be kind enough to publish this letter in your Club magazine?

With many thanks.

Yours sincerely,  
John Ferguson  
History House  
133 Macquarie Street  
Sydney 2000

### Toxicity of Carbon Dioxide

Liquid Air Australia, 43-47 Pine Road  
Fairfield, NSW 2165  
Tel. 632 5655

Dear Sir; Ref. Safety of Dry Ice on Yachts

Dry ice has been used for years on yachts to provide refrigeration for foods for a 2-3 day period.

As you are aware the solid dry ice during refrigeration turns to carbon dioxide gas, which is heavier than air and which will fall to the lowest areas of yachts.

Perhaps the following safety precautions will be of interest to your Members.

Yours faithfully,

D. McDowell, Sales Manager

As with many other gases, CO<sub>2</sub> should be treated with care and respect. It is colourless, odourless and difficult to detect, particularly at lower concentrations. An early warning of even low concentrations of CO<sub>2</sub> is that breathing becomes very much deeper and then gets faster and more laboured.

CO<sub>2</sub> in the workplace atmosphere should not exceed 1% volume based on a time-weighted average for up to a 10 hour shift in a 40 hour week, with a ceiling of 3% volume CO<sub>2</sub>.

Whilst CO<sub>2</sub> is not necessarily dangerous at concentrations of one or two per cent in air it will produce symptoms of deeper and faster breathing, nausea and dizziness when a person is exposed to concentrations of up to 9% for several minutes.

It is important to remember that since CO<sub>2</sub> gas is over 50% heavier than air it will generally attain its highest concentrations at the lowest parts of the workplace, such as pits, stairwells, bilges and cabin soles. Adequate ventilation should be provided either by natural or mechanical means to ensure that all work areas contain less than the toxic level.

Persons affected should immediately proceed or be guided to fresh air. Recovery is usually fairly rapid. When breathing air with more than 9% CO<sub>2</sub>, unconsciousness can occur in 5-10 minutes. In this event, fresh air, resuscitation and medical advice may be required.

Measurement of CO<sub>2</sub> levels may be made with fairly inexpensive and reasonably accurate gear, such as the Drager gas detector kit. This incorporates a hand pump to draw a sample of air through a disposable tube packed with a chemical compound which changes colour in proportion to the CO<sub>2</sub> in the sample. Detector tubes having a measuring range of 0.5-6 vol % CO<sub>2</sub> in air are available from the manufacturer.

### The Sticovitch 10

The disappearance of Peter Shipway's Trivia competition left a void in the life of Frank Sticovitch, such an annoying one, in fact, that he was reduced to writing his own questions (even so, he found the answers almost as hard as Shipway's used to be). For those of you who share his insatiable curiosity, here are the Sticovitch 10 (answers printed upside down at bottom of page).

1. Who was the navigator of the first Hobart Race winner, Rani?
2. Name the Victorian 1971 Southern Cross Cup tea.
3. Which boat came second to Natelle II in the 1976 Montagu Island Race?
4. Name the winner of the Channel Race in last year's Admiral's Cup?
5. Who was the skipper of Edward Heath's Morning Cloud in the 1971 Hobart Race?
6. Name the Radio Relay Ship in the 1974 Hobart Race.
7. Who was the navigator of the 1954 Hobart Race winner, Solveig?
8. Name the NSW 1967 Southern Cross Cup Team.
9. Who designed the 1969 Hobart Race line honours winner, Crusade?
10. Name the winner of the first Fastnet Race in 1925 (the yacht also won the 1929 and 1930 Races).

Answers to Sticovitch 10  
1. Lt. W. Mewes, RNVR  
2. Binda, Tina of Melbourne, Vittoria  
3. Warri  
4. Midnight Sun  
5. Anthony Sampson  
6. South Pacific  
7. Stan Darling  
8. Mercedes III, Calliope, Moonbird  
9. Alan Gurney  
10. Jolie Brise



### Vicom introduces add-on direction finder

Vicom International of South Melbourne has announced an addition to its marine electronics range of the NC 6000 VHF direction finder, made by Regency Electronics of the USA.

The NC 6000 was designed to turn any VHF transceiver into a VHF direction finder for navigating to other ships and coastal VHF stations. This is accomplished, according to the distributor, by sophisticated circuitry which can discriminate the direction of an incoming signal received by a yacht's normal VHF radio. The display indicates relative bearing by 'pointing' with a circle of LEDs.

The accuracy of this system is supposedly ±5° minimum. Two adjacent lights can alternately flash to indicate a more accurate bearing.

The NC 6000 comes with a special dipole array antenna custom designed with a circuit board that can detect direction and eliminate 180° errors, and it is built to withstand winds of up to 100 knots. More information is available from Vicom International Pty Ltd, 339 Pacific Highway, Crows Nest 2065 (436 2766) or 57 City Road, Melbourne 3205 (62-6931).

**YOUR READERSHIP QUESTIONNAIRE IS VITALLY IMPORTANT TO OFFSHORE. FILL IT OUT AND MAIL IT TODAY!**

## Offshore needs your help

Offshore is nearly eleven years old; this is the 65th issue. It is unfortunately thin, of necessity; our advertising support is dwindling, and we have pared the size of the magazine to save money.

Whilst our CYCA publications currently show a modest profit as a whole, *Offshore* is making losses. This shouldn't have to be so, but we will need your help to reverse the trend.

### Hard times

Some say these are hard times, and some advertisers seem to be cutting budgets, while the expenses of producing a good magazine march inexorably upwards. Club publications such as *Offshore* have an especially difficult time of it because the readership we can guarantee is relatively small. Nevertheless, our 'start-up' costs, the costs of just getting the magazine to the printer, are similar to those of larger magazines with large circulations, and the fact that fewer magazines are printed doesn't affect these costs. Although our advertising rates are not high, we are, next to some of the commercial publications, relatively expensive (in cost per 1,000 readers).

Some advertisers appreciate that through *Offshore* they reach a hand-picked audience — an affluent group of 'decision makers', in marketing parlance, people who are in a position to make decisions that actually effect purchases in the market place. Most of our readers have a strong direct interest in yachting (in many cases, they are boat owners, and everybody knows that boats are black holes into which endless money is poured). These are just the customers that companies in the marine trade are looking for. Many of our readers, through positions in industry or in their professions, are also influential in making purchasing decisions. It is true that most of our readers are, to prospective advertisers, worth perhaps ten readers of general boating magazines, and probably many other general magazines as well.

However, many advertisers don't appreciate this, and they will have to be convinced.

### What you can do

Bound in the centre of this issue is a survey questionnaire. It is designed to help us demonstrate that our readers are the kind of people that sailmakers, shipschandlers, boat builders, wine merchants, motor car agents, airlines, etc. are looking for. The answers to the questions should be very helpful to us in selling more advertising in *Offshore*. This, in turn, will enable us to bring you a better magazine without the financial worries that have been breathing down our necks almost since the inception of the publication.

**The questionnaire is anonymous.** Please *do not put your name on it*. No one will ever be able to identify your individual questionnaire, so please be frank with your answers.

**The questionnaire can be posted back to us at no cost to you.** At the time of going to press, we plan to use a reply-paid self-mailer; after you have answered the questions, you simply remove the questionnaire from the centre of the magazine, tape it closed, and post it. (If this should produce any difficulties with the post office, we will enclose a self-addressed, reply-paid envelope.)

The few moments it will take you to complete the questionnaire will pay you dividends in a better *Offshore* and will help your Club. Please fill it out today and post it as soon as possible.

— The Editor

# A GENTLEMAN'S CRUISING YACHT

by Bill Sherman

If you had been an English gentleman leafing through *Yachting World* around 1930, you might have seen an advertisement for 'the ideal small cruising yacht for gentlemen' – and it could well have been describing a yacht similar to Ron of Argyll, which was built for just that purpose in 1928.

'The Ron', as she is more commonly called, is a familiar sight on the CYCA jetty and on Sydney Harbour, and she is one of the last few classic yachts in regular use.

It's interesting how things change. By 1980 standards, the Ron is a large yacht. She measures 50 ft on deck, without her bowsprit, 42 ft on the waterline, and she has a beam of 13 ft; yet when she was built, she was about as small a yacht as a 'gentleman' would consider.

