

The Magazine of the Cruising Yacht Club of Australia

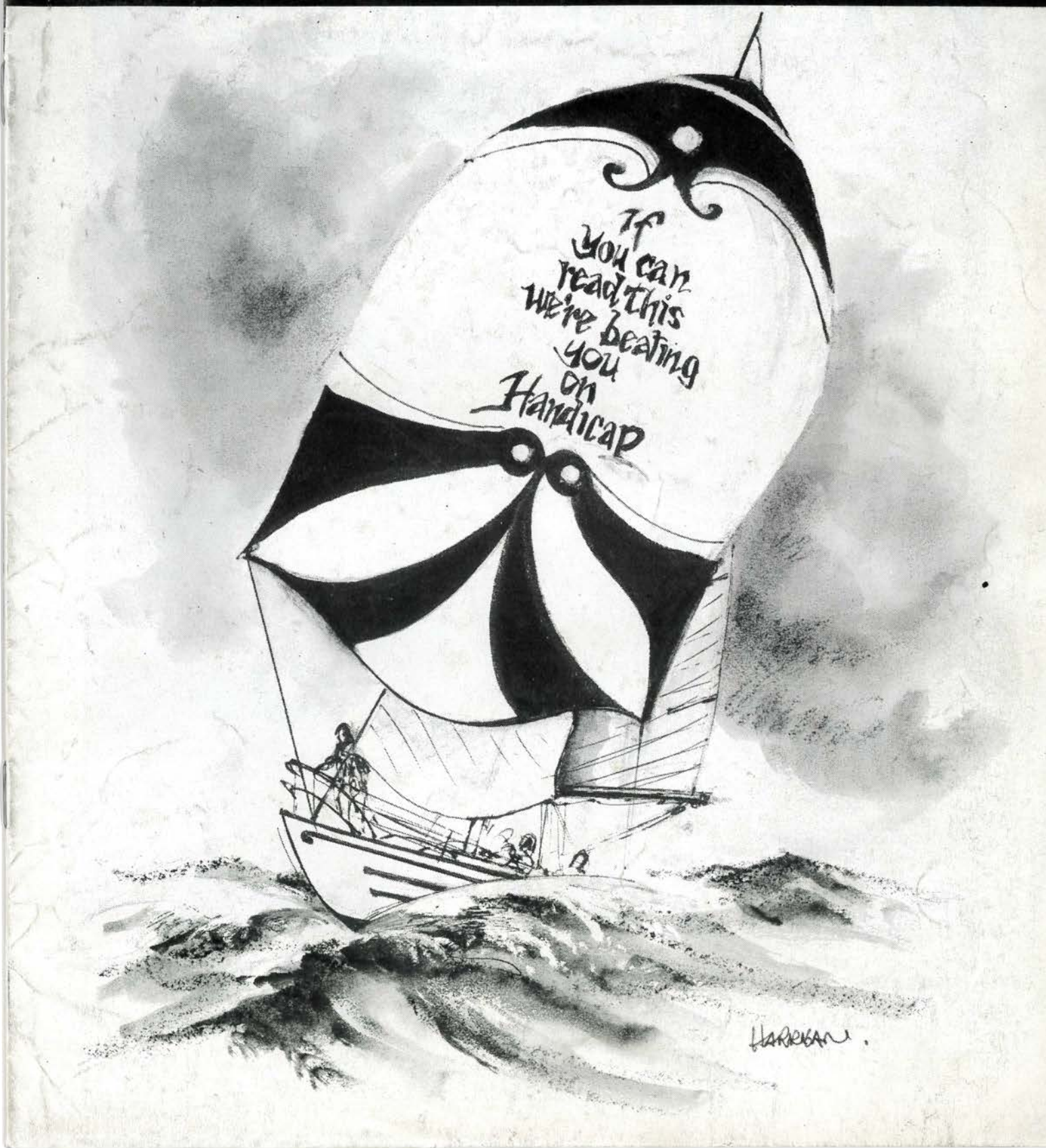
# OFFSHORE

NUMBER 81

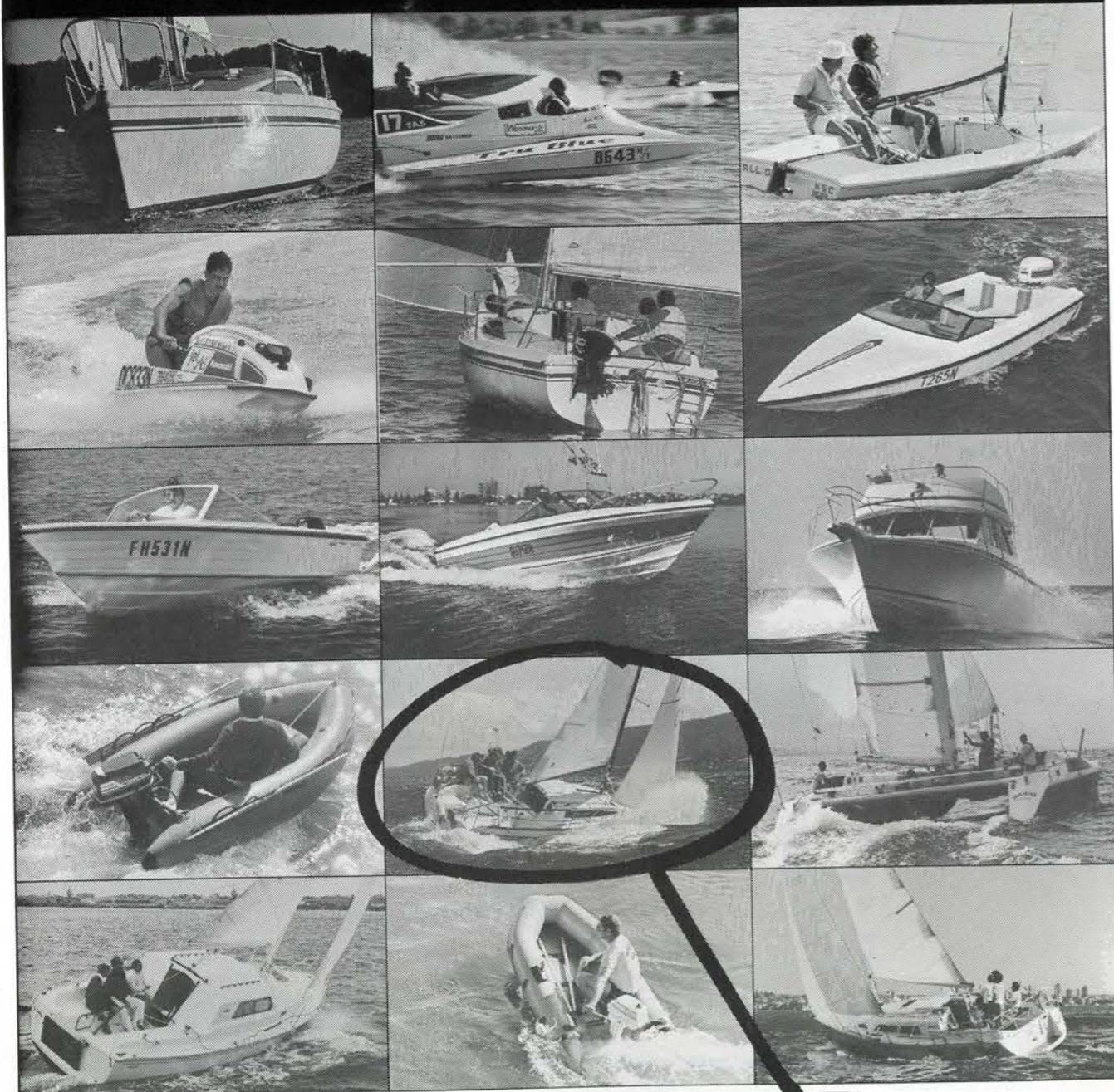
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The Magazine of the Cruising Yacht Club of Australia

# OFFSHORE

Number 81

December '84/January '85



**Cover:** The Hobart Race 40 years on is a different proposition from what it used to be. In this issue we continue our thumbnail history of the Race, which traces the development of ocean racing in this country through its expression in the Sydney-Hobart Race. A reading of it shows that, each year, competitors became very much more serious about winning.

Offshore readers will recognise Peter Harrigan's touch on this issue's cover, which follows the theme.

OFFSHORE is produced by the Publications Committee and published every two months by the Cruising Yacht Club of Australia, New Beach Road, Darling Point, New South Wales, 2027, Australia. Telephone (02) 32-9731; Cables SEAWYSEA; Telex AA72278 SEWYSE.

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The Editor, OFFSHORE, 67 Beresford Road, Rose Bay, NSW 2029. Tel. (02) 327-1152.

**Subscriptions:** Australia \$13.95 for six issues (one year); overseas: \$A16.95 (surface post). Air mail rate on application.

**Publications Committee**

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\*Recommended price only

Registered by Australia Post. Publication No. NBH011

Printed by Maxwell Printing Company Pty. Ltd. Waterloo, NSW  
Typeset by Smith & Miles Ltd. Sydney, NSW via Cryptographica

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Commodore and Columnist John Brooks looks at some of the decisions reached at the recent Offshore Racing Council Meeting in London.

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Part II of our brief history of the Hobart Race, by David Colfelt. This installment covers from 1961 through last year's Race.

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Publications Committee Chairman and soothsayer Tony Cable gives his ninth annual predictions for the weather and the winner of the Hobart.

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Another of Bill Sherman's boat reports, this time about one of the growing class of Farr 37s, which may become the answer to the much sought offshore 'one design' class.

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John Woodford has a look at what's involved in getting a boat ready to race to Hobart.

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### Captain Seaweed's Nautiwords \_\_\_\_\_ 32

Another of John Hawley's cryptic nautical crossword puzzles; this month we again offer a year's subscription to *Australian Nautical News* for the first correct answer.

# Offshore Signals

## Letters

### Quite Little Drink

The Editor, *Offshore*,

It is with some regret that I feel compelled to reiterate the position of the Royal yacht Club of Tasmania in regard to the now infamous 'Quiet Little Drink' held annually in Hobart after the Sydney-Hobart Race. Over a number of years the 'QLD' has become a total embarrassment to the RYCT and the Hobart community in general.

Editorials published in local newspapers voice such opinion "... regretably foul mouthed, loutish drunkenness by a small minority of yachtsmen and their hangers-on, to a point where it is an embarrassment to family groups is becoming all too common ..." has forced the RYCT to publicly disassociate itself from the QLD. Of course I freely admit that many of the participants are local residents, however, the basic remains that it is organised by Sydney people and conducted without the blessing of either the CYCA or the RYCT.

Without wanting to dampen the high spirited festivities that follow one of the greatest ocean races in the world, I do appeal to skippers in this year's race to take a more responsible attitude and explain to their crews the ramifications of the QLD to the RYCT, the CYCA, and above all, to the fine sport they represent. Without the participation of yachtsmen, Hobart would not have the QLD, yachtsmen can participate in the wide range of other activities available after the race.

Yours faithfully,  
Olaf H. Hedberg  
Commodore, RYCT

## 1984 AWA Sydney-Hobart Program

The 1984 AWA Sydney-Hobart Yacht Race Official Souvenir Program is now available from the Club and from selected newsagents.

This year's issue contains, as usual, tips on the 'form' of the 162 entries, crew lists, as well as a lot of other good reading. For example:

**CYCA Commodore John Brooks**, who is also a Qantas Boeing 747 Captain, has written about "The Electronic Yacht", and he looks at just how sophisticated electronic aids - including computers - have become aboard today's Grand Prix ocean racers.

Meteorologist Roger Badham has written in a similar vein about the weather. In his thought provoking article he examines how a computer can be used in conjunction with weather forecasts for the next twelve hours to predict the best track to follow to Hobart, and he gives an



example of how last year's Race winner, *Challenge*, did just what the computer would have recommended in getting the best weather in Bass Strait.

This year is the 40th anniversary of the Race, and on a more antiquarian note Tony Cable has delved into archives to produce a fascinating look at the "First Race to Hobart".

Still on an historic note, Mike Power has traced the fascinating story of hull development from 1945 to the present.

On the lighter side, Frank Sticovich has written a piece entitled "Real Yachtsies Don't Eat Quiche", and cartoonist Peter Harrigan has produced his usual cartoon feature on the subject of 'communications'.

The program also includes general Race information, notes about the sponsors, and, of course, the complete record of Race results and pictorial gallery of winners from 1945-1983.

Get your copy now from the front desk at the CYCA or at your newsagent or ship chandlery.●

## CYCA reaches 'middle age'

Below are reproduced the text of the minutes of the meeting, on 6th September 1944, which led to the formation of the Cruising Yacht Club forty years ago. On October 1st of that year the Club's first race to Broken Bay was held.

The Club was originally styled "The Cruising Yacht Club", the 'of Australia' part coming years later.

Minutes of a meeting of yachtsmen held on the 6th of September 1944 at 8.00 p.m. at Monte Luke Studios, 62 Castlereagh Street, Sydney, to discuss the possibility of forming a Cruising Club.

**Present:** Mr Walker, Snr (Chairman), Mr Middows (Middle Harbour Cruising Club), Capt. Pearson (guest), Messrs A.C. Cooper, K.G. Chapman, D. Ramsay, W.B. Wheaton, J. Marshall, P. Luke, J. Rosendale, D. Robinson, N. WHeaton, H. Newton-Scott, Jack Earle, R. Walker, M. Lotz, A.B. Wilson, S.P. Leach, A. Weir, W.R. Randall.

**Committee:** Moved by A.C. Cooper, seconded by W.R. Randall, that a committee of five be formed. Carried. The following were elected to the Committee: Messrs R. Walker, H. Newton-Scott, J. Rosendale, P. Luke, A.C. Cooper.

**Middle Harbour Cruising Club:** At this stage Mr Middows was asked to address the meeting on the activities of his Club, which he did. After outlining the early difficulties experienced by Middle Harbour he offered the suggestion that some thought be given to affiliation with Middle Harbour Cruising Club, and then concluded his address.

After discussion it was moved and seconded that the Committee be empowered to investigate the possibilities of amalgamation with Middle Harbour Cruising Club. Carried unanimously.

**Broken Bay Race:** Moved by Mr Luke and seconded by Mr Cooper that a test race from Sydney to Broken Bay be held on 1st October. Carried. The following owners signified their intention of competing, Messrs Chapman (Moonbi), Weir (Stormbird), Randall, Luke (Wayfarer), Earle (Kathleen), Cooper (Asgard), Walker (Saltair). Details were left to the Committee to discuss and the meeting then closed.

And, this letter of 26 July 1945

The Secretary,  
Royal Yacht Club of Tasmania  
Davey Street, Hobart

Dear Sir,

Several of our Members who intend cruising to your State early next year have requested us to organise a race for them terminating in Hobart.

The proposal as it stands at present is for a race open to Members of this and other clubs to be run from Sydney to Hobart and finishing in time for the competitors to take part in your Anniversary Regatta. A tentative starting date has been set down for Boxing Day, December 26th.

The race will, of course, be run on a handicap basis and competitors would have to abide by, and carry the equipment required by the rules of the Club.

The above briefly is the proposal, and at the time of writing four of our own yachts, and two from another club, have expressed their intention of competing. My Committee would be pleased to receive enquiries from any of your Members who may be interested, and in the meantime would be glad to know if your Club would be prepared to co-operate in the organisation of such an event.

I would also appreciate your advice as to the exact date of your Anniversary Regatta, and whether you will be holding any events about that time that the visiting yachts could take part in.

Yours sincerely,  
P. Luke,  
Hon. Secretary

## First 'professional' offshore race

The first blue water yacht race in Australia allowing full sponsorship of individual yachts will be held over the Australia Day long weekend in January 1985. The race will also offer \$6000 in prize money.

The RIANA Two to Port Race, a two-handed yacht race staged by the Short-handed Sailing Association of Australia in conjunction with the Port Macquarie Yacht Club, will start at 10.00 a.m. on Saturday, January 26 and will take approximately two days to cover the 175 nm from Sydney to Port Macquarie.

Sponsored by RIANA, a property development company which owns the Port Marina and accommodation facilities in Port Macquarie, the Race is open to both monohull and multihull yachts up to 60' in length.

Chairman of the SSAA Don McIntyre said, "The RIANA Two to Port Race is the beginning of professional offshore yacht racing in this country and will see the first of a new breed of yachts specifically launched for short-handed sailing."

Two of the new boats being prepared for the race include an Adams 11 m and an Adams 13 m. The Race will also see a number of new catamarans up to 60'. More than 30 yachts are expected to compete.

