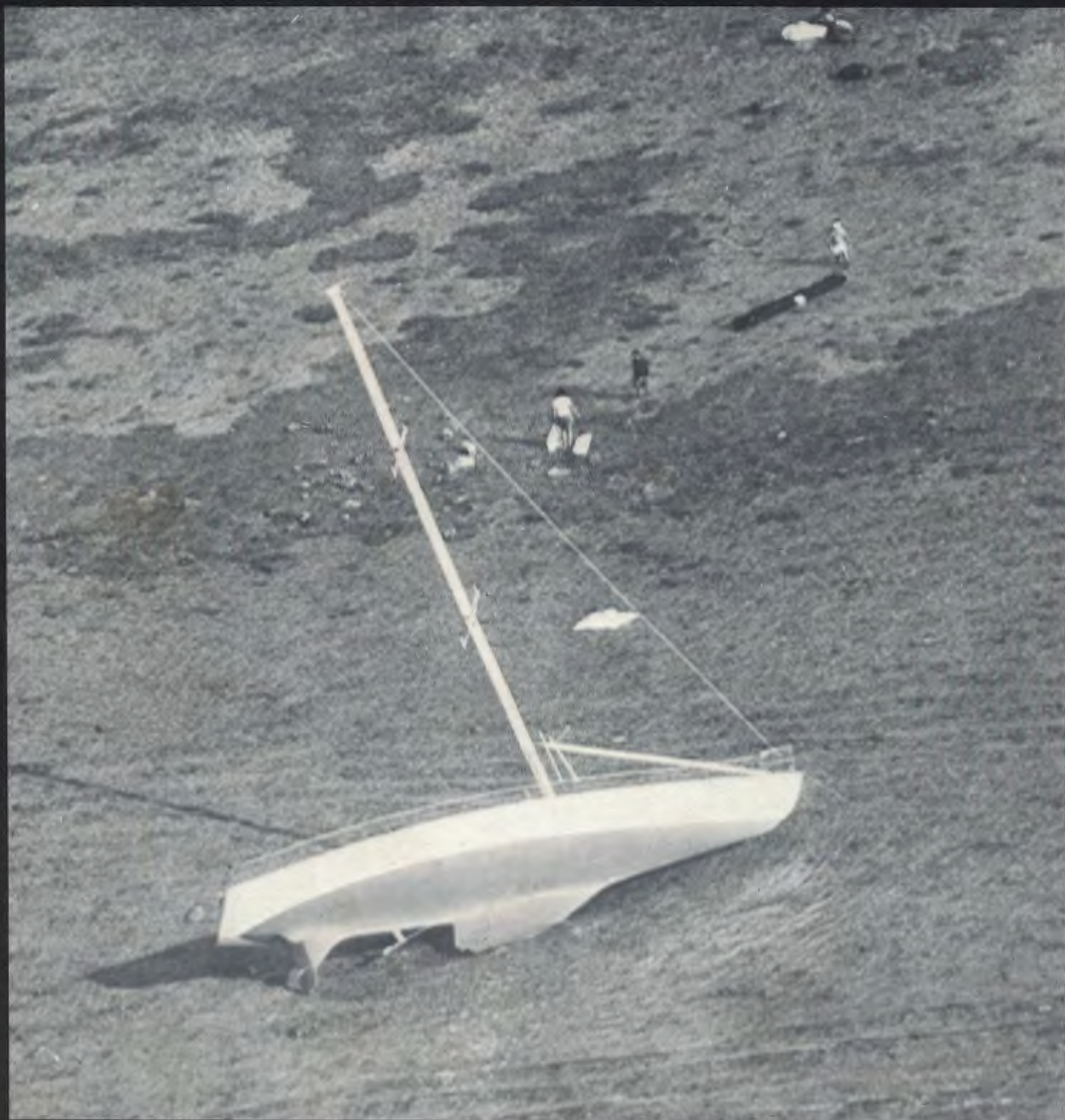


OFFSHORE

NUMBER 53

APRIL/MAY 1980

80c*



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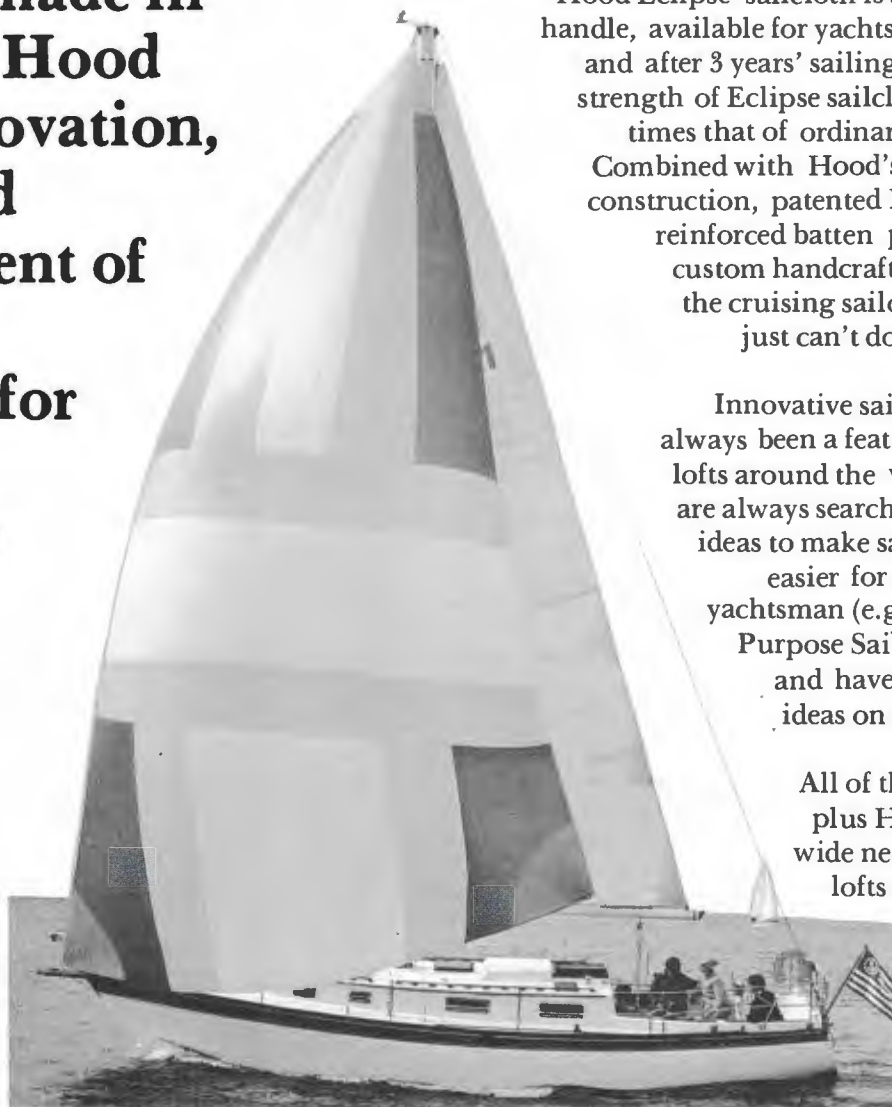
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Offshore Signage



OFFSHORE SIGNALS



Blue Water Championship 1979-80

- 1st, 'Relentless', P. Hankin
- 2nd, 'Deception', J.H. Bleakley
- 3rd, 'Ghost Too', K.C.D. Roxburgh, C. Graham, W. Hoare.

Long Ocean Point Score Division 1

- 1st, 'Big Schott', A. Pearson
- 2nd, 'Mary Muffin', G.A. Blok
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J.O.G.

- 1st, 'Evergreen', H.H. Green
- 2nd, 'Cagou IV', B. James
- 3rd, 'Corfu', M. Green, A. Hancock, R. Ferrier



Captain J. Illingworth, a Life Member of the CYCA, dies

"Captain John Illingworth, who died on March 7 at the age of 76, was the father of post-war offshore sailing racing, winning many of the important races and serving simultaneously as Commodore of the Royal Ocean Racing Club and the Royal Naval Sailing Association, besides on the Council of the Royal Yachting Association.

