SEACALL

THE UNOFFICIAL LOGBOOK OF
THE CRUISING YACHT CLUB
OF AUSTRALIA

NO3 VOLUME 2
MARCH 1953

LAST RACE: Result of the I.V. (Pat) Cooper Memorial Trophy race held on 27th February - Janzoon 1, Lass o' Luss 2 Carol J 3.

NOMINATION FOR MEMBERSHIP: The following nomination for membership in the Club has been received and is eligible for submission to the Committee pursuant to Rule 5.

TAYLOR, James S. of Adelaide. Company Director. Proposed by H.S. Evans, seconded by M.E. Davey

Note!! When you propose or second someone for membership, remember Rule 3(d)111, which says.."Nominations shall be accompanied by letters of recommendation from proposer and seconder and applications will NOT be considered by the Committee until these letters have been received".

.....

CRUISING YACHT CLUB OF AUSTRALIA

Office Bearers

Commodore	Sverre Berg
Vice Commodore	J. Halliday
Rear Commodore	H.S. Evans
Hon. Treasurer	E. Le Brun
Secretary	D. A. Allworth

Club House: Beach Road, Rushcutters Bay. Tel.FB2128

NOTE: Contributions and editorial matter may be sent to the Secretary or to the Editor, Greig Neave, 14 Waruda Street, KIRRIBILLI.

S E A C A L L

The Unofficial Logbook of the
Cruising Yacht Club of Australia

...

EDITORIAL

This month we can proclaim "Wholly set up and printed by the CYC", as Miss Chambers has typed, roneod, bound, addressed and posted this issue in addition to her already multifarious offices, a task heretofore handled by a professional city Copying Firm. We dips our lid!

Unfortunately,(or fortunately) the larger type of our office machine allows us less print per page, but don't let this deter you from contributing. We can easily add pages and look forward to so doing.

For contributions received we should like to send individual acknowledgment, but we feel sure that members will appreciate that to do so would encroach too much on our available time and will accept our thanks and congratulation on the excellence of their contributions through this page.

There are still plenty of oars for strong arms and stout hearts.

G.G.N.

NOTICE OF MONTHLY GENERAL MEETING

Notice is hereby given that the Monthly General Meeting of the Cruising Yacht Club of Australia will be held at the Club premises at Rushcutters Bay on Wednesday,18th March, at 8 p.m.

BUSINESS: Welcome to new members
Confirmation of minutes of last meeting
Films and talk by Mr. T. Swain

NEXT CLUB FIXTURE: Lass O'Luss Cup. Sydney Bird Is. Sydney. R.O.R.C. yachts 23' and over designed L.W.L. 20th March.

FROM THE FLAGSHIP

FLAG ETIQUETTE

It was hoped that Mr. Fred Lender would continue his article on flag etiquette, as it is a subject with which members of our Club should be fully acquainted. However, as "Uncle" Fred seems to have come to a full stop, I will endeavour to take over where he left off.

To begin with I must refer to a sentence in his article which I think might be misleading. He says: "The ensign will be worn at a flagstaff at the stern or on the backstay". It is noted he does not state when it can be worn from the staff or from the backstay, and no doubt it he is quite clear in his own mind as to the proper occasions for so doing; but the general context gives the impression that these positions are optional, which is not correct.

Let me start off by emphasizing that flag etiquette is not merely something evolved through years by flag happy yachtsmen, but is a procedure laid down by the Lords Commissioners of the Admiralty. It is of great antiquity, and the rules and regulations, no less than the hide bound traditions which govern this ancient custom are worthy of far more observance than they receive. What yachtsmen do in Mudhole-on-the Tarn, or what you might see at the Quarantine anchorage over a weekend, makes no difference. The manual of Flag Etiquette as reviewed and accepted by the Lords Commissioners should be the Yachtsman's Bible so far as flags are concerned.

This tells us that the correct way for a yacht to wear the ensign is: if underway, from the peak of the aftergaff, or in a

Contd. page 2

FLAG ETIQUETTE (contd.)

Bermudan vessel two thirds up the after-leach of the sail. The ensign should never be flown from a staff at the stern, except when a sailing craft is at anchor or moored. To do so is a sloppy practice, as unsightly as it is incorrect.