The Ron was built by Robertson of Sandbank on the Clyde, using 1 1/4 inch teak planking on oak frames. Her fastenings are copper. The boat yard that built her is still there, but their early records have been destroyed, so the name of The Ron's designer is not known for sure; it is either James McCallum or, more likely, the famous G.L. Watson. What is known is that much of the drafting work for this design was done by the young David Boyd, who, in his own right, later went on to design the 12 metre yachts Sceptre and Sovereign.

Ron of Argyll was originally called Ron – the Gaelic word for 'little seal' (she has two carved on her bow). The rest of her name was added by an American owner in the 1960s. She was built for a Colonel McKay, who was a

well known Scottish cruising yachtsman and a friend of King George V. The good Colonel was often a guest of the King on the royal yacht, the 120 ft racing yacht Britannia. The fact that Britannia was a Watson design lends some support to the view that he was also designer of The Ron.

Colonel McKay cruised the Ron extensively, particularly in the Scottish Islands. When he got too old to sail, he refused to sell her but kept her moored until his death. She was then sold and went through a succession of owners in the West Indies (where she spent eight years as a charter boat), Europe and the USA before being sailed to Australia in the early '70s. She had two owners in Australia before being bought in 1977 by Andrew Clubb, who owns her now; the previous owner, by

coincidence, was also named McKay.



Owner, Andrew Clubb, has sailed The Ron many thousands of miles.



With her 50 ft measurement on deck, Ron of Argyll is a very comfortable, roomy boat.

## Accommodation

Down below Ron of Argyll may not have the accommodation area of a modern 50 footer but she exudes style and good taste in a way few modern boats can.

The accommodation is divided into five sections, all with full headroom. In the bow is a general storage area with two pipe cots for emergencies. Next is the galley to port, with a huge ice box

to starboard. This area is slightly restricted as the mainmast comes through the deck in the middle of it. The mast is about 30 inches in diameter at the base.

In the centre of the boat is the main saloon, which has a folding table in the centre, and a bunk on either side with built-in storage behind it. Light in this area of the boat is provided by a large opening skylight as well as port holes, and it is, perhaps, in here that the quality of workmanship is shown to best advantage. The interior of the boat is fitted out and paneled in French polished mahogany, with some paneling painted white for highlighting and contrast. Door handles, knobs and metal fittings are of polished brass. Immediately behind the saloon to port is a double cabin with an extendable berth over a bank of fitted drawers, while to starboard is the head (toilet/basin/shower) and engine room.

There was no engine in The Ron for her first twenty-five years, but she now has a 55 hp Parsons diesel offset to one side. Between the engine room and port cabin is the companionway which leads to the deck through a small doghouse on either side of which is another bunk.

At present the navigation table is also in the doghouse and is used by standing on a platform halfway up the companionway, but plans are almost complete to move this to the area above the engine. This will create a larger navigation area that is easier to work on without disturbing sleeping crew.

The final cabin is the owner's stateroom aft, with a single berth to port and a small double berth to starboard, both again mounted above a bank of drawers. An unusual feature of this cabin is the folding basin (ceramic, of course) and pump which disappears into the mahogany paneling rather like its more modern equivalents on the Southern Aurora. This cabin, like the main saloon, also has an opening skylight.

## Rig

Like everything else, the rig is massive by modern standards. She is a gaff-rigged ketch, and with all sails set – headsail, staysail, main, mizzen, topsail and mizzen staysail – she carries over 3,500 sq. ft. of sail. She needs it with a displacement of about 30 tons, although she has a surprisingly fine keel and underbody, and in the right conditions she can sail very fast indeed.

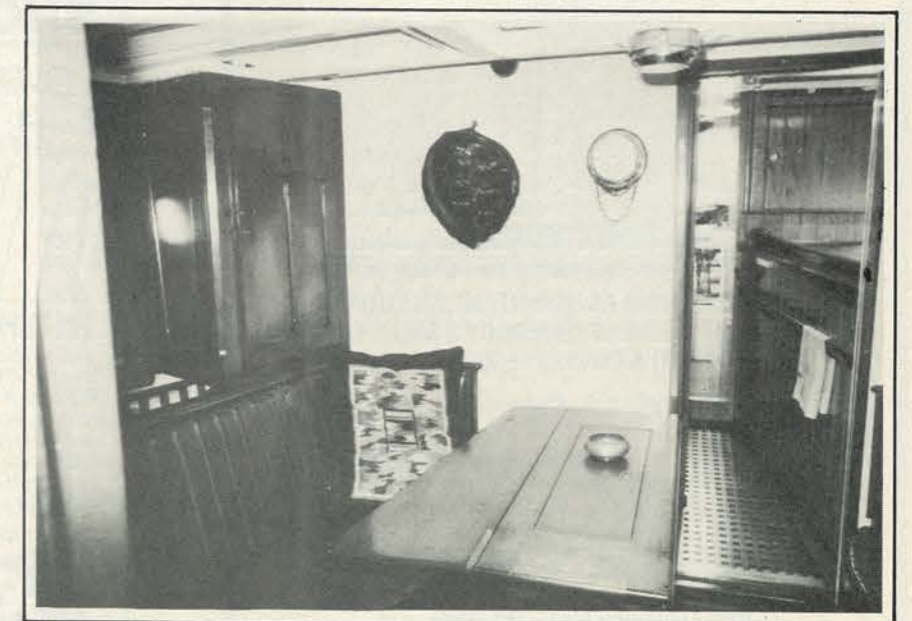
Her mainmast is a piece of solid Douglas fir, standing 45 ft above the deck. On top of that she sets a 25 ft top yard which protrudes another 15 ft giving a total mast height of 60 ft.

All of her rigging is galvanised and the majority has been spliced in the traditional way rather than swaged.

There are no winches aboard, so setting the sails calls for a fair bit of muscle power, even with the assistance of block and tackle, and her ideal crew is six – although three can sail her if they are masochistic enough. To put up the main involves pulling two halyards simultaneously – a peak halyard at the end of the gaff and a throat halyard.



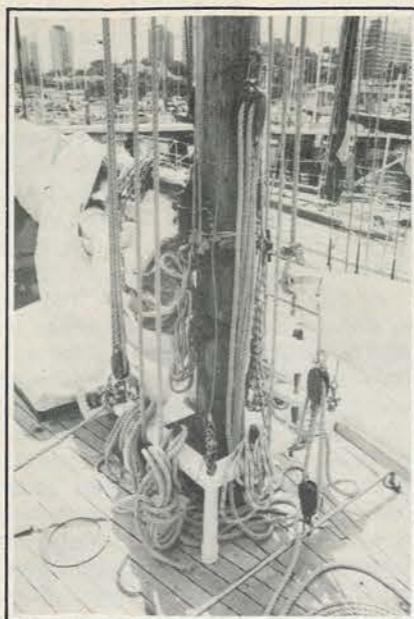
The owner's cabin – beautifully fitted out, right down to the folding basin and pump.



The main saloon is finished in mahogany.

If the top yard is up and the topsail is required, then a crewman climbs to the crosstrees, where he will feed the sail into a track on the top yard; meanwhile on deck the halyard is connected and a sheet, connected through the end of the mainsail gaff, is attached. The sail is pulled up from deck and the sheet is also controlled from there. As the top yard is un-stayed, the topsail is only used in light, smooth conditions.

Putting up the headsail is straightforward enough, but sheeting it is another matter. As there are no winches, the process is to first pull in by hand as hard as possible, then complete the process using a handy billy, or jigger. Having never seen one of these before boarding The Ron, I found it fascinating. It consists of two triple blocks on a sheet. One block is deck-mounted and the other is stopper-hitched to the fall of the headsail sheet. By pulling in the sheet on the handy billy, the headsail is tensioned, tailed and, if necessary, cleated; the handy billy is disconnected and moved further up the sheet and



Deck fittings on Ron of Argyll are much different from those of a modern ocean racer.

the whole process started again. Not ideal for fast tacking on Sydney Harbour, but very effective.

#### The future

The Ron has been lucky. The years have been kind to her. Her hull is sound and below decks, while she needed restoration, she was largely unchanged from the original design. Not only that, but she now has an owner who loves her for what she is and has willingly spent countless hours restoring her to original condition. She is in regular use, sailing almost every weekend. The longest trip she has done under her present owner was in 1979 when Andrew took her on a six months' and 7,000 miles cruise through the Islands - New Hebrides, New Caledonia, Solomons. For the future, may she continue to afford pleasure to many - those who sail her and also those who see her moving graceful on the harbour, representing the very best of the era that spawned her.