"A naval engineer officer serving in submarines before the war, he had already made his name as a successful ocean racing yachtsman. The peace found him in Australia organising repairs for the British Pacific Fleet; it was his suggestion that led to the first Sydney-Hobart Race, which he won in one of the smallest entries. This has since become one of the great international offshore classics.

"Back in Britain, serving in command of a naval air station, he built 'Myth Of Malham', the most advanced ocean racer of her time, and sailing her he won each of the next two Fastnet races.

"Meantime, he had been working on the idea of a small and economical yacht suitable for racing offshore or round the buoys, besides extended cruising. This came about with the RNSA 24 class, of which the first five were batch-built by Camper and Nicholson, costing little over £2,000 each. Critics freely forecast that they were too small to race across the English Channel, but one was to win a race across the Atlantic, while John Illingworth's own 'Minx Of Malham' won almost every race in her first season when he was not skipping his 'Myth Of Malham'.

"He followed this with the conviction that in capable hands and with strict safety rules enforced by inspection even smaller boats could safely race offshore; so he played a big part in forming the Junior Offshore Group, which allowed suitable boats down to 16 feet waterline length; as its President he bought and raced 'Wista' of 1½ ton displacement to encourage those who could not afford bigger yachts to enjoy the sport.

"Yet that same season he also raced 'Creole', of 600 tons, and encouraged by Admiral Mountbatten who was then First Sea Lord, he formed a committee to revive sail training races for big ships, so that deep sea sailing would be available to many young people. Thus was born the Sail Training Association, of which he was the first chairman.

"John Illingworth's enormous influence on sailing was greatly augmented by his writing. His book *Offshore*, largely written when he was sailing across the Atlantic, was quickly established as an outstanding classic, while his regular articles in the yachting press, scarcely disguised by a pseudonym, were avidly read.

"On leaving the Royal Navy, he set up a design partnership with Angus Primrose, and for several years yachts built to their mutual design figured prominently in the prize lists around the world, one coming close to winning the Bermuda race, while in another Sir Francis Chichester sailed alone round the world.

"John Illingworth combined an original mind with a real pleasure in dealing with people. A Yorkshire man, he was a true internationalist, feeling particularly at home in France and across the Atlantic. He was an excellent helmsman, suggesting that horse riding as a child helped this; but outstandingly he was a supreme skipper, who could quietly lead each one of his crew to give of their very best."*

*From *The Times*, 13/3/80

Hitachi and CYCA Navigators' Prize

At the last meeting of the CYCA Navigators' Club, David Sharp, New South Wales Manager of Hitachi Sales Australia Pty. Ltd., presented navigators' trophies for the 1979 Hitachi Sydney-Hobart Yacht Race.

In his opening remarks, Mr. Sharp noted that the efforts of the winning navigators represented a dedication to precision which was to be commended, and that Hitachi took special pleasure in presenting the awards because a similar scrupulous attention to detail was characteristic of their approach to product manufacture and quality control.

The first prize of a Hitachi colour TV and the Barry Vallance Memorial

Trophy was awarded to Chris Oxenbold, navigator of 'Vanguard'. Chris, who is a R.A.N. navigation instructor, was not present and his prizes were accepted on his behalf by crew-mate, Chris Messenger.

The second prize went to Gordon Marshall ('Sunburst') who, once again, narrowly missed the top honour. "If I can just win the Hobart first prize once, I'll retire from competition," he observed somewhat whimsically; Gordon has won navigators' prizes in almost all of the long passage races he has entered and is obviously keen to hang this 'pelt' on his belt.

Third prize went to another familiar face and previous winner, Lindsay May ('Deception'). Lindsay had a few words to say about Peter Kurts' article in the 1979 Hobart Program which he des-

cribed as compulsory reading for anyone who does the Hobart — with the exception of what Kurts had to say about some navigators. (Kurts said words to the effect that radio cranks, camera men and prize-winning log keepers should be dropped with the best recommendation on your closest potential rival). May reflected that he felt Kurts was having a bit of fun about navigators, and that logbook keeping for prizes stimulated navigators to greater effort — plotting the position of competitors, making your own weather maps, and that all these things went to serving the skipper better and that was what Kurts had advocated elsewhere in the same article.

We were remiss in not giving due publicity to the navigators who took out the prizes in the Noumea Race, and that information is published below.

* * *

NAVIGATION IN THE NOUMEA AND VILA RACES

The Sydney-Noumea Race in particular verified the need for navigational skill at practical yachting level since it turned out to be a 1200 mile beat to windward with wind strengths of the order of 25 to 40 knots for days on end. Most yachts enjoyed the luxury of sailing with a spinnaker for only a few hours in a race that extended beyond 10 days for all but the first seven or eight finishers.

The trophy for the best log book was keenly contested, and to make it even more interesting, a last-minute change of instructions at the pre-race briefing opened the contest to include the Cruising Division. There were thus over 50 navigators eligible for the prizes.

Judging in Noumea was done by a panel of three: the Captain of the 'La Dieppoise'; the Harbour master of the Port of Noumea; and the Captain of the French Neptune aircraft which overflew the fleet. They gave a little more detail than usual in their announcement of results, and since navigators are sure to appreciate this approach, it should be noted for future events.

The judges said, 'It was difficult to choose amongst some excellent entries, but the final decision was . . .

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Hitachi's NSW Manager, David Sharp, presents the second prize to Gordon Marshall.



Lindsay May, a previous winner, receives his third prize from David Sharp.

David Colfelt

David Colfelt

1st. Gordon Marshall — 'Huron Chief'

Logbook considered to be to French Naval Academy Level

2nd. Robin Copeland — 'Mary Muffin'

Excellent entry with honourable mention

3rd. David Hocking — 'Sweet Caroline'

Dave Webster — 'Mandalay II'
Ian Potter — 'Satin Sheets'

All were considered excellent entries.

The Noumea-Vila Race was sailed in the conditions one would expect in the balmy tropics, and navigators had a much easier task.

1st. Robert Wallis — 'Sabaloo'

2nd. Gordon Marshall — 'Huron Chief'

3rd. J. Brett — 'Bon Temps'

* * *

Maxi yacht racing for Cowes in 1981

A new sailing event, specifically designed for 'maxi' ocean racing yachts will take place off Cowes in late 1981, immediately before the Admiral's Cup and Cowes Week. Owners of yachts which rate up to 70 feet will be invited to compete against each other in a series of races in the Solent, followed by a race on a course set round the Isle of Wight. This event, called the Seahorse Maxi Series, will begin on Monday, July 20, 1981 and end, after racing, on Saturday, July 25.

The timing of the Seahorse Maxi Series has been arranged to avoid clashing with other events in the Solent and to appeal to maxi yacht owners around the world who may wish to take part in Cowes Week and the Fastnet Ocean Race. The organisers believe this new series will provide a dramatic and exciting overture to Admiral's Cup and Cowes racing at the height of the British sailing season next year, for owners, their crews and spectators.

Further information about this new event may be obtained from Guy Pearse by writing to 168 Victoria Street, London, SW1E 5LB. Telephone 01-828-4551; telex 8953825, answer-back PARACE G.

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BIGGLES' COLUMN

The Australian team for the Clipper Cup series in Hawaii were announced by ORCA at a press conference at the CYCA on April 15th in somewhat farcical circumstances since virtually everyone on the waterfront already knew the truth of this 'closely guarded' secret which was removed from a 'sealed envelope' at the press briefing. It was one of those situations where everyone and his dog was going around saying . . . "Don't tell anyone else whatever you do, but the Clipper Cup teams are . . .".

The first team is 'Challenge', 'Ragamuffin' and 'Sweet Caroline', a fairly predictable grouping in the absence of any of the hot 1-tonners such as 'Relentless' and 'Diamond Cutter' which had been withdrawn from contention. The conditions in Hawaii should suit these three yachts, all of which are very well crewed. The second team, however, throws considerable doubt, if not confusion, as to the methods of the selectors. 'Impetuous', 'Moonshadow' and 'Satin Sheets' were named, with 'Mary Muffin' as reserve.

According to ORCA's own press releases, the selection was supposed to be based on the results from the Southern

Cross Cup and subsequent races up to the time of selection; however neither 'Impetuous' nor 'Moonshadow' has raced in any selection races since the Sydney-Hobart, in which 'Moonshadow' broke her mast, so it is difficult to see how either gained selection.