From this it will also be seen that the practice of flying the ensign from the mast-head of a mizzen is incorrect; it must either be flown from the mizzen gaff, or if "Leg o' Mutton", from two thirds up the mizzen leach. With the Bermudan sail has come the practice of flying the ensign from a halliard through a ring or sheave fastened to the permanent backstay. So long as the ring or sheave is a distance up the backstay corresponding to two thirds up the afterleach, this is acceptable, as it gives the ensign free play.

It is of course understood that the Red Ensign is the National Flag of the British merchant vessel, and yachts used solely for pleasure are by the Merchant Shipping Act defined as Merchant Men. The Merchant Shipping Act requires every British vessel of over 15 tons to be registered with the Board of Trade, which of course confers British Nationality on her, with the right to wear the Ensign, and enjoy the privileges and protection which this gives. It will be readily appreciated that these privileges are valuable. Registration itself is not a difficult process although it means filling in some forms, a complete measuring of the yacht by a Board of Trade Surveyor, and the payment of a fee. The name must also be registered, and it is not now permitted to adopt a name already on the Register. The yacht must be wholly British owned, but any number of British subjects may be joint owners. No yacht is too small to be included in the British Registry.

Contd. page 4

FLAG ETIQUETTE (Contd.)

Incidentally, you cannot sit for your Yacht-master's ticket unless you are the owner of a seagoing registered yacht. Strictly speaking, an unregistered British yacht is not entitled to wear the British Ensign, but as the Merchant Shipping Act decrees that a vessel of 50 tons and over must wear her colours when entering or leaving a British port, and all vessels must wear proper National colours when entering and leaving a Foreign port, and as the proper National colour for a British vessel is the Red Ensign, it follows that a registered yacht must show her Ensign on all proper occasions, and an unregistered yacht is not likely to be prevented from so doing.

When it comes to wearing a Blue Ensign, a yacht must be registered, and as Uncle Fred said in his article, she must be owned by a British subject who is a member of a yacht club privileged to use the Blue Ensign. But this is not sufficient; the owner must obtain through his Club an individual warrant from the Admiralty to fly the Blue Ensign on his craft, and this would apply only to the yacht he nominates in his application.

If he happens to own two craft, he must make separate application for each. However, the warrant will cover dinghies or boats belonging to the yacht, provided they can be hoisted on board. At present warrants are not issued for boats of less than 2½ tons register and a houseboat is ineligible for a warrant as it does not engage in cruising proper. So far as a Yacht Club's premises are concerned, the Blue Ensign may be flown from the Clubhouse, provided that the Club House is "on the Coast". It is therefore a moot point whether a yacht club situated in the heart of a city is entitled to fly the Blue Ensign - although the city itself may be said to be on the coast.

Contd. next issue

WHAT SHIP

"LAHARA" D.N. Ashton

Lahara, designed and built by Jock Muir of Hobart, was launched on the 8th December, 1951. She is 33'4" L.o.a. 24'6" L.w.l. with 9'3" beam and 5'6" draft. Beautifully built (it is here worth recording that other boats built by Jock on the CYC Register are, in order of construction, Westwind, Lass O' Luss, Waltzing Matilda, and Patsy. Westward, twice winner of the Sydney-Hobart race, was also from the same Yard). She is planked with 1" Huon pine on bluegum timbers $1\frac{3}{4}$" x $1\frac{1}{4}$" on 8" centres. The deckframe is stringy bark and the deck, Queensland white beech; coach house, doghouse and hatches are of composite beech and teak, finished bright. The rig is the modern all inboard sloop, and genoas are set from topmast or lower forestay as required. Lahara carries a masthead spinnaker.

Below decks there are two folding pipe cots in the forepeak with sail stowage under. To port there is an enclosed toilet with good stowage space outboard, opposite there are two lockers, one full length for hanging shore going kit. The main saloon has a berth to starb'd, with a settee and raised berth to port. A cleverly designed table folds into the bulkhead when not in use.

