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SEACALL

THE UNOFFICIAL LOGBOOK OF THE
CRUISING YACHT CLUB
OF AUSTRALIA



NO 5 VOLUME 2
MAY 1953

CLUB NOTICES

IMPORTANT!! The Ladies' Day Race, which was postponed owing to the inclement weather, will now be held on Saturday, 23rd May, under the same conditions as previously circulated.

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 Clubhouse, Beach Road, Rushcutters Bay, on Wednesday, 20th May, at 8 p.m.

BUSINESS: Welcome to new members.
Confirmation of minutes of last meeting.
Business Arising: New Articles: General:
The Commodore will give a talk on his experiences in the Far East.

SUBSCRIPTIONS FOR 1953/54. The Secretary wishes to remind members that subscriptions for 1953/54 are due on July 1st, and it will help considerably if you send them in early. Subscriptions are:-

Full membership £5.5.0. Assoc. £2.2.0.
Junior and Junior Assoc. £1.1.0.
Country members £2.12.6.

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

Clubhouse: Beach Road, Edgecliff.
Telephone FB2128

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

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S E A C A L L

The Unofficial Logbook of the
Cruising Yacht Club of Australia

EDITORIAL

Several copies of the last two issues of the magazine have been returned to the Club through the Dead Letter Office with the usual endorsement "Not known at this address".

The fact is mentioned here in the hope that members who have changed address will ensure that the Club Secretary is aware of the fact. Though we acknowledge the implication of an Irishism (persons who cannot read this notice please enquire at the Clubhouse) some members may be aware of a fellow club member who is not receiving his or her copy and may now prompt him or her to check the address recorded by the Secretary.

So far we have had no volunteers for the office of race correspondent, the result being that our races are reported as a bald tabulation of place winners with the odd piece of chit chat gleaned by "Captain's Tiger". This we feel sure you will admit is a great pity and does not do justice to the events or participants.

We enjoyed reading a fine account of the 52-53 Sydney-Hobart race in the English "Yachting World", but not without some wonderings as to why not one participating member produced so much as a paragraph for "Seacall".

Let's have a lasting record of our races and events that will recall the salt sea tang, the humour and excitement in retrospect years hence, rather than the bald:-

Lazy Cow 1, Dontcare 2, Who-Me? 3.

G.G.N

COMING FIXTURES: Harbour Race May 16th.
Queen's Birthday Cup (Bird Is)
June 5th.



FLAG ETIQUETTE (Contd. from last

issue)
A yacht can only wear a "special" Ensign so long as her owner is in effective control. This has been interpreted by the Admiralty as requiring at least the presence of the owner at the place where the yacht is lying. If the owner is away from his ship for protracted periods, or away from the port where she is lying for a whole day, the privileged Ensign is not permissible, and the red Ensign only can be worn. The same applies if the yacht is left in the charge of someone else. As there are fixed times for hoisting and hauling down Ensigns, an owner leaving his vessel during the day, and thereby losing the privilege of carrying a "special" Ensign, should not haul the Ensign down then. The Ensign should have been hauled down the previous sunset and replaced on the following morning with the Red Ensign.

The Union Jack, or as it should properly be called, the "Union Flag" must never be worn by a yacht, because at sea this flag is appropriated solely to Royal and Naval purposes. On land it would seem that the Union Flag should be regarded as the National Flag of a British subject, and by a pronouncement in the House of Lords in 1908 "It may undoubtedly be flown on land by all Her Majesty's subjects." The Australian Blue Ensign with the six stars has through practice become the flag of Government bodies and Institutions. Private citizens may fly the Australian Red Ensign, although it seems more appropriate to fly the Union Jack, as the Red Ensign has become more of a seagoing flag.

Contd. page 2

FLAG ETIQUETTE (Contd.)

Yacht Club burgees are triangular pennants, composed of the Club's colours and with such emblem or device as the Club may adopt. Every yacht, whose owner is a member of yacht club wears the burgee of that Club from her main-struck when in regular commission. The exceptions to this are yachts belonging to Flag Officers, who fly the swallow tailed burgees authorised by the rules of the Club. The burgee of a recognised yacht club is an essential part of the colours of a yacht, for it is by showing that she is owned by a member of a recognised club that she is legally acknowledged as a pleasure craft.

