

# OFFSHORE

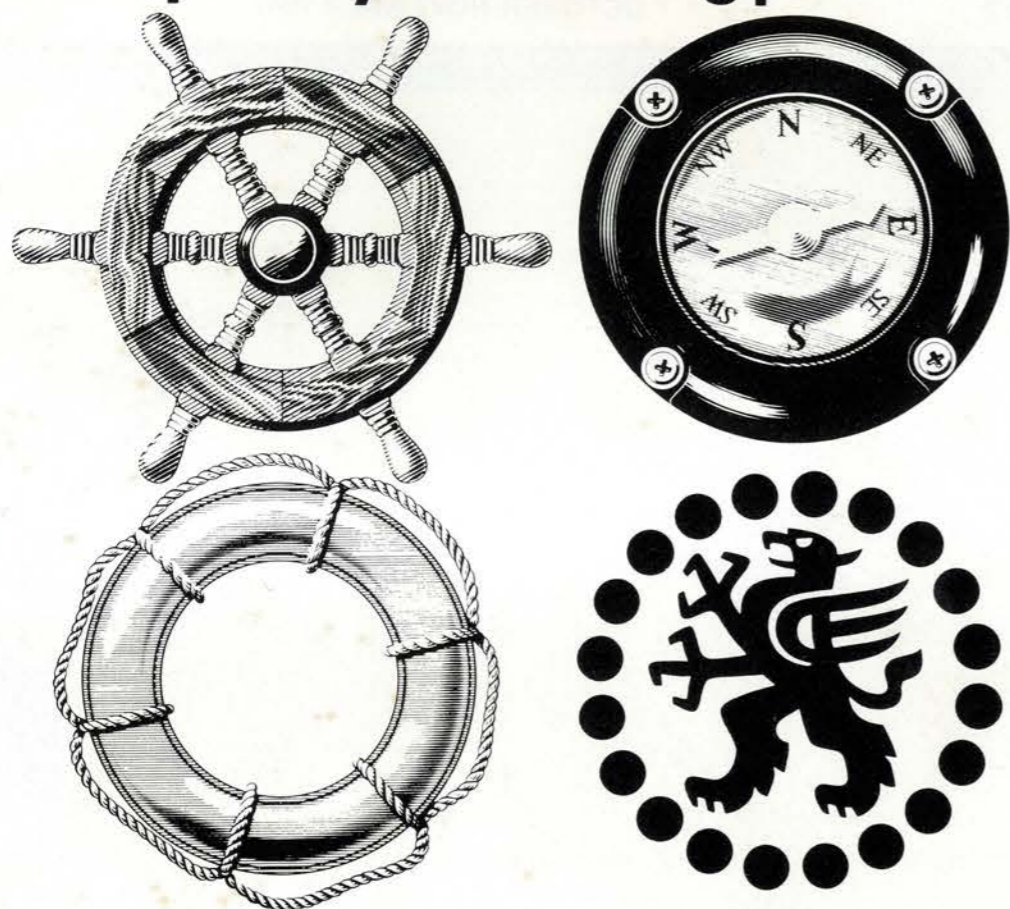
NUMBER 68

OCTOBER-NOVEMBER 1982

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Number 68

October-November 1982



Margaret Rintoul III flying in strong winds and big seas during the 1982 Pan Am Clipper Cup Series in Hawaii. Photograph by Richard Spindler of Latitude 38 Publishing Co. Inc.

## CONTENTS

<b>Offshore Signals</b>	<b>2</b>
Commodore's Report; Letters; end to electronics restrictions in sight; Club history; new YA year book; Beacon 1982/83; YA policy on sail numbers; RAN chart sales; Puzzlers; BOC race report; new VHF hand-held transceiver; Tough times for charter operators; Marshall's latest CYCA Navigators Club 'professional' Navpac.	
<b>The Great Southerly Floating Hotel</b>	<b>6</b>
Bill Sherman continues his series on CYCA yachts with a look at one of the more colourful members of the offshore fleet.	
<b>Biggles Column</b>	<b>11</b>
John Brooks on the Hawaii series, and related matters.	
<b>A Report on Handicapping for Ocean Yacht Racing</b>	<b>13</b>
An analysis, by Gordon Marshall, of the 1982 and 1980 Hawaii Series shows that, in normal racing conditions, the North American handicapping system significantly favours larger yachts.	
<b>The Sinking of Popina</b>	<b>20</b>
Ray Hollingsworth introduces a letter from Kurt Priestner which relates the loss of <i>Popina</i> and which gives high praise to Australia's Coastal Surveillance Centre and its rescue operations. There are lessons both regarding radio procedure and general safety precautions (see also <i>Around the Marina</i> , this issue, for further comment).	
<b>Around the Marina</b>	<b>22</b>
<b>Racing Rounds</b>	<b>23</b>
Duncan van Woerden on the racing scene.	



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## Commodore's Report

This is the first opportunity I have had to report to the Members since the Annual General Meeting, and I would like to cover a few matters raised at that meeting for the benefit of those members who did not attend.

Our appreciation must be expressed for the time, effort, and manner in which Kerry Roxburgh carried out his duties as Commodore over the past two years. His leadership and management has enabled our Club to advance over that period to the strong position in which we find ourselves today.

Thanks must also be expressed to the retiring Board Members. Tony Pearson and Peter Rysdyk have both made tremendous contributions to the Club over the years, and we hope to see both of them enjoying their sailing and Club activities more than ever now that they can relax and enjoy the appreciation of the many friends they have made.

The new Board is as strong as ever, and already the various committees and sub-committees are planning new initiatives to make the Club a better club for the Members.

Vice Commodore John Brooks (Biggles to most of you) is Chairman of the House Committee which has prepared a 12-month plan of events which will appeal to a wide range of Members. I am predicting a sellout for most of the functions they are planning.

The Sailing Committee is now chaired by Rear Commodore Gordon Marshall, and we can confidently predict that this committee will handle this area of our activities with the competence that we have become accustomed to. Those of us who raced overseas during the winter know that the high standards

achieved do not come easily, and require a good deal of hard work, time and effort.

These two committees are the key ones in developing the Club atmosphere and sailing activities that will bring Members together to enjoy their yachting more. There are a number of other committees which assist in the management and efficiency of operation of the Club, and each one of these committees has been reviewing its objectives and preparing a forward plan to see what improvements can be made within their area of activity.

There are a number of areas where we feel improvements can be made, either in giving better service to the Members, or in reducing costs. However, in the overall, the Club is already operating effectively, there is increased activity in sailing and around the Club, and I am confident that we will have a better summer season than ever before.

The only real area of concern is that relating to the extensions to the clubhouse. The clubhouse remains as the one area which has not grown up with the rest of our facilities. It is inadequate in many features. The dining room should be separate from the bars to be a viable profit making operation which can attract expense account business and functions. The change room facilities must be increased and improved substantially. The offices for management staff are quite unsatisfactory. The Blue Water Room is now too small for many of the functions we would like to have.

In addition to the fact that we need the facilities, our lease agreement requires us to make these improvements. We have already had a one year extension and our deadline for completion is now 21/4/84. To meet this deadline we should be starting construction in January 1983.

Fund raising for this project has slowed down, and the major task confronting the board is to convince the majority of the members that this extension is needed, within our capacity, and that we should get on with it.

If the majority of members set their minds to invest, say, \$2,000.00 in debentures, I am sure they could do it. Remember it's an investment, not a donation, and will give a very real return in the future sailing and Club enjoyment. If there are any questions in this regard, direct them to Peter Shipway, or myself.

In conclusion, I wish you all happy sailing for the coming summer season. I look forward to seeing you out on the water or back at the clubhouse. □

## Letters

### Radio Licenses for Hobart entrants

The Department of Communications  
North Sydney

The Sailing Secretary  
CYCA

Dear Sir

Thank you for your letter dated 31 August 1982 concerning last minute requests for licences from entrants in the Sydney to Hobart Yacht Race.

Most competitors are well aware of your Race rules and radio frequency requirements which are stable and unchanging from year to year. Most competitors are also well aware of this Department's requirement that all transmitting equipment must be covered by a current Ship Radio Station Licence. However, it is still apparent that some owners and crews leave attending to radio licensing matters until the last moment. No doubt each Sydney to Hobart Yacht Race has a small quota of owners and crew attempting to voyage for the first time. It is to these people our previous letter was directed in an effort to remind them to give early attention to this matter.

Applications for Licences should be lodged at this office by 1 November 1982. Perhaps it might be possible to seek your further cooperation in this matter by having inserted in your sailing programme for next year, preferably in paragraph 107 Safety Regulations, the regulation that all radio transmitting equipment must be covered by a current Department of Communications Ship Radio Station Licence.

Yours faithfully,

P. Filmer  
Assistant Manager, Radio Frequency  
Management

### From a previous Hobart Race winner

House of Commons  
31 August 1982

Dear Commodore,

I am writing to thank you for your kind hospitality to me while I was in Sydney to open the Boat Show. I greatly enjoyed lunching with you and your colleagues in the Club, together with the opportunity of looking around the marina. As you realised, it brought back many memories to me of the Southern Cross Series in 1969.

I was pleased to hear that the Club is so flourishing and I wish you every success in the future.

Thank you for the presentation you made to me.

Yours sincerely,

Edward Heath

## Who's Who



The New York Post  
210 South Street,  
New York, N.Y.

Dear Editor:

With reference to your request for information leading to the identity of those individuals featured on page 4 of your August/September issue, I am pleased to advise that an international investigation committee consisting of A.H. Brydon, E.G. Viles and your correspondent can shed some light on this subject.

If our deliberations are correct the individuals in question are none other than (from the left) Yogi Bear, Sandy Schofield, Mickleborough, Rapid Fire Doug Lintern, Dicky Logan, Jacko and one William Lee.

If this committee can be of further assistance please do not hesitate to call on us at the above address.

Cordially,

Leon Hertz

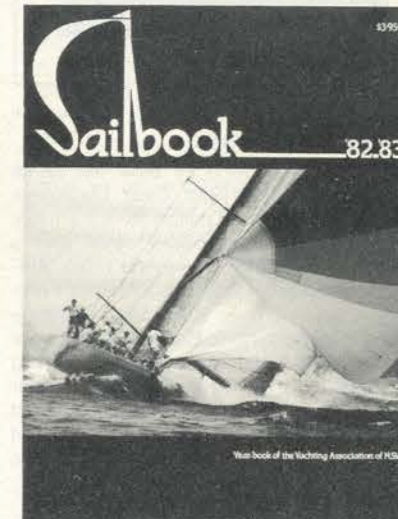
Thank you, Mr Hertz, for your committee's enlightenment. We may, indeed, call upon you again.—Editor.

## Preparation of Club History now underway

The preparation of the manuscript of the history of the Cruising Yacht Club of Australia is now underway, and Members are again reminded that your Editor would very much appreciate knowing about any photograph collections, stores of knowledge and lore, clippings, letters, etc. that Members may have concerning the history and development of the CYCA. All items will be treated with archival care and will be returned to the owner (unless requested not to be returned). Please get in touch with the Editor if you have anything that may be of interest or importance to the preparation of the Club's Official History. Contact David Coffelt on (02) 36-1152 or write to him at 67 Beresford Road, Rose Bay, NSW 2029. ●

## New YA of NSW Year book

The Yachting Association of New South Wales has just released its 1982-'83 year book which is distributed free to members of YA affiliated yacht clubs through individual clubs. Copies will also be on sale at selected newsagents at a cover price of \$3.95. CYCA Members are advised to call in at the Club soon to pick up their copy, as this attractive, totally revamped publication will be snapped up quickly.



## End in sight to restrictions on use of electronic aids

The Sailing Committee has for some time felt that the need for restrictions on the use of modern electronic aids has all but vanished. At the time of the first restrictions the cost of the equipment was out of reach of the average yachtsman and the installations were usually only seen in the round the world type of maxi yacht.

However, the passage of time and the development within the electronics industry has changed this picture dramatically.

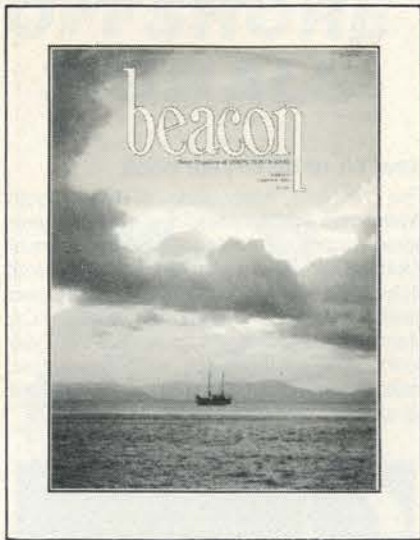
With this knowledge, the CYCA wrote to the RORC early this year expressing our views on this subject and suggesting that since both Clubs impose restrictions on electronics, if a relaxation were to occur, then it should occur simultaneously.

Their Secretary, Alan Green, promptly replied advising that they, too, were debating the issue and that a decision was likely in the near future.

We have since heard from the RORC to the effect that all restrictions will be lifted for their next season. This fits into CYCA planning and we intend to see the current year through with the existing rule (Special Regulation 129) and delete it when issuing next season's new Sailing Programme.

Yachtsmen should be aware of our intent so that they may plan their actions for Admiral's Cup and Southern Cross Cup as well as for normal club racing next season.

— Gordon Marshall  
Chairman, Sailing Committee



### Penta Base Beacon

Penta Base has recently sent out to its Members its 1982-1983 Club Magazine, *Beacon*. This year's edition is attractively presented with a full colour cover and a wealth of information on marine radio. Articles included are: About the Weather Forecasts; Cape Horn or Bust; VHF Maritime Mobile Radiotelephone Service; How's your technique; 27 MHz Marine Radio; Getting the most of 27 MHz; Pan Am Clipper Trippers; and general information about Penta Base skeds, members, etc. In spite of its \$2.00 cover price, copies are available free at the CYCA Office.●

### Yachting Association policy on unprefix sail numbers

Unprefixed numbers are allocated ONLY to Members of recognised Yacht Clubs, and are allocated through the Club Secretary. The number is primarily a means of identification for Clubs, Race Committees and Government authorities (e.g. Water Police, MSB, etc.)

The number is allocated to the Member in respect of his yacht, and is not normally transferable – except if the yacht is sold to a new owner who is a Member of a recognised Yacht Club. The owner may elect to retain the numbers for his new yacht, in which event, the number will be reserved by the YA for a period not exceeding six months.

Should the yacht be disposed of, the owner is responsible for:

1. Removing the sail numbers from ALL sails before handing over the yacht.
2. Advising the Club secretary of the sale of the yacht, the name and address of the new owner, and the name of the Club, if any, of which the new owner is a member.
3. Advising the Club secretary of his intention regarding the sail number, i.e.
  - i. To be reserved for a new yacht, or
  - ii. No further use of the number in the future.

In regard to the removal of the sail numbers from all sails, this is the responsibility of the person to whom the number has been

originally allocated. One *cannot* rely on the new owner to remove them, and remember, if an offence is committed or the yacht is involved in a search and rescue, the authorities are looking for the person to whom the numbers has been allocated – they may not be aware of the new owner.

This procedure applies equally if you sell second-hand sails to someone. *It is your responsibility to remove the numbers.*

In the event of the numbers not being removed prior to the sale of the yacht, the numbers *will not* be reserved for the previous owner and the new owner will be entitled to retain them on the yacht.

In broad principle then, any alteration of circumstances should be advised to the Club secretary who will inform the YA of such changes.