As is usual in most boats designed for serious off-shore cruising, the galley takes pride of place and is located to port in the doghouse. It is very light and airy, and is fitted with the usual stainless steel sink and good stowage for cutlery, utensils, etc. The stove, which incidentally, is the only one of its type I

Contd. page 6

have seen in this country, is a "Clyde Cooker" manufactured by the Glasgow firm of Simpson Lawrence. The whole, which is swung in gimbals, incorporates a most effective oven and hotplate, heated by standard primus stoves (two). Pies, roasts, scones, etc., can be turned out by the cook, who has everything within arm's reach from his seat, which forms the lid of the engine box over a C.L.A.E. 6 h.p. Fisherman.

Opposite the galley is an oilskin locker and another clothes locker; a quarter berth is tucked away alongside the cockpit on this side. A large chart table with plenty of stowage for charts under, slides out of sight beneath the cockpit.

Lahara was built purely as a small comfortable cruiser that could make long passages short-handed, and would at the same time be suited to cruising conditions in New Guinea where she will remain after the end of this year. As a result her interior is light and airy, excellent ventilation is assured by four Dorade type and three mushroom ventilators.

Another feature not usually seen on such a small boat in this part of the world is a Simpson Lawrence oil bath windlass to handle the 30 fathoms of cable that replaces the more usual anchor warp.

Lahara was definitely not built to the R.O.R.C. Rating Rule, yet like most wholesome boats she rates well (18.98 ft.)

During her first season she gained second place in the three major ocean races, the Sydney-Hobart, the Trans-Tasman and the Montague Island.

.....

PATRONISE YOUR OWN YARD! REMEMBER THE FACILITIES AVAILABLE AT THE RUSHCUTTER YACHT SERVICE PTY.LTD. BEACH ROAD, EDGECLIFF, WHEN NEXT YOU THINK OF SLIPPING YOUR BOAT.
Tel. FB2128

WITH LAHARA TO NEW ZEALAND

D.N ASHTON.

The writer wanted to again race for the Trans-Tasman Cup but when the Royal Akarana Yacht Club decided to abandon the race for this year it was decided to return again to the magnificent cruising grounds of the North Auckland Peninsula just for the cruise.

December 11 was the date picked for departure, this being the day upon which leave was to begin, and it also gave a reasonable chance of reaching Auckland in time for Christmas dinner with the writer's family, who had preceded him on board the "Monowai".

On the 10th December new sheet winches were fitted, new lower shrouds fitted and set up, and an additional 5 cwt of borrowed rusty iron ballast was stowed beneath the cabin sole. A few of the "old hands" around Mosman Bay reckoned we'd be lucky if we got away by Christmas and after a pair oar skiff rammed Lahara at anchor off Mosman wharf, I began to think they might be right after all. December 11th was a foul day; blowing half a gale out of the west and with intermittent rain squalls and gale warnings to shipping. The crew, Cliff Hooper, owner of the 26ft yawl "Snowgoose" and Kevin Shepherd arrived aboard about 8 a.m. and soon made short work of the mass of gear to be stowed. By 6 p.m. everything was in readiness and just before dusk Lahara slipped out of Mosman Bay under storm trysail and spitfire jib. As we went down harbour we noticed that the pilot vessel Captain Cook was sheltering from the Westerly in Obelisk Bay. It was dark and raining as we cleared the Heads on a course of 080 degrees. Breeze was only about force 5 and the twin genoas were quickly set. The log registered 7 knots during the first hour.

This is a wonderful rig down wind and it was

an uncanny experience to stand forrard and see the tiller moving a few inches slowly from side to side, as Lahara sailing herself raced off into the night. As we worked off the coast the wind increased as did the sea. The large genoa was dowsed at 0500 hrs. the next day, and the small genoa in a particularly fierce squall an hour later. We ran under bare poles through through this squall for about half an hour before setting the spitfire jib. At 0900 hours, with 83 miles up on the log, a force 8 wind and steep sea; further gale warnings to shipping over the radio, and three tired and sick bodies aboard, we hove to.