Burgees are hoisted and hauled down with the Ensign, and should always be worn in the daytime by a yacht in commission, except when she is racing, when her owner's racing flag takes its place.

Don't forget that if you fly a "special" Ensign, it must be accompanied by the burgee of the Club through which you obtained your warrant.

As every yacht club possesses its own burgee, and if an owner is a member of more than one Club, the question sometimes arises which burgee to fly, and when. The golden rule is that when other things are equal, the Senior Club's burgee takes precedence, and that a Royal Club takes precedence over a "privileged" club, and the latter over an ordinary club. Also, if in the homewaters of a club of which the owner is a member, it is an act of courtesy to wear the burgee of that Club, always bearing in mind that the burgee of one Club cannot be worn with the Ensign of another.

A yacht participating in a cruise, rendezvous, or gathering after a race, should wear the burgee of the organising Club, if her owner is a member.

Contd. page 4

FLAG ÉTIQUETTE (Contd).

Racing flags take the place of the burgee when racing, for all yacht races theoretically take place under the burgee of the organising club. We all know the rectangular shape of the racing flag, and the size of course depends on the size of one's craft.

The owner designs his own racing flag, which is carried so long as the yacht is actually racing. It should be hauled down immediately the race is over, or if the vessel gives up and withdraws. Yachts intending to go to the starting line generally hoist their racing flags in lieu of the burgee when "colour" are made in the morning.

The only restriction the Merchant Shipping Act makes on the composition and design of any flag an owner may fly from his vessel is, that it must not be of a design which can be mistaken for any British or Foreign National Standard, or a Naval Flag, Jack or Pennant. It will be seen from this, that to adopt a National Flag, whether Foreign or British, as a racing flag, or as a house flag, etc., is incorrect. I believe there are two well known yachts to be seen on Sydney Harbour wearing Foreign National flags as racing flags. Apart from this being a contravention of the law, it is improper to relegate a National Standard to this purpose.

House flags are not much in evidence these days, and seldom worn by a sailing craft. They are sometimes seen on board steam or motor vessels, and their use is entirely optional. They may be said to be the distinguishing flag of the owner, the same as the racing flag is. A house flag is worn from the starboard yardarm - cross tree - or from a halliard an equivalent height up the main shrouds. In two masted vessels they may be worn at the fore mast head if no burgee is flown. In yawls and ketches they may be worn at the mizzen mast head.

Contd. next issue.



WHAT SHIP

WAYFARER

P.M. Luke

Like Topsy, she just 'grewed'. There is not extant, any set of her lines. Her sail plan did not exist until she became some 10 years of age, and I am ignorant of her actual displacement.

In 1939 Mr. Larsen of Ryde had the profile of a 40 ft. stem head cutter designed by Mr. John Alden, which incorporated the same sections as Moonbi. As the moulds used in her building were still available and represented a saving it was decided to raise the topsides and produce a flush decked hull. In addition, yawl rig was to be substituted for the original cutter. A sketch of the proposed hull, showing a false sponson at the original sheer line, with five portholes in the raised deck, seemed just what I wanted and looked rather similar to Valiant.

The building was put in hand and the position of the masts left to the builder. Unfortunately, funds ran so low that by the time she was planked up I couldn't afford the portholes so she was left as is. She was launched in January 1940 with only deck beams in, the decking, hatches, cockpit, etc., being finished off afloat. The interior and rigging were carried out by the crew and use was made of left overs from the deck and bits of driftwood. The main boom had formerly been the mast of a fishing boat and the mizzen boom was fashioned from the top end of a disused flag pole in a certain park and was still bearing traces of white paint when I acquired it.

The original rig was increased with bigger spars and a bowsprit in 1945. The engine is a 6 cylinder Red Seal out of a 1927 Durant car and was bought for £10. It pushed her over (page 6

WAYFARER (Contd.)

6000 miles on wartime patrols and is still going strong after wearing out three propeller shafts.

Her dimensions are:- L.O.A. 40', L.W.L. 31', Beam 10'6", Depth 6'3", Planking 1" Huon pine, Frames $2\frac{3}{4}$ x $1\frac{3}{4}$ spotted gum, Deck Beam 4" x 2" Oregon, Deck 2" x $1\frac{5}{8}$ " Beech, and there are $2\frac{3}{4}$ tons of lead on the keel plus 1 ton inside.

