

# OFFSHORE

NUMBER 59

APRIL-MAY 1981

80c



# "THE BIGGEST COMPLAINT I HAVE AGAINST THE COMPUTER, IS THAT THE DAMN THING ISN'T WATERPROOF"

The quote is from Pete Lawson, navigation advisor to the successful America's Cup defender, Freedom.

The computer he's speaking of is the Hewlett-Packard they had on board to assess Freedom's performance and to assist in her navigation.

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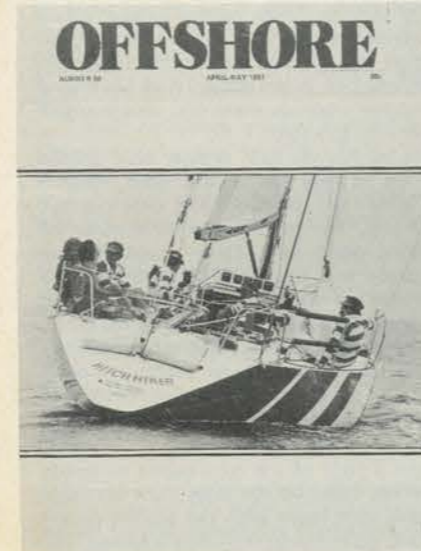
## HEWLETT-PACKARD, INFORMATION AT WORK.

MIS8

# OFFSHORE

Number 59

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Cover: *Hitchiker* was the star of the Dunhill selection trials for Australia's Admiral's Cup team 1981. The Frers 42-footer, built in Kevlar/Klegcell, is owned by Western Australia's Peter Briggs and is skippered by Noel Robins.

The AC team of three masthead rigs also includes Alan Bond's well-sailed *Apollo V* and the controversial third choice, Syd Fischer's *Ragamuffin*.

SANDY PEACOCK PHOTO  
COURTESY AUSTRALIAN SAILING

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# OFFSHORE SIGNALS



## Alan Murray

Alan Murray will be remembered for many reasons by CYCA Members, especially those who had the privilege of sailing with him on one of his 'Zilvergeest's which were notable for their relatively small size and their gutsy performances. Alan was an architect by profession, an outstanding athlete from his school days and the ultimate competitor in his yacht racing. He knew the rating rule through and through, and by constant attention to detail, hoaning and revision rather than by big spending he got the most out of his yachts. In the recent years 'Zilvergeest III' had performed well; in Southern-Cross-Cup-class competition in Hobart Races, she was first in division and 12th overall in 1977 and first in division and 9th overall in 1979. Alan's crew stuck with him and he with them; none was aboard for fewer than four years, some for thirteen.

Alan died after a brief illness, on March 22, 1981. His funeral was attended by many of his yachting friends. He will be remembered as a truly great competitor whose achievements were won in the most honourable way — by dint of personal application and sheer determination, and he will be sadly missed in the CYCA offshore fleet.

## Letters

### Sailcloth

The Editor,  
'Offshore'

Dear Sir,

We would like to offer a response to a point made in Biggles' Column of the February-March 1981 issue of this magazine, concerning the Admiral's Cup trials and, in particular, that 'Advantages in sailcloth these days are mainly in the imagination of the advertising copywriters.'

Our factual position is that this could not be further from the truth. My Cloth Dept. at North Sails, Stratford, Connecticut, tests every lot of the sailcloth offered to North Sails lofts all over the world. This material is the best output from the world's best sailcloth producers, yet we can buy only a fraction of what we are offered.

There is a wide variation in stretch, tensile strength, tear strength and durability within any one style. Similarly, there is a huge difference between styles of the same weight but different weave. Woven sailcloth is considered the most difficult textile product to make, and its performance can be ruined at any one of many processing stages.

If you don't mind wrinkly, draft aft, too deep, dead slow rag for a sail, then most fabric will work if it is heavy enough. But if you want an efficient, durable sail of the right weight, then properly tested sailcloth is a necessity.

Yours faithfully,  
Peter Mahr,  
Manager, Cloth Department,  
North Sails Inc.,  
Stratford, Connecticut, U.S.A.

### Pot-stirring Dept.

The Editor,  
'Offshore'

Dear Sir,

I've come to the conclusion that your recipe section is all a bit too close to fantasy so enclose my version of what the real thing is like.

By following the recipe closely you can be guaranteed never to be asked to cook again. In fact, you may never be asked to go sailing again. It is a bit like getting off the foredeck by hooking the halyard to the kite through the life lines.

Hope to see you all soon on my next trip to Sydney or perhaps in Mooloolaba at the end of the race.

Yours aye,  
Hamish

### The unexpurgated bacon sandwich

From *Sod's Law of The Sea*: 'The two bacon sandwiches followed by one fried egg sandwich followed by a crispy bacon sandwich will taste better at dawn than anything your Diner's Club card can command ashore.'

A bacon sandwich is a welcome sight at any time, and after a night of racing in a small boat, doubly so. However, it is not the matter-of-fact business that it is at home. As anyone with a few reaces under his belt will tell you, it's easier to cook on a square run than at an angle of 35° flogging to windward. So, your boat has rounded the weather mark, the spinnaker is set and you announce that you are off down below to make breakfast.

For this exercise you will need:  
3 packets of bacon  
2 loaves of bread  
1 carton of margarine  
1 part bottle of rum  
1 ditto coke

Prime and fire the spirit stove. Throw a bucket of water over the conflagration and try again. Pour yourself a rum and coke. Place a frying pan on the stove, extract the bacon from the packet (an important step, oft forgotten), and throw the bacon into the pan. It will fall apart of its own accord with a bit of shaking. Cover a dozen slices of bread with margarine, one side only, and stack it on the chart table if you are also the navigator. If not, stack it in the galley. Give the frying pan another vigorous shake and pour yourself another rum and coke.

Just as you do this, skipper asks Charlie for a bit of ease on the kite sheet. Charlie flicks a turn off the winch and loses ten feet at the run. The boat goes into a series of horrifying death rolls. Make a grab for the rum bottle and one hand for yourself. The bread ends up 90% marge side down on the cabin sole; the coke bottle falls into the stove, jams the gimbles, and the frying pan becomes a flying pan, depositing its contents around but not on the bread. By this time Charlie has the sheet under control and the boat steadies down.

Take a swig of the rum bottle to steady the nerves, clean up the mess from the cabin sole and start again with the second packet of bacon. By the time the bread is spread, you notice that the rum bottle is empty, so with unerring aim, toss it neatly between the backstay and the leeward runners. Unfortunately, Skip decides right at that moment to have a peer to leeward and collects the bottle fair on the nose.

Go up and relieve the helm as Jack takes Skip below to staunch the bleeding. Jack fancies himself a bit of a medico and decides that the aerosol spray anaesthetic will be just the job. Skip hangs on to the galley and closes his eyes and Jack squirts aerosol ether on his nose. There is a blinding flash as this comes in contact with the still burning stove, and the bacon bursts into flame. Steadying the tiller with one foot you try to pass down a bucket of water. This operation is partially successful as you trip over the empty rum bottle. The bucket and water go down the hatch onto the stove but the tiller goes well to windward and she gybes all standing.

There is a lot of noise followed by stillness. Withdraw from the race, clear up the wreckage of broken mast and tattered sails, and start the motor for home. Cheer everyone up by making them sandwiches from the third packet of bacon and tell them how much easier it is to cook under power.

Next month: fried egg sandwiches.

— Hamish

The Editor,  
'Offshore'

Sir,

I do not wish to start a debate in 'Offshore' Signals, but I feel that I should protest about the cutting remarks made by Mr T. Cable re cooking articles. ['Offshore', February-March 1981, page 2].

A lot of people are dependent upon these articles and feel that they could not put to sea unless they had a copy of 'Cooking at Sea' in their galley locker.

As you know, Mr Editor, food plays a very important part in our lives, and just because we happen to step on board a yacht it doesn't mean that we should neglect our culinary expertise, and the more people that become involved in sea cooking the easier it would be to cater for such malcontents as the aforementioned Mr Cable.

It is very clear to me that the recipes in these publications are obviously too sophisticated for his mundane eating habits, and with your indulgence, Mr Editor, I will continue to write as before. I duly draw Mr Cable's attention to the article in this issue.

I hold no special grudges and am at present working on a new dish which I intend to dedicate to Mr Cable. It is called 'Anchors Aweigh Stew', and after it is finished, make sure the cable is attached to the anchor.

Your faithful contributor,  
Knocker White

### Marina fees

Dear Editor,

Recently CYCA boat owners were thumped with a massive 25% boost in Club marina fees which, by any standard, is a large increase to tag anyone with at one hit. It would be bad enough if this was just a catch up exercise, but in fact there is an automatic adjustment every year, and we can expect the same or worse again next year. The increase in 1980 was 30%. These increases bear little resemblance to cost of living indices or inflation, and they are certainly not matched by equivalent increases in Membership subscriptions, so why does the PBO have to provide an increasingly disproportionate share of Club revenue?

Club marina fees are calculated by a formula which was designed in the dim dark past which is defined as 70% of commercial marina rates. In practice the rates of six commercial marinas around Sydney are averaged, then discounted by 30%.

That seems fair enough, you say; where's the problem? The problem lies in the fact that the boating boom has left Sydney with an acute shortage of marina berths and moorings. It is a shortfall of alarming proportions and there is no relief in sight as harbourside councils continue to resist strongly any marina developments or improvements of any kind in boating facilities. This situation has sent marina charges skyrocketing as the operators take advantage of the market situation.

In the past the attitude amongst most non-training programme, but through boat operating costs was 'What the heck, the

PBOs can afford it.' Now, however, the locked-in nature of marina fee calculation is annually pushing the boat owner's contribution to the Club coffers further and further out of proportion to the rest of the Membership. It is a safe bet that Membership subscription increases in the order of 30% and 25% over the last two years would never have passed the test of a vote at the Annual General Meeting. The increase in annual subs over the last three years in fact has been 0%, 0%, and 14%, which is an average of 4.7% per annum. Just how does that stack up against inflation? Obviously a few are giving the majority a nearly free ride in this Club.

If you are a non-boat-owning Member and you feel that this is a terrific state of affairs for you, then consider the following. No one would claim that you have to be wealthy to own an Etchell 22, yet the cost of keeping an Etchell at the CYCA has jumped to \$1200 per annum in marina fees alone, and as a result, we only have two examples of this exciting keel boat operating out of the CYCA. That is a pity because Sydney Harbour boasts one of the finest Etchells racing fleets in the world, and a few of our best helmsmen and crewmen come to us from that fleet, or return to it from time to time. It is a pity that there are not more Etchells at the CYCA or, at least, enough to constitute the basis of a training programme, but through our marina charges we limit the opportunity of our Members to sail on Etchells.

The same limitation applies to all small to medium boats at the CYCA. Sure, the maxi and Admiral's Cup boat owners can afford the fee increases, but it is the smaller boats that give most of our Members their sailing every weekend and train the Admiral's Cup crewmen for the future. It is these boat owners we are strangling in a misguided acceptance of what might be described as windfall profits from an impossible marina situation on Sydney Harbour.

It is an anomalous situation, but the alternative is unpalatable. The fact is that this Club is faced with an expensive and compulsory development program which, in other clubs, is traditionally handled by a development levy on all members because all members benefit from it in the long run. There are other ways to do it, but a development levy is the most common. To force the boat owners to bear a disproportionate share of the development costs through marina charges is not only blatantly unfair, it is potentially divisive and ultimately counter-productive where the Club racing fleet is concerned.

Yours sincerely,  
John Brooks

### Navigators not to be knocked

The Editor,  
'Offshore'

Dear Sir,

Following my criticism of Knocker's cooking in the last issue along with passing remarks about navigators taking over the Club, Pat Toolan came up to me and said, 'Anyhow, why have you got this deviation about us; we don't think we are infallible just because we study heavenly bodies.'

Thereupon I thought it would be prudent

to correct my position. The real declination I have with these people is that they have a vital role in this active sport, and I have no natural tangent against them. For the sailors in the crew they provide much of the stimulation in terms of fear, tension, apprehension and relief, which adds to the satisfaction in going out there.

Think of all the reactions navs engender: disappointment — as they sail you past Tasman Island by 45 miles on a run; fear — when they say you are miles out, yet you can hear surf on perriwinkles; joy — when they find they are really 27 miles further down the track during a 50 knot bash; foreboding — when the light he says has a characteristic of Fl 2, but to you it looks more like 4; skepticism — when he tells of his mate, a tuna fisherman, who told him exactly where the set was; and, finally, elation — when you realise that your guy is apparently the only one, so it seems, to have read the sailing instructions clearly and so has taken you left out of the Heads while all the rest are well down to Bondi.

I must also concede that many navs can sail. Why, their books even contain 'sailing' chapters. One I saw dealt with techniques I have never tried, e.g. parallel sailing, plane sailing, Mercator's sailing, and great circle sailing using a gnomonic chart (made by gremlins?).

Without being patronising, even some of my best friends are navs. Take Pat Toolan. Brilliant; he got 'Leda' to a 39th in '75. He is a civil engineering sort of fellow and he was not to blame for that bridge that got built across the George's River, 3 miles off position upstream. Take Barry Lawson, who would wander around down below in long underwear. He would never come up, fearing his drawers would get wet. What about Jerry Humphries as a nav and excellent vet? A good sailor who spent too much time on deck; in doing so he would upset the young for'ard hands when he used to ask even them when the ETA was, and 'Did they recognise any of the country nearby?'