Lahara lay hove to comfortably in a moderate gale under storm jib well sheeted to windward, and tiller lashed to leeward. It was just a short summer gale and by 1845 hrs. that day, with all hands refreshed by sleep and hot food, we again got under way. Three days and 400 miles later the wind backed to the East, force 3-4. Carrying No. 1 genoa and full main we started what proved to be a hard thrash to windward for four and a half days. During this period we held the same sail and came about once every 24 hours. With the extra ballast Lahara stood up to her sail well, and close hauled, with rail under, made daily runs of 124,133,128,116,116. During this period the weather was overcast and threatening and sights were obtained with difficulty. At 0400 hrs. on the 19th December the genoa was knocked in a rising wind and sea after Lahara had smashed furiously to windward into the dawn for about an hour. In its place the staysail was set and a couple of hours later the mainsail was double reefed.

Lahara was soon overpowered again and the double reefed main was replaced by the trysail. Speed dropped to about 3 knots owing to the inefficient heavy canvas and the

Contd. page 9.

"WATCH BELOW

BY CAPTAIN TIGER.

There's a tavern in the town, almost in the country in fact, Alexandria to be precise, where the boys are really sailing minded. If you hear someone ask "What won the last race Dig" he doesn't mean the neddies but more than likely the last Sydney-Hobart or other ocean racing event. So much is this the case that no one turned a hair recently when a "Salt" soaked habitue (sorry no accent on this typewriter) having dived to leeward, bitterly complained "Ar the saloon bar always makes me seasick".

Captain Bryhn's remarks on the beauties of Noumea in reply to a question at the last meeting were dwelt on with bated breath by the assembly (male). We regret however that when approached by the Tiger the Cap'n would not furnish a written guarantee that "there are no diseases in Noumea". PITY!

Anyone who missed Captain Bryhn's talk on the voyages of HO HO and HO HO II missed a treat, and the Tiger humbly tugs his forelock to a SEAMAN.

Although we received quite a batch of suggestions for the Mag. name none was even duplicated so and in the absence of any clamour for a new name we have settled for "Seacall" and have awarded ourselves the bottle of "S.H.Y.G." ITHANKYOU!!! p.s. Dave Gordon advises that a resolution of the steering Committee of the Sub-Committee of the House Committee will be necessary before he can hand over "the doings"; "ellship! that's what she be!"

Fred Lender in last month's article 'Salt'

Contd. foot of page 9.

and it was wet miserable work in the cockpit. We hove to at noon under trysail. At 1700 hours the storm trysail (an exceptionally heavy sail) was reefed down to 40 sq. ft. and N.Z. radio gave warning of a "severe and deep depression moving South from Norfolk Island. We were at this time about 300 miles south of N.I. and directly in the path of the cyclone; it was too late to take evasive action. The barometer gradually sank lower and lower; by daylight next day it read 29.3. The wind kept increasing in strength and the surface of the sea was a driven white mass.

By noon the barometer was down to 29 inches and the little ship was taking a terrible bashing. The tiny rag of sail (which was much too large) was sheeted to windward and occasional adjustments were made to the sheets and tiller in an effort to ease her burden. It was impossible to face the weather on deck and the crew said that the writer's face was distorted by the strength of the wind. The motion was most violent and about every half hour the little ship was smothered and thrown almost on her beam ends. An oil bag was made and the sump oil

Contd. page 11

WATCH BELOW (Contd. from page 9)

(strongly) could be the key word for a short sermon. The woid is LIMBER...broadly, to free or clear, viz. limber poles, limber chains, to allow the bilge to run free, and boys (and girls) that's what we want for this magazine.

"Wot's the Tiger? Blime Charlie 'e's the Capting's cabin boy. 'E knows the Capting's hinnermost secrets; that's wot."

Captain Tiger

drained out of the engine. It was hoped that it would possibly break the strength of the seas which all too frequently began to break completely over the ship. The greatest difficulty was experienced in actually getting the oil bag into the water. Three times it was tossed back from the weather rigging and blew over to leeward at the full extent of its securing line. When it did remain in the water it slowly drifted aft and proved useless. Lahara was at this stage apparently fore-reaching at perhaps ¼ knot, and for an oil bag to be successful it would be necessary to kill all way. I considered lowering the trysail but was deterred by the danger to the crew on deck and by the certain knowledge that once sheets or halyards were started it would have been quite impossible to control the sail which would without doubt have been lost at the first "shake". Warps and spare gear were prepared below ready to stream astern should the tiny trysail blow out as expected.