The layout below has two cots in the foc'sle, mainly used as sail racks and the lavatory is there also beside the mast to port. An opening on the other side leads to the Cabin with two large bunks with drawers and cupboards. Above and outboard of the settees there is room under the raised deck for another berth each side. The galley is aft of the saloon with stove to starboard and sink to port. Steps over the engine lead up to the cockpit.

Apart from a narrow floor the accommodation is roomy and the deck space is large and clear of obstacles. The doghouse makes for great comfort in the cockpit and is complete with home comforts such as an extension speaker from the radio, racks for smokers requisites, torches and the like.

She has completely fulfilled my original requirement for a comfortable cruiser with a fair performance and has proven herself most able in sea keeping ability.

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HOW HANDY CAN YOU GET?

Flames in the Sea Department. Unless your topsides are 10 feet high and your life-buoy as big as a dinghy, don't use Holme's Handyman's Rescue Light.

Its makers recently advised a member who'd played tug o' war with this popular device to try their non automatic lifebuoy light. Any two strong men can tear off its ends and throw it in the sea, while the man overboard searches for his matches.

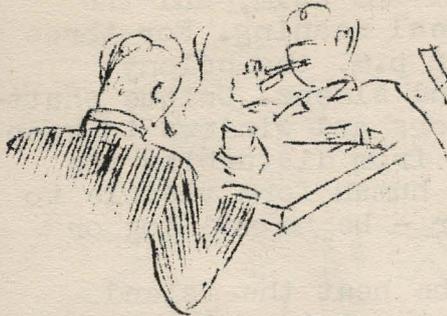


THE TRIALS AND TRIBULATIONS OF A SEAGOING WIFE ON D'BEACH.

"My Dear, I really don't know why I do these things. Something always happens when I go on these outside races, and every time I say to myself, "Never again". Still I go. I went on the last Lion Island race, and it was very rough, as you know. It wasn't just ordinary rough, with seas spraying over you now and again: oh, no, the boat climbed to the top of the waves, then fell into holes with a bang, with my tummy coming - prr-lump - right up into my mouth. My Dear, it was just dreadful!

And someone had taken something out of the f'castle and left the hatch a weeny, teeny bit open. The water just poured in and in, and of course I got the blame. Then someone told me to get the pump going - you know, we have an electric pump: but what with the awaying of the boat and the darkness of the cabin, I couldn't find the stupid thing. So the water swished from one side to the other, but mostly on the port side where of course I had all my nice things. The starboard side is mostly bottles, and tins of food and so on, so naturally the port side got all the water.

We had a large young man with us, I thought he would be just the very thing - great footballer, oarsman, and young and handsome, a lovely hunk of man. But absolutely useless, my dear. Oh so sick...all the way. And every time the boat lurched, he would fall against me.. fourteen stone of sweaty, smelly, wobbly man, coming down on me time and again... page 8



WATCH BELOW

BY CAPTAIN'S TIGER

Dusk deliberately drapes her mantle over the heaving deep and brooding shoreline.

"Time to put our lights up, Skipper?" says George. Skipper goes forrard, looks at the light and says, "We'll leave them for a while, they're pretty dim. I think the batteries have nearly had it."

Half an hour later. Dusk's mantle is drawn close. "What about our lights, Skipper?" Skipper goes forrard, looks at the lights and says, "We'll leave them for a while, they're pretty dim. Those batteries have just about had it."

Third chapter. Stygian gloom as before but now George goes to have a shufti as well and the lights are shining like Sam Lands on Xmas Eve. Batteries sparked up? No!! George was not wearing sun glasses. Thanks, Fred. One a month, we said.

Hal Evans gave us a good Jervis Bay story a couple of Fridays ago. We got the bit about throwing the anchor to the drowning sailor but danged if we can tie the rest up. Better see Hal.

Met a couple of Noumean sailors on the ferry the other night and tried hard to get some good addresses, but all those guys could say was "Loonah Pak". I don't think they understood good French when they heard it.

