

OFFSHORE

NUMBER 58

FEBRUARY-MARCH 1981

80c*



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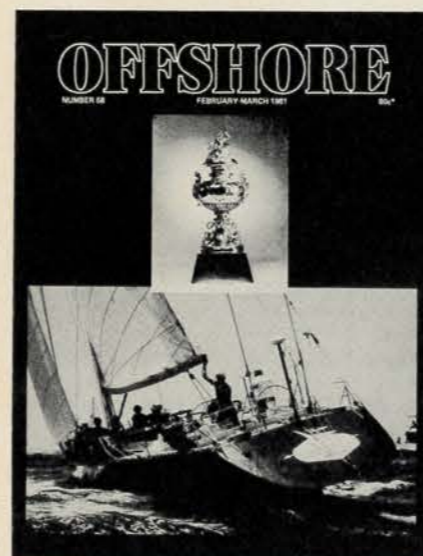
HEWLETT-PACKARD, INFORMATION AT WORK.

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OFFSHORE

Number 58

February-March 1981



Cover: The 1980 Hitachi Sydney-Hobart Yacht Race saw history repeated for only the third time since 1945. The beautiful Bruce Farr designed people's boat from New Zealand - 'Ceremco New Zealand' - won both line honours and on corrected time (the previous occasions on which this was accomplished were in 1977 when 'Kialoa' also set an elapsed time record, which still stands, and in 1972 when 'American Eagle' took out the 'double'. Among the many trophies carried off by the happy New Zealanders was the magnificent Tattersall's Cup, which is a tribute to the silversmith's art as well as to the victor of the Hobart Race.

Photograph of 'New Zealand' by Sandy Peacock; photograph of the Tattersall's Cup by David Colfelt.

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OFFSHORE is published every two months by the Cruising Yacht Club of Australia, New Beach Road, Darling Point, NSW 2027, Australia (telephone [02] 329 731). Cables "SEAWYSEA"

Advertising and Editorial material should be directed to:
The Editor, OFFSHORE, c/ the Cruising Yacht Club of Australia

Subscriptions: Australia \$8.80; Overseas \$11.20 for six issues.
Air mail rate on application.

Editor: David Colfelt

Printed by Wymond Morell Printers Pty. Ltd., Camperdown, NSW.

* Recommended price only

Registered for posting as a publication - Category (B)

OFFSHORE SIGNALS



Frank Plant — 4th August 1980

Tragic news for the yachting world late in January was the death of the English yachting writer Jack Knights at the age of 50. For more than a decade Jack Knights was respected as the sport's foremost commentator and as a very gifted journalist. Over the years he has covered almost every aspect of sailing for publications around the world, including Australia; he was also an outstanding sailor and former Olympic competitor, and an innovative yacht designer in his own right. He will be sadly missed.

Letters

The Secretary,
CYCA
New Beach Road, Darling Point.

Dear Sir,
I [am moving to Bermuda and] will shortly be joining the Royal Bermuda Yacht Club, and any CYCA Member visiting Bermuda who is interested in sailing there can contact me to make arrangements after April 1, 1981 C/ Fishpond Cottage, Tucker's Town, Bermuda.

Yours faithfully,
C.I.R. McDonald

Fibreglass catalyst warning

Dear Sir,

I was recently given an article which appeared in the St. John's Ambulance news sheet, 'The Instructor', concerning the use of fibreglass catalyst. It made me feel that, as a boat owner and constant user of fibreglass, I have been taking more risk than I should have over a number of years, and I thought excerpts from this article might be of interest.

Yours faithfully,

William I. Burrows

Below is a summary of the cautions given in the abovementioned article; the same warning was given in 'Offshore' over a year ago, but it bears repeating. — Ed.

MEKP (methyl-ethyl-ketone peroxide) is an agent used in the catalyst, or hardener, added to fibreglass resin. It is extremely toxic to the eye, and even a small quantity can cause irreversible damage.

Laboratory tests show that the maximum concentration of MEKP which can be tolerated without appreciable irritation is a mere 0.6%. Washing the eye immediately (within four seconds) after contamination has prevented injury in all cases, but there is no known neutraliser; the following case illustrates the seriousness of accidental introduction to the eye.

While fibreglassing a chair at home, a victim had both eyes contaminated by MEKP. Though he made an effort to wash his eyes out, several minutes apparently elapsed before he found water. The sight of one eye was lost immediately, the other was lost gradually over a period of about eight years. Its deterioration was described as resembling that resulting from mustard gas burns during World War I.

Suggested precautions for catalyst users are protective goggles and the immediate availability of water for thorough washing of the eyes in the event of contamination.

The Editor,
'Offshore'

Dear Sir, Ref. Cooking

While lunching the other day on Dutch salami and South Australian tomatoes, I was reading the December 1980 'Offshore'. I had just stopped chortling away at how well my predictions had come out for the Hobart Race.¹ Before the Race, 'Frizzle',² in quite an uncharacteristically blunt manner, had baled me up at the bar and asserted that I was some sort of a dill to forecast that he and his famous 'Margaret Rintoul II' would do so badly as my listing of only 7th rather than, of course, first.³ I was not inclined to debate the matter further, so I moved over to Dawson with the parting comment "Well, Frizzle, you'll just have to prove me wrong, won't you?". His boat duly came 7th.

What has the above to do with cooking? It doesn't. But as I went further through the 'Offshore', I came upon another one of those Knocker 'Cooking at Sea' articles, whereupon

my demeanor soured, and I started to lose my appetite.

Editor, I remember writing to you before about this Knocker cove, at which time I advised you of the danger of having the cooks take over the Club in much the same manner as the navigators have done. Why, I was talking to one of these cooks in Hobart, at a hot dog stand by the Dock. He was trying to get me to advocate a Cook's Prize for the Race, and I couldn't convince him that the judges would really have no idea of who actually did the best tucker on the trip and that therefore the Hitachi microwave oven would inevitably go to the cook with the fanciest menu.

I have not much regard for Knocker's practical ability which, of course, accounts for my vinegary attacks on him. For instance, we had one of his disciples aboard 'Gretel' this year, and what a miserable trip he made for us — e.g. you couldn't wash the salt off your face in the sink, as he was always soaking tomatoes in brandy, or somesuch, in it. You couldn't get a decent footing on the cabin sole, what with all the avocados, grapes, and fresh asparagus rolling around. On top of all this, he continually upset the crew, what with his relentless tantrums when sponges, Yorkshire Puddings, omelettes, etc. wouldn't rise in the sloppy conditions.

On the last day out when the gas failed, we had to eat raw 'Festive Turkey' — you know, the dish with a duck inside a chicken inside a turkey. When we complained that we would all get poultry disease, he said that 'none of Knocker's creations ever gave trouble before'.

Eventually it was the nav who got into the most unsavoury situation. Someone opened the fore hatch just as cookie had ladled out the scone mix, the latter which then left the mixing bowl at 30 knots and completely covered the nav, whereupon it started to turn him into a glue baby. All the pages of his Navigator's Prize entry stuck together, and Gordon Marshall beat him into third place again.

As for Knocker's comments about eating in Hobart, I feel that he is in no position to judge. Every time I saw him there he had in his hand not a fork but a glass of rum. Indeed,

1. It is probably in order here to offer some editorial comment about Tony Cable's predictions for the 1980 Hitachi Sydney-Hobart Race (see 'Offshore', No. 57, pages 15-16). Cable knew he had to pull his socks up this year of it was his last; to give credit where credit is due, he did rather well, as difficult as it is to concede the point (notwithstanding that his good results in picking the placings were superceded only by his doubtful logic).

Cable's choice	Actual placing
1. Police Car	8
2. Once More Dear Friends	15
3. Inch By Winch	9
4. Challenge	3
5. Adrenalin	18
6. Apollo V	D.N.S.
7. Margaret Rintoul II	7
8. Ragamuffin	10
9. Big Schott	20
10. New Zealand	1

Of the 10 he chose, nine started, and of these he got six in the top 10. In a rare display of modesty, he didn't pick his own boat, 'Gretel', to place; she came second.

2. Should anyone be in doubt as to the referent, it is Graeme Freeman, that well known Tasmanian yachtsman and skipper of 'Bumblebee 4'.

3. A number of pundits, among which was no lesser authority than P. Shipway, had highly favoured 'Margaret Rintoul II' for the big prize.

I have it on good authority that CSR is thinking of awarding him the 1981 Cane-grower's Prize presented for major support of the Queensland sugar industry.

Despite my criticism of this short-order cook, I do, in fairness, try out his recipes where possible. Accordingly, we thought we would give his Tasmanian Roast Quail on Skewers a go. It did our young Phil the cook a power of good, for it kept him off the grog for a whole day driving from the Huon Valley to the Tasman Peninsula looking for a few brace of these. He was lucky to get some in the end, but at one stage he thought he might have to get a light aircraft to send some mutton bird (bakers) down from King Island to try Knocker's alternative recipe.

Just as we got all of the boys out of the Customs House for lunch, the 'Nefertiti' crew brought over the two kegs they lost to us. What with the enthusiasm about all this free beer, we forgot about the quail till later in the afternoon, and then they didn't seem all that good along with the scallop pies, cold sausage rolls and the fried Kiwi wings that the boys on 'New Zealand' had given us.

Well, Mr. Editor, I think you ought by now to have got my point — that we shouldn't have cooking articles in 'Offshore', except when you are really short of such copy as 'How to Program Pluto on a Hewlett Packard', 'Reflections on Reflectors', and 'How to get inclined if your are over 60.'

Yours sincerely,

Tony Cable

Admiral's Cup dinner

The Ocean Racing Club of Australia is holding a fund raising dinner for the 1981 Australian Admiral's Cup defence to be held at the Wentworth Hotel on Thursday, March 19th. Tables seat 10 persons with the table host responsible for selling tickets for \$75 each (alternately tables are being made up for bookings of less than 10 — Gordon Reynolds of ORCA or Geoff Lee will be happy to assist anyone who wishes to book either a whole table or just a couple of seats). During the evening a short film of part of the 1979 Fastnet Race will be shown and also pictures of past and present Admiral's Cup contenders. A well-known international guest speaker is being sought although the name of the speaker is not available as we go to press. The Admiral's Cup will be on display, and other entertainments are planned.

Tables are being allocated strictly in order of receipt of money, so those who wish to attend are advised to make their booking at the earliest opportunity. Dress is black tie for men and evening dress for women. Send your remittance to Mr. Gordon Reynolds, Secretary-Treasurer, Ocean Racing Club of Australia, 99 York Street, Sydney, NSW 2000.

New Weekend Phone Number
For your convenience a new direct line telephone has been installed in the sailing office for weekend use. Should you have a sailing query please ring 32-4445 and not the Club number which is night switched to the bar.

New radar offers greater safety

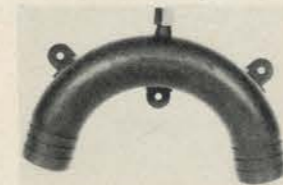
The embodying of tiny computers in a new ship's radar promises to reduce the risk of collision at sea by individually keeping track and forecasting the future positions of up to 20 other vessels. The computers will go on doing this automatically and regardless of changes of course and speed of their own ship.

The radar, launched in London recently by the Racal-Decca marine radar company, is described as the first of a second generation of automatic radar plotting aids known as ARPAs which are to become mandatory for all large ships during the 1980s.

Officials of the company claim that the new radar solves the technical problems that have bedevilled first-generation computerised radar displays since they appeared on the market in 1973.

The new ARPA had been developed from Decca prototypes that first went to sea for evaluation in 1976.

Vented loop for marine toilets



Synthetic Resins Pty. Ltd. has released a new 37mm (1½in) vented loop made by New Zealand's R.C. Marine Corporation.

The vented loop is designed to be incorporated into the outlet pipe of a marine toilet for those applications where the toilet is situated below the water line or where it is likely to be below the waterline when the boat is heeled over.

A small diaphragm valve incorporated at the top of the loop allows air to enter the system thus overcoming the potentially dangerous problem of syphoning water back into the head when the seacock is left open.

R.C. Marine vented loops are made of glass reinforced Zytel and come with an unconditional lifetime guarantee. The RRP is \$18.98.

Answers to last month's Trivia.