## BIGGLES' COLUMN

by John Brooks

The popular Ampol Sydney-Mooloolaba Race, the 19th, attracted nearly all of the Sydney offshore fleet with a record of 60 entries, and it produced a big win for Helsal, back in Tony Fischer's hands after her early summer charter to Fred Williams. Helsal's collection of silverware started when she took line honours from Apollo after the two had shared a close battle for the lead for the first part of the race up to just south of Smokey Cape. There Helsal retook the lead for the last time and, in tight spinnaker reaching conditions, gradually drew away to a 2 hour 12 minute elapsed time lead at the finish.

With the two maxi crews celebrating in the bar early Friday night, the wind patterns eased and parking stations developed at a few places down the coast, handing Helsal her first-ever IOR victory. In a unique result, the first three yachts home - Helsal, Apollo and Margaret Rintoul III - took the first three placings overall and Helsal made Tony and Robby Fisher's joy complete by also winning the Ampol Tasman Sea Trophy from Impetuous and Once More Dear Friends. It is a little weird how the major races of the season have been dominated either by small boats, as in the Sydney-Hobart Race, or by maxis, as in the Sydney-Mooloolaba, with nothing in between getting a look-in. Peculiar weather patterns perhaps.

All of you who are planning to go to Hawaii for the Clipper Cup should take note that the Waikiki Yacht Club will refuse entry to the Club to anyone who does not travel PAN AM, which should make life pretty difficult for the passage crews, owners and others who do not travel to Honolulu by air or who use another airline. According to Key Travel, the official agent for the series, unless you have PAN AM tickets you will not be issued the necessary Club passes (with photo attached, no less), and you will be refused entry to Club premises for the duration of the series, even if you enjoy reciprocal membership. I have never before heard of sports sponsorship being taken to such lengths, but I suppose we can be grateful that the sponsor is not a tobacco firm (you have to smoke 100 a day to get into the Club), a distiller (drink a quart a day), or a women's wear manufacturer (hold the phone).

The end of the Club year is fast approaching and, with the scent of burning erasers wafting through the Club from the accountant's office, we have to contemplate a re-run of that two-act comedy known as the AGM and the election of a new Board of Directors. For the first time in many years there is even the possibility of more than one candidate for Flag Officer posts, a state of affairs which could well be traumatic for many Members, conditioned as they are to the ritual of confirming a single candidate at the AGM, then wondering if he is the right man for the job since he must be crazy to apply for it in the first place.

Realising that some sort of guidance is in order, especially for newer Members, who might not be familiar with the candidates, I have developed a fool-proof method of evaluation which renders the decision of whom to vote for a piece of cake ("Let 'em eat cake"). In anticipation that this advanced management technique will be in great demand, I have taken out a world copyright on the method, so all of you big multinational personnel directors can relax and put down the phone.

The method is based on a consideration of four basic leadership qualities thought to be desirable in a Flag Officer: general ability; comprehension; strength of character; and foresight. In applying these test, use the following scores:

- |     |          |
|-----|----------|
| (a) | 5 points |
| (b) | 3 points |
| (c) | 2 points |
| (d) | 1 point  |

#### General Ability

- (a) Able to leap buildings with a single bound?

- (b) Takes more than one bound?  
(c) Needs a long run-up?  
(d) Crashes into building halfway up?

#### Comprehension

- (a) Faster than a speeding bullet?  
(b) Faster than a slow bullet?  
(c) Fires a lot of blanks?  
(d) shoots self in foot trying to fire gun?

#### Strength of Character

- (a) Stronger than a locomotive?  
(b) Strong as an electric baggage trolley?  
(c) Tires easily on the uphill grade?  
(d) Gets run over at level crossings?

#### Foresight

- (a) Can see through steel walls with x-ray vision?  
(b) Can see through a steamed up car windscreen?  
(c) Is pretty transparent himself?  
(d) Spends most of his time blind?

#### Assessment

Category A - 20 points.

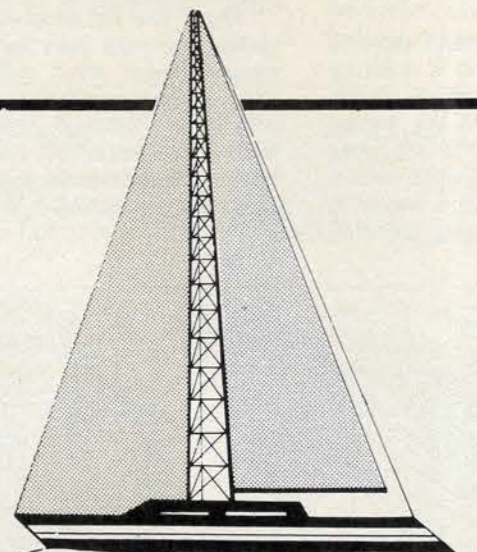
Anyone scoring 20 points in this test is obviously in the super-hero category and is given to wearing weird costumes, hanging around in broom closets and maintaining questionable relationships with lady journalists, a particularly mean bunch as Frank Sinatra found out during his last visit to Australia. Besides, no Club really needs a Flag Officer who, in the middle of a trophy presentation, say, suddenly whips his gear off, yells "Up, up and away" and proceeds to leap out of the nearest window. Very embarrassing, that sort of thing, and I suspect that it was behaviour of this kind which led an MLA labelling us as "Playboys of the Pacific". Definitely not Commodore material.

Category B - 10-19 points.

The model in this group is the stuff of which Knighthoods are made and only human beings of exceptional qualities and social acumen fall into this category. If we ever get a CYCA Member of this type he would not necessarily make a good Commodore because he would be too busy collecting OBES, Chairmanships, Rolls Royces and invitations to Government House garden parties to ever have time for the job. Add to that the fact that the CYCA is near the bottom of the social ladder in Sydney and it is doubtful we could even get him to admit to being a member, let alone become Commodore. If we did want a Flag Officer in this category we would probably have to borrow someone from the Squadron.

Category C - 5-9 points.

This type represents the bulk of the CYCA Membership with a few minor geographical variations. For instance, it is widely accepted that Melbourne people are not as fast on their feet as Sydneysiders, which accounts for the fact that Kerry Roxburgh was elected Commodore two years running before he learned to leave town around election time. The trouble with this type of



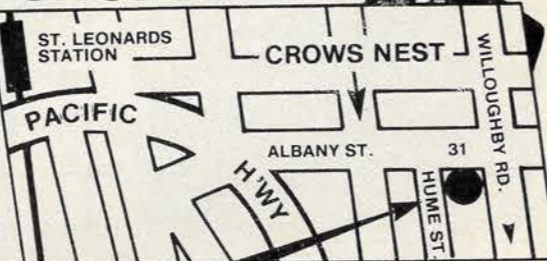
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character is that he is more likely to be out yacht racing instead of attending to the really important aspects of yacht club life such as cocktail parties, entertaining VIPs from categories A and B, or hobnobbing with potential Sydney-Hobart Race sponsors at heavy business luncheons.

Category D - 0-4 points.

Now we are really getting somewhere. This character has been hit on the head by the main boom so many times that he wears a permanently glazed expression or, as Mickelborough would say, "There's a lot of dill in him." He will agree with anything anyone says, thereby keeping the entire membership happy; he will initiate no new projects, thereby keeping the office staff happy; and he will be too busy being Commodore to ever go near his boat, thereby keeping his crew happy. It is hard to imagine a more suitable man for the job.

The three of you who read this column in the last issue could be forgiven for thinking that Apollo had won the Burns Philp Cock-O'-the-World Trophy and the Maxi Series lines honours pointscore. In fact, when I wrote the story, Jack Rooklyn had been presented with the winning trophies in spite of the fact that Apollo had been disqualified from the last race and thus lacked the points for a win. Fred Williams' refusal to accept the trophies did not alter the fact of Apollo's disqualification and, eventually, Helsal was declared winner whether Fred wanted the trophy or not, a scenario which justified the nickname of 'Cock-up-O'-the-World' applied to the series by most yachties.

Gretel did win the IOR pointscore as a result of Apollo's demise, which contradicts those who claimed that Gordon Ingate had nothing to gain by creating the protest situation in the last race. The ensuing uproar over whether this constituted fair sailing or not was irrelevant, although it did not seem that way to some who were involved.