The cyclone had reached its full fury by this time and had vpered 9 points from ESE to SWxS in 5 hours indicating that we were well within the dangerous circle. The barometer continued to drop and reached its maximum low of 28.82 at 1830 hrs. The wind did not appear to get any stronger. It is not intended to try and estimate the wind velocity but winds of over 70 m.p.h. were experienced at the north of New Zealand when the storm centre was 250 miles distant.

At daylight next morning, after having been hove to for 41 hours we let draw under reefed trysail and set the staysail.

In 40 minutes Lahara travelled 6 miles by the log. Recorded in the log at 0700 hrs. is the remark "Lahara flying not sailing". While the wind had possibly decreased by up to 40 odd m.p.h. Lahara was grossly overcanvassed with the reefed trysail and staysail. The sea which had earlier been flattened by the force of the wind, built up again as the wind fell.

Contd. page 12.

With Lahara to N.Z.

Tearing madly off before a huge quartering sea she was overpowered and practically broached to. The lifebuoy was swept from its stowage and as it went astern it ignited the calcium flare secured to the rail. Kevin nearly went with the lifebuoy but we had him working again too soon for him to worry about his close call. The reefed trysail was dowsed in record time and we continued to make over 6 knots under staysail alone for several hours.

As the breeze eased, sail was set and an average of 6 knots maintained until the North Coast of N.Z. was picked up just before noon two days later. The lighthouse keeper at Cape Reinga was signalled by semaphore and reported our arrival to relatives in Auckland as requested.

The North Cape (the N.E. extremity of N.Z.) was rounded at 2000 hours that evening and a course was set for Whangaroa 62 miles distant. Lahara entered the hard to find, deep, narrow entrance of this remarkable harbour at 0615 hours next morning, Christmas Eve, after a grand night's sail in a flat calm sea. Fifteen minutes later we dropped the pick off the Northland Fishing Lodge at Kingfish Point. The proprietor, Alan Rudge, who had been expecting us, attempted to turn on his usual hospitality, but after a few bottles of breakfast, a hot shower and some solid breakfast we left at 0900 hrs. in an endeavour to make Auckland 140 miles South in time for Christmas dinner.

The breeze failed almost completely as Lahara approached the narrow outer Cavalli passage and the motor was started and, except for a couple of hours stop to make repairs to the clutch, was kept going practically right through to Auckland. The sea on the East Coast of N.Z. was glassy smooth and lacked the usual roll associated with the Eastern Seaboard of Australia under like

Contd. page 13

conditions. At 1400 hrs. we spoke to Jim Lawler, Rear Commodore of the R.A.Y.S. aboard his converted Fairmile Ngaroma; this boat was the first of about 200 of all types and sizes we passed outward bound for the annual cruise before we reached Auckland. Daylight on Christmas morning saw us off the towering Whangarei Heads 66 miles from Auckland. At 1100 hrs., with petrol running short, we put into Omaha Cove (Leigh) to refuel. Leigh is a favourite rendevous with cruising yachtsmen and is particularly favoured by the "mulleties". It is only a small cove about 1/3 mile in depth but it offers excellent shelter in all but SE weather. The shores are studded with the beautiful Pohutukawa (Christmas trees) and even without the "local" up on the hill, Leigh will always be assured of the yachtmen's favour.

Half an hour lster Lahara was again chugging south at her maximum 4 knots. Shortly after, a light northerly breeze sprang up and the monster was silenced. Fair time was made over the remaining 30 miles and we secured alongside King's Wharf at 1917 hours on Christmas Day, 14 days 35 minutes from Sydney. The distance sailed was 1542 miles or about 260 miles more than the rhumb line course.

With the owner, his wife and family aboard, Lahara cruised around Waiheke, Motuhui, Ponui, Rotoroa and Kawau Is. in the beautiful Hauraki Gulf for about a week. The scope for cruising in this area is quite unlimited. All the islands are well endowed with beautiful little sheltered bays and many Aucklanders cruise this area in boats as small as 14 ft. Much more time could have been spent just messing about the Gulf and meeting old friends, but with other commitments we were compelled to return to Auckland on the 10th January.