As each month goes by, the King of Trivia, Peter Shipway, seems bent on setting more and more difficult tasks before his minions, who seem to take masochistic delight as the trivia becomes more esoteric. The King's last effort daunted all but one entrant, i.e. we had only one entry — you guessed it, from David 'Twelves' Kellett who, in spite of the Christmas season's activities and the last-minute re-rigging of 'Gretel' for what was to be her triumphant second in the Hitachi Sydney-Hobart Race, found time to joust quixotically with the trivia mill. Alas, the mill was blowing too hard for even this staunch merchant of navel magnifiers, but as he was the only one to attempt an answer, he wins the two bottles of nectar from J. Jarman Liquor Supplies, of New South Head Road, Edgecliffe. (We entertained not awarding the prize at all this time, but 'Twelves' wife,

through his success with the trivia competitions, has become hooked on Jarman's Brut, and she looked so disappointed that we were forced to think again. After consultation with our generous sponsor, Mark McGuire ('Touch of Class') of Jarman's, he granted us leave to make the presentation. The answers to last month's questions are below.

1. Paul Rickard
2. 'Yena II' (Peterson rating 33.1 from Italy).
3. Hobart
4. Gary Mull
5. Cyclone Emily
6. Line honours 'Kintama' (Bob George) and handicap honours 'Harmony' (Pete Hopwood).
7. 'Big Schott'
8. 'Wheelbarrow' (I. Tringham)
9. Alan Brown
10. 'Moonshadow'
11. Rodney Pattinson from the U.K., and he sailed aboard 'Regardless'.
12. Ces Quilkey (five): 'Mercedes III (1967 & 1969); 'Ragamuffin' (1969, 1971, and 1973); 'Koomooloo' (1969 & 1971); 'Love & War (1975); 'Mercedes IV' (1975).

While you're eating your heart out over that lot, you make take some pleasure in knowing that Gill McLeay in the sailing office stumped the Trivia King for a number of days with an off-hand question, 'Who won the Samuel Pepys Trophy in 1975?'

This month's trivia

1. Who designed the famous schooner, 'Astor'?
2. In how many Hobart races did 'Freya' compete?
3. Who was second to finish in the 1980 Newport to Bermuda Race?
4. What was the steel 'Freya' design that John Gilliam raced with the CYCA?
5. Which were the three British boats nominated to compete in the 1967 Southern Cross Cup but which were unable to reach Sydney in time because of shipping problems?
6. What is the derivation of the name of the successful British boat 'Noryema'?
7. Who was the tactician aboard 'Freedom' when she successfully defended the 1980 America's Cup?
8. Where does this year's single-handed Transpacific Race start? Finish?
9. The U.K. has competed in every Admiral's Cup. Two countries have competed in all but one. Which are they?
10. 'Flyer' won the 1977 Whitbread Round The World Race from Jakarta to Rotterdam, the Nedylloyd Spice Race. What was her name when she won that last race?
11. Chris Dunning skippered his own yacht 'Marionette' in the 1979 Southern Cross Cup. Which yacht did he skipper in the 1975 Southern Cross Cup?
12. Which yacht did Boy Messenger crew on in this year's Hitachi Sydney-Hobart Race?

BOOKS

Offshore Racing Council advises scantlings book available

The first edition of the advisory scantlings book produced by the American Bureau of Shipping and the Offshore Racing Council will be introduced at the London Boat Show

Offshore Signals

Books continued

1981. The book is published by the ABS and is called *Guide for Building and Classing Offshore Racing Yachts*.

During the past four years the International Technical Committee, in particular Gary Mull, present Chairman, and Hans Steffensen, have been working on a new form of scantling rule following some initial work by Ake Lindqvist. In 1979 the American Bureau of Shipping offered to assist the ORC in producing a scantlings rule. Mr. Bob Curry of the ABS worked intensively with the ITC during 1979 and 1980 and now, after consultation with many architects, a guide has been produced.

The guide includes scantlings for metal, GRP, cold-moulded and carvel planking construction, and there is a section on rudder post design.

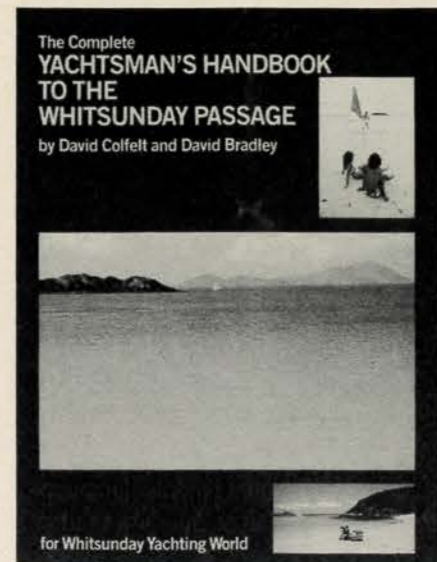
In 1981 the ABS and ITC will work on a section on scantlings for masts which will be included in the next edition.

As announced in ORC Bulletin No. 31, the Council has confirmed that the rule will be advisory for the first one or two years. As from 1st April 1981, the designer of any new yacht applying for an IOR rating will be invited to certify whether the guide has been used in the design and construction of the yacht. If the guide has been used the fact will be recorded on the Rating Certificate. This procedure will be reviewed next November.

The *Guide for Building and Classing Offshore Racing Yachts* will be on sale at the London Boat Show by the kind co-operation of the Royal Yachting Association and the Royal Ocean Racing Club at Stand No. S1; the price will be approximately eight pounds.

The Complete Yachtsman's Handbook to the Whitsunday Passage

by David Colfelt and David Bradley
Whitsunday Yachting World; 264 pps; \$14.95



Review by John Brooks

When our 'Offshore' Editor asked me to review a book that he himself had written in partnership with David Bradley, I realised that I was treading on very dangerous ground, but it was an opportunity I could not lightly forego. Just think, I mused, all of those years he had slaughtered my copy, wielding a blue pencil something akin to a demented 4-inch paint brush, but now, Eureka!, my turn had come.

Steady on, J.B., I reasoned; being the Editor he could call for as many reviews as he wanted until he got a good one, no matter how long it took. Therefore, blatant gleeful criticism was out. I must not be seen to be enjoying the act of savaging my tormentor's literary contributions; I would have to be eloquently subtle, not one of my strong points most readers will agree.

Imagine my chagrin when I discovered that the book to be reviewed was the most comprehensive cruising guide I have seen, and the interest it aroused in me overcame my thirst for revenge.

My one visit to the Whitsunday Passage area was in 1971 when I helped deliver Pacha there from Sydney and then spent 10 great days exploring the area awaiting the arrival of the owner. Had this handbook then been available it would have made life so much easier and probably more secure, although it would be fair to say that there are no hazards to be found while cruising the Whitsundays which cannot be overcome through the application of common sense, probably best read as 'seamanship.'

The book is written as an aid to the visiting yachtsman who is assumed by the authors to be relatively inexperienced, but there is something of value in it for everyone. Among other things, it provides an amplification of basic data to be found on large scale Admiralty charts, the Australia Pilot and such publications as the Marine Information Manual. The way that this information is presented is, in some cases, quite ingenious and always

interesting. For instance, there is an hour-by-hour, almost minute-by-minute, list of all weather broadcasts pertaining to the area on every conceivable frequency, presented for convenience on one page.

Then there are what are best described as essays on topical subjects; three pages on tropical cyclones; 6-7 pages on tides generally and particular tidal effects in the Whitsundays; 6-7 pages on anchoring; 5 pages on sharks; 6-7 pages on the history and geology of the area. All of these are well researched and presented with numerous explanatory diagrams and photographs.

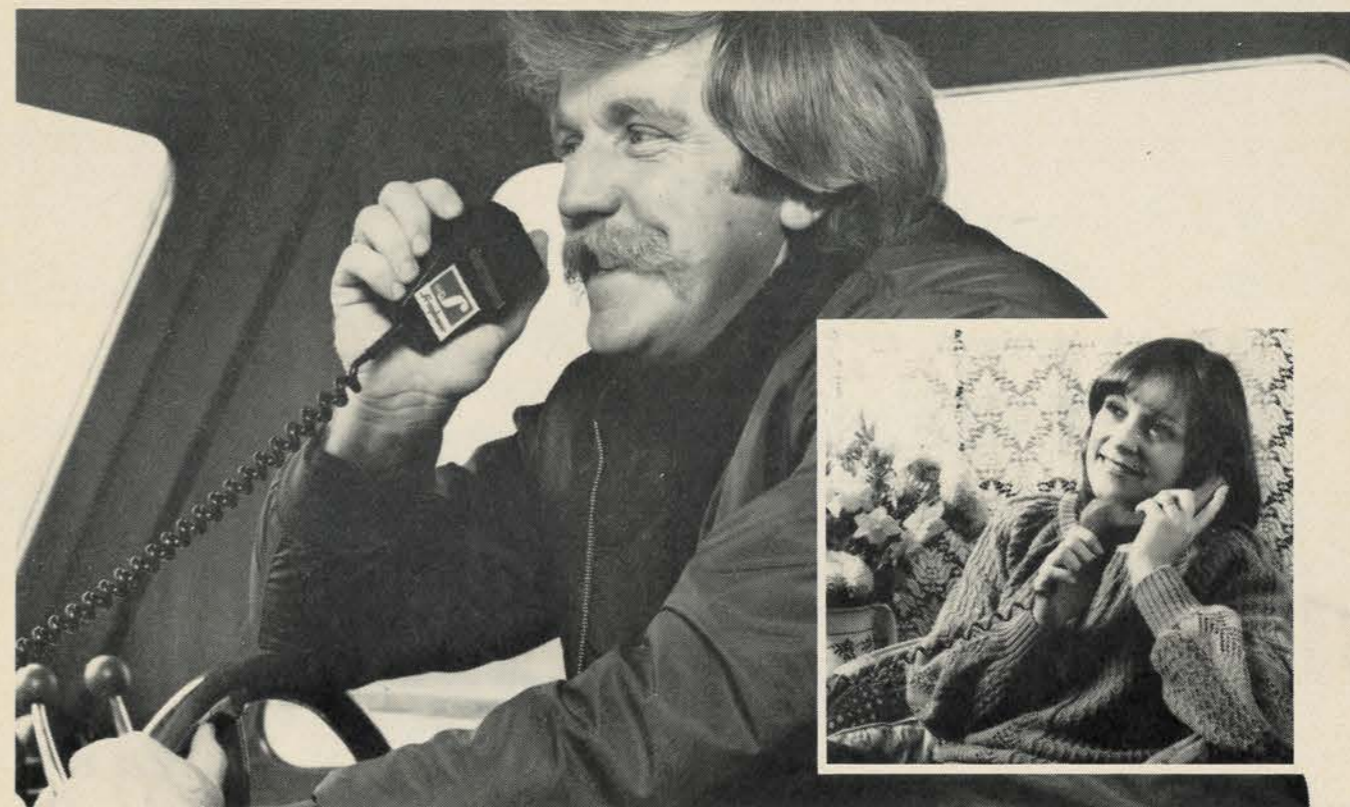
The handbook is divided into six sections covering:

1. **The Whitsunday Islands.** A general outline of the area, its relationship to the Great Barrier Reef, its geology and a brief history.
2. **Cruising in the Whitsundays** covers weather, tides, navigation, anchoring and cruising tips.
3. **Anchorage of the Whitsundays**, which includes sailing directions and provides well presented, full-page large-scale maps and diagrams displaying a wealth of detail.
4. **What to do in the Whitsundays** tells you how to go about exploring the area, reef sightseeing, diving, fishing and spear-fishing, the local tourist resorts and their facilities for visiting yachtsmen.
5. **Keeping out of Trouble** is a sort of first-aid guide and preventive medicine for unusual minor and not-so-minor mishaps common in the tropics.
6. **Services and Facilities of the Mainland** is a review of what is available on the adjacent mainland coast, including a handy services directory.

The most impressive part of this book is that containing very detailed drawings of every possible cruising anchorage in the Whitsunday Group, 63 in all, together with notes on their use. This section takes over where Admiralty charts leave off and obviously an immense amount of research and effort went into its production, although the user is cautioned that the maps must be used in conjunction with the official charts of the area. If you ever had any qualms about entering strange anchorages, and who hasn't, this section will rid you of them painlessly.