Since losing most of the crew that served her in the Admiral's Cup, 'Impetuous' has shown lacklustre form in NSW racing, when she has been racing, and 'Moonshadow', which sailed well at the beginning of the season to be included in the Victorian SCC team, has done nothing since. 'Satin Sheets' is a boat which has been firing well since Christmas, and 'Mary Muffin' has shown steady improvement over the same period so it is a mystery how she was not included in the team. No doubt AYF and ORCA politics had a lot to do with it.

The sad loss of 'Apollo' attracted more media coverage than did the race in which she was competing, as befits what was Australia's most famous yacht. Without doubt, 'Apollo' was the ocean racer most beloved of a vast number of yachties across Australia, even amongst those who had not had the privilege of sailing on her. In N.S.W. it would be difficult to find anyone who had been in the sport for more than a few years who had not crewed on her at least once.

Slim, sleek and powerful, she was the most handsome of yachts with or without her famous 'rocket' spinnaker flying. Not just a pretty face either, 'Apollo' had at one time or another held almost every race elapsed time record on the east coast and had won many of them on handicap to boot. In later years she was always waiting in the wings for the current heavies to make an error, then up she would pop, line honours winner against much larger boats or handicap wins against improbable odds.

Although Jack Rooklyn at one time counted the mighty 'Ballyhoo' in his stable of racing machinery, his favourite yacht was always 'Apollo', a sentiment that was shared by the large number of ocean walloppers who sailed for the Rooklyn team and often had the honour of crewing on both boats. 'Apollo' is an irreplaceable loss to her owner and the sport of ocean racing,

and the sympathy of all yachtsmen will be with Jack Rooklyn and the current 'Apollo' crew.

* * *

While I am on the subject, another yacht to be lost recently was the 1/2-tonner 'Joker' which was owned by popular Port Vila yachtsman Bill Webb. Bill is famous for his hospitality to visiting yachtsmen in Port Vila, especially after the Noumea-Port Vila race last year, and for his marathon effort in bringing 'Joker' south to compete in the 1978 Sydney-Hobart Race. By the time he got home again 'Joker' had sailed over 5,000 miles. 'Joker' sank off Efate Island in the New Hebrides after striking what was thought to be a half-submerged container. (The crew was picked up safely.) The next day a fishing boat was lost in the same area from the same cause.

* * *

On the brighter side, Chris Hatfield trailed 'Montego Bay' south to King Lake, Victoria, for the Hood 23 National Championships and reports that the competition was fierce and that the series was graced by a large following of enthusiastic spectators, real America's Cup stuff. 'Giant' put up a noteworthy performance of 3, 3, 4, 6, 1 in the series but was disqualified in the last race which then became his discard, dropping him back to fifth overall. The title went to Dave Bull of Victoria with a performance of 1, 1, 3, 9, 2. King Lake is near Metung, so there was bound to be a lot of 'Bull' involved; also present was CYCA Member and Metung boat builder Bob Bull, assisted by his son, famous miniature forward hand on 'Ballyhoo' and 'Bumblebee 4', Steve Bull.

* * *

No records were set in this year's Sydney-Mooloolabah race, and as in the Sydney-Hobart, the weather conditions favoured the small boats although nowhere near the same degree. In the light conditions very competitive one-on-one boat duels developed which sometimes lasted the entire race. At the head of the field the ill-fated 'Apollo' and 'Helsal II' sparred with each other with 'Helsal' only gaining the upper hand in the last 50 miles.

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The Hewlett-Packard 9835 Desktop Computer



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with System 45 containing powerful FORTRAN and APL features. Also available is Assembly Language capability – which provides a valuable option for skilled assembly programmers who need more speed and power. Hewlett-Packard offer a range of desktop computers, from the small 9815, to the powerful 9825, and the full graphics capability of the 9845. These together with System 35 give you a desktop computer to suit your individual applications.

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Death of a Thoroughbred

by Jack Rooklyn

'Apollo' has been called many things by many people during her long and glorious racing career.

Yachting scribes all over the world have heaped praise upon her. Wherever the great sport of yachting is followed, on lakes, harbours, rivers, and the seven seas, her name has become a sailing synonym for her sheer guts and honest performances. She brought out the best in crews, no matter who sailed aboard her, ground her winches, trimmed her sheets, exulted joyously at the wheel when she surfed and romped downwind with huge following seas at 20-plus knots, cursed and shivered in her cramped, wet bunks after coming off upwind watches, with torn, bleeding finger-

nails, in foul, dirty weather that dripped water through hatches, down scuppers and flooded her bilges from drenched wet sails and struggling with wet, salty sailcloth, as stiff as a bulkhead, reefing down and changing headsails in terrifying and awesome gale winds of Force 8 and above.

Yes, she was praised and cursed, but I believe the finest description came from Australia's, and possibly the world's, greatest racing navigator, Stan Darling, who, after one of her most horrendous and torturous races, simply said, "Jack, she's a thoroughbred."

It is doubtful that when Alan Bond named her 'Apollo' at her launching in 1968 he realised the full significance

of the delightful name he chose for her. Most people think of Apollo as some hazy mythological god of wind and sea. Whereas, in fact — or legend — Apollo was the God and Protector of the Muses, including Archery. She carried this latter legend with her to her 'death'. She raced and sailed as true and as straight as an arrow until her untimely end on the dead coral of Lady Elliot Island (Lat. 24° 07'S, Long. 152° 42'E) at 2059 hrs, Saturday, 5th April, in this year of 1980.

How did it happen? Unlike most disasters at sea, the entire crew survived. No one was seriously injured, and so there will be many stories, for many years, spun in yacht club bars by her last crew, probably embellished by the

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Above: 'Apollo' lies on Lady Elliot Island's eastern expanse of reef. Below: Having struck a coral bommie at the edge of the reef, it was only a matter of minutes before she was washed 90 metres towards the beach where she lay helpless, and dying. Lady Elliot claimed some 40 ships before 'Apollo'.



Below: 'Apollo' was stripped of her winches, sails, sheets and electrics.



sheer joy and surprise of survival. It would be easy to make excuses, to pass the buck. But there is only one final responsibility at sea — and that is the skipper's. The course was the same one I sailed over 30 years ago in 'White Wings' and at least 10 times since then. The chart speaks for itself. The 'club bar skippers', navigators and Walter Mittys, can plot, replot, fantasise and sail the final momentous three hours and 36 minutes of 'Apollo's' life from Breaksea Spit Light over their beer and scotch and lay the blame where they will.

The hazy loom of the low-lying light on the southwest of the island (ironically, it is so low it cannot be seen from the beach on the eastern tip of the island) flickered spasmodically and, I truly believe, is oft' times more of a hazard than a navigational aid as there are no marks or lights on the eastern shore which is almost one nautical mile from the light.

The moment of impact, which no one on board will ever forget, came at 2059 hrs. as we were preparing for the 2103 hrs. radio sched!

A sickening thud, which I at first thought was a crashing mast, was followed by a heart-tearing crunch as the wind swung her beam on to the reef, her huge spinnaker and main laying her over on a 70-degree broach before the crew could get her sails off and, at this precipitous angle to the reef, a sea came beneath her and lifted her out of the ocean and washed her onto the coral. Successive seas lifted her further inshore and crashed her down onto the razor-edged, jagged, unforgiving coral.

Like a great thoroughbred race horse roaring down the straight, then hits a guard rail and breaks a leg within lengths of the finishing post and gamely struggles to get on its feet again before it is ultimately destroyed, so did 'Apollo' end her glorious racing career. Her skin gashed open, her ribs, floors, and frames ground to splinters by the heaving seas of the final torturous hour of the flood tide, grinding her port side into the cruel coral until she was one great, mashed, gaping wound, open to the unrelenting and unforgiving seas as if a huge shell or torpedo had ripped along her port side. But still, like the thoroughbred she was, she heaved and struggled

with her back and ribs broken in those last torturous moments of death in a futile attempt to die with dignity on an even keel.