Category 2 safety standards will apply. Radio relay vessel for the event will be the 52' ketch *Ocean Venturer* of the Ocean Youth Club.

There are four divisions: 28-35'; 35-40'; 40-45'; 50-60'. There is a lower limit of 31' for multihulls.●

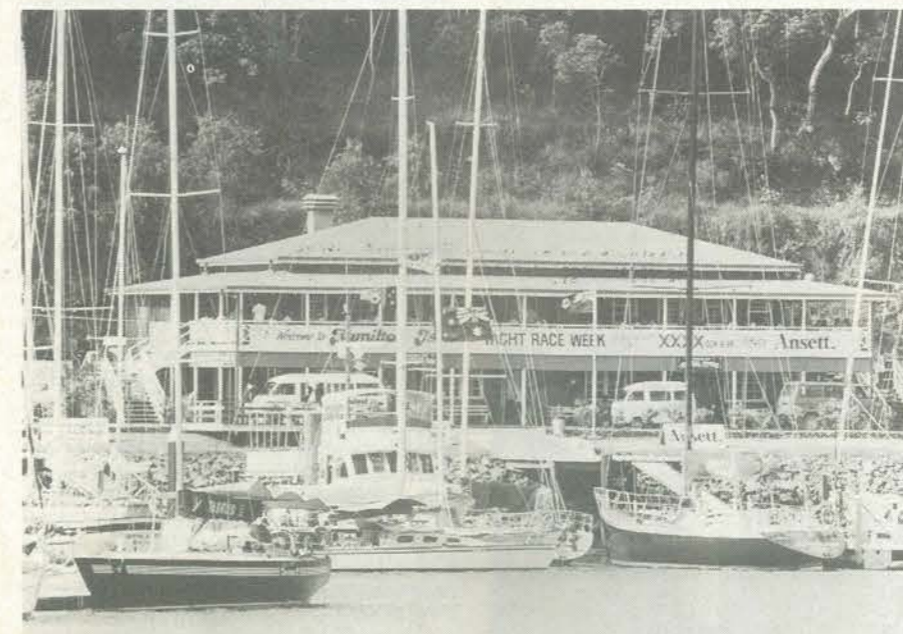
## Hamilton Island Series 1985

Hamilton Island Race Week, a series that promises to become one of Australia's glamour series, staged at Hamilton Island in Queensland's tropical Whitsunday region, will retain its emphasis next year on top-level competition and, according to the organisers, will give competitors even more time to sample the pleasures of this spectacular part of Australia.

Racing will be conducted in two handicap divisions, IOR and Arbitrary, with the winner of the IOR division being declared Race Week Champion.

The major event, The Coral Sea Race, has been scheduled for mid-week and reduced in distance to 175 nm; Hayman Island will now be the northern turning point for this race.

Five races will make up race week. The contest starts with the South Molle and Daydream Island race on Saturday April 13th, followed by the Hayman Island Race on the next day. On Tuesday, April 16th the Coral Sea race gets underway; the remaining two races are the Hamilton



The Mariner's Inn, Hamilton Island, Whitsunday Passage, with its old colonial atmosphere, overlooking the harbour - ideal meeting place for the hundreds of visitors and yachtsmen during Race Week, 1984.

Island Triangle (on Friday) and the Lindeman Island Race (on Saturday, April 20th).

Castlemaine XXXX and Ansett are the major sponsors. With Ansett now flying direct to the jet airport on the Island, getting to and from race week will be much simplified.

Feeder races from southern ports of the Queensland coast will guide an expected fleet of more than 120 yachts to the Island for Race Week.

In the south yachts will start in the Sydney-Mooloolaba and Brisbane-Gladstone Races. From there, it's a race from Gladstone-Hamilton island.

Facilities in Hamilton Harbour and ashore will be vastly improved on last year. Marina berths will be available for all competitors, from maxi yachts down to the smallest entries. On shore rigging and sailmaking organisations will be offering a complete service.

Yachtsmen who competed last year will be more than impressed with the development of this \$200 million resort during the past 12 months. Accommodation has been expanded, there are more restaurants and the Polynesian-style main resort complex is now open.

Among events planned are a party hosted by XXXX and Ansett, a fireworks display, a cruise to magnificent Whitehaven Beach where there will be a beach party plus a day of that aquatic madness called dinghy jousting.●

## Lighthouse keeper's ode

While on the subject of the lure of the tropical north, the following was brought to our attention by Peter Rysdyk. It is a poem by the late George Makin, a Queensland lighthouse keeper who was moved by the sight of sails in the sea swooping past his light on Sandy Cape, where he and his wife were lightkeepers for five years.

## Offshore Signals

### Ocean Yacht Race

Princesses these.  
Slim hulls, tall masts  
gull-winged with sail.  
Each cuts a white and frothing trail  
through lousy seas.  
Blue spinnaker and red and gold  
like giant curving petals hold  
the bustling breeze.

At early light  
swift *Solo* comes, And *Southern Maid*,  
leading the wind-blown cavalcade  
in easy flight.

The breezy hours and yachts slip past  
until the smallest one, the last  
glides into night.

Each Easter brings  
this galaxy of yachts that race  
north with the swooping egret's grace  
and snowy wings.

George Makin  
Sandy Cape Lighthouse



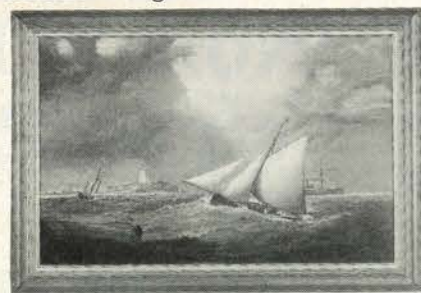
Chris Hatfield (left) and Brian Ashton.

## The Giant scrubs no more

Chris Hatfield's well-known hull cleaning business, Montego Bay Diving, recently changed hands. Chris built up the business from a mere hobby. It all began after he completed a diving course in 1974, and from that time he used to keep his own boat (and those of a few friends) racing clean. When another diver let 'Bondy' down and failed to show up to clean *Apollo III* before the start of a night race, in desperation Alan Bond asked Hatfield to clean the yacht. From that time on Chris found himself preparing a schedule to clean many yachts, and it kept on growing.

The business is now to become the full responsibility of Brian Ashton, a long time friend and assistant to Chris. Good luck, Brian. Chris remarked to *Offshore*, "I guess I will always miss the Christmas Day cleaning of many of the Hobart entrants - while eating Christmas dinner for the first time in ten years!" He added, "I would like to take the opportunity to thank all the many boat owners for their custom and support during my many years of scrubbing. Brian, I know, will carry on with the traditional service to which you've become accustomed.●

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## Maritime Exhibition in Hobart

The Masterpiece Fine Art Gallery of 63 Sandy Bay Road will be holding a Maritime exhibition this year (and in the future) to coincide with the AWA Sydney-Hobart Yacht Race. The Gallery wishes to extend an invitation to all yachtsmen while in port to view paintings, model ships, charts, ships' gear, scrimshaw and other nautical items that will be on display, ranging in value from a few dollars to \$50,000.

Model ships to be exhibited include the *Bounty*, *Cutty Sark* and a *Bluenose Schooner*. The Gallery also hopes to present a model of the *Lady Nelson*, the historic Tasmanian brig with the first sliding keel, and of Errol Flynn's yacht *Zacca*. Major plans are also underway to present a model of the 'king of yachts', *Australia II*.

The Tasmanian Government has elaborate plans for the Port of Hobart, and in future years hopes to create in Hobart's beautiful harbour another Fisherman's Wharf like that in San Francisco. Future Hobart Races will no doubt see more interest and activity around Constitution Dock and the Port in general.

The Gallery extends a warm welcome to all Race participants and their families and friends to visit its first full-blown Maritime show from 28 December 1984 to 6 January 1985, and wishes all fair sailing and good luck in the Race. □

## A word about the sponsors of the Hobart Race

The planning, organisation, conduct and promotion of international ocean yacht races such as the Hitachi Sydney-Hobart Yacht Race is an expensive undertaking for a club of amateur yachtsmen who sail for the love of the sport. Such an undertaking would not be possible without the unstinting effort of so many Club Members who volunteer their time to make this Race such a success - Members from the Race Director to the ladies who answer the almost unceasing phone calls from relatives and friends of the more than 1000 yachtsmen sailing to Hobart this year.

The Race as such, however, would not be possible without AWA, which has undertaken the major sponsorship role for the first time this year. This Australian pioneer company has brought new enthusiasm and vigor to the promotion of the Race, and the CYCA is most fortunate in having a Company which, through its long association with the

Club, has such a profound experience and understanding of the event and its import.

In addition, without help from our other sponsor supporters - TAA, and AMPOL - the Race could not hope to succeed as it does.

## AWA

**An advanced electronics pace-setter for 70 years**

Government recognition of 'sunrise' industries is certainly endorsed by Australia's largest indigenous electronics company, Amalgamated Wireless (Australasia) Limited. AWA believes it has been a sunrise organisation since 1913, when it was formed.

AWA designs, manufactures and main-



tains an extensive range of electronic systems including fully integrated telecommunications equipment and components, air navigational aids, data processing systems and advanced defence-related hardware. The company operates extensive services for the maintenance of radio and navigational equipment, and it is well known as a supplier of high-quality domestic electronic equipment. AWA is also the operator of a commercial television station in Brisbane, the capital of the state of Queensland, and of seven radio stations in eastern Australia.

The successful marketing of its wide-spread portfolio of electronics-based systems and services is backed by extensive manufacturing facilities largely centred in its major divisions at Ashfield, North Ryde, Rydalmere and Leichhardt in Sydney. The total area used by the company covers 140,000 m<sup>2</sup>. Its current activity in high tech-



Adjustment of a television receiver during manufacture by AWA.

nology is significant and diverse, from microelectronics to satellite monitoring systems. The list includes HF and microwave radio, over-the-horizon radar, computer systems, sonobuoys, data terminals and even betting systems.

AWA is a publicly owned company employing more than 6000 people, including 300 professional engineers and scientists. Over 85% of AWA's stockholders are Australian, and with annual sales over \$422 million, and assets in excess of \$260 M, the company can point to a decade of steady growth.

Its major customers include Telecom Australia; Australian Defence and other Federal and State Government departments; major airlines, and commercial, mining, oil and shipping companies.



AWA's Corona Personal computer is available in portable and desktop models. This year a Corona will assist with high-speed data transmission from the Radio Relay Vessel to speed up processing of race results.

### Reputation for quality and innovation

Throughout its history, AWA has had a reputation for quality, innovation and invention. The company operates extensive research and development facilities. The research laboratory is at its major high-technology manufacturing complex at North Ryde. Manufacturing complies with the demanding quality standards for defence and professional customers, meeting the international standards of MIL, DIN and IEC in addition to local Australian requirements.

Since 1982 AWA has been researching the manufacture of optical fibres and optical-fibre communications. In 1983 the Company successfully commissioned a digital internal communications system on the RAN destroyer HMAS *Yarra*. The system uses optical fibre cables to connect digital voice telephones to a digital switch. The equipment

was designed and developed in AWA's research laboratories and manufactured by the company. AWA is exploring the opportunities for such systems in defence and commercial outlets. In 1984 AWA made the first commercial installation of optical fibres for



AWA technology at work; ultrasonic cold welding aluminium wire from an integrated circuit chip to its encapsulating package.

Telecom as part of the public telephone network in Sydney.

In other areas, AWA is working on the reduction of the bandwidths required for quality television and telephone transmission using digital signal processing and optical fibre as well as cables. Development is being carried out on local networks using optical fibres to interconnect voice and data terminals.

Fibres are also being used in underwater investigations for the Federal Government. The Barra Sonobuoy project for the Australian and British Governments reflects the skill and capability of Australian designers and manufacturers. This product was developed and is produced at AWA's North Ryde plant.

Our remoteness from the rest of the world has meant that AWA has had to develop a high degree of self-sufficiency and still remain it he forefront of technological development. AWA has done this as a Company dependent upon investor support.

AWA's microelectronics facility develops and builds custom integrated circuits in a state-of-the-art plant that offers five micron technology matching international standards. At the Ashfield division multiple manufacture of telephone instruments is a major activity; the Leichhardt based marine and aviation business on the other hand is service-orientated, offering both service and agency sales from depots at Australia's major sea and airports.

The company's traditional markets have been in Australia. From this base a developing export business supplies AWA products worldwide. AWA is one of the major custodians of Australian expertise in advanced electronics technology and thus is of stra-

tegic importance to the nation.



### Trans Australia Airlines

TAA was the first commercial sponsor of the Sydney-Hobart Race and in recent years has been an associate sponsor, fulfilling an important role as official airline for the Cruising Yacht Club of Australia.

TAA in 1984 is offering an even better service to competing yachtsmen. Each year the airline carries to Hobart the additional sailing baggage of crew, at a nominal charge of \$5 per bag - usually a total of something like 2000 pieces of all shapes and sizes. TAA also offers a 50% discount on freight rates for larger items such as cruising mainsails and inflatable dinghies.

TAA is opening up its container for receiving baggage at the CYCA on Tuesday, December 18, and this will be cleared daily until Boxing Day.

To assist with bookings for return air travel from Tasmania TAA will have a portable computer link at the CYCA so that bookings can be made immediately. The same service will be available at Constitution Dock in Hobart.

This year TAA has an extra interest in Hobart; the Company is the major sponsor of the Melbourne-Hobart Race, and it is also sponsoring the Melbourne-Devonport Race. Both of these races start on December 27.

TAA now sponsors the annual Brisbane to Gladstone Race and the Fremantle to Albany Race, giving them an ocean racing involvement around the nation. The Company sponsored the Australian Olympic yachting trials in South Australia, and last year TAA was a major sponsor of the successful America's Cup challenge.

TAA is one of the six major Australian corporations, each of which has given \$600,000 to the Royal Perth Yacht Club to assist in conducting the defence of the America's Cup in 1987.



### AMPOL

Ampol has long been a good supporter of yachting, including sponsorship of the Ampol Tasman Sea Series, but the company is best known for its continuing support of the Ampol Australian Yachtsman of The Year, the most prestigious yachting award in the nation.

For the past two years Ampol has chosen

the Cruising Yacht Club of Australia as the venue for the presentation luncheon. This year the award was shared by Chris Cairns and Scott Anderson, the two-times World Tornado Champions and bronze medallists at the Los Angeles Olympics.

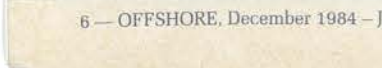
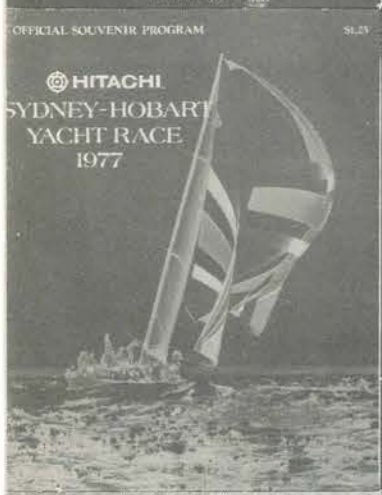
In 1984 Ampol is making what will be its largest-ever contribution to the AWA Sydney-Hobart Race by providing the fuel for the largest-ever Radio Relay Vessel, *Wyuna*.

### The CYCA also wishes to thank...

Fenwick Tugs, for the provision of the tug at the South Reef mark; Associated Midland Corporation Limited, for this Company's continuing support and assistance with *MV Griffin Offshore*; Rank Xerox; the Government of Tasmania; the Corporation of the City of Hobart; the marine Board of Hobart; the Waterside Worker's Federation; the Maritime Services Board of NSW; the Department of Transport; the Royal Volunteer Coastal Patrol; the Royal Motor Yacht Club, Point Piper; Mr Pat Sullivan, Regional Director, NSW Bureau of Meteorology; the Royal Australian Hydrographic Office; RANSA; Woollahra Municipal Council; the many volunteers without whose services the Race would not be possible; the Race Director, Keith Storey, who does a great deal of work and planning for this Race, the conduct of which is second-to-none in its scope and sophistication; the Starting Officials; the Plotting Team lead by Don Walker Smith; the Tasmanian Race Officials; the Protest Committees; the CYCA Associates Committee which mans the desks in the lobby; the ladies who work long and hard on the telephones in the Press Centre; Buster Rickard and his Hosting Committee; the CYCA office staff, who work long hours under great pressure in pre-Race activities; The CYCA Publications Committee, which prepares this Program—all contribute to making the Race a success.



Real Yachtsmen only drink Cascade once a year.