Je Voudrais bien savoir les names,
of quelques ravissantes dames,
so quand je viens d'arriver
A' Noumea je sans delay
will parlay avec sweet Hortense,
and honi soit qui mal y pense. le Tigre

Contd. page 6

TRIALS OF A SEAGOING WIFE (Contd)

Then when we got there, I had to make them a meal; of course, they were all hungry, including the 14-stoner. So I got the stove going with a lot of sausages, bacon and potatoes in the pan with a nice lot of fat. I changed into my one and only dry pair of slacks I had tucked away somewhere the water didn't get at them.

Well, dear. The cabin was rather dark... we had turned the lights on but as they had got the pump going by this time, the lights were rather dim. And of course it would happen! In moving about, turning round I was, the handle of the frying pan caught in my back and it turned somersaults! Poured its greasy mess of sausages, potatoes, bacon and fat over my blouse and my clean dry slacks. And it was sizzling hot!

Oh, dear, what a sight! There seemed to be fat and potatoes and sausages and bacon everywhere, and my back was burning and my slacks were ruined.

My dear, I don't know why I go on these trips. Really, I don't.....

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WATCH BELOW (Contd.)

NOTICE TO MARINERS

Notice of a danger to navigation has been reported in the Northbridge Channel approximately half a cable length from the Northern end of the Suspension Bridge.

The Obstruction consists of an extensive reef which has been named "Hobson's Reef" after the master of the vessel reporting the discovery.

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Bouquet Department: Thanks and congratulations to Dr. Bellingham for a wonderful show; an audience of nearly 200 unanimously voted it "AI". Orchids for you, Doctor.



Leigh Johnson thoughtfully provided us with a voluminous article on the beauties of Noumea, but owing to lack of space we were forced to pick out the salient points. We quote:-

"Practically within a stone's throw of Sydney lies this fascinating island, presenting to the travel-minded Australian an opportunity of living in another atmosphere, another culture, and of hearing another language spoken. Here are the delights of French living - French food - and all the wonders for which Paris is noted. To this may be added a backdrop of South Sea Islands Paradise, plus a climate akin to that of Townsville in Queensland.

Here during the hour of l'aperitif one can sip absinthe and pernod, while overlooking white beaches and sparkling water, shaded with the delicate fernery of the ever-moving palm trees.

Add the attractions of Paris to those of Tahiti, garnish with a sprinkling of a wide variety of nationalities, drawn from almost every country in the world, and there you have New Caledonia.

Many people would be prepared to weigh the beauties of Noumea Harbour against the more famous Harbours of the world, such as Sydney and Rio de Janeiro. The vivid green of coral bottomed waters, the stark whiteness of the waves breaking on the reef, the deep purple of the mountains and the snowy whiteness of the clouds combine to present a coloured picture which is not seen anywhere else in the world.

Cont. page 10

NOUMEA (Contd.)

Here life runs placid and calm, and the hour of siesta has a real meaning. For three hours from 11 a.m. to 2 p.m. the colony folds up, collapses, and sleeps. Unique shutters are put up over doors and windows to keep stray rays of sunshine from disturbing the inhabitants. The only human form visible to the eye is the stranger - be he mad dog or Englishman.

Perhaps because of the heat the Island wakes early: by 5 a.m. the triangular market place is thronging with sleepy-eyed natives, with their coconut bags slung across their shoulders.

The population of Noumea, the capital of New Caledonia, is about 12,000, which makes it the second largest town in the South Pacific. Noumea offers to the tourist all that may be enjoyed throughout the South Sea Islands. There are two leading hotels - the Grande Hotel du Pacific and the Hotel Central.

For those who delight in the pleasures of the French Casino, there is the Casino Biarritz. Here couples dance to the beautiful strains of Hawaiian and Tahitian melodies, while the warm Pacific washing below reminds its friends that they are welcome to the South Seas.

The average temperature during the months between March and December is 70 degrees, while the climate all the year long is dry, pleasant and most suitable for Europeans. The average rainfall is 40 inches, more than half of which falls between January and March. Light summer clothes can be worn almost all the year round, and as malaria is practically unknown shorts are generally worn by men throughout the day on the Island.