This book is no substitute for seamanship although it goes a long way towards providing it in moderate helpings for the inexperienced, making it a useful tool for bareboat charterers, a function which the book was undoubtedly intended to perform. However, the section on anchorages really takes this publication out of the run-of-the-mill class of yachting guidebooks giving it a depth and authority I have not previously seen in books of this type. *The Complete Yachtsman's Handbook to the Whitsunday Passage* is a very interesting sailing book, both in subject matter and in presentation, and it is a must on the bookshelf of anyone even contemplating a cruise to the Whitsunday Islands.

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SEAPHONE is currently available in Sydney and Melbourne waters and it will be progressively extended to other areas during 1981.

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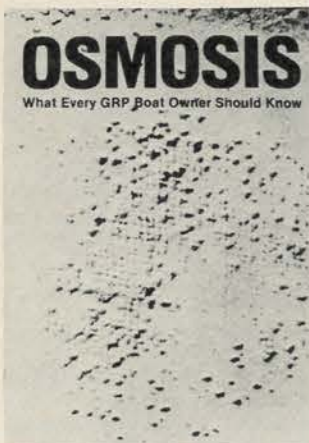
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Osmosis

Epicraft has produced a 32-page booklet entitled *Osmosis - What Every GRP Boat Owner Should Know*. The booklet explains, in non-technical terms, what 'osmosis' is, how to prevent it and how to repair boats suffering from it. According to the company's publicity consultants, in six chapters the booklet covers all aspects of GRP, including laminating and layup, composition of gelcoats and resins, including diagrams and photographs of different stages of the osmosis problem.

The booklet is available from ships chandlers.



New Zealand, winner of this year's Hitachi Sydney-Hobart Race, does battle with the spectator fleet outside Sydney Heads.

SANDY PEACOCK

HOBART 1980

by Lesley Brydon

The setting of the trophy presentation for the 1980 Hitachi Sydney-Hobart Yacht Race was radiant. The immaculate riverside lawns of the Royal Yacht Club of Tasmania had been decked out for the occasion.

It was a rare sort of day for Hobart — the sun bravely shining, the Derwent sparkling, and not enough chill in the breeze to cause a shiver. Guests and crews assembled on the lawns looking spic and sober as befits the dignity of a Vice-Regal occasion.

The prize-winning yachts were lined up along the marina with flags aloft. In the first slot the sleek hull of 'New Zealand', no longer scarred by ugly tape to disguise her 'illegal' koru, the Maori symbol which had been the subject of a protest. She looked as she should, a real prize winner. Alongside her was 'Gretel', the grand old lady who had sailed the splendid race. Also taking their positions in victory row were the Victorian sloop 'Challenge', and the Sydney yachts 'Police Car', 'Matika II' and 'Wheelbarrow'.

There was universal approval of the Royal Yacht Club of Tasmania as the new setting for the trophy presentation which has traditionally been held in Constitution Dock.

The new venue created a special mood, and the 1980 event became a celebration for those who understand the rules of ocean racing, the intricacies of the yachting handicap system and the significance of winning one of the coveted trophies.

Prizes were presented by the Governor of Tasmania, Sir Stanley Burbury, who later played host to skippers and wives at Government House.

CYCA Commodore Kerry Roxburgh and Rowan Johnston, Commodore of the RYCT, helped to present the dazzling array of trophies to the winners.

After her dual victory of handicap and line honours, the yacht 'New Zealand' had laid claim to a large slice of the winnings. When skipper Peter Blake collected the yacht's prizes he needed help, and ship's doctor Trevor Agnew came behind him with a wheelbarrow.

The prizes included overall winner, first to finish, first yacht south of Tasman Island, and first in Division A.

The precious cargo of silver may have been a liability on the trip back to Auckland via Antarctic waters, but that was no concern to the crew. The result was a triumph for the New Zealanders and one they were keen to share with the 200-odd 'owners' of the yacht waiting for their return across the Tasman.

Their victory is certain to give credence to their chances in the 1981 Whitbread Round The World Race — the event for which New Zealand has been created.

"I didn't know Kiwis could fly," was the comment fired at Blake and his crew from 'Helsal II' as she berthed alongside in Constitution Dock. Blake recalled the jibe while receiving the trophies and retorted that he'd "hate to see a kangaroo try."

He had some satisfaction, too, in reporting that he felt 'New Zealand' had got its own back on the bloke that shouted "Ya can't bat" as the yacht

The 1980 Results

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	NEW ZEALAND NZ Round The World Comm.	2-18-45.68	1.0369	2-21-13.48
2	GRETEL B. Lewis	3-02-03.92	.9390	2-21-28.38
3	CHALLENGE L. Abrahams	3-10-31.35	.8434	2-21-35.97
4	EVELYN J. Cassidy	3-01-12.00	.9619	2-22-24.65
5	NEFERTITI F. B. Ryan	3-05-09.32	.9294	2-23-42.48
6	HELIAL II A. Fisher	2-20-34.53	1.0603	3-00-42.63
7	MARGARET RINTOUL II S.R. Edwards	3-15-18.77	.8333	3-00-45.45
8	POLICE CAR J.G. Hardy	3-16-58.78	.8199	3-00-57.27
9	INCH BY WINCH D.J. O'Neill & Partners	3-15-20.42	.8399	3-01-21.42
10	RAGAMUFFIN S. Fischer	3-15-21.05	.8486	3-02-07.55
11	APOLLO II A.J. Becher	3-16-36.47	.8401	3-02-26.35
12	ANACONDA II J. Grubic	3-00-38.55	1.0290	3-02-44.93
13	PATRICE III R.J. Kirby	3-17-38.80	.8350	3-02-51.28
14	PACHA J. De La Vega	3-13-54.78	.8733	3-03-01.67
15	ONCE MORE DEAR FRIENDS P.P. Kurts	3-20-55.42	.8105	3-03-18.87
16	MATIKA II L. Green	4-08-14.88	.7254	3-03-37.28
17	MARY MUFFIN G.A. Blok	3-17-08.60	.8501	3-03-46.83
18	ADRENALIN B.C. Ryan	3-23-34.93	.0827	3-04-43.42
19	WHEELBARROW I.C. Tringham	4-15-13.60	.6898	3-04-43.43
20	BIG SCHOTT A. Pearson	3-23-41.42	.0822	3-04-45.75
21	PHOENIX E. Vidor	4-03-23.33	.7774	3-05-15.88
22	PICCOLO J. Pickles	4-03-09.48	.7793	3-05-16.42
23	SCREW LOOSE R.J. Cumming	4-15-14.72	.6949	3-05-18.25
24	MERCEDES IV D.L. & M.E. Braham	3-23-42.73	.8086	3-05-23.57
25	DIAMOND CUTTER A.J. Sweeney	4-03-50.60	.7763	3-05-30.50
26	HERCULES M.H., C.M., & S.P. Will	4-06-07.57	.7597	3-05-35.10
27	PRIORITY J. Pryor	4-05-50.40	.7659	3-05-59.95
28	ZEUS II J.R. Dunstan	4-17-17.93	.6886	3-06-01.05
29	IMPETUOUS J. Lambert & J. Crisp	3-23-35.58	.8162	3-06-01.37
30	KESTREL R.H. Ficoek	4-06-31.10	.7628	3-06-12.05
31	SAGACIOUS G.J. Appleby	3-23-43.68	.8181	3-06-18.90
32	NATELLE II A.G. Lee	4-01-22.33	.8045	3-06-20.15
33	BILLABONG P.N. Joubert	4-11-33.78	.7300	3-06-31.25
34	STAR WARS B. Burton	4-05-13.87	.7834	3-07-18.27
35	HOT PROSPECT E.O. Grendon	4-06-22.28	.7763	3-07-28.25
36	GHOST TOO K. Roxburgh, C. Graham, W. Hoare	4-13-46.57	.7277	3-07-53.03
37	MERCEDES V I. Lewis	4-03-20.33	.8073	3-08-11.77
38	WHITE POINTER K. Le Compte	4-08-48.02	.7659	3-08-15.98
39	BREADFRUIT R. Sill	4-14-45.23	.7284	3-08-40.38
40	MELTEMI J. Bell & B.C. Psaltis	4-04-48.57	.8010	3-08-44.90
41	BAGARDI J. Gould	3-23-44.15	.8451	3-08-54.37
42	LOWANA II D. Millikan	4-12-40.62	.7462	3-09-05.68
43	VIVACIOUS J.A. Brown	4-03-05.33	.8199	3-09-14.57
44	WIMAWAY A. Barry	4-15-13.47	.7331	3-09-32.32
45	LOLLIPOP I.T. Millar	4-23-09.65	.6846	3-09-34.65
46	REVENGE P.H. Green	4-15-40.47	.7312	3-09-39.37
47	ONYA OF GOSFORD P. Rysdyk	4-07-58.53	.7873	3-09-51.58
48	HOTSHOT L.L., B.A., G.L. Prescott	4-22-23.32	.6924	3-09-58.33
49	BATTLESTAR H. Jones	4-01-25.12	.8443	3-10-15.02
50	BRUMBY P. & R. Robinson	4-23-26.07	.6898	3-10-23.15
51	BALANDRA R.H. Piggott & A.D. Hurburgh	4-08-48.00	.7931	3-11-07.00
52	NOELEEN III K. King & G. Warner	4-11-20.62	.7763	3-11-19.85
53	RUTHLESS P. Hill	4-13-49.70	.7597	3-11-26.18
54	LEGEND R.B. Keilly	5-01-32.15	.6873	3-11-31.88
55	CATHY LEE N.J. Guy	5-00-43.92	.6926	3-11-37.13
56	NAND III R.O. Chapman	4-01-45.87	.8563	3-11-42.93
57	THUNDERBOLT L.P. Harding	4-22-01.27	.7094	3-11-43.45
58	BORSALINO D.J. Herlihy & J.H. Hughes	4-04-45.20	.8310	3-11-42.55
59	CHLOE D. Rourke	5-00-08.03	.6987	3-11-56.25
60	PINTADO I. Backwell	4-22-27.12	.7111	3-12-13.87
61	THE NEWCASTLE FLYER P. Rundle	3-16-58.50	.9470	3-12-16.50
62	MARIA M. Preston & D. Kelly	4-17-27.27	.7431	3-12-18.47
63	PIMPERNEL H. Holland	4-22-11.12	.7145	3-12-26.60
64	ROGIS TOO R.J. Brown	4-05-30.80	.8333	3-12-35.45
65	MYSTIC SEVEN N.D. Chidgey	4-17-50.70	.7444	3-12-44.77
66	THYLACINE J.W. Burton	4-21-50.68	.7195	3-12-47.35
67	DANCING LADY M.M. Grigg	4-04-47.00	.8443	3-13-05.47
68	MORANDOO C. McMillan	4-23-25.43	.7145	3-13-19.70
69	QUO VADIS II H.L. Marks	4-04-19.77	.8520	3-13-28.83
70	GIANT W. Saunders & C. Hatfield	4-21-04.15	.7312	3-13-36.05
71	PIPE DREAM D.W. Bonouivre	4-05-40.42	.8434	3-13-45.08
72	AMON-RE D. Smith	4-20-57.68	.7346	3-13-55.18
73	WAGGERS II G. Radford	4-05-28.97	.8477	3-14-01.62
74	RAGER I M.A. Clements	4-14-03.07	.7825	3-14-06.88
75	PLABA IV B. Gambacorti	5-03-33.37	.7000	3-14-29.35
76	PAWPAW F. Snape	4-21-59.98	.7341	3-14-37.40
77	SECOND LADY G. Scherwinski	4-22-23.90	.7353	3-15-03.48
78	WILLI WILLI J. Goddard	4-01-30.12	.8936	3-15-07.65
79	MARIA VAN DIEMEN D.B. Bowman	5-03-49.35	.7046	3-15-14.72
80	GAMBIT R.W. Corben	4-19-33.18	.7553	3-15-16.63
81	GENGHIS KAHN R. Huntley	4-04-34.07	.8703	3-15-31.43
82	MINAMI I. Helton	4-23-31.28	.7335	3-15-40.13
83	ANACONDA C.F. Thompson	4-08-36.80	.8401	3-15-53.13
84	HUON QUEST H.D. Calvert	4-08-37.22	.8417	3-16-03.52
85	WOFTAM IV B. Jemison	4-19-52.98	.7670	3-16-52.93
86	CALLALA D. Venille	4-23-26.08	.7466	3-17-10.18
87	LONGNOSE P. Stransky	4-03-13.97	.9308	3-20-21.95
88	GIDGEE R.T. Forster	4-15-13.92	.8375	3-21-09.40
89	ANITRA MAY R.E. Walters	4-04-19.53	.9410	3-22-24.37
90	QUEST R. Cruickshank	5-02-35.67	.7864	4-00-24.48
91	DESTINY T.A. Taylor	4-23-30.40	.8228	4-02-19.80
92	BIG 'A' C.E. Arcus	4-21-16.07	.8408	4-02-35.92
93	BON TEMPS P. Graves	6-00-29.00	.7510	4-12-30.42

FASTEST TIME: NEW ZEALAND

RETIRED: GUN, MIRRABOOKA, NOELANI, PUSS 'N' BOOTS, RIMFIRE, SALAMANDER II, SWEET CAROLINE, TUCANA

WEATHER: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.



