SEACALL

THE UNOFFICIAL LOGBOOK OF THE
CRUISING YACHT CLUB
OF AUSTRALIA

NO 5 VOLUME 1
DECEMBER 1952

To The Editor,
"Seacall"

Sir,

I have read with the greatest interest Mr. Greenberg's letter in the November issue dealing with the illstarred voyage of the yacht "Peer Gynt".

I am the first to deplore such attempts by inexperienced people, but I think Mr. Greenberg paints an unduly gloomy picture when he says that cases of people who have set out and never been heard of again, "are too numerous to mention".

As one who has always been keenly interested in sailing in all its facets, I have followed the doings of small boat voyages very closely for a number of years. Whilst admitting there might be cases of yachts lost at sea of which we have heard nothing, the fact is that casualties during small boat voyages are surprisingly few. On the other hand, it is astonishing the number of inexperienced men who have set out, often in unsuitable craft, and got there.

There are today literally hundreds of small craft sailing the Oceans, and I have no doubt that their crews are safer there than they would be on our roads.

With regard to Mr. Greenberg's suggestion that a sort of Vigilance Committee be set up to exercise some control over would-be worldgirdlers, I do not think this is either feasible or desirable. It is not feasible, because if a man decides to set off, he will do so without putting his case before the sort of Tribunal envisaged by Mr. Greenberg. And who would be willing to assume the thankless job of serving on such a Committee? And who would be qualified? To tell a man he cannot go, can only be done through power given some Government Authority, and Heaven forbid that that should ever come to pass.

The sport of sailing in small boats has so far been free from control. We have been able to sail where and when we wanted to. Let us endeavour to keep it so. Once we invite any sort of control, we shall no doubt find our sport subjected to all kinds of restrictions and our boats tied to their moorings with red tape. It is to be regretted that inexperienced people hit the headlines with their illplanned voyagings; but there are quite a lot of inexperienced learning their lessons the hard way, - one might, for instance mention the number of bushwalkers who have to be rescued ever so often. So far as "Peer Gynt" is concerned, I have no doubt they will both return hail and hearty, a good deal chastened by their experiences and with a greater respect for the elements they thought they could flirt with.

Yacht "Horizon"
20/11/52

SVERRE BERG.

SEA CALL

CRUISING YACHT CLUB OF AUSTRALIA
NOTICE OF MONTHLY GENERAL MEETING

Members are advised that there will be no meeting in December but the Club Rooms will be open daily and each evening until 11 p.m. for the week prior to the start of the Hobart Race and it is hoped that as many members as possible will avail themselves of the facilities.

HONORARY MEMBERSHIP

All visiting yachtsmen will be welcomed as Honorary Members of this Club for the period of their stay in this port prior to the start of the Hobart Race and are cordially invited to make full use of the Club. Members who are not participating in the race and who will be available to entertain visiting yachtsmen are requested to contact the Secretary.

DRESS

The attention of members is drawn to a resolution passed by the House Management Committee requiring that members on the premises shall be suitably clad, the minimum being shirt, shorts and footwear.

GUESTS

Members introducing guests to the Club must accept full responsibility for such guests and see them off the premises.

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EDITORIAL

To all, the compliments of the season! Christmas traditionally is the time for warm friendship, the healing of breaches and renewed vows of tolerance and understanding. Before we meet again the festive season will have come and gone, the Hobart race will have been sailed and won and no doubt most of us shall have spent a good deal of time on the water. Let us enjoy it to the full, the more so for the friendliness and courtesy we shall accord to our fellows afloat. That launch in trouble, the V.J. capsized, the cheery wave to the passing yacht. Let us refrain when we are about to pass some salty remark about the poor seamanship of some less proficient brother and remember our own apprenticeship to the sea one which is never really completed. Let us think on the "common usage of seamen", the readiness to help at all times, and we shall be the better seamen and citizens for it.

A MERRY CHRISTMAS A PROSPEROUS NEW YEAR AND FAIR WINDS AND GOOD LANDFALLS.

G.G.N.

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FROM THE FLAGSHIP (continued)

It is estimated there are about 2,500 such members, and it is therefor not difficult to assess what the contemplated levy will amount to.

What moneys will be required for the second and third years has not yet been gone into, but I should say that whatever levy is decided upon to cover the first year's outlay will probably remain in force for the succeeding years up to and including representation at the Games. Additional boats, sails, maintenance, rigging renewals, etc., always mount up to more than anticipated, and I think the above estimate will not be far out of actual requirements.