I have spoken before about that prince of navs, Grimes. He asked me to correct what I previously reported — it was not a 'sail batten' he used as a parallel rule but the cane from a feather duster, already bent into the shape of a great circle.

Trimaran John was an interesting sort. He would work at his charts with much Polish emotional enthusiasm. We couldn't understand what he was on about most of the time, but we had the idea that he used to shout that Matthew Flinders had 'drawn Australia 3 miles too far to the right.'

I don't know whether Mickleborough can navigate or not, but he is the only man I have seen that can put a line on a chart, put a leg of lamb in the oven, repack the frig with six dozen bottles of beer, and cast out a long line for a 'coota' — all at the same time. It was he who agreed with me that the radio was the best thing that ever came into ocean racing; the navigators suddenly found that this was a good way to get someone at last to talk to them.

The last nav I sailed with was Brian Cramp. To my knowledge he has never hit a thing, which, of course, they all try for. When under-way Cramp always has a grin on his face, even when the navigator is under water. Funny, the skipper didn't realise what three bottles of Scotch on a dry ship can do to your sense

## Offshore Signals Letters cont'd.

of humour.

A trip was done once with Bill Jeffries, a Master with the China Navigation Co. His trouble was that when things were reasonably peaceful in the middle of the Strait he would run up and panic the crew by telling them to 'look out for junks'.

Finally, I have an astronomical regard for Brooks. Being an international pilot he would know more about black boxes than most. One time he had somehow got us off Montagu Island, and he was sitting down glumly with one of his new Sperrys all wet. He is so small, you know, that only his head appears over the chart table. In his eyes I saw a distant look. He wanted to be up there free, relaxed, supreme, in his big silver bird, where he could order the First Officer to take over while he went back to chat up a hostie!

So, Editor, you see that I bear no set and drift against these fine fellows. I say without malice that if Hitachi wants to give them the odd colour TV set, that is fine. But you'd think there was some way the tired old cockpit hands could get into a bit of the electronics stuff also!

Yours sincerely,  
Tony Cable

## Royal Papua Yacht Club — Silver Jubilee Year

Almost 100 years ago, Port Moresby was a small outpost of civilization, headquarters of the Australian administration which governed the Territory of Papua. The urban population numbered only 100s of whom sixty were expatriates. Communication with Australia was by steamer at varying intervals, and social and sporting diversions were few. In 1920 Mr A. P. Travers introduced canoe racing with Papuan crews, each canoe augmented by two Europeans. And so water sports started in this corner of the tropics. The Port Moresby Aquatic Club was founded the following year. Today Papua New Guinea's capital has a population in excess of 120 000 and the Royal Papua Yacht Club (granted the Royal Warrant in the '70s) has over 1000 members. The Club celebrates its Silver Jubilee in 1981.

Royal Papua Yacht Club marina, moorings and Clubhouse below Tuaguba Hill, within Port Moresby Harbour.



Accepting the Australian Design Award on behalf of Barlow Marine is Bill Ferris (left), Managing Director of the Australian winch maker.

The RPYC'S facilities include a large, modern clubhouse, hardstands, repair and careening facilities, a ship's chandlery, boat ramps, game fishing weighing gantry, marina pens and fixed moorings. The Club is proud that it successfully accommodates not just sailing fanatics but also a very active membership of game fishermen, water skiers, and pleasure boaters as well as dinghy, catamaran and keel boat addicts.

There are nearly 500 boats on the Club's Register, with the largest one-design class being the twenty-eight Hobie 16s.

Members have competed in numerous overseas events, including world titles in Half and Quarter Ton Cups, Lasers and Hobies, the Southern Cross Cup and many Sydney-Hobarts. In 1981 the RPYC will host the second Air Niugini Cairns-Port Moresby Race on May 3rd. Some thirty boats are expected to compete, including a division for ocean racing multihulls. Also in 1981, the Club will host the South Pacific Hobie 16 Championships.

Cruising yachtsmen and visitors in general are made very welcome at the RPYC, which is situated in the centre of the city with magnificent views over Port Moresby Harbour.

— Hugh Richardson,  
past Commodore, RPYC

## Industrial Design Award for Barlow Winches

The Industrial Design Council of Australia recently awarded Barlow Marine the Australian Design Award for their range of self-tailing winches — models 19, 23, 24, 25, 27, 32 and 36.

The Industrial Design Council presents the Award to Australian designed and manufactured products that have reached a standard of excellence. To receive the Award, a product must meet the Council's high standards with regard to aesthetics of design, quality of material and manufacture, ergonomic factors (how humans interact with the machine), safety, ease of maintenance, durability, environmental factors and value for money.

Barlow was commended on the quality and finish of these products. The self-tailing mechanism is an original Australian design featuring:

- parallel gripping jaws which dramatically reduce sheet rope damage;
- the internal jaw diameter is substantially equal to the drum barrel diameter, eliminating slipping of the sheet on the winch drum, which may occur when the two components are of unequal diameter;
- the facility to adjust the jaw opening using spacers to allow each winch to accommodate sheets of various diameters.

The Council commented on the good performance of the winches, the robust construction, the ease of dismantling and lubrication and the pleasing appearance of these products.

Barlow Marine is now the world's second largest producer of marine winches.

## Maritime Services Board in blitz on illegal charter boats

The Maritime Services Board in March began an intensive campaign against illegal charter boats. Squads of boarding officers were assembled and instructed to board charter vessels in Sydney Harbour, Botany Bay, Port Hacking and Broken Bay. They were instructed to inspect all vessels suspected of illegally operating under charter and to secure evidence for possible prosecutions.

The campaign was ordered to stamp out illegal chartering after the Board received reports of increasing numbers of vessels becoming available for hire to the public.

Evidently the potentially dangerous business of offering unsurveyed craft to the unsuspecting public has suddenly begun to expand at an alarming rate. Commercial passenger-carrying vessels are required to be surveyed annually, to carry the appropriate safety equipment, to have machinery in serviceable condition; depending upon the vessel, certain geographical limits may be imposed.

Many people are unaware of the risks that they and their families are exposed to by being on a vessel that does not comply with survey requirements. For one thing, insurance claims become a complicated matter if they arise from an incident on an unlicensed vessel.

The Board notes that the first thing a person should do before chartering a vessel is to ensure that it has a current certificate of

survey which should be displayed in the wheelhouse. If in doubt, ring the Board's Marine Safety Officer, Capt. C. Masson on 20 545, extension 582.

## Product News



Tidy new satellite navigator from Denmark, the Shipmate is competitively priced and compact enough to fit in the most modest size yacht (dimensions 285 mm wide by 175 mm high by 110 mm deep).

## New satellite navigator from Denmark

The Shipmate RS 5000 by Rauff and Sorensen of Denmark is an attractively packaged and compact satellite navigator possessing the inherent accuracy of the 'transit' system for position fixing using satellite fixes. Features include memory backup for 30 days in the event of power source failure, simple installation, adaptability to supply voltages between 9 and 32 volts DC, optional interfacing with compass and log, dead reckoning updates every 10 seconds, automatic set/drift compensation, 9 programmable waypoints, and future satellite predictions for up to 45 days.

The unit is competitively priced at \$4800 plus 15% sales tax though it is in short supply in Australia at this time. Available from Blue Water Communications and The Chart Room.

## Euromarine Video Hydrograph

What, you may well ask, is a video-watchamacallit?

Depth sounder designers have hit on the idea of displaying bottom contours, intervening fish shoals and so forth on a TV screen instead of the conventional paper graph. The resultant product is a solid state instrument with no moving parts and no paper rolls to contend with.

The Euromarine model is priced about \$490. It reads depths on four scales ranging from 0-3 m to 0-100 m. It incorporates both top and bottom alarms, i.e. it can be set to monitor a 'band' of water. The moored yachtsman who wants to know if he is dragging anchor can set the alarms to monitor the depth he wants to stay in. If the boat drags to either deeper or shallower water the alarm will sound.

The instrument puts out a powerful signal with a cone angle of 40° (good for single transducer installation in yachts) and

has a comparatively modest current drain of 0.5 amp. The Video-hydrograph is available from the Chart Room at Crows Nest and from Hunt's Marine at Blakehurst.



## New 27 MHz transceiver

Greenwich Marine Electronics Pty. Ltd. has released a new 27 MHz marine transceiver designated the TX278. It features all seven legal marine channels for pleasure boat use, with provision for the addition of any future frequencies. Like all GME models the TX278 is fitted with GME's interference shield which eliminates the annoying chatter from CB operators and paging systems which transmit on nearby 27 MHz frequencies.

Because the Dept. of Communications has had no previous standard for channel numbering or the order in which channels are placed in the radio, confusion occurs with users when asked to 'go to channel 4' or 'channel C' as these numbers do not equate to the frequencies. The TX 278 overcomes this confusion by giving a digital indication of the frequency selected.

Other features include PA facility, mike gain control, extension speaker sockets, RF gain control to reduce 'splattering' with close signals, -60 dB adjacent channel rejection, -80 dB image rejection, automatic noise limiter.

## Trivia

Keen interstate competition characterised last month's Trivia competition with the local heavies being outwitted by that well known Lewmar Winches magnate from Melbourne, Warwick Hoban, who magnanimously declined his champagne (probably just to make it hurt a little more for the unsuccessful local boys and girls — eat your heart out, Mrs Kellett!). A Special Mention award also goes to Rob 'Gucci' Gregg, who was very neat but not necessarily correct. The answers to last month's questions are:

1. The Scottish architect, Fife.
2. Three — 1963, 1964, 1965, winning on each occasion.
3. 'Ondine'.
4. 'Weatherly'.
5. 'Clarinet', 'Firebrand', 'Noryema'.
6. It is the owner's name, Ron Amey, spelt backwards.
7. Denis Durgan, and he sailed on 'Inch By Winch'.
8. The race starts in San Francisco on June 7 and finishes in Kobe Port Island, Japan.
9. France and Holland have competed every year since 1959.
10. 'Flying Wilma'.
11. 'Meltemi'.
12. 'Mercedes V'.

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For those who still haven't been deterred by Shipway's naval contemplations, here are this month's Trivia Twizzlers. Two bottles of the beautiful Jarman'n Brut Champagne, from J. Jarman Liquor Supplies of Edgecliffe, for the lucky, lucky winner.

1. She finished second in a Hobart Race in the early 50s. She is now moored at our marina. Her name?
2. Name the revised American Admiral's Cup team for 1981.
3. The N.Z. 1981 Admiral's Cup team contained a boat called 'Epiglass New Zealand'. She has had to change her name for the Cup. What is her new name?
4. Who designed the 1981 Sydney-Mooloolabah Race winner?
5. Who navigated the 1980-81 Blue Water Champion, 'Big Schott'?
6. Who won the 1981 Congressional Cup?
7. What was the name of the yacht that won the first Single-Handed Transatlantic Race in 1960?
8. For what is the Samuel Pepys Trophy awarded (in the Sydney-Hobart)?
9. What was the original name of the 1979 Sydney-Hobart winner, 'Screw Loose'?
10. Who skippered the 1979 Parmelia Race winner, 'Independent Endeavour'?
11. Which are the two New Zealand entrants in this year's Whitbread Round-the-World Race?
12. Which boat was the radio relay ship in the 1963 Sydney-Hobart Race?

# WHERE CAN AUSTRALIANS BUY LEWMAR?

## Ask Warwick Hoban.

It's been noticeable over the last year or two, that a few advanced Lewmar winch systems have been appearing on the latest and more sophisticated yachts in Australian waters.

They're the yachts whose select band of owners have been prepared to make the little bit of extra effort required to find out about the ultimate in winch technology. And to obtain it. Yachts like CHALLENGE campaigned by Lou Abrahams. And POLICE CAR, originally campaigned by Peter Cantwell and now in the experienced hands of Jim Hardy. Both are Lewmar-equipped boats. Both are well-known winners.

So if, like Peter and Lou, you've noticed that the world's very fastest racing yachts and most sophisticated Maxiboats are geared up with Lewmar winch systems and you want to know more about getting Lewmar on your own boat, you'll be glad to know that things are now easier!


Simply call Warwick Hoban.

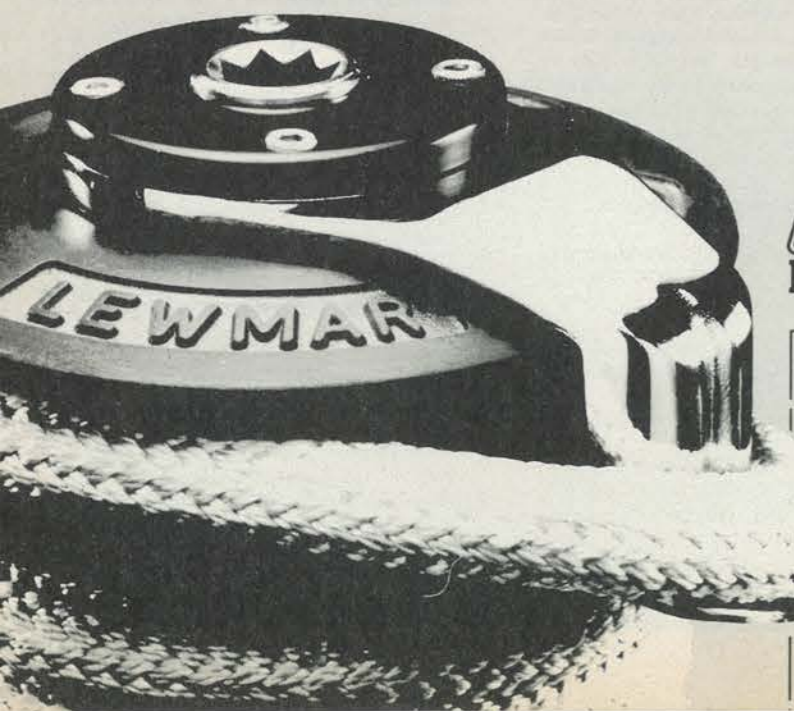
He'll tell you why Lewmar winches were chosen for Jim Kilroy's new 84' Holland-designed KIALOA and Herbert Von Karajan's new 76' Frers-designed HELISARA.