# TEN YEARS OF CYCA-PUBLISHED HOBART RACE PROGRAMS

With the publication of the 1984 AWA Sydney-Hobart Yacht Race Program, the Publications Committee of the CYCA has reached a milestone in producing ten consecutive issues.

Prior to the 1975 number, the Club collaborated with outside publishing houses in producing the Program. But in that year the Committee felt confident that it could do the task itself.

From the outset the magazine proved to be of exceedingly high quality, and today it is regarded as being preeminent among the more often seen programs from other regattas.

The Program has also been a financial success, having (conservatively) made in excess of \$50,000 over the years of publication — a large contribution to the costs of conducting the Race together with providing a quality medium to compliment the promotional activities of our Sponsors.

This note is not meant to be a self-indulgent pat on the back. Rather it is to recognise the years of voluntary effort for the Club.

The first to thank is Editor David Colfelt, who has produced all ten issues. Quite unsung is his wife, Carolyn, who has alongside him played a very large creative and production role with the prodigious amount of work needed to get a 96-page journal out quickly.

Over the years many Club Members have

passed through the Publications Committee ranks. These 'professionals acting in an amateur capacity' have been the group responsible for the quality of this major undertaking.

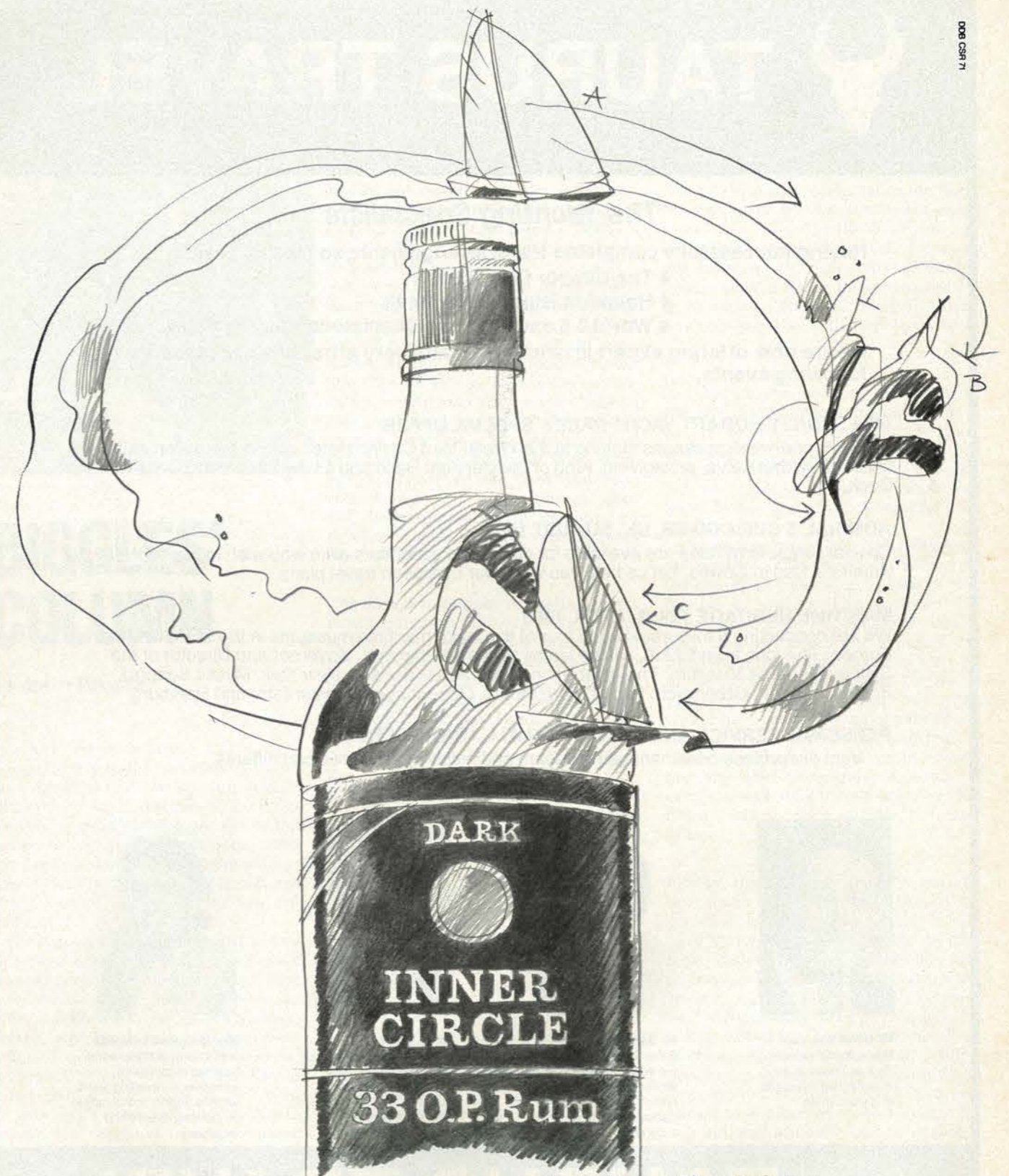
Thanks are also due to the yachting journalists who have freely given copy, the photographers who have donated their photographs, representatives of the marine industry, such as sailmakers, who have given us the benefit of their expertise.

The CYCA Staff play no small role. Typing up the data for 160 entries this year is no mean task itself! The Ladies Auxiliary sells copies of the Program each year. TAA flies copies to interstate yacht clubs. Our printers do a rush job each year, given the short lead time from the time 'late entries' are in until the magazine hits the street about the first week in December.

The support of our sponsors and advertisers has been vital. We know they get both quality and good readership for their expenditure.

The CYCA has a surprisingly large number of people working for it in an honorary capacity. May this be a sincere 'Thank you' to all those who have helped in this part of our activities over the past decade.

Tony Cable  
Chairman, Publications Committee



**Sooner or later, every rum drinker discovers the satisfaction of the Inner Circle.**  
Winner of more local and international medals than any other rum in the world.



# TAURUS TRAVEL

## "The Yachting Specialists"

Having successfully completed travel arrangements so far this year for

- The Clipper Cup, Hawaii
- Hamilton Island Race Week
- World 5.5 and 12 metre Championships, Sardinia,

we are now offering expert arrangements and very attractive packages for the following events.

### AWA SYDNEY-HOBART YACHT RACE - SPECIAL OFFER

We have one-week packages staying at the Wrest Point Casino Hotel. Join in the action at the finish, New Year's Eve, prizegiving, King of the Derwent Race and all the fun around Constitution Dock.

### ADMIRAL'S CUP, COWES, UK, AUGUST 1985

Special competitive rates are available for crews and spectators alike who wish to attend the Admiral's Cup in Cowes. Let us help you with your European travel plans.

### MARITIME HERITAGE TOUR, APRIL 1985

We are conducting a four-week world tour of the major maritime museums in the USA, UK and Europe. The tour, from \$3950, will be led by Mr David Phippard, Governor and Director of the Sydney Maritime Museum. The itinerary includes San Francisco, New York, Mystic Seaport, Boston, London, Greenwich, Exeter, Portsmouth, Copenhagen, Amsterdam, and Hamburg.

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**Mr Barry Reynolds,**  
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**Mona Negroh,**  
has held senior consultant positions in retail and wholesale agencies in Australia and overseas for over eight years.



**Mrs Margaret Edwards,**  
well-known yachtsperson, has had many years' experience travelling world wide to attend and compete in yachting events and regattas.



# TAURUS TRAVEL

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## BIGGLES' COLUMN

by John Brooks

Our AYF representatives had a very successful trip to the November annual meeting of the IYRU in London, finally getting their way (Australia's that is) in the ORC meeting which got rid of the Kevlar ruling. Jim Robson-Scott, who was the lone voice crying in the wilderness of the 1982 meeting, led the charge which threw out the Kevlar ban entirely.

The ban will no longer appear in any form and, what is more, it is effective immediately; no waiting for July next year. If you want, you may have an entire Kevlar wardrobe for the Sydney-Hobart, and good luck too. Jim, who suffered some entirely undeserved abuse in Australia when the first Kevlar thunderbolt struck, worked very hard for this result after first succeeding in getting the original ruling watered down in 1983.

Another change in which Australia had a big hand, this time at the IYRU meeting, was the modification of Rule 26 (advertisements and sponsorship). The meeting voted 16-10 to allow national sailing authorities (e.g. the AYF) to determine if boats can be called by sponsor's names. This ruling

will come into force with the issue of the new IYRU blue book, in July 1985.

In the interim, the national authorities will have discretionary powers in the matter, so we could see the Australian Admiral's Cup trials as the first application of the rule with names like *Toohey's Tram*, *Once More Dear Dunhill*, *Taurus Travels*, *Gazebomuffin*, *Barlowgrinder* and the like, decorating our trials contestants. Of course it's highly unlikely that the Poms will allow anything so crass at the Admiral's Cup itself but at least it gives ORCA a much better shot at attracting sponsors help with team expenses.

A new DGF formula in the IOR will have the effect of giving more 'free' stability, for want of a better term. A tender boat, for instance, could have some lead put back in her keel without affecting the rating. This is the modification sought after the crew limitations rule was brought in to limit the stacking of huge crews along the weather rail of extremely tender boats to keep them upright. However, the crew limitation rule stays in the book, although clubs still have the option of changing or deleting it altogether for specific races or series.

The arrival in Sydney of Leslie Green's new acquisition *Sudpack* adds a touch of European class to the local fleet at the same time that the latest Australian built IOR boats are hitting the water. Barely six months old now, *Sudpack* competed as a brand new boat at the One Ton Worlds held at La Trinité in June, in a series won by the French boat *Passion 2*.

*Sudpack* did not fare too well at La Trinité because she was not completed in time, but she did show bursts of good speed in light to moderate conditions. It will be very interesting to see how she stacks up against the latest Farr one tonners in this country, especially at the Admiral's Cup trials in March. *Judel/Vrolijk* designs are big news in Europe and the German team which won the Sardinia Cup were all big sisters to *Sudpack*.

With 162 entries (as at November 15th) the AWA Sydney-Hobart fleet has surprised everyone who was looking forward to a relatively quiet December at the CYCA. A 30% increase over the last 'off' year in 1982, it seems to indicate that ocean racing is booming along with the economy, an observation which should please the industry, as well as the clubs, no end.

It should also please the sponsor, AWA, which has committed itself in a very positive manner to the Sydney-Hobart Race as a promotion and public-

ity vehicle. In addition to sponsorship funds, AWA has been lavish in its donation of state-of-the-art support equipment and hi-tech manpower for communications and computer applications.

In these areas the Sydney-Hobart Race under Keith Storey's direction has always been at the forefront in the use of the latest techniques, but the advances envisaged this year by Keith and AWA boffins have really taken the Race into the space age. Known for his year-round dedication to the Race and an incredible capacity for work, a coronary, followed by triple-bypass surgery, merely slowed Keith down temporarily in November. His well oiled organisation continued on with barely a hiccup.

Another innovation this year concerns the rule infringements during the race. Except for serious breaches of the rules resulting in damage or injury, or for misconduct under Rule 75.2, a yacht will no longer be disqualified from the Race. Instead, alternate penalties will apply.

Depending upon the infringement, the penalty might vary from a drop in the results of one place to 40% of the number of starters. This will end the situation where a competitor could only be *disqualified* for a minor infringement that might have had little or no effect on the outcome of the Race. The same ruling applied last year would have seen *Nirvana* penalised instead of being disqualified outright, a harsh punishment for a yacht which had travelled thousands of miles to compete and which then made a dubious tactical error in the last few miles.

Finally, the boat name story to end all boat name stories. I expect that every yachting journo in the country will have given this story a gallop by the time *Offshore* appears, but the last survey showed that Biggles' Column readers are underprivileged and illiterate, so it will probably be news to you both.

Royal Brighton Yacht Club members Michael Epstein and David Hume bought the Sydney yacht *Leading Edge* and entered it in the AWA Sydney-Hobart under its new name. David, who is blind, and Michael, who is a psychiatrist, renamed the boat *Out Of Sight*, *Out Of Mind*. To that, one can only add that a blind sailor crewing in the AWA Sydney-Hobart is a story in itself. Merry Christmas and Happy New Year to you all. See you in Hobart. □

# 40 YEARS OF RACING TO HOBART

a thumbnail history of the Sydney-Hobart Race

## Part II

by David Colfelt

This is the continuation, from last issue, of a thumbnail history of the Sydney-Hobart Race. Part I reviewed the first fifteen years of the Race, in which the growing Australian fleet was developing a competitive spirit that was preparing it for assaults on international regattas. At the end of this period yachts were raced all the way to Hobart, in contrast with the 'cruise' that was contemplated when the first Race germinated.

Part II begins with 1961. During this decade ocean racing in Australia was to come of age; the first Australian Admiral's Cup Challenge would be mounted, and by the end of the decade it was a whole new ball game, setting the scene for the seventies, when the pace of change gave cause for the first cases of ocean racing 'future shock'!

### 1961

The fleet of 35 was probably the best in design, equipment and crews that had gone to Hobart. *Rival*, of the same class as the winner of the 1957 Fastnet Race, bettered her previous Hobart performance by one position and took out handicap honours in 1961, and the first fibreglass yacht to be designed and built in Australia, Alan Payne's design, *Janzoon II*, was rewarded with second on corrected time. *Joanne Brodie*, a Tasman Seabird in the hands of the skipper of the 1953 winner, was third in spite of the fact that she wasted almost a whole night when she sailed in the fog into Fortescue Bay on the Tasman Coast and couldn't find her way out again. (Seabirds also came 5th and 8th that year).

The magnificent 73 ft Fife designed schooner, *Astor*, took her first line honours trophy (it was not to be her last), and for the first time in a Hobart Race a venturi spinnaker was seen, flying from *Astor's* foremast.



*Janzoon II*, first fibreglass yacht in the Race.

### 1962

*Solo* won the Race again this year, and it was the first time that there was any serious competition from overseas. The renown of the Race had spread to America, and Huey Long came out with the first ocean racer built entirely of aluminium. She was the North American Ocean Racing Champion of that year, and she was here to show the Australians what it was all about.

In a magnificent duel with *Astor*, the spectators in Hobart had one of the most exciting finishes in the history of the Race; *Ondine* beat *Astor* to the finish by one minute, but she wasn't fast enough to win the first prize from *Solo*. She returned, having to be content with having set an elapsed time record that would stand for the next 11 years, and having exposed the Australians to a new degree of sophistication in ocean racing yachts.



*Solo* burst onto the scene in the mid-fifties and set the pace for many years. She won the Race (overall) twice, in 1956 and 1962.

For the first time this year an Australian yacht sailed to Hobart with the fabulous new Hood sail cloth hung on her spars. *Joanne Brodie* had a new mainsail made by Joe Pearce, although skipper Ron Hobson, a perfectionist when it came to gear, thought he'd bought a 'pup'. "This . . . buff [the sailmaker] of yours has made a terrible sail . . . absolutely dreadful!" Hobson bellowed over the telephone at sailing master Peter Green on Christmas morning. The sail maker, Joe Pearce, was persuaded to meet them that day. Green recalls:

"We were very gentle with sails in those days; you had to break them in. We put the new mainsail on, and it looked awful. Joey said, 'Well, first of all, let's set it properly.' In spite of our protests we stretched it up the mast and out on the boom, and we wound it on like I'd never wound a mainsail on before. And there was this huge mainsail, with its leech sticking out a mile. And the boat just took off!"

This was also the first year for an Australian winch manufacturer, Barlow, which was to become one of the largest manufacturers and exporters of winches

in the world. Barlow had to design new 'No. 26' winches for *Joanne Brodie* when she got her new Hood headsails after that year's Hobart.

The pace of ocean racing and technical innovation was quickening, and this was the last year of triumph for the Tasman Seabirds. It was also the last year of racing glory for *Solo*; she went cruising with the same verve with which she had raced.

### 1963

1963 was one of the rougher races on record. Southerlies hammered the fleet from north of Gabo Island to Storm Bay, with 70 knots recorded. About 25% of the fleet retired.

The Halvorsens were back in the lime-light again with what was to be the first of an unbelievable string of victories in their new masthead sloop, *Freya* (she also won the next two successive Hobarts, setting a record for a 'hat trick' which remains unique. Her long keel and large rectangular rudder set vertically behind it gave her excellent stability both on and off the wind in a seaway).

1963 was also Australian designer/builder Ron Swanson's year; his *Carmen*

class 30 footers (which he designed in conjunction with W. Ward) came 2nd, 5th, and 7th. Alan Payne's new design, *Lorita Maria*, came third; she was a development form tank tests of the 12-metre *Gretel*. Structurally she was designed for heavy Tasman weather, just as the Seabirds were. She was Australia's first entry in the Bermuda Race.