If anything is to be learned from the disaster, as was from the Fastnet disaster, it is the lesson of survival and preparedness. One stringent instruction I always make to the crew and watch captains before any race — short or long — is that the crew familiarise themselves with location and usage of life-saving equipment (buoys, danbuoy, lifejackets, harnesses, flares, etc.). The second biggest shock I had — the first, of course, being when we went aground — was the realisation during the ensuing confusion (and there was plenty of confusion, albeit the crew were all seasoned and experienced ocean-going yachtsmen) that only one or two crewmen knew where the lifesaving gear was stowed and only that many knew how to tie or inflate a jacket or trigger a flare. The obvious lesson is that in addition to pre-race Safety Inspection by the Club officials, some mandatory rule should be introduced that makes 'safety drill' an all-round responsibility from Club to skipper, skipper to sailing master and watch captains, and flow-on (no pun intended) to all crew, whether on a four-man crew ¼-tonner or a 20-man crew maxi.

The 'Apollo' we knew and loved is gone. She was more than a yacht. She was a living legend and creature of the sea. She was more than man-made, she was 'cloned'. A living legend she became not only to the men — and women — who sailed her but to the millions of sport-loving Australians who thrilled at her victories at home and abroad. No yacht before her, and probably no other yacht afloat or yet launched, will ever emulate her 12 glorious years.

'Phoenix', the fabled Egyptian legend, was said 'To exist singly, to be consumed by fire and will rise again from its own ashes with renewed youth and beauty.'

So shall 'Apollo'. She will not be allowed to rot, plundered and scavenged on this desolate island in the Pacific.

When the usual formalities are completed, she will be 'cremated' where she sadly lies, and from her ashes, Phoenix-like, will arise a new and greater 'Apollo'.



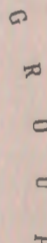
Transporting salvaged gear over the reef flat was difficult because of precarious walking over the jagged skeletal coral. The crew built a raft to float gear ashore at high tide.



'Apollo' lies impaled on a coral boulder. The relentless pounding of the seas at high tide ground away her hull right up to the gunwale in a matter of days. Salvage operations were possible for only three hours each day as the hull was dangerously mobile except at low tide.



*K O R O
S E A*



by Peter Campbell

Tasman, Cook, Bligh, Rooklyn, Fischer, Abrahams, Burgin . . . just a few of the names of well-known sailors who have, over the past three and a half centuries, cruised the island-dotted archipelago that makes up the Fiji Islands.

They all found tropical sunshine, balmy tradewinds, and hundreds of palm-fringed islands spread across some 75,000 square miles of turquoise sea. Tasman, Cook and Bligh didn't find the natives over-friendly, but the latter-day sailors will all vouch for their warm hospitality.

Explorers Tasman, Cook and Bligh were the first to record the existence of the Fiji Islands, and since then the islands have been a regular stop-over for sailors from all nations cruising the south-west Pacific.

In late May and June this year Fiji will be the destination for many Australian yachtsmen competing in the third KB Sydney-Suva Race conducted by the Middle Harbor Yacht Club and the Royal Suva Yacht Club. The race starts on May 24 and early indications are that there will be a record fleet of more than 30 yachts in the three divisions — IOR, Arbitrary and Cruising.

The race will almost certainly be used as a passage race for most of the yachts representing Australia in the second PanAm Clipper Cup which will cruise onto Hawaii for the team series in August.

Fischer sailed his former 'Ragamuffin' to Fiji in the 1978 race, and her new owner, Geoffrey Blok, plans to take the boat, now renamed 'Mary Muffin', again. Lou Abrahams is an old hand in sailing to Fiji, having won the inaugural race and finishing second in the second race with his former ocean racer, 'Vittoria'.

While the top IOR yachts are sailing on to Honolulu the remainder of the fleet will be spending several weeks cruising the Fiji Islands before returning to Australia. Some may also compete in a new race from Suva to Port Vila in the New Hebrides, a comfortable downhill spinnaker run before the southeast trades.

For those who choose to cruise the islands of Fiji — and there are 322 of them — it will be an unforgettable

experience of the South Pacific at its magical best. In an unprecedented move, chiefs of several of the outer islands, which normally are out of bounds to cruising yachts, have issued an invitation to Australian yachts to visit their islands after the KB Sydney-Suva Race.

The Royal Suva Yacht Club's members are co-operating in arranging special guides to these islands — a rare experience for any cruising yachtsman.

Fiji was discovered by the distinguished Dutch navigator Abel Tasman in 1643, and in 1774 Captain James Cook landed on a small island in the south-eastern part of the archipelago. Captain William Bligh was the first to traverse the entire group of islands — as a result of being cast adrift in his

23ft longboat by the mutinous crew of H.M.S. 'Bounty'.

Bligh sailed through the Lau, or Eastern Group, of the Fiji Islands, passing north of the main island of Viti Levu through the seas now known as Bligh Waters. He got chased by the then cannibalistic-minded Fijians off the Yasawa Group and did not land in the islands.

Despite the hardships of sailing in a 23ft longboat, Bligh made a meticulous record of the islands he saw. Little further exploration or colonisation followed until the early part of the 19th century, mainly because of warring native factions.

But the discovery of sandalwood brought the Europeans, anxious to



Fijian spear fisherman shows his catch. Fish are abundant in the outer islands.

Nitin Lal — Fiji Visitors' Bureau



The floating marina berths in front of the Tradewinds Hotel, Bay of Islands, Suva. Most yachts in the KB Sydney-Suva Race are expected to make this their headquarters before starting off to cruise the islands.

capitalise on the China market. Profit-seeking traders exhausted Fijian supplies in a mere 10 years.

Traders continued to arrive in search of the seafood delicacy, Beche-de-mer. With them they brought firearms to the islands. In 1835 missionaries arrived opening up schools and churches, becoming a calming influence during the succeeding 40 years of tribal turmoil, and in abolishing cannibalism.

In addition, they put the Fijian language into written form.

In 1874, the Islands were ceded to Great Britain as a Crown Colony. Fiji gained independence in 1970 and is now a thriving Pacific nation in its own right.

The Fiji Islands are in four distinct parts: the main island of Viti Levu and its surrounding islands; Lau, or Eastern Group, comprising Lakemba and the surrounding islands; Vanua Levu, the second in size of the Fiji Islands; and the Southern Group, the islands of which are outliers of either Viti Levu or the Lau Group.

The two major islands, Viti Levu and Vanua Levu, have been inhabited for at least 3,500 years. Situated between Melanesia and Polynesia, two of the three main island groups in the Pacific, Fiji possesses an ancient heritage.

It was sometime before 2,000 BC that

the Melanesians migrated to the Fiji Islands. Next came the Micronesians. Much later the Polynesians arrived. The mixture of these races resulted in today's Fijian.

Since the first Europeans settled in Fiji there has also been a major influx of Indians and, to a lesser degree, Chinese. Modern-day Fiji — at least on the island of Viti Levu — reflects a successful mingling of Fijian, Indian, Chinese and European cultures.

Fiji has long been one of the most tourist-oriented places in the southwest Pacific, offering all the expected contemporary comforts for travellers, ranging from highly sophisticated international hotels to the outer island hotels with accommodation in a style adapted from the airy bure, Fiji's native thatched dwelling.

For yachtsmen the first port of call is, of course, Suva, the capital of Fiji, located in the southeast corner of the main island of Viti Levu. Suva is the main seaport of Fiji, and within its large harbor will be the finish of the KB Sydney-Suva Yacht Race, in fact, right off the Royal Suva Yacht Club.

The spacious bungalow-style Club is a few minutes out of the city and this will be the headquarters for the race. Although a new pontoon jetty is being installed off the Club, there is still only limited mooring alongside. How-

ever, at least 30 boats can lie at swinging moorings just off the Club.

All yachts finishing the Sydney-Suva Race will have to remain at the Club moorings overnight to clear Customs and Immigration. All supplies of food, fuel and water will be provided there.

After a day or two lying off the Royal Suva most yachts will probably move down to the excellent anchorage off the Tradewinds Hotel at the Bay of Islands. The Tradewinds is a traditional stopover for most cruising yachts passing through Suva and the log of visiting yachts is an intriguing hour or two's reading.

From the dining room or lounge of the Tradewinds you can literally step straight aboard the yachts moored fore-and-aft along the floating marina. For families and friends joining the yachts there it's the ideal place to stay in Suva.