He'll also tell you why FREEDOM, LIONHEART, SVERIGE, and FRANCE III chose Lewmar for their America's Cup efforts.

But most important of all, he'll tell you how easy it is for you to choose Lewmar.

If you really want the very best, call Warwick Hoban now!

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Tense pre-start manoeuvres aboard Impetuous and Inch By Winch. Port Phillip Bay did not live up to its temperamental reputation, but that wasn't the only surprise of the trials.

## THE SELECTORS' CHOICE

by John Harris

I am writing this note on the Admiral's Cup trials because the Editor approached me about one minute from his deadline, desparate, and informed me, and I quote: 'Everyone I have asked, including . . . (very long list of names) . . . has refused for . . . (unquotable reason)'. It's nice to know one's Editor comes to one — last.

The trials were conducted in beautiful weather. The crew of 'Police Car' caught some very nice flathead during the interminable wait for delayed starts (no wind). The crew of 'Impetuous' had plenty of time to lounge under sun umbrellas and to waterski on floor boards. 'Adrenalin's team concentrated on water-bombing other crews. In short, there was something for everyone on Port Phillip Bay this year, unless you were in there fighting for a place in the team and thus too tense to enjoy the fishing, or unless you wanted to sail in wind.

The racing highlighted the importance of sound tactical decisions. In the long race, for instance, in one long upwind leg, at the southern end of the Bay 'OMDF's navigator, Phil Eadie, showed his worth by skirting over the sand flats and guiding his yacht to a second fastest corrected time for the leg. The leg was actually won by 'Police Car' which took an even more English approach by going straight over the sand — and sticking fast for a good 15 minutes. What that sort of extraordinary result told the selectors only they would know.

Indeed, the whole series must have been trying for the selectors. With minute variations in conditions over the whole week, a huge area in assessment of performance had to be left to guess-work.

The conditions probably told against the fractionals. Certainly none starred, although OMDf, by dint of excellent

crew work and sheer doggedness, must have been in contention when the selectors sat down for their final guess — er, deliberations. 'Challenge' was a name on everyone's lips. She, like 'Marloo' two years ago, started brilliantly — and then got on the slide, finishing with two glaring tactical 'blues' in the last race. Still, a lot of people feel Lou Abrahams was hard done by, that 'Challenge' had done enough on the water to demand selection.

Hugh Treharne's handling of 'Inch By Winch' must also have demanded attention — at least until someone got the unfriendly idea of remeasuring her (the boat, not Hugh).

Everyone came away convinced that in 'Apollo V' and 'Hitchhiker' we had a superb boat and a super boat, respectively. I beg to doubt, if not differ. The effort that went into 'Apollo' was just mind-boggling and demonstrated a standard of professionalism not previously

OFFSHORE, April-May 1981 — 7

contemplated, let alone practised. Yet with all the effort and skill, she remained eminently beatable. Certainly she will not let us down in England, and her selection must have been automatic. For all that, to me she seems 'just a boat' — but then I may have seen her only in her worst conditions. It is understood that 'Apollo V' is to have significant alterations in England, and these may turn a good boat into a world-beater.

'Hitchhiker', of course, was absolutely outstanding. She was also skillfully crewed, but the boat was very supportive. If a bad tactical decision was made (and plenty were) 'Hitchhiker' was quick enough to scamper from left field to right with a minimum loss of face. When the crew got the boat 'out of phase' she was fast enough to put them back on the right side of the shift. This is not to denigrate an absolutely all-star crew, just to acknowledge the boat's superiority in the particular conditions of the trials. Whilst acknowledging a superb performance, one remembers a boat like 'Bumblebee 3', which also burst onto the Australian scene. At first apparently invincible, seemingly the ultimate in advances in yacht design, she all too quickly came back to the field. For long a top boat, she was manageable, beatable, recognizably a nudge forward only. 'Hitchhiker' is yet to truly prove herself as an ocean racer. Personally, I think she will be a great all-rounder, but it is yet to be shown.

If the first two were patently obvious, the third boat was proportionately obscure. 'Police Car' could not be sent unless a minimum of 25 knots apparent was guaranteed. 'Sunburst' could not go, unless in the old gaffers section of the Fastnet. 'Adrenalin' could be set for grooming and deportment, but not the steeplechase of the Solent. 'Szechuan' looked good for the People's Republic team but not Australia's. 'Seaulater' was fine for the 'Nice try' category and 'Impetuous' for the novelty events. 'OMDF' raised more question marks than a book of punctuation. 'Ragamuffin's crew work was too appalling to be considered. 'Challenge' was certainly for the Veteran's Division, and 'Inch By Winch' didn't rate. So who was to be a third boat for an Australian Admiral's Cup team?

It seems to me that the selectors were faced not with choosing a third contender but with eliminating impossibilities. Given that, they came up with what I believe was the only realistic



*Hitchhiker chases Apollo V at a mark rounding early in the trials. The two yachts were clearly superior to the rest of the fleet.*



*Apollo V trails Challenge and Hitchhiker in typical conditions for the trials. Halfway through the series these three yachts looked like the likely team.*



*Lou Abraham's beautiful Challenge was again well campaigned and unlucky to miss selection.*

SANDY PEACOCK PHOTO COURTESY OF AUSTRALIAN SAILING

choice — a choice easy to criticise and one which regrettably has caused much disappointment, not to mention bitterness. This is, of course, unfortunate, but the harder one looks, the more one sympathises with the selectors. Their task was to provide us all with a team to defend successfully the Admiral's Cup. The weather must have left them guessing; the performances must have left them wondering, given the strength of 'Ragamuffin's performance in the last race, with re-cut main, given her near sister 'Apollo V' as a yardstick, given the record of her skipper and key crew as committed competitors. I believe the selectors' choice was a courageous one and comment — guess —: I, for one, support it.



*Ragamuffin, picked for her potential in England, chases the yacht that was probably her closest rival for the third team spot, Peter Kurts' Once More Dear Friends.*

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YACHTSPARS

# RADIO FOR SAFETY:

a special feature article on aspects of radio in marine safety, including notes from Hitachi Sydney-Hobart Race Director, Keith Storey, on a new 4 MHz race frequency; the OTC Coast Radio network and what it does and can do for the small ship skipper; the Limited Coast Station in the radio network; and from CYCA Safety Inspector, David Kellett, and the Department of Transport, some notes on the EPIRB.



## SAR AND THE OTC NETWORK

*The Department of Transport coordinates civil surveillance operations in close consultation with other Commonwealth departments. In line with the upgraded surveillance program, the Department of Transport's Marine Operations Centre was strengthened and renamed the Australian Coastal Surveillance Centre. A special telephone service has been installed in the surveillance centre so that members of the yachting community and the public at large may report, free of charge, matters that might be of interest to any of the authorities concerned with the implications of the coastline - agriculture, customs, immigration - any unusual or suspicious activities of aircraft or vessels. Emergencies at sea may also be relayed via this number. An easily remembered STD telephone number has been allocated for this purpose - Canberra (062) 47 6666.*

In 1980 the Federal Government's program to upgrade Australia's civil coastal surveillance and enforcement capabilities was in full swing. The Government has become increasingly concerned over the increased evidence of smuggling, unauthorised landings, breaches of quarantine and other illegal activities along Australia's northern coastline.

The introduction of the 200 nautical miles Australian Fishing Zone (AFZ) on 1 November 1979 was also part of the rationale. The new program involved:

introduction of daily air searches of northern coastal areas between Geraldton, W.A. and Cairns by civil aircraft on charter to the Commonwealth;

extension of aerial surveillance by RAAF long-range maritime patrol aircraft to cover the 200 nautical mile fishing zone and to meet other special requirements;

an increase from seven to nine in the number of RAN patrol boats directly available for civil surveillance and enforcement;

the use of three specialised radar-equipped Nomad aircraft to be chartered for special customs response and the re-deployment two customs launches to Geraldton and Port Hedland, with the retention of a third launch at Broome

the use of three specialised radar equipped Nomad aircraft to be chartered by the Dept. of Transport, one to patrol the Great Barrier Reef, two to patrol the sea approaches to Darwin.

The objective of the program has been to introduce a surveillance and enforcement capability which combines deterrence of breaches of customs, health, immigration, fisheries and other relevant laws with the highest practicable protection of national quarantine interests. Coincidentally the upgrading of the ACSC must mean greater search and rescue (SAR) capability, which is of inherent interest to all yachtsmen.

### Search and rescue

The Australian Government, as a signatory to the 1960 Safety of Life at Sea (SOLAS) Convention, is required to make all necessary arrangements for the rescue of people in distress on Australian or foreign vessels which are involved in interstate or international trades. The Centre co-ordinates this search and rescue activity and works closely with the Defence Forces and

State search and rescue authorities, namely the police.

Search and rescue for vessels other than those involved in trade - such as fishing boats, vessels in port and pleasure craft, is the responsibility of State authorities. The relationship between the Commonwealth and State Governments in this field is set out in the agreement on marine search and rescue which is followed in operations involving both Commonwealth and State agencies. If an SAR operation is considered to be beyond a State's capabilities, overall responsibility is quickly passed to the Centre.

State and Commonwealth authorities always work closely together to ensure that all aspects of an operation are covered. The Centre is usually given details of an incident long before the handover stage is reached. Police continue to assist in the operation particularly in seeking information from friends and relatives and anyone else who may be able to assist in the search. In the case of local searches which are within the capability of the local authorities, the ACSC assists wherever possible.

In a marine search and rescue incident the key to the situation is communications between the Centre and the aircraft and vessels engaged in the incident.

Communication with ships at sea is carried out through the Coast Radio Stations of the Overseas Telecommunications Commission. OTC maintains 15 coast radio stations, nine of which give continuous 24-hour coverage and six operate during the day to

compensate for the reduced daytime range of maritime radio frequencies. Each coast radio station is connected to the Centre by unlisted telephone and Telex links, ensuring immediate access for distress traffic. Telex is particularly useful because it provides 'hard copy' and the operator in the coast radio station can type the message from the ship directly onto the telex whether it is received by radio-telephony or radio-telegraphy. All distress and safety messages received by coast radio stations are passed directly to the Centre.

So the Australian yachtsman has at his disposal 24 hours a day an extensive radio network - just at the other end of his radio set. The CYCA has long recognised the importance of radio in maintaining its safety record in offshore races, and radio has played an especially important role in the development of the Hitachi Sydney-Hobart Yacht Race and in building the public interest that this event attracts.

Many yachtsmen don't fully appreciate what the Coast Radio Stations can offer them, and if they did they would probably make better use of the system which is there to serve them. There are misconceptions - for example, that the CRSs are there for big commercial shipping, that they don't care about or 'don't want to know about' small yachts, that they are unnecessarily secretive about yacht positions when someone telephones to find out the whereabouts of a loved one at sea, that they are available for service only at 'sked' times, three times a day. The latter is probably the most widely held misbelief.

### Myth No. 1: OTC Coast Radio Stations are available for service only at 'skeds'

Perhaps the use of the word 'sked' has reinforced this myth, implying in some way that if you miss the sked, you 'miss the boat'. Regularly scheduled broadcasts are conducted three times daily at which time weather reports, navigation warnings, weapons practice notices and traffic lists are broadcast, position reports are asked for, and to listen at such times it is apparent that many yachtsmen believe that if they don't make contact at this time they will miss their chance. Adding to the misconception is the fact that, at certain times, the CSRs - Sydney Radio, for example - are hurrying to conclude the scheduled broadcast because another Coast Station is waiting to start its broadcast. At evening sked time there may not be time to take position



*Top: One of the 34 men who are rostered for duty 24 hours a day in the small ships room at OTC's Sydney Radio (VIS) facility at La Perouse. These technicians have a rare combination of talents - the technical inclination to acquire enough radio theory to pursue their careers as technicians, and the natural talent for mastering and obtaining operator speed in the original language of radio, the Morse Code; 60% of them fail to last the distance through OTC's 13-month basic training course.*

*Middle: The Manager of Sydney Radio, Ray Johnson, in the Telex room at La Perouse. Anyone with Telex facilities can now reach VIS directly for speedy transmission of traffic to any ship at sea.*

*Bottom: VIS's teleprinter room, where links go directly to ACSC Canberra, the Navy, the GPO. In the middle of 1981 it is planned that Sydney Radio will take over the manning of Radphone traffic which will be transferred from the GPO to La Perouse. Operators will have the choice of receiving Radphone calls either via the receiving station at Bringelly or directly at La Perouse, which should result in a marked improvement in Radphone service.*

reports or traffic from every yacht attempting to make contact at the time, and the operator may 'close the sked' before everyone who was calling was able to establish contact.