The argument, and the bad vibes, were finally laid to rest in March when Gordon Ingate and Jack Rooklyn shook hands and agreed to differ over their racing philosophy. This followed a meeting-cum-debate at Jack Rooklyn's house where a dozen yachtsmen discussed the incident and its implications. Mike Fletcher acted as moderator and did such a good job of mediation that he has been nominated for the Nobel Peace Prize. The debate then turned into a discussion of the philosophy of the racing rules and the individual's approach to them. This brought forth some interesting observations from, amongst others, Sir James Hardy, who likened the Gretel-Apollo clash to Aussie Rules tactics when one player plays the ball and the other plays the man; both are legal, only the approach differs.

It would be pointless to have a meeting to argue about the rules of racing if you did not have Tony Mooney present, and he probably had the last word, quoting at length from an ancient treatise on the subject of the rules, their observance and protests in general. The bottom line is worth repeating here.

*"The point to realise is that if all the competitors are of the opinion that a strict observance of the rules is sine qua non, and neither ask for nor give any quarter, the standard of the sport, and its consequent enjoyment, will be of the best."*

I travelled to Rio de Janeiro to help out with the organisation for the finish of the Xerox Sydney-Rio Race, and while the final moments of a three yacht event could hardly be termed exciting, certainly the harbour city where they finished more than made up for that. Rio and Sydney have a few things in common, including magnificent harbours and some great ocean beaches. Backed, and at some points divided, by spectacular mountains, Rio dwarfs Sydney, having a population of 9,000,000. Similarly, the Yacht Club of Rio de Janeiro dwarfs the CYCA, enjoying both a water and road frontage of over two kilometres, and while the

CYCA has just over 1,000 Members, the ICRJ has just over 1,000 employees. It is a magnificent club, and Alan Brown and I could only drool over its facilities.

As for the race, it finished in the very fast time of 39 days, which was inside the fastest time set when the Whitbread Race had a leg from Sydney to Rio. The elapsed time constitutes an inaugural record only, despite what you may have read elsewhere, because the Whitbread and Xerox finishing lines were quite different, although ours was about 8 miles further on.

The three boats and crews finished in pretty good shape considering the rigours of the 8,500 mile journey (one hesitates to call it a race; 'expedition' would be more apt). Many of the crew members said that they would do it all again, which brought me to the conclusion that maybe they were not in as good shape as I first thought. Race communications were marred by the failure of one yacht to report and false position reports from another. I have never been able to work out what tactical advantage a yacht gains from giving false position reports, but as this particular yacht has, to my knowledge, been doing it for years, I guess that there has to be one somewhere. □



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## OFFSHORE READER SURVEY

YOUR ANSWERS TO THIS QUESTIONNAIRE WILL HELP US TO BRING YOU A BETTER OFFSHORE MAGAZINE AND WILL HELP TO BRING NEEDED FUNDS INTO THE CLUB.

PLEASE DO NOT PUT YOUR NAME ON THE QUESTIONNAIRE. PLEASE COMPLETE IT AT YOUR EARLIEST OPPORTUNITY.

REMOVE COMPLETED QUESTIONNAIRE FROM THE MAGAZINE, FOLD IT AND TAPE IT CLOSED AS PER MARKINGS ON THE LAST PAGE, AND DROP IT IN THE NEAREST POST BOX. NO POSTAGE STAMP IS NECESSARY.

1. Which magazines do you read:

	HOW OFTEN			HOW MUCH OF EACH	
	Every issue	Regularly	Occasionally	Read most	Read some
Offshore	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Australian Sailing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Modern Boating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Australian Boating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seacraft	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Bulletin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Time Magazine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Newsweek	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. How many people read your copy of OFFSHORE?

- \_\_\_ one
- \_\_\_ two
- \_\_\_ three
- \_\_\_ more than three

3. How long have you been reading OFFSHORE?

- \_\_\_ less than six months
- \_\_\_ less than one year
- \_\_\_ less than two years
- \_\_\_ more than two years

4. How often do you: (please circle answer)

Eat out at a restaurant	Drink wine	Drink spirits	Drink beer
Daily	Daily	Daily	Daily
2x./week plus	2x./week plus	2x./week plus	2x./week plus
1-2x/week	1-2x/week	1-2x/week	1-2x/week
once a fortnight	once a fortnight	once a fortnight	once a fortnight
once a month	once a month	once a month	once a month
every 2 months	every 2 months	every 2 months	every 2 months
less than above	less than above	less than above	less than above

5. About how much would you spend each year on: (please circle answer)

Eating out	Wine	Spirits	Beer
\$200-\$500	\$200-\$500	\$200-\$500	\$200-\$500
\$500-\$1000	\$500-\$1000	\$500-\$1000	\$500-\$1000
\$1000-\$2000	\$1000-\$2000	\$1000-\$2000	\$1000-\$2000
over \$2000	over \$2000	over \$2000	over \$2000

6. In the past 12 months, how many times have you travelled by air:

In Australia?	Overseas?
once	once
twice	twice
3 times	3 times
4 times	4 times
5-10 times	5-10 times
more than 10 times	more than 10 times

Do you make the decisions as to the airline with which you fly?    yes    no

7. During the past 12 months, please give details of holidays you have taken, the mode of transport used to get there, and the number in your party.

DESTINATION	MODE OF TRANSPORT	NUMBER IN PARTY
_____	_____	_____
_____	_____	_____
_____	_____	_____

How much would you say you spend on holidays annually?

8. Are you a yacht owner?    Yes    No

If you do not currently own a yacht, do you intend purchasing one in the next year or so?

Have you owned a yacht in the past two years?    Yes    No

If 'no', please skip to question 10.

What approximately is the value of the yacht:

YACHT YOU NOW OWN	YACHT YOU INTEND PURCHASING
\$10,000 or less	\$10,000 or less
\$10,000 to \$20,000	\$10,000 to \$20,000
\$20,001 to \$40,000	\$20,001 to \$40,000
\$40,001 to 80,000	\$40,001 to 80,000
\$80,001 to \$150,000	\$80,001 to \$150,000
over \$150,000	over \$150,000

9. On average, how much do you spend each year on:

Sails \$ \_\_\_\_\_  
 Rigging \$ \_\_\_\_\_  
 Fittings/sheets \$ \_\_\_\_\_  
 Paint, etc. \$ \_\_\_\_\_  
 Gen. chandlery \$ \_\_\_\_\_  
 Engine maint. \$ \_\_\_\_\_  
 Yacht insurance \$ \_\_\_\_\_

10. What would you estimate is the total of your expenditure on maintaining your yacht each year?

\$ \_\_\_\_\_

In the next 12 months will you be purchasing:

APPROX. HOW MUCH WILL YOU BE SPENDING

Sails \$ \_\_\_\_\_  
 Rigging \$ \_\_\_\_\_  
 Radio \$ \_\_\_\_\_  
 Radar \$ \_\_\_\_\_  
 Satnav \$ \_\_\_\_\_  
 Other \_\_\_\_\_ \$ \_\_\_\_\_  
 Other \_\_\_\_\_ \$ \_\_\_\_\_  
 Other \_\_\_\_\_ \$ \_\_\_\_\_  
 Other \_\_\_\_\_ \$ \_\_\_\_\_

11. Which if the following items do you own or intend purchasing in the next year?

ITEM	OWN NOW	VALUE	VALUE OF INTENDED PURCHASE
Car	\$ _____	\$ _____	\$ _____
Car	\$ _____	\$ _____	\$ _____
Camera	\$ _____	\$ _____	\$ _____
Camera	\$ _____	\$ _____	\$ _____
Video Cassette rec.	\$ _____	\$ _____	\$ _____
Air Conditioner	\$ _____	\$ _____	\$ _____
Microwave oven	\$ _____	\$ _____	\$ _____
Other	\$ _____	\$ _____	\$ _____
	\$ _____	\$ _____	\$ _____

12. Which credit cards do you have?

Bankcard \_\_\_\_\_  
 American Express \_\_\_\_\_  
 Carte Blanche \_\_\_\_\_  
 Visa/Master Charge \_\_\_\_\_  
 Diner's Club \_\_\_\_\_  
 (Other) \_\_\_\_\_

13. PERSONAL PROFILE (circle answer)

Male    Female    AGE: Under 18    18-24    25-34    35-44    45-54    55-64  
 Over 65

Which of the following best describes your occupation and annual income?