That is the position up till now. As I consider the Games of the utmost importance to the Yachting fraternity in general and as I have no doubt you are all keenly interested, I shall do my best to keep you informed of developments from time to time, through the medium of our Magazine.

S. BERG.

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COOKING HINTS (continued)

BRAISED MUTTON BIRDS: This is a rare treat. Full directions how to prepare this luscious dish will be forwarded on receipt of a stamped addressed envelope and the sum of £1.1.0 (no cheques). If you can't eat it all yourself please don't give the scraps to the dog. He won't like it, and may indicate his displeasure in an indelicate manner.

STEWED SAUSAGES: Long experience has shown that suasages should be cooked in their natural state. If skinned and gutted there is really very little left. Never, never cook them in the left over water from the eggs as a chemical reaction will take place which is likely to turn them a delightful pastel green tint. It is all very pretty but rather upsetting to the less robust members of the crew.

SEASONED MIRRAH: When fishing along rocky foreshores the yachtsman will frequently catch a Spotted Mirrah. This should be scaled and cleaned and then stuffed with a seasoning made from four parts of crushed blue metal and one part each of sand and cement whisked lightly together. Place over a medium flame for about four and a half days when the seasoning will be found quite tender and palatable. The Mirrah should be thrown overboard.

PREPARATIONS FOR THE OLYMPIC GAMES 1956

With the Olympic Games in Melbourne only four years off the S.Y.R.A. has made a start in its preparations to give N.S.W. yachtsmen a chance to train and compete in the elimination trials. A Sub-Committee was appointed at the October Meeting, and this Committee, on which I have the honour of representing the C.Y.C., has already drafted its preliminary suggestions to the Council.

Our representatives at Helsinki have returned with a good deal of data and impressions of what competition at the Games entails, and there is no shadow of doubt that if Australia is going to be in the picture, systematic planning and training must be put in hand at the earliest possible moment.

Without wishing to go into details of the Sub-Committee's recommendations, let me at the outset say that, as usual, finance is going to be our greatest hurdle. To enable our men to get the very essential practice in craft to be used in Melbourne, we shall have to purchase or build such boats, and in sufficient numbers to enable helmsmen and crews to race against each other. In other words, we shall have to start class racing in boats provided by the S.Y.R.A.

At the last Olympic Games, yacht races were competed in:-

6 metres		5. 5. metres
Dragons	Stars	Monotype - Finn

The metre boats are very expensive, and I do not think the S.Y.R.A. will try to raise money to purchase or build these types, but it is hoped that individual yachtsmen may step in here and acquire metre-boats with the Olympics in mind.

So far as Dragons are concerned, there is a growing fleet of this class in Sydney and on the Pittwater, so training and competitions in this type seem to be assured. Whether the locally built Dragons are good enough for the Olympics is another question. It must not be forgotten that Dragons have been an international class for some twenty years, which means that countries who have been building and

(continued page 4)

FROM THE FLAGSHIP (continued)

racing them during that period naturally have perfected their construction, rigging, sails and handling to an extent which we cannot yet hope to equal. However, there are still four years to go.

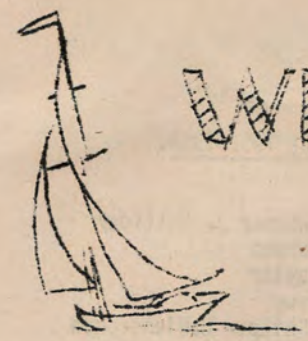
Then we have the Stars. The Bayview Yacht Racing Association has a fleet of these, in fact they hold the Star Championship of Australia, and they will no doubt continue to give their crews the competition that is so essential. Whether the boats possess the "class" necessary for Olympic success is another moot point. Anyhow, boats racing today will probably be outmoded by 1956, so new boats - or a boat - will most likely have to be built for actual competition at the Games. This, of course, also applies to the Dragons.

We then come to the Finn Monotype. This is a one-man boat, 14'9 l.o.a. with 100 sq. feet of sail, and they proved themselves very suitable at Helsinki. Wind conditions at Melbourne are, however, entirely different to those met with at Helsinki where light breezes were the order of the day. In fact, I understand from compiled weather reports that a wind velocity of 15 m.p.h. was recorded there only once in the last ten years for that time of the year. For this reason the sail area may be cut down a bit for Melbourne.