*Astor* took the fastest time trophy again.

### 1964

It was essentially a 'downhill' ride all the way; *Freya* won again, as did *Astor* in the line honours department.

The Ward/Swanson *Camille* was second, another feather for that duo whose yachts would show high up in the placings again the following year.

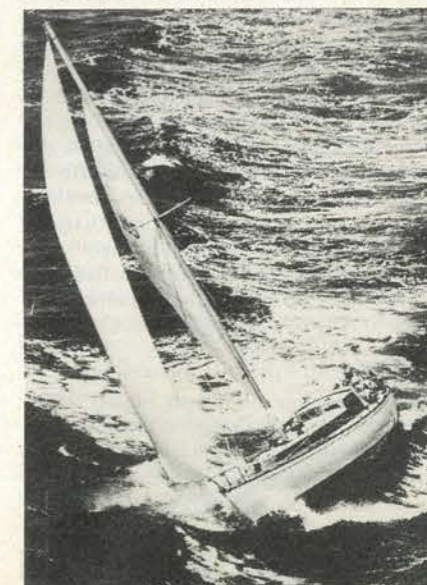
The first aluminium alloy ocean racer made in Australia also took part in this race, *Yampl*, designed by Warwick Hood.

### 1965

*Freya* did it again. *Camelot* was second, and *Cadence* third, both Swanson/Ward designs. The South African *Stormvogel* took line honours.

It was *Balandra's* first Hobart; she was sistership to the famous 1965 British Admiral's Cup team member, *Quiver IV*, by Nicholson, and she was the fastest thing to windward ever seen in Australia up to this time. Downwind she was a wild animal; above 10 knots; "She used to drag a quarter wave on either side of the wheel that you could hang five on," noted sailing master Peter Green. *Balandra* was the leading edge of what was to become one of the most exciting periods of development in Australia's ocean racing history.

The Hobart Race had an unblemished record of safety up until this time; no life had been lost due to mishap at sea in spite of the now 20-year-old history of the Race and the gales fleets had encountered. There were some very anxious moments this year, however, when a crewman from



*Freya* is the only yacht to have won the Race three times, and her record 'hat trick' in 1963-'65 is likely to remain unchallenged for all time.



Carmen was the first of a very successful Swanson line.

the Italian Navy entrant, *Corsaro*, was lost overboard in Bass Strait. By a stroke of great fortune, he was picked up by another competitor, *Corroboree*, one half hour later, suffering from hypothermia and incoherent, and he lived to take the tale back home with him. Sixteen years later, the record of no fatal mishaps at sea was still intact, although there had been several deaths, due to natural causes, during the Race.

## 1966

*Cadence* won in 1966, the last of the 'old fashioned' yachts to win the Race. From here on in, if you didn't have the very latest with the very best, you were unlikely to take the top prize. Another Swanson, *Salome*, finished second to *Cadence*, perhaps marking the pinnacle of achievement in this designer/builder's glittering career of the 60s. *Tambo*, a Sparkman & Stephens Hestia class masthead sloop, took out third place. New Zealand took line honours this year with *Fidelis*.

It is noteworthy that 4th and 5th places were occupied by skippers who would make their mark in ocean racing in the years to come; Peter Kurts was 4th in *Mister Christian*, a Swanson development; he was to win the Hobart Classic twice in the next twelve years. Syd Fischer was 5th in *Malohi*, and this was just the start of a remarkably successful career in Australian and overseas racing.

## 1967

If radical change had been hinted at up until now, from this year on there was no more mincing. Design and construction were no longer a matter of seamanship but the business of technology and equipment. From here on, more and more would be sacrificed in the name of speed and winning for the next 10 years, until the point of self-destruction would be reached. In the meanwhile, there were



*Cadence* won the Race in 1966. She was the last of the 'old fashioned' yachts to win the race.

some exciting years.

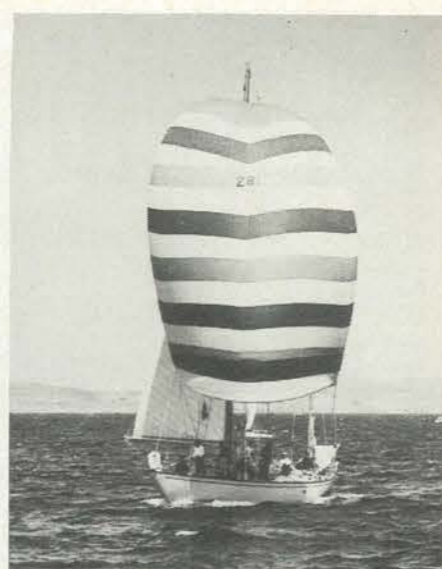
It all fell on Australia in 1967 when the New Zealanders came over to contest the first biennial Southern Cross Cup, an international team-racing series fashioned after the Admiral's Cup, in which the Hobart Race was the fourth, most important, event.

Chris Bouzaid's *Rainbow II*, designed by Sparkman & Stephens, came to Sydney with a light mast, light boom, and in typical NZ style, she was driven as though all life depended on it. She was one of the first of the coming lightweights.

The leaders in that year's race ran out of wind in that ogre, the River Derwent, whilst *Rainbow II* came screaming down the Tasmanian coast on a fresh nor'wester; Bouzaid hung onto his spinnaker when nobody else dared to, and he went on to win by a narrow 58 minutes from the gallant Frenchman, Eric Tabarley. Tabarley had come to Australia with a great reputation, and he lived up to it; the Derwent had robbed him of the 'double' in his radical schooner, *Pen Duick III*, as it had done to others so many times before.

## 1968

It was a brisk year, some of the fleet encountering force 9 sou'westerlies in Bass Strait. It was the first year of Syd Fischer's legendary *Ragamuffin*, a Sparkman & Stephens sloop from that famous stable that had learned so much from designing 12-metre yachts. She took 3rd that year, the beginning of an illustrious career the high point of which may have been her victory in the 1971 Fastnet Race. *Ragamuffin* did to Australian ocean racing what Solo had done in the mid-50s; she was just so much better than anyone else that she raised everyone's level of expectation. *Balandra* had been the queen of going to windward, and Rags was so much better - could point so much higher and was so much faster. The first of the modern hull shapes, she was fast downwind too.



*Ondine* held the elapsed time record for eleven years. When she came onto the scene she brought with her an eye-opening array of the very latest gear from North America.

*Koomooloo*, designed by Ben Lexcen and Ted Kaufman, was first on corrected time; the largest fibreglass boat ever built in Australia at that time was second - *Boomerang VII*, designed by Peter Joubert. More was to be heard from all of those designers in years to come.

That year the course played a trick on the fleet; it was overcast, no one could get a celestial fix, and a current swept them 20 miles westwards into Bass Strait. One yacht saw a light off its port bow - which turned out to be the light at the north end of Flinders Island.

1968 will also be remembered for *Ondine II*'s tremendous battle to make it to the Hobart Race; she was dismasted in the Indian Ocean and had to have a new one fitted in Sydney in the last hours before the Race. She managed to take line honours, even so, although her course record set in 1962 remained intact.

## 1969

1969 was the year that the English sent out their first team to compete in the second Southern Cross Cup biennial series. A British yacht, the Sparkman & Stephens designed *Morning Cloud*, belonging to the then Leader of the Opposition, Edward Heath, won the Hobart Race that year, but it was not part of the British team. Second placing the Race did go to British a team member, Arthur Slater's *Prospect of Whitby*, beautifully prepared and sailed and another thoroughbred from Sparkman & Stephens, who at this time seemed to have almost everything their way. *Salacia II*, yet another S&S, was third. Line honours went to the British team member, *Crusade*. The New South Wales Southern Cross Cup team retained the cup, with the help of *Ragamuffin* (17th in the Hobart), *Mercedes III* (6th in the Hobart - she had been a member of the winning Australian Admiral's Cup team of 1967) and *Boambillee*, also by S&S.

## 1970

This year will go down on record as having been one of the hardest on record. *Pacha*, designed for a Frenchman by Camper and Nicholson and now sailing for Bob Crichton-Brown, won it, the only race she won in her career.

The race began with two days of hard running (two yachts lost their rudders), and then a southwesterly change hit, built up to gale force and lasted for over 50 hours. There were 14 retirements, over 25% of the fleet. Through that gale *Pacha* averaged 8 knots to windward; Stan Darling navigated the yacht with consummate skill, and the crew drove her mercilessly; they covered the last 7 miles up the river in just under one half hour. *Pacha*'s

smooth lines slid through the water without any quarter wave - just a 'rooster tail' which spurted four feet in the air about eight feet behind her.

*Ragamuffin* was second that year, *Salacia II* 3rd, *Koomooloo* 4th, and *Vittoria*, the latest in Sparkman & Stephens hardware, prepared only weeks before the race, took out 5th place. From New Zealand came a 73' Spencer design, the just-launched *Buccaneer*, to take line honours.

The race now certainly belonged to the new designs and boats that were raced to the finish. A quarter of a century after the inaugural Hobart, the fleets were averaging 70 yachts. And in less than half that much time again, the fleets would be twice that number.



*Helsal* smashed *Ondine*'s course record of eleven years standing in 1973, but her record only stood for two years.

## 1971

This was another Southern Cross Cup year; again, first place belonged to Sparkman & Stephens, and New Zealand had emerged as an ocean racing force to be reckoned with. They took all three places in the Hobart, with *Pathfinder*, *Runaway* (Lidgard) and *Wai-Aniwa* (Dick Carter). Top places went to new or near-new boats. Jim Kilroy's *Kialoa II*, a vintage 1964 S&S aluminium giant killer, took line honours.

## 1972

A converted 12-metre made history this year. *American Eagle*, sailed by the colourful American Ted Turner, was only the second yacht ever to win both handicap and line honours in a Hobart Race; it had not been done since Illingworth won with *Rani* in 1945.

The CYCA had granted more generous age allowances this year, and *Caprice of Huon*, which had first raced to Hobart in 1957, took second prize. The Club had also put back the start of the Race to 1200 hrs, as daylight saving time had been adopted for the first time, and the sea breeze was expected to be an hour later.

Australian designers were well represented; the rising young Ben Lexcen's design *Ginkgo* was third; his *Apollo II* was 4th; *Koomooloo*, on which he collaborated with Ted Kaufman, was 6th; his *Apollo* was 7th; his *Queequeg* was 10th. Although he was to have two Hobart Race winners in subsequent years, he had possibly reached a plateau in IOR design with this result. He would later demonstrate his great intuition in the field of 12 metre design. Peter Joubert had no less than ten of his designs in the Race; more was to be heard of him later, too.

## 1973

It was another Southern Cross Cup year, and a Ben Lexcen design sailing for Hong Kong, *Ceil III*, won the race. It was a running and reaching race, which was fortunate for *Ceil III* as this was her virtue. Arthur Slater in *Prospect of Whitby* repeated his very fine performance of 1969, taking out second place, and *Ceil III*'s sistership, *Rampage*, enjoying the downhill ride too, came third.

A new radical ferrocement design by Australian Joe Adams, *Helsal*, the 72' 'flying footpath' as she was dubbed, set a new course record, bringing down that set by *Ondine* eleven years earlier; the spell had been broken, and the record was to tumble again in another two years. The running conditions enabled the swift *Apollo* (Lexcen) and the Western Australian sailmaker Rolly Tasker's *Siska* to beat *Ondine*'s record as well.

New Zealand had sent a strong team across for the Cup series, spearheaded by *Inca*, and she, sadly, made history in the annals of the Race by being the first yacht on which a death occurred; a young crew member suffered a heart attack on the first





Kialoa, from Sparkman & Stephens, still holds the record for fastest time to Hobart, and she is one of very few yachts to have ever won the line honours/handicap 'double'.



Love & War, one of only a handful of yachts to have won on handicap more than once (1974 and 1978), was another of the Sparkman & Stephens thoroughbreds.

night out, and *Inca* put into Jervis Bay to offload the skipper and the body of John Sarney. She then gallantly continued to Race, although New Zealand's chances had been dashed.

There were a record 92 starters that year.

## 1974

This year saw the entry of a yacht that has been described as the "hottest racing machine ever built for an Australian", the 54' Frers aluminium design, *Bumblebee 3*. She won every race she entered before the Hobart that year, even beating the famous 73' maxi *Ballyhoo*, boat for boat, in a short offshore race. She brought with her the latest in American technology.

Huey Long was back with another *Ondine* (III) to regain his record that had been taken away the year before.

The Sparkman & Stephens design *Love & War* won that year in spite of all the competition; *Bumblebee 3* was second, and the little Joubert designed half-tonner, *Granny Smith*, was third. *Ondine III* failed to recapture the course record, about she could console herself with another line honours victory.

It was the first Race for *Ballyhoo*, the largest ocean racer ever built in Australia at the time; she turned out to be premature off the drawing board, taking a 110° knockdown in Bass Strait, and during the next year she was to undergo extensive surgery before her next Hobart and before

heading off on a spectacularly successful career in the gladiatorial arena of world maxi racing.

## 1975

1975 was another hard running year all the way, and no less than nine of the competing yachts lifted their skirts and broke *Helsal's* 1973 record time. A new Sparkman & Stephens *Kialoa* had a wonderful tussle with *Windward Passage*, which arrived in Australia with a formidable string of 'scalps' on her belt, including eleven elapsed time records and victories among which were the *Transpac* and *Miami-Nassau Races*. *Kialoa* set a new Hobart Race record, 2 days, 14 hours, 36 minutes, 56 seconds, one which still stands.

Top honours in this downhill race went to a proven downhill boat, the Lexcen designed *Rampage*, which had come third in 1973 when her sistership, *Ceil III*, won.

This year saw the introduction of the Bruce Farr designed light displacement three-quarter rigs, which came over from New Zealand for the Southern Cross Cup. *Prospect of Ponsonby* won two of the races in the Southern Cross Series, and she was 5th in the Hobart. The success of these designs, and the logical extremes to which they were to be taken in later years, was to become the subject of controversy in the months and weeks preceding the fateful 1977 Hobart Race, events that would help to change the course of yacht design around the world.

1975 was the first year in which an 'all girl' crew went to Hobart, on *Barbarian*, a 38' timber sloop. She finished 92nd in a fleet of 102, and got off to a troubled start when, in the crowded starting conditions on Sydney Harbour (in the days before spectator limit lines had been established) she ran into and cut in half an 18 foot skiff. She had to retrieve its occupants from the water before continuing the Race.

1975 was also a year when tragedy struck a second time, and another death occurred during the Race. Barry Vallance, navigator on the valiant little *Zilvergeest III*, suffered a heart attack in the River Derwent and died.

## 1976

1976 was the year that the three-quarter riggers inscribed their name in the Hobart records; *Piccolo* and *Rockie*, both Farr one-tonners, took the first two places. They beat two masthead rigged, heavier displacement designs, *Love & War* and the new Frers *Ragamuffin*, which finished 4th and 3rd respectively. *Ballyhoo* took line honours.

## 1977

1977 marked a turning point in the history of the Hobart Race, and the ramifications of this race were felt throughout international ocean racing.

Leading up to the start, there was a lot of controversy over the stability of some of the lightweight designs, particularly the

centreboard designs that were turning up at level rating regattas.

It all started in mid '77, when the Farr design school, having proved itself in all international arenas, threw up its latest developments, and these were closely followed by other big name designers producing what Offshore columnist 'Biggles' (now known also as CYCA Commodore John Brooks) prophetically referred to as "the ultimate light displacement boats". Some of them even came equipped with centreboards, all had twitchy rigs, and most appeared to be of flimsy hull construction.

The World Level Rating Half Ton Championships had just been conducted in Sydney, and the World One Ton Championships in New Zealand, and there were reports of incidents that gave the CYCA, jealous of its unblemished safety record in the Hobart Race, cause for severe concern - knockdowns, capsizes, and some structural damage. A number of entries from these competitions had applied for entry in the Hobart Race, including the latest in swing-keelers and ultralightweights.

Contemplating the implications of a knockdown in Bass Strait, and realising that any likely action by the ORC would come long after the Hobart Race, in an attempt to 'head off trouble at the pass' the CYCA Sailing Committee calculated a self-righting screening formula and devised a physical inclination test to be applied to prospective Hobart Race entrants of suspect stability. It drew scathing comment from those most likely to suffer from it, including an increasingly bitter Bruce Farr.

Enough protest reached the ORC that it issued its own formula which protected all but the most radical designs from the CYCA inclination test. The controversy subsided momentarily, until the events of the 1977 Race overtook the world policy makers.