Fresh milk and fruit are easily obtainable. A modern dairy gives daily service to the colony, which produces all kinds of fruit and vegetables. Bananas, oranges, mandarines, apples, mangoes, avocado pears, guavas, letchis, lemons and melons are all grown in season and are sufficient for the needs of the colony.

Contd. page 12

NOUMEA (Contd.)

Transport to and from the island - either by steamer, which is irregular, or regular air services.

Non-immigrant foreigners are admitted into the colony for a period of three months, which may be extended. They must be in possession of a passport, but there is no compulsory vaccination or immunisation.

No difficulty will be experienced with the local exchange, so far as currency is concerned. Moreover, the Australian Exchange has never refused any export out of Australia of amounts requested for solely tourist purposes.

A large number of sports are played in Noumea. A sailing club makes boats available to its members, and organises underwater fishing on the coral reefs several miles out to sea. You can also play tennis, basketball and football, although cycling, either road or track, is the favourite sport. A race club organises meetings during the cooler months and makes horses available to those desiring to ride.

There are three small boats which cruise around the Islands, with Noumea as the starting point. These boats run on a roster which provides for each to **make** the trip about once a month, with four or five passengers. Car trips may also be arranged to various parts of the Island."

So there you are. We, too, would like to go to Noumea.

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Maybe it wouldn't happen in Fleet Street, but the printing department wishes to record its gratitude for the assistance rendered by its editor during a recent mechanical crisis. The issue was late - but without this help it would have been much later.

★
★ STARS ★
★ ★ FRIED LENDER ★
★

Some little time ago I wrote an article about Sea Birds, with the object of stimulating an interest among yachtsmen in the bird life around them.

A number of them have spoken to me about the article, so this encourages me to now make a contribution telling some few facts relating to the stars.

During the long, lonely night watches of ocean passages some knowledge of the stars will be found both interesting and useful.

It must of course be realised that to properly tell the story of the stars is a task far beyond my ability to attempt and beyond the scope of "Seacall" to publish, and all I can hope to do is to give a few brief details. If the reader is interested it is then up to him to carry on from there himself. I shall at least have done some good by setting off a train of thought upon the subject.

A star map is necessary before a proper study of the heavens can be commenced.

There are in the skies some 9000 stars which can be seen with the unaided eye, but only about 3000 can be seen at one time from any one place.

With a telescope of course the number are very greatly increased. For instance, there is a well-known group of stars called the "Pleides" in which most people can distinguish six stars and a few with keener eyesight can locate seven, and this group is often referred to as the Seven Sisters or the Seven Dancers. Through a telescope over 250 stars can be distinguished in the cluster.

Cont d. page 14

THE STARS (Contd.)

Nearly all of the heavenly bodies are stationary in relation to their position to each other and are called "Fixed" stars. These can be shown on a star map.

There are other bodies, called planets, which cannot be shown on a map as they move through the heavens in the same manner as the sun and the moon and are continually passing through the groups of "fixed" stars. The Earth itself is a planet, which makes 9 planets in all.

These planets are Mercury, Venus, Mars, Jupiter, Saturn, Uranus, Neptune and Pluto.

A great number of the "fixed" stars are grouped together in what are called "Constellations". These Constellations are 89 in number and are all supposed to have a fanciful resemblance to some object either animate or inanimate.

The alleged resemblances are extremely remote and my own opinion is that Scorpio (the Scorpion) is the only Constellation which looks anything like what it is supposed to represent. Scorpio is an extremely graceful curved constellation, looking somewhat like a question mark and containing a brilliant star named Antares. Scorpio is one of the 12 constellations forming the Zodiac.

There is a sign of the Zodiac for each month of the year and the complete list is:-
Aquarius (the Water Carrier) Pisces (the Fish)
Aries (the Ram) Taurus (the Bull) Gemini
(the twins) Cancer (the Crab) Leo (the Lion)
Virgo (the Virgin) Libra (the Scales) Scorpio
(the Scorpion) Sagittarius (the Archer) and
Capricornus (the Goat).

The signs of the Zodiac form a great girth around the heavens encircling the earth. It is along the pathway of the Zodiac that the Sun, the Moon and the Planets all travel. The Sun and the Moon will be seen to always set in the vicinity of one of the Constellations of the Zodiac, in the above sequence. The northern hemisphere is fortunate to have a star which occupies the north point in the heavens. This is Polaris, also known as the Pole Star or the North Star.