The Australian Yachting Federation is applying to the Olympic Games Council to also include races for 12 metre Sharpies. I'm not so sure that this will be agreed to, at least not without dropping one of the other classes, as I understand the Council is definitely averse to increasing the programme.

However that may be, it is the latter two classes that the S.Y.R.A. will concentrate on, and the Sub-Committee has suggested that six Finns and six Sharpies be built this coming winter in readiness for practice racing next season.

The cost of these boats is estimated at about £200 each, let's say a total of £2,500. To this must be added maintenance, incidentals, organisation of races, etc., which might quite easily bring the first year's budget up to £3,000. This is a considerable amount of money and it is up to us yachtsmen to find it. There can be no question of that, because I take it we are all agreed that Australia must be adequately represented at the Games, and N.S.W. yachtsmen must be given every chance to be there. Several suggestions were made as to how this money could be raised, the one that appears most feasible is that a levy be made against each and every member of Clubs affiliated with the S.Y.R.A. (continued page 2)



WHAT SHIP

PATIENCE

A New Steel Yacht

A.B. Wilson.

The hull of "Patience" was built in seven weeks, working part time only.

She was built to a sheet metal half model which was made to a scale of 1" to the foot. This was to make the plating as easy as possible. It was known beforehand which plates could be made with simple curves and which needed stretching.

The frames, which were made mostly of 1½" x ¼" steel on edge, were all shaped cold in a screw press. Average time to cut and shape a frame was 6 minutes. The shapes were all drawn in chalk on the concrete floor next to the press and each frame fitted to the lines. The keel is a hollow fin 3 feet deep and maximum width 6 inches. Lead ingots fill the forward end and steel the remainder, the whole being sealed with concrete.

"Patience" is not fitted with a large darning needle, but with a hollow steel mast. The track is a tee section welded to the steel tubes which fit together like a fishing rod. The main halliard comes down inside the mast and winds onto a drum at the bottom.

Weight of the mast (which extends forty feet from the deck) including fittings is 195 pounds. This is comparable with wood of similar strength.

Her performance will be watched with interest as she is tuned.

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Eds. note. See Port Hacking Race Description.

NOMINATIONS FOR THE SYDNEY-HOBART OCEAN RACE 1952-1953.

WHITE CLOUD,	CYC24,	Owner Geo. Brenac, Skipper J. Halliday
RIPPLE	CYC35	Owner Skipper R.C. Hobson
INGRID	SA 5	Owner Skipper J.S. Taylor
WANDERER	818	Owner Skipper E. Massey
LANDFALL	B 9	Owner N.McAllister, Skipper D.Richardson
RUTHEAN	M 1	Owner Skipper A.V. Toll
NIRVANA	14	Owner Skipper S.G. Heaton
MOONBI	CYC 1	Owner Skipper H.S. Evans
KURURA	CYC51	Owner Skipper J. Clark
TERRA NOVA		Owner Skipper K. Gourlay
KINTAIL	C21	Owner Skipper D. McRae

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COOKING HINTS FOR YACHTSMEN

Fred ("Uncle") Lender, the ex-cook of "Horizon" submits the following choice recipes from his invaluable collection.

TEA BREWING: After the grog has run out you may possibly be called upon to prepare a cup of tea. For this purpose water should be drawn from the yachts tank and brought to a brisk boil taking care not to scorch it in the process. If tank water is not available, then water may be drawn from the bilges but in such case it is advisable to purify it by casting into the kettle a double handful of decayed fish-bait just prior to the water coming to the boil. This will render the somewhat rancid flavour of the bilge water quite indistinguishable.

BOILED EGGS: Before proceeding to boil the eggs each shell should be tapped sharply with the fore-finger. If a faint "cheep cheep", comes from within, apologise and replace the egg. It will be useful on Sunday when poultry is on the menu. Each Skipper will have his own peculiar ideas as to how long an egg should be cooked but their foibles should generally be ignored.
The Fire Underwriters Association however suggests that the eggs should be removed from the saucepan before the blue smoke becomes too thick.

RANDOM RECOLLECTIONS

FRED LENDER

My first excursion into the realms of sailing occurred in the now somewhat misty and remote days of my youth when I chanced to read, I think it was in "Chums" or the "Boys Own Annual", a lying and most inaccurate article on how easily one could build a sailing canoe.