The 1977 Hobart started in light easterly conditions, but by the next afternoon the record fleet of 130 encountered the first of three cold fronts. SSW-SSE winds of generally 50 knots (some higher gusts reported) but, more significant, a very lumpy sea took an extreme toll - 58 of the fleet (about 45%) retiring to ports along the New South Wales Coast. Seasickness and broken gear took a toll throughout the fleet, but among the seven ultralightweights, five retired with hull damage, one called it off on the first night of the storm because it was "too rough", and one was nursed to Hobart with broken ribs.

*Kialoa*, the yacht that had smashed the course record the year before, failed to better her time, but she did become only the third yacht in the history of the Race to capture the double. *Ragamuffin* was second, *Windward Passage* third, and the little Joubert 30-footer, *Lollipop*, was forth.

The 1977 Hobart probably came none too soon; design had been carried beyond the limit, and it strengthened the resolve of the CYCA to press on with its own self-



was one of the smallest winners.

righting formula, which was later to become the world standard, and to make further inquiries into the issue of scantlings.

## 1978

The 1978 Race turned out to be two races - one for a group of seven yachts that broke away from the fleet off Gabo Island, about one third of the way, and one for the rest of the fleet. The leaders continued to widen their lead, and they were home while most of the rest experienced frustrating calms across Storm Bay and up the Derwent.

*Love & War* joined the exclusive ranks of yachts that have more than one Hobart victory to their credit; second was that classic yacht which had made her first appearance ten years earlier - the great *Ragamuffin* - this year racing under the name *Margaret Rintoul II* and with a good age allowance. *Constellation*, which was originally the third *Ragamuffin* (Frers), was third.

*Apollo* took line honours.

## 1979

The 1979 Race had an unpleasant prelude. *Charleston*, the latest in Holland one-tonners, from Tasmania, disappeared without trace on her way to Sydney. Other

yachts completing the same passage reported severe storm conditions off the northeastern tip of Tasmania, the area from which the yacht had last reported in by radio.

The largest ever fleet set out on Boxing Day in fresh southerly conditions; for only the second time since the inception of the Race the fleet of 147 yachts had a spectacular spinnaker start. They flew down the harbour, the first yachts clearing Sydney Heads in less than ten minutes.

It was a year for the little boats, the first eight places going to them. The winner was the smallest ever to win the Race, the 30' *Screw Loose*, a Holland half-tonner from Tasmania, took 4 1/2 days to complete the course (the previous smallest winner, *Cadence* (in 1966), took a whole day longer - perhaps another indication of the advance of yacht design, although the 1966 weather was not as favourable for a fast passage. Another half-tonner, the Carter designed *Wheelbarrow*, took second, and the 29'8" *Apalie* was third.

*Bumblebee 4*, the new maxi-racer designed by Frers and built in Australia, took line honours; she appeared set to break *Kialoa's* record of 1975 as she ran hard down the Tasmanian coast before the freshening northeaster that had prevailed for the first two days, but once again Storm Bay belied its name, and light

fitful airs robbed her of the chance to set a new record.

The record holder for the fastest time in the Fastnet Race, *Condor of Bermuda*, was in Sydney for this Hobart, and her duel with *Bumblebee 4* was settled; *Bumblebee 4* beat her home by some seven hours.

In a race from Hobart to Auckland after the Race, in which a number of New Zealand entries participated, *Smackwater Jack*, owned, sailed and designed by New Zealander Paul Whiting, encountered severe storms and also vanished without trace. This, and the *Charleston* incident, along with other incidents in the south-west Pacific during the year, was responsible for the establishment of a Hull Integrity Subcommittee of the CYCA Sailing Committee to take positive steps towards coming up with minimum design strength requirements. The outcome, after a lot of analysis and correspondence with specialists in North America, would be known in 1981.

## 1980

It was time for the big boats again, and the fleet carried fresh northeast winds right down across Bass Strait and down the Tasmanian coast. The leaders got home on fresh southerlies, and the breeze died.

The new Zealand round-the-world racer *New Zealand* became the fourth yacht to take the handicap and line honours prize; the graceful old lady, *Gretel*, gained second, and a great campaigner, the S&S design, *Challenge*, was third.

## 1981

1981 was another landmark year in that, as a result of the disastrous Fastnet Race of 1979, and also the Hobart Race of 1977, the first recommendations were forthcoming on minimum scantling requirements. The American Bureau of Shipping (ABS) issued a scantling rule in about February 1981. The ORC gave it 'recommended only' status for twelve months, but the Cruising Yacht Club of Australia, being in the van of safety, adopted it, and then stepped back slightly when it appeared that a number of yachts which had successfully completed many Hobart Races, and which gave no one immediate cause for concern, would fail to pass the ABS requirements.

Some of the ABS proposals had perhaps not been quite thought through as they applied to pleasure yachts, but it was a positive step and probably goaded the international racing authorities into action that was overdue, and perhaps the ABS Rule would be the basis for better recommendations to come.

1981 was another Southern Cross Cup year, and another record fleet had a dramatic spinnaker start, the third since the Race began. But it was generally a race of light airs, frustrating and slow. The best time was that of *Vengeance* (formerly *Siska*), 1½ days slower than *Kialoa's* record set in 1975. The smallest yacht in the fleet won the Race, the Joubert Currawong class 30-footer, *Zeus II*.

## 1982

The 1982 Race will always be remembered for its thrilling finish, perhaps the most dramatic in the history of the Race. The two largest entrants, *Apollo* and *Condor of Bermuda*, fought out a suspenseful battle down the NSW coast, across Bass Strait, down the east coast of Tasmania, and across Storm Bay. The final eleven miles were worthy of Alfred Hitchcock; only seven seconds separated the two maxis as they crossed the finish line to a throng of delighted well wishers in Hobart, *Condor* the victor.

The first twenty-four hours was wind-



Challenge won for Lou Abrahams on his 20th attempt.

ward work, and then the breeze freed across Bass Strait. The middle-sized boats had a flying spinnaker run down the east coast of Tasmania before a 40 knot northerly, which assured their handicap placings.

The battle for handicap prize was also one of the most closely fought in the history of the race, and all places went to the fractional rig sloops; *Scallywag* won from *Audacity*, with *Police Car* coming third. Fractional riggers, in fact, that year took eight out of the first nine places.

## 1983

An all-time record fleet took the stater's gun in this Southern Cross Cup year. The Race saw yet another dramatic finish in the Derwent River between two of the world's greatest maxis, *Nirvana*, which had the colourful Ted Turner aboard, and

*Condor* (not *Condor of Bermuda*). These two yachts in fact had a thrilling race right from the word go, remaining within sight of each other throughout. *Condor* lead going into the River, and the two yachts tacked closely following each other closely into the western shore. Near White Rock, *Condor* was forced aground when *Nirvana* failed to respond to a call for sea room, and gear came into contact as *Nirvana* sailed away to finish first. *Nirvana* was subsequently disqualified after a protest.

It was probably one of the 'hottest' fleets ever assembled in southern waters; all of the latest Admiral's Cup yachts were represented. The weather for the first 36 hours saw a fairly strong southerly; as the top half of the fleet reached Bass Strait the breeze freed, giving them a fast reach across the Strait. As in the previous year, many enjoyed fresh northerly conditions down the Tasmanian coast.

The winner in 1983 was a popular one; Lou Abrahams, who had distinguished himself over the previous twenty years in Australian ocean racing, finally captured the elusive Hobart with his maroon hulled *Challenge*. He was favoured by stronger, freer breezes in western Bass Strait. Peter Kurts, twice winner with his *Love & War*, took second prize in *Once More Dear Friends*.

1983 was a year in which Bruce Farr again stamped his name firmly on the book of designers of yachts in the Hobart classic; his crack team of Farr 40s that made up the victorious NZ Southern Cross Cup team accounted for 4th and 6th and 7th places in the Race, and once again the kiwis demonstrated that they are in every way a force to be reckoned with.

Thirty-nine years after the first Race the fleets had reached almost epic proportions. This led to a number of incidents at and shortly after the start, some unavoidable, which were later the subject of protests. As a result of these and some unreported incidents at the start, the CYCA has been forced to look at alternate penalties for this 630-mile race, where disqualification for a minor infringement at the start is generally felt to be too harsh.

1984 will see the 40th running of the Hobart Race, and the fleet that will start will again be a record for a non-Southern Cross Cup year. There are a number of brand new yachts making their debuts, some of them with their hopes fixed on Admiral's Cup representation next August. Members of the Hall of Fame who will be starting in this Race include: Peter Kurts, twice a Hobart winner, with a new Farr design (not named at the time of going to press); Lou Abrahams, last year's winner, has a new *Challenge*, this time designed by German Frers; Peter Blake will be skippering (if it is finished on time) the new *Lion New Zealand* (he won the double in 1980 with *New Zealand*; John Pickles, winner of the 1976 Race, is having another go with his Dubois designed *Piccolo* (not the one in which he won, but with several of the crew).□



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by Tony Cable

Editor David Colfelt called me the other day, much as he had done for the past nine years, and said that he needed, in two days, my predictions for the winner and the weather of this year's AWA Sydney-Hobart Race.

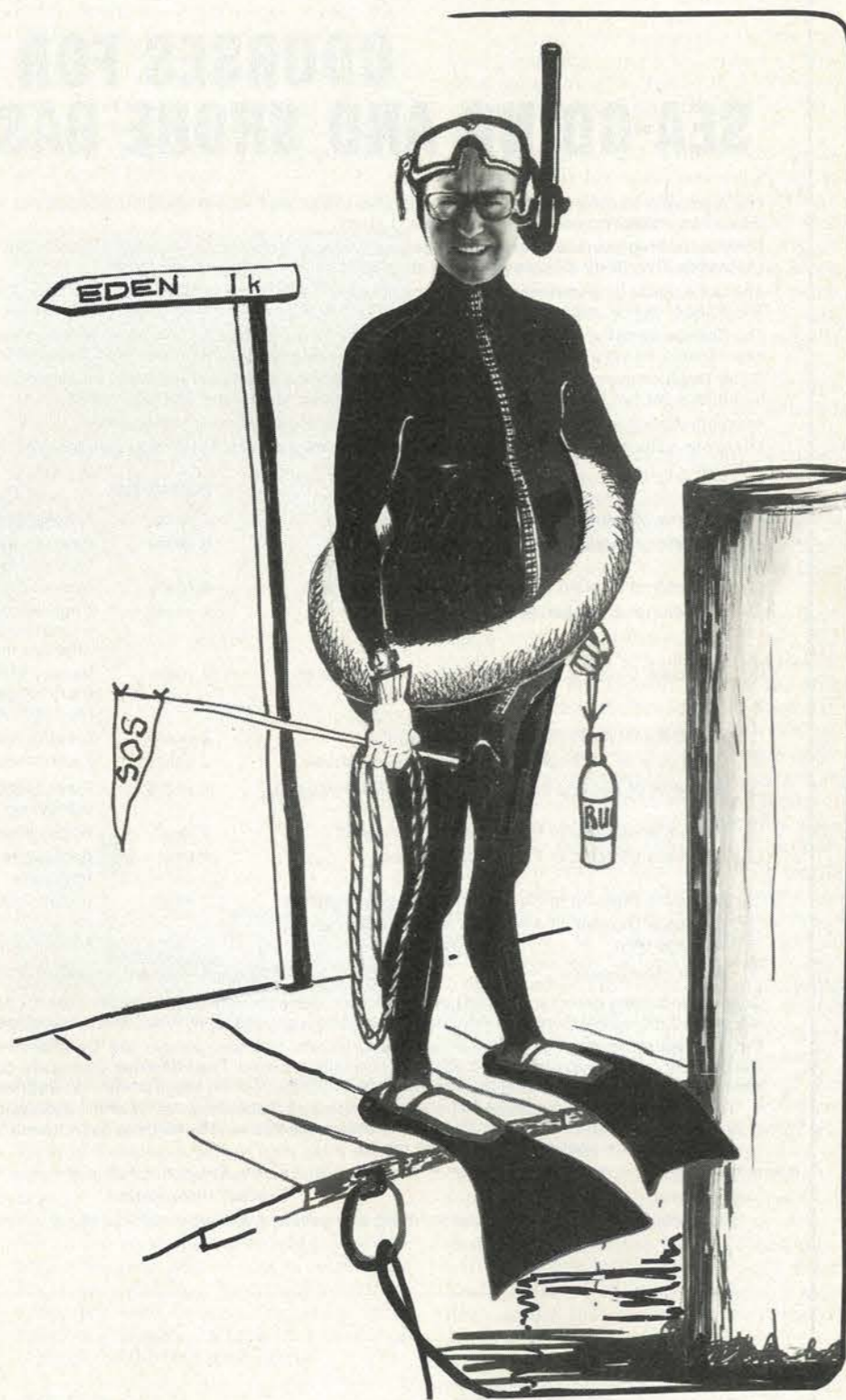
Usually I have done this under protest, but the task is becoming easier as the years go by, and the article can now be done simply and with a high degree of accuracy. After all, most weather men worth half their isobars, given six weeks warning, could readily tell you what the wind will do every hour over a 630-mile, 5-day track.

From time to time over the years I have made one or two minor mistakes, finding that the fleet ran hard downhill when I thought they would go underwater uphill. These rare lapses have left me with numerous detractors, many of whom are given to preparing their boats to meet conditions exactly opposite to those I foresee. If it wasn't for the encouragement of such loyal supporters as Bob Cranse, Dawson, Chalky and Scottie from Queensland, I would have given this game away about fifty southerly busters ago.

Regular readers will know that, as the courage of my convictions diminished with the amount of ridicule I received, I took to quoting the 'weather thoughts' of other famous sailors. This was on the basis that if I had to hit any murk I could bring others into it with me.

Shipway has always been on my list of informants. But I couldn't find him this year as he is now a traveller in winches and doesn't have time to talk to journalists and skippers of Finns, OKs, Windsurfers and other such craft which can't carry Barlows.

Frizzle's opinion is always sought alike by owners and young ocean racing heavies. I am always grateful for any of the quotes he can give me. This time, he provided a very valuable "It will be light on the nose for two days". I couldn't wait to get this statement onto the typewriter. But it was only then that I realised that he didn't tell me what else the weather would do! Rather like kissing your girl friend goodnight at the front door - an anticlimax, nothing else happens.



Two of my regular informants came up with the old line "The weather will be the opposite of what you say, Cable". Peter Simms said he "didn't care" as he was "going to Surfers, not to Hobart, for his holidays this year".

The only real sense I got was from Bob Ross, who this year proved at Poole that he was the 35th best J24 sailor in the world. Incidentally, in this series he had in his crew the famous navigator, Grimes. Grimes was the chap I mentioned some time ago who does his workings on the back of bus tickets rules off his plots with cane battens. In England this time, he used the bottom of a plastic ice cream bucket, for some reason. I don't know why he had to do this, but it isn't so stupid when you realise that the old Polynesians went across the Pacific doing something on the navigating side with coconuts.

Bob Ross' comment was that the "start will be in light easterly, turning NE later in the day and freshening after the first hour. It will be a beautiful three-quarter spinnaker run; not a cocktail will be spilled and everybody will get their shirts off and git rid of their hangovers". Ross is an incurable romantic! "After that," he said, "I don't give a stuff what happens."

What do I think? After the entire fleet pulls out of the Montagu?! After there is so much rain in Sydney that a Mercedes and a Rolls had a regatta in the main street of Rose Bay?! What do I think?

I am pleased to say that I absolutely agree with Ross' description of the first day - lovely. Then, smash, bang, water, retirements, foam, dogs off chains, white caps, Pommies on motorcycles flying past, cooks giving up, heads giving up, owners giving up, throwing up. Hard on the nose across the Strait. And that's an ocean racing fact.

Now, everyone will say 'Cable's at it again', but I assure you that just because there are oil rigs now in the Strait it doesn't mean that the wind can't blow hard in between them. In short, a hard race.

## Who will win?

Let's go on to who will win. For the information of those young for'ard hands who take pleasure in doubting my uncanny accuracy, I draw attention to the fact that of the ten yachts I chose last year, results were: 2nd, 3rd, 6th, 7th, 12th, 13th, 14th, 32nd, 34th, Disqualified. Cop that.

This year there is an unexpectedly large fleet of 160. The time an owner should try to win the Race is in an 'off' year, such as this one, so as not to be encumbered by classy entrants from the UK, Hong Kong, New Zealand and the USA. But really, I don't think there are this year very many of an 'international' standard such as those which grace our typical Southern Cross fleet from overseas.

But we have to pick a new 'form' boat from a limited group of new Farr types, a couple of new Van de Stadts and one or two others. A champion design, sailing this year with a proven top crew, excellent strong gear and well tuned would surely be the favourite. Where is it?