This is a simple procedure, and each and every member who has owned or still owns a yacht, should carefully note the above points and advise the Club secretary immediately if any of the above provisions have been overlooked.●

### Notice about RAN Chart sales

From 1st October 1982 the RAN Chart Agency at 161 Walker Street, North Sydney has ceased over-the-counter chart sales. Mail orders will still be accepted. Retail sales of charts and publications will continue from Chart Agents, which in New South Wales are:

#### A Class\*

Boat Books P/L, 31 Albany St., Crows Nest

#### B Class

Sydney Area

Cronulla Marine Centre, Tonkin St., Cronulla  
Crown Lands Office (Map Sales), 22 Bridge St., Sydney

Fishing News P/L, 10 Northumberland Ave., Liverpool

Hunts Marine, 625 Princes Hwy., Blakehurst  
Peter Green Shipchangers, Cnr Polo Ave. &

By-the-sea Rd., Mona Vale

Rex Map Centre, 413 Pacific Hwy., Artarmon  
Rex Map Centre, Cnr Alfred & Arbitration Sts., Circular Quay

Bosun's Locker, Spit Road, The Spit, Mosman  
Bosun's Locker, RPAYC, Mitala Rd., Newport  
Universal Business Directories, 64 Talavera Rd., North Ryde

Ballina

Richmond Marine Centre, Lot 1, Smith Drive

Camden

Horizon Camp. and Rec. Suppl., 65 Argyle St.

Coffs Harbour

Angus & Robertson, 81 Grafton St.

Gosford

Angus & Robertson, 86 Mann St.

Grafton

Angus & Robertson, 44 Prince St.

Huskisson

Huskisson Svc. Sta. & Marine Cntr., Owen St.

Inverell

Outdoor Supplies, 11 Otho St.

Laurieton

Laurieton Newsagency, 72 Bold St.

Merimbula

Merimbula Newsagency, 13 Market St.

Newcastle

Angus & Robertson, 116-118 Hunter St.

Woolongong

Woolongong Sad'lry & Bushc'ft Equip., 90 Burelli St.

Yamba

BP Boat Hire, 11 Yamba Rd.

\*Class A agents sell charts which are corrected to include the latest Notices to Mariners.●

### Puzzlers

We have a winner of last month's Puzzlers. Well known to readers of the Twizzlers/Puzzlers column, Jenny May was first in with an unblemished set of answers to Frank Sticovitch's Montagu Puzzlers. For those who are still puzzling over the questions, the answers were:

1. Natelle II
2. 35
3. Phoenix
4. Polaris (1st); Taurus (2nd)
5. 30 hrs 46 mins 15 secs
6. Salamander II
7. Patrice III
8. Balandra
9. Harmony
10. Gretel

### This month's Puzzlers

The theme of this month's Puzzlers is Coastal Races.

1. Name the current elapsed time record holder for the Bird Islet course.
2. Name the current elapsed time record holder for the Flinders Islet course.
3. Name the current elapsed time record holder for the Cabbage Tree Island course.
4. Name the current elapsed time record holder for the Two Islands course.
5. In what years were the following introduced into the CYCA's offshore program: (a) Bird Islet course; (b) Flinders Islet course; (c) Cabbage Tree Island course; (d) Two Islands course?
6. In what year did the Montagu Island Race first become part of the CYCA point score?
7. Only one of the current record holders is still sailing from the CYCA. Which yacht is it?●

### BOC RACE

#### CYCA single-hander was well up in fleet before radio silence

Nev Gosson, well-known CYCA Member, experienced ocean yachtsman and Australia's lone entrant in the British Oxygen Corporation's Around The World Race, was well up in the fleet of 16 competitors when he last reported his position on 28 September. As we go to press there was some concern about *Pier One*, Gosson having failed to make radio contact for three weeks, although it is known that he had been having electrical difficulties.

The first yacht to finish the first leg of the BOC Around Alone Race was the French 17 m cutter *Credit Agricole*, skippered by 30-



year-old Frenchman Philippe Jeantot, who completed the 7100 mile leg from Newport, R.I. to Cape Town, South Africa in 151 days, an average speed of 6.3 knots.

Nev Gosson had made what was being discussed as a 'record run' to the start of the race. Annie Wilson Reports:

"On 19 August at 0530 Leda Pier One sailed past the headlands of Newport and into Goat Island Marina. Nine days were left to prepare her for the start of the BOC Challenge. She covered an actual 11,233 miles for the 10,000 mile voyage, in 79 days 23 hours. Nev was reasonably pleased with his average of 6 knots in conditions he described as 'largely uphill all the way.' The Newport locals described it as a record run.

"Newport seemed like fairyland in the dawn, dotted with lights, enormous old houses and boats.' The delights of this mariner's fairyland, including a wooden boat show and a tour of the *Who's Who in Yachts*, regrettably didn't receive much of Nev's attention in the hurry of slipping, inspection, mending and ordering of sails. Airco Carbon, the American subsidiary of the BOC Group, was particularly helpful to Nev and asked him to fly their flag. This was the company that had helped him through the Panama Canal in the unheard of time of two days.

"The gooseneck fitting on the boom was properly repaired, the propellor changed, holes below the waterline were repaired (caused by two one cent pieces resting against the hull), winches were rewelded to the deck after checking, and a new sumlog fitting was installed.

"A safety inspection followed, and the local yacht building society came along to inspect the construction of the yacht. She created a lot of interest, particularly those unmistakable topsides.

"A check of other competitors revealed that five were larger than Leda Pier One, three were right on the 56-ft mark (her length). Nev felt after his survey of yachts and skippers that he could 'keep them honest'. A definite note of envy was discernable as he described Philippe Jeantot's

*Credit Agricole*. Paul Rogers (Spirit of Pentax) had circumnavigated the globe twice – in the groove, you might say – and Philippe Jeantot had been around at least once.

"Press coverage consumed a lot of Nev's time and Newport was booked out. He said that many of the competitors spoke to him about the bogey of Bass Strait. They were disbelieving when he said it could be like a millpond.

"Race briefings were highly organised and excellently documented. Failure to report weekly by radio would lead to penalties, and any inability to communicate by radio was to mean return to the nearest port. Entrants were asked to log their sleep patterns to assist in research into the need for sleep during difficult psychological and physical conditions. Nev was one of four asked to carry cameras on board. I am just not sure what priority this equipment is receiving. At least it provides a legitimate excuse for talking to yourself!

Bill White, who had been in radio contact with Nev all the way to the Panama Canal, spoke with him at length via phone. Nev related his encounter with the whale off the Galapagos Islands. "It thumped me pretty hard – it's rather interesting to see how hard they do hit. I was down below on the radio, trying to get through to San Francisco...if I'd have been on deck I'd have finished up in the sea – it would have catapulted me straight off. It was like hitting a reef at 10 knots; it just went BANG, the boat went over on its side and slid around, and then he banged us again. The he surfaced about 200 yards behind me and he just stopped there – like he was stunned or surprised, and wondered what to hell was going on, wondering whether he'd have another go at me, or whether I'd had one at him – I don't know what he was thinking. But he just sat there, and I just looked at him, and he looked at me, and then he just slowly swam away. I think he was probably as surprised as I was. He must have been 30-40 ft."

Bill said that Nev had reported a frustratingly slow trip up the Atlantic coast. "I was on one tack for three weeks – you start to see the world from a slanted point of view. And when I finally went about, everything fell off the shelves. You were so used to just stacking things there to suit a starboard tack."

Nev reported poor weather from New Zealand to Panama – nothing but cloud and rain; he saw the sun for only about five days. "Then again, it is winter time, and I suppose that's probably how it is there. Bad for sights. If you were relying on normal navigation, you'd be flying blind for long periods of time.●

### ICOM ICM-12 New hand-held 12-channel VHF transceiver

The new ICOM ICM-12 hand-held VHF transceiver is approved by the Department of Communications for Seaphone<sup>®</sup> use and can be programmed to operate on the mandatory Channels 16 and 67 plus any ten channels nominated by the user.



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The unit's range offshore to a coast station could be up to 50 miles (on 1 watt). It's extremely compact and has excellent reception quality. Available from Blue Water Communications for \$489 ☎ (02) 389-1298 (see advertisement this issue).●

### Forecast: Rough Seas

A report from CYCA Member John Landau, of Yachting World Pty Ltd.

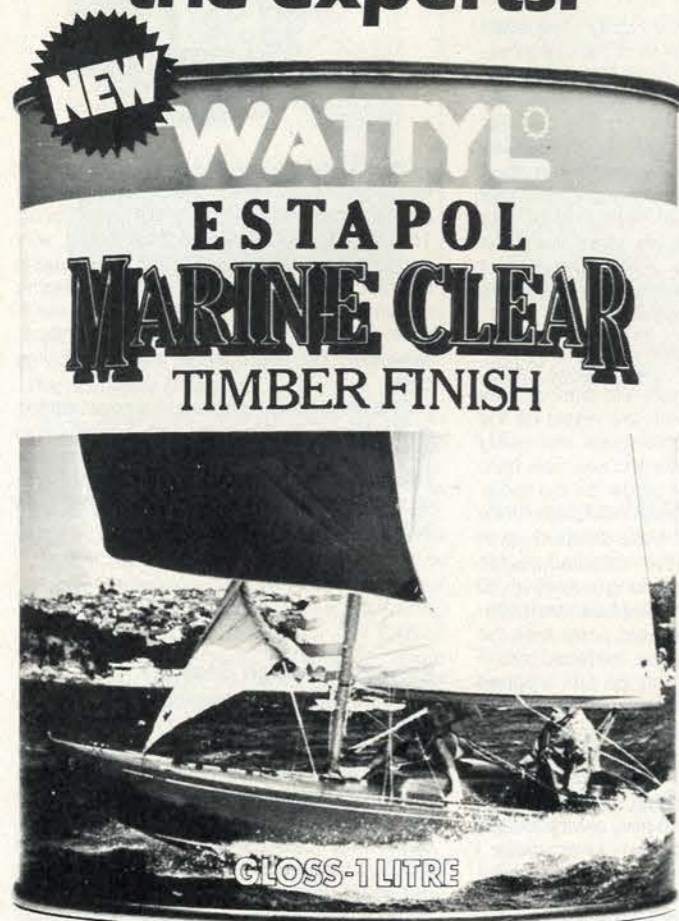
Bareboat sail yacht chartering has been often depicted as the glamour stock of the boating industry since its beginnings in Australia back in 1978. In that year the Whitsundays were 'opened up' to chartering, with half a dozen yachts in service. Since then the fleets have rapidly been expanded to a present level of sixty or so yachts available for bareboat charter. The boom in chartering in the Whitsundays also acted as a spur to the setting up of charter fleets of boats on many Australian waterways, from the Swan River in West Australia to the d'Entrecasteaux Channel south of Hobart, from the Gippsland lakes in Victoria to Hinchinbrook Island in North Queensland. Paralleling this mushrooming of fleets of bareboat yachts has been the building of many larger vessels intended for fully crewed operation.

Wide publicity has been accorded this new part of the holiday travel/boating industry. However, as new companies have been set up there has not been a corresponding broadening of the market of potential charterers. Most new companies, especially in the Whitsundays, have been content to simply follow the same formulas in their appeal for business, to use the same magazines, offer identical services (whether in fact or simply promised) and the same brochure copy. There have been few sustained efforts to reach new markets outside the experienced 'yachtie' and friends.

In retrospect this infant industry of yacht chartering was spawned in the Indian sum-

(continued on page 24)

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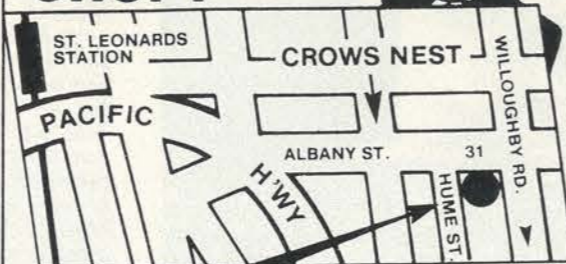
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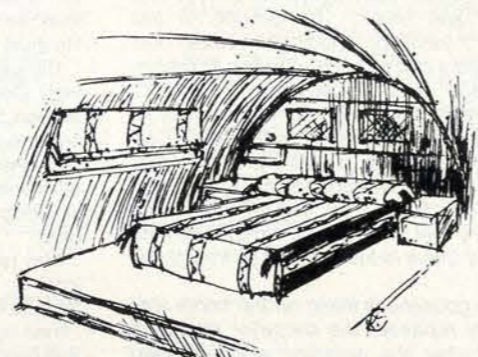
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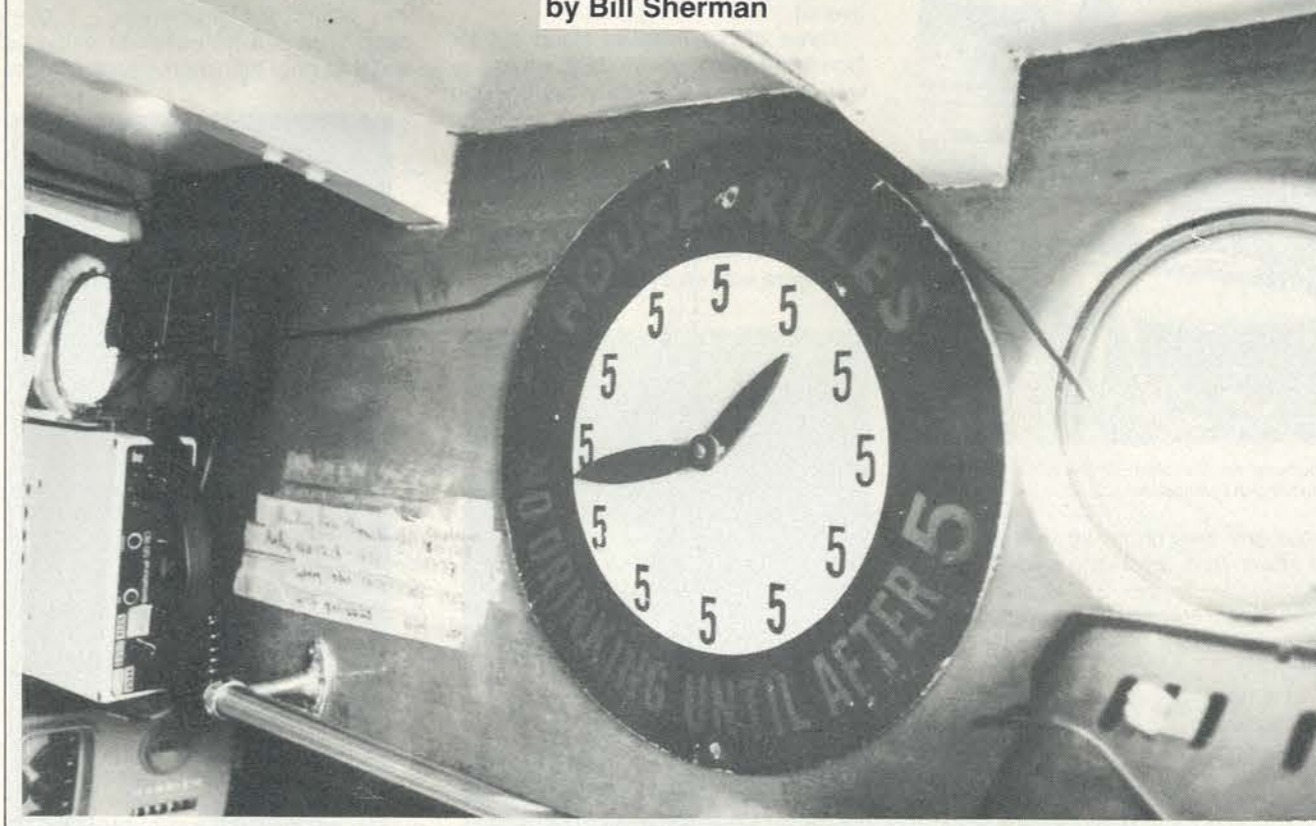
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## THE GREAT SOUTHERLY FLOATING HOTEL

by Bill Sherman



*No drinking until after five.*

If a boat is meant to give pleasure, there can be few that have succeeded as well as *Southerly*. She is a yacht that many famous and infamous CYCA characters have sailed on and learnt from, a yacht with a long and fine racing record and a yacht honoured, like all true characters, with her own ballad.