	APPROXIMATE ANNUAL INCOME
Home duties	\$10,000 or below
Student	\$10,001-\$15,000
Labourer	\$15,001-\$20,000
Clerical or sales employee	\$20,001-\$30,000
Semi-skilled worker	\$30,001-\$40,000
Technical or skilled worker	\$40,001-\$60,000
Business proprietor/self-employed	\$60,001-\$100,000
Business manager/senior executive	over \$100,000
Middle management executive	
Professional	
Senior Government official	
Retired (Please specify)	
Other	
Not employed	

ABOUT OFFSHORE ITSELF

What, in general, do you think of OFFSHORE magazine? \_\_\_\_\_

OFFSHORE depends upon voluntary contributions for its editorial matter. Given this, what is your feeling about the editorial balance of OFFSHORE generally? What sort of articles would you like to see more (or less) of?

Which features do you enjoy most and least (please mark on the seven-point scale)

	ENJOY	DON'T ENJOY
OFFSHORE SIGNALS	<input type="checkbox"/>	<input type="checkbox"/>
LETTERS	<input type="checkbox"/>	<input type="checkbox"/>
BIGGLES' COLUMN	<input type="checkbox"/>	<input type="checkbox"/>
KEEPING COOL WITH KEELTY	<input type="checkbox"/>	<input type="checkbox"/>
RADIO SKED	<input type="checkbox"/>	<input type="checkbox"/>
POINT OF VIEW	<input type="checkbox"/>	<input type="checkbox"/>

OFFSHORE depends upon voluntary contributions for its editorial matter. Given this, what is your feeling about the editorial balance of OFFSHORE generally? What sort of articles would you like to see more (or less) of?

What Club activities would you like to see given greater emphasis in OFFSHORE?

Social functions \_\_\_\_\_  
 Harbour and twilight racing \_\_\_\_\_  
 Ocean racing \_\_\_\_\_  
 Cruising \_\_\_\_\_  
 Seamanship \_\_\_\_\_  
 Navigation \_\_\_\_\_  
 Technical aspects of racing, e.g. sail/rig/design technology \_\_\_\_\_  
 Membership news \_\_\_\_\_

If, to receive OFFSHORE, you had to pay an additional amount over and above the standard CYCA membership subscription, say \$5.00 to \$8.00 per year, would you subscribe? \_\_\_\_\_

THANK YOU FOR TAKING TIME TO ANSWER THE QUESTIONNAIRE. WE HOPE THAT YOUR ANSWERS TO THE EARLIER PART OF THE SURVEY WILL MAKE IT POSSIBLE TO INCREASE THE ADVERTISING IN THE MAGAZINE AND THEREBY OBIVIATE FURTHER EXAMINATION OF THE QUESTIONS IMMEDIATELY ABOVE. ANY OTHER SUGGESTIONS YOU MAY HAVE WILL BE GREATLY APPRECIATED AND GIVEN CAREFUL CONSIDERATION.

-- Editor

FOLD

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# The First West Indies Quiet Little Drink

by Jim Blundell

The Quiet Little Drink, first spawned by Tony Cable and John Dawson in Hobart, 1969, has relentlessly followed CYCA sailors around the world. It has been reproduced in Hawaii, Plymouth and St Petersburg, Florida. I now wish to report the inaugural West Indies Q.L.D., held with due pomp and ceremony in English Harbour, Antigua on Wednesday, December 23rd, 1981.

Before leaving Australia to crew on Peter Geddes' schooner, Woolloomooloo, the only Australian Yacht in the RORC transatlantic race from Las Palmas, in the Canary Islands, to Antigua (see Peter's article in the last issue of *Offshore*, No. 64.), I conducted prolonged and delicate discussions with Tony Cable, representing the Q.L.D. Executive Committee, and eventually won begrudging permission to conduct the first West Indies Q.L.D. One night during this period I met him by chance in the bar of a Kings Cross restaurant, and I think that my polite laughter at one of his jokes was the turning point in the negotiations.

An Irishman, badly injured in a Belfast bombing, awoke panic-stricken in hospital, with his surgeon standing by his bed. "Doctor," he cried, "I can't feel me legs!" "I know, Paddy," answered the surgeon solemnly, "you were so badly injured that we had to amputate both your arms."

At the start of the race, in Las Palmas, we handed an invitation to each of the other 20 competing yachts and also to the unofficial starter, Flamingo III, outlining a brief but highly exaggerated history of the Q.L.D. and a résumé of the protocol. The feeling of camaraderie in the extremely international fleet, most of them (like us) heading across the Atlantic for the first time, was quite extraordinary, and the idea of this informal get-together after the race had wide appeal. Indeed, halfway across, we were called on the radio by a Spanish yacht asking for confirmation that the "Australian fiesta" was still to be held. We were also radioed by one of the English yachts, delayed by gear failure, who asked us not to hold the event before their arrival.

Most of the fleet had arrived in Antigua by Tuesday, December 22nd, and

the Q.L.D. was officially programmed for the next day at 10.36 a.m., local time, the last finisher actually arriving an hour to two later. (I originally suggested 10.30 a.m. but Paddy McClement, the Irish skipper of Stormbird, felt that this was too early and that 10.36 would be more convenient.)

After exhaustively inspecting and evaluating all possible venues, it was eventually decided to honour a building known as the 'Galley' with the event.

The destination for the fleet was English Harbour, famous as the base for Lord Nelson's West Indies Squadron in the late 18th century. All of the buildings in the harbour area date from Nelson's time, and most have been elegantly restored. The Galley was the shore base canteen for the old Tars and still serves the same purpose, selling beer, hamburgers and other basic necessities. It is a simple open-sided café with fixed benches and tables and roofed against the sun and rain. As it is in the centre of the tongue of land around which the yachts berthed; less than 50 yards separated it from most of the fleet.

On the promise of a massive increase on the usual daily beer consumption, a healthy discount was arranged, the standard drink being a 250 ml bottle of Heineken beer, shouted in boxes of 24.

The Australian yachting fraternity was represented by those of us from Woolloomooloo, including Peter Geddes and his wife, Monica. By chance Rob Allen, a veteran of several Hobarts and Q.L.D.s, happened to be passing through Antigua en route to Melbourne, delivering Sunchaser home from the Mediterranean. He was a memorable asset to the occasion. Kim, his extravagantly-mustachioed off-sider, proved to be a natural as the 'chalkie', vigorous and noisy. Many of the fleet had been to Q.L.D.s in Hobart and elsewhere in the world, and indeed Brian Smullen, the skipper of Cuilaun of Kinsale, was a member of the Irish Southern Cross team which set a record shout of 1500 beers in the 1979 Q.L.D. in Hobart.

The staunchest contributors to the frivolity were the two Irish crews - of Stormbird and Cuilaun - who entered into the spirit of the occasion with true



Left to right: Rob Allen, Jim Blundell, Peter Geddes.





An offering of entertainment from one of the crew of Tidechaser.



Bill Chapman (skipper of Flamingo III)



Bill Chapman and score-board (approximately half-way).

Gaelic enthusiasm, vulgarity and booziness. Most of the English, especially the crew of Flamingo III, also seemed to understand and appreciate what was going on, but the Danes, Dutch, Italians and Spanish were rather bemused for a while until the spirit of Heineken began to work its magic.

This prestigious event was duly declared closed at approximately 6.00 p.m., by which time the Australians and Irish were still well represented, if in a rather dishevelled state. As is appropriate, the day was filled with merriment, song, story-telling and vulgarity, all of a standard low enough to have brought contented smiles to the jolly faces of Tony and John if they had been present. Toasts were drunk to them, the spirit of the Q.L.D., the Hobart fleet and many others, the main toast being to Christopher Columbus "the man who made all this possible."

The score: about 30 steady participants, several dozen who drifted in and out (including some whose colour suggested that they had made the crossing a few generations before); approximately 900 bottles of beer (the exact number was, for various reasons, difficult to assess. And Brian of Cuilaun emulated the 1979 Irish team by shouting the most beers, defeating Woolloomooloo in a photo finish with a perfectly-timed box of beer at the death, after which a further shout proved to be physically impossible. □

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# KEEPING COOL

## WITH KEELTY

### Insulation and cabinet design

Quite a number of readers will think that the subject of insulation or cabinet design would be of little or no interest to them, as they already have an insulated area for food storage, or even a refrigerator that came with the boat. However, some day you may wish to convert your ice box to a refrigerator or even a freezer. Or you may wish to find out why your refrigerator is not doing the job as well as it did originally, possibly the fault of the insulation. So let's look at the problems that can arise from bad insulation.

