

# OFFSHORE

NUMBER 67

AUGUST-SEPTEMBER 1982

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# OFFSHORE

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August-September 1982



Cover: "The life at sea was something that hadn't been painted much at all. Most artists just wouldn't take the trouble to do it - I mean, figure painting as such, such as sailors chipping rust, or at the wheel, or in the galley, or aloft. This was fascinating stuff; it was vanishing, and I was terribly anxious to record it." Those are words of sculptor/painter Dennis Adams, who painted the picture of Weather Report that is now the Phillip Ramin Memorial Trophy which is the most recent addition to paintings in the Blue Water Room at the CYCA.

Adams is one of Australia's well known war artists; the beautiful redwood piece which adorns the cover of this issue of Offshore is his 'Ship Bearing Red 90'. (See story by Tony Cable in this issue.)

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# OFFSHORE SIGNALS



## Raymond Kirby receives Queen's Birthday Honour

Raymond Kirby was awarded the Order of Australia for services to industry in the recent Queen's Birthday Honours List.

Raymond is the owner/skipper of the S&S 47' sloop, *Patrice III*. He has competed in the CYCA offshore program for the last eleven years and participated in ten Sydney-Hobart Races.

Raymond is the younger son of the late Sir James Kirby CBE, founder of the James N. Kirby Group of companies. He graduated from Sydney University as Bachelor of Engineering in Mechanical and Electrical Engineering in 1950.

Raymond is now Managing Director of James N. Kirby Holdings Limited, Deputy Chairman of James N. Kirby Pty. Ltd. and Vice-Chairman, Champion Spark Plug Co (Australia) Pty. Ltd.

Ray is past Chairman of the Australian Manufacturing Council, National Employer's Industrial Council of the Confederation of Australian Industry and Metal Trades Industry and a past President of the Metal Trades Industry of Australia.

He is Deputy Chairman of the Prince Henry Hospital, the Prince of Wales Hospital and the Eastern Suburbs Hospital in Sydney. He is also a Council member of the NRMA.

Congratulations to Ray from the *Offshore* and the CYCA.

## Four elected to Life Membership

Four new Life Members were elected at the Annual General Meeting. They were Ray Hollingsworth, Gordon Marshall, Gordon Reynolds, and Keith Storey. *Offshore* will provide a background story on these venerable members in the October issue.

## New Officers and Board elected

The 37th Annual General Meeting of the CYCA elected a new slate of Flag Officers, including *Offshore's* senior columnist, John 'Biggles' Brooks. Our congratulations to John and to all of the new Officers and Board Members.

**Commodore**  
George Girdis

**Vice-Commodore**  
John Brooks

**Rear-Commodore**  
Gordon Marshall

**Rear-Commodore**  
Jim Morris

**Hon. Treasurer**  
David Don

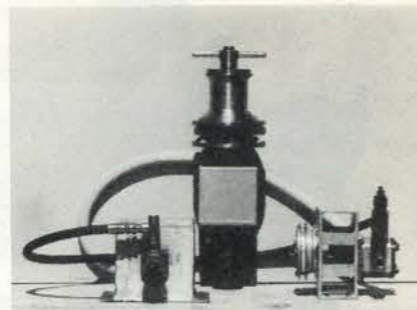
**Board Members**  
Alan Brown  
Tony Cable  
Arthur Cooley  
David Kellett  
Keith Storey  
Jeremy Whitty

## Affordable capstan

A new, budget-priced hydraulic anchor winch for boats from 30 ft to 60 ft has been developed by Hutchinson Bros. Engineering, of Maroochydore, Qld.

The robust, through-deck vertical winch is easily fitted by bolting either to a bulkhead or directly to the deck.

The package includes gun metal rope drum and gypsy, pump, oil reservoir, filter, pressure release valve, magnetic clutch and housing. Hydraulic lines can be supplied to length as an option.



The hydraulic pump is belt coupled to the main or auxiliary engine and speed is varied through motor revs.

Line pull is adjustable to suit individual boats, and the pressure relief valve permits automatic anchor stowing. A manual clutch on the capstan head allows the winch to run free when dropping anchor.

According to Gray Hutchinson, prices are 'ultra-competitive' at \$1250 for the half-ton line-pull model and \$1500 for the three-quarter ton version. Prices, which are plus sales tax, are f.o.r. Nambour.

Hutchinson Bros Engineering operate at Chaplin Place, Sugar Road, Maroochydore 4558.

## Changes to Southern Cross Cup; a new CYCA team event is born

The CYCA has made a number of changes in its racing philosophy as a result of complaints regarding the wide rating band presently applying to the Southern Cross Cup competition.

It has decided to narrow the rating band to match that of the Admiral's Cup series (IOR 30' to 40') and since this action will deny racing to many smaller ocean racers, a new series has been created - the Australian Ocean Racing Championship for Teams, with a rating band of IOR 29.9' down to 20.5'.

This will effectively replace the racing opportunities previously available to this type of yacht in the Southern Cross Cup, as it was constituted.

The AORCT series will be held in what was otherwise the 'off' year, that is, in non-Southern Cross Cup years.

In addition to the team trophy (and any recognised yacht club may nominate up to two teams), there will also be a trophy for best yacht overall.

The inaugural four race series will be held this year, with the first race on Friday December 17th, a 30 miler off Sydney Heads.

A further change to the rules which will also apply to the next Southern Cross Cup series is that only official team yachts will race on the course during the short races. This will rectify the problem of interference to team yachts by non team competitors.

This should, incidentally, help to increase the number of spectator yachts at the starts and during these races, since previously almost all yachts were out on the course racing!o

## LA Two-Handed Series on again this Year

One of the unique yachting events in the world enters its third year on September 12th when 80 or more of Australia's best offshore racing yachts will contest the LA Two-Handed Series off Sydney's coastline.

The format for the series is unchanged, with the three races being held on a Sunday during September, October and December: a race to Botany Bay (10 miles south of Sydney) and return; an offshore triangular course off Sydney heads; and finally a 20 mile inshore marathon on the busy waters of Sydney Harbour.

Even though the organisers had maintained strict control over eligibility of the crew, ensuring their competence, the second series (last year) was restricted to yachts rating under 40 feet IOR. This excluded the maxis such as Gretel, Apollo, and Helsal II which, in retrospect, would have been a bit of a handful in the conditions which did prevail. All members of the victorious Admiral's Cup team - Jim Hardy's Police Car, Sid Fisher's Ragamuffin, and Graeme Lambert's Impetuous - competed last year.

Humour has always marked the occasion. In 1980 Dave Kellett and Henry Patterson aboard Gretel arrived on the starting line sporting blue T-shirts. On the front, in large white letters were: "I'M HANSEL" and "I'M GRETTEL", whilst the back of one was "I'M SKIPPER" and "NO HE'S NOT, I AM" on the other.

Last year Rob Mundle, at the helm of Ragamuffin, and Ric McGrath were resplendent on Ragamuffin before the start of the first race dressed in long white slacks, matching ties, white shirts and yachting (navy) jackets. On the sound of the warning gun both removed their jackets and ties to reveal in large black letters on the back of the white shirts the names of two of the world's best known single-handed round-the-world sailors, Englishman Chay Blythe, and Frenchman Eric Tabarley.

The high standard set by the organisers and the competence shown in the two years so far has done the series proud - there has not been one collision incident or protest lodged, a far cry from the normal Saturday afternoon sailing. It could be likened to the relative lack of major problems on the Grand Prix car racing circuit when compared to the average afternoon in the country's capital cities.

But it's not all tea and biscuits in a two-handed series, given that the two are performing the work of up to nine normal crew members. One well known competitor jokingly asked what the other members (of the crew) do during a race. The effort of hoisting and dowsing a spinnaker, two-handed, on a 12-metre class is nothing short of super-human. Brushing it off as routine, Gretel's skipper Kellett, commented "The only problem was all the bloody rope in the cockpit; I was up to my knees in the stuff. I couldn't move."

In the smaller JOG division of the event (restricted to boats in the 7-10 metre range, a size more suited for the two-handed style of racing) the competition has been tight, with any of five or six boats able to win the series going into the final round. The size of the yachts, and the fact that crews are normally only four or five, has its advantages and drawbacks. The two man crew tend to push their charges to the limit, setting normal sails including the biggest spinnakers, keeping the boats nearer to their potential than the larger IOR counterparts. However the lesser stability produced some spectacular sights in last year's heavy weather series.

Tooth and Company will again sponsor the 1982 series.

- Frank Martin

## Offshore 'Puzzlers'

Commencing this issue, the ten 'Puzzlers' will cover a particular subject. With the start of the summer season upon us, the subject in this issue is the Montagu Island Race.

There was no winner for the set of questions in the last issue (answers below); therefore, the prize of a bottle of Jarman's Brut champagne 'jackpots' for the following ten puzzlers.

1. name the winner of the 1976 Montagu Island Race.
2. How many Montagu Is. Races have there been?
3. Name the winner of the 1980 Race.
4. Cole 43s took first and second place in the 1971 Race; name them.
5. What is the current course record (held by Helsal II)?
6. Name last year's handicap winner.
7. Name the yacht which was first to finish in 1976 and in 1980.
8. In 1974, Helsal broke the previous course record of 41 hrs, 47 mins, by some five hours; which yacht held that record?
9. Name the winner of the 1973 Race.
10. Which yacht was the line honours winner in 1979?

## Answers to last month's questions.

1. Stan Darling
2. Superstar, Prospect of Whitby, Quailo III.
3. 1951; Kurrewa III Relay Vessel.
4. Gabrielle III, 1968.
5. Merv Davey; Sir Robert Crichton-Brown.
6. Rainbow II.
7. Winston Churchill (14).
8. Katwinchar, 1951.
9. Morna.
10. Kialoa II, Ondine II, American Eagle.

## Leda is through The Canal

*Nev Gosson's progress across Panama to the start line of the British Oxygen Company 'Around Alone' challenge, Newport, Rhode Island.*

'Leda-Pier One' encountered light winds in the few weeks before she reached the Panama Canal on 31 July. Her fuel tanks had as little as 10 gallons in reserve, and we heard with relief that she had survived her encounter with the humpback whales off the Galapagos Islands, with only minor hull damage, to sail into better southeasterlies to take her into Balboa.

Leaving thoughts of Charles Darwin's theory on survival of the fittest behind, and Melville's story of the chase in *Moby Dick* half-read, I eagerly awaited news from Panama. A Spanish-speaking friend was mobilised to be on the ready since calls already placed to the Balboa Yacht Club had proved fairly unresponsive due, I am sure, to my Australian accent and complete lack of Spanish. A call finally came at 4.00 p.m. on the morning of August 1. "Quick, I've only got three minutes to speak, you can't reverse charge international telephone calls here; they have a private telephone system and I've got to get through this canal, and I'll ring you the other end."



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Fast racing style of yacht, vintage 1948-'48 (winner of the Hobart in both those years); cruising style of yacht, vintage 1950-1982; racing style yacht, Short Haul Division, 1982-'83?

**Can anyone identify this lot?**

Please send you answers to the Editor, C/ the Office.

"What about the whale? Have you got enough food? Don't forget to go to the Bank. Everyone wants to know what happened?" etc. etc.

"No, I didn't get any mail; the Panamanian mail system is behind several weeks. I've got to get through this canal." Buzz, click, end of conversation.

Well, I suppose I deserved that, staring for seven weeks at a chart with little pencil marks as he edged his way across the Pacific. But help was at hand for him in the form of Karl Nacken, a representative of the British Oxygen Company via their American

subsidiary, who had flown to Panama City to organise a quick passage through the canal and repairs. A welder was at hand to repair the gooseneck fitting on the boom. Fuel was taken on and by Sunday the Panamanian authorities had opened the canal for his special passage through which took a little longer than expected. By Monday morning 2 August, he was ready to leave Cristobal, after a trip back to Panama City, to concentrate on the passage through the Caribbean.

Karl had been able to intercept a parcel of air freight in which I had sent with components for the wind vane steering system,

sight forms, messages on radio frequencies, a yachting jacket (forgotten), some street clothes suitable for the classy surroundings of Newport, a Cruising Yacht Club tie, and a chart of the entrance to Narragansett Bay, Rhode Island.