*Now if you see a yacht sailing from Double Bay,  
It might be as well to keep out of the way.  
You might hear them shouting,  
You might hear them yell  
Look out for the Southerly floating hotel.*

*Wowsers shout, mothers yell  
Look out for the Southerly floating hotel.  
Now fathers and mothers please hush  
while I speak,  
Don't let your daughters come down for a peek,  
The forward bunk's tricky and once in  
they'll stay  
And while they are in it they usually play.*

*Don Mickleborough is our skipper afloat,  
He's not a bad skipper a chef of some note,  
But the reason we keep him so he can procure,  
Some beautiful maidens who don't act demure.*

*On our way down to Hobart we once  
sprung a plank,  
We stuffed it with tea towels but bloody  
near sank,  
So we're taking a chippy to far Kiwiland,  
Hope Blue can caulk it if it gets out of  
hand.*

*There are many more verses to sing in this  
song,  
But we think that we have been singing too  
long,  
So now we will have us a well deserved  
spell  
and buy you a drink on the floating hotel.*





Southerly on the slips at the CYCA after her beaching in Queensland.

Southerly was originally built in 1939, of Huan pine, by Hoyle and Sons, at Gladesville, to the '35' Sydney Amateur Rule'. Her designer was Charlie Peel, the designer of the Jubilee class dinghies.

She had three owners before being purchased in 1958 by Don Mickleborough, who was looking for a yacht to move up into for ocean racing. He converted her for offshore and took her on her first Hobart Race in that year and for another seven after that.

In her first Race she had a fractional rig and timber mast, but this has since been changed to a masthead rig on an alloy mast, and various other improvements have been made including the addition of a doghouse, replacing the hanging rudder and adding a skeg, fitting a new deck and, perhaps the biggest job, splining her hull when the original caulking started to come out after a rugged Tasman crossing. Despite this, she is very much as she was originally built.

Her racing record, in addition to eight Hobarts (her owner, incidentally has done rather more - 1982 will be his 22nd), has included all of the major races out of Sydney, including the Montagu and the Sydney-Brisbane, as well as races such as the Brisbane-Gladstone. Indeed her last serious ocean race was the 1979 Gladstone.

Perhaps her hardest race was the 1960 Trans Tasman in those days from Auckland to Sydney. Southerly raced in the 1959 Hobart and then sailed to New Zealand for the start of the Trans Tasman race. For ballast she took 20 dozen bottles and 10 dozen cans of beer. The cans fortunately turned out

to be large ones because 10 dozen of the bottles broke in the bilges when she fell off a wave on the way to Auckland! Despite this handicap, and sailing through a cyclone on the way, she achieved 1st in Division and 4th overall.

Three of her Hobarts stand out for Don Mickleborough: In 1959, when she was 3rd overall and 2nd in her Division - that was marked down as the most enjoyable race; 1963, when she took 12 hours to go from Tasman Island to Cape Roule in a storm; and 1970, when she was hove to repairing damage for 10 hours in winds gusting to 85 knots - they were less enjoyable.



Don Mickleborough, of Southerly.

### Interior

The first things to strike the eye as you go down into her are a row of plaques from her various ocean races and a clock which reads 'no drinking before 5 o'clock' - fortunately, all hours read '5', so it's not a long wait.

As with many boats of her age, Southerly is comfortable but not particularly roomy. She has a quarter berth on the starboard side under the cockpit with another bunk forward of it. To port, she has a large frig/ice box (big enough to hold a man - it's been tried) and galley. Immediately forward of the galley is a third bunk.

There is a forward cabin, converting to a double berth, with a toilet compartment separating the two cabins, and right up forward a large sail locker and anchor well which can be entered from the forward cabin or from the deck.

There is no chart table, but there is a dual purpose collapsible table that can do this service. It mounts, in a socket, in either cabin or cockpit.

She is, of course, all timber and a pleasure to look at. She has another very desirable characteristic - a lovely deep bilge - a lot easier to pump out and a lot drier than many modern boats.



A handsome bit of carving adorns Southerly's tiller.

### Distinguished company

When Southerly did her first Hobart in 1958 (they were painting her topsides on the way to the start) her crew consisted of Don Mickleborough (skipper) with Boy Messenger, David Reid, Jules Epstein Alan Campbell and Malcolm MacRae. Since then, to name a few, Barry Gowland, Dick Logan, Bill Ratcliffe, Doug Lintern, John Bennetto, Bruce Jackson, Curly Brydon, Tony Cable, John Dawson, Greg Cavill (senior and junior), Rob McCauley, Dale Monro and Norm Wright have sailed with her. Some have even got into her ballad.

The known gnome would be at the tiller I'd say  
And Stalk will be helping in some little way  
And empty beer bottles all trailing astern  
And over the rail will be hanging Lintern  
Wee Phil and Ceazer will have a small snack  
And Johnny the Juke will be flat on his back  
But we all will be drinking the beer that is pure  
The Southerly's well stocked up with grog that's for sure.

Now we have an Afghan Doug Lintern by name  
Who the nation's TV viewers all voted to fame  
For in sight of all Hobart and in full camera view  
He said URRRR and leant over the side for a spew.

### On the Beach

Southerly has just faced her greatest challenge. Whilst cruising, she was anchored off Great Keppel Is. in Queensland (which is managed, incidentally, by CYCA Country Member Barry Steven) in two fathoms of water with 30 fathoms of chain out when she dragged her anchor and finished up on the beach. They got her off a couple of hours later and it says much for her construction that damage was minimal - she was sailed back to Sydney and slipped for repairs.

And that's what Southerly is - a tough old lady with a fine record and good heart. A lady that keeps coming back for more. □



Southerly on her way to her first Hobart start, in 1958.



Don Mickleborough hard at work splining Southerly's hull in 1961.

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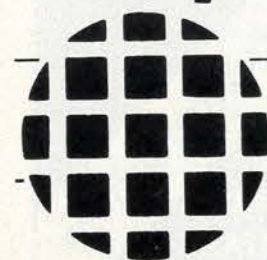


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## BIGGLES' COLUMN

by John Brooks

The 1982 PAN AM Clipper Cup in Hawaii was again a smash hit with the competitors, in spite of some unseasonal heavy weather. This changed the usual image of the series from one of easy sailing in light, sunny weather, to something more like the NSW coast in a strong southerly. The Australian crews in Hawaii should have loved it and they did, but somehow the Americans and even a few Japanese boats outscored them in conditions which are supposed to suit Aussies down to the ground, such was the standard of the competition.

Only one Australian Team was named, a move calculated to concentrate the available sponsorship and make additional fund raising easier. Whether it aided the latter activity is doubtful, but the theory had two weaknesses. Firstly, failure of a single team yacht for any reason would put Australia right out of the competition, and if the final point scores had been close, this would have been the fate of the team after Hitchhiker lost her mast in the second race. Secondly, the selectors looked at only one set of conditions and acted accordingly. Considering that the weather in Hawaii in August has remained the same for decades, they could hardly be criticised for that. **This time however, it was different, really different.** A deep tropical depression to the south of Hawaii deepened further

into a tropical cyclone, and further still into a hurricane, which at its peak, was centred 300 miles south of the islands, wound up to 100 knots at the centre and generated 40 knot winds in the path of the racing fleet. This and the handicapping system turned the series into a benefit for the big boats and heavy weather flyers.

There was a third weakness of sorts. The team selections caused murmurings of discontent (a subtle Biggles' understatement) in Victorian ocean racing circles, where it was believed that at least one of the Victorian contenders deserved to get a guernsey. They turned out to be almost right, but only because Hitchhiker dropped her spar, something you cannot plan for in selecting national teams.

Regardless of sponsorship, fund raising and other logistical problems involved in racing at a venue more than 8,500 km away from home base, twelve Australian yachts, in addition to the national team, went to Hawaii, which seems to give credence to those who maintain that at least two Australian Teams should have been named. However, it is easy to be wise after the event and, at the time it was selected, the Australian team looked to be the best there was available. Interstate rivalries apart, it still looks the best even after the event.

**The Americans named three teams, grouping their selections according to rating, a move that paid dividends** when the series became an event for the big boats. The winning US Blue team, for instance, were all big boats, the maxi *Kialoa* and two class B boats including *Bull Frog*, a great looking and sailing Peterson 55 (rating 44.7'), skippered by Tom Blackaller and rumoured to have cost over US \$750,000. The other two US teams were spread over the smaller divisions and, incidentally, represented just about every major designer practicing today.

Japan sent 13 very well prepared yachts including three teams, massively supported by Japanese industry, mainly Yamaha. They spared no expense, and although the teams did not fare all that well, the success of three of the yachts serves to demonstrate what great strides Japanese ocean racing has made over the last few years. The Japanese raced in every division except the Maxis and they made their presence felt, especially with *Tobieme*, *Super Witch* and *Unchu*. It should also be noted that these three and most of the others were Japanese designed and built.

*Tobieme* unfortunately, featured in the only controversial incident of the

series when she was protested on rating. Having regard for her performance vis-a-vis larger yachts in a series favouring the big boats, the **rating protest was almost inevitable.** *Tobieme* was hauled out, but the US measurer refused to measure her, or more accurately, was unable under the rules to measure her, because she had rating bumps and hollows.

At this point the International Jury should have disqualified *Tobieme* for having an invalid rating certificate, or some similar ruling, but inexplicably the jury dismissed the protest. It was not unanimous, and the decision caused a storm of protest among the skippers and crews. For what it's worth, the measurers present were of the opinion that removing the bumps and hollows would have made little difference to *Tobieme*'s rating or boat speed, but the incident created a lot of unnecessary bad vibes, and what the owner of the US yacht *Bravura* (2nd overall) had to say about it probably does not bear repeating.

Fortunately, *Tobieme*'s rise or fall did not affect the Australian Team results or individual standings. The nearest yacht we had in the final tally was *Margaret Rintoul 3* at seventh overall. What the incident did reveal is embarrassingly poor measurement standards in Japan, bad enough that the IYRU will have to do something about it or Japanese rating certificates will not be accepted at face value anywhere but in Japan.

So the Clipper Cup provided something new this time around; strong winds and big seas, an increase in numbers and vastly improved competition. As always, the hospitality Honolulu was superb, and the pre-series marketing assertion that admission to the yacht clubs in Hawaii would be limited to those who travelled with the sponsoring airline was totally unfounded. The social scene at the clubs was throughout the series informal and friendly and the impression remains that this is one of the better organised ocean racing regattas in the world.

□ □ □

**Finally for humour**, there is the tale of the 60-year-old Stannard work ferry the *Henry Lawson*, rescued from oblivion by Gillian Carter and her syndicate. On the day of the inaugural cruise under the new owners, Gillian was weaving an erratic course down harbour when one of the more sober friends on board reported that the harbour ferry *Lady Denman* was close astern and seeking a way past.

At this point the *Henry Lawson's*

steering wheel chose to take no further interest in the proceedings and came off in Carter's hands. Reasoning that a picture is worth a thousand words, Carter marched down to the blunt end of the *Henry Lawson* and showed the wheel to the Skipper of the *Lady Denman*. He, grasping the situation instantly, executed a startled leap sideways, ferry and all, narrowly avoiding disaster.

Later, to add injury to insult, when Carter was inspecting the *Henry Lawson* on the slips, the rudder fell off and pinned her against the sea wall, Christian Dior number and all.

Like they say, 'Believe me, my young friend, there is *nothing*—absolutely nothing—half so much worth doing as simply messing about in boats. □

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# A REPORT ON HANDICAPPING

by Gordon Marshall

Yachts racing together under the International Offshore Rule may range in size from 70' rating down to 1/2-ton (19.7' rating), and various methods are used to calculate corrected times so that they may compete together equitably. The test of the particular handicapping system used is whether well sailed and well designed small yachts and large yachts may figure equally in the overall results.

Not only is this difficult to achieve, but it is also usually difficult to test accurately. We rarely get large enough fleets of good quality, spread from one end of the size range to the other and racing in conditions which are free from random variations of wind speed and direction etc.

The conditions and style of courses sailed off Waikiki, however, approach those required to achieve this type of equality, and the fleets recently attracted to the Pan Am Clipper Cup

have been large enough to give the statistical results required for reasonable handicap evaluation. Additionally, the quality of both yachts and crews in the 1982 series was very high, the latest designs were represented at both ends of the fleet, and the yachts were crewed by highly skilled international yachtsmen.

This has presented the opportunity to evaluate the handicapping of the Olympic Triangle races conducted in August 1982 by the Waikiki Yacht Club (and even races from the previous series held in 1980, although it must be appreciated that in the 1980 series the largest sizes may not have been sufficiently competitive or numerous to be truly representative).

In the following tabulations of results two handicapping systems have been used for comparison purposes.

# FOR OCEAN YACHT RACING

## Time on Distance

The first, referred to as 'Time on Distance', is the method actually used in the series by the Waikiki Yacht Club. It is based on the fundamental principle that the speed a yacht is capable of varies in accordance with a mathematical proportion of the square root of its waterline length, a well accepted theory for displacement yachts and employed by North American yachting authorities since the beginning of the century. On this basis, the difference in speed of yachts of varying length (in this case, rating) is tabulated as seconds per mile (time allowance) using the formula

$$\text{secs./mile} = 2160 - 266$$

$$\sqrt{R}$$

in which case a yacht of 100' rating would be tabulated as zero secs. per mile. Since the IOR provides for a maximum permissible yacht rating of 70' it is of more practical interest to note that such a yacht's Time Allowance would be 42.17 secs./mile.

Thus, the knowledge of the length of a particular race conducted under this handicapping system is all that's needed to enable the total Time Allowance for each yacht to be calculated. In this respect the distance declared is usually the accumulated straight line length from point to point on the course (no account is usually taken of the actual distance sailed on a windward leg). The total Time Allowance is subtracted from the elapsed time to get the corrected time.

## Time on Time

The second handicapping system is also based on yacht speed but is applied over the period of time taken by each yacht to complete the course. This system is generally called 'Time on Time' and is in general use outside of North America. The formulae used in this type of system are varied but are usually based on a root (not necessarily the square root) of yacht length (or rating in the case of IOR). In this particular case the formula is

$$\text{TCF} = R^{1/6} - .96$$

where TCF is Time Correction Factor and  $R^{1/6}$  is the sixth root of rating.