Before getting on to the top ten, it is worth remarking that there are a lot of good second liners, including several aged favourites in the fleet and a mixture of excellent past performers such as *Police Car* and *Challenge II*. There are several newer boats such as the flock of Farr 40s, among which are *Indian Pacific*, *Zap*, *Prime Suspect*, the new Van de Stadt *Water Frontier*.

Also in the lineup are the Farr 37s which could show up - such as *Groundsfor*, *Leading Edge*, *Pippin*, *Southern Cross*. The Dubois *Public Nuisance* and the Tony Castro *Intrigue* should be watched. *Bewinched* and her near sistership *Freight Train* will be up there as will *Marloo* with her experienced crew. Others such as *Mirrabooka* (Tasmania), *Mandrake* (S.A.), *Inca*, *Margaret Rintoul II*, *Witchdoctor* should do well in tougher conditions.

But the Editor won't let me name the fleet, so here are the top ten.

**Challenge III.** Lou Abrahams' new Frers. In my previous predictions I said "never bet on a Victorian boat, they never win". Lou taught me a lesson last year. But what would be his luck to win a second year in a different boat?

(Incidentally, I have also stated that 30 footers don't win Hobarts either.)

**Dry White.** To show I have changed my opinions about Victorians, this new Van de Stadt with a very experienced crew is included.

**Freight Train.** A beautiful Frers design that could do particularly well in a fresh race.

**Huon Spirit.** The Farr 40s inevitably should do well as they are right at their peak. It is just a matter of which of them will do the best. I have chosen this Tasmanian one under the experienced Hedley Calvert.

**Margaret Rintoul IV.** This brand new Frers might well have the combination of attributes I was looking for above. In her few short races so far she did impress observers with her speed.

**Newcastle Flyer.** This newly launched Adams/Radford design is one of my wilder choices. I have a preference for good Lake Macquarie crews and this one could do well.

**Piccolo.** If there is to be a hard race my comments just made above will certainly apply to this crew of part-coalminers.

**Sallywag II.** Another Farr 40 sailing very well with a good crew.

**Too Impetuous.** This yacht has been sailing very well from the CYCA lately, and if it keeps up this performance it should get a high placing.

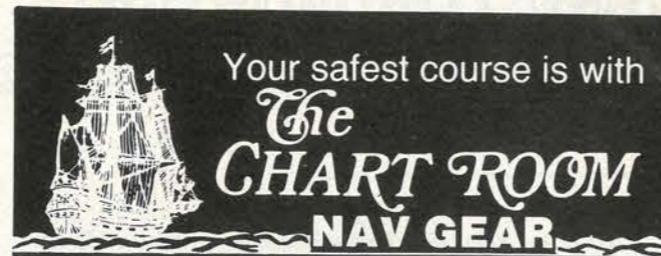
**The Gambler.** With the top ten this is the third Farr 40. A good performer from Queensland, I hope they can sail well in colder water.

Once again, Editor, I have stated my bit. Trust you will not lampoon me so much this time and that the sailors won't be too upset with me for not picking their boat to win. □

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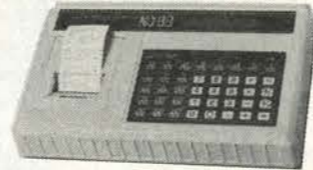


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## PIPPIN – NEAT, SWEET APPLE OF FARR'S, AYE

by Bill Sherman

There always seems to be a single word appropriate to describe a particular boat – plush, beautiful, big, fast (meaning uncomfortable). In the case of Pippin, one of the new Farr 37s starting to make their presence felt in offshore racing, the word is neat.

Neat in the way it all fits together and has been so well thought out. And neat because, while everything has been fitted for cruising comfort and flat out racing, there is no unnecessary trim or flummery.

Attention to detail shows in items like the tool box, which forms the bottom step of the companionway, and the neat teak trim along the inside of the fold where the cabin trunk joins the deck, which is decorative but also doubles as a handhold, doing away with the need for grab rails on the roof.

Pippin, owned by and built for Bill Sweetapple, is the second Farr 37 to be constructed in Australia. The first, *Leading Edge*, was owned by builder Gunter Heuchmer of Glass Yachts [before being purchased and renamed – see *Biggles' Column – Ed.*] and was used as the plug for the mould for series production.

And, Pippin is also one of the first true one design yachts for offshore racing that we have seen in Australia. It has been an oft expressed dream – to have an offshore racer that is as good as the next without the worrying about individual rating differences so that the true worth of the skipper and crew can be assessed against the opposition. It's been talked about a lot, but never before been achieved.

Now with four Farr 37s in the water and another seven on order (with deposits paid) it looks like being a reality.

Bill Sweetapple, though he doesn't claim it, has been very much the stimulus behind the project from the beginning. An experienced sailor with a very successful racing record in the Adams 30 half-tonner, Pippin, behind him, Bill has used his boats for both racing and cruising (he reckons he and Ros have spent about a year camping on their various boats). However, as an ex State Champion in Endeavour 24s,



he has also looked back with fond memories to class racing and has hoped for years to get the same thing going in bigger boats.

The problem was 'which one?'. No design could meet the criteria – about 35-36 ft, fast for racing, comfortable and well fitted for cruising, and rating less than 30 ft IOR to keep out of the Admiral's Cup dollar race.

Discussions with Bob Fraser (following a Fraser interview in *Offshore*) and with others, lead to the formation of a small nucleus of potential owners, with Bill Sweetapple and Bill Gilbert prepared to order boats and others ready to go but wanting to see the boats in the water first.

The design chosen came about by a lucky coincidence.

Bruce Farr sent to his Sydney agent, the late Kevin Shephard, plans of a boat which he had designed for a group of

Annapolis sailors. Shephard wrote a brief article about it which was published in *Offshore*, and it came to the attention of the one design group.

Before construction began, builder Gunter Heuchmer and prospective owner Bill Gilbert went to the USA to see the boats in the water and to race on them. Their visit confirmed that this was 'the' boat, and with only a few minor alterations, production of four of them was begun.

Kevin Shephard, who has since passed away, acted as project manager for the group. With four boats in production, buying power was very good, with obvious benefits to the new owners.

### Deck and hull

Pippin is a development of Farr's successful SORC boat *Migizi*. She is 11.4 m (37' 5") LOA with a beam of 3.71 m and



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a draft of 2.13 m. Displacement is 5534 kg (12000 lbs) and sail area is 61.4 m<sup>2</sup> (662 ft<sup>2</sup>). Her hull is built with a 1" Divinycell foam core. Kevlar is used for the ends and GRP in the centre. Her keel is cast in antimony lead.

Painted black with a white deck and cabin top, she is fitted with all the goodies you would expect - Barlow self-tailing winches, Peelgrane spars with three spreaders, rod rigging, hydraulic backstay, telescopic vang, Brooks & Gatehouse instruments, and so on.

Either a wheel or tiller can be fitted, and Bill has chosen a large wheel for Pippin.

The cockpit is well laid out with storage lockers to the rear of the helmsman. The main is sheeted right across the cockpit immediately in front of the wheel pedestal. Coamings are very nicely shaped to support crewmen when the boat heels.

#### Interior layout

It is inside the yacht that the description 'neat' really applies.

The layout consists of a removable double berth forward. Immediately behind, just in front of the mast, is the toilet (with hot shower) and, opposite, crew lockers and hanging space.

The main cabin has two berths either side. Both are cushioned in a nice bone-coloured material over plastic. The lower bunks have lee cloths while the uppers have folding lee boards, doubling as a back rest when lowered.

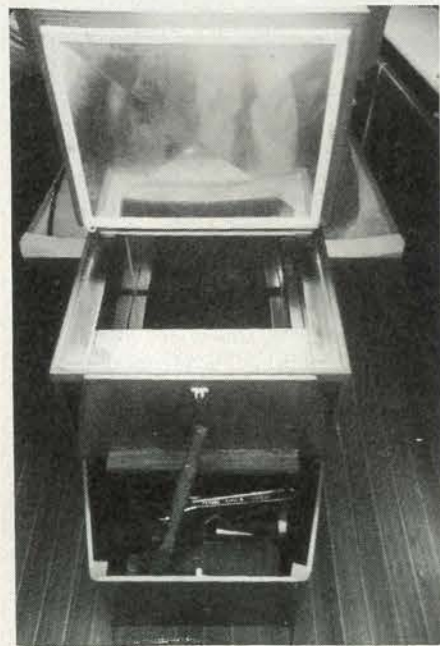
In the centre in the saloon is the engine housing. This timber unit covers



Tidy deck layout with jammers mounted in front of Barlow self-tailing winches. Pippin has rod rigging, hydraulic vang and backstay.



The cockpit is well laid out with storage lockers to the rear of the helmsman. The main is sheeted right across the cockpit immediately in front of the pedestal. Coamings are very nicely shaped to support crewmen when the boat heels. Pictured are skipper Bill Sweetapple and his son, Jamie.



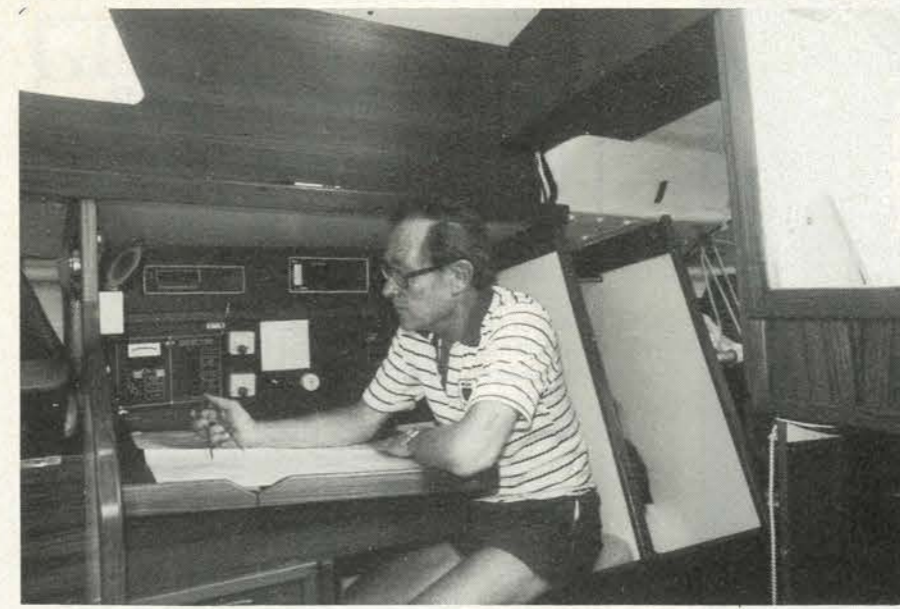
There is no companionway ladder. The first step is the tool box and the second is the top of the large frig and separate freezer.

a very quiet four-cylinder Solé diesel, driving a feathering prop and a compressor for the refrigerator, separate freezer and water heating. The sides of the engine housing have removable flaps making a convenient table to the side bunks. The hot water storage tank and an 'odds and sods' locker is also incorporated in the engine housing.

There is no companionway ladder. The first step is the tool box and the second is the top of the large frig and separate freezer.

On the port side of the companionway is the galley. A gas stove and oven is fitted as is hot and cold water. To starboard is the navigation area, with SATNAV, Brookes & Gatehouse repeaters and AWA radio equipment. Immediately behind the navigation table is a hanging locker for wet weather gear.

To the rear, on either side, are two pairs of pipe cots, which with the two main cabin bunks enable four crewmen to sleep to windward, a condition necessary to keep these boats racing hard.



To starboard is the navigation area, with SATNAV, Brookes & Gatehouse repeaters and AWA radio equipment. Immediately behind the navigation table is a hanging locker for wet weather gear.



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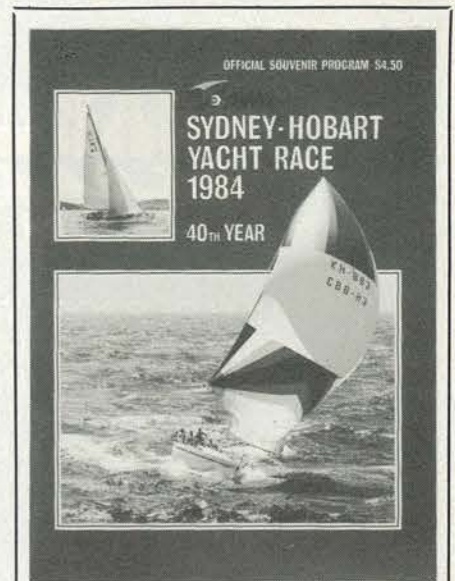
On the port side of the companionway is the galley. A gas stove and oven is fitted as is hot and cold water.

The interior works particularly well. It is light and airy with plenty of hatches. True, getting the turtles for headsails out is a bit of job, but Pippin is only 37 feet long and the decision to move the bunks inboard to make the boat more comfortable for living was probably a good compromise.

#### For the future

A recent Bird Island race had three Farr 37s coming home within about ten minutes of each other, first, second and

third at that. It is an exciting prospect. With a dozen boats in Australia, ten racing in Annapolis and interest being shown all around the world, perhaps the next step will be a Farr 37 World Cup, with Pippin coming home No. 1! □



The 1984 AWA Sydney-Hobart Yacht Race Official Souvenir Program is now available from the Club, ships' chandlers and from selected newsagents.

This year's issue contains, as usual, tips on the 'form' of the 162 entries, crew lists, as well as a lot of other good reading. For example:

CYCA Commodore John Brooks, who is also a Qantas Boeing 747 Captain, has written about "The Electronic Yacht", and he looks at just how sophisticated electronic aids - including computers - have become aboard today's Grand Prix ocean racers.

Meteorologist Roger Badham has written in a similar vein about the weather. In his thought provoking article he examines how a computer can be used in conjunction with weather forecasts for the next twelve hours to predict the best track to follow to Hobart, and he gives an example of how last year's Race winner, *Challenge*, did just what the computer would have recommended in getting the best weather in Bass Strait.

This year is the 40th anniversary of the Race, and on a more antiquarian note Tony Cable has delved into archives to produce a fascinating look at the "First Race to Hobart".

Still on an historic note, Mike Power has traced the fascinating story of hull development from 1945 to the present.

On the lighter side, Frank Sticovich has written a piece entitled "Real Yachties Don't Eat Quiche", and cartoonist Peter Harrigan has produced his usual hilarious cartoon feature on the subject of 'communications'.

The program also includes general Race information, notes about the sponsors, and, of course, the complete record of Race results and pictorial gallery of winners from 1945-1983.

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# GETTING READY FOR THE HOBART

by John Woodford

The excitement generated by the spectacle of 150 finely tuned offshore racing yachts at the start of the AWA Sydney-Hobart Yacht Race shuts out any thoughts by either participants or spectators of the weeks, months and, in some cases, years of planning which have preceded the Race. Experience, and plenty of it, is the key to success both in planning for and then doing this, arguably the most difficult of all classic long offshore yacht races in the world.

Any owner who enters the Race soon realises the amount of work and time to which he has committed himself and his crew if his yacht is to turn in its best performance. While 99% of all yachts which enter the Sydney-Hobart will reach the starting line, the quality of their preparation will vary from that required for just a Sunday afternoon harbour cruise to full preparation for a major sporting event, where even the smallest problem - anything less than flawless performance - will all but obliterate the participant's chances of winning.

These days, to compete at the highest levels of yachting requires organisation not unlike that which was demonstrated when Alan Bond's 12-metre *Australia II* won the America's Cup. After three previous attempts to win the Cup from the meticulously prepared Americans, Bond did not underestimate the consequences of any action taken in getting *Australia II* challenge-ready. The proof was in the eating of the Americans.

### The Race may be won or lost before the start

So, too, preparing for the Sydney-Hobart Race is as demanding as preparing for Formula One motor racing or mountaineering.

The current IOR offshore racing yacht is a precision machine. It incorporates the latest technology in its design; exotic materials are used for the hull, the rig and the sails. The smallest alteration in hull profile, rig tension or sail shape can drastically improve or impair its performance.



## Getting Ready for the Hobart

During the long and detailed work-up even such things as winch location, winch performance and the reliability of blocks and lines become paramount. When the going gets tough, even the tough can not get going if a winch cannot be operated due to an obstruction, or if a reef point is out of reach of the crew's tallest member when he is standing on the boom. The months of racing prior to the start of the Hobart Race help to sort out all of these problems.