There are many types of insulation on the market today, varying from a spray-in-place urethane foam, a mix-and-pour urethane foam, Styrene foam, etc. etc. However, which is best?

At this point I could start raving about polymerics and isocyanates reacting with polyesters, etc. etc., fill three pages and bore everyone stupid. So let's give some simple explanations on the problems that can arise with some of these materials and how to avoid them, in layman's terms.

### How does insulation work?

Firstly, how does insulation work? Well, air, believe it or not, is a bad conductor of heat. Take your bath at home. If it did not have an air gap surrounding it it would drop in temperature in a flash.

Insulation consists of material containing a number of air cells. In the poorer types these cells are joined; in the better quality insulations, they are not, but rather are individual cells. The more of them the better, somewhat like a honeycomb in construction. In the case of the bath again, if we were to surround it with foam insulation, it would stay warm for a much longer period.

So when you look at it, really the only term which is slightly technical and which should be understood when talking about insulation is the *conductivity rate* of the material. In regards to heat transfer, is it slow or fast? This conductivity rate is known as the K factor, and the K factor of a material is the amount of heat in BTUs (back to the good old BTUs again) that will be seen through [that will pass through] one square foot of the substance if there is a temperature difference of 1° Fahrenheit and if the insulation is one unit thick.

In other words, when we examine a material for insulating value, one of the first considerations should be a material with a low K factor.

### The importance of water resistance

The next consideration, and one of equal importance, is its ability to resist water penetration, and this, unfortunately, is the big letdown, especially with foam-in-place materials (and also Styrene at the moment). When foam type insulations were first used they were the answer to all our problems, but as time went by, there proved to be problems to overcome. At first, as a test a piece of Styrene was placed in a bucket of water and taken out three months later and examined; it was as dry as a bone. But when Styrene was used in practice, and when a lower temperature was put on one side than the other, problems arose — quite serious problems at that. Although Styrene may be great for Esky's, it is not so great when it comes to refrigerators or, even worse, freezers.

Nowadays, all the manufacturers recommend that a suitable vapour seal be applied on the hot side of the insulation. The purpose of this seal or vapour barrier is to stop the air being drawn into the insulation by the lower temperature (remember the lower the temperature the lower the pressure). The temperature difference between the inside of a freezer at 0°F (-18°C) or a fridge at 32°F (0°C) and the outside temperature at 32°C (90°F) means a considerable drop in pressure in the insulation, thus allowing the water contained in the air to condense inside the insulation (reach its dew point). Eventually the insulation is filled with moisture and its insulation value (K factor) becomes nothing.

I have seen a piece of Styrene so full of water that when you shake it it shakes back just like a drum three quarters filled with liquid; and water weighs 10 lb per gallon. So if your yacht develops a list, don't be surprised if you are using this type of insulation without a perfect vapour barrier.

### What type to use

So, to answer the question from practical experience, the only type of insulation to use for our purpose is commer-

cially manufactured polyurethane foam sealed on the exterior with a bitumen sealant, such as Lay Cold (available from Boral). If desired, a laminated aluminium foil can also be used on the exterior (e.g. Sisalkraft No. 450 or Glaskraft GK1025). This also improves the insulation effect with its reflection value even when it is painted black. If, however, it is decided to use a polyethylene film as a vapour barrier, do not use less than .008 inch thickness of this material, which is available from the Films Division of ICIANZ Ltd.

### How much?

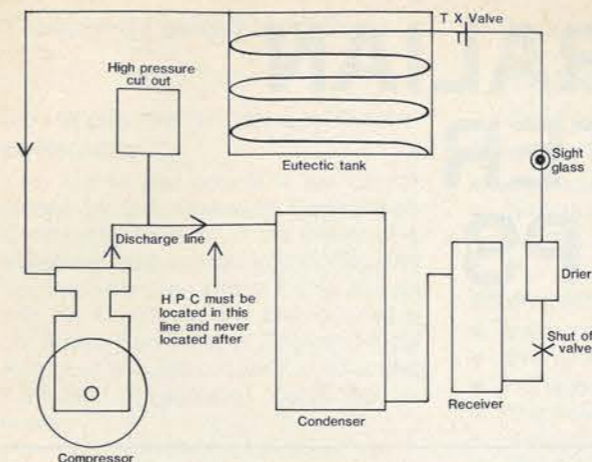
Now that we have decided on what type of material to use, how much of it is required?

Well, as the insulation must reduce the heat leakage into the cabinet as much as possible, use it as thick as practicable. The minimum requirements for a refrigerator are 2-inch walls; 2½ inches is better and 3 inches is recommended. Three inches should also be used on the floor of the cabinet and 2 inches on the top; if you can, go to 4 inches on the floor, but never use under 1½ inches on the lid (*plus* the ply, etc.).

For a freezer, however, we should use a minimum of 3 inches on the walls (4 in would be better), 4 inches on the floor (6 inches if possible) and 2-2½ inches on the lid. All of these thicknesses, remember, are for urethane foam which has been manufactured under controlled conditions. If it is decided to use Styrene or foam in place of urethane, increase these dimensions by a *minimum of one third* to achieve the same insulation value. And be very, very careful of the vapour seal. I would even recommend encasing the whole exterior and interior in fibreglass, and for goodness sake, don't drill any holes in it.

If all else fails and a foam-in-place urethane must be used, I would suggest Instafoam. This material comes in a self-contained, factory pressurized system designed to precisely meter, mix and dispense the foam in situ. However, it still has the problems of other foam-in-place materials — uncontrollable air cell size — but to a far lesser degree. It also comes with two disposable mixing hoses and nozzles, and it has a much extended shelf life over most similar materials.

Progress and research in the field of insulation continue; however, there have of late been no great breakthroughs, to the best of my knowledge, in the refrigeration industry. Being a very lucrative market, I am sure we would be one of the first to hear of such a breakthrough.



Next issue we shall discuss cabinet design and layout and what to allow for when you design your next yacht or cruiser (sizes, etc.).

### Check your cut-out

Remember our article last issue on safety cut-outs? Well, I was asked by four Members, who shall remain nameless, if I would mind checking their systems to ensure that they were safe. The result: two set at 250 pounds per square inch in the liquid line (head pressure to operate at approx. 350 pounds per square inch; one bypassed altogether, electrically; and one not only connected in the wrong place but to the wrong side of a dual control — in other words, non-operational (get it fixed for goodness sake!).

So, for the sake of a few minutes, take last issue's diagram [reproduced here for the convenience of readers — Ed.] and go and have a look at your installation and the setting. Readers of these articles are hard enough to come by, without losing any.

So, till next issue, happy sailing!

— John Keelty

## Budget Pest Control



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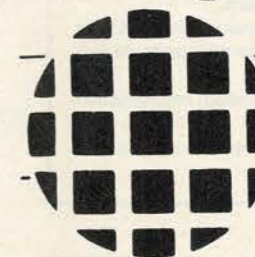


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# THE AUSTRALIAN REGISTER OF SHIPS

The following article is based on a pamphlet of the Department of Transport about the new Australian Register for ships.

A little over a year ago legislation was passed through both Houses of Parliament making provision for an Australian Register of Ships granting distinctive Australian nationality to Australian ships. This means that Australian ships will no longer be registered as British, as they have been under the British Merchant Shipping Act for more than one hundred years.

Some see the measure as an important step in the development of Australia's status as an independent nation; the right of a country to determine the conditions for the grant of its nationality to ships is fundamental to its national sovereignty. Moreover, the provisions of Australia's Shipping Registration Act are part of this country's obligations under the Geneva Convention on the High Seas 1958, to which Australia is a signatory. Probably of greater immediate significance to yacht owners is that registration provides a good title to the ship.

## HINTS ON REGISTRATION

The objective of ship registration is to provide a ship with **nationality** and the owner with **good title**. This requires accurate and detailed information, in particular:

- Technical details of the ship must describe the ship in appropriate technical terms. When in doubt, seek technical advice.
- ownership details must clearly describe ownership arrangements. When in doubt, seek legal advice.
- When purchasing a ship, make a search as to previous owners and encumbrances over the ship.