Corrected time in this instance is determined by multiplying the elapsed time of a yacht by the TCF. This formula is currently used in Australia for IOR racing and has evolved by trial

## Tabulated Results No. 1 First Olympic Triangle, August 7, 1982 (29.8 miles; 34 yachts)

TIME ON DISTANCE					TIME ON TIME						
YACHT	RATING	CLASS	ELAPSED	CORRECTED	PLACE	PLACE	CORRECTED	ELAPSED	CLASS	RATING	YACHT
CONDOR	70.0	A	3-39-12	3-18-15	1	1	3-53-13	4-42-30	D	32.3	POLICE CAR
BULL FROG	44.6	B	4-12-45	3-19-23	2	2	3-53-27	4-20-03	B	41.1	MARGARET RINTOUL III
MARGARET RINTOUL III	41.1	B	4-20-03	3-19-59	3	3	3-53-31	4-12-45	B	44.6	BULL FROG
KIALOA	69.6	A	3-41-30	3-20-11	4	4	3-54-10	4-53-53	E	29.4	TOBIUME
WINDWARD PASSAGE	70.0	A	3-41-59	3-21-02	5	5	3-54-34	3-39-12	A	70.0	CONDOR
POLICE CAR	32.3	D	4-42-50	3-21-21	6	6	3-54-49	4-20-30	B	41.1	CHECKMATE
CHECKMATE	41.6	B	4-20-30	3-21-27	7	7	3-54-59	4-22-26	B	40.8	GREAT FUN
GREAT FUN	40.8	B	4-22-26	3-21-46	8	8	3-55-19	4-51-01	E	30.6	SHENANDOAN
TOBIUME	29.4	E	4-53-53	3-23-19	9	9	3-56-36	3-41-30	A	69.6	KIALOA
SHENANDOAN	30.6	E	4-51-01	3-24-22	10	10	3-56-44	4-47-26	D	32.2	BROOKE ANN
BROOKE ANN	32.2	D	4-47-26	3-25-39	11	11	3-56-58	4-50-20	D	31.4	HITCHHIKER
SCARLETT O'HARA	33.3	C	4-44-43	3-26-05	12	12	3-57-05	4-49-29	D	31.7	TOMAHAWK
JUMPIN' JACK FLASH	48.3	B	4-13-12	3-26-07	13	13	3-57-22	4-44-43	C	33.3	SCARLETT O'HARA
HITCHHIKER	31.4	D	4-50-20	3-26-10	14	14	3-57-33	3-41-59	A	70.0	WINDWARD PASSAGE
TOMAHAWK	31.7	D	4-49-29	3-26-13	15	15	3-57-51	4-49-44	D	31.9	SUPER WITCH
SUPER WITCH	31.9	D	4-49-44	3-27-04	16	16	3-59-10	4-50-31	E	30.4	UNCUR
BRAVURA	35.3	C	4-41-08	3-27-51	17	17	3-59-18	4-41-08	C	35.3	BRAVURA
CHALLENGE	34.1	C	4-44-49	3-28-23	18	18	3-59-28	4-44-49	C	34.1	CHALLENGE
APOLLO V	32.9	C	4-48-38	3-28-53	19	19	3-59-36	4-48-38	C	32.9	APOLLO V
ANTICIPATION	38.5	B	4-34-39	3-29-02	20	20	3-59-46	5-00-32	E	29.5	SZECHWAN
UNCHU	30.4	E	4-56-31	3-29-13	21	21	4-00-07	4-13-12	B	48.3	JUMPIN' JACK FLASH
SWEET CAROLINE	34.5	C	4-45-03	3-29-41	22	22	4-00-17	4-52-04	D	32.1	IRRATIONAL
IRRATIONAL	32.1	D	4-52-04	3-30-00	23	23	4-00-39	4-52-12	D	32.2	ZINGARA
ZINGARA	29.5	E	5-00-32	3-30-18	24	24	4-00-40	4-45-03	C	34.5	SWEET CAROLINE
ZAMAZAN	42.1	B	4-28-40	3-30-36	26	26	4-00-51	5-02-39	E	29.3	SOUTHERN RAIDER
SEAQUESTA	31.8	D	4-53-44	3-30-49	27	27	4-01-02	4-34-39	B	38.5	ANTICIPATION
SOUTHERN RAIDER	29.3	E	5-02-39	3-31-44	28	28	4-02-35	4-53-11	D	32.0	PACHENA
SOLARA	35.8	C	4-44-07	3-32-06	29	29	4-02-42	5-02-21	E	30.0	DEFIANCE
APOLLO	67.7	A	3-55-19	3-32-13	30	30	4-03-02	4-44-07	C	35.8	SOLARA
PACHENA	32.0	D	4-55-11	3-32-49	31	31	4-03-10	4-28-40	B	42.1	ZAMAZAN
SANDVIND	40.1	B	4-35-09	3-33-01	32	32	4-03-12	5-00-04	E	30.8	SEALATER
DEFIANCE	30.0	E	5-02-21	3-33-46	33	33	4-04-05	4-53-27	C	33.4	VIN NA HARA
CELERITY	33.4	C	4-52-07	3-33-46	34	34	4-04-08	4-49-09	C	34.5	BIG APPLE

Chart 1A: 1st Olympic Triangle, August 7, 1982  
Time on Distance (29.8 miles; 34 yachts)

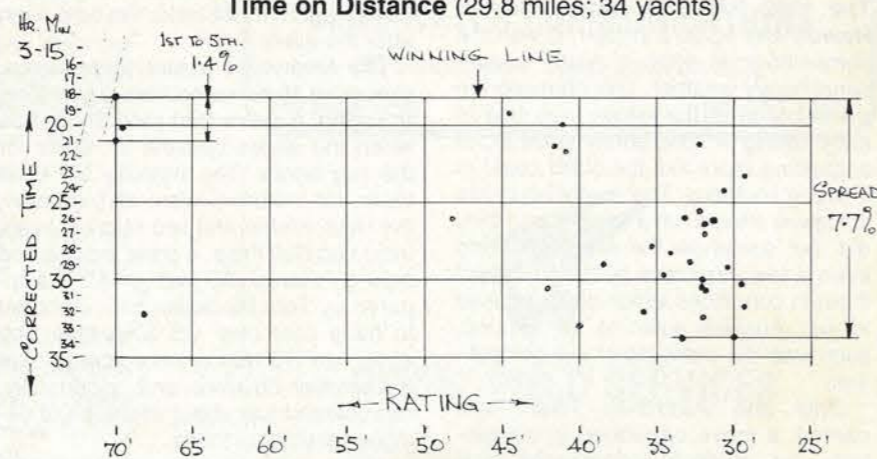


Chart 1B: 1st Olympic Triangle, August 7, 1982  
Time on Time (34 yachts)

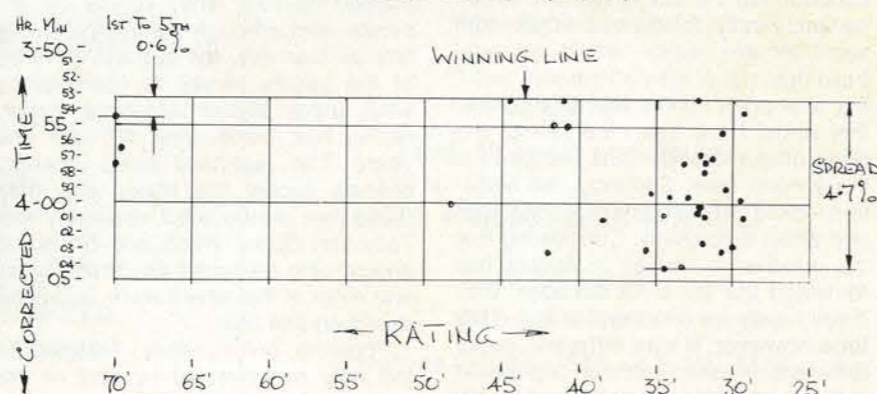
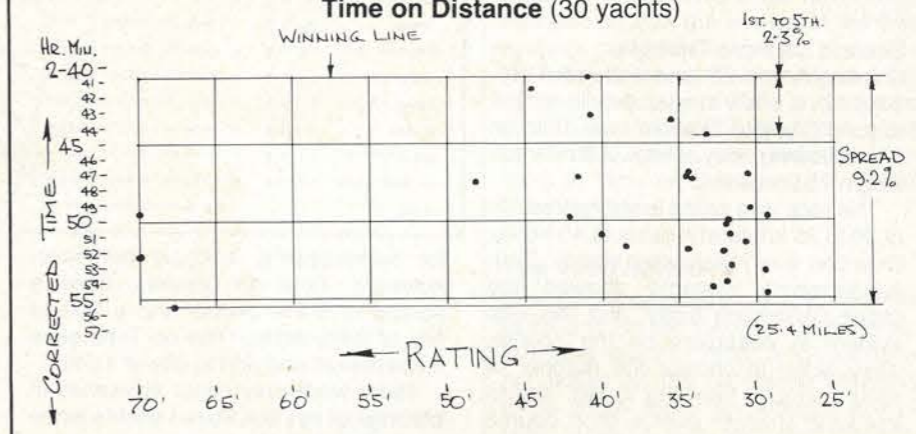


Chart 2A: 2nd Olympic Triangle, August 8, 1982  
Time on Distance (30 yachts)



over the past 15 years during which time it has been modified several times. Modification has occurred by accumulating the results of many races and plotting them to obtain a 'curve of best fit'. From this curve the best TCF formula can be established.

## Spread

Since good handicapping seeks to have many yachts of varying sizes finishing with close corrected times, the term 'spread' is adopted in the following analysis to measure the corrected time difference between the 'first' and 'last'



Report on handicapping for ocean racing

yacht in the particular race. (Only the top half of the fleet in each race was surveyed, on the assumption that this group should include those yachts which are most competitively designed and sailed).

Spread is defined as corrected time difference divided by best corrected time multiplied by 100, the result thus being a percentage.

The 1982 Hawaii Series

First Olympic Triangle

Charts 1A and 1B show corrected finishing times plotted against rating. Chart 1A is Time on Distance (distance declared was 29.8 miles), whilst 1B is Time on Time, the race was the first Olympic Triangle, sailed on August 7th. The wind strength was 25 knots, gusting an extra 5 knots, and its direction was steady from 070° magnetic. It could be considered a good race to evaluate, with the wind perhaps a trifle stronger than ideal. (Seas were invariably smaller than the wind strength would suggest since the triangles were laid on the lee side of the island).

Together with Charts 1A and 1B, see also Tabulated Results No. 1. These show all details of elapsed and corrected times using both methods of handicapping together with ratings and classes.

Results

Time on Distance handicapping achieved a total spread of 7.7% and a first yacht to fifth yacht spread of 1.4%, whereas Time on Time gave a total spread of 4.7% and a 1st to 5th of 0.6%. The rating range from 1st to 5th for Time on Distance was 70' to 41.1' whilst for Time on Time it was 70' to 29.4'.

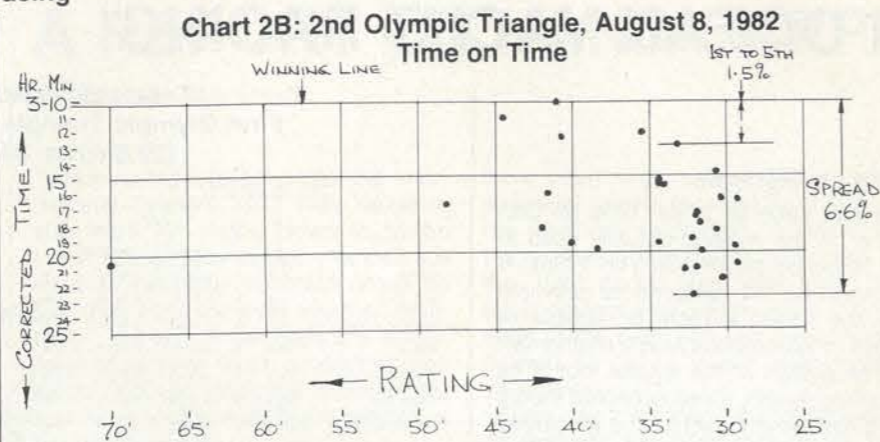
Second Olympic Triangle

Charts 2A and 2B and Tabulated Results No. 2 show similar details for the second Olympic Triangle race, held on the following day, August 8th (race length 25.2 miles).

This race was sailed in stronger winds of 30 to 35 knots with gusts to 45 knots. Direction was reasonably steady. Both handicapping systems showed the maxis performing badly, and this was evident to observers on the course. They failed to choose the number of reefs correctly from leg to leg, and in this wind strength over a short course there was no latitude for mind changing. Spinnakers were also a problem for the larger yachts, many being blown out whilst they attempted to save their time on - the more easily handled smaller yachts.

Results

This race is considered less than ideal



Tabulated Results No. 2  
2nd Olympic Triangle, August 8, 1982  
(25.4 miles; 30 yachts)

TIME ON DISTANCE				TIME ON TIME				RATING			
YACHT	RATING	CLASS	ELAPSED	CORRECTED	PLACE	YACHT	RATING	CLASS	ELAPSED	CORRECTED	PLACE
MARGARET RINTOUL III	41.1	B	3-31-52	2-40-41	1	MARGARET RINTOUL III	41.1	B	3-10-12	3-31-52	1
BULL FROG	44.6	B	3-26-56	2-41-27	2	BULL FROG	44.6	B	3-11-11	3-26-56	2
GREAT FUN	40.8	B	3-35-01	2-43-18	3	GREAT FUN	40.8	B	3-12-17	3-43-54	3
BRAVURA	35.3	C	3-43-54	2-43-28	4	BRAVURA	35.3	C	3-12-32	3-35-01	4
SCARLETT O'HARA	33.3	C	3-51-27	2-44-26	5	SCARLETT O'HARA	33.3	C	3-12-58	3-51-27	5
BAD HABITS	34.5	C	3-51-32	2-46-59	6	BAD HABITS	34.5	C	3-14-53	4-01-01	6
SHENANDOAH	30.6	E	4-01-01	2-47-09	7	SHENANDOAH	30.6	E	3-15-13	3-51-13	7
CHECKMATE	41.6	B	3-37-35	2-47-15	8	CHECKMATE	41.6	B	3-15-29	3-51-32	8
SWEET CAROLINE	34.9	C	3-51-32	2-47-18	9	SWEET CAROLINE	34.9	C	3-15-35	3-52-37	9
CHALLENGE	34.1	C	3-52-37	2-47-28	10	CHALLENGE	34.1	C	3-16-08	3-37-25	10
JUMPIN' JACK FLASH	48.3	B	3-27-37	2-47-29	11	JUMPIN' JACK FLASH	48.3	B	3-16-31	4-03-38	11
UNCHU	30.4	E	4-03-38	2-49-14	12	UNCHU	30.4	E	3-16-36	4-06-44	12
WINDWARD PASSAGE	70.0	A	3-07-21	2-49-30	13	WINDWARD PASSAGE	70.0	A	3-16-53	3-27-37	13
TOBIUME	29.4	E	4-06-44	2-49-32	14	TOBIUME	29.4	E	3-17-22	4-00-26	14
ZAMAZAH	42.1	B	3-39-12	2-49-43	15	ZAMAZAH	42.1	B	3-17-33	4-00-07	15
SUPER WITCH	31.9	D	4-00-26	2-49-59	16	SUPER WITCH	31.9	D	3-18-07	4-01-38	16
IRRATIONAL	32.1	D	4-00-07	2-50-10	17	IRRATIONAL	32.1	D	3-18-24	3-39-12	17
SEAQUESTA	31.8	D	4-01-38	2-50-55	18	SEAQUESTA	31.8	D	3-18-31	4-04-56	18
SANGVIND	40.1	B	3-43-57	2-50-59	19	SANGVIND	40.1	B	3-19-09	4-01-48	19
SEAUFLATER	30.8	E	4-04-56	2-51-37	20	SEAUFLATER	30.8	E	3-19-20	3-56-07	20
ANTICIPATION	38.5	B	3-47-38	2-51-42	21	ANTICIPATION	38.5	B	3-19-20	3-43-57	21
BIG APPLE	34.5	C	3-56-07	2-51-53	22	BIG APPLE	34.5	C	3-19-36	4-10-11	22
ZINGARA	32.2	D	4-01-48	2-52-08	23	ZINGARA	32.2	D	3-19-46	3-47-38	23
CONDOR	70.0	A	3-10-10	2-52-19	24	CONDOR	70.0	A	3-19-53	4-04-03	24
TOMAHAWK	31.7	D	4-04-03	2-53-05	25	TOMAHAWK	31.7	D	3-20-29	3-07-21	25
SZECHWAN	29.5	E	4-10-11	2-53-16	26	SZECHWAN	29.5	E	3-20-34	4-04-04	26
PACHENA	32.0	D	4-04-04	2-53-52	27	PACHENA	32.0	D	3-20-40	4-12-09	27
APOLLO V	32.9	C	4-02-20	2-54-21	28	APOLLO V	32.9	C	3-21-10	4-02-20	28
SOUTHERN RAIDER	29.3	E	4-12-09	2-54-40	29	SOUTHERN RAIDER	29.3	E	3-21-42	4-10-39	29
APOLLO	67.7	A	3-15-10	2-55-28	30	APOLLO	67.7	A	3-22-43	4-06-08	30

for handicapping analysis purposes; however, Time on Distance gave a spread of 9.2% overall and a first to fifth of 2.5% whilst Time on Time gave 6.6% overall and first to fifth of 1.5%.

There were only minor difference in placings of the first dozen yachts when comparing both systems.

Molokai Race

Charts 3A and 3B and Tabulated Results No. 3 follow the same pattern as races 1 and 2 except that this was the Molokai Race, a medium length ocean race of 148.3 miles. Such a race is not usually included in a handicapping

analysis but in this case the course (along the side of a long island and return) was such that the fleet did not diverge appreciably and the wind was relatively steady and constant over the fleet.

Wind strength was 30, gusting to 35 knots and a fast race resulted.

The same yachts came first and last (in the half fleet) under each system, but the spread in the case of Time on Distance was 10.8% whereas Time on Time gave 7.8%.