## Radio: Coast Radio network

At the time of the late afternoon broadcasts, atmospheric conditions are such that one Coast Station can hear another (and thus interfere with another). The afternoon skeds are only 15 minutes apart, as illustrated below.

Sydney Radio (VIS)	1703 hrs
Hobart Radio (VIH)	1718 hrs
Melbourne Radio (VIM)	1733 hrs
Townsville Radio (VIT)	1748 hrs

Position reports and commercial traffic may be offered at any time of the day other than in the silence periods — the first three minutes past the hour and half hour — and during the middle of a sked, obviously. It is probably advisable not to wait for the evening sked if this can be avoided because you may not be able to get onto a working frequency, if there is a lot of traffic, without interference from one or other station between Hobart and Townsville, for an hour or so from the beginning of the evening sked. At other than regularly scheduled broadcast times Coast Stations may be reached virtually at will, and at such 'off' times you will usually find an operator who is happy to have someone to talk to and who will bend over backwards to help you in any way that he or she can.

### Myth No. 2: OTC Coast Radio Stations are unnecessarily secretive about inquiries as to the whereabouts of small ships

OTC CSRs operate under a *legal* obligation to maintain privacy of communications. If you are trying to find out the whereabouts of a loved one on his way back from Hobart or Cairns, the only thing a CSR may legally tell you is whether or not it has 'worked' the ship station. All messages must be treated as confidential, so as much as he would like to, it is beyond the legal right of the station manager to say anything more. Sydney Radio, for one, has come under fire from anxious relatives trying to find out when yachts travelling back from Hobart might be home, but Sydney Radio and all the rest of the CSRs are on a cleft stick. Yachtsmen who wish to spare their loved ones worry should get in the habit of sending telegrams; these are so easy to send and are remarkably cheap (OTC, in fact, loses money on telegrams and phone calls from small ships). Conversely, loved ones should expect the onus of keeping them informed and unworried

to be on the men at sea rather than the beleaguered radio operator at a CSR, who is doing what the law dictates when he refuses to give a yacht's position — he is maintaining confidentiality.

Confidentiality of communications has its advantages both in commerce and in matters just relating to the heart, although the following, possibly mythical, anecdote illustrates the latter point well.

A woman telephoned Sydney Radio in the early weeks of January, 19XX, worried and inquiring about the whereabouts of her husband whom she had not heard from since before he left Hobart. She just happened to get on the other end of the phone that day the newest and least experienced operator on Sydney's roster of 34, who, eager to put the distressed woman at ease, forgot his doctrine of confidentiality and related that he had spoken to the yacht only that morning and it was headed for Bega. Whereupon the excited woman hopped in her car and drove to Bega where she found, at dockside, the yacht — and her husband who was *in flagrante delicto* with a couple of floozies he had picked up at Constitution Dock for the trip home.

Every year post Hobart Sydney Radio is inundated with calls from worried loved ones who have not heard from their men. Sydney Radio cannot pass on messages to telephone callers; nor can it divulge the content of conversations. Last year Sydney Radio tried to ameliorate the situation by saying, at sked times, e.g. 'Satin Pillow Case, you have relatives who are inquiring about your whereabouts. Please let them hear from you.'

The moral is, if you don't want loved ones to worry, send a telegram or book a radphone call.

### Myth No. 3: Coast Radio Stations don't care about the yachtsman and are really there only for commercial shipping


Members who have sailed south to Hobart or north to Cairns would be among the first to dispell the myth about lack of concern for yachtsmen from Hobart Radio or Radio Rockhampton. A 'Radio Rockie' sked has to be heard to be believed, particularly at this time of year, when the number of yachts in Australia's northern waters is mind-boggling. A Radio Rockie sked sounds not unlike the calling of the big event at a weekend race meeting. Perhaps forty to fifty yachts are called alphabetically for their daily position

reports — not unlike a Hobart Race sked but in a fraction of the time — about the same time it takes to call a horse race. Yachts' names are added and dropped from the 'herd' as they move into and out of Radio Rockie's area.

The men who sit the rosters at Rockhampton know every crannie of the Reef and islands of the area; they know the local fishermen and yachtsmen by their voices, or their radio's peculiarities of transmission; they laugh to themselves when they hear fishermen give (what are obviously) false reports to other fishermen as to where they are catching fish today. It was the experienced ear of Jack Silcock, the Manager of Radio Rockhampton, who miraculously extracted a strength 1 signal from the hash on February 7, 1981 when, in 70 knot winds, a MAYDAY went out from a 10 metre vessel in dangerous waters amongst the reefs off Gladstone. The vessel later sank, but thanks to an experienced radio operator in Jack, and thanks to the tremendous skill and courage of the master of the Japanese cargo ship *Koyo Maru*, all ended well.

At the modern Sydney Radio facility at La Perouse, there is a small ships room set aside for the needs of small ships, guarding the international distress frequencies 2182 kHz, 4125 kHz, and 6215.5 kHz in accordance with Australia's signing of the SOLAS Convention and listening 24 hours for calls, position reports and traffic.

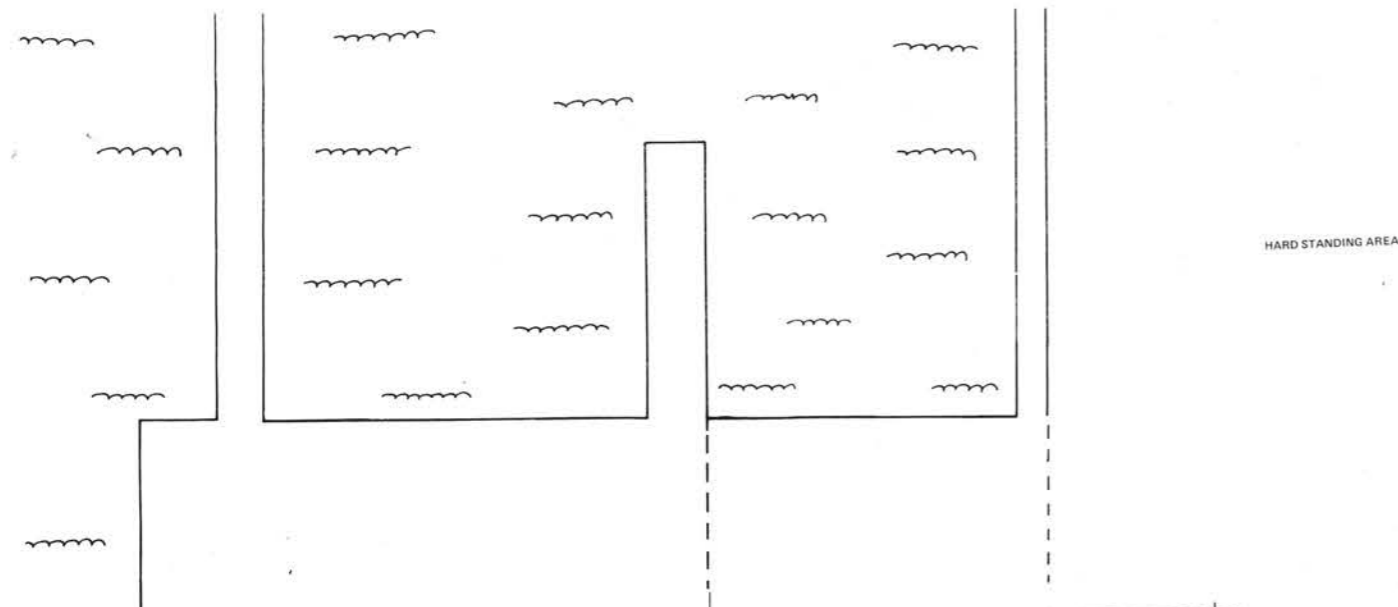
Yachtsmen who make use of the OTC Coast Radio Service help both themselves and the service as well. From the yachtsman's standpoint, regular use of the international distress frequencies insures that his radio is functioning well on those frequencies, something it is important in a marine environment to establish at regular intervals because of Murphy's Law of the Sea. The CSRs also offer what is virtually 'a post office as near as the radio installation on his ship' which he may use to keep in touch with his family or his business ashore. Developing a 'communicating' habit is also to the yachtsman's benefit because if he is a known communicator, he will probably be missed sooner in the event that he does get into trouble. Sydney Radio maintains a log of all communications (these also are recorded on tape) and they maintain a file of frequently-worked ships, by name and by call number. As pointed out earlier, failure to report your position does not cause a



# SPECIAL REPORT ON CLUB DEVELOPMENT

by George Girdis





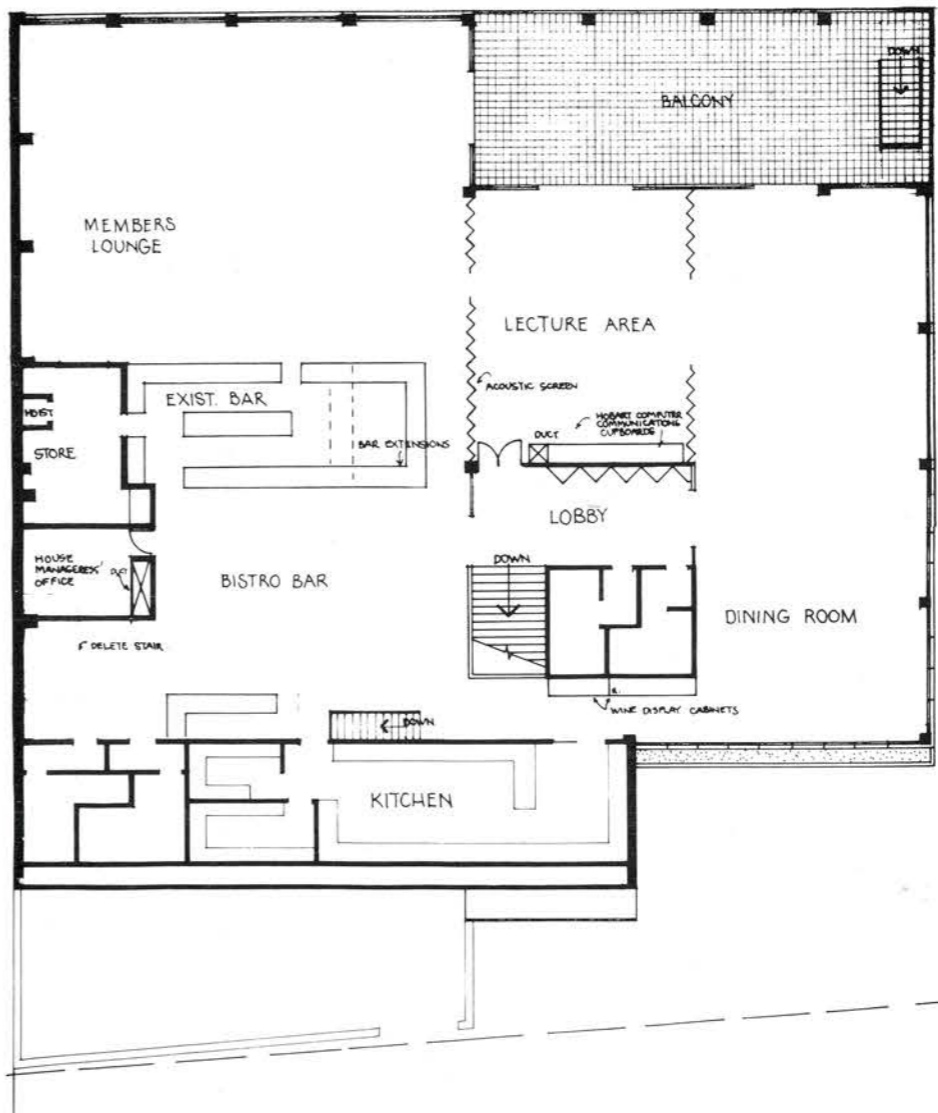
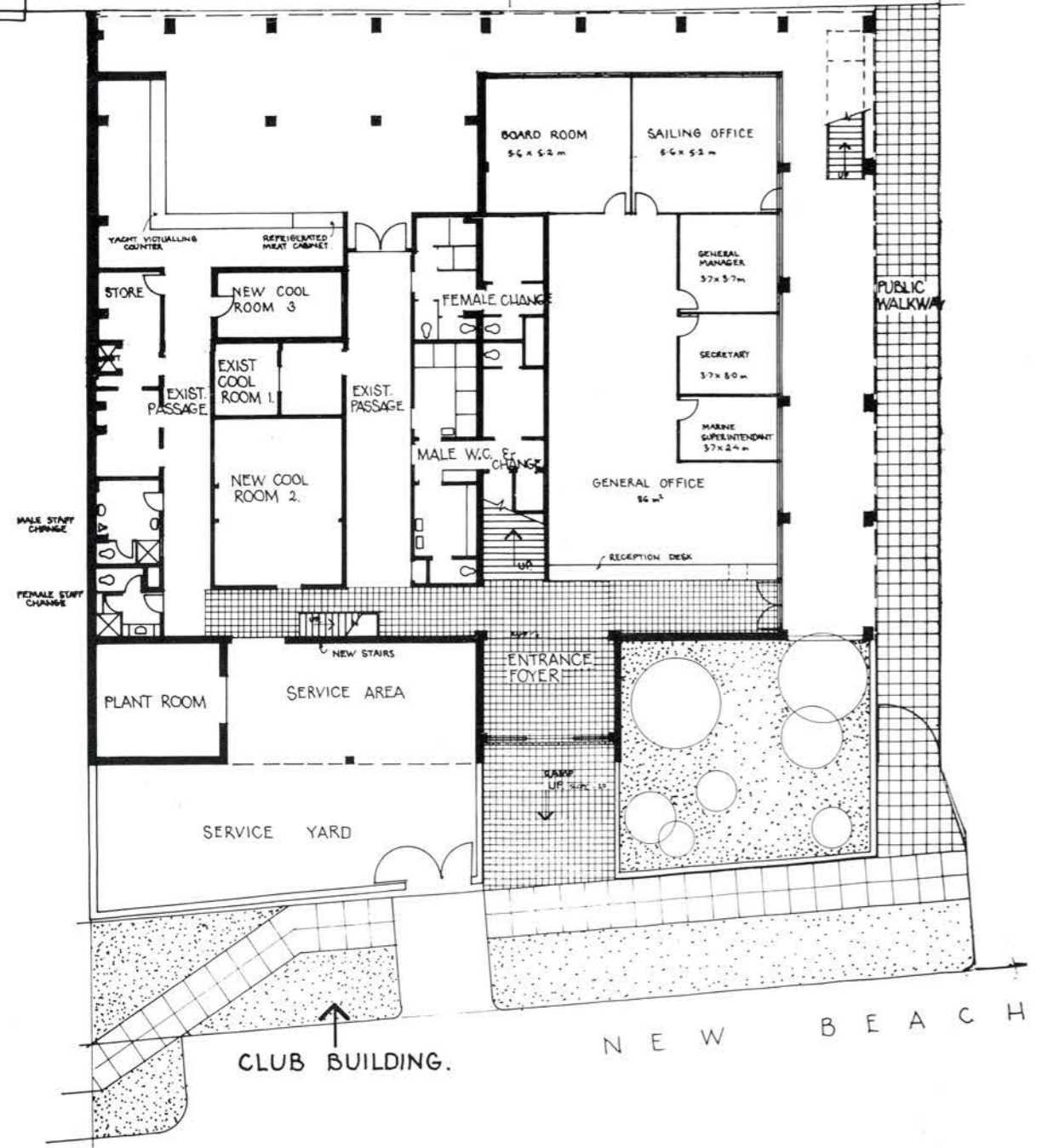
HARD STANDING AREA