The signing of registration documents requires particular attention.

- **Natural persons:** normal signature, accompanied by full name in Block letters, of all owners.
- **Bodies Corporate:** As for natural persons together with the designation or position in the company of the person signing.
- For further requirements, see shipping registration regulation 3.

Inadequate attention to these details can cause future financial loss or result in litigation.

Section 15  
Regulation 9

SHIPPING REGISTRATION ACT 1981  
**DECLARATION OF OWNERSHIP & NATIONALITY**

Transport Australia

PARTICULARS OF SHIP

NAME OR BUILDER'S IDENTIFICATION: \_\_\_\_\_ YEAR OF COMPLETION: \_\_\_\_\_

TYPE OF SHIP: \_\_\_\_\_ METHOD OF PROPULSION: \_\_\_\_\_

LENGTH: \_\_\_\_\_ m PRINCIPAL MATERIAL OF CONSTRUCTION: \_\_\_\_\_

NAME AND ADDRESS OF BUILDER(S): \_\_\_\_\_

TONNAGES (ACTUAL OR ESTIMATED) —  
GROSS TONNAGE: \_\_\_\_\_ NET REGISTER TONNAGE: \_\_\_\_\_  
IF THE TONNAGES GIVEN ABOVE ARE ESTIMATED PLEASE INDICATE THE IDENTITY OF THE ESTIMATOR: \_\_\_\_\_

PARTICULARS OF OWNERSHIP

FULL NAME	ADDRESS	NATIONALITY	BASIS FOR NATIONALITY CLAIM	NUMBER OF SHARES

The above person(s) whose name(s) is/are subscribed and witnessed below, declare that I/We purchased the ship/shares detailed above from: \_\_\_\_\_

Natural Person on \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_ free of encumbrances except \_\_\_\_\_  
To the best of my/our knowledge, the ship above will be an Australian-owned ship in accordance with the Act.

I, the Undersigned \_\_\_\_\_ of \_\_\_\_\_ declare that this Company was incorporated in/under the law of \_\_\_\_\_ on the \_\_\_\_\_ day of \_\_\_\_\_ under the law of \_\_\_\_\_ and that the Company purchased the above ship from \_\_\_\_\_ on the \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_ free from encumbrances except \_\_\_\_\_  
The ship will be an Australian-owned ship in accordance with the Act.

DATED AT \_\_\_\_\_ ON \_\_\_\_\_ DAY OF \_\_\_\_\_ 19 \_\_\_\_\_

(Signature of witness) (Signature of Owner/Chartered Agent)  
(Name of witness) (Name of Owner/Chartered Agent)

(Address of witness) (Address of Owner/Chartered Agent)

Note: Operators of Demise Chartered Ships to Complete Reverse of this Form, please PB1756

**The Declaration of Ownership and Nationality.**  
This is a key form in establishing a number of things, including registrability of a yacht in the case of jointly or commonly owned shares among nationals and non-nationals. As the Australian registration system establishes title, similar care needs to be given the execution of this form as one would use in completing the paperwork of a house purchase. Check with the Registrar in Canberra in case of any doubt, or see your solicitor about the legal implications of joint ownership, common ownership, etc.

## Frequently asked questions

### Do I retain the British Certificate of Registry?

Yes, but in due course it will be replaced by the Australian Registration Certificate. However, if the owner of a registered ship wishes to proceed with his ship overseas before being issued with his Certificate, he should forward his British Certificate of Registry to the Registrar in sufficient time to have the Australian Registration Certificate issued.

### Which ships must be registered?

All Australian-owned ships capable of navigating the high seas, but government ships, fishing vessels, pleasure craft and small craft under 12 metres are all exempt from this requirement.

### Can I register my ship voluntarily?

Yes. All exempt ships mentioned above, small craft wholly owned by residents of Australia, small craft solely operated by Australian nationals or by residents of Australia or a combination of both and ships on demise-charter to Australian-based operators are permitted to be registered. [Editor's note: A 'small craft' is one less than 12 metres in length.]

### What is an Australian national?

- an Australian citizen
- a body corporate established under an Australian law
- the Commonwealth or a State or Territory.

### What is an Australian-owned ship?

- a ship solely owned by an Australian national or Australian nationals
- a ship jointly owned where the majority of the joint owners are Australian nationals
- a ship owned in common where more than half the shares in the ship are owned by an Australian national or Australian nationals.

### How many shares are there in a ship?

Historically there are sixty-four shares in a ship.

### Where can I register my ship?

- The Shipping Registration Office in Canberra (DOT, Canberra)

- Branch Offices at Brisbane, Sydney, Melbourne, Hobart, Port Adelaide, Fremantle and Darwin [see addresses at end].

### How can I apply?

- in person
- through an authorised agent
- by mail.

### What information is required?

- builder's certificate
- ship description
- tonnage certificate (unless exempt)
- nationality statement
- mortgage statement (if any)
- Bills of Sale (ownership history)
- Marking Note.

### Is tonnage measurement necessary?

Vessels under 24 metres in length which are government ships, pleasure or fishing vessels are exempt from tonnage measurement. Other ships will not be registered unless they have been measured for tonnage in accordance with the Navigation Act 1912.

### Must a ship be marked?

A ship will not be registered unless it is marked with its:

- official number
- tonnage or length overall
- name
- home port.

[Editor's note: Specific marking instructions are provided].

### Where will a ship be registered?

The Act provides for a central register and excludes separate ports of registry. A ship will, however, have a nominated home port.

[Editor's note: There are some 20 home ports nominated in the instructions].

### Is the Register of Ships open for inspection?

The full register can be inspected in the Shipping Registration Office in Canberra. Each Branch Office will have for inspection a copy of the register related to ships which have their home port in the State or Territory where the Branch Office is located.

Regulation 8

SHIPPING REGISTRATION ACT 1981  
**BUILDERS CERTIFICATE**

Transport Australia

BUILDING PARTICULARS

NAME OF SHIP: \_\_\_\_\_ PLACE OF CONSTRUCTION: \_\_\_\_\_

DATE OF COMPLETION: \_\_\_\_\_ BUILDER'S IDENTIFICATION OF SHIP (IF UNNAMED): \_\_\_\_\_

NAME & ADDRESS OF BUILDER(S): \_\_\_\_\_ NAME & ADDRESS OF PERSON/COMPANY FOR WHOM BUILT: \_\_\_\_\_

PARTICULARS OF SHIP

TYPE OF SHIP: \_\_\_\_\_ BUILD: \_\_\_\_\_

STEM: \_\_\_\_\_ STERN: \_\_\_\_\_ RIGGING: \_\_\_\_\_

NUMBER OF DECKS: \_\_\_\_\_ BULKHEADS: \_\_\_\_\_ MASTS: \_\_\_\_\_ PRINCIPAL MATERIAL OF CONSTRUCTION: \_\_\_\_\_

LENGTH: \_\_\_\_\_ m MAX. BREADTH: \_\_\_\_\_ m MOULDED DEPTH AMIDSHIPS: \_\_\_\_\_ m

BRAKE POWER: \_\_\_\_\_ kW INDICATED POWER: \_\_\_\_\_ kW SHAFT POWER: \_\_\_\_\_ kW ESTIMATED SPEED: \_\_\_\_\_ km

PARTICULARS OF PROPULSION

METHOD: \_\_\_\_\_ POWER TRANSMISSION: \_\_\_\_\_

NUMBER & TYPE OF ENGINES: \_\_\_\_\_ NUMBER & TYPE OF BOILERS: \_\_\_\_\_

CERTIFICATION

I/WE \_\_\_\_\_ THE BUILDER(S) OF THE SHIP DESCRIBED ABOVE, CERTIFY THAT THE PARTICULARS IN THIS CERTIFICATE ARE TRUE AND CORRECT.

DATED AT \_\_\_\_\_ ON \_\_\_\_\_ DAY OF \_\_\_\_\_ 19 \_\_\_\_\_

(Signature of witness) (Signature of Builder)

SIGNED IN THE PRESENCE OF \_\_\_\_\_ (Name of witness) \_\_\_\_\_ (Name of Builder)

(Address of witness)

PB1754

Proper descriptive terms must be used in the boxes, e.g. in the boxes marked 'Stem', 'Stern', 'Rigging', the word 'yes' or 'no' will not suffice. The instructions tell how the various measurements are to be made.