One of the paramount considerations today is weight. All the work to perfect the yacht's speed will be wasted if unnecessary weight is placed on board when provisioning, or if it is carried aboard in the crew members' kit bags. If 5 kg of unnecessary food is placed on the yacht for each crew member, and 5 kg of unnecessary baggage is carried aboard by each crew member, on the average yacht the total adds up to 100 kg, or the equivalent of one extra man with all his equipment but none of his sailing ability.

### Hard decisions

A yacht in a long offshore race must be totally self-sufficient in all weather conditions. It requires reliance and

trust among crew members such as is probably seen only in mountaineering. No outside assistance is permitted in an offshore yacht race, and it is most difficult to provide in a race such as the Sydney-Hobart. If disaster strikes, yachts and crews must be capable of and well enough prepared to meet and overcome all difficulties. Deciding how much spare equipment or food to carry is a major decision (with conflicting elements). Certain safety items must be carried; these are prescribed in the Race Regulations. But what requires most thought is how much additional repair equipment to take to keep a yacht racing if it is damaged, or how much food to take to keep a crew happy if it is a long race due to light (or extremely heavy) wind. Failure to complete the race for want of a simple tool or a spare block which may have been dropped overboard is a disaster of planning. But the luxury of a spare sail for every condition or dozens of spare blankets just in case the boat gets wet, cannot be justified. A compromise lies somewhere between these two extremes.

Close inspection and replacement of doubtful equipment prior to the Race saves carrying spares and is the key to good preparation.

During any long offshore yacht race living conditions invariably deteriorate. The movement of men and sails on and off the deck, leaking hatches and leaks in improperly sealed deck fittings, produces an all-pervasive dampness down below. Rough weather exacerbates the problem, and it can become increasingly difficult to prepare proper food for the crew. Wetness and rough weather together, with a lack of hot meals, will severely test the compatibility of the crew. The owner/skipper must bear this in mind when selecting the crew and deciding how food will be prepared.

The sight of the crew all standing on deck with kit bags in hand as the yacht approaches Constitution Dock is a sure sign of crew incompatibility during the Race. This could well have been the result of poor planning and poor crew selection. In a Hobart Race, selecting crew on the basis of high individual performances does not necessarily ensure the best team. Good Hobart Race crew require a combination of sailing ability, durability of personality under extreme conditions and physical and mental fitness.

## Getting Ready for the Hobart

### "The Book of Lists"

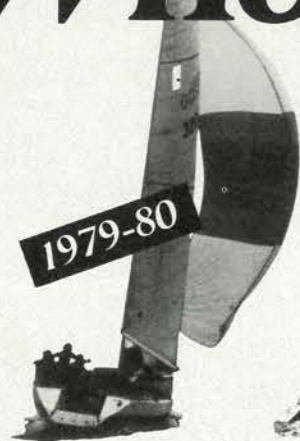
All owners and crew usually begin their preparation with a "Book of Lists". The initial draft was probably drawn up on a damp navigator's table at 11.00 a.m. one Saturday morning after a miserable overnight race to Flinders Island when everything went wrong. It was probably inspired by necessity rather than good planning. The contents are, however, continually modified as time goes by - items such as paying entry fees, submitting rating certificates, checking of charts, fire extinguishers, EPIRB beacons, servicing the motor, winches and bilge pumps - a never ending list of jobs and miscellaneous repairs.

Sometime on Christmas Day the last sentence will be struck from the list as the yacht reaches full preparation. For the inexperienced owner and crew, however, it is likely that a book longer than the Sydney telephone directory will remain on the navigator's table as the yacht sets out for the starting line. These crews can be readily identified by the amount of action taking place on board. Invariably a man is up the mast running new halyards, or crew members are frantically attempting to fit the



Many owners want to slip their yacht within two weeks of the start to ensure the best racing finish; this puts considerable stress on Sydney's limited slipping facilities (pictured is CYCA slip).

# Who really is fastest in the fractionals?



### DECEPTION

1st Southern Cross Cup Select. Trials - 'Deception'  
Winning Southern Cross Cup Team - 'Deception'  
1st I.O.R. Short Ocean Point Score - 'Deception'



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1st Class Clipper Cup - 'Gold Coast Express'  
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### SMUGGLER

1st Division B Sydney-Hobart Race - 'Szechwan'  
1st Division C Sydney-Hobart Race - 'Smuggler'  
Winning team Southern Cross Cup - 'Szechwan'  
Winning team Southern Cross Cup - 'Smuggler'  
Top scoring Southern Cross Cup - 'Smuggler'  
1st Div. B Sydney-Mooloolaba Race - 'Szechwan'  
1st Div. D Round The State Race (Hawaii) 'Szechwan'  
3rd O'all Round The State Race (Hawaii) 'Szechwan'



### AUDACITY

2nd Overall Sydney-Hobart Race - 'Audacity'  
4th Overall Sydney-Hobart Race - 'Szechwan'  
7th Overall Sydney-Hobart Race - 'O.M.D.F.'  
1st Australian S80 Championships - 'Lead Balloon'  
2nd Australian S80 Championships - 'Rampillion'  
1st Fremantle-Geraldton Race - 'Gun'  
1st M.H.Y.C. S.O.P.S. (I.O.R.) - 'Diamond Cutter'  
1st M.H.Y.C. L.O.P.S. - 'Diamond Cutter'  
1st C.Y.C.A. L.O.P.S. - 'O.M.D.F.'  
Member Aust Admirals Cup Team - 'O.M.D.F.'



### INDIAN PACIFIC

2nd Overall Sydney-Hobart Race - 'O.M.D.F.'  
1st in Class Sydney-Hobart Race - 'O.M.D.F.'  
3rd Overall Sydney-Hobart Race - 'Szechwan'  
5th Overall Sydney-Hobart Race - 'Indian Pacific'  
2nd & 3rd World Dragon Championships  
1st Bruce & Walsh N.S.W. Ocean Racing Championship - 'Indian Pacific'  
1st C.Y.C.A. L.O.P.S. - 'The Roperunner'  
1st Blue Water Championship - 'The Roperunner'  
Member Aust Clipper Cup Team - 'Indian Pacific'  
Member Aust Clipper Cup Team - 'O.M.D.F.'  
2nd Qld. Ocean Racing Circuit - 'Argent-En-Plastique'  
3rd Qld. Ocean Racing Circuit - 'Madman's Woodyard'  
1st Fremantle-Albany Race - 'Nadia'  
1st Div. 1 Sydney Mooloolaba - 'Helsal II' (Spinnakers)  
1st Div. 3 Sydney Mooloolaba - 'The Roperunner'  
1st Div. 4 Sydney Mooloolaba - 'Diamond Cutter'



### GAMBLER

3rd in Class China Sea Series - 'Orient Express'  
1st Overall S.C.O.R. - 'Gambler'  
1st Qld. I.Q.R. Championships - 'Gambler'

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OASIS FRA 3255

OFFSHORE, December 1984 - January 1985 - 27

## Getting Ready for the Hobart

bolt rope of a new mainsail into the mast track. If it be known, the halyards and mainsail probably arrived a week before the race but, with everything else to do, nobody thought to plan or check these matters.

Two major considerations both for owners and the CYCA are slipping and safety inspections for all yachts.

### Slipping

From the owner's point of view the two days, necessary to scrub down, anti-foul and to complete underwater repairs are best done in the two weeks prior to the start and at a time when his crew is available to assist. From the slipway operator's point of view, the major problem is keeping all yachts to schedule whilst on the slips and keeping the last two weeks available for visiting yachts, emergency repairs, or even the yacht which has only just been completed and which is being desperately rushed to be ready on time.

Sydney has fairly limited slipway facilities for racing yachts and the many cruising yachts that are also getting for

the post Christmas cruise. Two yachts can fit on each slipway. The normal slipping time is two days due to the work to be done, and because yachts can only go up or down at high tide, there are fewer 'slip days' available than there are yachts to be slipped. Some yachts must either be slipped earlier or miss out.

### Safety inspections

The CYCA and RYCT have adopted stringent safety precautions for the Race – stricter than most. All participating yachts must be inspected and receive a Category One safety certificate. Inspections are completed by volunteer Safety Inspectors approved by the Clubs. Here, preparation is important, as failure to pass the inspection on the day could mean not competing in the Race; inspectors are fully booked leading up to Race time. Again, it is not uncommon (on poorly prepared boats) to see the crew searching the yacht for a missing life jacket, or the skipper pleading that he'll replace a flare which

is out of date, as the inspector walks from the yacht with the safety certificate still attached to his clip board.

### Safety practice

Every life raft must have a current inspection certificate, which means that the raft has been opened and inspected by a licenced inspector (usually the manufacturer) at regular intervals. 'Man overboard' drills are common practice, but less common is practice in life raft inflation. Not long ago one enterprising owner, knowing his raft was due for inspection, decided to give his crew an inflation drill on the harbour before returning the raft to the manufacturer for inspection. At the time it was not in its regular position on the deck but was stored in the cabin. When the owner asked the crew to launch the raft, they immediately followed his request and the instructions on the raft itself. After tying the 'firing line' to the mast below, the raft was hoisted towards the hatchway. The line went taut prior to the raft leaving the cabin, and



CYCA's Gordon Marshall discusses last minute measurement problem with skipper.

the crew experienced inflation at very close quarters. Not a notable achievement either in launching drill or planning.

The trysail and storm jib are essential sails on every yacht. These are rarely seen by the majority of crew members. A wise owner will practise hoisting them in the calm of the harbour prior to the Hobart Race. With the wind blowing at 60 knots from the south and mountainous seas crashing on the yacht, it is not an ideal time to be teaching an inexperienced crew the special knot required to fasten the storm jib to the forestay or learning that the trysail is set loose-footed. Similarly, checking navigation equipment and radios is essential prior to leaving for Hobart. Radios require a long range (100 mile) check and not a simple call across the harbour to the starter's boat. Logs need to be calibrated. Believe it or not, it does take organisation not to have the yacht out on the harbour motoring through the measured mile when the winch repairman, motor mechanic and the food supplies are arriving back on the dock.

### Provisioning

The remaining, major, consideration is food and drink. A modern IOR yacht presents some unique problems in this regard – how to store the bulk of the food, how to keep perishables, what to carry so as to be able to prepare a good meal in bad weather and what type of food to carry. As long as there is sufficient food and drink, the average crew is satisfied. The owner who organises a few loaves of pre-made sandwiches, six barbecued chickens, a tin of coffee and makes sure the water tank is full can expect major crew problems on this

score. Because food and drink are so important to the crew it is one aspect of pre-Race planning and organisation that all members are prepared to contribute to. The contribution may be limited to a suggestion as to the flavour of the 'Jelly Babies; or the brand of beer to have on board or may actually be an offer to pre-cook all of the curries (this particular crew member should be watched, as he may like extremely hot curries which could have everyone hanging over the side of the yacht soon after the first evening meal).

Invariably all food can be stored somewhere on board, but some thought should be given to placing similar foods together. The disruption and inconvenience caused by the cook rummaging through every locker can easily be avoided. If any crew member on a half tonner (6 men on a 9 metre yacht) or on a maxi (16 men, 20 metre yacht) ever thinks it would be easier to stow food on the other yacht, these crew should exchange places. The problem is never easy; it always requires all spare lockers to be crammed full.

Storage of perishables is a problem. Not all modern IOR yachts have freezers; this means dry ice and an ice box. Dry ice is a rare commodity in our modern society with refrigerators and electronics and is now available only at ice cream factories. To overcome this logistics problem the CYCA arranges for a truckload of dry ice and normal ice to be delivered to the Club on the morning of the Race. For crews not properly organised, to miss the truck could mean rotten food and warm beer.

Modern food technology has assisted in overcoming this problem with the development of UHT milk and Cryovac pre-packed meat, both of which require no refrigeration. Tinned food still remains the old standby and, again due to modern food technology, a reasonable meal can sometimes be prepared from tins. The pre-cooking of casseroles reduces most of the work to be done on board to prepare meals, which becomes important in bad weather. A pre-cooked casserole placed in a pressure cooker or in an oven needs no attention; when it's warm it is placed in a bowl and handed to each crew member. At these times the crew will appreciate anything that is hot.

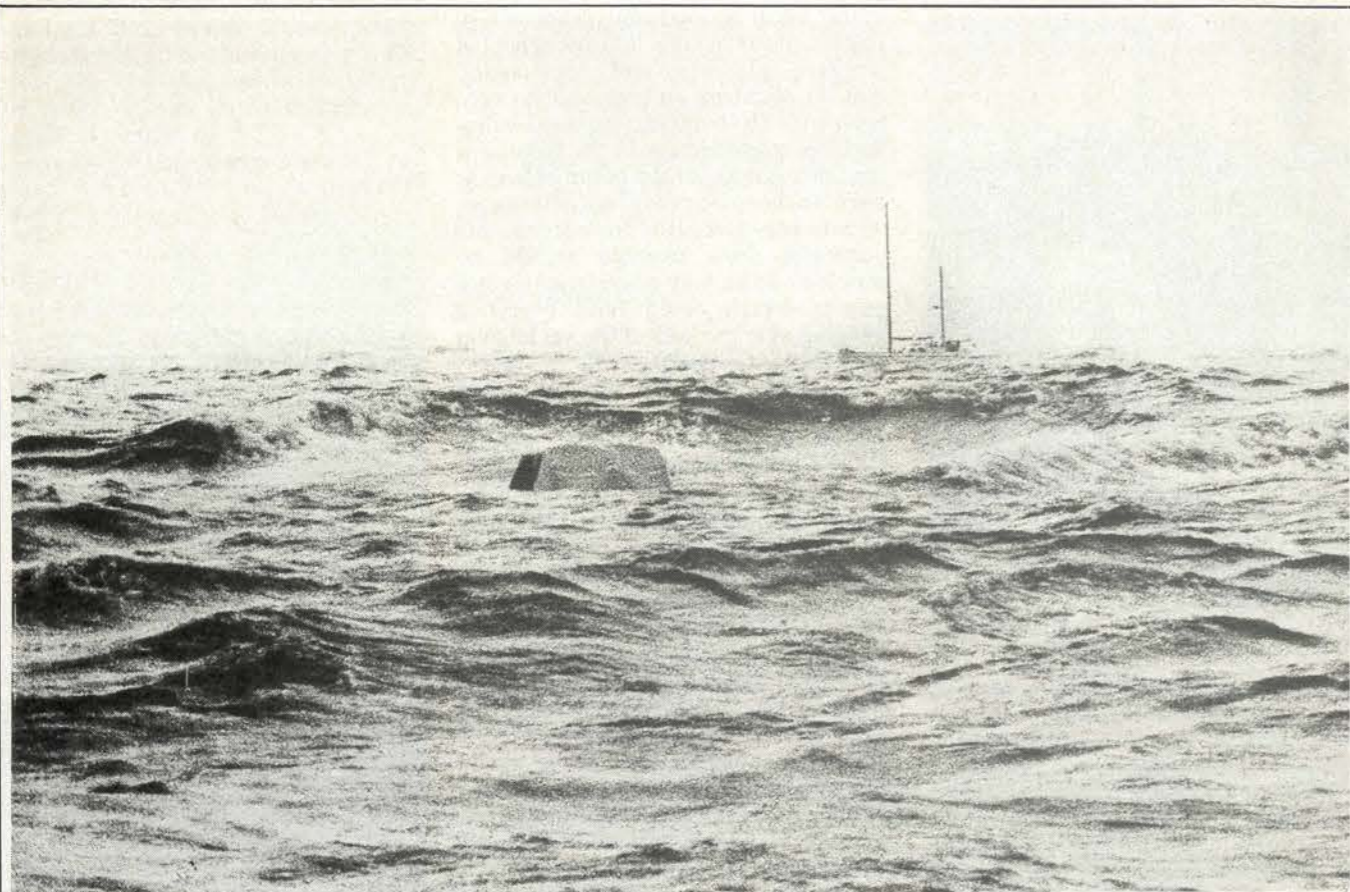
All of what I've discussed here really represents only about half a page in the "Book of Lists". Considering the book is usually 100 pages long, the necessity to properly plan and prepare for the Sydney-Hobart Race is obvious. Preparation and organisation are not really checked until extreme weather is experienced. To complete the Race and obtain a good placing is the reward for proper planning and makes the hours of work worthwhile. □



Life raft launching practice is something not many crews get







## REFLECT ON YOUR SAFETY

*A report by a CYCA Safety Inspector on a recent seminar at which it was demonstrated that one simple preventive step may be vital in a rescue situation.*

During October two of the Club's Safety Inspectors attended a seminar on "Search and Rescue after Sundown". The seminar was organised by the Hon. Michael Cleary, MP, NSW Minister for Leisure Sports and Tourism, and sponsored by 3M Australia Pty. Ltd. One purpose was to demonstrate the effectiveness of SOLAS retro-reflective tape in search and rescue operations.