There was also a diagram with lots of measurements and details. It was of course very obvious that these were all completely wrong. I had enough natural cunning not to build such a light and flimsy craft. The matter was however very easily adjusted by generously increasing all thicknesses and putting in twice as many ribs and stringers. Completion took much longer than anticipated, summer slipped by and winter was well advanced before the craft was ready to be conveyed to the water.

The owner of the one-horse dray that I hired for the purpose gave the canoe a few cautious prods, tried to lift one end and promptly retreated, cursing loudly and making some profane remarks about cruelty to horses. I was awake up to him. He didn't want the job. A trailer seemed the obvious answer.

This meant an appeal to the paternal ancestor for funds. For a long time the appeal was unsuccessful but in the end persistance prevailed or could it be that he thought the best way to get rid of the thing was to dump it in the harbour and let it sink. However, it did not founder, although it settled very low in the water and looked rather like a half-submerged submarine. The sail was hoisted, ropes were cast off and, with an intrepid companion the first trip began. A half gale of wind blew the heavy craft slowly from Rushcutters Bay across the harbour to Bradleys Head where it grounded, without doing any damage either to itself or the headlands. Coming back was another story, the combined efforts of both sail and paddles made no impression and it was only a lucky change of wind that brought us back to the boatshed completely exhausted. I thereupon proclaimed loudly and at great length that anyone who was willing to reimburse me even one half of the pocket-money I had spent could have the devilish contraption.

This utterance did not bear any fruit at the moment, but some weeks later the boatshed proprietor conveyed to me an offer which was not generous but which nevertheless I hurriedly accepted. (continued page 14)

The Editor,
"Seacall".

Sir,

I wish to congratulate you on your very fine Magazine. I think it is an excellent effort and the Club should be very proud of it.

You ask us to suggest a suitable name for it. Well, I would plunge for "Stew". As you know this delectable dish may cover a variety of ingredients, similar to your unofficial log. It is also an excellent seafaring standby, nourishing, wholesome and satisfying - again like your Magazine. So what about it! Do I collect the bottle of Rum, Sir?

Incidentally, there is one thing that puzzles me. What is the little sketch on the top of the "Watch Below" page supposed to be? Is it a "framed" member of the Klu Klux Clan or is it the "Hooded Terror" on the prowl? I like the door knob.

For all that, fair winds and plain sailing.

Matelot.

23/11/52.

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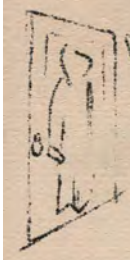

WATCH BELOW

BY CAPTAIN'S TIGER.

Several claimants have appeared for the bottle of (so help you God) rum offered for the selected title for the magazine, and the variety is astonishing. Our financial wizard has suggested that the names received be put on the club board and members pick their choice at a bob a vote. Cute eh! the really interested parties would ensure their choice and the bottle of S.H.Y.G. would be covered with some change to boot. How smart can we get?

In answer to "Matelot", the caption illustration is intended to shew oilskins hanging behind the cabin door. You see there is no locker available they are all full of the Commodore's grog.

Sir James' address at the last general meeting was stowed bilge and cantlin' with salty humour and breezy anecdote and was so well recorded and edited by our fair scribe that it is being saved for the feature article for a future issue. We are really getting first class talks at these meetings.

Hobart participants are commended to the very useful article on first aid and equipment contributed by Doc. F. Bellingham for the "Technical Topics" page this month. Take it with you.

A big help to this 'ere mag would be a volunteer to dash off description, entrants, and race results. This information of club events should be a star feature. Who's it to be? The Sydney Hobart wants special coverage.

SPECIAL NOTICE: Wanted Radio Operator/Navigator for the Mother ship "LAURIANA" Sydney to Hobart and return. Three weeks voyage. Apply Club House FB2128.

Hands are urgently required to keep the "Watch Below" at the bar from 13th to the 26th Dec. A suitable honorarium will be granted and interested souls are requested to contact the Secretary at the earliest.

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FIRST AID ON THE HIGH SEAS (continued)

When splints have been applied to any fracture remember that further swelling may take place and care must be taken to see that the bandages do not become too tight.

5. Burns and Scalds: The two main dangers resulting from burns are excessive loss of fluid from the body and infection.

Sips of fluid should be given at short intervals to overcome the former. The actual burn is best dressed with antihistammic antiseptic cream (obtainable from any chemist). This is applied without any preliminary cleansing of the burned area except to remove loose tags of dead skin. In facial burns no dressing is applied but the cream is renewed every three hours. In other areas the cream is applied on squares of gauze lightly bandaged into position to form a complete coverage. If no such cream is available, cover the area with sterile gauze dressings soaked in warm saline solution (one teaspoon of common salt to one pint of sterile water at body temperature). This treatment will relieve pain and thereby minimise shock.