A phone call came through before he left the isthmus. Middle of the night this end again, half asleep. "Quick, I've only got three minutes to speak, it's terrible making phone calls here; I'll call you from Rhode Island in twelve days."

"Which way are you going? Will it be between Cuba and Haiti? Watch out for the pirates."

"Yes, I'm going that way." Buzz, click, drop out for a whole minute. "Hello, I'm still here, I'll ring you in twelve days."

"Don't forget people want to talk to you before you leave!" Buzz, click.

Someone said to me today, seeking information, "I believe you sent him some underclothes?" Like most human beings who set out to sea, he had been supplied with the paraphernalia which keeps one warm - nothing more salacious than that I'm afraid.

Anyone got a survival suit like the one on ABC's 'Towards the Year 2,000', which the Norwegians invented for their offshore oil riggers? They claim it prevents hypothermia, and it just might be the thing to wear while passing through those southern latitudes.

-Annie Wilson

**1983 Admiral's Cup Trials on Port Phillip Bay**

The 1983 selection trials for the Admiral's Cup will be sailed on Melbourne's Port Phillip from March 5-15, 1983 with Sandringham Yacht Club as the host Club.

The Ocean Racing Club of Australia has announced that Dunhill will again sponsor the trials and the Australian team to Cowes. ORCA will also undertake an extensive fund-raising effort for the team, including the admiral's Cup Challenge Dinner in Sydney on March 3, 1983.

The Dunhill trials on Port Phillip will be nine races within the bay over distances ranging from eight nautical mile windward and return races to a 120 mile overnight race, with a final 300 nautical mile ocean race in Bass Strait.

The courses will be set in an effort to simulate the wind, wave and tidal conditions the Australian team can expect to encounter on The Solent and in the Channel.

At least two new yachts are already under construction in Sydney for previous Admiral's Cup yachtsmen.

Denis O'Neil, who skippered Koomooloo in the 1969 Australian team, which finished second in the Cup, is building a Hitchhiker-type 2tonner designed by German Frers.

Graeme Lambert is building a Ron Holland-designed 2-tonner to replace Impetuous which was a member of the winning Australian team in 1979. The new boat will be named 'Too Impetuous.'

Both yachts are being built of space-age materials using high technology laminated construction methods to the latest designs.



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1. Has your engine been serviced in the last 4 months?  
Have you checked:
  - a) for water and oil leaks
  - b) engine anodes
  - c) V-belt tension
  - d) injectors
  - e) heat exchanger for corrosion or leaks
2. Are all electrics operational?
  - a) navigation and deck lights
  - b) bilge pump
  - c) starter motor
  - d) alternator
3. Do your instruments work correctly?
  - a) log
  - b) radio
  - c) depth sounder
  - d) all connections and terminals
4. Battery condition:
  - a) holding charge?
  - b) are terminals clean and tight?
5. Steering, gear and throttle cables:
  - a) unusually heavy?
  - b) loose or with some 'play'?
6. Gas line and connections should be in excellent order - when were they last checked?

Next time you are on board your craft check these items and make the necessary repairs as soon as possible. However, should you not have the time or expertise, please contact us and we will arrange to repair it for you.

Yours sincerely,  
d'ALBORA MARINE

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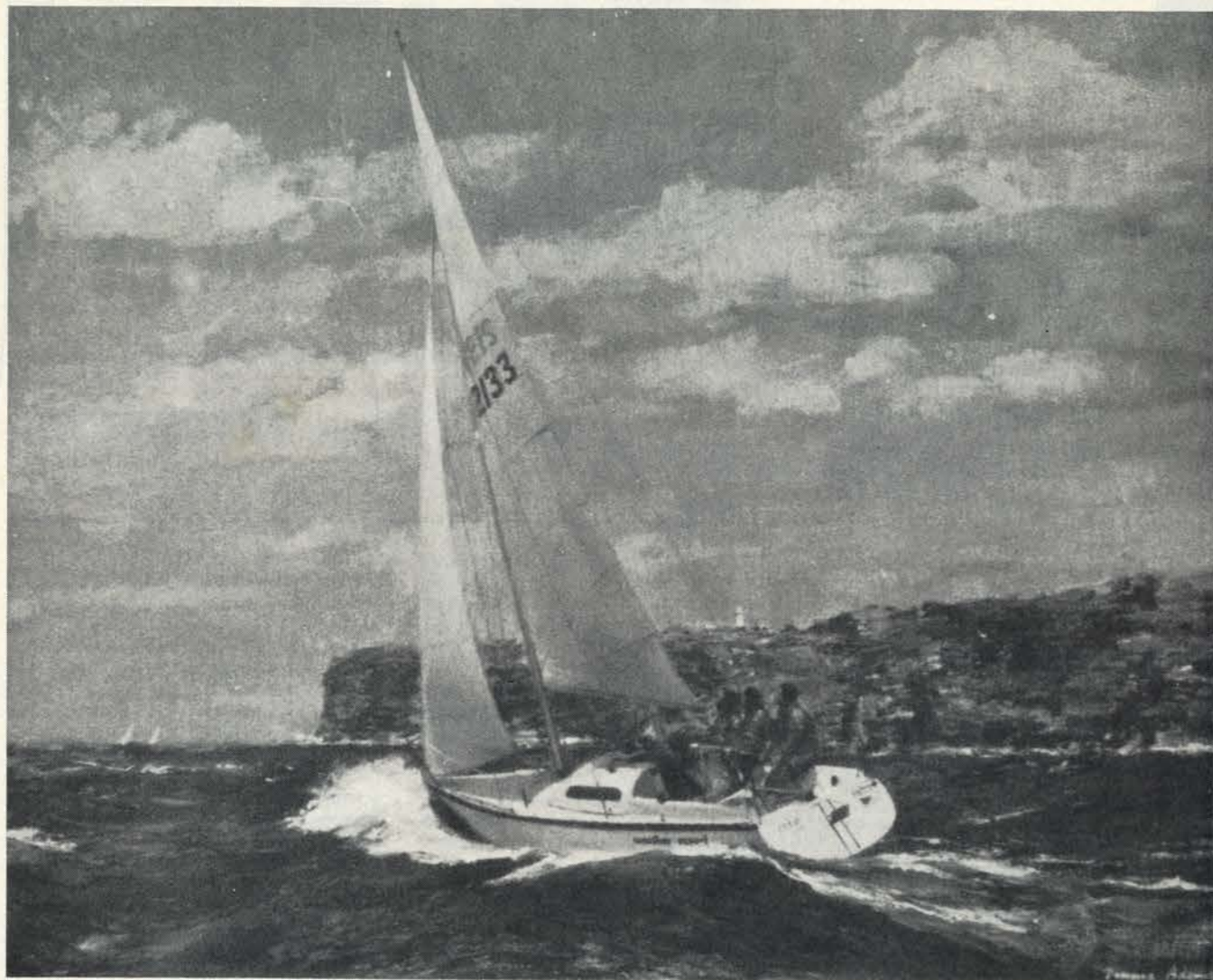
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# THE ADAMS PAINTING

by Tony Cable



Members may have noticed that there is a new painting hanging on the wall in the Blue Water Room. It was presented as a trophy by the crew of Weather Report to commemorate Phillip Ramin, who was lost when the yacht was overturned by a wave at the entrance to Botany Bay during a CYCA SOPS race on Saturday, 22 November 1980. Weather report is a Farr quarter-tonner that had a formidable racing record, including a CYCA SOPS Championship and a NSW Quarter Ton Championship.

The painting is an Adams design, not Joe Adams, but a man equally renowned in his field – Dennis Adams.

Tony Cable, Offshore's art boffin, has delved into the man behind the Phillip Ramin Memorial Trophy.

The Phillip Ramin Trophy was first presented last year in the Junior Offshore Group, to the winner of the JOG's first passage race to Pittwater, in September. It was won by *Pure Imagination* (John Tavener), a J 24 from Middle Harbour Yacht Club.

I started out to simply provide a bit of background to the painting so that it wouldn't be 'just another obscure trophy', but it didn't turn out that way. Instead of a quick chat over the phone with the artist, Dennis Adams, whom at

the time I had never met, I spent some hours with him in his studio, where he cheerfully entertained me with a fund of stories.

Born in Sydney in 1914 (so says *The Encyclopedia of Australian Art*), Dennis Adams was the son of a one-time marine engineer. His father had served in square-riggers but had 'swallowed the anchor' soon after getting married and went sheep farming out from Rockhampton. In the early '20s he returned to Sydney and went into business with the 60 ft Huon pine gaff ketch, *Olive*, which he had bought in Tasmania. She was in the coastal trade here and carried much of the building materials used for the big homes at Palm Beach.

As a lad Dennis spent a lot of time sailing, and later, during his four years of study at the Royal Art Society, would go out on painting excursions – on the Red Funnel trawlers.

He remembers the sight of the *Pamir* leaving Sydney, in 1934, an image that, on top of his own hankering for the sea, perhaps made him receptive to his father's suggestion that he try the grain ships out of Adelaide for a passage to England to study art.

He finally located a ship that would take him on – "as a kind of a passenger, for ten bob a day" – the *Herzogin Cecilie*, 337 feet long, built in Bremerhaven. She had been interned in Coquimbo, Chile during the Great War and was passed to the French by way of reparations, later to be owned by the multi-shipowner Gustav Erikson of Mariehamn.

The voyage took them well south of New Zealand, around the Horn (in light conditions). Perhaps not to give the young seaman the wrong impression, a blow east of the Falklands, and 100-mile winds coming up the Channel, took a toll of 18 sails by the time they reached England. (The *Herzogin* was lost off the south Devon coast the next year.)

On arrival Dennis joined the Royal Academy Arts Schools under the Principal, Sir Walter Russell. "We did a lot of figure work, anatomy and such – I was proud to win the Silver Medal for drawing in 1936."

During holidays from the Academy he would always head for the water spending a few days on a trip in a Thames barge, and a couple of week-long trips on fishing smacks out of Brixton. In 1936 he rode his pushbike

down to Lands End calling at little ports trying to get away on one interesting vessel or another. In Falmouth he rowed out to a three-masted tops'l schooner at anchor and asked if he could go on a trip to do some painting – as a passenger. Two shillings a day for food was agreed upon. "Presently I saw the mate working up aloft, so I went up to give him a bit of a hand. 'Oh, you know something about this?' he said."

'Yes, I have just come to England on one of these.' The mate must have mentioned this to the skipper, as he offered me the job of ordinary seaman." This way Dennis did a couple of



'Bomb Dive', a marvellous life-size sculpture of a Kittyhawk pilot, which really captures the spirit of this flying, can be seen at the Australian War Memorial, Canberra.



'Survivors' is approximately 3 metres wide, a beautiful bronze work that may be seen at the War Memorial in Canberra.



'One of Our Aircraft is Missing' is probably one of Dennis Adams' best sculptures. This emotive piece was inspired by the war in New Guinea and the fact that some mates went out and never came back.

trips carrying pipe clay from Cornwall to the northern potteries for the princely sum of 1£ a week (and copped the ordinary seaman's job of cooking as well).

In 1938 after some four years of study, he returned to Australia in another four masted barque, *Lawhill*, and established a studio at Lavender Bay, preparing an exhibition at Macquarie Galleries.

War came, and he tried for the navy, "but they didn't seem keen to have me, so I joined up as a foot slogger in the 18th Battalion. Professor Dakin, Director of Camouflage, heard I was in the army not doing anything inspiring, so he got me out to work with him, devising camouflage schemes for ships and later for air force stations."

In turn Dennis was appointed an Official War Artist. "To start with, it was with the same status as a war correspondent – as an officer without any jolly rank. They then commissioned me as a Captain in the AIF with the Military History Section, although I was working with the navy and air force almost entirely." Colleagues at the time included William Dargie, Frank Norton and Ivor Hele.



"Oh you know something about this?" At the end of the main royal yard, 170' above deck.

Portrait of the deck hand as an artist, painting on the fo'c'sle, 1935. "I think I can safely say that I'm the only artist I've ever heard of who would take his paint box up aloft. Mind you, I nearly froze to death at times." - Dennis Adams.



Adam's father's ketch Olive, subject of the story 'Torres Strait Encounter' and which carried building materials for Palm Beach mansions, pictured alongside Wollongong.