Left: Ground floor plan of Clubhouse as proposed.

Below: First floor as proposed.

In each illustration, New Beach Road is at the bottom of the page, and the marina area is at the top of the page.



The Club is approaching the last two years of a five year redevelopment programme. To date the marinas have been modernised and extended, the services building replaced with a modern building, and the car park cleared and surfaced. The next stage will be the most important and will bring our Club and facilities up to a level that will enable the Members to enjoy the benefits of decent facilities.

For the benefit of new Members and to refresh the memory of longer-standing Members, the present development began as a result of the expiry of our lease in 1977. After a great deal of difficulty, including an appeal in the courts, the Club was finally successful in negotiating a new Lease Agreement, signed on 22nd April 1978. Provided we meet the very specific development commitments in the Agreement, our tenure is assured until 21st April 2018.

Considering the Club's location, the value of this agreement is enormous, and the Club owes a great deal to past Commodores Graham Evans, Joe Diamond, Anthony Pearson and other Club Members who expended considerable personal effort in negotiating the lease.

Quite apart from our obligations under the Lease Agreement, it is long past the time when we should have improved our Club facilities. We need these for our Members' comfort, to improve the environment of the area, and to provide a proper setting for the promotion and management of the many international races we now run.

**The Development Plan**

Plans of the extensions and additions which we intend to complete by April 1983 are included with this report. A brief explanation of these plans is as follows.

(1) The extended Clubhouse on the first floor level is designed to provide a separate dining/function area with a separate entrance, to enable dinners or functions of 150-200 people to proceed independently of the bar and lounge activities. It is anticipated that this will increase income substantially by providing a dining room service that will attract expense account business, and by catering for private functions.

With appropriate partitioning, the area between the dining room and the lounge area can be used as a lecture room, meeting room, or film area without affecting the amenity of the bar or lounge area.

(2) On the lower level, a new entrance is planned, together with proper offices to replace the present facilities which are very poor.

The proposed lower bar originally planned to be located under the existing building is now being reconsidered. An investigation shall be carried out to determine the best use for this area, and it may be that more Members' change rooms and shower facilities are needed, perhaps with a smaller bulk liquor bar for yacht supplies.

(3) Dinghy storage and lockers. An extension to the dinghy wharf has been approved, and we are proposing to extend this area to the maximum permitted as it is valuable space. A design is being prepared for a combined dinghy storage/locker system which, we

hope, will alleviate the problem of storage of some boat gear obviously needed by boat owners.

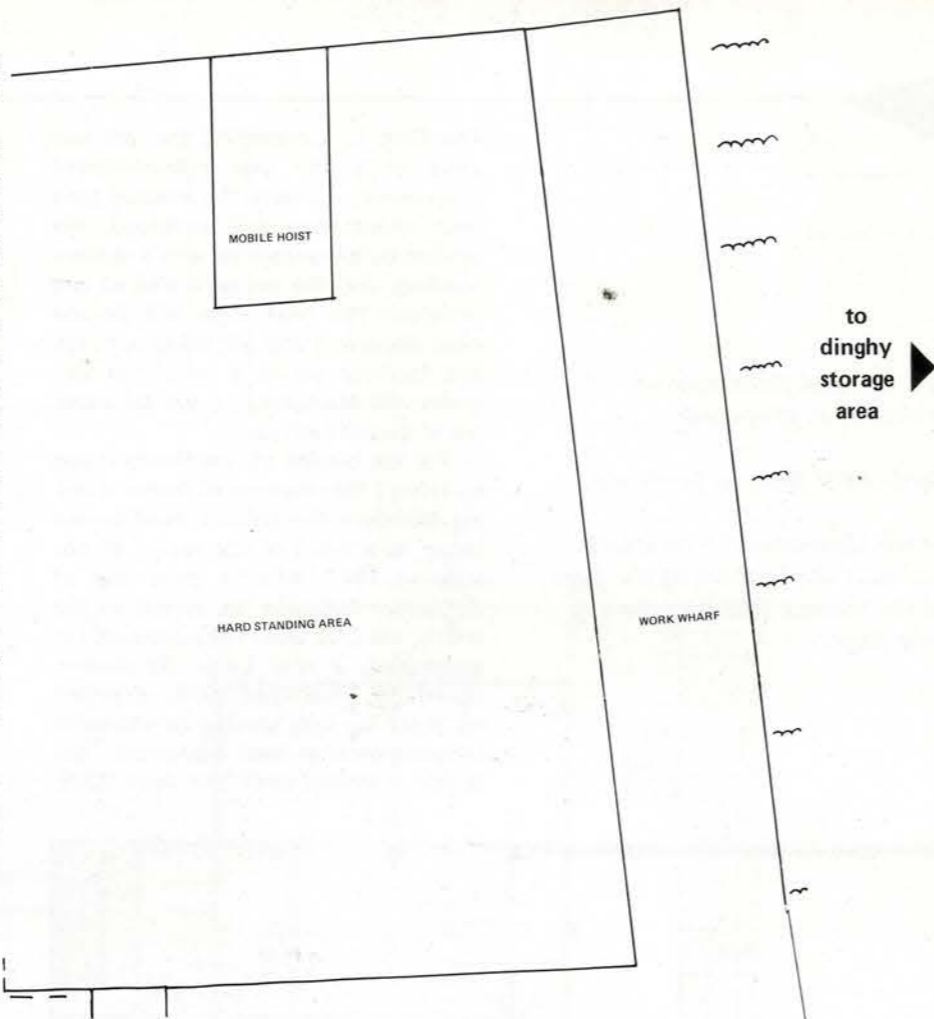
(4) Hard stand area and boat lift. The two slipways near the Clubhouse have to be demolished, unfortunately, to make way for the extension of the main Clubhouse. We have secured approval from the Maritime Services Board to erect a large platform between the old and new work wharfs. The area provided by this decking can be utilised to provide a vertical lift and hard standing facility to replace slipways No. 1 and 2. This proposal is currently under active consideration. Another factor of importance is the Lease requirement for parking of forty-eight cars off the street. The original plans showed a two storey car park at the northern end of the site. The present plan provides for the necessary parking at ground level which will be made possible by the use of the previously mentioned boat lift in lieu of slipways. By omitting the car park building a saving of approximately \$400 000 will be effected. Current indications are that this area can provide hard stand for ten boats up to thirty feet LOA.

#### Financing

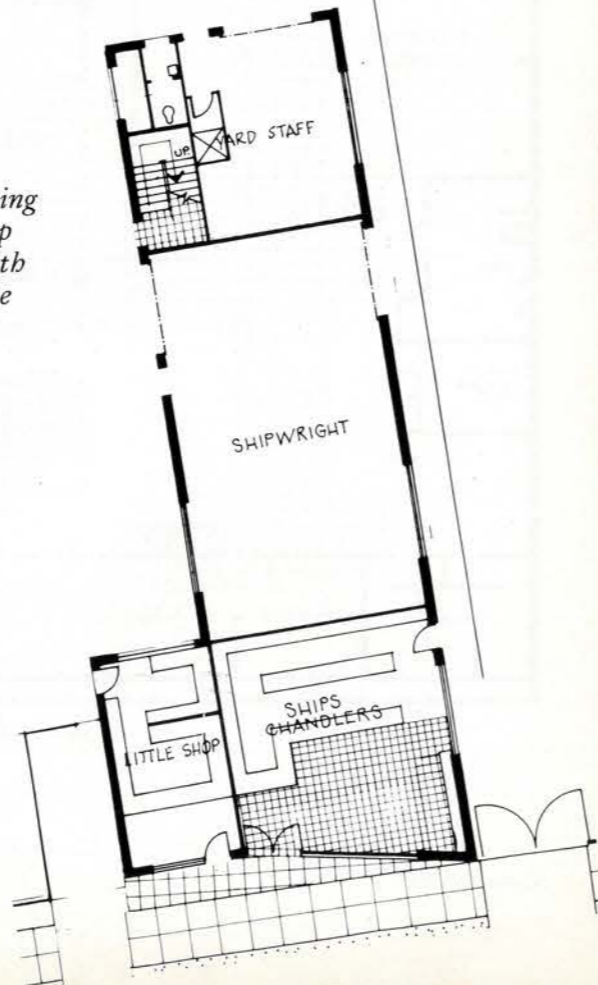
To carry out the programme detailed above, the Club will need on the order of \$1 000 000, and this will be something of a hurdle. However, there is no doubt that the asset that will be created will be worth far more than this in the years to come. The leisure industries are expanding, and with proper facilities at our Club, our location assures us of increased activities in all areas and, in the longer term, profits sufficient to cope with this development.

The support of the Members will be needed to back the decision to proceed and to raise the funds necessary. The Board of the Club is considering a voluntary debenture issue to Members, and various alternatives are being prepared by the financial advisors. It is possible that interest payable may be set off against Members' fees' and/or marina fees each year.

If any Member has any constructive suggestions, queries, or special professional skills that he or she would like to offer to help in this development, please advise Peter Shipway, or even better, forward a letter to the Club. Let's get together in a positive way to make the Club a more enjoyable place to meet and to entertain our friends.



*Illustration at right shows existing new yard staff, shipwright, shop and ship chandlers facilities, with proposed hard stand and mobile hoist at top (towards the bay). The Clubhouse (not pictured) is to the left.*



search to commence, but if you are a regular communicator, it may alert someone that something is wrong sooner than if your habit is one of silence.

From the standpoint of the OTC service, regular contact with the small ship gives constant reinforcement to the operators, who are people too, that their role is an important one, and personal contact and involvement is significant in maintaining the morale of the service.



*Derek Barnard (pictured) and his wife, Jeanine, operate Penta Base, which occupies a uniquely central location on the east Australian coast and one which lies in the middle of a dense population of pleasure boating enthusiasts. Penta's quiet location (for radio reception) and its network of members and friends gives it ears up and down the Australian coast and out into the Pacific; the attentiveness and quiet competence of its operators has given it an authority and voice which has been active in pursuing change. Acting as relay station for many yacht clubs' passage races, Penta has won friends, and it has pursued an aggressive course in attempting to obtain official permission to have access to a 4 MHz frequency. The authorities, anxious not to have the integrity and morale of the Coast Radio Service undermined and the airwaves rendered unusable by the inevitable cacophony that follows the release of any frequency for general use, have resisted. A compromise may have been reached recently, and the degree of good will shown by the Department of Communications and OTC and the sense of responsibility demonstrated by all involved will probably ensure the workability of the new 4 MHz arrangements. It is important that all users of radio keep perspective on the whole idea behind the SOLAS arrangements and not neglect proper attention to the tried and proven safety procedures.*

## ON THE AIR WITH THE LIMITED COAST STATIONS

### Limited Coast Stations: the other dimension in radio safety services for yachtsmen

In addition to the Coast Radio Stations, the Dept. of Communications, in maintaining its SOLAS obligations, licenses other stations for purposes of maintaining the safety of and information about the movements of small ships. There are probably hundreds of such stations around the coast; along the eastern seaboard, the ones that are most active and most often heard (from Sydney) on the air throughout the week are Coast Guard Loxport (in the Gippsland Lakes), Mersey Radio (Devonport, Tas.), Coast Guard Melbourne, Westernport Safety Council, Coast Guard Westernport, Penta Base (Gosford), Hervey Bay Air Sea Rescue (VH4HV), Bundaburg Air Sea Rescue (VH4BF), Southport Air Sea Rescue and Coast Guard Southport (VJ4RE). These stations supplement the OTC network and perform a significant role in maintaining the safety of the yachtsman. Most active on 2524 kHz and on the 27 Mhz marine citizens' band frequencies, these stations are also required to monitor, during their hours of oper-

ation, 2182 kHz and, in some cases, the other distress frequencies as well. One of these stations that is especially well known to CYCA Members is Penta Base, which, because of its central coast position and the unusual dedication of its operators, Derek and Jeanine Barnard, has a unique role in the coastal communications network. Penta Base came into existence about the time that the 27 MHz frequencies became available, when it was a requirement that you had to be a member of a club to use those frequencies. The Penta Fishing Club was formed to provide the means of Members obtaining a radio license, obviating their joining one of the serious fishing clubs with the attendant requirement of going to a certain number of meets.