Jim Hardy and the crew of Police Car were appropriately dressed for the start — in NSW Police garb, a jest which was taken up by the Police Commissioner in Hobart. He presented Jim with the proper local headgear, and, in turn, he received an autographed bottle of Hardy's best red.

sailed into Sydney Harbour after crossing from Auckland.

David Kellet looked elated as he accepted second prize — but then he'd been in that condition for days. It was a shame that 'Gretel's owner, Bernard Lewis, had not been on board to share the achievement of the crew. He had demonstrated great faith by investing in expensive alterations to give new life to the old 12-metre, and it seemed that the expense had been justified.

Accepting the winner's prize for Division B, Jim Hardy was characteristically modest, but he had high praise for the sponsor of the Race, Hitachi, whose contribution he said made the Sydney-Hobart the "most efficiently-run ocean race I've ever sailed in." When Jim Hardy says it, who would doubt it.

Gretel and Nefertiti had a private race for supremacy amongst the 12-metre yachts. In what was to be a grand finale to her ocean racing career, Gretel took second place overall.



Hobart 1980

The Governor was not the only one in Hobart to present Jim with a trophy. As the crew berthed 'Police Car' in Constitution Dock wearing the uniform of the New South Wales Police, they were greeted by a message from the Tasmanian Police Commissioner. "The Commissioner does not approve of the uniforms you and your crew are wearing, Mr. Hardy, and he is particularly disapproving of that cap of yours - it does not comply with regulations at all. "He requests that you meet him tomorrow at noon as he'd like to present you with the official cap and badge of the Tasmanian Police Force."

The Commissioner, Max Robertson, arrived on schedule with an entourage of law enforcement officers and vehicles. He presented Jim with an official cap and was thrilled by Jim's gesture of appreciation - an autographed bottle of one of Hardy's finest reds.

Although Lou Abrahams missed in his bid for a first-ever win for Victoria, his third placing with 'Challenge' was an outstanding achievement and will stand him in good stead for this year's Admiral's Cup trials. Lou clearly had the admiration of the crowd as he stepped up to receive his trophy.

Les Green of 'Matika II' had that rare experience of taking a winner's trophy in Division C in his first-ever Hobart Race, and for days the beam on his face said it all. It confirms, he says, "that there is such a thing as beginner's luck". Les had high praise for his crew, including one of four women who sailed this year's Race, Felicity Begg. "Every boat should have a Felicity" says Les. The crew of 'Wheelbarrow' were 'amazed' - their second placing to 'Screw Loose' last year apparently 'amazed' them too.

It's not too amazing a result when you learn about the preparation of the boat. The crew, all top skiff sailors and including Hugh Treharne, had spent a lot of time and effort aiming at a win in this year's Race. The yacht was immaculately prepared and the chances of things going wrong were minimised as much as the crew was able to.

The 1980 Hitachi Sydney-Hobart Race was generally considered an 'easy' race and one that favoured the bigger boats. Peter Shipway summed it up as follows: "That the bigger boats fared best showed up in the handicap placings where the higher-rating boats took the major prizes. It was reflected, too, in the performance of the Admiral's Cup contenders where, again, the higher-rating boats were ahead in the handicap placings."

Although she didn't figure among the prize winners, Shipway and company were pleased with the performance of Peter Kurts' Admiral's Cup hopeful, 'Once More Dear Friends.' "It was the



DAVID COLFELY

Behind the Hitachi Sydney-Hobart Scene

Over the years the Hitachi Sydney-Hobart Yacht Race has grown into what is now a major sea-going pageant that attracts the interest of people all over Australia and the world. The stars of the show are the yachts and their crews, and often little thought is spared for the others involved.

Sporting events of any kind don't just happen, but one the size of the Hitachi Sydney-Hobart Race requires a great deal of effort and skill.

Behind the scenes every year are a hard-working bunch of volunteers who contribute a great deal of time and effort to the organisation of the Race. The two most vital functions are the communications and information processing systems. The CYCA is indebted in no small way to AWA and to General Electric Information Services Pty. Ltd. as well as to the crew of the radio relay vessel 'Greshanne' and to the able team who work throughout the Race at Hitachi Race Headquarters.

1980 was the 11th year of AWA's direct association with the Race communications. This company supplies the radio equipment,

including the sophisticated Telex-over-radio equipment used aboard the radio ship to communicate with both the yachts and with Race Headquarters. VHF coverage is provided by duplicated AWA Pilotphone VII installations and an AWA Skyphone is used for helicopter communications. To assist with navigation of the radio vessel an AWA Tracor Satellite Navigator enables 'Greshanne' to acquire accurate positioning by satellite. The AWA team on board the radio ship this year were John O.Toole, Rob Mathews and Maurie Speccavento.

The crew of 'Greshanne' was again this year headed by her owner/skipper, Graeme White, who played such a vital role in the 1977 Race when a gale forced 34 yachts to retreat to the port of Eden on the New South Wales coast. Graeme organised berths and moorings and assisted yachtsmen with repairs and other needs. Other 'Greshanne' crew members this year were Gregory White, Daryl Sherlock, Neville Cogwill and Jim Lawless. Chief Communications Officer was, of course, Bert Oliver, who was on his 21st trip. Bert has seen many changes over the years in communi-

first time we't tried her to windward in strong breezes and she really handled it well - but overall, it was not her kind of race."

Jim Hardy backed up Peter's views of the race. "The Admiral's Cup contenders did not shine as one might have hoped. A long, straight ocean race, where much of the race is sailed in similar conditions is not designed to show up the talents of Admiral's cuppers. They need to be tested in a variety of conditions. In this race, for example, 'Police Car' sailed 420 miles on a single port tack.

"Boats with strength in reaching and running will obviously show up best in these conditions. For an Admiral's Cup boat, it is vital to be good to windward. The ability to point well and accelerate after tacking are essential in The Solent"

Said Dennis O'Neil of 'Inch By Winch', which sailed the race loaded with international talent, including Dennis Durgan, tactician aboard 'Freedom' in the 1980 America's Cup, and Florida yacht builder Ted Irwin: "The Hobart Race is one where luck plays a great role. Frequently it is won or lost in Storm Bay or the Derwent. But tactical decisions are also vital. Most yachtsmen who have won the Race have made some smart decisions."

Of the early protest lodged against 'Inch By Winch' Dennis O'Neil said: "Everyone has the right to an opinion, and the protest was basically the expression of someone's opinion. As far as we were concerned it was unwarranted but then it bought untold publicity for the boat, for Barlow Winches, and the Race all over Australia.

"I think sponsorship in all kinds of sailing is a good thing. The cost of developing new boats is so great that fleets everywhere are diminishing in size. If sponsorship can produce more boats of all shapes and sizes it must be better. It also gives more opportunity to young sailors to take part in the sport."

There was a time during the Race when those in Race Headquarters were giving odds-on for a unique treble of line honours, handicap honours and a race record for 'New Zealand'. When she entered Storm Bay she was well placed to snatch 'Kialoa's 1976 record. But her hopes died with the wind as the fickle fortunes of Storm Bay played their role.

cations facilities, from the old-fashioned voice-over-radio system to those employed today. Stephen O'Dougherty was on board for his first trip to Hobart, broadcasting reports for 2CH Radio.

Back at Hitachi Race Headquarters, positions were calculated and the information processed and fed out to the media by the GE Mark III computer team headed by Bob Dowd. Line honours and handicap results were calculated and issued to the media and interested yacht clubs via printout terminals installed at the CYCA and at the Royal Yacht Club of Tasmania. Actual calculations were made at the GE computer headquarters in Cleveland, Ohio and were beamed via satellite back to the CYCA. The information was available within 30 minutes after the yachts had reported their positions.

The scene at Race headquarters may look, at times, like bedlam, but beneath the surface a well-organised team, headed by Race Director Keith Storey and his Deputy, Campbell Scott, are quietly and efficiently getting the job done. 'Pandemonium' reaches a peak at sked times, when media represen-

tatives and onlookers cram the center seeking the results, and the hubbub is increased as telephones ring incessantly with relatives and friends seeking information.

Don Walker-Smith heads the plotting team, ably assisted by Rear Admiral (Ret.) Neil McDonald, Malcolm Bryden-Brown, Edward Bryden-Brown, and a Director of the Club, Jim Morris.

Others who work hard each year processing information for the media and the public are Keith Storey's private secretary, Amy Scott, and Shirley Wilson from Hitachi, who for years served as Managing Director Ken Caldecott's right hand. This year they were given assistance by Margaret Loumbos and Patricia Blunt.

A hard-working team from the CYCA Ladies Auxiliary are involved each year; for the past eight years they have been co-ordinated and organised by the very capable Jenny May.

The Cruising Yacht Club of Australia and those who sail in the Race are indeed very grateful to all of these people, and the smooth running of the Race may be attributed to their valuable contribution.

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BIGGLES' COLUMN

Another Hitachi Sydney-Hobart Race is over and another overseas entrant has gone away with a triumphant grin and a truckload of silverware, having won the 'double' for only the third time in the history of the Race. ['Ceremco'] New Zealand's big win was a case of the right boat being in the right place at the right time, added to which was an experienced, able crew well led by Peter Blake, and if all that sounds platitudinous perhaps it is because I am saving the superlatives for the venerable 'Gretel' which sailed into a superb second place.

Owner Bernard Lewis and skipper David Kellett must have wondered often over the last couple of years whether the effort was worth the rewards, and if so, the compensation might have started when 'Gretel' powered down the coast under the cliffs, after struggling out of the harbour, to take and keep the lead in the Hitachi Sydney-Hobart for some hours. I know that many spectators got a big charge out of that and the fact that she hung in there all the way and was rewarded with second place.

The Hobart Race results threw little light on the potential performance of the Admiral's Cup contenders except to enhance the reputation of 'Challenge' (Lou Abrahams) as the boat to beat in the trials. 'Challenge's third in the Race and some powerful performances on Port Phillip Bay make her the yardstick by which the others will be judged. Many of the Admiral's Cup contenders

missed the Sydney-Hobart either through not being prepared in time or because the Race is more likely to knock the gear around than to help a boat and crew prepare for high-pressure Admiral's Cup campaigning.

A long race like the Hobart may not enhance selection prospects when it does not count towards the trials point score, but it certainly sorts out crews even when they have had previous race experience together. Following the Sydney-Hobart Race at least two top Sydney boats have rehased their crews, one of them quite drastically.

Jeremy Whitty's Davidson 39-footer missed the Hobart but continues its work-up programme in Sydney waters and will be well prepared in ample time for the Admiral's Cup trials. Featuring a less tortured stern design than earlier Davidson efforts, 'Szechwan' sports a beautifully finished timber hull, Fraser sails and a Yachtspar rig. Syd Fischer's new 'Ragamuffin' was launched late in January, and in an unusual move, Dr. Taki Caridis brought his Peterson 39-footer 'Kiknos' to Sydney to prepare it for the trials. Mike Fletcher takes over as sailing master retaining a largely Victorian crew, including Peter Kane and "A little Bull", also know as Steve.

This crew will commute to Sydney each weekend until the boat returns to Port Phillip for the trials. When Graeme Freeman returns from the SORC he will be sailing on the boat, which is interesting because he once said that fractional rig boats would never make it at the Admiral's Cup and here he is sailing on one. Alan Bond's 'Apollo V' is in the water down in Melbourne and sailing well from all accounts, while in Sydney Jack Violet's new Peterson boat 'Ultra Violet' was launched but is still fitting out at the time of writing.