His work at first took him to RAAF stations at Rathmines (Catalinas) and Richmond, and with the navy at Garden Island and Cockatoo Dock (where he went out with HMAS *Warramunga* on her trials). He then went up to the Islands two or three times with the navy, hopping off here and there to spend time with army and air force units.

Colonel Treloar, Officer-in-Charge of the Military History Section and first Director of the Australian War Memorial "gave me an easy go, as my boss; he knew I would get around and find material where I could." *Life* magazine at this stage offered him a job back in New Guinea. "But John wanted to send me to the Middle East and Med. to be with the Australian ships that were still there."

He went to Cairo on a little Dutch ship and flew to Italy via Malta. There

In 1980 Dennis went to Newport for the America's Cup and did three paintings of Australia. Pictured are Adams (left), CYCA Assistant General Manager, Peter Shipway (centre), and unidentified (right).



he spent about four months working with such units as 3 and 450 RAAF Squadrons, with their Kittyhawks, and other RAF units which, nevertheless, had plenty of Australians with them. While with a Wellington squadron at Foggia, he did a bombing trip over Budapest and supply and paratroop drops over Yugoslavia.

He tried to get over to England for D-Day; his troop ship arrived soon afterwards. "The first Squadron I went to had Stirlings, and my brother was a radio op. with them. I went out for a practice trip on L for London one night; she pranged on landing, killing two gunners and putting me in hospital with a leg injury for two weeks. My brother got a bit of a shock at breakfast next morning to hear that L for London had crashed."

Soon after, it was to the south of England to the Australian Mosquito Squadron that had not long beforehand undertaken that famous raid on Amiens prison that had saved those many resistance fighters.

Next Dennis went to Norfolk to a Beaufort Squadron with Australian Jack Davenport as CO. He was the brother of Phil Davenport, who did a trip round the world in the '40s on *Waltzing Matilda* (this yacht also got fastest time and second in the '49 Hobart Race).

Not long after, came the Japanese surrender, and Dennis was asked to pack his paint box to do the ceremony on the USS *Missouri* in Tokyo Bay. As it transpired, he missed the plane in Sydney, but a couple of days later he joined the carrier HMS *Glory* at Woolloomooloo to go up and paint the Japanese surrender at Rabaul. The painting was in the office of the Australian Ambassador in Washington for years, but is now in Canberra.

### Back in Australia

Dennis took up part-time teaching at the East Sydney Tech; some of his past students were the late Tommy Thompson, Roy Fluke and John Coburn.

At the same time he established Finecraft Scale Models, with the first job to repair the German warship models that had come out here damaged. They also did a series of 'History of Flight' models, and the '*Endeavour*', which can be seen in the Technological Museum.

Dennis has done a lot of sculpture, the first being a series of plaques, carved out of Beech, of famous airmen - Bert Hinkler and Kingsford-Smith, among others. These were placed on the cabin bulkheads in Qantas constellations.

He did a bronze bust of Co. George Barney, which is in the Rocks.

### Current works

Aside from the *Weather Report* painting, Dennis is currently working on a 40'x13' mural of the history of the Australian Navy for the War Memorial in Canberra. This is an immense project requiring a lot of research into such things as a 1910 gunboat and units of the present fleet, some 230 ships in all, and a lot of aircraft of the fleet air arm as well. He recently completed paintings of HMAS *Melbourne* and of the first *Melbourne*, a light cruiser. Last year, working from Alan Payne's plans, he did a perspective projection of a 75 footer which Dick Smith and David Lewis had intended to build for their expedition to the Antarctic. He is doing a painting of a square rigger which was the subject of filming by the ABC for their forthcoming series 'The Tyranny of Distance'. Uncompleted in his studio is a watercolour of the submarine *Ovens*, which will go to her wardroom (Oxley and Ottway have Adams oils in their wardrooms).

Next year Dennis will be going to Greenwich to read a paper at a symposium on Marine Art. "I'm a bit reluctant to call myself a marine artist because I don't want to limit myself to be a commercial painter. "I didn't want to narrow my field down to simply churning out paintings of sailing ships going from left to right or vice versa, full sails set or in a storm. I'm a painter and sculptor; I also do portraits and figures."

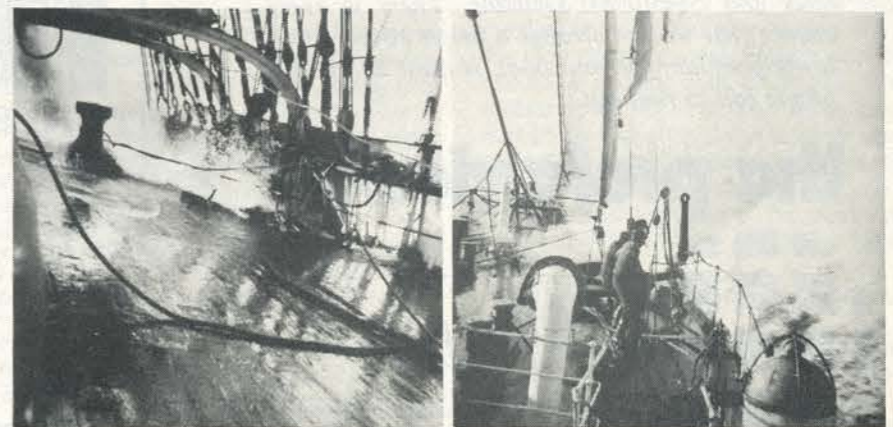
In sculpture, he recently did 'Billy', a memorial to the council worker's dog in Balmoral. He is working on a life-size marquette of a 15-hand horse and rider for the Dorothea Mackellar Memorial in Gunnedah. His is also making the Anzac March Standard (Kangaroo over Boomerang) for the War Correspondents, of which group he is a member.

### Weather Report

I asked Dennis what comments he would make about the Club's painting of *Weather Report*. "When Tony Hatch got in touch with me, I knew about the tragedy and I felt it was a very nice idea on Tony's part to have such a painting as memorial to his friend. "The subject is a boat punching into a bit of sea with that very interesting stretch of sandstone just under Macquarie Light in the background. I tried very much to get a portrait of the boat in very bright light and sunny weather. People from overseas notice the clarity of our sunlight, and I tried to get that in it. The same objective is seen in some of my



In the south of England with the Australian Mosquito Squadron, Adams paints an aboriginal motif on the Commanding Officer's aircraft.



paintings of Cape Horn; I try to get in the drama, the big seas, stormy clouds, and so on."

I hope the foregoing will further enhance our appreciation of this memorial to Phil Ramin. □



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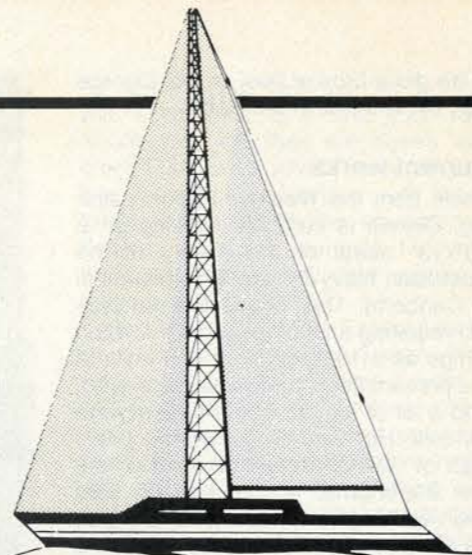
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## BIGGLES' COLUMN

by John Brooks

Hoist on my own petard, so to speak. Dear readers; both of you will probably remember my satirical shot at flag officers a couple of issues ago. Now retribution has descended upon me. Well, that is positively the last time I write anything about flag officers; it's too darn risky; I will also have to remember to duck when the main boom swings across.

The subject of measurement inaccuracy has raised its head here, though not in any highly significant way in the sense that it is widespread, or has created any cockeyed race results. The opportunities for fraud in measurement are not comprehensive and it is notable that the known cases of cheating have been very rare over the years.

Just to keep the record straight, the most recent and best known case of inaccurate rating was that of Szechuan, an anomaly caused by mathematical error in the AYF's computer run and the question of cheating therefore does not arise. Nor would the thought occur to anyone who knows Szechuan's owner, Jeremy Whitty. Unfortunately, the same cannot be said for every yacht racing in Australia, and it is fairly safe to assume that there is a small but significant number of yachts sailing in Australian races which have inaccurate rating certificates, either through acci-

dentally inaccurate measurement or, in rare cases, outright cheating. This in spite of what is probably the most scrupulously strict group of measurement officials in the world.

Added to this is the fact that any yacht measured or remeasured under the latest rules will be at a disadvantage, however small, compared to yachts measured beforehand. The question is, what can anyone do about it? The only complete answer is to remeasure every IOR yacht in Australia, a solution which is totally impractical. Another is to remeasure every major race or point score winner; again this would throw a great strain on the system. What will probably happen is that any yacht consistently sailing fast for its apparent rating will come under suspicion and the prospect of rating protests at major races or regattas is a definite possibility.

Australia has suffered a steep decline of interest in level rating events and we are not alone. The latest example is the cancellation, due to lack of entries, of the World One Ton Cup which was to be held at Brighton (UK) in August. Only nine entries from four countries were received for this once prestigious event. Australians and New Zealanders used to build one-off 1-tonners with gay abandon, but no more. The word abandon is probably a key to the demise of the one ton class in the sense that nobody wants to build an expensive, strippedout racing machine, fitted with all the latest gear, only to find it made obsolete a year later by a new IOR change. At that point you might as well abandon the boat because it is of no further use to anyone, not as a level rater anyway. The IOR has been working pretty well on the whole recently, but it is murder on level rating boats.

When this issue comes off the press the **Clipper Cup** will be in full swing and you can look to a very strong and well balanced Aussie team to give a good account of itself, it might even win. One thing you can be sure of in Honolulu; the best boats with the best crews win; luck plays a comparatively minor role in the Clipper Cup series, unlike the Admiral's Cup. Apart from the Round-Hawaii Race, which has a big wind shadow in the lee of the big island, the steady, predictable trade winds and low latitudes provide a sailing paradise and that is what has made the series so popular in such a short time.

One of the most spectacular features of the Clipper Cup this time around is the large gathering of maxis for a leg of

the Maxi World Championship. Many of the big names will be there including Apollo (Jack Rooklyn), Condor (Bob Bell), Condor of Bermuda (Dave Lewis), Kialoa (John B. Kilroy), Kialoa II (Queensland syndicate, skipper Dayle Smith), Rampant II (Alan Tucker), Vengeance (Bernard Lewis), Windward Passage (John Rumsey). It is a pretty impressive line up, but conspicuous by their absence are the Europeans, which means incidentally that there will be no Frers maxis joining the fray.

What a sight they will make off Honolulu. They would make an even better sight charging down Sydney Harbour, but that is not on the cards, at least not in the near future. Perhaps the next Southern Cross Cup will attract one or two of the big American boats to our shores. 'Jim' Kilroy has hinted at the possibility in a letter to Biggle's Column. Thanks for the letter Jim (that takes my audited readership to four and has sent the Editor into paroxysms of delight). The good news is that the USYRU has given permission for US teams to the Admiral's Cup or Southern Cross Cup etc. to diffray crew and shipping expenses through commercial sponsorship, a facility they didn't have before. This, of course, gives us a big chance of seeing a fully supported US team at the 1983 Southern Cross Cup, something we have looked forward to for some years. I will be in Honolulu for the Clipper Cup and I hope to be able to convince a few overseas maxi owners that the 1983 Southern Cross Cup and the Burns-Philp Maxi Series will be super special events and the place for them to be in '83.

Passage racing in this country continues its steady rise in popularity. Seventy-five skippers have shown interest in the CYCA's 1983 Sydney-Noumea event and if only half of that number show up on the starting line, the race north to sunny French waters should be exciting stuff. Of course, the waters may not still be technically French by that time, if the political upheavals in New Caledonia continue. If the French have to leave New Caledonia I fear a large part of the romance of the South Pacific will leave with them.

Editor: (Suspiciously) "Is that a political statement?"

Biggles: (Cringing) "Of course it's not a political statement. I don't know anything about politics."