The after care of any of these injuries consists of rest, warmth, and quiet, and relief of pain with the aid of any sedative or analgesic tablets available. The common Aspirin or A.P.C. powder probably deserves pride of place.

SUGGESTED CONTENTS OF FIRST AID KIT

1. "First Aid to the Injured" - St. John's Ambulance Association.
2. Dressings and Bandages:
   (a) "Band Aids" for smaller wounds
   (b) Gauze or lint
   (c) Cotton Wool
   (d) Roller Bandages (Gauze)
   (e) Crepe Bandages (especially useful for sprains)
   (f) Triangular Bandages.
3. Adhesive Plaster. 1" and 3"
4. Elastoplast. 3"
5. Scissors.
6. 1 pair Artery Forceps.
7. Suture Material, e.g., Nylon (which can be sterilized by boiling) and one or two surgical needles. Sterile catgut in tube.
8. Tr.Metaphen (or Iodine)
9. Antihistaminic antiseptic cream for burns.
10. Sedatives and Analgesics: supplied on request by a pharmaceutical chemist - or such as A.P.C. or Vegenin tablets.

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TECHNICAL TOPICS

- 11 -

FIRST AID

ON THE HIGH SEAS

Dr.F.A. Bellingham

Many emergencies are liable to occur in a small yacht and it gives an added sense of security to all aboard if some of the crew know what to do and have the wherewithal to put their knowledge into effect.

First Aid is essentially only common sense and a reasonably adequate kit.

A small textbook, such as that of the St. John's Ambulance Association makes an invaluable reference book and could well take its place in the Ship's Library alongside Norrie's Tables. In brief, emergencies likely to be encountered can be classified thus:-

1. Shock
2. Effects of Immersion
3. Wounds and Haemorrhage
4. Fractures
5. Burns and Scalds

Let us consider them in that order. Remember when removing the clothing to remove it from the sound limb first and do not hesitate to slit up the seams when necessary.

1. Shock: This may be caused by any severe injury and must be combated immediately or may result in death. There is pallor of the face and lips, the skin is cold and clammy. The pulse is feeble, the pupils are dilated and there is a varying degree of giddiness or even insensibility.

Treatment consists of laying the patient flat and keeping him warm. The lower limbs may be raised unless contra-indicated by the nature of the injuries. Clothing should be loosened or removed if wet.

It is essential that the patient be not overheated, as sweating may follow, thus increasing shock by reducing the amount of fluid in the body. Aim to preserve body heat rather than try to warm him up too much. If injury to an internal organ is not suspected, when the patient is conscious and able to swallow, he may be given hot drinks of tea or coffee with plenty of sugar. Alcohol should not be added if haemorrhage is present. (continued page12)

FIRST AID ON THE HIGH SEAS (continued)

2. Effects of Immersion: The methods of resuscitation of the apparently drowned are so well known that they will not be enlarged upon here. Remember to remove wet clothing and treat shock - but not until respiration is established. Make sure the airway is clear and carry out artificial respiration with the patient face downwards: movements should be smooth and rhythmical, about twelve times per minute.

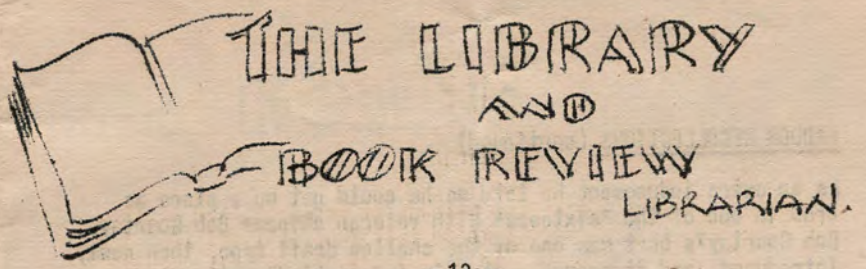
3. Wounds and Haemorrhage: Severe haemorrhage must be controlled immediately. Remember that the pressure points for the upper limbs are on the inside of the upper arms and those of the lower limbs on the inside of the upper thighs. After immediate digital pressure, a tourniquet may be applied temporarily while preparing a haemostatic bandage. Artery forceps may be clamped on an actual "spurter" and the vessel tied with sterile catgut.