Tony Aidney, marina manager at the Tradewinds is a mine of information about the islands to visit, the fishing, the scuba diving, as is 75-year-old Alf Lee who came to Fiji for three years in 1912 and has been there ever since.

The following is some of the information and advice they passed on to me for racing and cruising yachtsmen from Australia.

Points of entry. There are three points of entry to the Fiji Islands, Suva, Lautoka and Levuka (the old capital of Fiji where the deed ceding the islands to Great Britain was signed in 1874). Officials are insistent that yachts leave by the port of entry following the loss of the New Zealand yacht 'Ponsonby Express' after the 1979 Auckland to Suva Race. The yacht cleared Customs at Lautoka but then went to Kandavu, and officials were unable to determine her course after that, which made search and rescue operations difficult.

Customs. Duty-free liquor on board must be placed in bond and all firearms handed to the Police. The Police require a day's notice of a yacht's departure to return any weapons. Yachts cruising the outer islands must first obtain a permit from Customs as some islands are restricted, particularly in the Lau Group. There are a number of reasons for these restrictions, but

mainly they are because of past incidents involving liquor. Also it enables port and Customs officials to keep a tab on the whereabouts of cruising yachts. Yachtsmen must specify which islands they intend to visit.

General facilities. Because of the restricted depth of water at the Royal Suva Yacht Club this is not suitable for larger yachts to come alongside. However, there is no draft problem at the Tradewinds Marina, and diesel fuel, oil and water can be obtained there; the water is chlorinated and safe to drink.

In the outer islands water supplies are rather doubtful as they are mostly dependent on bore water. However there are supplies of fuel and water at Lautoka and Levuka (on the island of Ovalau).

The Yacht Club and the Tradewinds organise a service for bread, meat, fresh fruit, groceries and ice for visiting yachtsmen.

Shore services. In Suva there are quite good maritime services, including slipways, shipwrights, a local sailmaker for sail repairs and an agent for Hoods New Zealand, an excellent marine radio service, and hull scrubbing services at the Tradewinds.

Duty free. While yachts can bring in normal spare equipment duty free there is no duty-free allowance for yachts leaving the country because in the past cruising yachts were loading up with duty-free goods and selling them in the outer islands for large profits. However, ex-bond ham radios and inflatable dinghies can be bought but must be ordered in advance.

Marine radio. Suva Radio 3DP broadcasts marine weather bulletins on 4372.9, 6215.5 and 8746.8 kHz at 0803, 1203 and 2003 Fiji local time daily.

Charts. All charts required for the Sydney-Suva Race are available from Boat Books, 35 Hume Street, Crows Nest, NSW, together with most charts of the Fiji Islands. Copies of the Fiji Marine Department's excellent Nautical Almanac 1980 will also be available in Australia. This contains information such as tide tables, port information, a list of lights, charts, channel beacons, weather bulletins, aero and nautical



Preparing for a Fijian firewalking ceremony — not recommended as a yachtsies' pastime.

beacons in the southwest Pacific, and broadcasting stations in the southwest Pacific.

Winds. According to Alf Lee, the southeast tradewinds start in May and just keep on blowing at an average of 15 knots.

Anchors. Most of the local yachtsmen and powerboat owners use CQR anchors with a lot of chain but a lot of visiting yachts have found the Danforth quite satisfactory for overnight anchoring. However, a lot of chain is needed to avoid chafing by the coral. As in all coral reef areas and atolls, it is essential to enter an anchorage before about 4 o'clock in the afternoon to enable the crew to pick out coral heads in lagoons.

Scuba diving. This is one of the attractions of cruising the outer islands and scuba gear can be hired in Suva.

Island flights. Float planes are available almost throughout Fiji, while larger aircraft land on airstrips on the main islands. The airlines include Fiji Air, Air Pacific and Turtle Airlines.

The customs of cruising

The native people of the Fiji Islands are warm and hospitable to visitors throughout the islands, but all visitors

should treat their customs and their property with respect.

There is a very strong Christian Church influence in Fiji, mostly Methodist, and the outlook of the people is most conservative, even prudish. Girl crew members should not wear bikinis ashore on the outer islands and men should always wear a shirt when visiting a native village.

When you go ashore at a small island or to a village on the outer islands observe the courtesies you would expect from someone visiting your home. Always ask for the Chief or Tui Koro (Chief of the Village) and seek his permission to anchor and come ashore.

Gifts are most acceptable, but definitely *no alcohol*.

Biscuits, tinned meat and tinned fruit, cartons of cigarettes or a parcel of yagona roots (the traditional root from which kava is made — you can buy a pound bag at the markets) are most acceptable. In return they will offer you fresh fish, fruit and vegetables. And it is most polite to accept what they offer you.

It is quite likely that you will be invited to attend a kava ceremony. Kava is Fiji's national drink. It is made from the mildly narcotic yagona plant and

is drunk as a symbol of welcome and friendship. Kava has a rather muddy taste and causes a mild numbing effect on the tongue and lips.

Where to cruise

Nukulau. This island is only 10 miles from Suva, has an excellent beach for swimming and coral reefs for snorkeling. The channel is well beaconsed and there's a place called Sand Bank halfway which is good for a stop for a swim.

Mbengga Barrier Reef. This is a magnificent reef which surrounds the island of Mbengga to the southwest of Suva and only 19 nautical miles from Suva to the passage through the reef. According to Tony Aidney the Frigate Passage on the western side of the reef is one of the best in Fiji for coral diving and fishing. The main village on Mbengga Island is Beqa, where the famous fire walkers come from.

Kandavu. Forty miles south of Suva is Kandavu and the Great Astrolabe Reef, a magnificent coral-surrounded lagoon which ranks as one of the aquatic wonders of the world. Entering through Usborne Pass, a narrow opening at the northern end of the reef, the lagoon opens to an area of some 120 square miles with several islands and islets.

Sailing conditions are nearly perfect inside the lagoon with the southeast trades sweeping over the lagoon without the accompanying seas, thanks to the reef. Here is the real southwest Pacific — uninhabited islands skirted by a shimmering white sand beach, coconut-laden palms gently swaying in the breeze.

The diving is superb and the spear fishing outstanding — grouper, coral trout, barracuda, trevally. On the inhabited islands the natives are very friendly and will give good advice on where the best fish can be found.

Namara Island is one of the uninhabited islands well worth a visit, not only are there plenty of fish but also crayfish in the rocks. The natives from the islands make periodic visits to harvest coconuts. They halve them to remove the copra leaving the husks in the bush and that is the only evidence of human life on the island.

Ono and Kandavu are quite large by comparison with most islands in the Great Astrolabe Lagoon and there is a good anchorage on the main island including a hurricane hole.

The Fijian villages found on these and other more isolated outer islands appear as they did more than a century ago. Houses are called bures (boorays) and reflect the reliance on local building materials. Villagers are still governed by a chief and work as well as income are community shared. House building, food preparation and child care are approached as a village rather than a family responsibility.

Yasawa Islands. This long group of islands forms a portion of Fiji's western boundary, and they are synonymous with visions of adventure in paradise. Calm seas are produced by an overlapping labyrinth of islands scattered in the lee of Viti Levu.

Between one and two weeks are needed to cruise these islands and the northwest of Viti Levu. There are two ways to go, but local yachtsmen recommend the southwest although this can be rather rough for the first day or two with seas built up by the southeast trades. It's also important to obtain local advice in going through the Malolo Passage into Nadi Waters.



Peter Campbell

Most of the resort hotels are located in the Mamanuca Group of islands on the west coast, and visiting yachts are welcome to anchor off these resorts and come ashore. Two good places to visit are Plantation Village and Dick's Place on two adjoining islands, Malolailai and Mololo. The resort islands are Treasure Island, Castaway, Mana and Beachcomber. There is good anchorage off the Regent, too.

Lautoka, the main port on the north-west coast, is not a very attractive anchorage and it's better to sail on a further six or seven miles to Siweni Beach, a lovely spot that used to be the

site of a US flying boat base. It's well away from the soot of the sugar mills.

There are so many beautiful islands in the Yasawa Group that one can pick and choose the smaller islets to get away from the charter groups that come from the resorts. Despite the popularity of the area for tourists and game fishermen there's no problem to find a deserted anchorage where the fish are plentiful and crayfish can be speared.