Editor: (Dubiously) "It sounds like a political statement to me."

Biggles: (Condescendingly) "I told you, never take anything in this column seriously. □"

# THE VICTORY ENQUIRY

We are grateful to the Editor of Seahorse, the magazine of the Royal Ocean Racing Club, for granting permission to reproduce the following article on the

Victory enquiry. Subscriptions to Seahorse are available from Ocean Publications Limited, 34 Buckingham Palace Road, London SW1.

When the yacht Victory raced in the Admiral's Cup she raced at 33.1 IOR. When she was protested in the USA, she was remeasured at 34.5.

What happened? The RORC instituted a full enquiry under David Edwards, Sir David Mackworth, and Sir Frederick Coates. Here is the gist of the report, but the many appendices have been left out.

The RORC issued the following press release on 1st July.

The Flag Officers and Committee have accepted the resignation of the Rating Secretary, Mr.K.Ludlow, who will leave his post at the end of the current season.

The RORC Rating organisation is now undergoing thorough examination to determine its future method of operation. Copies of the Victory Rating Inquiry Report are available from the RORC at £3.00 plus postage.

## THE VICTORY INQUIRY

To the Commodore, Royal Ocean Racing Club

In March 1982 you appointed us to inquire into the circumstances surrounding the various measurements of the yacht Victory under the IOR. You asked us to report especially on the differences between the ratings issued by the RORC Rating Office in 1981 and those issued by USYRU in 1982.

We regret that it has taken longer than we had hoped to produce this report. We expected the yacht to be brought back to England but she remains in Florida and we considered it essential that she should be further remeasured under our supervision. This further remeasurement took place in Florida on 28th and 29th May 1982.

We have met and spoken to and taken statements from a number of people in the course of this inquiry and we would like to express our thanks for the co-operation we have received.

(Signed by:  
David Edwards,  
Sir David Mackworth,  
Sir Frederick Coates.

### The original measurement

The first measurement was attempted at Hamble Point Marine because the builders had an office nearby. The boat had been built in Cornwall and was not completely finished on 10th April 1981 when measurement ashore took place. This was carried out by Captain Campbell, who was an experienced measurer who had been an IOR measurer since the introduction of the Rule. He retired from measurement in July 1981. The hull measurements were taken by Captain Campbell assisted by the yacht's designer Edward Dubois and, to a small extent, the paid hand David Blatchford. Measurement took place on 28th April. The yacht was not in a cradle or chocked off but was supported in a travelling lift with the keel resting on a

block of wood. From the measurers' worksheet it appears that the yacht's bow was about 9" above its flotation trim. The yacht was not firmly supported so that when the designer stepped from a ladder to the hull, the ladder moved perceptibly against the hull. This would appear not to have fulfilled the owners responsibilities under Rule 107.1.A.

The hull measurements were taken with the aid of a water level to determine measurement datum (see Appendix in the full report). The same three steel tapes were used throughout. Captain Campbell's measurement. These were an 8ft recoiling steel rule terminating at zero, a 60 ft steel rule with a ring the outer end of which was zero, and an 80 ft steel tape with a right angle hinge at the end. On this tape the hinge was zero. For most measurements the end of the tape was held by the designer. He had done this many times and has no doubt that he did not make a mistake in identifying zero.

The mast was stepped and rigged and the shrouds not slacked off, although the forestay and backstay were not under sailing tension. Hull measurements were taken in accordance with IOR procedures. The depth measurements were taken using plumb bobs hanging from the sheer line. The measurer called out the measurements which he took and he wrote them down in a notebook, transferring them later on to a worksheet. The designer did not make notes at the time. His office had prepared a list of predicted measurements. The designer had budgeted for a minimum CGF of .968 because in his experience it was usually possible to obtain a minimum CGF in a hull of that shape. If the initial inclining showed a higher righting moment it was expected to be possible to lower it by moving ballast and bumping the BWL position. The predicted depths were FD 5.51 CMD 5.98 and OMD 4.28 MD 5.45.

There were some quite substantial discrepancies between the designer's estimated figures and the measurements. For example, designed LOA was 43.68 ft but it came out at 43.90 ft on all but one of the measurements, by the RORC and USYRU.

This is partly because boats are not usually built with exact precision to the lines drawing. In this case the designer says that some alterations were made to the shape in the way of the measurement points at the lofting, plug building and fairing stages.

This was obviously a very important boat for the designer. Because of the events of SORC 1981 he was anxious that the yacht should have a valid rating which was not suspect. The results were broadly as expected with the exception of the depth measurements some of which he felt were somewhat greater than expected.

Measurement afloat was carried out at Hamble Point Marina on 28th April. Conditions were described by Captain Campbell as very good. Captain Campbell was assisted by a member of the designer's

staff. The tanks were empty and internal ballast totalling 2250 lbs was located in two packs 24' and 26' respectively from the stem. The plot of the inclining measurements is in the full report.

The measurer's contemporary notes were returned to the Rating Office on his retirement but were destroyed in 1981 during routine destruction of unwanted papers. As a result of these measurements, the Rating Office issued a rating certificate on 30th April 1981. The rating was 33.3 feet. The designer had expected the yacht to rate at about 33.5 or 33.6 feet. On examination of the rating certificate the designer thought the hull depths, in particular the FD measurement, unexpectedly high so in early May he and an assistant checked the FD measurement and reckoned it to be about 0.05' less than shown in the rating certificate. Before the boat was moved the designer asked Captain Campbell to check the FD measurement which he did and found it to be the same as previously recorded.

The Rating Secretary would not normally be informed of such a re-check and he has no record of being informed that Captain Campbell had checked the depths.

### Section 2: Remeasurements & checks in the U.K.

In early June it was decided to move some of the ballast and to bump the CMD measurement point by 1/4". The bumping was carried out by Moody's and the remeasurement of CMD was made by Captain Campbell on 12th June. The yacht was supported in a travelling lift. He recorded CMD as 6.06 in place of 5.97. The yacht was re-inclined and RMC found to be 1629 and the net effect was to make no change and a new certificate was issued on 12th June at 33.3 ft. Later in June the ballast was altered again by moving more of it forward. FF fell from 4.31 to 4.23 and RMC was reduced to 1588 on re-inclining. This reduced the rating to 32.2 ft. The designer expected RMC to be in the region of 1600. It is shown as 1585 on his office's pre-launch calculations.

The P measurement was then reduced. It was remeasured by Commander Woodhouse on 26th June at 51.86 ft. As a result a further certificate was issued on 26th June showing the rating as 33.1 feet.

Meanwhile the Admiral's Cup Trials had begun on 5th June. The inshore races took place on 13/14th June and 27/28th June. The Admiral's Cup selectors were concerned that there should be no possibility of a rating protest against any of the British team in view of the unhappy events of the 1981 SORC. They accordingly asked one of their number Robert Humphreys, the yacht designer, to examine the rating certificates of the leading British yachts to see if they seemed to be in order. Mr.Humphreys told his fellow selectors that he had plotted the depth measurements of Victory and that they seemed higher than he would have expected. Mr.Humphreys and another selector saw Mr.Ludlow, the Rating Secretary, and expressed concern at Victory's depth measurements. Mr.Ludlow said he would check the position. The owners of the three yachts ultimately selected and one or two others were all asked to ensure that all key measurements had been taken at least twice. It was not however made clear that each yacht should be completely remeasured a second time and, indeed, none of them was.

Mr.Ludlow checked the measurements against the lines plan which was in his

possession. He also checked the flotation. This check showed that the OMD and FD measurements did not reconcile with the lines plan. This plan had been prepared before the decision (referred to above) taken in June to bump the CMD position.

In early July the yacht was hauled out at the Berthon yard at Lymington for repairs to the P bracket. The opportunity was taken to check the fairness of the CMD bump and its compliance with Rule 103.3. It was found that there was some hollowing and the bump was rebuilt and faired by the Berthon Yard. The designer saw Mr.Ludlow and asked that a Lymington measurer should remeasure the depths. On the 9th July, Major Hay checked the propeller measurements and, using a water level 5 feet above ground, checked the midship depth measurements with the boat chocked. His data sheet is in the RORC report.

It is noteworthy that Major Hay used a different method of measuring CMD. Instead of working from the sheerline downwards to the water level and then downwards and inwards to the measurement point, he started by measuring from the assumed centre line of the underside of the keel. He used a folding 6 ft wooden rule and a short recoiling tape. He also had a 50 ft steel rule with a hinged right angle end fitting similar to the 80 ft tape used by Captain Campbell.

The measurements found by Captain Campbell at his final measurement on 12th June and by Major Hay on 9th July can be compared as follows:-

	CAMPBELL	HAY
OMD (not remeasured, previously 4.44)	4.40	
MD	5.45	5.46
CMD	6.06	6.06

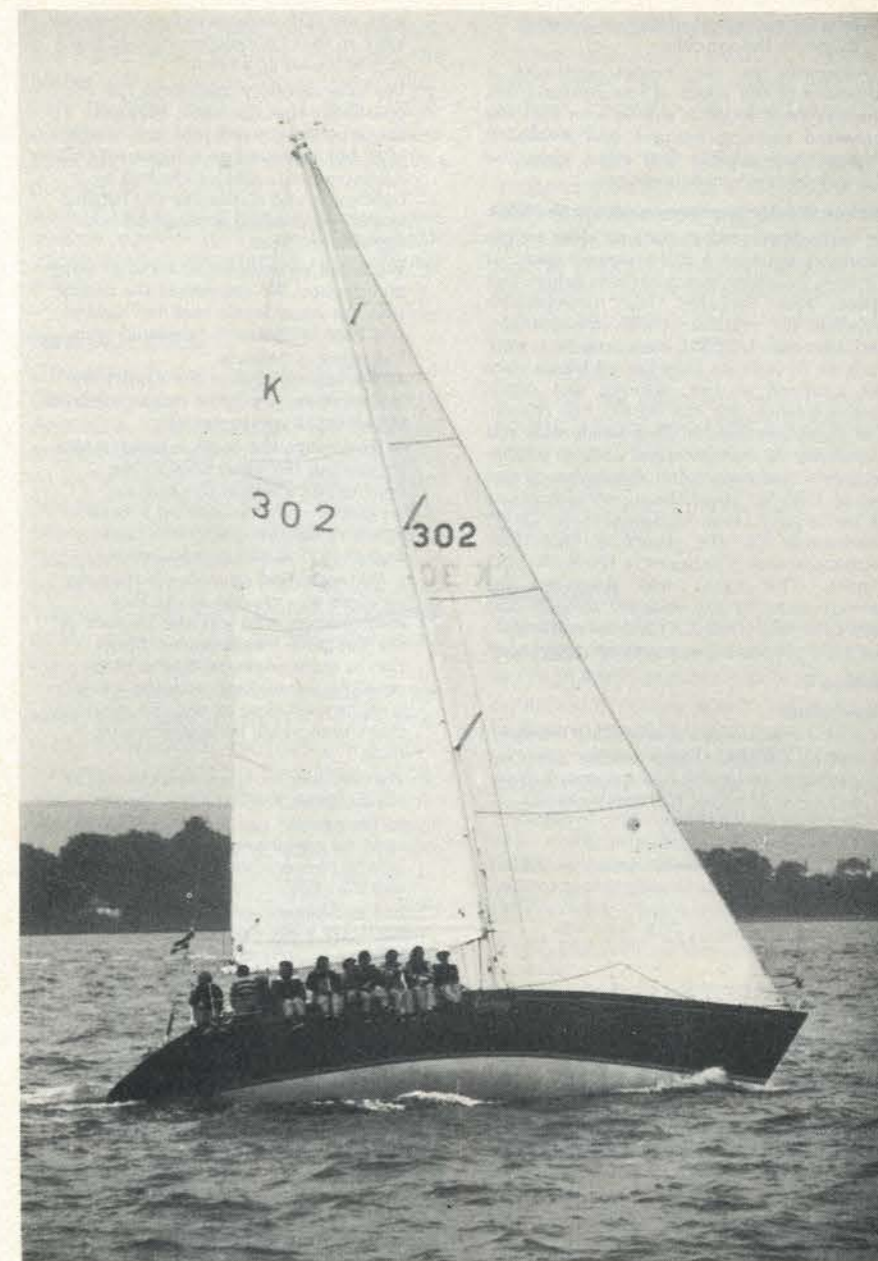
Major Hay had no assistant with him. For the latter part of his measurement he was assisted by an unidentified bystander who may have been a member of Victory's crew. The water reservoir was located throughout at the aft end of the keel. When taking the depth measurements, Major Hay was standing within about 5 feet of the reservoir and he is adamant that nobody could have interfered with it. In taking the freeboards and MD measurements Major Hay used the data from the existing rating certificate to determine the measurement stations.