In the run-up to the Admiral's Cup trials the scramble for crews is matched by some interesting manoeuvring on the part of owners and sailmakers. One wonders how much the choice of sails is governed by the consideration of who comes with the sail wardrobe when it is delivered. Many of the top sailing masters in the country at the moment are full-time sailmakers and naturally they only sail on the boats which carry their own sail brand, either exclusively or nearly so. Conversely, if said sailmaker parts company with a particular boat it seems only a matter of time before that boat changes sail allegiance.

Gone too, are the days when access to high-technology sailcloth gave one or two sailmakers a marketing monopoly amongst the top ocean racers. Advantages in sailcloth these days are mainly in the imaginations of the advertising copywriters, who would probably prefer to say something like "if you buy

'GO-FAST' sails, you get God as a sailing master" to attract the big spenders of the Admirals's Cup and the attendant publicity. The reality is more subtle but often vital to a boat's success, not to mention that of the sailmaker.

On the lighter side, the Hitachi Sydney-Hobart Race threw up its usual crop of anecdotes, including one about a well-known heavy who backed himself for \$500 at odds of 4:1 to win the Race. Now, four to one odds to win a Sydney-Hobart is a pretty gutsy call, but as he lost the bet, it is being regarded by his friends as a \$500 lesson in humility.

Another popular CYCA heavy is Greg Gilliam, who married 'Herbie' Hennessy in Melbourne on January 18th. The 100 guests were mostly yachties including a large CYCA contingent who joined in the fervent celebrations of Quiet Little Drink proportions. In the prevailing 42° C heat, an empty glass was as rare as a grass skirt at a bush fire, which probably accounts for the draining of three 18 gallon kegs over the two-day course of the event.

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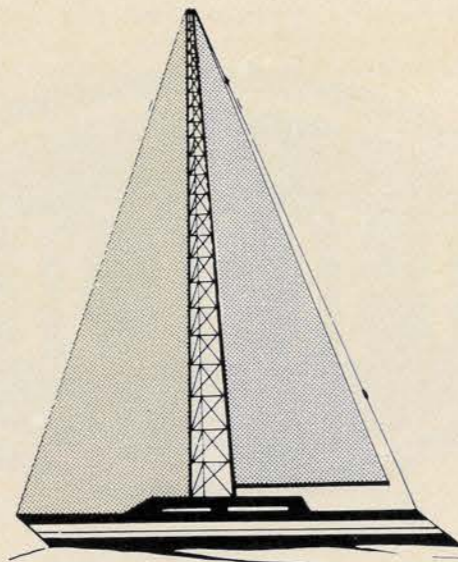
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The February/March edition of Offshore is traditionally the issue for review of the Hitachi Sydney-Hobart Yacht Race. Radio communications have become a vital part of that Race for safety reasons (yachts have been disqualified because they did not have adequate radios) and because of the part played by radio in keeping the public and the authorities (in times of distress) abreast of the yacht positions.

Through the wizzardry of AWA and General Electric Information Services Pty. Ltd., and this year again through the kind auspices of Graeme White (MV Greshanne), yacht position reports are processed by the radio relay ship and then by a computer in Cleveland, Ohio, then beamed back to Australia for dissemination to an expectant public.

We asked Bill White, in this edition of his column, which was to deal with factors in radio installations which affect signal output, to make some observations about the signal quality of the various yachts in the Hobart fleet. He duly tape recorded the radio skeds, and in this column he gives his assessments of signal strength of the entire fleet. We hope this will be of interest to skippers.

It should go without saying that there are a great number of factors which can affect radio signal propagation — the time of day, the season of the year, the 11-year sun spot cycle, atmospheric conditions, to mention just a few of the more obvious ones. A yacht with a relatively poor radio installation may from time to time successfully make contact with distant stations (when all factors are working in favour of the transmission). The test comes when the conditions are adverse — which is very often when a good strong signal may be vital. The tapes of the skeds show that there was a consistency right from the first sked at 1500 hrs on the 26th up until the end; the good signals were strong right the way down the Tassie coast; the signals that were poor could be picked when the yachts were only 30 miles south of the Heads. —Editor.



RADIO SKED

by Bill White

a regular appointment with radio specialist, Bill White

The following table gives an appraisal of the signal strengths of yachts in the 1980 Hobart fleet. It is based on an average of two skeds, that of 0700 hrs on 27 December 1980 and that of 0700 hrs on 28 December. All skeds were monitored and recorded, but only two were used to provide the best basis for comparison with fewest variables. Signals were received at Bondi Junction, NSW (elevation approximately 61m (200ft) with a Yaesu FRG 7 communications receiver and an 8.5m (29ft) 4MHz Moonraker antenna. Skeds were tape recorded; signal readings were read on a signal strength metre and converted to a six-point scale.

0 = not perceptible amongst noise
1 = Perceptible but unreadable
2 = Readable with difficulty
3 = Readable with no difficulty
4 = Loud and clear signal
5 = Exceptionally loud and clear

Variations in ionospheric conditions were compensated for by referencing the signals to those of the radio relay vessel, 'Greshanne'.

Adrenalin	1
Amon Re	1
Anaconda	4-5
Anaconda II	1-2
Anitra May	1
Apollo II	5
Bacardi	3
Balandra	3-4
Battlestar	5
Big 'A'	5
Big Schott	4
Billabong	0-1
Bon Temps	3-4
Borsalino	4
Breadfruit	4-5
Brumby	2
Callala	1

Cathy Lee	5
Challenge	4-5
Chloe	2
Dancing Lady	4-5
Destiny	4
Diamond Cutter	4
Evelyn	4
Gambit	3
Ghengis Kahn	5
Ghost Too	1
Giant	3-4
Gidgee	4-5
Gretel	0
Gun	4
Helsal II	1
Hercules	3
Hot Prospect	1
Hotshot	3
Huon Quest	5
Impetuous	3-4
Inch By Winch	1
Kestrel	4
Legend	3-4
Lollipop	2-3
Longnose	1-2
Lowana	0-1
Margaret Rintoul II	1-2
Maria	3
Maria Van Dieman	2-3
Mary Muffin	1
Matika II	0
Meltemi	4-5
Mercedes IV	1-2
Mercedes V	1-2
Minami	1-2
Mirrabooka	3
Morandoo	5
Mystic Seven	3-4
Nand III	2
Natelle II	0
Nefertiti	0
New Zealand	5
Noelani	2
Noleen III	1-2
Once More Dear Friends	1-2
Onya of Gosford	2
Pacha	4
Patrice III	2-3
Pawpaw	1
Phoenix	2
Piccolo	3-4
Pimpernel	3
Pintado	4-5
Pipe Dream	4
Plaba IV	0-1
Police Car	4
Priority	1
Puss 'N Boots	0
Quest	1
Quo Vadis II	0
Ragamuffin	5
Rager 1	5
Revenge	1
Rimfire	4-5
Rogis Too	3
Ruthless	1-2
Sagacious	3
Salamader II	2-3
Screw Loose	0-1
Second Lady	1-2
Shenandoah	4
Star Wars	1
Sweet Caroline	4
The Newcastle Flier	1
Thunderbolt	3
Thylacine	4-5
Tucana	4
Vivacious	1
Waggers II	0-1
Wheelbarrow	1
White Pointer	2
Willi Willi	5
Wimaway	5
Woftam IV	0
Zeus II	5

The Hobart Race provides a unique opportunity to compare and evaluate the performance of radio installations under conditions generally common and 'fair' to all craft.

An obvious conclusion to be derived from the results is that an enormous disparity exists amongst the fleet in radio signal strength, and while those who rated 4's and 5's have little to concern themselves about, the remainder may find answers in the following discussion of the factors most likely to influence the efficiency of their radios.

Aerials

The difference between the effectiveness of 40-50ft of backstay antenna and a 12-15ft whip can account for around two to three units of signal strength. So, if you rated a report of 3 utilizing a whip, you almost certainly would have rated a 5 using a backstay antenna, all other factors being equal.

Earthing

A good effective earth could consist of a short length (preferably less than 12 feet) of 2-inch-wide copper strip connected between the radio and a keel bolt or earthing plate. Anything less than this will degrade the signal up to 3 or so units. Just heavy cable is not sufficient, as the surface area of the conductor is critical rather than the cross-sectional area, hence the use of flat copper stripping.

Power to the radio

The average SSB radio can draw up to 30 amperes from a 12-volt supply. Although the average current drain is less than half of this figure, the cable used should be capable of handling the peaks of current without significant voltage drop. Size 7/1.04 cable is the minimum requirement for short runs up to around 10-12ft; beyond this, heavier cable should be used. Inadequate wiring could have cost you another unit off the score.

Power output

The power output of SSB radios is rated in PEP (peak envelope power) watts. The approximate average power for the Hobart fleet is 100 watts. If you have the advantage of a 200 watt set, that should give you a one point advantage (in the above scoring system) over the fleet average. For 400 watters, there is a two point advantage, and for 800 watts (as used by one competitor) you would have a three point advantage. Most of the yachts that rated 5's had only average power radios, i.e. 160 watts or less.

Feeder cable

The feeder cable is the length of wire (usually automotive high tension cable) that connects the radio to the base of the aerial proper. As this cable forms a functional part of the aerial system, it preferably should be kept short relative to the aerial itself, and it should be routed in such a way as to avoid proximity to other cables, metal fittings, deck runners, toe rails, etc. If yours is presently laced up with general wiring, laying in the bilge or entwined around steering gear, exhaust ducting, etc., you have one reason to explain away another strength unit or two. If you have 20 feet of this cable in conjunction with a 12 to 15ft whip, lose another one to two units. With either of these configurations inside a metal-hulled craft, you would have done well to rate a 1, as you should have been using a system like that described in Figure C.

General placement of radio

Figure A. shows the most common configuration for radio installations on yachts. If the horizontal feeder section is long relative to the aerial length, poor efficiency will be obtained. This is especially true for short whip aerials. By repositioning the radio as in Figure B. we achieve almost an ideal electrical result; however, the accessibility of the set may be poor, or at least inconvenient, in many cases.

Figure C shows the addition of a programmable aerial tuning unit. In this configuration the coaxial cable used to connect the radio and tuning unit is not critical as regards placement or length. This approach overcomes the compromising features of A. and B. Further, the tuning is now preset; the antenna is retuned automatically when the channel selector on the radio itself is changed from one frequency to another. Most manufacturers have this system available as an alternative to the more common manual tuning units. The objections that some yachtsmen have to automatic tuning is that in the event of losing a mast (and coincidentally the aerial system), it may be very difficult to tune a jury rig with the existing antenna tuning device.

One perhaps startling observation that can be made after reviewing the results of the Hobart Race skeds is that one yacht in the fleet which had virtually no radio earth, no insulators in the backstay aerial, and an 80 watt radio that was hopelessly mismatched to these conditions rated equal to or better than one third of the fleet.

I am certain that the author did not mean to imply by this remark that one can do "well enough" by disregarding good practice; it merely points out that, just as is the case with marine electrics, there has been an awful lot of malpractice and ignorance in the setting up of radio installations on yachts. —Ed.

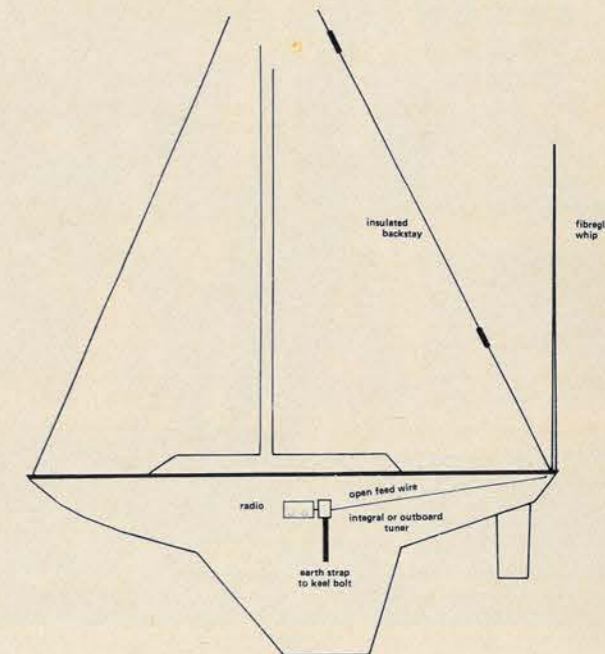


FIGURE A.

This is the most commonly-used configuration. It has poor electrical efficiency, especially when using a short whip antenna. It is not suitable for metal-hulled craft.