The first speaker was Ian Badham, who is coordinator of the Westpac Rescue Helicopter Service in Sydney. The following is what he had to say.

Recent rescue missions by Sydney's Westpac Rescue Helicopter Service serve to focus on the difficulties imposed by night.

After completing 3000 missions over the past 12 years, the helicopter crews are well known to boating people who find themselves in difficulty. A number of the 460 missions completed last year alone involved searches for craft reported in difficulty. Luckily only a few actually re-

sulted in the need for the chopper crew to deliver rescue and medical aid.

Just how different the addition of darkness makes a search mission can be shown by a call received from the Water Police on Saturday, September 29.

It was the long weekend, and the Montagu Island yacht race fleet was being hammered by gale force winds, eventually leading to the race being abandoned.

Sydney Water Police called the Helicopter Rescue Service base at 9.00 p.m. to request assistance after receiving reports of a flare sighting out to sea off the eastern suburbs. The crew responded, and flying into 45 knot winds at 2000 ft above the Harbour Bridge, they switched on their searchlight. Shortly afterwards, above the city lights, they spotted a red flare at sea. Any thoughts harboured by the 3-man crew consisting of pilot, doctor and rescue crewman about a simple search ended when they were hit by a severe rainstorm

while flying over the coastline, and city lights were left behind and only darkness was ahead.

Pilot David Jones dropped to low altitude to allow the searchlight's 3.5 million candlepower to light the ocean below as they kept on track for the flare area.

It was only with extreme difficulty that the crew eventually were able to locate five yachts in the rough conditions below. Trying to find a white-hulled yacht, with little sail, in an ocean of whitecaps being lashed by rain is a difficult task ... not unlike trying to find a needle in a haystack. Not that they were looking just for the relatively large profile of a yacht. The crew were aware that they might be trying to find a person's head in the confused sea below, had one of the craft gone down or had a crew member been washed overboard.

None of the yachts at sea that night displayed any lights; the only hope of finding them was to hope one would bob up in the path of the aircraft's locator light.

While searching about five miles out, the crew noticed a strong white light glowing some distance away from where the searchlight was pointing. On investigation it wasn't a light but side glare from the aircraft light bouncing off retro-reflective tape on the survival jacket being worn by a crewman of an RAN submarine on the surface trying to locate a marker buoy. The sub's black hull blended into the darkness and ocean, but the crew's jackets stood out like searchlights in the reflected glare.

Eventually, through radio coordination between the yachts, Water Police, a container ship and the submarine, the helicopter was able to spot the yacht in distress.

Fiona's position was marked for the police launch. There was no need for immediate rescue by helicopter or treatment by the doctor, and the search ended in a tow back to harbour.

It does raise a point, one which should concern all who put to sea in the dark (or who end up being at sea at night). Everything a yacht's crew can do to reduce the time it will take an aircraft (and particularly a rescue helicopter) crew to find it will increase the chances of survival if things go wrong. The smart thing to do is to adopt a safety measure which is compulsory for commercial shipping and which is used by the helicopter crews. Have retro-reflective tape on all garments worn at night - on jackets, harnesses, etc.).

The searching lights of aircraft can find you in the dark by pinpointing reflected light in a dark background.

Retroreflective tape doesn't cost the earth, it does not need batteries, but it really works.

The second speaker for the evening was Chris Ennor, the Sales and Marketing Manager of the safety and Security Systems Division of 3M Australia.

In summary Chris said that because of hypothermia and other problems, search and rescue operations on the water must be carried out without delay. If disaster occurs at night, or if rescue has not been effected by sun-

down, generally the rescue will not restart (or start) until the following morning because it is virtually impossible to detect a survivor in the water at night without visual aids. Although the red-orange colour used for safety items has been accepted internationally, it is only effective during daylight hours. Emergency signalling devices which rely on a power source can be damaged, or the survivor may be physically incapable of activating them.

In the case of a night search, the survivor may find himself directly illuminated by searchers' lights, but because of poor reflectivity of normal red-orange safety equipment he is generally not detected. Retroreflective materials are offered as a simple solution to this problem of visual detection encountered in nighttime rescue on the water.

The SOLAS tape is made up of thousands of tiny glass spheroids. These reflect the light rays with high efficiency, the angle of reflection being within about 1° of the angle of incidence, so the light virtually comes back on the same path. Thus, the searching light should be held adjacent to the eyes for best results. When Chris and Ian had finished, three practical demonstrations were made.

The seminar was held on the *Captain Cook*, which was moored off Manly Cove, stern-first into a stiff southerly breeze. The night was moonlit with intermittent cloud.

The first demonstration was conducted with the aid of the NSW Water Police in Quarantine Bay. Six swimmers were placed in the water, four with SOLAS tape on their shoulders and cuffs and two without tape. Those at the seminar were each supplied (by courtesy of Union Carbide) a Dolphin torch. These were shone in the direction of the swimmers who were 300 m distant. The swimmers with the SOLAS tape could be located easily, and the fellows without the tape could not be found.

The second demonstration involved two upturned dinghies. One had SOLAS tape on the outside of the hull, about ten pieces 50 mm wide by 200 mm long, and the other had no tape. They were set adrift off Quarantine Bay. The police helicopter was called and requested to search for the two dinghies. The copter flew in at 2000 ft. with its three 3.5 million candlepower searchlight. In no time it had located the dinghy with the SOLAS tape; it could not locate the other dinghy. The chopper was then called down to 700 ft to continue to search for the still missing dinghy. After a search of the area it still could not locate the dinghy.

Third demonstration. The Police had a rubber ducky with SOLAS tape on its sides and transom. The two ducky operators had tape on their jackets. The ducky was set off down the harbour, its distance off being observed by the radar on the Police vessel *Nemesis*. The ducky could be seen for over 500 m with torches only; using the *Nemesis*' searchlight, it could be seen for well over a kilometre.

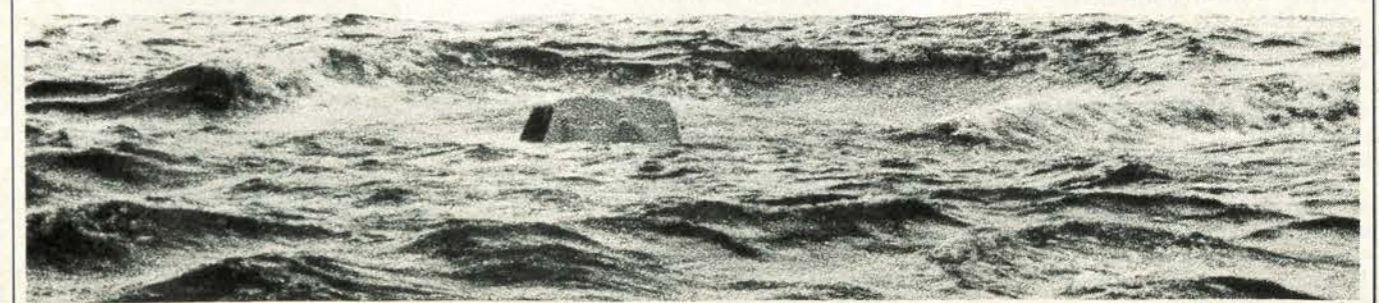
The tape is so effective it has to be seen to be believed.

As an additional safety measure a couple of strips of tape on the shoulders and cuffs of wet weather jackets and jumpers would be good insurance for crews. Also, if the tape could be incorporated along the edge of the 'V' on the orange V-sheet, it would greatly assist in nighttime recognition.

The seminar was a great success even in the fact that when it was time to depart Manly Cove the crew of the *Captain Cook* found that the anchor was stuck fast, and it took two hours to retrieve it. So we just had to sit down and imbibe.

Thanks Mike. Thanks 3M. □

And thanks to the author, who neglected to affix her/his name to this article. - Ed.



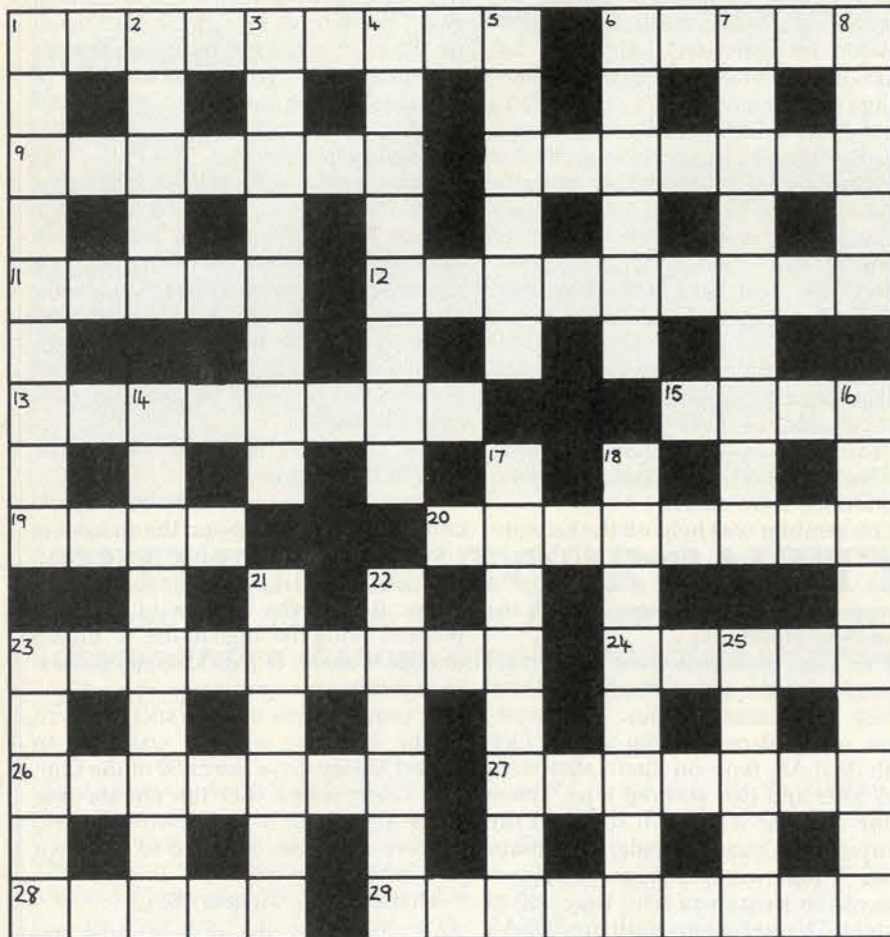
## Captain Seaweed's Nautiwords

by John Hawley

Events overtook us last time, with the issue that contained answers to Captain Seaweed's Nautiwords being posted with the previous issue that contained the puzzle. Sigh. (Like the one about the cannibal who passed his brother in the woods.)

Anyway, those eager solvers of twizzlers and other nautical trivia, Lindsay and Jenny May, were first in with the correct answers and, as we promised, they will win a year's subscription to Australian Nautical News for their effort.

The generous Editors of Nautical News have offered another free subscription to the person supplying the solution to this month's Nautiwords. Entries must be posted, the first correct one being adjudged that with the earliest postmark. Send your answers to: The Editor, Offshore, 67 Beresford Road, Rose Bay, NSW 2029.



### ACROSS

1. Anti Inter, loping all over the place. (9)
6. Double it in American Samoa. (5)
9. Rhetoric colour of US yacht gone with the wind. (7)
10. Not the place for LOPS. (7)
11. TCF is based on these. (5)
12. This will make even the hardest sailor sick. (4,5)
13. A clip, maybe for Oddie Karlsen. (8)
15. A lecherous look from the ends of Leap Frog. (4)
19. Variation found in our part of the world. (4)
20. We like the cut of your jib if this is tight. (8)
23. Misstipes for this no-hoper. (9)
24. Prove this tuber is wrong. (5)
26. The start of your name. (7)
27. Liner is blissful place. (7)
28. Ancient wise man. (5)
29. Hauled in at force 6. (9)

### DOWN

1. Marine Hull are its leaders. (9)
2. Spud from a solid ahoy. (5)
3. Probably not commissioned. (8)
4. Undemocratic silvertail. (8)
5. Points for going to Hobart. (6)
6. Was down for Alan Brown or a Shakesperean starter. (6)
7. Midday punchup (or novice navigator's struggle with this midday ritual. (4,5)
8. Dennis, sail number 646. (5)
14. Give my sister gin if she keeps saying 'no'. (9)
16. People who built things to last. (9)
17. It takes 2 to make 1 in Oxbridge. (8)
18. A laic term for the International Rule of 1920. (8)
21. Figures. (6)
22. The ploughman's way of steering. (6)
23. Colourful distributor of light. (5)
25. Founder of Geoff Lee's commission seen doubly in German spa. (5)

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### *Chef's Suggestions*

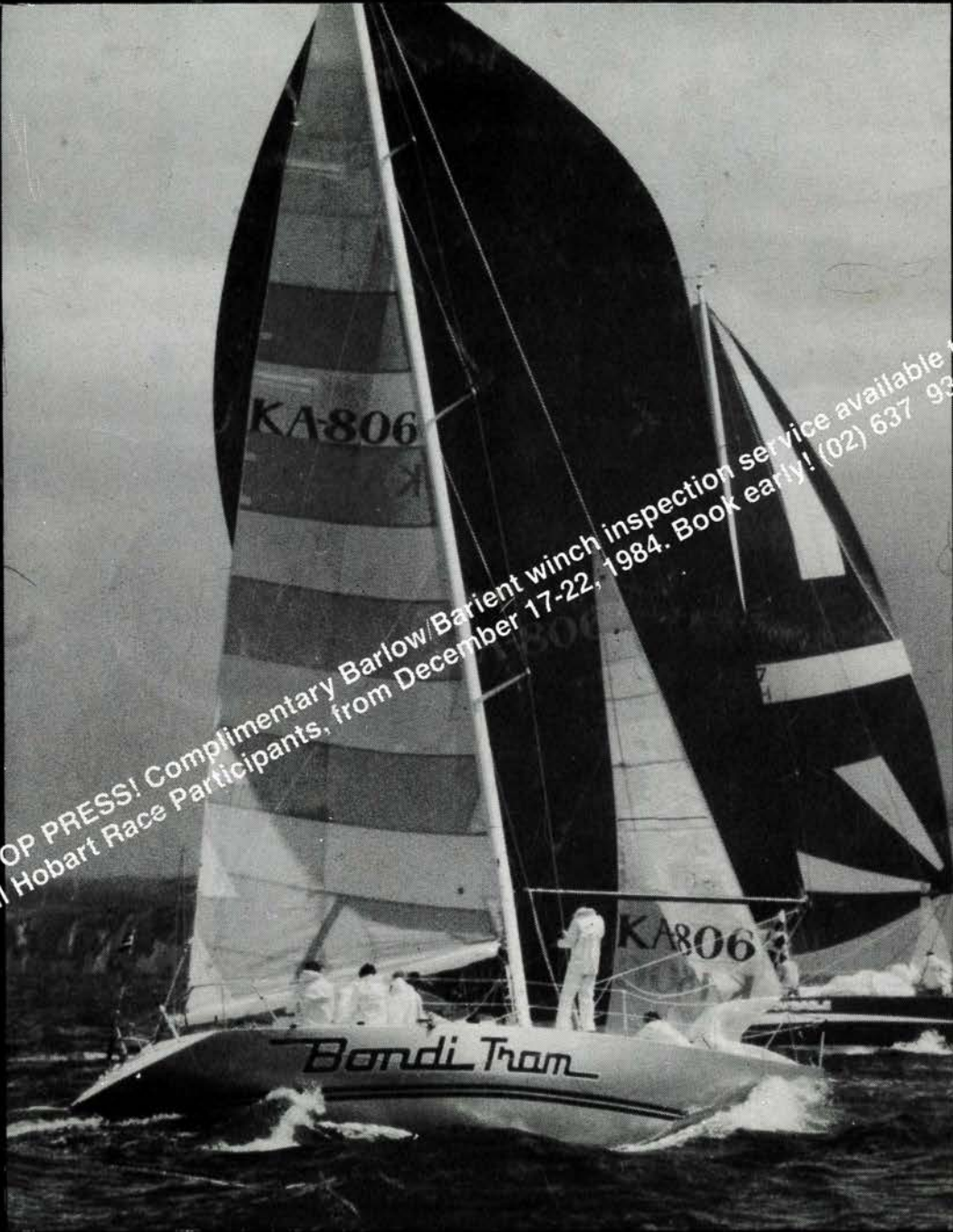
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# CONGRATULATIONS *BONDI TRAM* YOU DID US PROUD



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