### Can a mortgage be registered?

Arrangements have been made for the registration of mortgages.

### Can a registered ship be sold?

The sale must be effected through a bill of sale and the new owner must prove that he is entitled to own an Australian-registered ship.

### Can an unregistered ship leave Australia?

An unregistered ship entitled to be registered shall not go overseas unless it is registered. Customs officials will in those circumstances refuse to issue a Certificate of Clearance. In certain circumstances a ship may, however, be issued with a 'Temporary Pass' instead of being registered.

### Can an unregistered ship entitled to be registered leave a foreign port?

An unregistered ship entitled to be registered shall not leave a foreign port, where there is an Australian diplomatic representative, unless the ship is issued with a Registration Certificate or a Provisional Registration Certificate. Usually it will be a Provisional Registration Certificate pending completion of all registration formalities in Australia.

### What flag can a ship fly?

Registered merchant ships fly the Australian Red Ensign. All other registered ships have the option of flying either the Australian National Flag or the Australian Red Ensign. An unregistered ship can be issued with a certificate entitling it to fly either the Australian national flag or the Australian Red Ensign. The legislation permits certain ships to fly special flags in Australian waters:

- a flag or ensign authorised by a warrant under the Flags Act 1953
- a State or Territory flag
- the British Blue Ensign if the owner has a warrant to do so and the warrant is valid under United Kingdom Legislation.

### What occurrences must be reported?

- change of name and address of owner
- change of owner
- change of registered agent
- name of master for a ship on a foreign voyage
- alterations to the ship
- it is also advisable to register mortgages and changes in mortgages concerning a ship.

### Who is in charge of the Shipping Registration Office?

The Registrar and Deputy Registrars appointed by the Commonwealth Minister for Transport.

### Can decisions be appealed against?

The legislation provides for appeal against certain decisions of either the Minister or the Registrar. In some instances this appeal is to a Supreme Court and in other instances to the Administrative Appeals Tribunal.

### Are there any penalties?

Penalties for non-compliance with the requirements of the legislation could result in forfeiture of the ship, monetary penalties or imprisonment.

### Are there any fees?

The fee for vessels not more than 1500 tonnes is \$142.00.

### What are the benefits of registration?

- it gives the ship Australian nationality

- it gives the ship Australian protection on the high seas and in foreign ports
- it facilitates the raising of finance
- it protects ownership and mortgages
- it facilitates the sale of a ship.

The Australian Shipping Registration Office in Sydney is located at 189 Kent Street (telephone 27 3351). The Head Office in Canberra is at Suite 17 (end outside ramp), Level 4, Wales Centre, Akuna Street, Canberra City. The man in Canberra with whom to discuss any questions is Mr Ray Bergsma, The Registrar, or his Deputy (telephone (062) 452 856).

Victoria: 44 Market Street, Melbourne 3000. (03) 667 2682.

Queensland: Gnd. Floor, Commonwealth Centre Building, 294 Adelaide Street, Brisbane 4000. (07) 358 9550.


South Australia: 27 North Parade, Port Adelaide 5015. (08) 47 4867.

Tasmania: Old Police Bldg., Franklin Wharf, Hobart. (002) 20 5011.

Western Australia: 2nd Floor, State Housing Commission Building, 42 Queen Street, Fremantle 6160. (09) 335 1077. □

Section 15  
Regulation 7

SHIPPING REGISTRATION ACT 1981

 Transport Australia

### APPLICATION FOR REGISTRATION

APPLICATION IS MADE HEREWITH TO REGISTER THE SHIP DESCRIBED BELOW IN THE NAME(S) OF THE PERSON(S) DETAILED IN THE ATTACHED DECLARATION OF OWNERSHIP AND NATIONALITY.

PARTICULARS OF SHIP	
TYPE OF SHIP:	METHOD OF PROPULSION:
LENGTH: _____ m	PRINCIPAL MATERIAL OF CONSTRUCTION:
THE PROPOSED NAME OF THE SHIP (IN ORDER OF PREFERENCE) SUBMITTED FOR APPROVAL:	
1. _____	
2. _____	
3. _____	
THE PROPOSED HOME PORT OF THE SHIP IS:	
A. — WHERE THE SHIP HAS BEEN PREVIOUSLY REGISTERED (IN AUSTRALIA OR ELSEWHERE)	
YEAR & COUNTRY OF REGISTRATION:	
OFFICIAL NUMBER OF SHIP:	REGISTERED NAME OF SHIP:
HOME PORT OR PORT OF REGISTRATION:	
B. — WHERE SHIP HAS NOT BEEN PREVIOUSLY REGISTERED IN AUSTRALIA	
NAME OF BUILDER:	PLACE OF CONSTRUCTION:
BUILDER'S IDENTIFICATION OF SHIP (OR SHIP'S NAME):	

STATEMENT BY OWNER(S) IN LIEU OF INFORMATION REQUIRED UNDER A AND/OR B.

WHERE OWNER IS UNABLE TO SUPPLY INFORMATION REQUIRED UNDER A OR B ABOVE, A STATEMENT TO THIS EFFECT TOGETHER WITH THE REASON FOR HIS/HER INABILITY TO PROVIDE SUCH INFORMATION IS TO BE GIVEN IN THE SPACE BELOW:

DATED AT \_\_\_\_\_ ON \_\_\_\_\_ DAY OF \_\_\_\_\_ 19 \_\_\_\_\_

(Signature of Witness) \_\_\_\_\_  
(Name of Witness) \_\_\_\_\_  
(Address of Witness) \_\_\_\_\_ (Name & Signature of Each Owner/Operator/Agent) \_\_\_\_\_

PS:1780

Note that the form makes provision for three nominated names. Only one yacht may have a given name on the registry, and if someone has beaten you to your chosen name, an alternative will have to be supplied. This may simply be the addition of a numeral, e.g. Ragamuffin 1, Ragamuffin 2, etc.

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### The good news:

Barlow now have the only winches that can be dismantled in seconds. Without tools.

### The bad news:

Is all for the opposition. These revolutionary Barlow series 15 & 16 winches now put all other winches in their place. This



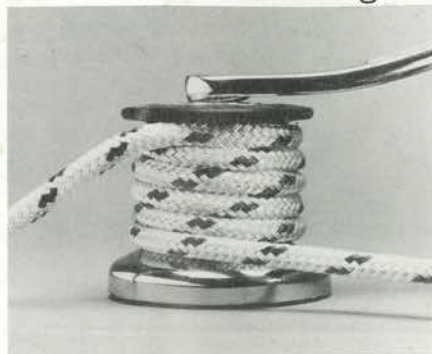
1. Push your finger down the throat of the Barlow winch and press the snap lock release button.\*

not only makes maintenance easier and inexpensive, it

also makes installation a piece of cake.

### Barlow didn't stop at this.

The new Barlow 15 & 16 winches have been designed



Fully load the drum with rope, turn the handle and the winch automatically trims itself.

to be self-trimming as well, yet another advantage.

Barlow have also introduced a revolutionary composite construction, which includes a high tensile nylon base\*\*, our advanced press forged aluminium and

### At Barlow we do our best.

At Barlow we do not believe in compromising the efficiency and outright strength of our winches just to keep the price down. We keep that down in other ways.

For one, our hot press drop forging technology is by far the most advanced in the yacht winch industry. We are the only people in the world who can offer press-forged aluminium and bronze winch drums on all models up to and including the size No. 27.

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bronze drums, combined with a super tough self-trimming plastic lip.

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2142 NSW Australia (02) 637 9333.

**Barlow Marine USA Inc.** 889 Production Place, Newport Beach, California 92663 (714) 631 4004.

**Barlow Marine USA Inc.** 3899 Ulmerton Road, Clearwater, Florida 33520 (813) 576 3920.

**Barlow Marine Ltd.** 12A Stem Lane, New Milton, Hampshire. (0425) 619 619. **Barlow Marine**

**France.** SARL Centre Commerciale, Port Les Minimes, 17000 La Rochelle, France. (46) 44 5120.

\*Patent application No PF 1964/81 \*\*Safe working load 1,200 Kg. Breaking load 1,800 Kg.

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