During his epic open boat voyage Bligh sketched the Yasawa Islands before being chased away by cannibals,

and the wide passage between Viti Levu and Vanua Levu is known as Bligh Waters.

Ovalau. This is one of the shorter cruises recommended by Alf Lee which will take you around to the east coast of Viti Levu, coming inside the reef through the Moturiki Channel at the southern end of Ovalau. Here there are two small, beautiful and uninhabited islands called Leluvia and Cagilai (the "c" is pronounced "th") where there is shelter from the trades and a hurricane hole. To the northeast of Ovalau are two coral-surrounded islands, Wakaya and Mokonagai.

Alf Lee emphasises the importance of leaving Suva early for this cruise to enable you to reach the Ovalau area with ample time to anchor before the sun gets too low. He warns against sailing into the sun and also of the big thunderstorms which regularly come in about three o'clock in the afternoon.

Vanua Levu. This is the second largest island of the Fiji Islands and locals recommend at least two weeks to cruise this area to the north of Viti Levu. The large bays on the southeast coast have historic links with the sandalwood trade and Beche-de-mer fishing. Savu Savu Bay is one of the best known and the town is famous for its Planters' Club.

Taveuni. This is the third largest island in the group and is a beautiful place to visit, but there is only one anchorage on the sheltered northwestern side, at Waiyevo. Nearby Lauthala Island has an excellent anchorage but the island is owned by a US publishing millionaire.

To the northeast of Taveuni is Tasman Strait and Heemskerq Reefs where Tasman discovered the Fiji Islands in 1842. In fact, Tasman's ship, the 'Heemskerq', hit the reef but bounced over it into the lagoon. Bligh followed him through the reef in his longboat after the mutiny on the 'Bounty'.

Lau or Eastern Group. This vast archipelago stretches southwards from

The Royal Suva Yacht Club is a bungalow-type building only a few minutes from the centre of the city; mooring is limited at the pontoon in front of the club because of shallow water. There are ample swinging moorings.





Taveuni and contains some of the most beautiful and isolated islands in the Fiji Islands. The main island is Lakemba.

Special permission has to be obtained from the Fijian Government to visit islands in the Lau Group, but there are some superb tropical islands there. Fulanga Island at the southernmost tip of the Lau Group has an atoll full of small islets and is described by Alf Lee as "one of the most brilliant islands in Fiji." Just north is the Bounty Boat Passage.

Totoya, Moala and Matuki. These are three islands in the Koro Sea between the Lau Group and Viti Levu and have been visited by cruising yachtsmen for many years.

Fiji is a romantic yachtsman's vision of the South Pacific and more. The names of cruising yachts which have recorded their voyages in the logbook at the Tradewinds represent only a few of the yachtsmen who have found this cruising paradise of the Pacific.

This year's third KB Sydney-Suva Race will open the beauties of the Fiji Islands to many more Australian yachtsmen and their families as they cruise after the race.

Schooner 'Sea Spray' is one of the larger charter yachts operating in the Fiji Islands. Here she is anchored off Castaway Island.

Looking at the Tradewinds Hotel and Marina from the Bay of Islands near Suva. Marina has deepwater frontage and all facilities are available for yachts, while the hotel offers excellent accommodation.





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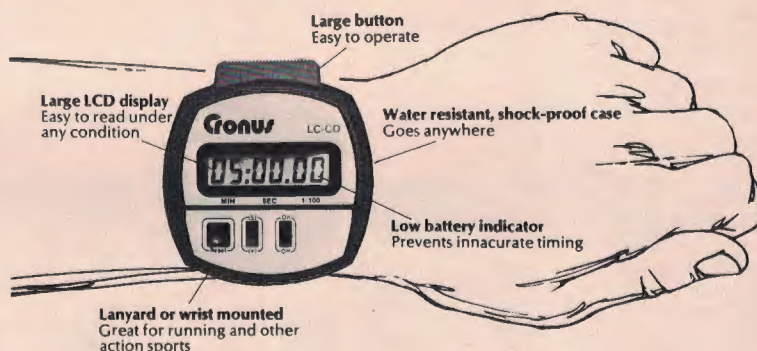
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'RELENTLESS'

Blue Water Champion

by John Brooks

'Relentless' won the 1979/80 Blue Water Championship and won it well, if narrowly, from her sistership 'Deception'. Aside from 'Big Schott', 'Ghost Too' and, to a lesser extent, 'Ragamuffin', the two Peterson 1-tonners dominated the Long Ocean Point Score in a continuous, closely-contested battle which took both boats and crews to a peak of efficiency. This was evident in the results of the last three LOPS races of the season all of which were won by 'Relentless', with 'Deception' close behind (2,2,4).

'Relentless' and 'Deception' were built side by side in Newcastle by the Hankin brothers and launched late in 1977. Much was expected of them although controversy raged at the time over their twitchy rigs and lightweight construction.

They were nearly identical to 'B195', an earlier Peterson 1-tonner centre-boarder, but the then uncertain direction of the IOR and the possibility of punitive rule action against centre-

boarders, which later occurred, influenced the Hankins into switching to a fixed keel configuration early in the project.

The first long ocean race for the new boats was the 1978 Sydney-Brisbane Race and it was something of a disaster. 'Deception's' spar went over the side near Seal Rocks, while 'Relentless' lasted until just north of Cape Byron when she was in a strong winning position. Jury rigged, she finished second overall anyway, which gave some hint of her potential.

Both started the 1978/79 season with modified rigs and high hopes, 'Relentless' being the more publicly favoured of the two served as she was by a very experienced crew. In view of what subsequently occurred that year and in the 1979/80 season it is significant that the first 'Relentless' crew were very experienced in larger masthead boats and newcomers to the modern style, fractional, bendy rig and its trim.

'Deception', ably handled by a young

enthusiastic crew, went on to win the Blue Water Championship while 'Relentless' faded although, to be fair, she continued to be plagued by rig failures throughout the year.

To prepare 'Relentless' for the new season Peter Hankin turned first to Rob Venables for a new spar to replace the original Stearn's rig which by then had more repair welds than HMAS 'Melbourne', and then to Mike Fletcher for sail improvements and as sailing master/helmsman.

'The Coach' started with a new mainsail: "We were shooting to get a main matched to the bendy rig so that mainsail trim was more automatic. For example, as apparent wind increases the sail automatically flattens with increase in sheet pressure. The main is vital in this type of boat and the most common error made by crews used to masthead rigs is to concentrate on headsail trim and neglect the main, usually by oversheeting. We also built two new No. 1 genoas and a No. 2, all cut to suit luff sag which is controlled by the runners."

With Peter Hankin absent during the week on business, crew recruiting and training were left in Mike Fletcher's hands. The crew was finally made up of: Johnny Hearne, a skiffy in his first year of ocean racing; Lee Minehan, relatively new to ocean racing with a background in Solings; Frank Arrow-smith, plenty of ocean racing experience on many types of boats including 'Relentless'; Greg Halls, a 5.5 skipper with extensive offshore navigation qualifications; Peter Hankin, with a wealth of offshore and Etchells experience; Barry Hare, ex forward hand of 'Leda' with a lot of ocean racing experience; Fraser Johnston, a very important member of the crew as the other watch captain and, in the short races, tactician who was a big help



Relentless: open deck space and narrow, functional cockpit of the 1979-80 Bluewater Champion.



The clean lines and fractional rigs of Relentless and Deception seem to be the ideal formula for local offshore conditions.

Sandy Peacock



Relentless' halyards system.

Sandy Peacock

to Fletcher as helmsman; Mike Fletcher, who needs no introduction.

This crew was welded into a harmonious, dynamic unit. Mike Fletcher: "Part of the reason for success was that the boat was raced all the time by the whole crew, not just by the helmsman". 'Relentless' frequently practised during the week, tuning boat and crew and, significantly, they often came across 'Deception' doing the same thing.

The crew voted Peter Hankin 'Owner of the Year'; Hankin has a great talent for keeping a high degree of effort coming from his crew, he handles people well and is just a nice guy, so say the crew.