Results

The interesting difference in this race

Chart 3A: Molokai Race, August 10, 1982  
Time on Distance (148.3 miles; 30 yachts)

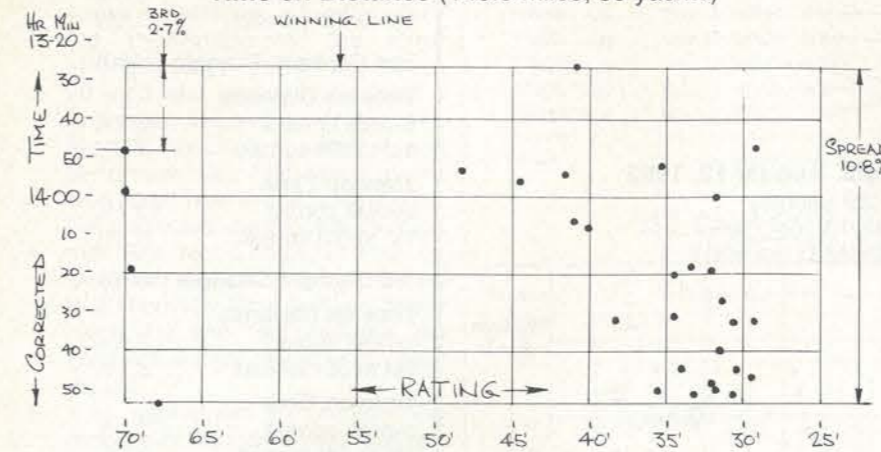
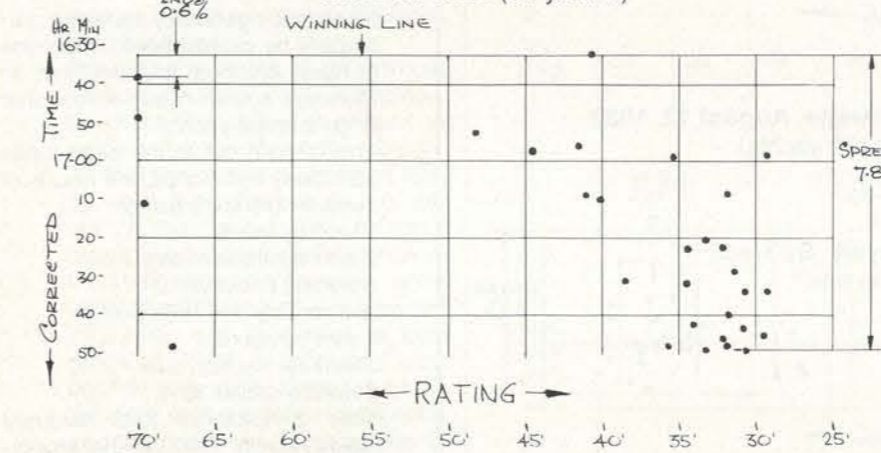


Chart 3B: Molokai Race, August 10, 1982  
Time on Time (30 yachts)



Tabulated Results No. 3  
Molokai Race, August 10, 1982  
(148.3 miles; 30 yachts)

TIME ON DISTANCE				TIME ON TIME				RATING			
YACHT	RATING	CLASS	ELAPSED	CORRECTED	PLACE	YACHT	RATING	CLASS	ELAPSED	CORRECTED	PLACE
GREAT FUN	40.8	B	18-28-29	13-26-33	1	GREAT FUN	40.8	B	16-32-32	18-28-29	1
TOBIUME	29.4	E	21-18-32	13-47-47	2	TOBIUME	29.4	E	16-38-20	15-32-56	2
WINDWARD PASSAGE	70.0	A	13-32-36	13-48-42	3	WINDWARD PASSAGE	70.0	A	16-49-17	15-43-10	3
BRAVURA	35.3	C	19-57-18	13-52-36	4	BRAVURA	35.3	C	16-52-25	17-47-37	4
JUMPIN' JACK FLASH	48.3	B	17-47-37	13-53-18	5	JUMPIN' JACK FLASH	48.3	B	16-56-18	18-48-12	5
CHECKMATE	41.6	B	18-48-12	13-54-20	6	CHECKMATE	41.6	B	16-57-23	18-21-11	6
BULL FROG	44.6	B	18-21-11	13-55-38	7	BULL FROG	44.6	B	16-58-44	21-18-32	7
CONDOR	70.0	A	15-43-10	13-58-56	8	CONDOR	70.0	A	16-59-09	19-57-18	8
SUPER WITCH	31.9	D	20-51-56	14-00-34	9	SUPER WITCH	31.9	D	17-07-43	20-51-56	9
MARGARET RINTOUL III	41.1	B	19-05-08	14-06-15	10	MARGARET RINTOUL III	41.1	B	17-07-59	19-05-08	10
SANGVIND	40.1	B	19-17-22	14-08-10	11	SANGVIND	40.1	B	17-10-10	19-17-22	11
UIN NA HARA	33.4	C	20-47-01	14-17-07	12	UIN NA HARA	33.4	C	17-11-05	16-05-15	12
IRRATIONAL	32.1	D	21-07-18	14-18-53	13	IRRATIONAL	32.1	D	17-20-46	20-47-01	13
KIALOA	69.6	A	16-05-15	14-19-11	14	KIALOA	69.6	A	17-22-36	21-07-18	14
SWEET CAROLINE	34.5	C	20-35-12	14-20-09	15	SWEET CAROLINE	34.5	C	17-22-53	20-35-12	15
HITCHHIKER	31.4	D	21-25-45	14-26-53	16	HITCHHIKER	31.4	D	17-29-26	21-25-45	16
BAD HABITS	34.5	C	20-45-51	14-30-48	17	BAD HABITS	34.5	C	17-31-39	19-58-31	17
ANTICIPATION	38.5	B	19-58-31	14-31-51	18	ANTICIPATION	38.5	B	17-31-52	20-45-51	18
SOUTHERN RAIDER	29.3	E	22-04-29	14-32-04	19	SOUTHERN RAIDER	29.3	E	17-34-01	22-04-29	19
SEAUFLATER	30.8	E	21-40-43	14-32-37	20	SEAUFLATER	30.8	E	17-34-14	21-40-43	20
SEAQUESTA	31.8	D	21-32-44	14-39-52	21	SEAQUESTA	31.8	D	17-39-55	21-32-44	21
CHALLENGE	34.1	C	21-03-48	14-43-26	22	CHALLENGE	34.1	C	17-42-36	21-03-48	22
UNCHU	30.4	E	21-58-47	14-46-22	23	UNCHU	30.4	E	17-43-44	21-58-47	23

Report on handicapping for ocean racing

was that the high rated yacht (70') improved from 3rd (2.7% spread) to 2nd (0.6% spread) in comparing Time on Distance with Time on Time. This resulted in the two maxis, which were placed 3rd and 8th under Time on Distance, rising to 2nd and 3rd on Time on Time.

The reverse applied to the best low-rated yacht, which was 2nd under Time on Distance but 7th on Time on Time. This was a reverse effect compared to that seen in races 1 and 2, but an explanation is proffered in 'Comments' No. 3.

Third Olympic Triangle

The 3rd Olympic Triangle was sailed on August 12th and was a race of 27.1 miles length sailed in near perfect conditions of 20 to 25 knots with a steady direction of 060° magnetic.

Results

The order of placing of the first three yachts did not change in comparing one system to the other, but the spreads narrowed from 2.5% in Time on Distance to 1.1% in Time on Time. The half fleet spread ranged from 8.4% with Time on Distance to 5.2% with Time on Time. See charts 4A and 4B and Tabulated Results No. 4 for all details.

Around the State Race

No attempt has been made to fully analyse the final 775 miles Around the State Race since variation of actual courses sailed, changing wind conditions from the back to the front of the fleet and aberrations such as calms behind islands can all contribute to confused results.

However, since the winner was a maxi and second place was filled by one of the smallest yachts in the fleet, a pair of plots, 5A and 5B have been included so that the effects of the two systems can be seen.

The half fleet spread changed from 12.6% in the case of Time on Distance to 7.7% for Time on Time and the first to second spread was reduced from 5.8% in Time on Distance to 2.2% for Time on Time.

The 1980 Series

The next three pairs of plots 6A and 6B to 8A and 8B are for the three Olympic Triangles sailed in 1980. Since we have no details on the conditions effecting these three races no attempt at detailed analysis with tabulated times is included. However, the same spread reductions are apparent:

1st Olympic Triangle (1980)

<b>Time on Distance</b>	
overall spread	8.0%
1st to 5th spread	2.1%

Report on handicapping for ocean racing

SZECHMAN	29.5	E	22-13-31	14-46-27	24	24	17-45-29	22-15-31	E	29.5	SZECHMAN
BROOKE ANN	32.2	D	21-34-42	14-47-44	25	25	17-46-19	21-34-42	D	32.2	BROOKE ANN
PACHENA	32.0	D	21-39-23	14-49-29	26	26	17-47-50	21-39-23	D	32.0	PACHENA
SOLARA	35.8	C	20-48-26	14-50-02	27	27	17-47-55	20-48-26	C	35.8	SOLARA
CELERITY	33.4	C	21-21-09	14-51-15	28	28	17-48-16	14-48-56	A	67.7	APOLLO
SHENANDOAH	30.6	E	22-02-39	14-51-24	29	29	17-49-15	21-21-09	C	33.4	CELERITY
APOLLO	67.7	A	16-48-36	14-53-57	30	30	17-49-30	22-02-39	E	30.6	SHENANDOAH

Chart 4A: 3rd Olympic Triangle, August 12, 1982  
Time on Distance (29 yachts)

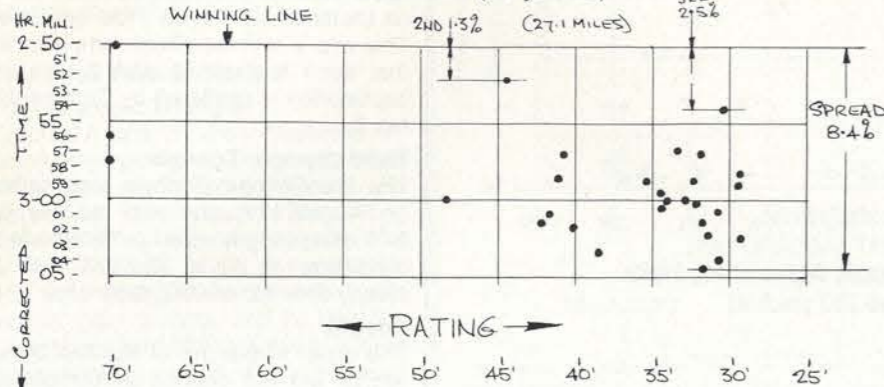
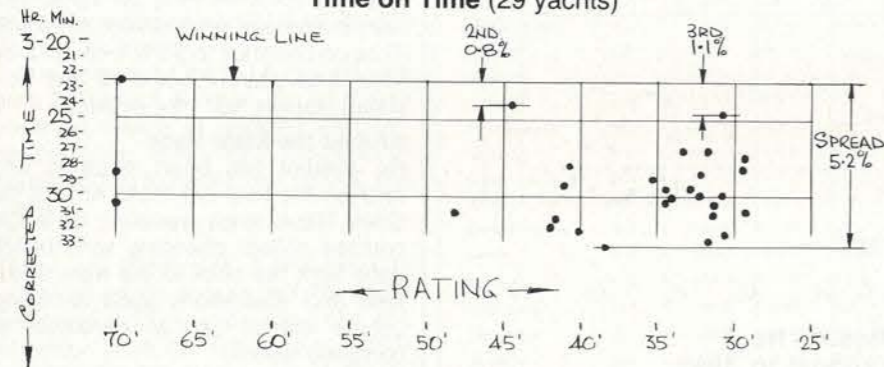


Chart 4B: 3rd Olympic Triangle, August 12, 1982  
Time on Time (29 yachts)



Tabulated Results No. 4  
3rd Olympic Triangle, August 12, 1982  
(27.1 miles; 29 yachts)

YACHT	TIME ON DISTANCE				TIME ON TIME				YACHT		
	RATING	CLASS	ELAPSED	CORRECTED	PLACE	PLACE	CORRECTED	ELAPSED		CLASS	RATING
KIALOA	69.0	A	3-09-31	2-50-08	1	1	3-22-27	3-09-31	A	69.0	KIALOA
BULL FROG	44.6	B	3-40-52	2-52-21	2	2	3-24-04	3-40-52	B	44.6	BULL FROG
UNCHU	30.4	E	4-13-44	2-54-21	3	3	3-24-40	4-13-44	E	30.4	UNCHU
CONDOR	70.0	A	3-14-57	2-55-56	4	4	3-27-00	4-08-01	C	33.4	UIN NA MARA
UIN NA MARA	33.4	C	4-08-01	2-56-46	5	5	3-27-01	4-12-11	D	31.9	SUPER WITCH
SUPER WITCH	31.9	D	4-12-11	2-57-01	6	6	3-27-38	4-20-35	E	29.4	TOBIUME
GREAT FUN	40.8	B	3-52-18	2-57-07	7	7	3-28-00	3-52-18	B	40.8	GREAT FUN
WINDWARD PASSAGE	70.0	A	3-16-42	2-57-39	8	8	3-28-13	4-20-59	E	29.5	SZECHMAN
TOBIUME	29.4	E	4-20-35	2-58-13	9	9	3-28-28	4-12-48	D	32.3	POLICE CAR
MARGARET RINTOUL III	41.1	B	3-53-10	2-58-33	10	10	3-28-37	3-14-57	A	70.0	CONDOR
POLICE CAR	32.3	D	4-12-48	2-58-42	11	11	3-28-52	4-05-23	C	35.5	BRAVURA
BRAVURA	35.5	C	4-05-23	2-58-44	12	12	3-29-19	3-53-10	B	41.1	MARGARET RINTOUL III
SZECHMAN	29.5	E	4-20-59	2-58-55	13	13	3-29-30	4-12-23	C	32.9	APOLLO V
SWEET CAROLINE	34.5	C	4-08-09	2-59-37	14	14	3-29-31	4-08-09	C	34.5	SWEET CAROLINE
APOLLO V	32.9	C	4-12-23	2-59-51	15	15	3-29-54	4-14-52	D	32.2	ZINGARA
JUMPIN' JACK FLASH	48.3	B	3-42-42	2-59-53	16	16	3-29-55	4-19-00	E	30.8	SEAFLATER
CHALLENGE	34.1	C	4-09-49	3-00-18	17	17	3-30-03	4-09-49	C	34.1	CHALLENGE
ZINGARA	32.2	D	4-14-52	3-00-30	18	18	3-30-21	4-09-08	C	34.5	BAD HABITS
BAD HABITS	34.5	C	4-09-08	3-00-36	19	19	3-30-29	3-16-42	A	70.0	WINDWARD PASSAGE
SEAFLATER	30.8	E	4-19-00	3-00-46	20	20	3-30-35	4-16-51	D	31.8	SEAQUESTA

Time on time  
overall spread 5.8%  
1st to 5th spread 0.5%

2nd Olympic Triangle (1980)  
Time on Distance  
overall spread 18.3%  
1st to 5th spread 9.8%

Time on Time  
overall spread 10.7%  
1st to 5th spread 5.3%

3rd Olympic Triangle (1980)  
Time on Distance  
overall spread 9.6%  
1st to 5th spread 3.1%

Time on Time  
overall spread 7.1%  
1st to 5th spread 2.8%

Comments

1. It has been generally accepted particularly by yachtsmen from outside of North America, that the Time on Distance system gave a favoured edge to large yachts. This is born out in the eight races previously mentioned, the results of Time on Distance being 5 won by maxis, 2 won by medium size, 1 won by under 32 1/2' and on Time on Time being 3 won by maxis, 3 won by medium size, 2 won by under 32 1/2'. Time on Distance thus favoured maxis heavily, and yet the proportion of maxis to under 32 1/2' rated yachts in the fleet was only of the order of 1 to 5.
2. In every case examined the half fleet spread was significantly reduced by Time on Time handicapping.
3. It has been generally accepted that in a very fast race, large yachts would have difficulty in saving their time allowance on small yachts in the Time on Distance system because of the shorter length of time on the course. This seems to have been confirmed in Race 3, 1982, the Molokai Race. It was undoubtedly a fast race with winds of 30 to 35 knots and it was the only race in which the maxis improved their positions when re-calculated on Time on Time. The best maxi improved from 3rd to 2nd place and her spread dropped from 2.7% to 0.6% when re-calculated under Time on Time.
4. The reverse seemed to hold true in the long ocean race (Around the State) suggesting that a well sailed maxi would be impossible to beat in a medium to slow race when

handicapped by the current Time on Distance system. Apart from some scattered squalls during thunderstorms, the wind strength was generally 10 to 20 knots and although *Kialoa* set a record for elapsed time, this was the first occasion in which a well performed maxi had sailed in the race and it was, in fact, a slow race. Her corrected margin over the best mini was over 5 hours on Time on Distance, a massive win, reduced to 2C hours by Time on Time. Maxis came 1st and 2nd and the 3rd competitive maxi retired with a gear failure.