FIGURE B.

This configuration is good electrically, but in many hull designs, it is operable only by midjets and contortionists.

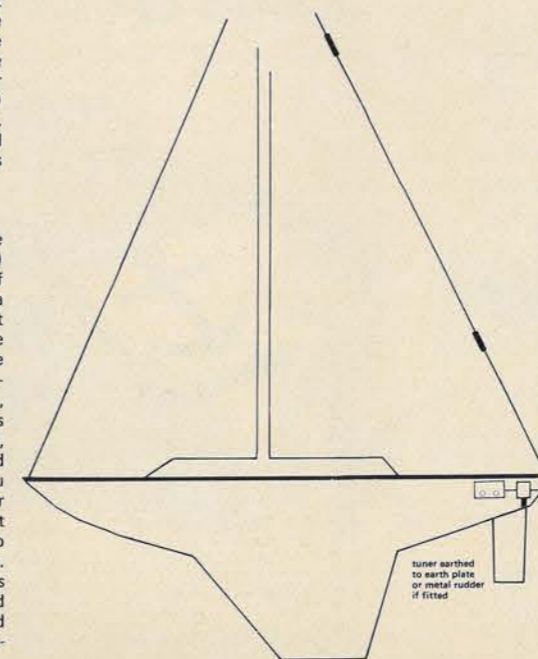
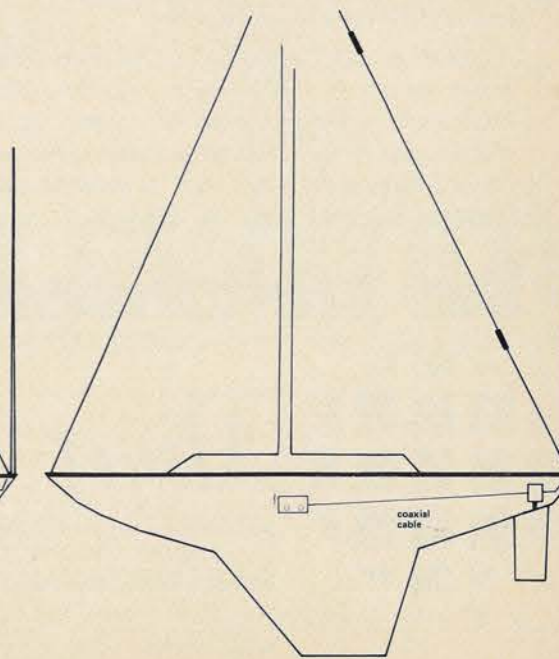
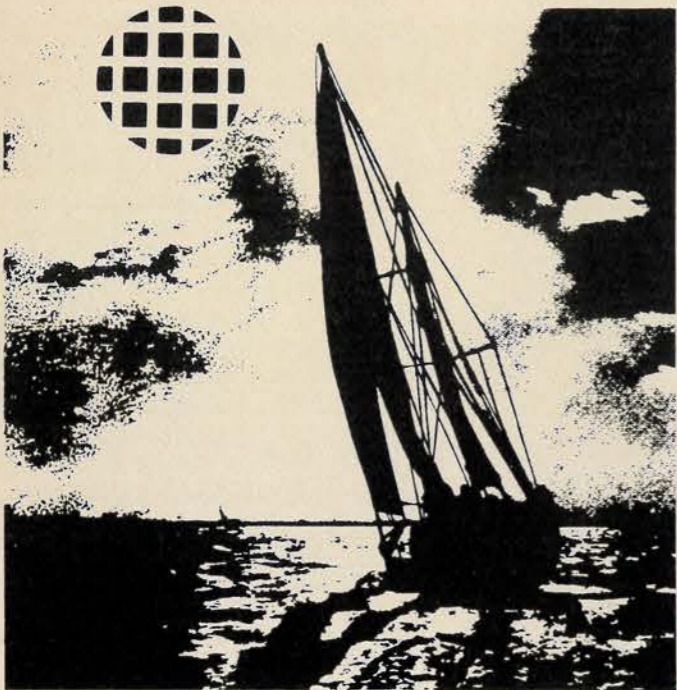


FIGURE C.

This configuration is good electrically, and it also offers automatic aerial tuning and minimal operator inconvenience.



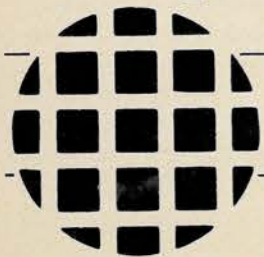


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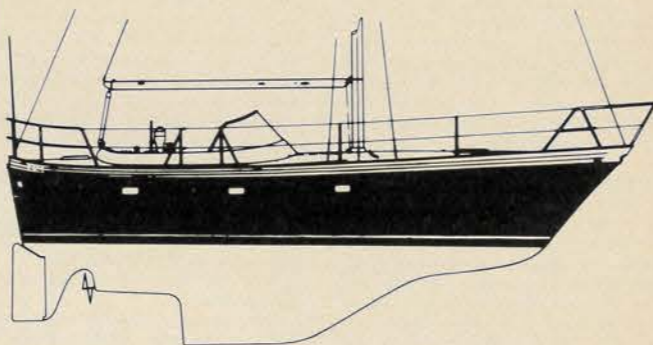
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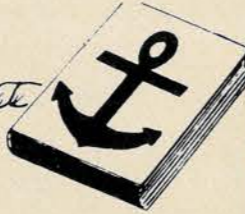
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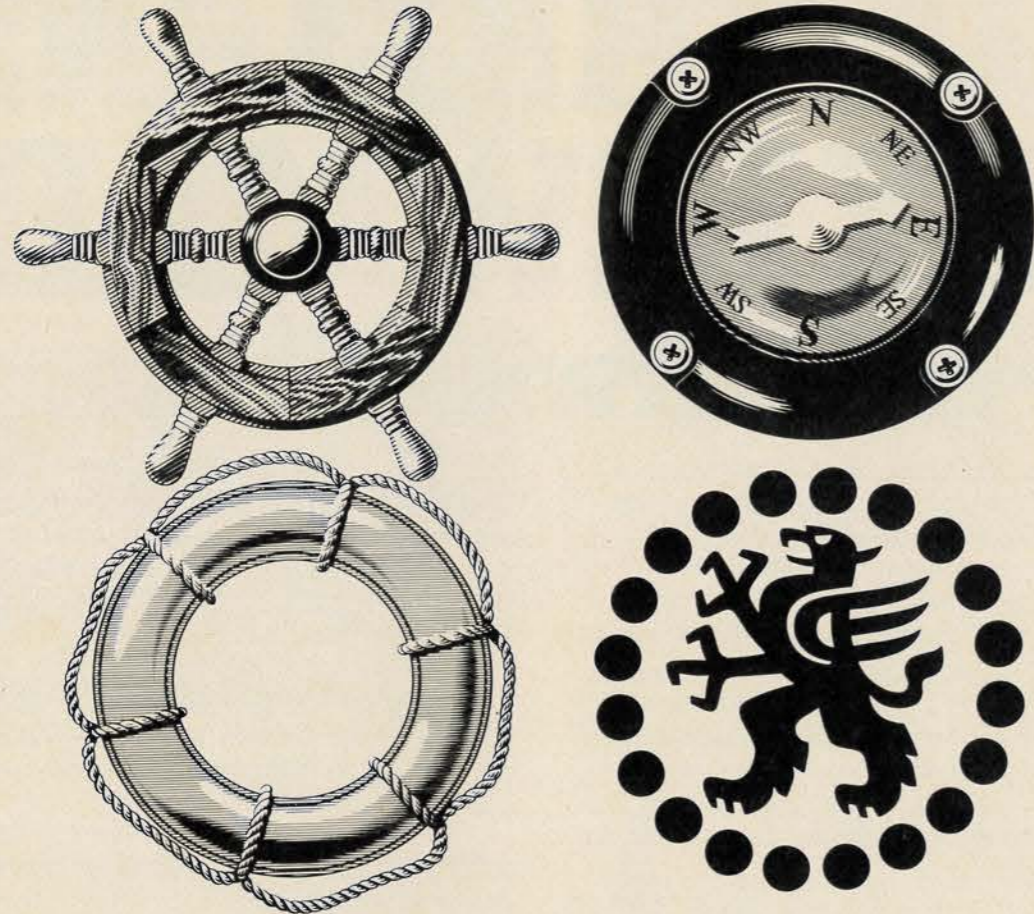
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RIO! RIO! RIO!

by Peter Rysdyk

Will it ever get off the ground, or better, on the water, this CYCA Sydney-Rio Cape Horn Yacht Race? Well, of one thing we are certain: it is a big one, a very big one indeed.

Let us start at the beginning, when a well-known Sydney PR firm invited the CYCA, through Hedley Watson, to give its name for a Sydney-Rio Race. It was quickly decided that, should we give our name to anybody, it should be our race, and so I was invited to run the show.

A healthy sponsorship sum was agreed upon, with additional travel accommodation thrown in, amounting in itself

to a small fortune, plus all promotion supplied by the sponsor, and we were on our way. Posters and race announcements were prepared in a matter of days, and some 3000 mailings were made around announcing this biennial event — all this in the first 14 days.

In the meantime, we were fortunate that the Commodore of the Rio Yacht Club was in Australia fishing for Marlin off Cairns. A press conference was arranged, complete with Brazilian samba band and dancers, which resulted in satisfactory exposure on TV and in other media.

Then it was my turn to trot off to Rio, on December 5, having just returned from the Lord Howe Island Race. At the time there was no easy way to get to Rio; one air route took you via Tahiti, Santiago (overnight), and then on to Rio — three days travel in all; the other route was via Los Angeles, Miami and then on to Rio — 38 hours flying plus an overnight. Fortunately, come April 6th of this year, a new service is to be introduced by Argentine Airlines which will vastly improve things — to Auckland, where a two-hour transit will be

involved, then on to Argentine Airlines for a 10½ hour flight non-stop to Buenos Aires, with connection to Rio on any of some 12 flights daily.

In case you ever entertained thoughts of banana republics in Latin America, Brazil is definitely not one of them — it is 40% larger than Australia; it has 120,000,000 people; Rio is a breathtaking, beautiful town (10,000,000 people) and has the most unbelievable beach if all world beaches, Copacabana Beach — seven kilometres of hotels and luxury unknown in our part of the world, with a cost of living three quarters that of Australia, taxis less than one half the cost of ours, and an economy bursting to get up and go — in fact, it is taking off.

Brazil, with as much, or more, in the ground than Australia has, is bound to make our strike-ridden haven sit up and take notice. Let us hope it will not be too late for us to wake up to our fool's paradise state of affairs; the Japanese, in their usual efficient ways, are hard at work to secure alternate supply avenues in Brazil, developing mines, railways, harbours. *(more)*

OFFSHORE, February-March 1981 — 17



Copacabana Beach in Rio, seven kilometres of luxury, with marble footpaths and hotels, hotels, hotels.

Our host Club

The *Iate Clube Do Rio De Janeiro* boasts one kilometre of prime land in the centre of Rio, 4000 members, an entry fee of \$10,000 (yes, ten thousand), a \$2000 registration fee and an annual subscription of \$1000. There are five eateries, from a milk bar to a five-star restaurant; the Club employs 460 people, has an olympic swimming pool, a barber shop, post office, souvenir shop and excellent slipping, repair and sail loft facilities. The average cabaret evening is attended by 2000-3000 people, but they can seat 5000.

However, our yachts will not be at the Club marinas but in a special, to-be-prepared Marina Gloria close by.

Only skippers and navigators and their wives will be given honorary membership to the Club, but they will be able to sign visitors in. The reason for the 'no open house' policy is that the last Round The World Race celebrations had to be broken up with tear gas by the hastily-called riot police; some of the damage done by the drunken yachties is still there as witness to a momentous occasion.

We found the hospitality of the Club and Brazilians in general close to embarrassing; nothing is too much trouble, and all is accompanied with a smile. The Portugese language spoken by the Brazilians is hard for the uninitiated to follow, but English-speaking Brazilians hop in quickly if you have problems.

The Marina Gloria

This special visitors' marina is being developed by the Rio City Council and has been planned over a 10 year period. The Lord Mayor assured us personally at a meeting that the marina would be fully completed in time for the Race.