After winning the 1978/79 Blue Water Championship, David Hankin sold 'Deception' to John Bleakley who called upon rising sailmaker Bob Fraser to do for 'Deception' what Mike Fletcher was doing for 'Relentless'. The degree of success he achieved can be judged by the closeness of the results and the two boats were close to each other all season. They appeared together in the first fleet placings on four occasions. 'Relentless' record for the LOPS, after dropped races, was 2, 9, 3, 3, 1, 1, 1. 'Deception's' was 3, 6, 1, 4, 2, 2, 4.

Mike Fletcher commented on the season: "This type and size of boat is suited to conditions on the N.S.W. coast very well . . . of the smaller boats 'Ghost Too' was hardest to beat and, with 'Zeus II' always had to be watched. 'Diamond Cutter' also has plenty of potential and 'Ragamuffin' was most impressive in 12-14 knots, especially close hauled when she could take her time on anyone".

Perhaps the most significant tribute to 'Relentless' crew, apart from the results, lay in the fact that they did not blow out a sail or break any major gear all season, always the mark of a well sailed boat.

In addition to the Blue Water Championship, 'Relentless' won the Jack Halliday Trophy, the Halvorsen Bros. Trophy, the Flinder's Cup, the Founder's Cup, the John Borrow Trophy as winner of Division 2 and was leading boat in the victorious N.S.W. Southern Cross Cup team, all in all a highly successful season for all concerned.

The Saga of the Navigator's Apprentice

a narrative which, like a pleasant cruise, occasionally wanders off the beaten track

The NE breeze freshened slowly, and the rising sun glistened in the wavelets as 'Weatherly' headed out into the spaces of the sea. The swell, fortunately low, rolled in quietly from the southeast, and the little ketch, close-hauled on the port tack, lifted easily to nibble on the proverbial 'bone in the teeth'. Skipper Bill Weatherly, cap raked over one eye, leaned back in the cockpit and regarded his youthful helmsman, Frank Eager.

'Now then, Frank,' he ordered in a kindly tone, 'forget the compass and look to your sails. We're heading upwind, so keeping her close without losing speed is your task. I'll watch the compass to see what sort of course results'. Frank was thankful for the command, as he'd been unsure of whether to watch the compass or the sails. He'd soon realised that it was difficult to watch both.

Now his dinghy sailing experience came to the fore, and he settled down with more sense of usefulness than he'd had to date. He ran his eyes over the sails, but could pick no fault with their set. First mate Bob Cheerful had seen to that before making sure that the decks were secured for sea, all lashings tight and loose gear away. His white teeth flashed as he dropped into the cockpit, too, grinning with delight at the near perfect condition. 'Well, Bill,' he asked, 'how shall we work her?' He was referring to the watch-keeping arrangements which Bill had not yet made, preferring to wait until he'd seen the outside weather, and had settled the boat down.

Bill thought briefly, and suggested, 'You and I should keep our usual three hour watches, and Frank will be the swinger. That way he can learn from each of us and be on hand to helm or handle the sails when changes are needed.' He glanced at his watch, 'It's nine-thirty now, so I'll let you have the watch until noon. I want to check the current and decide on our tactics for the passage, if it's to be upwind.'

Frank was intrigued by this last statement and grew impatient to be involved in the decision which his hero (for such was the case) was about to make, but a flutter of the luffs brought him back to his duty and he concentrated anew on his task. Bill disappeared below, and Bob manned the starboard rail, keeping a lookout to leeward (something that is often lacking). This turned out to be a good thing, too, because after a while Bob picked up the hand bearing compass remarking, 'There's a craft on starb'd, underneath us. I'll just see if she's a danger.' He took a bearing of the craft in question, still invisible to Frank, and pencilled it into the notebook kept as a deck log. Five minutes later he took another bearing, then compared it with the first one. 'Isn't it amazing,' he complained, 'that even out here, miles from anywhere, we'll

run into someone else if we're not careful. Pull away a little, Frank, as that gent's bearing has hardly shifted in five minutes, and he'll rest easier (if he's looking) if he sees us going below him.'

Frank altered course about 10° to starboard, and Bob adjusted the sheets to take best advantage of the new heading. Soon the other craft, a smart little sloop of about five tons, appeared on their weather bow, and they were able to resume their close-hauled course. No sooner had they done so than their captain came on deck. 'Did you take a knock then?' he asked. Bob indicated the sloop, now on their port quarter, and Bill nodded in instant understanding. 'I noticed the course change, but now I see you are back to normal,' he said. 'While I'm here I'll get a fix, though. Take the wheel, Bob, so that Frank can see what I'm doing.' Bob did as he was bid, and Bill passed the hand bearing compass to the lad, showing him three landmarks still visible astern. 'Call me the bearings,' he directed, showing Frank how to move the prism on the compass until the image of the compass card was almost superimposed upon the object being sighted.

The three bearings having been recorded, the pair dropped into the cabin to plot the position. First, Bill pencilled the bearings on the chart, then applied the compass error to each one to arrive at the true bearings, thus:

225° (M)	272° (M)	317° (M)
8° E	8° E	8° E
233° T	280° T	325° T

Then he took the parallel rules from the rack and drew each bearing in carefully, so that he achieved a small triangle, about a quarter mile across. 'Not marvellous,' he sighed, 'but not bad either. That triangle is called a cocked hat,' he explained, 'and if it had been any bigger, I would have taken the bearings again. As it is, it is reasonable, and I shall use it to see if we are being affected by the current.'

He went on to describe to Frank how the coast was affected by the prevailing current, which ran generally towards the south, but sometimes stopped, and even went the other way. 'This phenomenon was considered to be like a river, until some scientists discovered that the effect was due to the movement of large circular surface eddies, which proved to be unpredictable anyway, so I still think of it as a river which has funny ways. While you and Bob have been charging all over the ocean, I have kept track of your compass course, and have averaged it all out, by sighting on the hand bearing compass, which is mounted over the chart table for that very purpose. In fact, some

boats have a special steering compass fitted for the same purpose. While you were taking the bearings,' he continued, 'I read the log. It indicated that we had travelled 2.9 miles through the water, and if you recollect, it was set at zero as we passed the Fairway Buoy. Now then, with a combination of course and distance, I can plot on the chart our theoretical position.' This he proceeded to do by drawing in the course line based on the compass course made good, corrected for leeway and compass error, thus:

Courses read at 5 minute intervals:

$082^{\circ} + 079^{\circ} + 080^{\circ} + 077^{\circ} + 085^{\circ} 79^{\circ}.67$, or 080°

080° M

8° E

088° T

6° leeway

094° T

Log reading: 2.9 miles. See diagram below.

Frank inspected the calculation, approving the logic of sampling the course steered (being an intelligent lad), but he seized upon the numerical assessment of leeway. 'How do you arrive at 6° ?' he asked.

'There are certain things, my boy, that come from experience and practice, and cannot be deduced theoretically. I know, because I had taken the trouble to determine it, that close hauled in a flattish sea, 'Weatherly'