5. It is appropriate to mention the problem of the indeterminate length of the course and its effect on each competitor's ability to calculate their own handicap and their allowable margin on others, where triangles are concerned. Because the length of the triangle controls the Total Time Allowance, the Race Committee is obliged to confirm the length of the course, AFTER the marks have been laid, by which time the competitors are out on the course. This is not a hypothetical consideration since in the 1982 series the triangles, nominally 27 miles long, varied between 29.8 miles and 25.4 miles, a total range of 17.3%. A contestant cannot therefore watch ahead and take the time of a particular competitor as he crosses the finishing line to check how much time remains for him to finish to win, nor can one heave to behind the finishing line counting down the time of a competitor coming up to finish. Contestants have to wait until they return to the Clubhouse to find out what course length has been declared before they can do any Corrected Time calculations of their own. This can be very frustrating to competitors who are used to needing only finishing times in order to calculate results accurately.
6. The disparity between the results of the two systems only becomes evident in overall results. In only one or two cases did the divisional placings of the two systems show any difference, and in those isolated cases positions changed by only one place as adjacent yachts swapped position. North American ocean racing generally puts emphasis on divisional results, not overall results, yet in Hawaii the prime trophies were for the overall winners. This causes great stress on the handicapping system with both maxis and minis competing, a

Report on handicapping for ocean racing

CHEQUATE	41.6	B	3-34-34	3-00-52	21	21	3-31-03	4-25-12	E	29.3	SOUTHERN RAIDER
SEAQUESTA	31.8	D	4-16-51	3-01-24	22	22	3-31-11	3-42-42	B	48.3	JUMPIN' JACK FLASH
ZAMAZAN	42.1	B	3-34-19	3-01-31	23	23	3-31-13	4-18-47	D	31.4	HITCHHIKER
SANGVIND	40.1	B	3-58-24	3-01-54	24	24	3-31-26	3-54-34	B	41.6	CHEQUATE
HITCHHIKER	31.4	D	4-18-47	3-02-14	25	25	3-32-05	3-54-19	B	42.1	ZAMAZAN
SOUTHERN RAIDER	29.3	E	4-25-12	3-02-32	26	26	3-32-12	3-58-24	B	40.1	SANGVIND
ANTICIPATION	38.5	B	4-02-59	3-03-19	27	27	3-32-22	4-22-38	E	30.6	SHENANDOAH
SHENANDOAH	30.6	E	4-22-38	3-03-50	28	28	3-33-02	4-20-07	D	31.7	TOMAHAWK
TOMAHAWK	31.7	D	4-20-07	3-04-24	29	29	3-33-15	4-02-59	B	38.5	ANTICIPATION

Chart 5A: Around the State Race 1982  
Time on Distance (775 miles; 21 yachts)

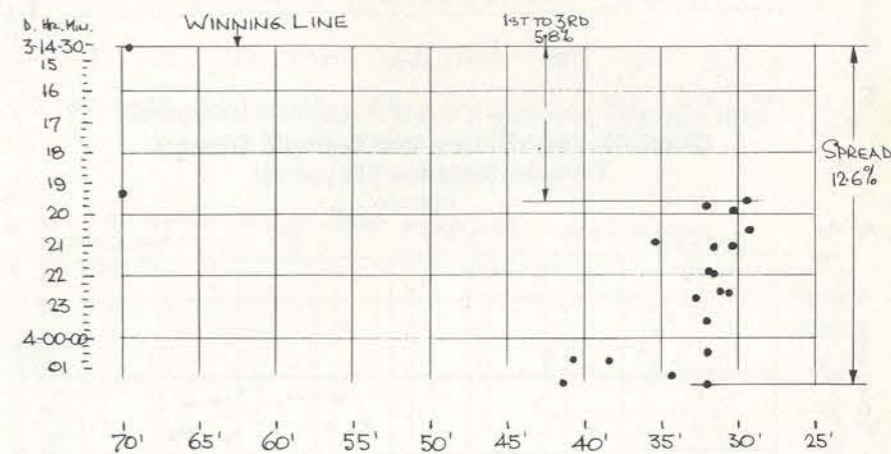


Chart 5B: Around the State Race 1982  
Time on Time (21 yachts)

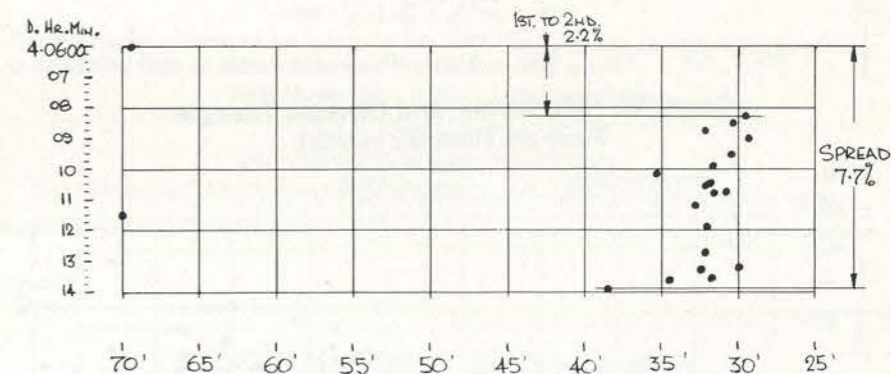


Chart 6A: 1980 Series: 1st Olympic Triangle  
Time on Distance (29 yachts; 26.87 miles)

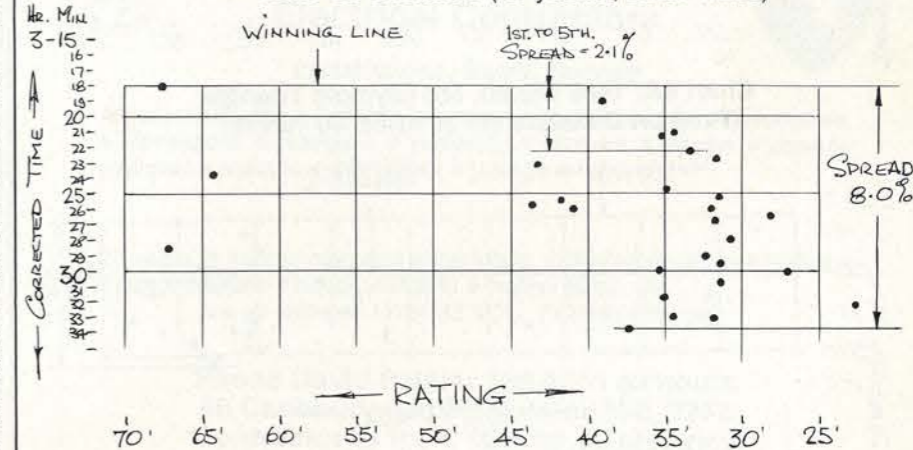


Chart 6B: 1980 Series: 1st Olympic Triangle  
Time on Time (29 yachts; 26.87 miles)

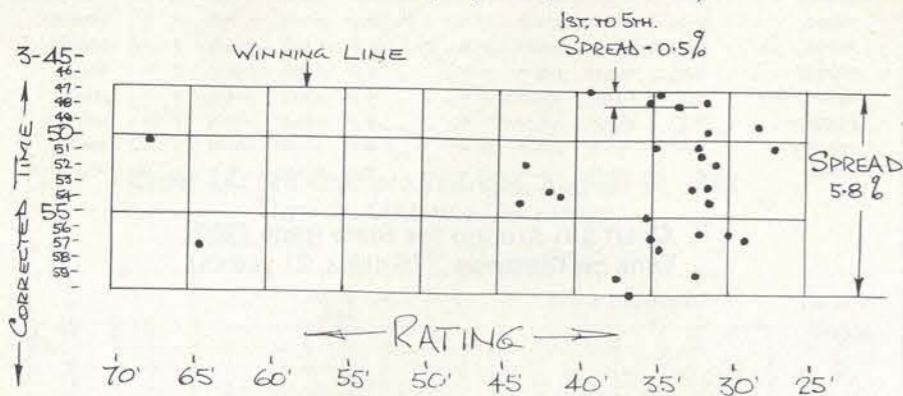


Chart 7A: 1980 Series, 2nd Olympic Triangle  
Time on Distance (29 yachts)

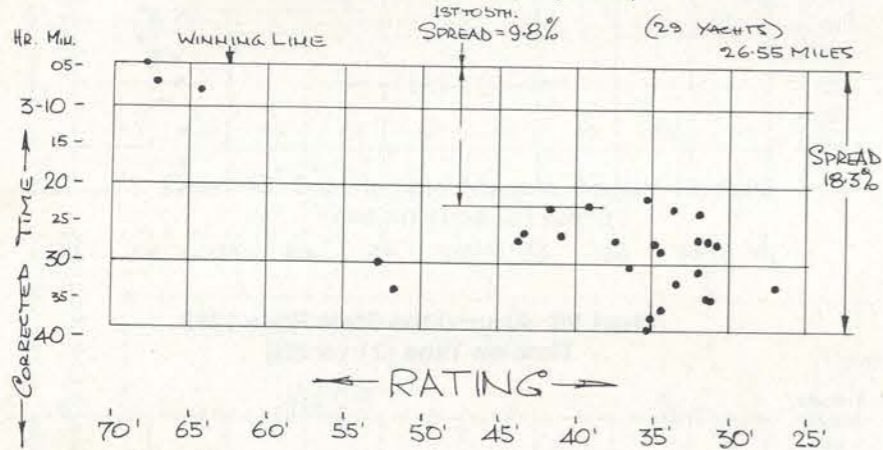


Chart 7B: 1980 Series, 2nd Olympic Triangle  
Time on Time (29 yachts)

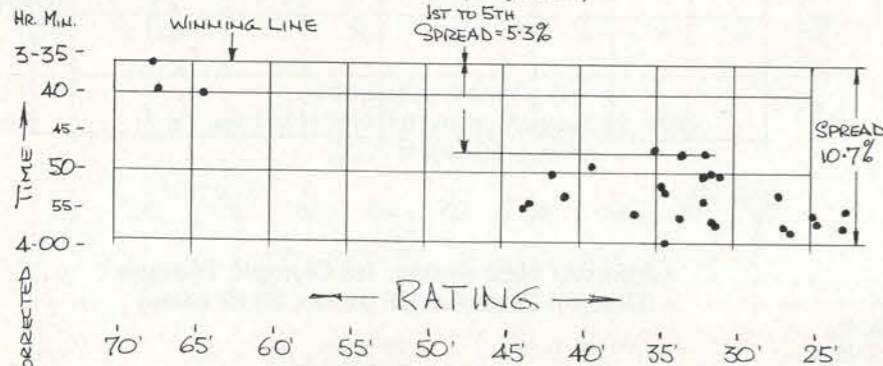
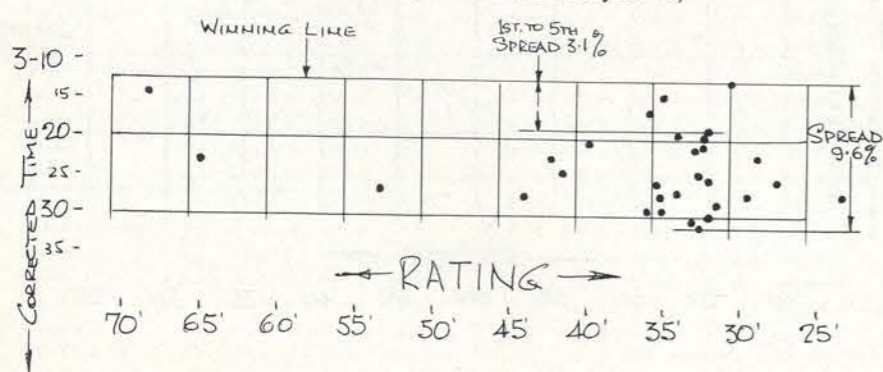


Chart 8A: 1980 Series, 3rd Olympic Triangle  
Time on Distance (26.39 miles; 30 yachts)



situation with which we have become accustomed since our ocean racing traditions stem from the Sydney-Hobart Race in which, perhaps unfortunately, the overall winner is all-important.

7. It would ill-behave this report to tell the North Americans how to handicap the races they run. The aim of the report is to show that better handicapping can and is being achieved. A suggestion that they change to Time on Time handicapping would be like suggesting that they drive their autos on the other side of the road. We must therefore depend on their mathematical ability to improve their system.

The most important problem they have to face is the significant bias their formula gives to larger yachts in normal conditions. If this is not corrected, a series such as the Pan Am Clipper Cup will suffer in the future by the non-attendance of the smaller ocean racers, and these comprise by far the largest proportion of the potential fleet. This deficiency can easily be corrected by a modification of the formula. Mathematical experts such as Professor Hank Newman of Massachusetts Institute of Technology could well address themselves to the problem, and with the computer capacity they have at their disposal, they could easily digest the results of the latest series and come up with an improved formula.

Chart No. 9 shows the results of the 3rd Olympic Triangle, considered a good race to evaluate, when re-calculated using a simply modified Time on Distance formula. The results show a reduced half fleet spread to 6.6% (nearly as good as the Time on Time result) and 2nd and 3rd placing spreads of only 0.22% and 0.24% (better than achieved by Time on Time calculation). Such a modification will solve the problem in races with normal conditions. How they correct the inherent fault of the Time on Distance system when the speed of the race changes significantly is another question altogether.

Now that we have shown that other systems handle this problem with greater efficiency maybe the resources of MIT will be brought to bear upon, and come up with, the answers needed.

8. It must be remembered that the Time on Time system used to make the foregoing comparisons was not evolved in Hawaii's conditions or with the type of fleets found there. It was designed for Australian con-

ditions and for Australian fleets after much result evaluation. A separate report will detail our method of using Hawaiian results to design a Time on Time curve to fit their conditions and it can be safely assumed that such a curve will show up the deficiencies of the present Time on Distance handicapping even more so.