The correlation between the mid depth figures produced by Captain Campbell and Major Hay was so close that the Rating Secretary was confident that these measurements were accurate.

Unfortunately Major Hay was not apparently asked to check the FD measurement which had not been bumped and which gave rise to the designer's original concern. The designer's predicted FD measurement was 5.51 instead of 5.61 found by Captain Campbell. The weather conditions were said to be poor with rain. Major Hay was apparently asked to check the depths, not to make a hull remeasurement. He used the measurement stations derived from the existing rating certificate.

### Section 3: Remeasurements at and after the SORC

Between the Admiral's Cup and the SORC series in Florida in February 1982, the yacht changed hands and in January 1982 the RORC Rating Office issued a new certificate in the name of Trevor Bailey who campaigned the yacht in the SORC. The rating was 33.1 feet and the measurements



were the same as those contained in the previous certificate issued on 26th June 1981. The yacht was transported to Florida and re-rigged with the same rigging, competed successfully in the SORC and scored the highest points in Class II. Subsequently, a competitor protested the yacht's rating and remeasurement was carried out under the auspices of USYRU by Mr.George Harvey, a Canadian measurer, at Fort Lauderdale on 12th and 13th March. Mr.Harvey was assisted by the local measurer, Mr.Lester Vohs. The yacht was prepared for measurement by Mr.Bill Edgerton, the owner's representative. As a result of this measurement a certificate was issued by USYRU dated 15th March 1982 giving a rating of 34.5 (See the full RORC report).

A second measurement took place at Fort Lauderdale on 19th March. It was carried out by Mr.Harvey and Mr.Joe Isaacs, a UK measurer, who had flown to Florida for the purpose. Mark Vinbury of USYRU was present and submitted a report. (See the full RORC report.)

Comparing the results of the first and second UK measurements one notices the following:

1. The yacht was inclined and flotation measured on the first occasion only i.e., on 13th March. RMC was found to be 1803.20 in place of the UK RMC measurements which varied between 1566 and 1629 in various states of trim.
2. The beam and depth figures found at the two separate US measurements coincided exactly so that there was a difference of only .01' between the two OMD figures.
3. Apart from beam and depth measurements, there are six instances in which the hull figures in one measurement differ from the other by at least .05'.
4. It is difficult to isolate precisely the factors which caused the US rating to be so much greater than the UK one. This is because the IOR brings some measurements — beam, for example,



into the rating calculation at several stages in the formulae.

Appendix in the report contains a summary of the effect of the measurement changes from which it will be seen that the increased righting moment and freeboard changes had slightly less effect than the changes in depth measurements.

#### Section 4: later remeasurements in the USA

In early May 1982 it became clear to the inquiry team that a full remeasurement of Victory, including measurements ashore and afloat, was desirable. The discrepancies between the original RORC measurement and the two USYRU measurements were such as to indicate that the problems were not confined to the inclining and depth measurements (see the RORC full report). The yacht remained in Fort Lauderdale and eventually it was arranged that a further complete remeasurement should be carried out by USYRU under the supervision of one of the inquiry team, Commander Sir David Mackworth Bt. His report of this third remeasurement is annexed to the RORC full report. The yacht was prepared for measurement by the designer himself. The figures in the three USYRU measurements are within expected measurement tolerances.

#### Section 5

##### Conclusions

1. The 3 measurements of Victory carried out by USYRU show a satisfactory degree of congruity and we accept the figures in the final hull measurement on 28/29 May 1982 as valid. It follows that we reject those figures in the original UK hull measurement on 28th April 1981 which do not confirm to the final US hull measurement figures. The trial inclination on 28th May was deliberately carried out in accordance

with the IOR in force before November 1981 so that no valid rating certificate can be issued as a result.

2. We have carefully considered the possibility that the yacht changed shape between April 1981 and March 1982 but we found no evidence of this. All attempts to distort the hull by tightening and slackening the rigging and by suspending in slings had no significant effect.
3. We found no evidence of fraud or other malpractice. We considered the theory that the water levels used in England had been deliberately tampered with but reject it because:
  - a. The inaccuracies in the April 1981 measurement are by no means confined to the depth measurements.
  - b. To corrupt the depth measurements by moving the water level at the appropriate stage of the lengthy procedure and then moving it back again would have required a high degree of skill and sophistication.
  - c. We could find no evidence that any stranger was present at the Hay measurement who was also present at the Campbell measurement. Major Hay is quite adamant that nobody could have interfered with the water level he was using during the relatively short time which his measurement took.
4. We comment as follows on the role of the designer, Ed Dubois.
  - a. Throughout our investigations we received completely open, frank and helpful co-operation from the designer and his staff.
  - b. The designer gave the UK rating secretary a copy of the lines plans of Victory in early May 1981, i.e. after the original hull measurement but before the June re-measurement.
  - c. When the designer was told the depths found at the original hull measurement he thought they were too large and checked them himself. He then told the measurer he thought the depths might be too great and asked the measurer to check them.
  - d. In particular, the remeasurement of depths carried out by Major Hay on 9th July 1981 was initiated by a request from the designer himself.
  - e. He thus did all that could reasonably be expected to warn that something might be wrong.
5. We have examined the ratings of a number of other yachts which have been measured more than once and the conclusions are shown in an appendix to the report.
6. With hindsight, it is perhaps unfortunate that the yacht was not fully remeasured in June 1981 when the Admiral's Cup selectors queried the depth measurements. What happened was a rather rushed check of the mid depths using the original measurement stations. We think the instructions given to Major Hay should have been fuller and more specific. The following factors suggested at the time that a remeasurement was desirable:
  - a. The designer and the Admiral's Cup selectors have queried the depth measurements in some detail.
  - b. Even though variations may have been made at the lofting or plug stage

the lines plan should have indicated that the depths should all have been remeasured.

7. We do not wish to undermine confidence in the IOR which has provided splendid international racing for 12 years for development and offshore racing yachts. On the whole the Rule has withstood the assaults of the world's leading designers pretty well. As a result of those assaults the Rule has become very complex. We feel strong, however, that measurement techniques have not advanced in step with this increasing complexity. We have the impression that USYRU has tightened up its measurement practices considerably since the events in early 1981. We think that others should consider doing the same. In particular we believe the following points are worth attention.
  - a. When the IOR was introduced it appears to have been the policy of the RORC to keep measuring costs down so as not to discourage participation in racing. At the time this was, no doubt, eminently sensible. We feel that measurement on the cheap is no longer appropriate, particularly for one-off yachts. The cost to the great majority of owners can be contained by the use of standard hull measurements and one design ratings. The one off yacht should be measured more rigorously even if the cost is considerably greater. It will still be a minute proportion of the amount spent by owners in achieving high performance with low rating.
  - b. We query whether the inclining test now serves a useful purpose. The majority of the top yachts are designed to obtain a minimum CGF. The introduction of a scantling rule will surely obviate dangerously light construction.
  - c. The hull measurement points used in the IOR are powerful in effect. We hope it will soon be possible to bring into use improved methods of measurement using modern technology. This is an area where it seems that measurement must become more expensive.
  - d. There must be no acceptance of compromise in measurement. Measurers must enforce the rules with military strictness.

#### Measurement Differences VICTORY

	RORC	USYRU	Difference
	26.6.81	13.3.81	
LOA	43.90	43.95	-0.05
FGO	3.01	2.86	0.15
AGO	4.95	5.00	-0.05
GSDA	1.49	1.58	-0.09
GSDF	1.52	1.48	0.04
FD	5.61	5.46	0.15
CDM	6.06	5.95	0.11
MD	5.45	5.35	0.10
	4.44	4.26	0.18
B.Max	13.52	13.43	0.09
B	13.21	13.19	0.02
BF	2.50	2.31	0.19
BFI	3.68	3.55	0.13
BAI	9.00	9.05	-0.05
BA	8.14	8.11	0.03
DMT	11.84	11.83	0.01
WHA	3.50	3.42	0.08
BHAI	3.73	3.66	0.07
BHA	3.20	3.17	0.03
PDT	6.69	6.65	0.04
Mean Difference	.0590		
Standard Deviation	.0761		



## RACING ROUNDS

by Duncan van Woerden

### Old Sea Dogs

The Blue Water Championship might be old news, as is the ability of Peter 'Doggie' Kurts to keep winning races in so called 'Panlicker' yachts. For the uneducated, Panlickers, although occurring in mortal frequency over the decades, are yachts of dubious (pun) design expectation that invariably drain the owner's cheque account to rubber status and keep the marble fireplace entirely free of silverware.

Peter embarked on an Admiral's Cup campaign with a yacht that could be assessed as rather opposite to the triumphant Love & War - a real yacht. The naming of the yacht probably inspired it to initially lap milk from the saucer, but with typical dogged determination Once More Dear Friends scooped the pool after an indifferent early career. Peter's consistency in ocean racing is, or should be, envied by all and his perseverance admired. From what appeared an ordinary yacht, OMDF has developed (new keel, two rigs, two rudders and sails) into a potentially consistent performer. Point being - that you don't win the Blue Water without being dedicated.

Peter, though, is still expecting more from the little woofer. Not content with recent success, OMDF is being fitted with her third spar in two years in a bid to perhaps finally earn her diamond-studded collar. It is expected to contest the Admiral's Cup trials in Melbourne in '83, with the same skipper, different

crew and washing and, more important, the Kurts determination. Provided the stable unit of transaction is one Carlton can, I'll offer odds of 5:1 that OMDF escapes the pound and gains selection, and that Kurtsy is nominated as dog trainer of the year by the RSPCA.

**Author's Note:** From here on all new yachts shall be referred to in the canine neuter until classification of performance is suitably approved.

### New Admirals

Other well known owners are also establishing new breeds for the coming Admiral's Cup season. Dennis O'Neil and syndicate are firing up a New Frers 41 footer with a formidable line-up, headed by 'Huge Treehorn', F. Man Freeman, Phil (Hot Wire) Walsh and Robbie (Holiday) Brown. The yacht is being constructed by John McConaghy Yachts in Dee Why, utilizing the latest exotic plastics and carbon and looks the goods on paper.

The design and construction are being kept under wraps, but the word is the construction technique is a world first and a tribute to designer, builder and crew for ingenuity. Spars, sails and winches are all Sydney products, which is also a plus for local industry in this highly competitive level of the sport. Offshore will profile this yacht in a later issue once the kennel door is opened.

The only other new yacht currently building for Admiral's Cup is Greame Lambert's new Too Impetuous, another Ron Holland design rating around the 2-ton scene. The yacht is a departure from the previous aluminium Impetuous, being another exotic plastic yacht with integral space frame. John Kershaw is supervising the building at Greame's factory, and the product is of world standard. Once again, spars and sails are local products, though some hydraulics, deck gear and winches will be American made.

Both yachts were scheduled for early October launching; however, Lambert's yacht might not be finished until November following last minute design confirmation.

Apart from that little appears to be happening on the Admiral's Cup scene. Both Stan Edwards and Marshall Phillips prefer the warmer climates of Hawaii at present, and Syd Fisher, Lou Abrahams and Alan Bond seem adequately snowed under in managing the three Australian 12 Metre aspirations in their various states.

Whilst the numbers are down for Admiral's Cup, when this issue goes to press nine CYCA-registered yachts will be competing at Clipper Cup - not bad considering that's more than the host club (and State)!!

### Old Guard

Though more is written elsewhere in this issue, a short word for Ray (Razor) Hollingsworth and his still totally active contribution to the sport is appropriate in Racing Rounds. Apart from being the world's oldest boat nigger, Ray is a smart learner and has ordered self-furling sails for his latest charge, Chasseur. One wonders what honour the IBNA (International Boat Niggers Assoc.) can bestow upon Ray to upstage his CYCA life membership, but a better loved recipient would be hard to remember.