A couple of sutures may be inserted with nylon and surgical needles if an operator is sufficiently experienced.

A wound may be drawn together very satisfactorily with narrow strips of adhesive plaster applied directly to the skin surface. TR. Metaphen is better as an antiseptic application than Tr. Iodine. If a wound or abrasion becomes infected hot water bathing has great virtue.

A dressing is a covering applied to a wound to minimise infection and to assist in controlling haemorrhage. Cut a piece of gauze to the size required to cover the wound adequately and cover with a pad of cotton wool which must extend well beyond the dressing and be kept in place with a bandage. For large areas, the triangular bandage, with point folded in, is most convenient and these bandages may be used also to hold splints in position or in the form of a sling. Were these notes written for land-lubbers it would be pointed out that a reef knot should always be used in preference to a "granny" and the knot must be placed where it will not chafe the skin. Remember that a bandage must not be so tight that it will stop the circulation.

4. Fractures: Fractures may be detected by pain, tenderness, swelling, deformity of the limb, irregularity of the bone and possibly grating or unnatural movement at the seat of the fracture. Comparison with the uninjured side will assist in the diagnosis. To prevent further damage the joints immediately above and below the fractured bone must be immobilised. If nothing else is available splints may be made from sail batons, well padded, or newspaper or even rolled charts! Fractures of the ribs are best treated with a broad bandage round the chest. Fracture of the collar bone simply requires an arm sling with the hand raised up towards the opposite shoulder. (continued page 10)



As our esteemed librarian is preoccupied with the preparation of "RIPPLE" for the big event, recent acquisitions have been ignored this month and the Ed. is filling in and cribbing space for House Committee notices.

"CRUISING" by Peter Heaton.

A companion book to "Sailing" by the same author, this "Pelican" edition at five shillings and sixpence should be on the cabin shelf of every yachtsman. Heaton as he did in "Sailing" manages to cram in more good guts, humour and matter of interest to the cruising man than many a high priced volume. We were almost tempted to say "any".

The author served in the 39/45 war in H.M.N. and in civil life is an officer of the House of Lords. He is Honorary Secretary of the House of Lords Yacht Club. The book in a logical sequence discusses the cruising yacht, accommodation, pilotage, navigation, first aid signals, cooking, knots and splices, throws in an old sea chanty to suit each section, includes some excellent weather lore and a comprehensive glossary all without the dryness of a text book and all for a dollar. Oh yes! there are some fine illustrations too.

NOTICE: Because of the unauthorised entry to the Club yard of persons (not members, who are licensed!) with amorous and bibulous intent, it has become necessary to lock the gate at three bells in the second dog (seven thirty p.m. lubber) Keys are available to members from the Secretary at three ducats, bobs or what have you per each.

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RANDOM RECOLLECTIONS (continued)

As an extra inducement he told me he could get me a place as crew in one of the "sixteens" with veteran skipper Bob Gourlay. Bob Gourlay's boat was one of the shallow draft type, then newly introduced, and it seemed a step in the right direction to be in the crew of such a modern craft. I found that my position was "bailer-boy" and as much of the sailing was done with the "lee cloth" dipping under water, the job was not an armchair one by any means. In those days Sunday racing for skiffs had not reached its present proportions and this was the day most "eighteens" and "sixteens" had their weekly picnic at Clontarf. Rations for each boat were a keg of beer, a side of corned-beef bottles of pickled onions and adequate supplies of bread and butter. At Clontarf the kegs would be set up, the food laid out and the day spent in consuming huge quantities of amber liquid and singing ribald ditties. As a callow and unsophisticated youth I felt like a mouse, among lions.

I remember one of the "lions", Mac by name, who, when surfeited with food and liquid used to climb to the topmost branch of one of the pine trees and sway crazily until the time for departure arrived. No inducements could lure him from his lofty perch until the boat was about ten yards from the beach, when he would scramble down and swim aboard. Sailing into Middle Harbour with a full keg of beer rolling in the bottom of the boat required skilful handling, but getting out again, with an empty keg and a full crew, required unerring judgment and I give Bob full marks for never "ditching" us once in these circumstances, although it was no unusual thing to be capsized into the "drink" in the course of a race. Not long after this I got a firm offer to join the crew of another boat.

This was a great boost to my ego; at last my worth was being recognised and I was going up into the "Lion" class. Then I found out I was being picked because I was practically a teetotaller and would not be so severe on the keg as the fellow I was to replace. Back with the mice, boy.