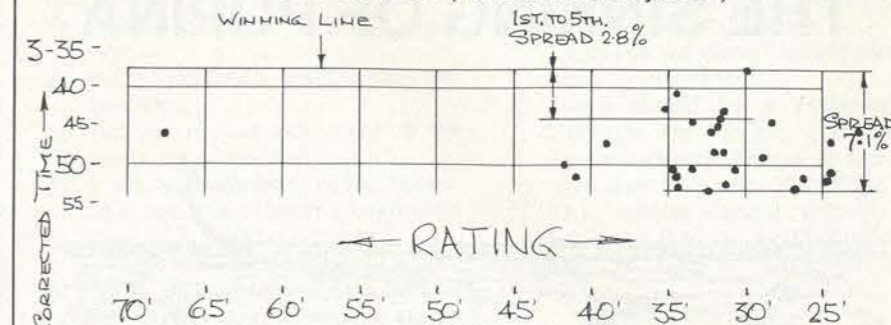
**Conclusions**

1. The Time on Distance formula used in Hawaii in 1980 and 1982 gives the larger yachts a distinct handicap advantage for overall results in normal conditions, even after allowing that 'normal' conditions in these waters is perhaps a little fresher than we experience off east coast Australia.
2. Time on Distance handicapping also produces a wider spread of corrected times than is obtainable by the Time on Time system.
3. Time on Distance is very sensitive to the speed of the race.
4. There are no reasons which suggest that Australian Ocean Racing administrators should adopt the Time on Distance system of handicapping for our racing.
5. We should try to convince the Wai-kiki Yacht Club that their handicapping system has faults which are not in the best interests of the growth of the sport in this area. □

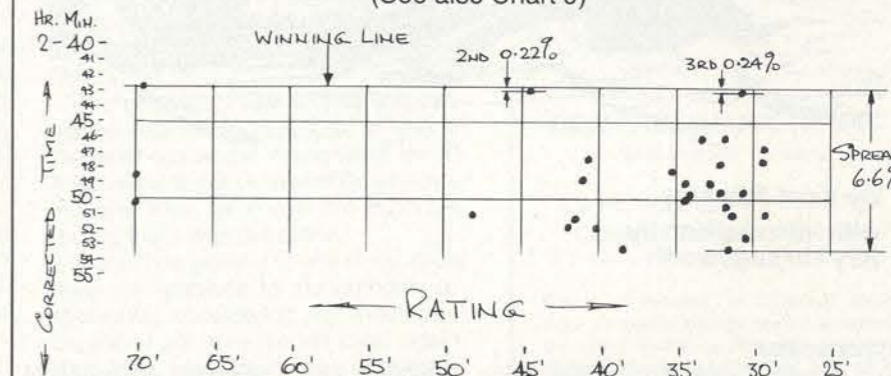
Chart 9: 3rd Olympic Triangle,  
August 12, 1982  
Time on Distance (20 yachts)

YACHT	CLASS	RATING	ELAPSED TIME	CORRECTED TIME	PLACE
ESOLA	A	69.6	3:09:31	2:42:40	1
BULL FROG	B	44.6	3:40:52	2:43:01	2
UNIC	E	30.4	4:13:44	2:43:03	3
SEN NA HARA	C	33.4	4:08:01	2:45:59	4
SUPER WITCH	D	31.9	4:12:11	2:45:59	5
TORSTONE	E	29.4	4:20:35	2:46:44	6
GREAT FUN	B	40.8	3:52:18	2:47:22	7
SZECHMAN	E	29.5	4:20:58	2:47:27	8
POLICE CAR	D	32.3	4:12:48	2:47:43	9
BRAYORA	C	35.3	4:05:23	2:48:15	10
CONDOR	A	70.0	3:14:57	2:48:28	11
MARGARET KINTOUL III	B	41.1	3:53:10	2:48:50	12
APOLLO V	C	32.9	4:12:23	2:49:00	13
SWEET CAROLINE	C	34.5	4:08:09	2:49:01	14
ZINGARA	D	32.2	4:14:32	2:49:32	15
SEAUFLATER	E	30.8	4:19:00	2:49:33	16
CHALLENGE	C	34.1	4:09:49	2:49:39	17
SAD HABITS	C	34.5	4:09:08	2:50:00	18
WINDWARD PASSAGE	A	70.0	3:16:42	2:50:13	19
SEAQUESTA	D	31.8	4:16:51	2:50:22	20
JONPEN' JACK FLASH	B	48.3	3:42:42	2:50:55	21
SOUTHERN RAIDEX	E	29.3	4:25:12	2:51:01	22
HITCHHIKER	D	31.4	4:18:47	2:51:08	23
CHECHATE	B	41.6	3:54:34	2:51:13	24
ZARADAN	B	42.1	3:54:19	2:51:55	25
SANGVIND	B	40.1	3:58:24	2:52:04	26
SHENADOAN	E	30.8	4:22:38	2:52:34	27
ANTICIPATION	B	38.5	4:04:59	2:53:17	28
TOMAMAR	D	31.7	4:20:07	2:53:20	29

Chart 8B: 1980 Series, 3rd Olympic Triangle  
Time on Time (26.39 miles; 30 yachts)



Reworked Results of the 3rd Olympic Triangle 1982  
Using Modified Time on Distance Formula  
(See also Chart 9)



The plot above represents the results of the 1982 Third Olympic Triangle when reworked to a modified Time on Distance formula. The formula used was:

$$\text{Time Allowance} = 2160 - 216 \text{ secs./mile}$$

$$.94\sqrt{R}$$

and applied to a race length of 27.1 miles.

This plot should be compared to the two plots numbered 4A and 4B (the same race).



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# THE SINKING OF POPINA



by Kurt Priester  
with introduction by  
Ray Hollingsworth

## Introduction

Kurt Priester's yacht *Popina* was a 50-foot steel ketch. Built in Germany, she was very well fitted out and looked after with all necessary equipment for long sea passages, a powerful auxiliary and plenty of electrical power. One feature was central heating; it was the ducting for the circulation of warm air that contributed, in the end, to the loss of the vessel.

Kurt had been three and a half years away from home when he got to Sydney and our Club. He is a most interesting man to talk with, but it would be a great advantage if one could understand German. Kurt got to know a number of people in the Club; her was frequently in the bar at eventide. He sailed a number of times in *Erica J* and we of *Chasseur* had him with us a number of times in the winter series.

Kurt was to have sailed with us on the Sunday he left. In fact, he steamed down to the start with us as he hoisted his sails and carried out on to the heads. He told us he had wasted enough southerly wind and was off for the north.

Come the following Wednesday the television told us his *Popina* was lost. Penta Base (who were not directly involved with Kurt's rescue) told me he had been picked up by a tanker some one hundred miles east of Coff's Harbour and that it would not go into port before Kwinana. I took the liberty of

sending him a telegram on behalf of the Club and his friends to the tanker, commiserating with him over the loss of his yacht and expressing joy with the news of his rescue. I also asked him for a letter.

Some two weeks later I received his ten page letter in long hand and in German. Rolf Mische, with the help of a German teacher at the University of N.S.W., made me the translation.

In all Kurt's 40,000 miles of sea voyaging he has used ham-radio for his communications with land. According to Penta Base he was fortunate that the Coastal Surveillance Centre got to know of his predicament in time. I have written to that Centre asking them if they will let me know how they got his message and position.\*

—Ray Hollingsworth

\*Editor's Note: A letter from the Marine Operations Division of the DOT (to Ray Hollingsworth) indicates that the position was given to ACSC by the ham operator, VK2DFH.

It is perhaps worth observing, especially in view of the wide misunderstanding about 'ham' radio and its appropriateness for the average yachtsman, that the rescue in question might have had one less hurdle to negotiate if the distress call had been issued directly to an OTC coast station or to Penta Base using one of the international marine distress and calling frequencies — 2182kHz, 4125kHz, or 6215.5kHz.

6 August 1982

Dear CYCA,

First I would like to thank you for your telegram. It did me the world of good, even if I still have a few tears in my eyes. On the one hand, it surprised me; on the other hand, a gesture of this kind corresponds exactly with the spirit I got to know in your Club.

It really hasn't sunk in properly, that my *Popina* is gone forever. After 40,000 miles my boat had become a part of me. When a reporter asked me today if I intended to buy a new boat soon, I told him this was a typical question by a landlubber, and would he ask a husband, for example, who had just buried his beloved wife, if he intended to get married again as soon as possible.

Now to the facts, whereby the times will not be very accurate, as some things seemed to have happened very slowly and others very fast.

At about 8.15 p.m. the boat was rocked by a vehement impact. At about the same moment the siren for the bilge alarm started. I raced from the aft cabin on deck, because I believed, I had collided with another boat. Outside there was absolutely nothing to be seen, despite the full moon. I heard the water rush into the forecabin. It was impossible to get to the leak, under the [illegible]. Nevertheless I tried to stuff it with all the pillows and blankets I could get hold of. It didn't help much and I sent a PAN PAN via ham. My partner at the other end didn't know at all what to do with it. I then asked him to call Bruce Henderson's VK2DFH and to get him to this frequency. Only when I heard his circumspect and quiet voice, I became a bit calmer.

Meanwhile, the water in the forecabin had raised above the floorboards, despite the not really small bilge pump. I was able to activate my deck wash pump in the engine room and so keep the water level in the engine room steady, I believed.

As my boat, according to the shipyard, is able to stay afloat, even when one of the three sections is full with water, I had a little ray of hope, to be able to save the boat. But when the water in the aft started to run from the heating pipes, I got into a mild panic. Luckily, my safety island [life raft], which hadn't been inspected for three years, functioned instantly.

Fortunately, I always have my emergency bag with food and distress rockets, as well as the EPIRB buoy, ready, as well as two 20 litre canisters filled with water. As I was afraid I might go down with the boat — in the forecabin was more than 1 m of water — I only

grabbed the things nearby, such as logbook, ship documents and my bag with passport, credit cards etc. I didn't dare to go to the safe anymore, which was in the engine room; therefore my cash has gone too.

The last thing was to reach for a bottle of Scotch, and then I was in the rescue island.

The *Popina* was by now up to the side windows in the water. She bobbed up and down heavily in the water. All the lights were still on. I had the impression she beckoned with the bowsprit for help. It lasted about another 30 minutes until the bow finally submerged. She went down, bow first, with all the lights, all the sails making noises which sounded to me like last desperate calls for help. I cried.

After the *Popina* had sunk, I turned my thoughts first towards the whisky, then towards my survival. I was cold in my wet clothes and was full of doubts. Was the position I had transmitted, correct? Would my EPIRB buoy work? According to the last weather report, heavy seas and strong winds were approaching, and who would be able to pick me up under those circumstances? Would a shark find me first? Would I be found at all without a radar reflector, which I had made ready on board, but then left behind in the hurry. I was especially afraid of sharks as the Australian coastline is notorious, and I had seen once a shark attacking a rubber dinghy.

Every unusual noise made me jerk. The whole situation can't be put in words easily, all the thoughts revolve around 'if' and 'but', 'should have' and 'could have' etc. Everything is depending on coincidences, and I also had to think that I might be lost, as wind, season and drift as well as the absence of land in this direction of the drift were against me.

I think I jumped a meter high when, after about 2½ hours, I heard a faint motor noise. It became louder and I could see the position lamps of the aeroplane in a distance of about 1 mile. I fired a red flare, and the plane then flew twice directly over the salvation island. I am simply unable to describe the feeling of relief. My position was now known and I knew that I would be helped (notwithstanding shark or weather...)

The whole night through the rescue aircrafts took turns and circled in big circles around me. As I heard later, my EPIRB signal had been picked up in a distance of 180 miles.

At 9.00 a.m. I was taken aboard the *Rosie D*. The crew is excellent. First I had a hot shower and then a princely breakfast. I could have kissed the deck.

To sum up I would like to say that I was rescued thanks to the following factors:

- 1) that my position was pretty accurate;
- 2) that I got Bruce VK2DFH on the frequency;
- 3) that my rescue aids were at the ready and functioned;
- 4) to the high efficiency of the Australian rescue station [Australian Coastal Surveillance Centre].

In regard to the [search] planes which, of course, influenced my state of mind considerably, I was very glad, but at the same time a bit ashamed, as I think they treated me exactly the same as if the *Queen Elizabeth* had sunk. I thank my Maker that this happened in the sector of this highly qualified unit. (I will in future only become shipwrecked here.)

The gratitude I feel for this unit cannot be expressed in words. In one of the most desperate moments of my life they were there, unselfishly assisting me and they gave me the important feeling that I was not alone.

I would be grateful to you if you could relay my gratitude to the authority responsible, considering my insufficient English. I am sure we will meet again. Until then, may I send you my kindest regards, where I especially hug my friends of the *Chasseur* and the *Erika J* from the distance.

Thank you,

Kurt Priester

## Summary

The rescue aids should be complemented as follows, as not everybody will have my luck in disaster:

- 1) Every rescue island [liferaft] should have a radar reflector.
- 2) There should be a walkie-talkie amongst the rescue equipment, which works on Channel 16 and the aeroplane frequency B2W 2182.
- 3) The rescue island should be equipped with an air filled double floor, if one is sailing in cool waters.□

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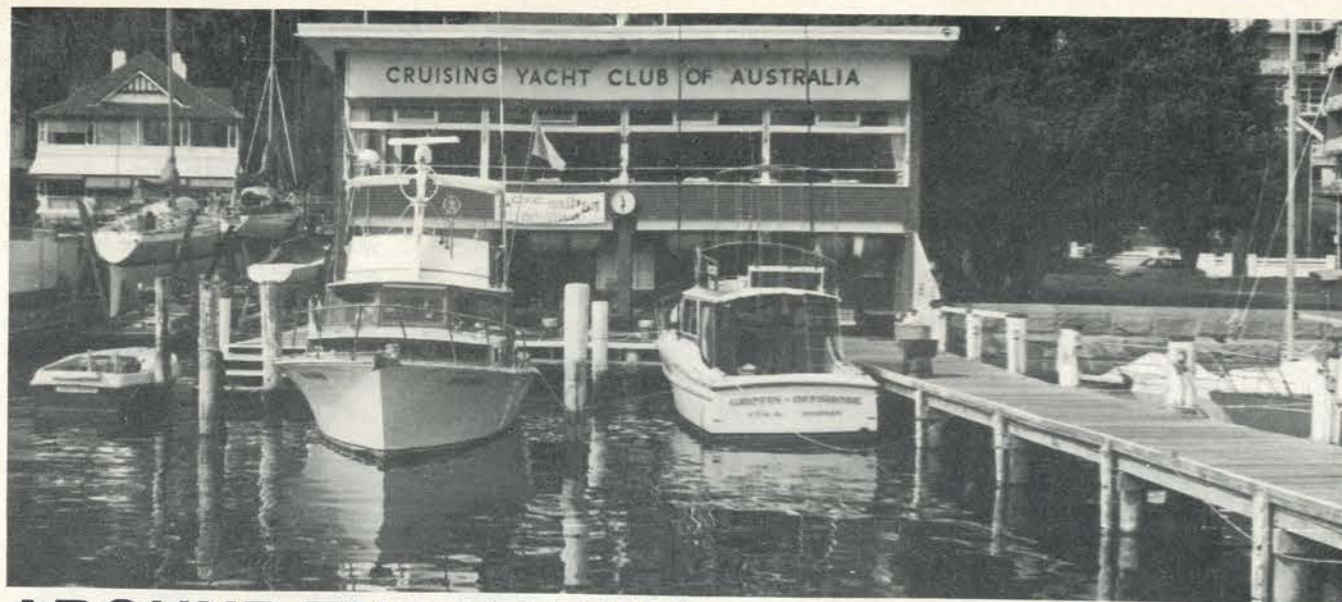
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## AROUND THE MARINA

by 'Drifter'

With the approach of summer and the resultant warmer weather, we can expect more boats and people around the marina. So yet again, a plea for some assistance in writing this column by Members contributing items of interest; other Member's views and comments are as equally worthy of airing as are mine.

Some recent visitors to the Marina have been:

**Oxygene**, a businesslike ketch from France. Owner J. Vialars is cruising with his wife and young family.

**Delphine**, also from France.

**Fiesta**, from Roches Beach, Tasmania. **Le Dauphine**, from Adelaide, is still on the marina. She looks ready for a round the world voyage, but we've never seen her off the marina since she got in from Adelaide.

The only known departure of any consequence has been *Anaconda* very recently on the last leg of her trip home after competing in the inaugural Sydney to Rio race.

Sad to hear of the loss of *Popina*, previously reported as an arrival from Germany. Fortunately there was no loss of life. She sank very quickly after hitting a submerged object, conjectured to be either the hull of a large steel fishing boat lost in the area a short time before, or possibly an ISO container.

Not so very long ago, a new ferrocement yacht on her first sea trial hit a container (positively identified as such) off Broken Bay and she too sank very quickly.

The writer was sailing on another Member's boat some 10 miles off the Heads last April in very calm conditions

when we sighted a container on its side and floating just awash. Its colouring was such that it would not have been seen in any sort of a seaway or at night. Having a heavy calibre rifle on board, we were able to hole it, see the air escape and watch it sink.

With the Hobart Race about to descend upon us again, the level of activity around the marina will increase to the usual state of frenetic activity. No doubt the usual problems will arise. One such problem is the temporary accommodation of visiting racing yachts at the Marina. I don't profess to have the answer to this quite vexing problem which, to my knowledge, has never been aired other than a plea in the *Newsletter* to non-competitors to 'do the right thing' for two weeks before Xmas and vacate the marina for race competitors.

There are two sides to this issue which should be brought out into the open. Firstly, and obviously, we should show every courtesy and consideration to visiting yachts, particularly from overseas and interstate, that are here for the Hobart. This Race is recognised internationally and written up in the world's yachting press. A berth on the marina with its attendant ease of access is one such highly desirable courtesy.