Now, a few years later Penta Base has over 800 members. It is an example of how individual initiative can supplement government initiative, and it fills a gap that could not practically be filled by the public OTC Coast Radio Service. Derek and Jeanine Barnard man Penta Base from 7.00 a.m. till 10.00 p.m. seven days a week, and with the

facility of the simplex 2524 kHz frequency and its popularity and 'relay' ability have been able to provide an amazing range in communications.

Starting a few years ago, Penta Base, with its equipment and its quiet, central coast location, began performing a long-distance communications service for many yacht clubs with their growing number of passage races. Penta Base's contacts made with yachts sailing all over the Pacific area, and the fact that two operators were on the air seven days a week and 15 hours a day, enabled them to develop a great many friendships. This was no doubt influential in the Department of Communications recent extension of their license to operate on the new 4 MHz simplex frequency (see inset by Keith Storey about the new yacht race frequency). Because of its ability to provide individual, personal contact Penta Base has become very busy handling messages of personal safety and movements for its members while continuing its vital role as part of the SOLAS safety network. "We are not looking to take people away from the OTC Service, and we encourage people to use the

OTC Service for what it's intended to do," Derek explains. "We can relay messages on the crewing of vessels, departures, meetings and so forth for our members, but we can't handle public correspondence."

Derek and Jeanine, who have assisted in many a rescue situation (Jeanine takes her role so seriously that she recently completed a St. John's Ambulance Association first aid course in case it might help her to help someone in trouble) would be the first to affirm the importance of maintaining radios in working order on the distress frequencies for maximum round-the-clock protection. Penta Base maintains a watch on traffic lists and advises its members if traffic is held for them by Coast Radio Stations within their listening range, but it couldn't possibly (and wouldn't care to) try to do all of the things that the 34-man roster at Sydney Radio does. The average weekend yachtsman doesn't want to call Sydney Radio to ask what time the tide is high. In this respect the limited coast stations such as Penta Base do things that the OTC could not do on any significant scale and still maintain the integrity of OTC's primary mission. The countless small enquiries about tide times, whether so-and-so has been calling such-and-such, where to catch the bus at Bobbin Head, the relaying of yacht race sked position reports to the Cruising Yacht Club — all are things that could be handled no other way.

Between the OTC Coast Radio Service and the safety service Limited Coast Stations, the yachtsman is very well looked after. For his own good and for the safety of his family and crew he should regularly use the Coast Radio Service to see that his radio is in working order on the vital distress frequencies and to establish the 'communicating' habit of position reporting and correspondence with relatives ashore. Being kept busy will keep the OTC service 'on its toes' and will make for a better, more sympathetic service which is in the habit of regularly conversation with the yachtsman. Organisations such as Penta Base and other volunteer coastal services which receive no public funds also should be encouraged and given support in the form of membership subscription. The 'personal' touch that such small-station contact enables and the relative trivia that one can get off one's chest as well as matters of safety importance give these stations

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## NEW 4MHz RACE FREQUENCY

by Keith Storey

Advance information has been received that the Department of Communications will make available a special 4 MHz pleasure craft frequency as from the start of the 1981-82 summer yachting season. The new frequency will be 4483 MHz.

For the past three years since the introduction of compulsory SSB transmission above 2 MHz we have enjoyed the tremendous improvement in race communications afforded by the Department granting us use of 4143.6 kHz for the Hitachi Sydney-Hobart and the Sydney Noumea Races. The improved range and clarity of transmission effectively doubled the speed of position report schedules from a rate of 100 per hour to 200 per hour including multiple weather forecast transmissions from the radio relay ship.

Regrettably, indiscriminate use of the frequency by many commercial and private small craft is defeating its intended purpose as a coast station working frequency for itinerant small craft in South Pacific waters. Such indiscriminate traffic also contravenes international agreements.

Despite a scarcity of frequencies in the desired band and the requirement of international co-ordination due to long distance propagation, the Department has acted with great speed and enthusiasm to obtain international agreement to the new frequency to enable its publication in the Notice of Race for the 1981 Sydney-Hobart classic. Accordingly our grateful thanks are extended to the officers of the Department for their kind and effective co-operation.

As the use of 4 MHz frequencies implies offshore and high seas operations, the Department is inclined to require all pleasure craft licensed to carry the new frequency to require all pleasure craft licensed to carry the new frequency to carry all of the distress and calling frequencies — 2182, 4125 and 6215.5 kHz for the reason that such vessels expect official search and rescue support in emergency situations. However, dispensation will be allowed in respect of 6215.5, especially for the 1100 or so owners of International SB 80 transceivers which do not have a 6 MHz capability.

For the 1981 Hitachi Sydney-Hobart Race, the required frequencies will be:

2182 kHz  
distress and calling

2524 kHz  
pleasure craft ship/ship

4125 kHz  
distress and calling

4134.4/4428.7 kHz  
coast station, weather bulletins,  
navigation warnings, traffic lists

4483 kHz  
race frequency and ship/ship

In addition, competitors are strongly urged to carry 6215.5 kHz and, where possible, the working frequencies of 6206.2 and 6512.6 kHz.

One of the significant advantages of the new 4 MHz frequency will be its availability for private schedules between cruising yachts including, of course, yachts sailing from a home port to a race start and/or returning after the finish, such facility not previously being permissible on 4143.6 kHz.

The above list of frequencies excludes our current coastal race frequency, 2284 kHz. To eliminate the need to change crystals and retune a couple of times each year, it is proposed that the 2 MHz frequency be abandoned in favour of the new 4 MHz frequency for all Club races. The Sailing Committee's decision in this regard will be published in due course, preferably after radio tests on the courses and especially close inshore near the high terrain of the Stanwell Park area.

Important aspects of the new facility are expressed in a recent letter from the Department of Communications from which the following quote is extracted:

"The Department is [also] concerned, in the interests of the efficient operation and safety of your vessels, that the 4 MHz frequency allocated does not become cluttered with idle chatter. It would need to be used in a disciplined and responsible manner for it to remain effective as a shared channel. The Department would look to clubs to train members in good operating procedures to make them aware of the

detriment caused to all club members should good operating practices not be maintained. The Department has been promoting this self-regulation concept on the 27 MHz harbour mobile service. We would also like to point out that, if the international calling and distress frequencies are not used on a regular basis, yachtsmen may well find that they do not work at the vital moment. This may be due to simple electrical or mechanical failure which is not noticed if these channels are not normally used."

Pursuing this subject, it is of interest to re-state the little understood use of the calling/distress frequencies, as stated in the OTC publication *Yachts and Small Craft*:

"Use either of the calling/distress frequencies, 2182 kHz, 4125 kHz, 6215.5 kHz or VHF channel 16 to establish contact with *any required ship* [italics ours — Ed.] or shore station. On making contact, you must shift to a working frequency unless you require assistance."

Compliance with these statements suggests that yachts on passage should consider monitoring, say, 4125 kHz and use it to make contact with other yachts except during silence periods before switching to 4483 kHz. This has much to commend it, as the receive mode consumes very little power, the set is tuned and ready in the event of an emergency with own vessel or another and Coast Station skeds and weather reports no longer need alarm clock reminders. □

a unique usefulness to the yachtsman. There certainly is room for both services, and the boat owner is lucky to have both of them at his disposal. □

## EPIRBs

The EPIRB became a mandatory piece of equipment when it was included in Category I safety items which must be aboard ocean racing yachts when they compete in long races.

The EPIRB when activated transmits a swept-tone signal (similar to an ambulance siren) on the two international aeronautical distress frequencies, 121.5 MHz VHF and 243.0 MHz UHF. Some larger models have 2182 kHz also. All RAAF, RAN, international and some domestic airlines are fitted so that a listening watch may be kept on one of the distress frequencies. Therefore the crew of an aircraft, when within line-of-sight radio range of an activated EPIRB should, in theory, hear the distinctive swept tone and realise that someone is in trouble.

Unfortunately, an EPIRB is only as effective as the operator who picks up the signal. Firstly he must be monitoring the frequency, secondly the aircraft must be in radio range — approximately 150 miles for an aircraft at a height of 20 000 feet. For these reasons the EPIRB is not a true *alerting* system but a position indicating device, and it is obviously not a substitute for a good marine radio with international distress frequencies.

Stowage of the EPIRB should be around the chart table or companionway area so that it is readily accessible. You don't want to be hunting in a locker for the EPIRB while the yacht is sinking under you.

Should you be unfortunate enough to have to take to the liferaft, or your yacht be disabled at sea, when should you activate the EPIRB? The answer depends upon a number of things. Are you in imminent danger? Are aircraft likely to be within radio range? Is it likely that someone would have alerted the authorities of your being overdue? Did you file a small ship movement report including details of boat and equipment and that you carry an EPIRB? Remember that if you are not in imminent danger, then you have an option as to when to activate the beacon — when there is a good chance of the EPIRB being heard by passing aircraft or by search aircraft listening for you. Battery life of most EPIRBs is

usually 48 hours maximum of continuous operation, so sensible use could mean the difference between being found or not.

Once the EPIRB has been heard by aircraft, the aircraft crew attempt to get some idea where the beacon is and they also report that they have heard it to the search and rescue authorities. Once a general search area has been established the assistance of the RAAF would be sought as well as that of civilian aircraft. A high-flying QANTAS 747 is likely to hear it over a diameter approaching 400 miles if you are on its track, whereas an F27 flying to, say, Norfolk Island, would hear it over about 150-200 miles.

EPIRBs are a valuable aid towards the saving of life at sea. They are not an end in themselves. When an EPIRB signal is detected it is automatically treated as a full distress incident by SAR authorities, which means bringing every available SAR resource into action to locate and rescue those in distress. An inadvertent activation of the beacon can be a costly waste both of time and resources which could be required for genuine distress elsewhere.

If you are to purchase an EPIRB, be sure that you have one that is approved by the Department of Transport. The following beacons have been developed and tested in accordance with the specification and satisfy the design and performance standards of the DOT.

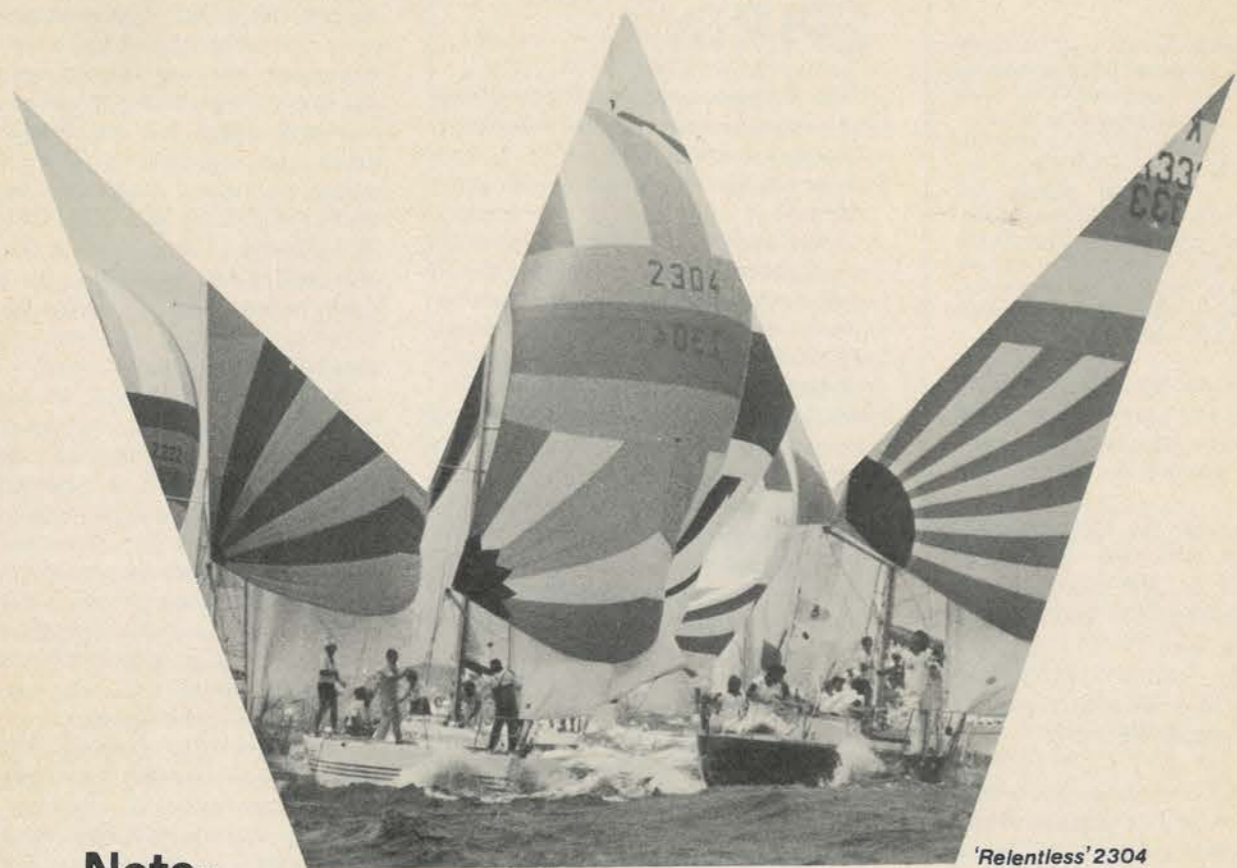
- Clifford and Snell Model CS2 (1)
- Don Beacon Model B900-1A (2)
- Don Beacon Model B980 (3)
- GME Electrophone MT244 (4)
- GME Narco Model MT 242\* (5)
- Sea Air and Land Communications Model Beepa MRB MK2 (6)
- Seacall Model TP 21 (7)

\*Not to be confused with the NARCO brand.