The marina has, besides the actual berths, buildings containing: restaurants (2), liquor shop, shipchandler's shop,

At the Race launching: (left to right) Commodore of the late Clube do Rio de Janeiro, Helio Borosso; the President of the Yachting Federation of Brazil; the Governor of Rio; the Brazilian Ambassador to Australia; the Australian Ambassador to Brazil; Race Director Rysdyk at right.



tourist information centre, customs/police/pratique, and a supermarket. The marina complex is completely fenced, with guards on each marina. It is one kilometre from the domestic airport and buses (a special bus will be on duty 24 hours a day for our fleet, free of charge). You wonder why 24 hours? Well, that is Rio - 24 hours go go. The 1200 room Gloria Hotel (five star) is across the road, and we are in the process of arranging special rates.

Except for engine repairs, no slipping or repair facilities will be available at the 'Gloria'; however, the Yacht Club and the Navy dockyard have undertaken to look after any repairs or slipping. The Navy dockyard is prepared to put 15 yachts at the one time in the drydock for cleaning/painting.

General

Our meetings with the Navy, customs, police, tourist authorities, local government, harbour authorities, etc., all at the highest level, promise enthusiastic support for this race, which has created unprecedented interest in Brazil. To give an example of high-level interest, while having lunch with Admiral Pillar in the Naval Colleges, a beautiful, impressive ceremonial hall, the Minister for the Navy telephoned twice to enquire about our discussions, then rang again to order the Admiral to enter a Navy yacht in the Race; the answer was "The Navy has no suitable vessel available," and the reply came, "Get one."

You may have deduced from the foregoing that we are enthusiastic about this race. We most definitely are. And at this writing, it would appear that our enthusiasm is well founded and that we do, indeed, have sufficient entries to ensure that the race will be a reality. Huey Long has entered his new 'Ondine', and the *Iate Clube Do Rio De Janeiro* has purchased his old 'Ondine' which will be entered. We have an entry from an Officer of the Brazilian Navy for a new 70-footer. Among Australian entries are 'Siska', 'Pacha', 'Satin Sheets', 'Anaconda II', 'Bucaneer'; a syndicate is currently organising the building of a 'people's boat from Australia to be designed by Ben Lexcen and John King. 'Destiny' is entered from New Zealand.

Books to be read

- Cape Horn to Port* by Errol Bruce
- The Longest Race* by Peter Cook and Bob Fisher
- Last But Not Least* by Robert Knox-Johnston
- Once is Enough* by Miles Smeeton
- To Beat the Clippers* by Alec Beilby
- The Impossible Voyage* by Chay Blyth
- My Lively Lady* by Alec Rose
- Along the Clipper Way* by Sir Francis Chichester
- Gipsy Moth* by Sir Francis Chichester

The Chilean Navy is seriously considering making the famous 'Esmerelda' available as Radio Relay Ship, our radio arrangements are revolutionary indeed and are already in an advanced stage of organisation. Yes, we have unbridled enthusiasm for the Sydney-Rio Cape Horn Yacht Race 1982.

Coreovado, with nine-metre statue of Christ the Redeemer, which is illuminated at night and which can be seen for 25 miles to sea.



THE INAUGURAL SYDNEY TO RIO DE JANEIRO YACHT RACE
Starting from Sydney Harbour,
January 24th, 1982

Start

24 January 1982 at noon ESST (0100 hrs GMT)

Course

From the start to the finish, leaving Cape Horn to port.

Finish

Off Guanabara Bay, Rio de Janeiro

Eligible yachts

Thoroughly seaworthy single-hulled vessels having IOR "L" or DWL not less than 36ft.

vessels having

Eligible yachts

Thoroughly seaworthy single-hulled vessels having IOR "L" or DWL not less than 36ft.

Entries

The closing date for receipt of entries at the CYCA is 1 October 1981.

Rules

The race will be sailed under the 1981-1985 IYRU racing rules, the prescriptions of the Australian Yachting Federation, The International Regulations for Preventing Collision at Sea 1972, the International Offshore Rule (Amended to January 1981), the relevant CYCA Special Regulations and Sailing Instructions.

The safety Regulations will be those of the Offshore Racing Council for Category 1, as modified by the AYF and the Sailing Committee of the CYCA.

Intending competitors will receive a complete list of safety requirements, which will include the following additions:

- (a) A minimum of six crew, over 18 years of age
- (b) Water and fuel supply for each yacht to be specifically approved by

- (c) Rainwater collection equipment
- (d) Wind/water-driven generator
- (e) Lower lifeline at pulpits
- (f) Minimum of 3x2kg fire extinguishers
- (g) Fire blanket
- (h) Bolt cutters
- (i) Radio equipment suitable for the conditions of the race. Final details of mode, power and frequencies will be advised to intending competitors.

No restriction will be placed on the use of navigation equipment which uses information available to each competitor.

No restriction will be placed upon calling at any ports to land or pick up stores or crew, except that the engine may be used within harbour limits only.

Log Books

Special log books will be issued to each yacht to record the details of the passage and to comprise the declaration on finishing.

Divisions

The fleet will be divided into three groups, as follows:

Group 1 IOR Division for rated yachts racing under IOR handicaps
Group 2 Arbitrary Division, for yachts not wishing to race under IOR handicap; these yachts will be allocated arbitrary handicaps.

Group 3 Non-racing Division, for yachts or vessels wishing to make the passage in company. These will be primarily sailing vessels, but may use engines to keep up with the fleet.

Trophies

First yacht to finish: Cock O' the Horn Trophy (perpetual) plus replica (Groups 1 and 2 only are eligible).

1st, 2nd, and 3rd on handicap in Groups 1 and 2 separately.

Mementoes for each yacht and crew member competing. Such other trophies as may be donated by interested parties.

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 - For \$17.95 The new, revised edition of Alan Lucas' standard, **Cruising the Coral Coast**.
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YACHTSMAN'S GUIDE TO NOUMEA

by Muriel Courtenay

The following article is published by courtesy of Australian Sea Spray magazine and its sister publication, Cruising Helmsman.



New Caledonia is that cigar-shaped island 1850km northeast of Sydney and 1826km north of Auckland. Discovered and named by Captain Cook in 1774, it later became a French colony (and still is, with rumblings for independence making themselves heard).

Noumea, the capital city, has a predominantly European population and is an attractive blend of the south seas and the Mediterranean. It offers a relaxed life-style except for the traffic, which is uncompromisingly grand prix!

There are still traces of earlier days in the ornate and rambling colonial buildings alongside the Cubist modern apartments and large tourist hotels.

The salt-encrusted yachtsman, after the customary 10-day passage, is only too glad to tie up to the wharf in the old harbour, which has good fendering to protected the topsides of the yacht.

Entry procedures

Entry is conducted in relaxed fashion. If you arrive at siesta time, weekends or on a public holiday, you wait. We found the officials both polite and charming, but like everywhere else, they don't like smart operators. Firearms and ammunition must be handed in for the period of your stay. If undeclared and later discovered, they incur astronomical penalties and, naturally, the same goes for drugs.

There are restrictions on the amount of cigarettes and liquor you can bring in. Pets must be declared, and cameras, radios and tape recorders listed. There are no restrictions on foodstuffs, fruit and vegetables from Australia and New Zealand.

Passports are necessary; crews are given 30 days without a visa, but for a longer stay a 90 day visa is required; it can be obtained either in the country of origin or upon arrival in Noumea.

Anchorage

Yachts can anchor in the Baie de la Moselle near the wharf and in the city area. It is free, well protected from all but westerly winds, but it is bearable even then. Temporary shelter can always be obtained by shifting to the opposite shore.

The marina and yacht club are a few kilometres from the city at the Baie des Pecheurs. A pontoon wharf is kept for visitors. The first week is free, two weeks free if you are a member of a yacht club; the rates thereafter are very cheap. Showers and bar facilities at the yacht club are a short walk away. It is a bus ride from the city unless you like a good walk.

Language, dress and local customs

The language is French. English is widely spoken in the main tourist

areas. As a guest you should at least make an effort to speak the language of the country even if it is only the daily courtesies of 'good morning', 'good bye', 'please' and 'thank you'. You'll win more friends and spread good vibes by your efforts.

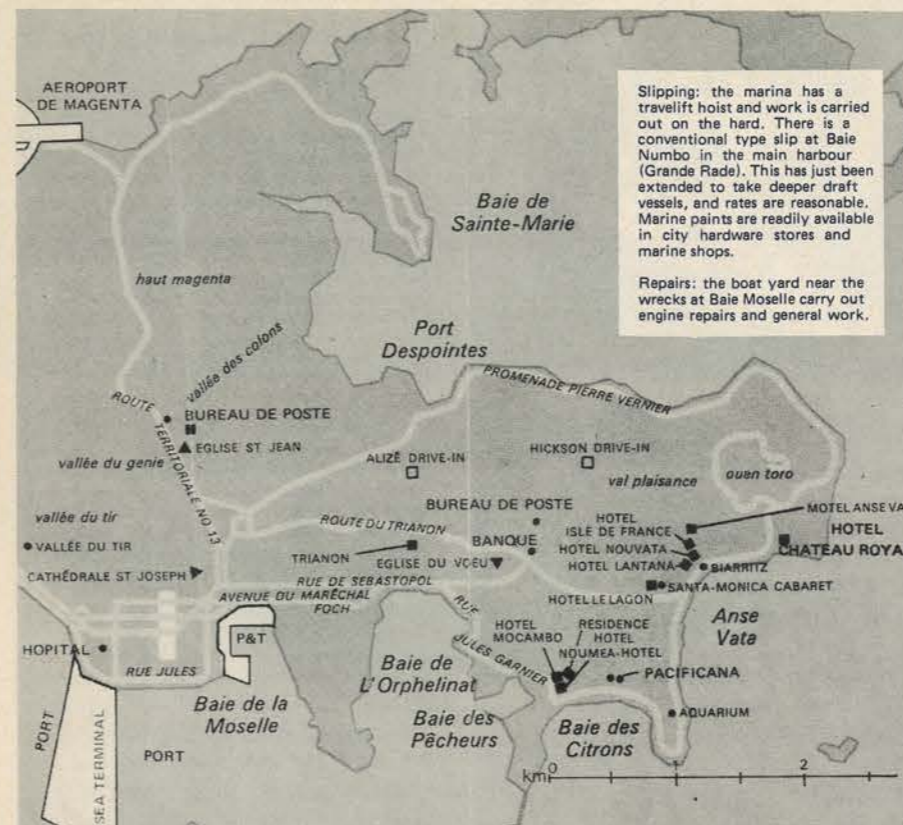
Manners are more formal. It is customary to shake hands when greeting friends or to bestow a kiss on both cheeks if you know them well.

Noumeans dress informally but never sloppily. Their hair and beards are well trimmed. T-shirts, jeans and thongs are not considered suitable attire for anything other than messing about in boats. Only lady tourists wear shorts in the city streets, but a topless bikini is fine at the beach.

The currency is French Pacific Francs. Coins are 1, 2, 5, 10, 20 and 50 francs: the lighter they are the less the value. Notes come by the 100, 500, 1,000 and 5,000 franc denominations.

Business hours are usually 7.30 a.m. - 11.00 a.m. and 2.00 p.m. - 6.00 p.m. plus Saturday morning. Bars, cafes and tearooms stay open during the siesta period.

Food is expensive, most of it coming from Australia and New Zealand. Imported delicacies are readily available. For the Yachtie who carries most of his basic stores it shouldn't break the budget. Tinned vegetables, paper products and



Slipping: the marina has a travelift hoist and work is carried out on the hard. There is a conventional type slip at Baie Numbo in the main harbour (Grande Rade). This has just been extended to take deeper draft vessels, and rates are reasonable. Marine paints are readily available in city hardware stores and marine shops.

Repairs: the boat yard near the wrecks at Baie Moselle carry out engine repairs and general work.

1. Paneterie New Caledonie. Oven-fresh French bread. Open 7 days a week except siesta.

2. Butchery/Gallienne. Big supermarkets also have meat sections.

3. Fish market, wharf on Baie Moselle. Fresh and cheap.

4. Fruit and vegetable market (7.30 a.m. - 11.30 a.m.). Fresh produce, but if you're not good at bargaining, the supermarkets might prove cheaper.

5. (A) Ballande; (B) Maison Barrau; (C) Prisunic - all are department stores with supermarkets.