On a closing note to all Hobart revellers, it had come to the writer's attention that the Davis Family sold the St Ives pub and the new management are not experienced (their own wise decision) in conducting an annual swill of such immense proportion. A new venue will not be easy to locate, and a vote of thanks is due the Davis Family for keeping the majority off the Hobart streets for the past few years, if only for a couple of hours. □

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Miss Serena Knox  
National Promotions Officer  
Ocean Youth Club of Australia  
22 Bridge Road  
Glebe, NSW 2037  
Tel: • (02)660-1630 (direct line) • (02)660-4055 (switchboard - leave message)



## A NEW DIVISION FOR THE CYCA

by John Keelty

For many years now, numerous members have brought to the attention of Boat Owners Meetings, and even the AGM, the need of the Club to cater for the cruising boat. Well, the question is 'What is the cruising boat?'. That, of course, is arguable, as is the 'profile' of the skipper of the cruising boat. One way or the other we have an increasing number of Members who have decided that flat-out racing is no longer what they want.

As a result of interest expressed at the last Boat Owners Meeting, a remarkably well attended preliminary meeting of interested owners was held at the yacht club, and the comments and ideas from this meeting were pre-

sented to the Sailing Committee which has now given its full approval and support to a new division.

This summer the CYCA is introducing a new series to be held in conjunction with and on the same days as the SOPS races. The division will be called, for the want of a better name, 'The Short Haul Division', and it has been formed to increase the enjoyment of those Me-ders who wish to go out sailing but who do not wish to have the hassle of (a) thumping to windward or (b) the drama involved with inexperienced crew handling their spinnakers and gear.

This non-spinnaker division will have a total of fifteen events and a point-score will be conducted on the series

dropping the worst four (or missed) races.

The full season's program will be found in the about-to-be-published 1982-'83 Sailing Program along with courses and diagrams, starting times, safety requirements.

On each Saturday that an SOPS event is held, the Short Haul Division will start 30 minutes after Divisions 1, 2 and 3 (15 minutes after Division 4); after a short work to windward the yachts will proceed to reach or run to the wing mark of the SOPS course, thus eliminating the windward work, and hopefully will arrive well before the SOPS yachts. After rounding the wing marker the yachts will run back into the harbour (approximately a 3/4 run) to the Lady Bay gas buoy, to the Manly west/Manly east then back to the finishing line at Watsons Bay.

The total distance covered should be about 12-15 miles, and as 80% or so is expected to be 3/4 running or reaching the events should be fast and should be finished before the harbour becomes cluttered with racing craft (estimated time 2-2 1/2 hrs).

In the event of bad weather (in excess of 20-25 kts, or rough seas) at the discretion of the starter two alternative harbour courses have been set, both of approximately 12 miles and hopefully with not too much windward work involved.

Bearing in mind these events are mainly to be treated as fun events similar to the daylight saving style of racing, there will also be a certain amount of skill required - the wing mark will have to be found). The yachts are allowed to carry a minimum crew of three (over the age of 18, of course). Thus we not only hope to cater for all types of yachts and competitors (many may wish to make it a family affair), but we also hope to interest those who are stepping down from last year's SOPS series for one reason or another, or those who wish to prepare a crew and their yacht for next season's SOPS.

After each event it is hoped that we will hold a social get-together and BBQ so that ideas can be exchanged on how events can be improved, and owners and crews can get to know one another, which tends to make the whole thing more fun in the long term.

The Sailing Committee has agreed that these events may be carried out on the minimum safety requirement, which is Category 4 (see the YA Blue Book), and let's face it, any yacht that is proceeding beyond the heads should have this as its minimum standard.

It is also planned to have at least one passage event to Pittwater.

For those who may think three in the

crew may be a problem, I have approached the Ocean Youth Club and two other sailing schools, and both are quite enthusiastic about supplying crew over 18 who are experienced graduate sailors, both male and female, who are looking for casual and permanent crew positions and who will make themselves available when and where required.

At our preliminary meeting it was decided that the use of MPS sails is not to be allowed but that this requirement will be reviewed in a few months when events are underway (but only if the majority of owners wish to use them).

All the handicapping will be strictly arbitrary, and it is hoped that eventually three divisions can be formed, one for JOGs (up to 1/2 ton), one for current and ex-racing yachts of 1/2 ton and up (no limit), and one for cruising type or motor sailers, but this year this is all subject to a minimum of 10 entries in each division prior to 30 August, the Monday before the first event. A meeting shall be held on that date for those participating owners and skippers who wish to attend; at this meeting we will discuss:

1. handicapping and divisions based upon entries received;
2. crew requirements and lists;
3. the social aspects and requirements of the division in general, and for those who may not have participated in offshore events before, hints on how to find the mark if so required, and interpretation of the signals and courses.

So far, interest has been expressed from skippers of Hood 23s to 50' cutters, a larger number of 32-32' skippers, at least two Salar 40s and an Elvstrom Coronet motor sailer. Even Erica J is contemplating an entry. With Jim McLaren (Wayfarer V) and Owen Hasemer (Summer Wind) helping on the social side of things we cannot do anything but succeed!

So, gentlemen (remember gentlemen never sail to windward, at least when it can be avoided), if you think you may be interested, contact Jill in the Sailing Office, preferably with your completed entry form, Category 4 safety certificate and \$50.00 for the full season's entry, and let's see if we can make this division a success.

If you are only interested in casual entries, ask to be put on the mailing list and be kept up to date with our progress. This way you also may be able to have some real fun sailing this summer and make this the first step towards living up to the Club's name - the Cruising yacht Club of Australia.

- John Keelty

## TO IOR OR NOT

by Bill Sherman



Poste Restante features a full-size chart table to starboard at the foot of the companionway; to starboard is an eight seater U-shaped lounge/dinette around a table which collapses to form a double bunk and to port a small seat. In front of the main bulkhead is a sail storage area to starboard and cupboard space to port, and forward again is a large separate toilet.

Why would you pick a Farr 1104 to go cruising? After all, they have a name for being lightweight, high-performance, slightly tender offshore racing yachts and are certainly nothing like the image of the classical cruiser, à la Eric Hiscock.

In fact, according to Phil Walsh, owner of *Poste Restante*, they have a lot to offer: "They are economical to build. The 1104 is a 36 ft boat but can be fitted out for the price of a masthead half tonner. They have a tremendous amount of interior space and have a proven record for strength earned in many long and rough offshore races. Also, the small jibs of the fractional rig are easier to handle with a small crew."

Phil, whose sailing experience started when he was eight at Double Bay and Woollahra Sailing Clubs, with MJ's, Cherubs, VJ's, skiffs and, lately, 18 footers, ocean racers and maxis, had his first experience of an 1104 when he went to Hobart in one back in 1976, with Dick Cawse. Indeed it was the memory of how she sailed in that race that prompted him to look at one again when he came to build his own boat.

The Farr is a very well proven design; about 50 have been built in Aus-

tralia. A number of builders have owned the moulds including Compass Yachts, who built about 40 boats but, for various reasons including economy, Phil decided to build the boat himself.

He leased the moulds from the present owner and rented space in a yard at the bottom of Glebe Point Road, specialising in owner construction (a number of boats are being built in the yard which charges a monthly rental for space of about \$100, depending on size.)

Apart from the laminating, which was done by a professional, nearly all the rest was done by the Walshs - Phil and Beverley. A professional laminator was used to avoid problems later from delamination and osmosis. He worked to building instructions provided by Bruce Farr, and as additional insurance his contract included satisfying four survey inspections during construction of hull and deck.

The hull is of standard construction with some additional strength built in around the keel. Other improvements include thicker bulkheads for additional strength and a modified rudder. Following advice from Bruce Farr and from the owner of Salamander, which had trouble with her rudder in two Hobarts,

the front edge of the rudder has been straightened; it was also deepened by 7 inches and a full length stock put in, with 1/4"x2" webs fitted on either side of the stock, so that even if the rudder cheeks break off there would still be steerage. The result on other boats that have made this modification is a better balanced rudder and easier steering, with less roundups and broaching.

#### Deck layout

On a boat destined for cruising there is, obviously, no need for an exotic racing deck layout.

Nonetheless, she is fitted with a double spreader 'Die-16' Yachtspars section slightly taller than standard, and while the Walshs have no intention of selling her in the foreseeable future, everything has been done to help her easily change roles into a club or IOR racer, at any time in the future.

She is also fitted with spinnaker gear and has done some casual racing, including the winter series with her present gear. She hasn't been rated but would probably rate about 28 foot with present age allowance.

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#### Interior layout

*Poste Restante* is designed for two people to cruise in comfort. There are two comfortable-looking double bunks, one either side of the companionway, going back under the cockpit seating, with a 25 HP Volvo Diesel and a 44 gallon diesel tank (range 700 miles) in between. Coming forward there is a full-size chart table to starboard at the foot of the companionway and, to port, a very large galley and work area with 2-burner gas stove/oven, two sinks, big ice box and a front-opening fridge which can be operated by gas or electricity.

To starboard again is an eight seater U-shaped lounge/dinette around a table which collapses to form a double bunk and to port a small seat.

In front of the main bulkhead is a sail storage area to starboard and cupboard space to port and forward again is the large separate toilet, basin shower arrangement - ideal for long distance cruising and there at Beverley's insistence. The shower drains into its own sump which pumps overboard.

There is a 100 gallon fresh water tank and plenty of storage under all bunks and built in units.

At the time of writing the interior trim is not quite finished but the quality of the final job can be seen. The major impact comes from the very attractive effect created by the use of western red cedar planking laid horizontally on the interior of the hull from stem to stern, giving visual warmth to the whole interior, and, one must assume, providing good insulation. The flooring is also decorative timber - teak with ash inserts.

#### Poste restante

At least if Phil and Beverley achieve their cruising ambition, they should have no trouble getting their mail, with a boat name such as they have chosen. Their first cruise will be to the Barrier Reef next winter, at least a year ahead of schedule.

They had expected to take three years to build her but it has been managed in 18 months. After lamination was completed and the deck fitted, the boat was left in the cradle, without keel or rudder, and the interior completed to about the 85% stage by the Walshs working in their spare time. It was very much a family affair. As Phil says, "I just wouldn't have been able to do it without Beverley's help. I rarely went down to the boat to work by myself."

The result they have achieved is a very practical solution to the two-man cruising yacht and one which should give many years of pleasure for the hours of work put in. □

## SARABANDE IS OFF AGAIN

...a letter from Max Kean

I purchased the *Sarabande*\* in March 1982 which was previously owned by Joss Doel and Basil Diethelm, both well known in the Club. The *Sarabande* has carried the CYCA burgee now for many years, at least since Basil bought her in 1967. She has cruised the Pacific and Indian Ocean and circumnavigated the world from Darwin, Indonesia, Singapore, Suez, Mediterranean Sea, West Indies, the Pacific and home to Sydney.

Our present aim is to follow her wake and traverse in very much the same course, having a feeling *Sarabande* knows the way.

She is a 36 ft Woolocot ketch and was built in 1961 by Joss in New Zealand - I am told from one Kauri tree! And after her purchase through Bob Holmes we gave her a mini-refit, at the CYCA. We were anxious to catch the good seasonal weather for a run to Nouvelle Calédonie thence northward through Vanuatu, Solomons, New Guinea, entering at Kieta in Bougainville, thence to Rabaul then on to Indonesia. Planning on a slipping in Surabaya.

As usual time is against us having three months only left before the rainy season begins.

The crew consisted of myself as skipper and three mates, two of whom, Peter Black and Clinton Chalmers, I have known for some years, and an American traveller who's visa in Australia had expired - Dan Moyer, from Santa Barbara. All are fairly green sailors but have really proved their worth, and not one was seasick.

We sailed from RANSA jetty 1200 hrs 17th April for Coffs Harbour where the necessary customs clearance had been arranged through Sydney Office.

This was the shakedown for us as far as *Sarabande* was concerned. Not much wind, light S/SE run up the coast under cruising rig, no spinnaker yet. The southerly set was running at 4 knots estimated by the north coast fishermen who say '4 buoys under', referring to their fish traps the top marks of which were all trailing well under the surface.