However this was the turning point in my life and I have never again left myself open to such a slur.

Feeling the urge to skipper my own boat I then became the proud possessor of a skiff called "Sycamore" which I sailed for some seasons and I learnt the art of ferrying kegs in and out of Middle Harbour.

Oh for those good old days when kegs were available for anyone to buy. (continued page16)

THE BOSUN'S LOCKER

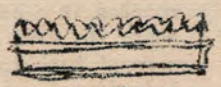
Following last month's remarks on this page anent Reefer Jackets and Yachting Caps in our last issue an interesting and mainly uninformed debate arose the other Friday night about cap badges and crowns. The two crowns in marine use by British seamen are of course the Royal crown and the Admiralty crown. The former is that crown which appears on Governmental property, stamps, coins, the Royal Navy cap badge and on the badges of clubs having the Royal warrant or charter.

The latter is that worn on the Merchant navy cap badge and sometimes referred to, whether correctly or not we are not able to say, as the Tudor crown. This crown is symbolic of the sea tradition of the British Isles and could properly be worn on our club badge and in the opinion of the writer at least would be vastly superior to the "crown" which does appear on the badge and which heraldicly (if there is such a word) is neither fish, fowl nor good red herring!

Our artist (sic.) has attempted to illustrate the Royal and Admiralty crowns below and has been rather cruel about the CYC crown.
Let battle commence!

ROYAL

ADMIRALTY



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RANDOM RECOLLECTIONS (continued)

Various things then intervened which took me away from sailing and by the time I came back to the "king of sports" I'm rather afraid the carefree days of youth had departed.

My more mature days have been spent in the very sedate pleasures of crewing in such craft as "Varuna", "White Wings", "Hiawatha" and "Horizon" to mention just a few. Possibly my greatest achievement was to become ex-cook of "Horizon".

This had something to do with thoughtlessly leaving a bag of pears for the Skipper to sit on and somehow allowing a piece of broken bottle to get in his bunk.

Very touchy these Skippers.

FRED ("UNCLE") LENDER

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PORT HACKING RACE 22nd NOVEMBER.

Ten starters "toed the line" and at exactly 10 ack-emma the starters gun on "Lauriana" proved to all the skippers that they had mistimed their start by at least half a minute.

A light sou' easterly saw all the boats (except White Cloud which poled out a disgustingly big genoa) setting kites for the run down the harbour. Defiance led the way to sea with Carol J and Lass O' Luss not far behind then Ripple, Moonbi and Patience clawing to windward going like a "train" her mains'l setting perfectly. Storm Bird was slightly to leeward of this group and White Cloud to windward but well in shore. Port Hacking was reached in a couple of tacks and a close lead from Cape Solander where the wind backed slightly to the east. This necessitated a reach back to where spinnakers were once more set. This time for a fine run back to Sydney Harbour. First seven boats to finish were Defiance, Carrol J, Lass O'Luss, White Cloud, Moonbi, Patience and Ripple. Place getters on corrected times were: Carrol J 1st. Lass O' Luss 2nd. Defiance 3rd. Patience 4th.

J. JENKINS.

Lion Island Race 6th December - Place Getters

Nimbus	J. Cohen	First
Ripple	R. Hobson	Second
Moonbi	H. Evans	Third

"FISHIN'".

By: Fred("Uncle") Lender.

Fishin' up Broughton Island way
On the Middle Stanley Reef
There's Skipper and Dave and "Uncle"
And Fred Toll, the "Great White Chief"

Fred Toll was dangerously unwell
At least that's what he said
But you could spy, by the glint in his eye
There was nothing much wrong with Fred.

For he downed a Scotch and a double Rum
And then he downed beers galore
And hollered out to "Uncle"
To fill 'em up once more

The schanpper reefs were reached at last
The lines were rigged and baits were cast
"Uncle's" rod gleamed bright with chrome,
Luckily he had first fish home.