Information concerning availability, cost and servicing of the devices may be had from:

- 1-3 above: Marketing Manager, Marine Supplies, AWA, 67 Lords Road, Leichhardt, NSW 2040; 4-5 above: Greenwich Marine Electronics, 9 Hill Street, Leichhardt, NSW 2040; 6 above: Marlec Enterprises, 19 Columbus Drive, Huntington Harbour, Qld. 4216; 7 above: Technicare Australia, 192 Hastings Road, Frankston, Vic. 3199. □

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## BIGGLES' COLUMN

This Biggles' Column is dedicated to the 'Poor Bloody Owners', a minority and often unappreciated group in the CYCA and, at the same time, the largest contributors to Club success in a financial sense (and in the basic fact that they provide the yachts we race on). This is a singularly appropriate time to take up this theme because by the time this issue of 'Offshore' hits the Club bar the Admiral's Cup trials will be complete and the Australian team will be known.

In any case there will be several PBOs who will be contemplating the grim fact that the spending upwards of \$150 000 and at least a year of frenzied devotion to the development of a racing yacht has not achieved the honour of representing Australia at Cowes in August. This year there will be enough of them to start their own exclusive club, because the massive building programme which followed the Australian AC victory in 1979 will leave more team hopefuls on the beach than ever before. The direct result will be that the Sydney offshore fleet will enjoy an injection of new, high-class racing machinery, and this is a happy situation for all of us at club racing level.

Nevertheless, a large number of our fellow Club Members will be pondering the truth of that old chestnut 'a yacht is a hole in the water into which one pours money' and feeling the spiritual conflict

that led Bob Jemison to christen his yacht 'WOFTAM'. With a team of three to come out of a line-up of eleven yachts, just who is likely to make it. Well,

fiend that I am, I have talked a few heavies into committing themselves to predictions knowing full well that by the time this appears in print, the wisdom or otherwise of their selections will be instantly apparent.

Peter 'Trivia King' Shipway goes for 'Apollo V', 'Inch by Winch' and 'Once More Dear Friends'. Well, he is sailing on OMDF so there could be just a touch of bias in his judgement there. Graeme Freeman, boatless at this time and presumably unbiased, selects 'Apollo V', 'Ragamuffin' and 'Hitch-hiker' which is consistent with his old theory that fractional rig boats will not make it at the Admiral's Cup — all three selections are masthead rigs. Mike Fletcher, also boatless now that 'Kiknos' has withdrawn (she is going to the Aegean Rally instead), favours 'Apollo V', 'Ragamuffin' and 'Inch by Winch'. He shares Frizzle's leaning towards masthead rig boats for the Admiral's Cup.

As this is not supposed to be a comprehensive survey I will leave it at that, although there were plenty of other predictions. However, an oft-repeated comment was that, if it blows in Melbourne during the trials, look out for the wild card in the pack — 'Police Car' — back in the line-up under charter to Mike Bell with a very talented crew. Other standard comments were on the absence of 'Sweet Caroline' from the list of starters and the lack of a really long race in the programme. Although 400-500 miles around Port Phillip Bay would be pretty boring, it would test the ability of the watch captains to get and keep their act together during a long race.

Elsewhere, more PBOs are testing the limits of their bank managers' patience as they prepare for the off-season round of passage races, now bigger than ever. The popular Sydney-Mooloolabah race is attracting a big field and it is followed up by more northbound races for the sun seekers which would take them all the way to Moresby via Gladstone and Cairns. It is a good way as any to go north for the winter, I suppose. Another way is via the Sydney- Noumea Race which is giving every indication that it will become a blue-ribbon classic ocean race. As a biennial event it is already one of the most popular passage races on the Australian calendar and, at an

early stage, looks like having at least 50 starters this time around, many of them top-class IOR boats.

One of the great things about these winter passage races is that they all go north so that, as each day passes, the weather gets warmer. This might be some consolation to the PBOs who have had a bad season down south; the big winners are either off at the Admiral's Cup, are busy building a new boat or are just resting on their laurels. Whatever the reason, the winter passage races tend to be sort of recharge events, and even the cruising boats get the opportunity in the Noumea Race to indulge themselves in some harmless make-believe. In the Noumea-Port Vila Race in 1979 I found myself luffed up and forced to tack by a motor sailer who got carried away and forgot he had his engine running, at least I think he forgot. It's all good clean fun, folks.

Trying to console the PBO who has built an expensive dog, and just completed a season of hard campaigning to prove it, is no easy task because by now he is copping it from all sides. His crew probably don't talk to him and blame the lack of success on his steering, his tactics, his boat, his choice of sails or the lack thereof due to his stinginess. The ingrates — where else would they find someone misguided enough to spend a six-figure sum just to take seven or eight layabouts sailing every weekend? It does not happen in any other sport.

The PBO is probably not very popular at home, either. Following the formal, champagne popping gathering of society for the launching party, the family support has likely dwindled away with the lack of newspaper success stories. Still, that can be the PBO's own neglect of diplomacy. For example: 'How can you say I don't love you? Didn't I retire from the trophy race last weekend just to go to your Mother's birthday party?' That gets you a lot of points if you don't let on that the mast went over the side at South Head just after the start.

I asked that well-known layabout and crewman, Tony Cable, if he had any words of wisdom to offer a beleaguered PBO, and he came up with the following:

*In business I'm esteemed around Australia,  
But in yachting I look like a failure.  
It's funny, y'know,  
After spending that much dough,  
You'd think I'd be a talented sailor.*

Obviously, one cannot expect too much sympathy from that quarter. Wait until Cable reads my letter to the Editor whining about the marina fees; he'll

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probably freak out.

However, the PBO has one faithful friend left, his sailmaker, who is working hard to convince him that only a complete new wardrobe of sails is required to make the dog — oops, excuse me, I mean potential Blue Water Champion — hit top speed. Not only that, but this is an ideal time of the year to make the decision, the sail loft being more or less out of work. The PBO says he'll think about it, which he does, then goes and leaps off the top floor of the MLC. No he doesn't! He checks the morning price of Broken Hill Metals, sighs, then makes an appointment to take his bank manager to lunch. One thing you have to admit about PBOs: they're devils for punishment.

# Cooking at sea

by Knocker White

I have devised a list of sample meals which I feel will be of great benefit to the cruising division of long races such as the Club Med Sydney—Noumea Race. I have not included recipes because of the very large number of dishes, but I will be happy to make any of them available to anyone who inquires (some of these would be 'Montys' as entries in the cooking competition, should it ever eventuate).

Dinners only are mentioned because these usually require the most imagination on long cruises.

The menus are divided into courses; vegetables are not mentioned because individual tastes vary so much (and some ikey crewmembers object to fresh asparagus spears, for example, floating around in the galley sink), but I suggest you always serve potatoes and two vegetables, or rice and vegies.

## Dinner Menus

Day one

Soup . . . . . Oxtail soup  
 Entree . . . . . Oyster soufflee  
 Main Course . . . . . Veal and ham pie, or Anchors Away Stew  
 Dessert . . . . . Apple de Menthe

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Day two

Soup . . . . . Mulligatawny soup  
 Entree . . . . . Prawn savory  
 Main Course . . . . . Stewed duck or Anchors Away Stew  
 Dessert . . . . . Frangipane tartlets

Day three

Soup . . . . . Macaroni soup  
 Entree . . . . . Oyster patties  
 Main Course . . . . . Lobster cutlets or Lobsters in aspic  
 Dessert . . . . . Lemon sponge

Day four

Soup . . . . . Mock Turtle soup  
 Entree . . . . . Oysters superbe  
 Main Course . . . . . Ribs of beef or Chicken and mangoes  
 Dessert . . . . . Vennoise pudding

Day five

Soup . . . . . Julliene soup  
 Entree . . . . . Mock Whitebait  
 Main Course . . . . . Chicken pie or Jogged Hare  
 Dessert . . . . . Apple fritters and cream

Day six

Soup . . . . . Oyster soup  
 Entree . . . . . Kidney a la Brochette  
 Main Course . . . . . Rack of lamb or Braised fillet of beef  
 Dessert . . . . . Lemon cheesecake

Day seven

Soup . . . . . Tomato soup  
 Entree . . . . . Beetroot fritters  
 Main Course . . . . . Roast lamb and red currant jelly or Fillets of beef a la Francaise  
 Dessert . . . . . Marmalade pudding

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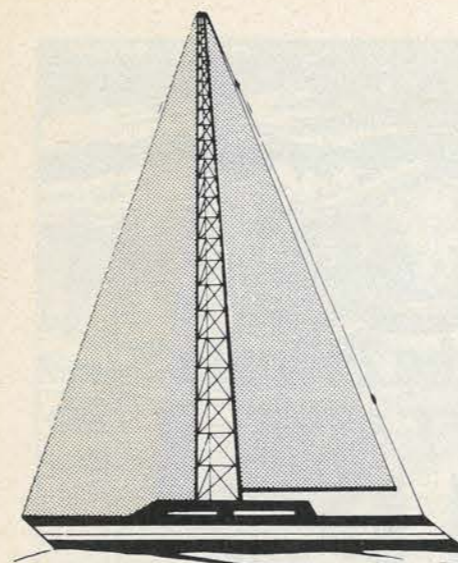
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# RADIO SKED

by Bill White

a regular appointment with radio specialist, Bill White

Last issue we looked at some of the factors influencing radio performance that are dependent on technical criteria. However, a most important factor affecting radio range is well beyond our control and only just within our understanding — namely, sunspot activity. Incredible as it may seem, a periodic case of acne on the surface of our sun has a devastating influence on the range of your marine transceiver, and most communications below 30 MHz.

Sunspots appear as dark areas on the sun's surface, or photosphere, varying in diameter from the smaller ones that would span from Sydney to Hobart up to the large economy size that measures around 80 000 kilometres across. Although appearing dark they are actually at a temperature of about 4 000° C and only appear dark in contrast with the surrounding photosphere at 6 000° C. Sunspots are believed to occur as a result of disturbances below the photosphere, being manifested as a dark spot (called the umbra) surrounded by a less dark zone (penumbra) which may extend up to 240 000 kilometres across.

Sunspots last from a few days to a few months and are inclined to occur in groups in the intermediate solar latitudes rather than at the equator or polar regions of the sun. They may be

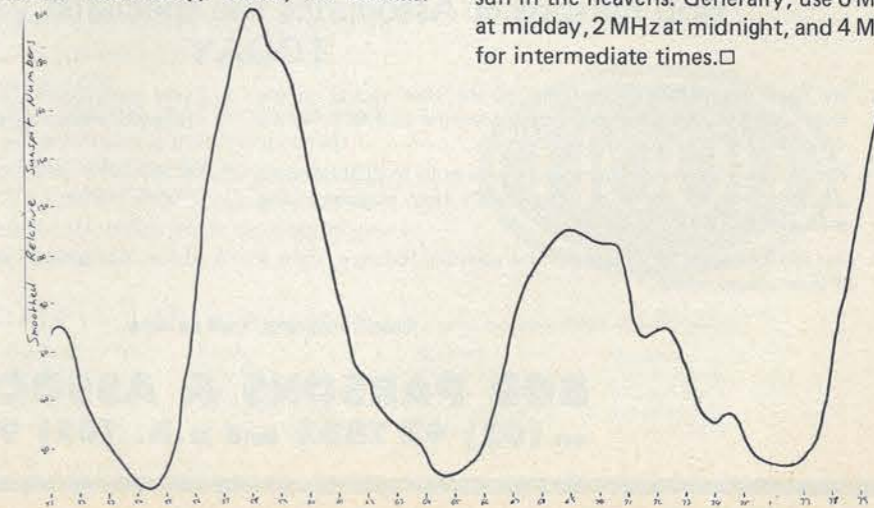
observed with the aid of a telescope or binoculars fitted with a suitable neutral density filter or, alternatively, by using the eyepiece to project the image onto a piece of cardboard or a screen.

Observations of sunspots date back as far as recorded history. Gallileo noted their existence while developing the telescope. Accurate records of sunspot numbers date back to July 1749.