After a slow but painless trip up the coast, we arrived in Coffs Harbour, and its new pontoon type marina. Good news travels fast, and when we arrived

there were several free pens for visiting yachts available at the fee of \$2.00 per week payable to the Public Works Department, who own the marina. After a ten day stay alongside, there was a cue of yachts waiting for berths.

The Coffs Harbour Yacht Club made us most welcome, and the harbour scene was very happy and relaxed, with several BBQs and write up in the local newspaper.

Time alongside was not spent wholly enjoying Coffs hospitality; many preparations were made, including hand stitching the valiant old sails which had already taken *Sarabande* around the world and have since proved their worth taking her across the Coral Sea before finally being blown to shreds after a further 880 miles to Noumea.

The crossing was made in a total of eight days from Coffs Harbour to Amedee light, with blustery SE conditions giving us a reach and the log clocking up to 11 knots with regularity. We sailed the 880 miles in eight days having departed Coffs 2130 hrs 1st May and entering the barrier reef off Noumea, through the Amedee light at 0800 hrs 9th May. Not actually a record run but a very satisfying sail.

Noumea was as hospitable as ever and I thought that we would have the Circle Nautique Calédonian to ourselves, perhaps with a few other cruising yachts. Not to be. The Whangarei to Noumea biennial yacht(race was finishing, and the scene was active and crowded, with 20 visiting racing yachts and Kiwis everywhere.

The New Zealanders had also a fleet of over 20 yachts racing to Vila at the same time. I have seen many of their boats and they field a most impressive fleet, all in all 40 boats cruising these waters.

Without exception the New Zealand yachts were beautiful to behold, all spick and span, beautifully built and maintained.

Whilst we were cruising and space was scarce at the CNC, we stayed anchored in the Bai De La Moselle for five days before asking for a berth alongside.

Fortunately I was remembered by the club yard manager, Bernard. I had competed in another boat in the Sydney-Noumea Yacht Race last year and he and François, the Club President, made *Sarabande* most welcome. We had berth alongside for one month, being permitted to come and go as we liked.

The hospitality at the CNC deserves applause and I was asked about many friends of the Club in the CYCA; they look forward to the next Sydney-Noumea Yacht Race.

There is only facility for 20 visiting yachts, so entries for the race would need to be made early. This is the recommended way to start your annual island cruise.

We cruised to Isle de Pins twice stopping overnight in Ile Ouen and Woodin Passage. The native-owned-and-managed restaurants in Ile de Pins serve magnificent fare at reasonable cost. The menu includes island crayfish, chicken, fresh tropical fruits, escargots, all beautifully prepared and served with a smiling face - cost \$20 per head and a meal to remember. Ask for Mrs. Pietersen at Kuto Bay.

While we were in New Caledonia three yachts grounded, two of which were lost. One, the Golden Eagle, which had just completed the New Zealand/Vila Race - hit a coral head inside Uvea Atoll; she sank immediately - total loss. Another loss, a 65 ft cement ketch grounded at Amedee light negotiating the passage at night. Seven people onboard, from Brisbane, yacht on American register. She was high and dry, and attempts to salvage her had failed; with a spate of bad weather, she broke up, I believe. The third casualty was a Tahiti cutter built in fibreglass, grounded at Amedee with a lone American yachtsman aboard, Dave the Navigator, who I am told has bumped every reef from San Francisco to New Zealand and this one completed the list. Fortunately he was pulled free and slipped at CNC.

The best navigational aids here are the MK II eyeballs.

The only criticism of New Caledonia is the high cost of foodstuffs. It is not the place to replenish for anything, which includes fuel and chandlery. The range of goods is good, but prices

prohibitive and this prevents most incomebracketed Australians from travelling to Noumea for holidays.

Whilst in New Caledonia, we enjoyed sailing with friends with Fish BBQs before sailing on to the Loyalty Islands and Lifou Island accepting an invitation from residents in that island.

Remains of the French penal colony are evident throughout the islands, and many families date back to the 1840's. So besides the natural beauty of the islands and surrounding reefs a slow time cruise is recommended from Noumea, Isle de Pins, Loyalty Islands including Uvea's outlying islands and a magnificent atoll called Beautemps Beaupré, an uninhabited tropical atoll with wild fruits, beautiful beach and extensive reefs, fishing, spangled emperor, cod, tuna and spanish mackerel and a vast rookery for common Noddies.

Once inside the atoll a lookout for coral heads must be kept; it would be impossible to negotiate safely at night.

From Beautemps on to Vila, which has entirely different atmosphere from Noumea and is like being back in Queensland. The Islanders are now intensely proud of their new island nation of Vanuatu.

Each day of a 12 day stay saw many yachts arriving and departing, sensationally culminated by the arrival of the Eye of the Wind, which looked magnificent in the turquoise waters of the harbour.

So, *Sarabande* is now cruising north soon to be in Espiritu Santo, then on to the Solomon Islands.

Just a short travelog, I hope some part may be of interest for *Offshore*.

Our address for future mail will be poste restante Rabaul. □

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# Suddenly the Americans are worried about holding that yacht trophy

by John Connolly

*Our thanks to the Australian Financial Review for lending us the words of their star boating correspondent, CYCA Member John Connolly, who writes a regular weekly boating feature for that fine journal.*

It's just after 4 o'clock in the afternoon on Saturday, April 17 at Fort Schuyler, the Bronx, New York City, home of the 108-year-old State University of New York Maritime College.

The Maritime College Band, under director Lt. Thomas R. Jeffrey, has played a stirring rendition of the US national anthem.

After some speeches, a young woman smashed a champagne bottle across the sleek bow of the white, 12-metre

boat with hull number 34. This is the establishment boat from the establishment designers, Sparkman and Stephens, New York, who gave the New York Yacht Club Columbia, Constellation, Intrepid, Courageous and Freedom.

The young woman is Judy Conner, wife of Dennis Conner, defender of the America's Cup on board Freedom in 1980, two-time winner of the Congressional Cup, world Star champion, four-time winner of the Southern Ocean Racing Circuit, twice yachtsman of the year, Olympic medallist and skipper of the 1983 challenge defender.

The well-to-do crowd are quiet again as another woman cracks another bottle across another 12-metre boat.

This is definitely not the establishment boat.

It's from Johan Valentijn, who had something to do with the design of Australia and a lot to do with the design of France 3.

Mrs Conner calls the establishment boat Spirit of America. Mrs George F. Jewett, Jr calls the other boat Magic.

Edward du Moulin speaks. Edward was manager of New York brokerage house Bache and Co before getting involved in America's Cups in 1977. He is now manager of the 12-metre committee and one of the men responsible for putting Dennis Conner in the driver's seat in 1980.

Edward tells the crowd of several hundred that this is the Maritime College Foundation's third effort to defend the cup. He doesn't have to tell them that the Maritime College owns the boats, making 'corporate cash gifts or

contributions in the form of securities" tax deductible. He also doesn't have to tell them that this is the first time one US syndicate has built two boats for a cup defence and that the syndicate owns the 1980 winner, Freedom.

Edward also doesn't have to say it, but for the first time the Americans are worried.

The America's Cup predates Davis Cup tennis and the modern Olympics as a sporting event and is the oldest international sporting trophy still in competition. The Americans believe for the first time in 131 years that someone may take the glittering prize.

It's just after 6.30 p.m. on Saturday, June 19 and the man responsible for keeping the cup in America is sitting in the lounge room of his San Diego home watching the baseball on television. He's just finished watching the US Open golf.

"The America's Cup has always been looked upon as something special but a lot more people are interested in the spectator sports like this baseball. Yacht racing is a participant sport. It can get pretty boring at times."

Not so boring that it stops Dennis Conner sailing all year round, all around the world. As a result the employees in his drapery business in San Diego don't see much of the boss.

For the first time in America's Cup history, Conner will have the choice of three yachts.

"With the potential of eight foreign challenges we thought there would be a good chance someone will come up with something different.

"So we have to be ready, and we thought we should take a few chances."

Magic is one of the chances.

It is the smallest 12-metre yacht designed. One of its secret weapons is, like the new Australia, its keel.

"It was home-built almost in a backyard. It's turned out well. The hull came to within an eighth of an inch of the design lines," Conner said.

"I don't agree that we've won because we've had a lead in technology. I think the technology's been the same since 1970. Gretel was faster than Intrepid in 1970 so the race really came down to the crew.

"Courageous had a small edge in

1974, and in 1977 I think our boat was slower. Last time (1980), the Australians were every bit as fast as us in the first two races.

"I think boat speed and equipment have been pretty similar. In 1980, we got ahead at the start a couple of times and it's hard to catch up once you're behind.

"Your guys had no experience with that bendy rig in a breeze either.

"The race is won at the start, but Jim Hardy has as much match racing experience as anyone...it was just the luck of the racing.

"I think Alan Bond has learnt his lesson. In the first challenge, I think he was too involved in the effort himself. He even sailed on the boat didn't he? I think Alan has now gained some maturity and he knows the game now and he'll be hard to beat.

"The Australians know how to sail, and Betrand (Australia's skipper John Betrand) is a world-class sailor.

"Look, this is a game with a certain amount of luck involved. It's like running a big business. The person at the top needs to be a good organiser.



"I think as long as John Bertrand has a good boat he would have to rate as the favourite.

"It's about experience and Bondy has the experience. As long as the organisation stays together they'll be very tough.

"But even if you're the favourite the odds might still be against you.

"The British are certainly trying very hard. They would very much like to beat the Australians. De Savaray (Peter de Savaray is head of the British syndicate) is a lot like Alan Bond when he first came to Newport. It'll be interesting to see how he and Alan get along.

"I have a lot of respect for Bondy. He's got a lot of imagination. He's good for the sport.

"Those other two Australian syndicates are already in late. They'll have a hard time beating Bondy...but right now is late." (The Bond syndicate boat was launched two weeks ago).

"Bertrand will have it his own way in Australia and the other two boats (the NSW and Victorian syndicates) will be a good learning experience for them" Conner said.

The way Conner talks it is easy to forget the other US syndicate Defender, skippered by Conner's long-time rival, Tom Blackaller, will be launched on June 26.

"It's a standard boat similar to Clipper. It's a good boat but not anything special," he said.

Conner flies to Newport soon to sail the three boats but believes Freedom will just be the boat they tune up against.

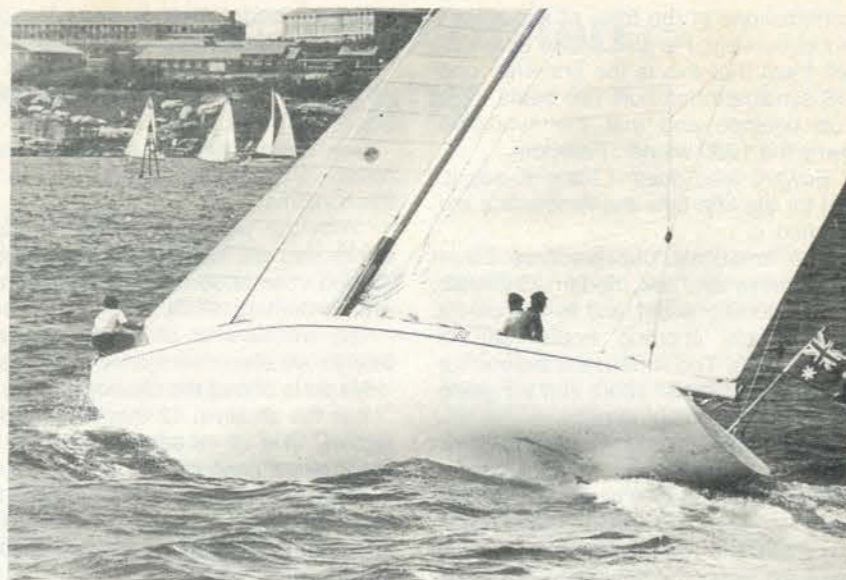
"My guess is that if we had to use Freedom again we'd have a tougher time than last time.

"Only once since we've been racing 12-metres the defender hasn't speeded up. That was in 1970. I'd hope that for America's sake we don't have to defend with Freedom," he said.