Kevin had in the meantime returned to work

Contd. page 14.

in Sydney by TEAL flying boat so Cliff brought along a cobber from his home town of Whakatane. The newcomer, Alan Thompson, a Scot, complete with bagpipes, had not done any sailing for about 20 years but was keen to sail the Tasman. He proved to be a capable hand and soon settled down to the unaccustomed routine. It was decided to leave Auckland at 1800 hours on Thursday the 15th January so as to reach Whangarei Heads by first light next morning. The writer's wife joined the crew for this trip and the 66 miles was put astern in just under 11 hours with a fresh SW breeze and calm sea. Whangarei is the "old hometown" and after spending a couple of days on the harbour and renewing old friendships, Lahara (without the skipper's wife) left for the north.

The first night, just on dusk, we poked into the small but perfect harbour of Tutukaka. It was 16 years since I had been into this haven and in the near dark the rock-bound entrance seemed to have narrowed to about the width of the boat. Tutukaka entrance opens up inside to reveal a beautiful harbour extending about 1 mile back into the hills.

Farm houses are built right down onto the beaches and fresh milk, butter and eggs are available anywhere for the asking. Fish are plentiful, and even the poor fishermen on board Lahara managed to catch 9 snapper; this being the second occasion fish had been landed.

At first light next morning we passed out through the entrance and headed north for Cape Brett. The wind was light and we made only about 3 knots. At the Cape the motor was started and some time was spent trolling unsuccessfully for kahwai. This is the home of the big game fish and several boats had the swordfish flag flying indicating that a catch had been made. We were keen to see a fish

Contd. page 15

landed but as soon as we approached within a couple of hundred yards of a fish boat they rather obviously put their sterns to us and moved slowly away.

We sailed north in a very light air which finally petered out. Without a skerrick of air and with insufficient petrol to run the donk Lahara drifted several miles to the West until, just after dark, about five miles from Ngatoka Raranui Point, the northern extremity of the Bay of Islands, a faint air gave us about 1 knot. Just before midnight the Intercolonial liner "Monowai" passed on her way to Auckland. Whangaroa Heads were entered at 0630 hrs. next day and an hour later we secured alongside the Hotel Marlin Pier.

The morning was spent visiting friends before we crossed over to Totara North for water and fresh bread. The local water supply wouldn't stand up to the strain so we moved down to Kingfish Point about 5 miles distant and topped up from the unlimited supply there.

That afternoon we set sail for North Cape and Sydney. The log was streamed off the Cape at 0200 hrs. next morning but 24 hours later it registered only 34½ miles. Lahara slowly drifted NW and at 1800 hrs. the treacherous Three Kings were still in sight. A light WxN breeze then came in but fortunately this backed to SxW and Lahara began to log between 5 and 6 knots with full main and genoa in a calm sea.

The trip back was monotonously peaceful, and was shattered only by Alan's occasional outbursts on the doodlebags, and his constant practice on the chanter.

The breeze over the period of a week remained between force 2-4 and gradually backed from South to North. Days runs were 120, 128, 106, 131, 133, 116, 95 and 182. The barometer never went lower than 30 inches

Cont. page 16

the sun shone from a clear sky, the breeze never failed, neither did it freshen sufficiently to wet the decks. It was a perfect eating-sleeping crossing, and the skipper only needed five Avomine tablets to keep him going for the trip.

Good things end all too quickly and Lahara entered Sydney Heads at 1830 hours on the 30th January, eight days out from Three Kings. At no time did she exceed 6½ knots yet she seldom dropped below 4½. A very heavy westerly set was experienced over the last 36 hours. During this period we got a "lift" of 82 miles; this accounted partly for the grand 181 mile day's run to noon on the 30th January. The log covered 3040 miles and brought Lahara's total mileage in 13 months since her launching to 8094.

During this period she has often proved herself, and is a magnificent little vessel that can keep the sea in any weather in comfort and safety. She is kind on her gear and crew. What more does a man ask?

.....

On Friday night two or three of the members were seen to be sporting strange badges .. a beer mug rampant .. with the letters "R.A.Y.C."

This new Club, in which "R" designates Resch's and not Royal as you might imagine, conducted its first ocean classic a fortnight ago, when C.Y.C. Star "Moonbi" took the honours.

The celebrations which followed may well result in a well-known anchorage at Pittwater being renamed Resch's Bay, as it is carpeted with the containers of that delightful product.