The significance of sunspots to users of the radio spectrum is the enormous level of ultra-violet and particle radiation emitted by sunspots and the resultant effect on the upper layers of our atmosphere, known as ionospheric layers. These layers, at heights between 90 and 300 kilometres, are energised by solar phenomena, including sunspots, and they may reflect, refract or absorb radio signals depending upon the latter's frequency, angle of arrival, and a multiplicity of other factors. Hence, all radio propagation beyond local range is determined indirectly by solar activity. This effect can most readily be recognised by observing that signals from broadcast band stations carry for only 200 km or so during the day but are receivable over thousands of miles at night when the sun's influence is low. This example equally applies to marine frequencies below 4 MHz.

Aside from this day/night cycle, a longer, twenty-seven day cycle is caused by the rotation of the sun during this period. Further, the inclination of the earth's axis to its orbital plane produces another cyclic variation (as it does the

*Graph shows relative sunspot activity over a 30-year period and the 11-year cycle can be clearly seen. As the graph is derived from statistically smoothed data, daily and monthly variations and short term disturbances are not visible. (Data used in compilation of graph was gratefully received via the IPS Sydney from Observatoire Royale de Belgique, Dr Andre Koecklenbergh, and the Swiss Federal Observatory, Zurich, A. Zelenka.*



seasonal weather variation) — we are exposed to less of the sun during the winter months. The actual number of sunspots varies over an eleven year period (for reasons unknown), further compounding the mostly predictable but very variable effects of these phenomena on radio propagation. During years of high sunspot numbers conditions on higher frequencies, around the 27 MHz CB or marine bands, are exceptionally good, and world-wide range may be realised, while 4 MHz and 6 MHz frequencies are relatively poor. The opposite is true for years of low sunspot activity.

At the time of writing we have just passed through the highest peak of sunspot activity since records were first maintained. Therefore, we can look forward to a gradual improvement, over the next four to five years, in propagation on the HF bands used by small ships. If the next minimum of activity, in approximately 1986, falls to the same level as that of 1974, it would be entirely reasonable to expect to work Rockhampton Radio (VIR) or Hobart Radio (VIH) on 4 MHz during midday, as was common at that time. Many operators who were active around 1974 attribute the degradation in band conditions in recent years to the changeover to SSB from AM transmission, an event which took place coincidentally; such argument belongs in the same file as that raised by people whose curtains have faded excessively since the introduction of Daylight Saving Time — the circular file.

Several rules of thumb can be derived from an appreciation of ionospheric behaviour.

(1) when solar activity is high, choose a higher frequency, i.e. the higher the sun, the higher the frequency. This also applies to the position of the sun in the heavens. Generally, use 6 MHz at midday, 2 MHz at midnight, and 4 MHz for intermediate times. □

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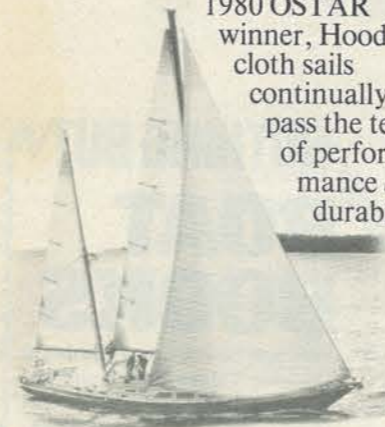
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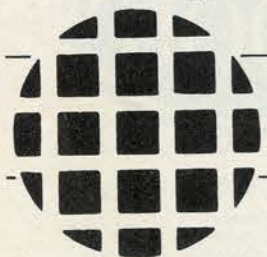


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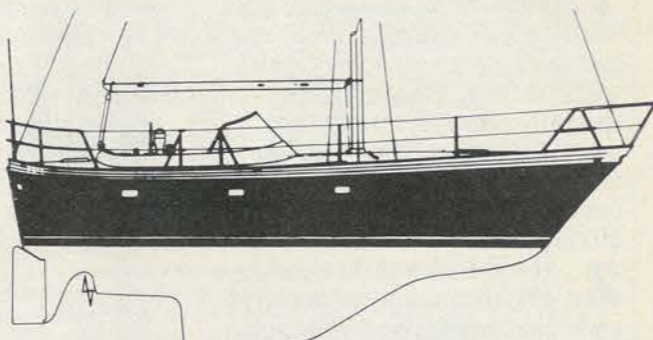
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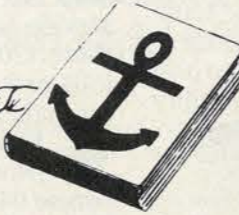
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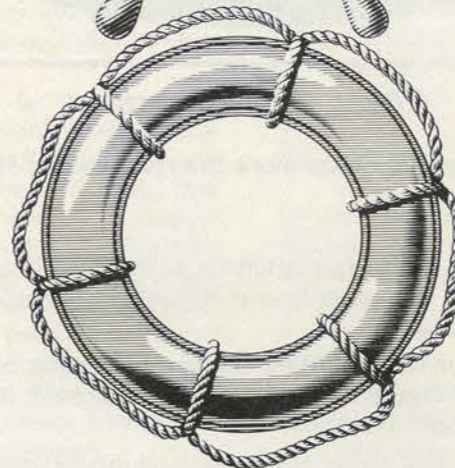
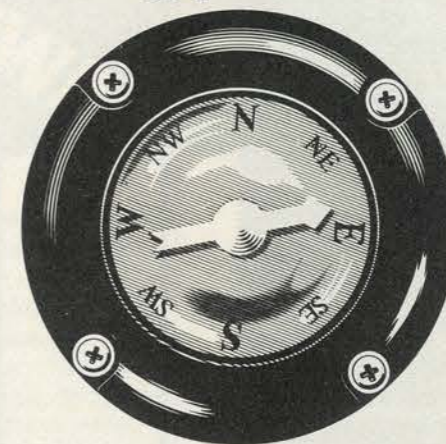
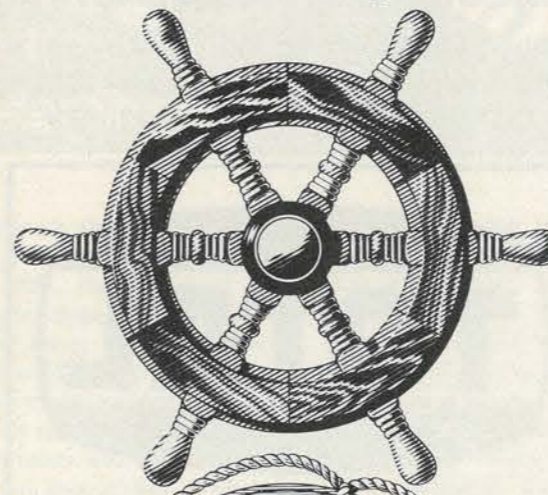


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**AROUND  
THE SLIPWAY**  
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Epiglass will sponsor the New Zealand Admiral's Cup challenge this year to the tune of \$80 000. New Zealand is making an all-out assault on the Cup with seven new boats being built for their second full-scale attempt at winning ocean racing's most coveted prize.

Sponsorship is playing a big part in most of the new boats, and one wonders how they will fare should they be selected for Cowes.

The boats built for the series are: minimum-rating Holland designs 'Spritzer' — Richard Wilson; 'Anziel's Swuzzle-bubble' — Ian Gibbs; 'Epiglass New Zealand' — Stu Brentnall; a Holland 32'–33' rater for Jim Dowell, 'Monique'; a Bruce Farr minimum rater for a syndicate headed by the Lidgard brothers, Don and Jim, called 'Feltex Roperunner'; a new 46' by S & S for Evan Julian and Don Winstone called 'Marac'; and a revamped 'Challenge' design from S & S for Brian Millar in Wellington.

'Monique' and 'Spritzer' are mast-head rig jobs. The other five are fractional.

Six Canadian skippers — including well-known boat designer Bruce Kirby — have declared their interest in being considered for Canada's 1981 Admiral's Cup team. Canadian Yachting Association Offshore Chairman, William Spencer, in announcing the candidates, expressed pleasure at the increased interest, particularly following the tragic Fastnet.

Interest is now at an all-time high for long-distance ocean racing, our race to Rio commencing next January, and there are currently 30 yachts being prepared for this year's Whitbread Round-the-World Race. Many yachts are being built specifically for the race, and top on this list is the new 'Flyer' for Dutchman Cornelis Von Rietschoten,

who won the last Whitbread Race in a boat of the same name. He captured overall handicap prize by some 59 hours in that race, but this year his aim is a boat built with line honours in mind and a new record time. The current record is held by 'Great Britain II', which circumnavigated the world in 134 days 6 hours while competing in the 1975 Financial Times Clipper Race.

The new 'Flyer' is designed by German Frers, a variation on the 'Bumblebee 4' and being built by the Huisman yard in Holland.

An interesting article on the subject of big boats comes from the states, about Jim Kilroy, owner of 'Kialoa'. Talking of the latest 'Kialoa' (Holland 83') it says: "When the whole fancy electronic conglom of instant readouts and analytic computers is finally pouring out data to help 'Kialoa' make her way over the briny, there will even be a 'bogey meter' that will scold the helmsman if he fails to make the boat perform as well as the computer knows she can. Kilroy readily admits that the art of sailing has moved along since the days of Melville and Conrad. "Show me a man who says he still sails by the seat of his pants," he says, "and we'll knock his block off."

The 1976 Observer Singlehanded Transatlantic Race (Ostar) was an eventful one in many respects, but nothing was more tragic than the story of Mike McMullen. Two days before the race his beautiful wife Lizzie was electrocuted while helping to sand the bottom of Mike's 46 ft trimaran 'Three Cheers', one of the favourites for the race. The power lead from the sander fell into the water and she died instantly. Nonetheless Mike started in the race, and when he sailed out from Plymouth he was never seen again, and many thought that he may have been either dangerously depressed or careless, or both.

Now, over four years later, wreckage of the 'Three Cheers' has been found just south of Iceland. According to a report released by the National Life-saving Association of Iceland, the research vessel 'Bjarni Soemundsson', trawling at that position in about 750 feet of water, brought up a piece of yellow painted plywood decking sheathed in fibreglass. Identification was made by the shape and colour of the decking as well as by serial numbers of the Brookes & Gatehouse instruments attached to a piece of the bulkhead.

Most disillusioned boatowner of the month is Jeremy Whitty with his smart new Admiral's Cupper, 'Szechwan' designed by New Zealander Laurie Davidson. Jeremy's requirements were for a boat that rated on the Admiral's Cup minimum of 30 feet. A huge rush to be ready for the Hobart Race failed at the last minute when time beat them, and then without really trying the rating came out at 29.5 feet!

Well, as the Bonds, Fischers, Kurts, Ryans, O'Neils, etc. etc. are spending thousands trying to reduce their ratings by 0.1 or 0.2 feet, poor old Jeremy is wondering how to increase his rating by 0.5 feet to get to a 30 foot minimum. When last seen, he was programming his calculator for the one-thousandth time with a new rig configuration.

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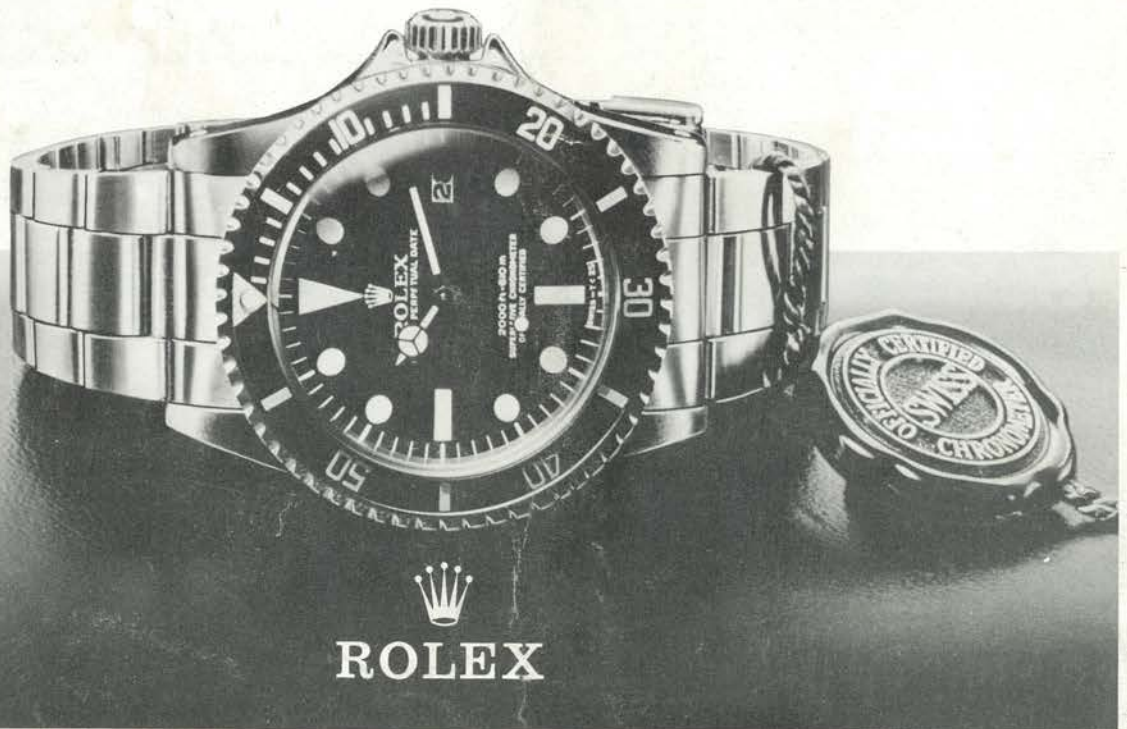
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