6. Bank of L'Indochine et Suez. Stays open during siesta.

7. Post office. There are no street telephone booths; calls may be made in the post office during business hours.

8. Hospital

9. Pharmacie Caledonienne. There are several chemists along the Rue de L'Alma.

10. Fuel, Fishermen Wharf, Baie Moselle. Petrol is 'essence'. Diesel is 'gas oil'. Also available at the marina.

11. Noumea Voiles. Sailmaking and repairs.

12. Corail. Marine shop with a good range of fittings and boat accessories. Tax free to visitors.

13. Laundromat (laverie automatique).

14. Bus station for local routes. Set fare, 45fr any distance. Pay on leaving.

15. Bus station for out-of-town destinations.

16. Supermarket. Handy to Baie Moselle anchorage.

17. Baie Moselle service station. Gas bottle refills. Allow two days as all bottles go to a central filling station and, incidentally, are filled to capacity.

18. Tourist bureau. Brochures, tour advice and arrangements. Situated in attractive old colonial building, the former town hall.

eggs are expensive, but Australian long-life milk and tinned butter were cheaper, we found, than in the country of origin.

There is a wide variety of duty-free goods, excellent in quality but not cheap. Remember, you can go broke saving money.

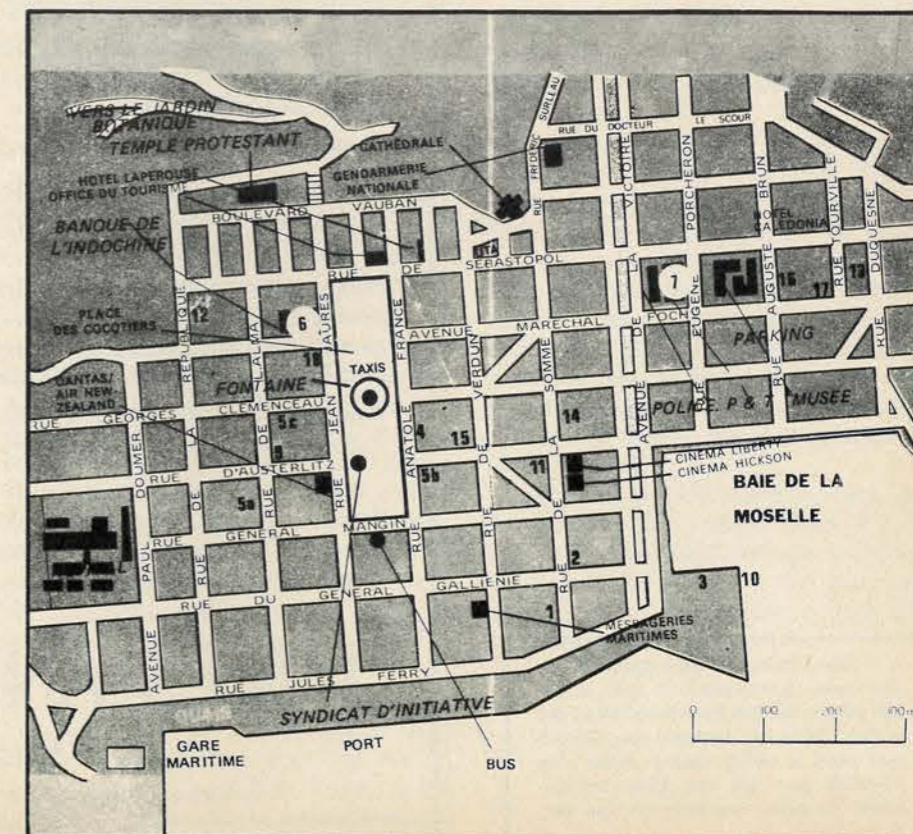
What to do

Out-of-town tours are pricey, being based upon luxury hotel accommodation. However, if you have time and a small tent, local buses ply between the towns, and there are camping grounds. If you want to get rid of your crew for a few days, there is a youth hostel on the hill behind the cathedral.

The city sights can be visited on foot or local bus. The small museum is excellent and free, the aquarium interesting. Take a bus to see the old ruins at Nouville or the attractive Forest Park. Be warned: check on days and hours of opening before you set out. Lovely views of Noumea and suburbs may be had from the surrounding hills.

The main tourist beach is Anse Vata, where there are more Kiwis, Aussies and Japanese tourists than New Caledonians. Windsurfing is popular, Hobie Cats can be hired. Baie de Citrons is another popular spot. Leave your surfboard at home!

(continued on page 24)



(continued from page 23)

Night life in the plushier restaurants and discos costs real money. Most people find a cheaper bar or restaurant if they ask around. The organised 'night out' tour can give you a taste of how the other half plays. The Casino gaming room is formal (they will lend gents a jacket and tie) but they have a less formal one-armed bandit stronghold for you to try your luck.

Coastal cruising

Coastal cruising is great. The lagoon can get choppy but not rough. There are hundreds of bays, islets and inlets a few hours sailing apart. Reefs are numerous, but most of them break or have some piece visible at high tide. Beaches in Noumea are public property, but the adjoining land is often private; some owners do not welcome trespassers.

Don't rely on villages for provisions or water; some are inaccessible to a deep-keel yacht. The fjord-like Baie du Prony has unlimited fresh water in running streams. Reefs yield fish and lobsters.

As a change from the Australian and New Zealand lifestyle, Noumea is a different world. Sample it; you'll be glad you did.

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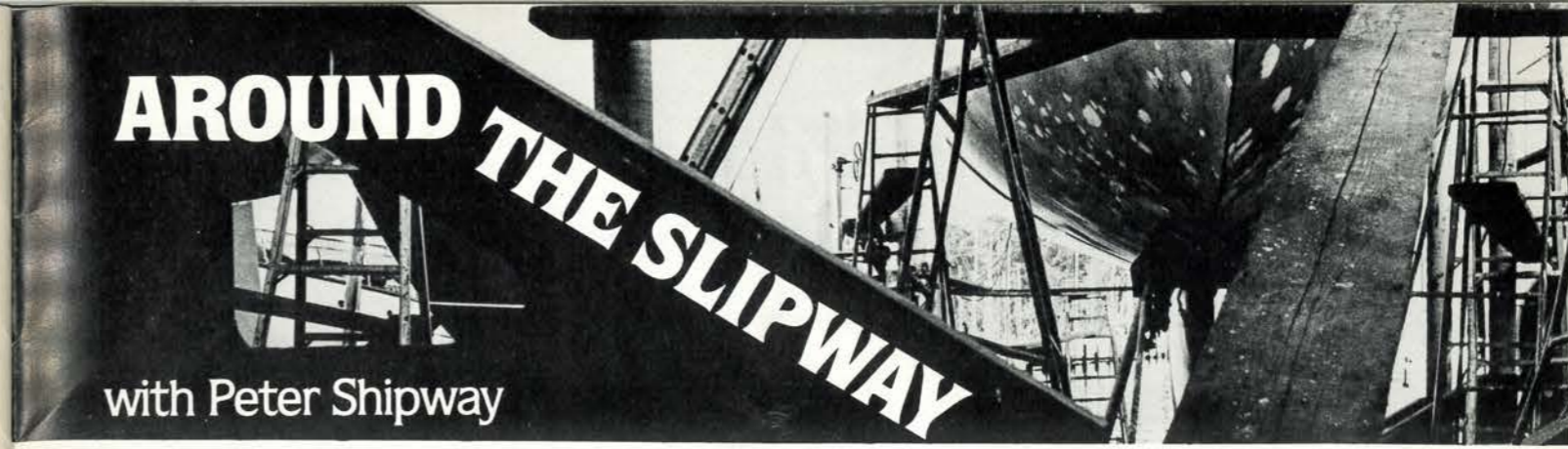
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Still with us is the veteran 12 metre 'Nefertiti' which returned to our marina following her fine 5th in the Hobart Race.

Owner Frank Ryan has an ambitious and interesting programme planned for the next couple of years. 'Nefertiti' leaves Sydney in the Brisbane Race and then continues north in the Gladstone Race and then the Cairns Race. After a short stop in Cairns, her skipper takes her on to Darwin, his last Australian port of call. Then it's across the Indian Ocean to the Seychelles before reaching Frank's home port of Durban in South Africa. After a couple of months stop-over, 'Nefertiti' makes the short trip to Capetown to prepare for the Capetown to Uruguay Race which starts in January next year. After that Race it's on to Rio, then the Caribbean before sailing to Cowes for Cowes Week 1982. Ireland is the next port of call, and then it's into the Med for a short stop before doing charter work for a year or so, and then finally he hopes to return for another Hitachi Sydney-Hobart Race — in about five year's time!

Overseas news, and the list of contenders grows daily for two long-distance races coming up this year. The Observer Transatlantic Race for 1981 — the first double-handed race sponsored by the London newspaper responsible for the quadrennial Ostar — will start on June 6th at Plymouth and terminate at Newport, Rhode Island.

To date, 143 participants from 15 countries have signed up, with France (49), Britain (44) and USA (6) in the lead. Seven women, including Dame Naomi James, have entered along with well-known long distance veterans Chay Blyth, Robin Knox-Johnston, Phil Weld and Eric Tabarly, who will sail with his brother Patrick in the record shattering 'Paul Ricard'. All skippers must complete

a 1000 mile qualifying run. The Race run is less than 30 days, with the Class 1 winner expected to finish in less than 20 days. Participation in this two-handed event is high due at least partially to the International Rules of the Road, which put the long-range single-hander on shaky legal ground in the event of a collision, and added to this was American Phil Weld's magnificent performance in the 1980 Ostar, which has contributed to a broadened American interest in trans-Atlantic racing.

Sailors with more time on their hands have entered the third Whitbread Round The World Race, sponsored by the brewers, Whitbread & Co. of London, and organised by the Royal Naval Sailing Association. The 26,180 mile four-leg race will start August 29 at Portsmouth and terminate approximately eight months later after stops at Capetown, Auckland, and Argentina's Mar Del Plata.

One of the frequent visitors to our marina in the last couple of years has been David Byrne in his lovely Savage 42, 'Bancroft Bay' which hails from Melbourne. David is back in Sydney after acting as mother ship for his son James' Etchell 22 during the Australian title on Waterloo Bay in Brisbane. It was a worthwhile trip indeed because James won the title from a strong fleet which included Gold Medalist David Forbes. The win was all the more remarkable because James lost his foot in a boating accident over a year ago. Determined not to let this accident lay him low, he set about fitting out a new Etchell appropriately called 'Footloose'.

The Cabbage Tree Island Race is becoming a real test of boat and man. Last year was a real gear buster, but nothing compared to this year. Starting

this year in the teeth of a southerly which gusted to 35 knots, first out of the Race was Peter Kurts' new Admiral's cupper 'Once More Dear Friends', which lost its mast when a runner block parted. This was only some six minutes after the start, so luckily the crew were able to get the mast aboard in the harbour. Next out was Chris Hatfields 'Giant' which broke a cap shroud, which sent the mast tumbling down in big seas off Long Reef. Fearing danger to the hull Chris had to let the whole rig go into the sea and motored home.

'Satin Sheets' was the next in trouble when a crew member badly damaged his hand when the mainsail pulled out of the mast and boom simultaneously. Also out of the race were the 1-tonner 'Phoenix', and the smaller boats 'Salt-peta', 'Chloe' and 'Aztec'.

Yachtsmen will be saddened at the news of the death of top English yachtsman Bobby Laurence and also journalist Jack Knights.

Bobby was one of the driving forces behind the British Southern Cross efforts and first sailed in our waters in 1969 aboard his great friend Sir Max Aitken's yacht 'Crusade'. He was back again in subsequent years with Arthur Slater's 'Prospect of Whitby' and then skippered 'Knockout' in 1977 which he owned jointly with Sir Max. An extremely popular yachtsman, he died at his home at Cowes, Isle of Wight after a long illness.

Jack Knights died suddenly also at Cowes. He was widely regarded as Britain's top yachting journalist and was widely respected around the yachting world. He had made several trips to Australia to cover major events.

J. Farren-Price presents the Rolex Sea-Dweller, the professionals' waterproof.

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The Oyster case is carved out of a solid block of stainless steel, making it completely seamless. Inside is a hand-tuned, rotor self-winding Chronometer movement, called the Perpetual. The Rolex winding crown is actually screwed down onto the case and then internally sealed, rather like a submarine hatch.

In all, a Rolex Oyster takes a year to make. A year it took the Comex divers just 18 days to appreciate.

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