Crew selection and boat testing will match Conner against Malin Burnham, the skipper of Enterprise in 1977, and Jack Sutphen Armen, sailmaker, who is head of crew selection and try-outs.

The sail numbers on the new boats, 34 and 38, skip the sequential system followed in US 12-metre boats.

"There's two reasons for that. Three and four make seven and three and eight make eleven. Seven and eleven, we can't go wrong. Besides no boats with odd numbers ever win the America's Cup," Conner said.



Conner will need all the luck he can get plus \$US3 million when he lines up for the first gun at Newport on September 13, 1983.

The sail numbers may give him the luck but the money will come from a US fund-raising tour he starts soon.

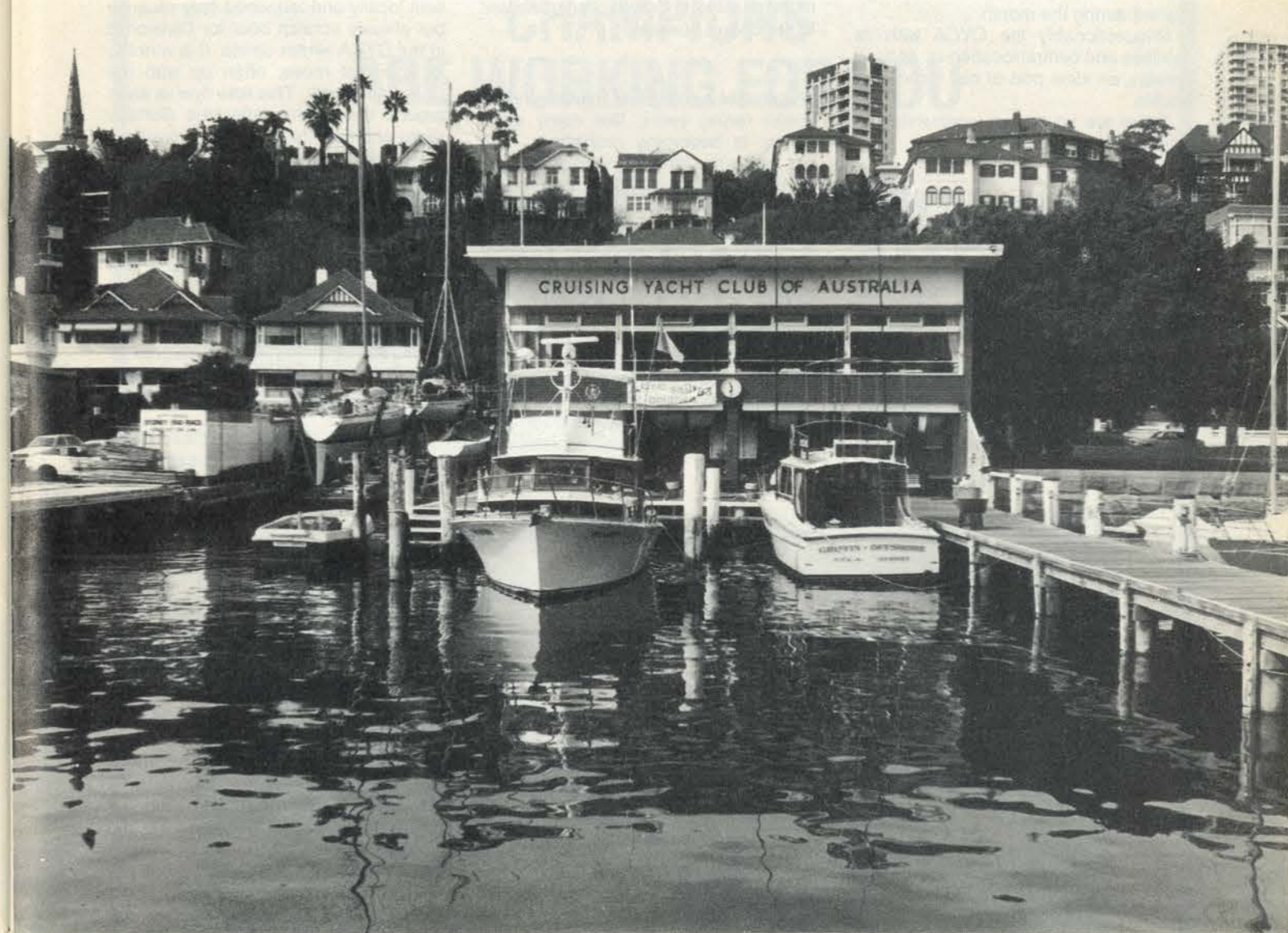
The man they say is being treated like a king goes back to watching the baseball, not looking worried at all about the possibility that one slip of his could end the greatest run of wins in sporting history. □

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## AROUND THE MARINA by 'Drifter'



The hoped for response from Members regarding newsworthy items for inclusion in this column didn't happen. So once again, I enter a plea for assistance with the odd bit of boating news that is worth passing on.

### Recent Arrivals

**Anaconda II**, J. Grubic's big ketch, made fantastic time getting back from the inaugural Rio Race, to tie up at the CYCA on July 3rd, just over five months for Sydney-Rio-Sydney. They couldn't

have taken much time out for sightseeing.

Poor old Josko was in trouble again, this time with the Authorities. A good-looking Brazilian female crew member without an entry visa was hauled off to the Villawood Detention Centre with the boat barely inside the Heads. Needless to say, the search carried out by ten heavies from the Customs Department with three sniffer dogs failed to find any drugs. Josko can never be accused of leading a dull life.

**Gabbiano**, a big ferro ketch from Italy,

arrived 7th July, looks as though she would handicap well. Hope she stays long enough for the next Hobart.

**Chinook**, 9th July, Gerry and Betty Yorke's neat little boat in from Otago, New Zealand.

**Mia-Mia**, in and out of the marina twice recently on her way to and from Lord Howe island and Queensland from Melbourne, Geoff Hammond's magnificently fitted out giant ketch which has acted on Radio Relay Ship for many off shore events, including the Hobart Race.

**Krakan** and **Cav34**, from Brisbane. **Ketchup**, a big red ketch from Melbourne. **Kamaruka**, a SS34 from Hobson's Bay. **Raku**, from Tasmania.

A seemingly endless stream of boats from other NSW Clubs all visited the marina during the month.

Unquestionably the CYCA with its facilities and central location is, and will remain, an ideal port of call for visiting yachts.

There are no known worthwhile departures to report.

The Annual General meeting has come and gone, which, together with the earlier Boat Owner's Meeting, is at last setting the climate for more consideration of the needs of our majority of boats and boat owners - those of the cruising fraternity. In a lot of ways, the cruising skippers only have themselves to blame, as by far the strongest participation in Club affairs has come, always, from the racing yacht owners. I guess by the very nature of cruising,

the boatie tends to do his own thing in his own way, whilst the racing yachtie needs the co-operation and participation of his peers to get what he wants out of the sport and so tends to become more involved.

Would have liked to see one or two more cruising oriented people elected to the Board, however.

The cost of owning and maintaining an ocean racing yacht, like many other things, is becoming prohibitive. This has given rise to a number of designs for smaller boats with potential for winning short and long distance ocean races. A number of years ago, I went to Hobart in a narrow-gutted 32 footer in absolute misery - a southerly all the way. The boat should never have been let out of the harbour.

These new designs are a different matter altogether - surprisingly roomy, comparatively comfortable and dry - reflecting good design and handicap rating to suit the market need for economic winners. Last year's Hobart win-

ner, Zeus II, a Peter Joubert Currawong 30, is a good example.

There are two new designs that intend to race both as a class and in open competition that have attracted me.

First is the SP30, a Peterson design built locally and launched only recently but already scratch boat for Division B in the CYCA winter series. It is winning its share of races, often up with the Division A boats. This little flyer is seen around the marina after the Sunday races and gets its share of admiration.

Second is the T30, a Peter Cole design. It has been around a bit longer than the SP30, but has not been seen much on the Harbour. It's sailing impressively up in Pittwater however, where it will be racing as a class this coming summer season.

Both boats impress with their workmanlike layout, racing performance whilst still retaining a good degree of cruising comfort. Fully equipped to 10R offshore standards, both sell for under \$50,000.

The performance of both these boats against the bigger guns of ocean racing will be interesting to see.

When launching parties for new yachts are held at the Club, they always seem to be at the bottom of 'A' and 'B' Marinas, in the 'bottleneck' before the marinas divide. Of course these functions are usually held at the weekends and on a racing day when the traffic density is at its greatest. Try getting a wheelbarrow load of sails through a bunch of celebrants, glass of champagne in one hand and an hors d'oeuvre in the other. Everyone has the right to enjoy the marina, and it's a pity there were a few strong words at such a recent function. But surely there are other places around the marina where these parties could be held if they are to be held at weekend peak hours? Possibly the Club Management could give this a bit of thought out of consideration for all Marina users.

The incidents of theft around the marina continue. The security patrol cards poked under the office door at nights do not alleviate the situation on the boats or Marina. Boat owners should ensure that easily portable items should not be left on the deck or the marina unattended. You won't stop the deliberate break in. However, I am sure that a lot of 'minor' thefts are of the opportunity nature. Secure or stow those loose sails, anchors etc.

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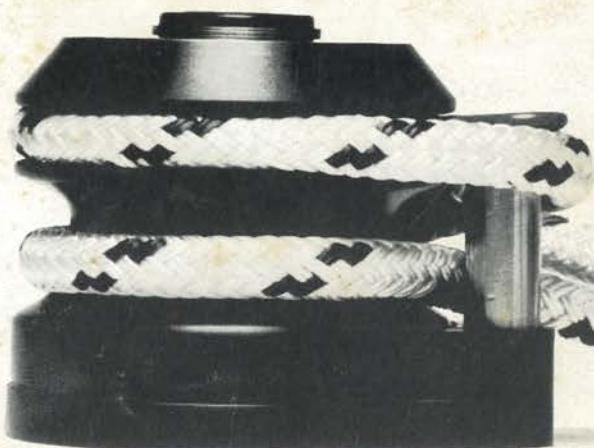
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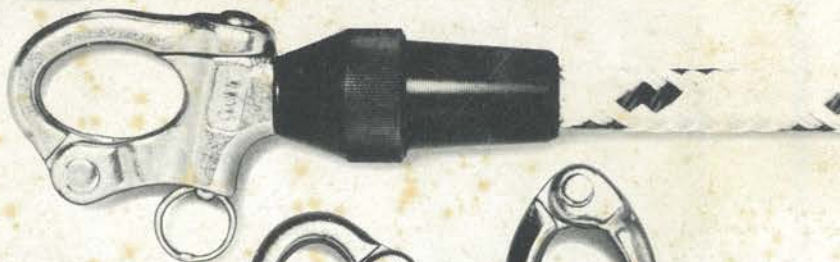


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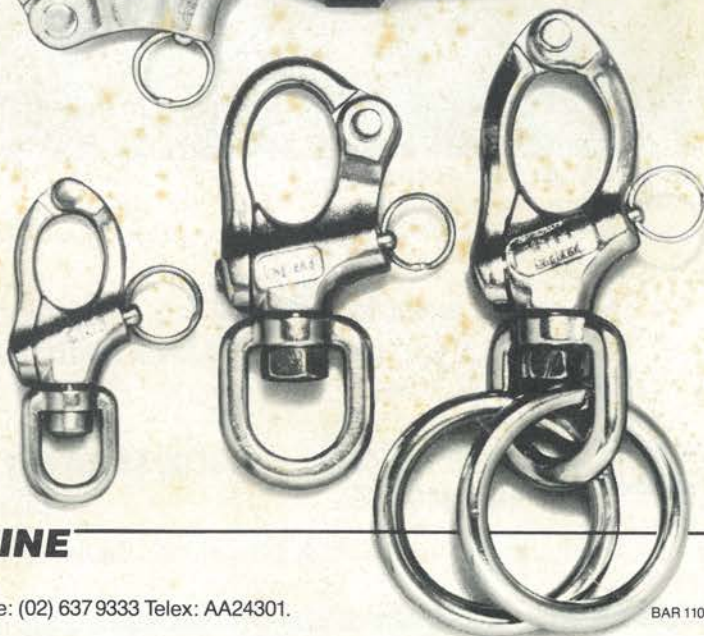
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