THE STARS (Contd.)

This star is of particular significance to navigators because its altitude from any given place is equal to the latitude of that place.

In the Southern hemisphere we have no equivalent to the Pole Star but we can obtain a rough approximation from the Southern Cross.

Draw an imaginary line through the greater axis of the Cross (from head to foot) and extend this line about five times the length of such axis and this point will be approximately on the South Celestial Pole.

The Southern Cross is a starting point to locate a number of other important stars.

Firstly there are two stars known as "The Pointers" in the Constellation Centaurus. Draw an imaginary line through the arm of the Cross and it will guide you to "The Pointers".

Now go back to where you were extending the axis of the Cross to find the South Celestial Pole. Continue this line past the Pole for about an equal distance and you will come close to a bright star known as Achener.

Now imagine another line passing through the Pole at right angles to the first. One end will take you towards Canopus, a brilliant star in the Constellation Argo (the Ship), and the other end will lead towards another star, not so bright as the ones previously mentioned, but recognisable as having three lesser stars close to it, somewhat resembling the three prongs of a trident; this is the Constellation of Pavo.

Between the Southern Cross and Canopus is the "False Cross". This is a Cross very similar to the Southern Cross but larger. The longer axis of both Crosses are parallel but the arms are set at a different angle. A prolongation of the longer axis of the False Cross will not lead to the Celestial South Pole.

It will be noticed that in describing the

Contd. page 16

THE STARS (Contd.)

Location of the stars no mention has been made that they are to the left or right or to east or west, the reason being that they are continually revolving around the South Celestial Pole like a wheel on its axle. A complete revolution is made each 24 hours.

The poet Masefield pleaded for "a tall ship and a star to steer her by", and a star is a very good thing to steer by too, so long as the helmsman remembers that it is moving across the sky at the rate of 15 degrees every hour.

Another important group of stars is the Constellation of Orion. This Constellation is situated on the Celestial Equator and is supposed to represent the shape of a man, but it needs a lot of imagination.

Portion of the Constellation is better known as bearing the shape of a saucepan. The most distinctive feature of the saucepan is a line of three bright stars which represent Orion's Belt in the Constellation.

A line through Orion's Belt will in one direction pass near Sirius (in Canis Major) which is the brightest fixed star in the heavens.

In the other direction about the same distance will be found Aldebaran, which is one of the eyes of Taurus the Bull. This eye is in the V shaped cluster. Not far away are the Pleiades or Seven Dancers previously mentioned.

Sirius, the Dog Star, can also be located by looking along an imaginary line from the South Celestial Pole through and past the Star Canopus previously referred to.

Stars in the close proximity of the South Celestial Pole never vanish from sight in Sydney except in the daytime or when blocked by high ground, but stars which are further from the Pole will move in a larger circle and will dip beneath the horizon for a period during their circuit and this period grows

Contd. opp. page

THE STARS (Contd.)

longer the further the star is situated from the Pole until stars in the vicinity of the Celestial Equator will have half their path below the horizon.

The movement of the stars around the heavens is a little more rapid than that of the Sun, so they gradually appear higher in the sky each night at dusk and set earlier until the time comes when they are above us in the daytime and have set before nightfall, therefore they cannot be seen during certain portions of the year.

Also do not look for Orion if you can see Scorpio high in the sky, or vice versa, for their transits are about twelve hours apart and one will be below the horizon when the other is high.

It should not be necessary to mention, but lest someone should take me to task on the grounds of inaccuracy, it may be as well to state that the stars are not actually moving around the earth, but merely appear to do so owing to the spinning of the earth upon its axis.

The stars and constellations already referred to form but a very small proportion of the whole and some other time I may have an opportunity to carry the subject a little further.

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THE MARCH OF PROGRESS

We feel sure that members will have noted with pleasure that the Clubhouse has been freshened up, and also that a new steward, Mr. Les Douglas, has been appointed. By the way, tipping is not encouraged, and in lieu thereof members will be requested at Christmas time to make a suitable donation for the Steward.

As a further matter of interest, Tooth's Draft beer is now exclusively served.