Secondly however, in all conscience, how can you deny equal access to a (non-racing) financial boatowner? His social needs are as equally important to him and his family - that's why he is on the marina. He may be working on his boat and provisioning for a Christmas-New Year trip also. Again, there

are several vessels which are used to some degree in a business sense and which have land telephones installed for this purpose, the use of which is denied them by moving away at a peak trading time of the year.

There will always be hard feelings about this subject both ways. I guess no active member, racing or cruising, would have much sympathy for those vessels which never seem to leave the marina - the cheap, long-term storage boats we hear about so often. I think the word 'active' must be taken into consideration when asking any given owner to relocate for those critical two weeks. If you don't, is it fair to remove a privilege from someone who pays to enjoy precisely that privilege and on whom the continuing patronage and revenue of the Club depends all the year round?

The writer is a graduate engineer and has built, in the past, a number of wharves and jetties, so I guess I can't comment too much upon what is happening around the marina with the new concrete extensions without running the risk of being accused of professional discourtesy, if nothing worse. My thoughts are private and critical.

As a comment, not a criticism, it is symptomatic of all Clubs and societies subject to annual elections for the Board of Directors that the emphasis is inevitably placed upon immediate and short term objectives or those that are socially desirable or prominent, as no Director can be sure of the long term tenure of his position. Frankly this is evident in the shortfall in our planning around the marina and slipways, in my

personal opinion, to the detriment of the utilisation of both funds and man resources available.

Lastly, heaven help us if the current works programme isn't finished before December. The confusion and congestion would be totally unacceptable over the Xmas period.

Wheelbarrows are the most practical

way of ferrying small items around the marina. In fact, boat owners would be severely handicapped without them. Nonetheless it would be understandable if the Club management refused to replace the present ones when they are 'gone'; they are stolen, also dumped in the harbour 'just for fun'; mean, bloodyminded and mindless clowns that some people are.

Just a thought. but why don't people turn the wheelbarrows upside down when finished with? That way they don't collect rain or dew to inconvenience the next user, and any residual dust or liquid drains out. And to the thoughtless and lazy minority, please return wheelbarrows to the foot of the marina when you've finished with them and not leave them just anywhere around the marina. □



## RACING ROUNDS

by Duncan van Woerden

### Living with one's prognostications

After perusing the last two Racing Rounds columns it is obvious that I have spent far too many hours in the lounge with that famous yachting prophet Tony Cable, i.e. my predictions for the Clipper Cup were about as inaccurate as Cable's weather predictions and placings for last year's Hobart.

My only accurate prophecy was that the series did prove itself to be about the best ocean racing series worldwide. However, lack of modesty precludes my letting my erstwhile predictions pass in total ignominy.

Firstly, *Margaret Rintoul III* was nearly the top yacht of the series, or more correctly, could have been. She won the crew training award prior to the series, notching up more practice miles and gybes than any yacht, and it showed in the first couple of triangle

races where she outpaced the fleet with super sail handling and in the second triangle which she won outright with devastating upwind speed.

From there on *Margaret Rintoul III* behaved a little like her grandad, *Bumblebee III*, at the 1975 Admiral's Cup, collecting a mark, being recalled, and, unbelievably, having to start the third ocean triangle three times after being recalled twice. Without this circus *Margaret Rintoul III* should have won the third triangle and led the points going into the final race.

*Rintoul* finally finished third in class behind the very fast and well sailed Davidson 50 *Great Fun* and the Peterson 55 ft *Bullfrog* with Tom Blackaller at the wheel.

My second authoritative statement was that *Hitchhiker* would confirm her ranking as the fastest 2-tonner in the business. *Hitchhiker* needs both kennel and house training, for her performance was similar to her Admiral's Cup effort of last year. *Hitchhiker* was very fast in all directions - even underwater - though that effort tore her mast out, ruining any chance both she and Australia had in overall points.

This unfortunate event occurred in the second triangle when she was at least five minutes ahead of any yacht in her division and was testing *Margaret Rintoul III* for outright fleet honours. Although a second spar was fitted the following day the best *Hitchhiker* could do was hang around at about third in class, living in the shadow of a very relaxed Lowell North steering the Japanese Yamaha 41 *Super Witch* to a D Class win.

My third and most confident error was that the Australian team would win the series. This they would probably have done if *Hitchhiker* had not been dismantled. As it was the US Blue team of *Great Fun*, *Kialoa* and *Bullfrog* took the cup, proving that it doesn't hurt having big team boats in Hawaii.

One other statement was more of a hint...that *Apollo* would not be disgraced against the giant maxis *Kialoa* and *Condor*. Fortunately the 'tiny' (only

72') *Windward Passage* helped in stabilising my biased opinion that the new boats are indeed too big. *Passage* was indeed top maxi going into the final race only to lose her spar and prove me 100% wrong in the results.

It was interesting, however, to watch *Passage* and *Apollo*, in the heavy air second race, really give the two 80 footers a caning downhill - mainly due to the erratic handling of the giant maxis and their inability to carry large or shy spinnakers in the heavier breezes. *Kialoa* won maxi division from *Condor* and *Apollo*.

If the Editor had prompted me in that particular issue, I would also have predicted that any yacht found to have a rating anomaly of any substance would undoubtedly be immediately disqualified. Ho Hum...wrong again. An interesting little Japanese rocket named *Tobiume* happened to finish first in the fleet - the only minimum rater to get anywhere near the overall action in this big boat series.

*Tobiume* was blindingly fast downhill and, indeed, uphill, and her rating was subsequently protested by the Australians. She was hauled and 'measured' without significant station differences, however was so severely 'bumped' that the measurer reported that the yacht would not be accepted for measurement in her current state of unfairness. The decision by the Race Committee to allow her results to stand, though not unanimous, was indeed unbelievable in the current rating climate and left a sour taste with many skippers after the series debriefing.

On a brighter note, I would like to repeat that our beloved little panlicker *Once More Dear Friends* has bolted from the kennels and after the first four races this season has three firsts and a third to her credit in her quest for back-to-back Blue Waters.

The other early season bolter is Alfie Hancock's Farr 1104 *Corfu* which is proving nigh on unbeatable in Third Division ocean races. Alfie is the only skipper I know, besides Ian Murray, who weighs more than his boat! □

## Offshore Signals

(continued from page 5)

mer of affluent Australian living that followed the unprecedented boom of the late 1960s and early '70s. Despite disturbing levels of unemployment that were ever rising and deepening recession in Europe and North America, Australia in the late '70s experienced buoyant economic conditions as a result of the 'resources boom' that followed the quadrupling of the price of oil and related energy sources.

With deepening recession abroad and the end of massive resource investments in Australia has come a sharp decline in domestic economic activity and fall-off in personal disposable income. The result has fewer dollars being chased by increasingly desperate sellers. The charter industry has not been an exception.

1982 has seen a decline in the total number of charters especially in more remote areas dependent on air transport as the principal means of access (airfares have been increased four times in under nine months). This has occurred at the same time as fleets have been expanded by operators' optimistic expectations based on growth over the past four years. (An indication of just how seriously business can drop can be seen in the fall-off of over 50% in charter bookings to The Moorings, one of the best respected and largest of the established Caribbean charter operators.)

Like so many other small businesses most Australian yacht charter operators are inadequately funded especially with regard to working capital. Insufficient working capital has been temporarily compensated for by the use of clients' deposits, security bonds and prepayments. This industry-wide practice, sustainable in prosperous times, is disaster on the installment plan. Although up-front establishment costs, especially advertising, are high, the greatest drain on available working capital in the charter industry is the need to sustain a rising level of maintenance on an aging fleet and the cost of 'off season' labour and other overheads. Seasonal fluctuations in demand are a serious problem even in semi-tropical conditions.

In the off season, little income in charter fees is received at the time when advertising and other preparations for the next busy season are being paid for. With most of the initial working capital tied up in stock, or having been spent to get the business up and going, there is an irresistible temptation to use monies that should properly have been deposited in trust accounts. The dangers of using such refundable funds (e.g. security bonds, etc.) becomes apparent only when optimistic expectations of business in the next 'in season' period do not materialise. An overhang of expenses carried forward from the off season is combined with less income from fewer bookings as the in season gets underway.

Charter companies will go to the wall over the next year, along with many other small, and even larger, businesses. Unfortunately for the industry as a whole, the most unsavoury aspect will be that the public will likely be the main group of unsecured creditors. These clients who will have prepaid their charter holiday will be left high and dry with

little chance of recovering their money.

This problem has assumed considerable proportions in the Caribbean where over the past two years ten companies have gone into liquidation with many clients forfeiting thousands of dollars. The American charter industry has tried to come to grips with this problem. Several operators in the British Virgin Islands clubbed together to form the BVI Charter League which sought to guarantee a certain standard of service and, most relevantly, the promise that a prepaid charter booking would be honoured by any other member of the League should one of its members not be able to provide the contracted yacht for whatever reason (most likely, financial failure). However, with the largest member of the League - CSY - currently experiencing severe financial difficulties, there is considerable doubt that the League could live up to its promise. The collapse of CSY with its three bases of operation and some two hundred yachts would send such shock waves through the rest of the industry and outward to the chartering public that more than self regulation will be deemed adequate. ■

### CYCA Navigators Club 'Professional' Navpac released

Gordon Marshall has announced the availability of the latest, Mark III, version of his CYCA Navigators Club celestial navigation program for the Hewlett-Packard HP-41CV programmable calculator. The new program takes advantage of advances in calculator technology, to wit, a new memory module that increases the memory capacity of the HP41CV. This has enabled Gordon to improve the Navigators Club program to a point which he feels warrants the 'professional' label, suggesting that it will fulfill the requirements of the most exacting ocean-racing navigator.

#### A brief history of the Navpac

With the advent of the alphanumeric calculators (those which can 'speak' with both numbers and letters) Marshall revised his previous opinion that calculators were as prone to produce errors as they were to aid the navigator; the complexity of inputting navigation data with machine symbols only for prompts was simply not 'foolproof'. When the HP-41C became available, Marshall was satisfied that, with verbal prompts, the average navigator could handle the keying without undue incidence of error. Subsequent improvements in calculator hardware, specifically vastly increased memory capacity, along with continuous hoarding of the program itself by Marshall and other users, has enabled continuous upgrading of the Navpac program.

#### The 'Professional' Navpac

The latest program contains almanac data for all 57 brightest stars and Polaris (the previous version had almanac data for first magnitude stars only). This means that star sights can be worked up without reference to the almanac or tables (up until 1999); the

program also has almanac data for Aries, so that sun sights, too, may be worked up without the almanac or tables. The almanac is still required for the moon and planets, whose orbits are subject to such variation that complete data for these cannot be incorporated in this program. (Sextant angles are automatically corrected for altitude of body and height of eye (the latter is keyed in, in feet, at the beginning).)

The Professional Navpac handles transferred sun sights, and it is capable of a six-position-line fix for grouped observations, e.g. stars/planets/moon. (The advantage of being able to do six sights is to increase the amount of data available to the navigator without unduly overburdening him with calculations; six sights can be reduced in about the same number of minutes with this program. Whilst three sights is adequate, having more than three can perhaps mean that good data is available should one of the original three sights prove suspect; moreover, certain ambiguities of position (errors in indicated position) can be eliminated - where the angular spread of three sights is less than 180°. The program, of course, obviates hand plotting because it provides a position in degrees and minutes decimal minutes of latitude and longitude.

A new improvement in the program allows individual sights of a group to be automatically 'transferred' to allow for the progress of the vessel during the spread of observations. Normally, the small errors induced by treating all sights of a group as if they were taken simultaneously have been ignored by navigators, but with today's modern yachts, which are capable of perhaps up to 20 knots downwind, a spread of 15 minutes between sights can induce significant error. The Professional Navpac automatically advances each sight of a group up to the time of the final one (if a yacht speed of more than 0 knots is entered). The program also allows the navigator to update his position to a nominated time, for example, if sights are taken at 0530 hrs and a radio sked position report is due as at 0700 hrs, simply by electing to 'update' and entering the data requested by the calculator ('new' GMT, course, speed).

#### Other features

The 'Professional' Navpac also now contains: Great Circle and Dead Reckoning facilities; averaging of times and sextant angles; a wind vector program.

**The Wind Program** The modern racing navigator is constantly dealing with wind problems to optimise course steered and therefore speed to an objective; he must know what the wind angle will be when he rounds the next mark so that the appropriate sails can be selected and something approximating design performance is achieved. The program calculates 'True Wind', which is used in subsequent calculations of apparent wind on a new tack. After keying in course, boat speed, angle on the bow and wind speed, the calculator gives true wind speed, true wind direction, and tacking angle, which is the tacking/jybing angle to achieve the same wind conditions on the other hand. This is very useful running downwind, since it is the angle through which the boat will jibe to equalise on the other hand and thus

### CYCA 'Professional' Navpac

#### First Magnitude Stars

Achernar	5
Acrux	30
Aldebaran	10
Altair	51
Antares	42
Arcturus	37
Betelgeuse	16
Canopus	17
Capella	12
Deneb	53
Formalhaut	56
Hadar	35
Pollux	21
Polaris	58
Procyon	20
Regulus	26
Rigel	11
Rigel Kent	38
Sirius	18
Spica	33
Vega	49

#### Prompts (in 'USER' mode)

Key E to commence navigator.  
Key I for Great Circle or DR.  
Key P for sight averages.  
Key A if you fumble an input.  
Key W for wind vectors.

### CYCA Professional Navpac

#### Other Stars (not first magnitude)

Acamar	7	Gacrux	31
Adhara	19	Gienah	29
Alioth	32	Hamal	6
Alkaid	34	Kaus Aust.	48
Al Nair	55	Kochab	40
Alnilam	15	Markab	57
Alphard	25	Menkar	8
Alphecca	41	Menkent	36
Alpheratz	1	Miaplacidus	24
Ankaa	2	Mirfak	9
Atria	43	Nunki	50
Avior	22	Peacock	52
Bellatrix	13	Polaris	58
Denebola	28	Rasalhague	46
Diphda	4	Sabik	44
Dubhe	27	Schedar	3
Elnath	14	Shaula	45
Eltanin	47	Suhail	23
Enif	54	Zebeneigenubi	39

tells you when to jibe for the mark (or island or entrance).

The HP-41CV is available from calculator dealers for \$497.65 (tax included; students may be eligible to purchase tax-free), and the Extended Functions Memory Module required for the Professional Navpac is \$123.55 (tax included). Gordon Marshall will program your calculator for \$60.00. If you wish to be able to program and reprogram yourself, you will need a Card Reader (\$321.25) and about 20 magnetic cards (box of 40 costs \$32.94). Incidentally, a new 'time module' is available for the calculator which enables time functions to be linked with programs - no doubt the *next thing* when the Professional Navpac Mk II is available!).

MAYDAY MAYDAY MAYDAY MAYDAY MAYDAY MAYDAY



## EPIRB - the 200 mile SHOUT FOR HELP with GME

The GME Emergency Position Indicating Radio Beacon transmits a coded distress frequency in the VHF band to serve as a homing beacon for SEA-AIR RESCUE. The GME EPIRB transmits over a 125,000 square mile area for up to eight days, is sealed, floats and starts to operate as soon as it is switched on. Over 40,000 EPIRB's are in use now. Don't procrastinate. Contact GME or your nearest GME Retailer.

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# Gibb proves a point or three.

## Point 1

### GIBB 7 SELF-TAILING RATCHET WINCH.

When it comes to scoring points, Gibb is outright winner.

With this super tough, Gibb 7 self-tailing winch. It can handle jobs like reefing, sail control, sheets and halyards so there's probably a place for it on your yacht. You can mount it any which way and it's a real lightweight, especially on the pocket.



## Point 2

### ROPE TERMINALS.

No more splicing with this revolutionary combination Gibb snap shackle and rope terminal. It retains full rope strength and is exclusive to Gibb.

Available to fit rope sizes 6mm to 14mm.



## Point 3

### SMOOTH CONNECTION SNAP SHACKLES.

No more sail hangups with the maxi strength, top opening snap shackle for spinnaker sheets and guys. And for halyards and the rest, you can't beat the Gibb side-opening snap shackle, with the ultra smooth connection and the unique "oval throat."

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