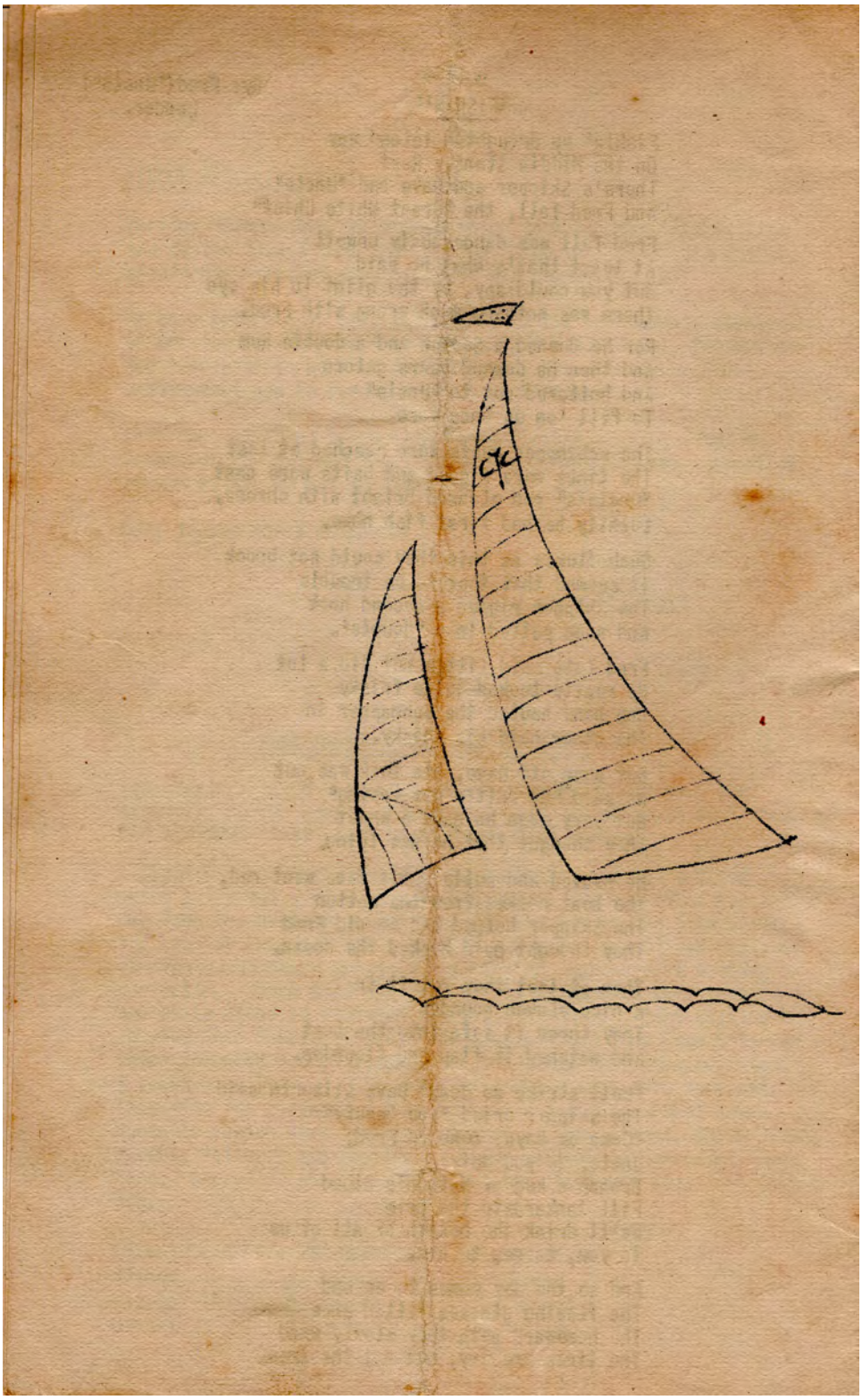
Such flukes as this they could not brook
It seemed that there'd be trouble
The Skipper rigged a second hook
And soon pulled in a "double".

Fred Toll said little but did a lot
He really looked quite frisky
One hand hauled the schnapper in
The other held his whisky.

But poor old Dave, his luck was out
He said "My bait's not trying"
But very soon he gave a shout
They thought that he was lying.

He heaved and pulled, his face went red,
The boat rocked from the motion
The Skipper helped and so did Fred
They thought he'd hooked the ocean.

Then at last they got it in
A nice eleven pounder
They threw it safe into the boat
And watched it flap and flounder.

"Well strike me dead" Dave Allworth said
The Skipper cried "You beauty"
"Come on boys, come on Fred,
Uncle, do you duty
Broach a keg of Nelson's Blood
Fill tankardsto the brim
We'll drink the health of all of us
To you, to me, to him.

And so the day comes to an end
The flowing glasses filled anew
The homeward path they slowly wend
The lines are dry, but not the crew.