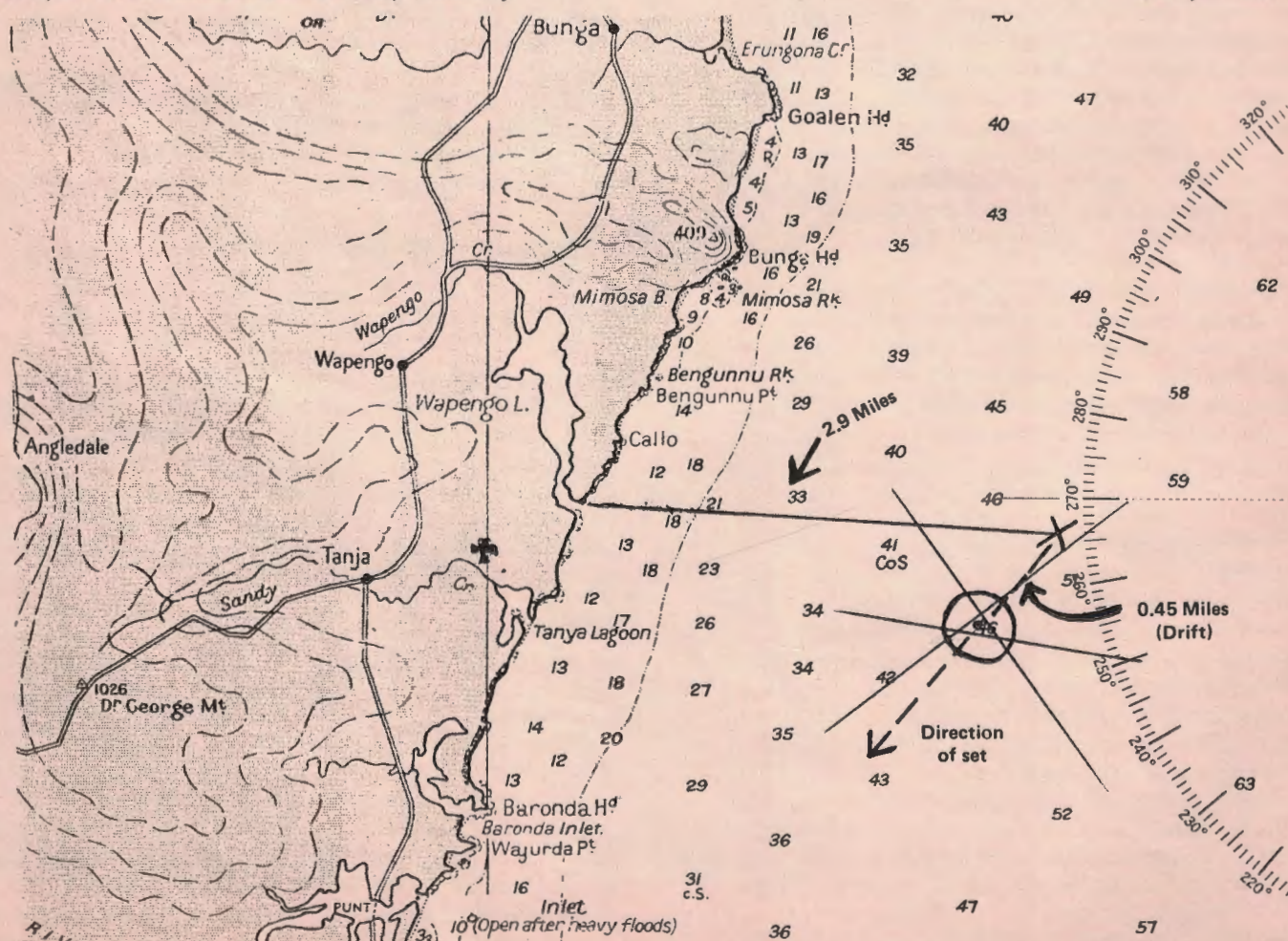
will fall to leeward at a rate of about 6° . With more sea, that figure will increase, as she is a fairly heavy craft, with a long keel, so that her increase in sailing performance does not quite overcome the increase in sideways pressure. Once we ease sheets, though, we make very little leeway and, in practice, I allow none.'

He bent to the chart once more and drew a line between the theoretical and actual positions. 'The theoretical position is called the DR (dead reckoning) position, deduced solely from course and distance. The actual or observed position, marked with a circle, when compared with the DR, marked with an 'X', shows us the current, or set, which we have experienced. In fact, the course and distance from 'X' to the circle is the set and drift of the current. In this case, you will see that the set is 221° (True), which is nearly SE, and the drift is 0.45 miles. Now, as it is only a half-hour since our last fix off the Fairway Buoy, that means that the rate, or speed, of the current is $0.45 \times 2 = 0.9$ knots. I had feared that this was the case, as I have been looking astern, and noticing that we have been pushed southward. As it is probable that there is less set inshore due to bottom friction in the shallow water; let us go about now, and make our northing in the shallow rather than the deep water.'

Bill led the way on deck, and soon the ketch had come about and was heading north on the winning leg for Port Nearly.

To be continued

— Hedley Watson



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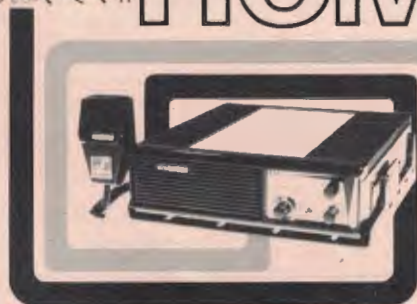
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PROTEST

by Steve Old

During the running of the Woollahra Cup last year an incident occurred between 'Shogun' and 'Big Schott' which resulted in 'Shogun' lodging a protest. The protest is interesting in that the rules in force at the time of the incident (0400 hours) were the International Regulations for Prevention of Collision at Sea, and not the IYRU Racing Rules.

The protest was dismissed by the Protest Committee but the subsequent appeal was upheld by the Appeals Committee of the YANSW.

The hearing brought to light a lot of weaknesses in the Regulations and showed just how inappropriate they are as far as modern ocean yacht racing is concerned. But let's start at the beginning.

Briefly this is what happened. 'Big Schott' rounded Flinders Island followed closely by 'Shogun'. Both yachts set spinnakers. The sea was calm and the breeze was SSE at about 10 knots. 'Shogun' stated that she began to overtake 'Big Schott' and that 'Big Schott' altered course to windward. 'Shogun' claimed on the Protest form that the rules infringed were IRPCAS Rule 8 (b)(c)(d), Rule 12 (a)(ii), Rule 16 and Rule 19.

Comment: Rules 8 (Action to avoid collision), 16 (Action by give-way vessel) and 19 (Conduct of vessels in restricted visibility) do not apply. Rule 12 (a)(ii) (Windward vessel shall keep clear) applies to 'Shogun' and not 'Big Schott'. The rule 'Shogun' might have claimed was infringed was Rule 17 (a)(i), "Where one of two vessels is to keep out of the way the other shall hold her course and speed".

This was the rule the Committee considered could be applicable, but it was also the rule that caused a lot of head-

aches, the reason being that there is nothing definitive in the rule. In considering the evidence the Committee tried to find something positive to relate to, and all sorts of crazy situations arose by "stretching the letter of the law to the point of absurdity". Under Rule 17 (a)(i) (Action by stand on vessel) if yacht 'A' is overtaking yacht 'B' and yacht 'A' fulfils her obligation and keeps clear of 'B', and 'B' tries to fulfil her obligation by holding her course but loses speed because she has had her wind taken by 'A', then *technically* she has not adhered to the rule in that she did not hold her speed. Can she be protested? According to the rule she can. Another hypothetical situation. If 'A' is overtaking 'B', but they are, say, one mile apart, and 'B' alters course, has 'B' infringed the rule? As Harold Cudmore pointed out, if 'B' was about to round a mark of the course, but was being overtaken by 'A', then the rule (17) prevents 'B' from rounding the mark.

SEE DIAGRAM BELOW

To try and restore some sanity to the situation the Committee found a

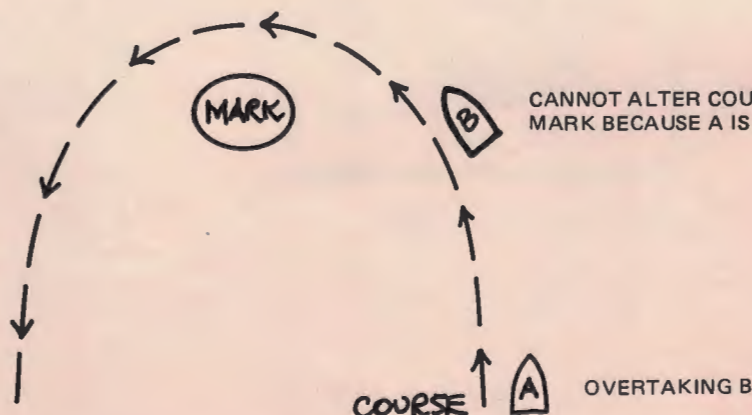
point under Rule 12 (a). "When two sailing vessels are approaching one another, *so as to involve risk of collision*, (italics are the authors) one of them shall keep out of the way of the other as follows", etc. It was that part of the rule underlined that gave the Committee something definite to work from, and they came to the following decision.

Facts found: 1. 'Big Schott' and 'Shogun' were on starboard gybe before sunrise in light conditions of wind and sea with good visibility, 'Big Schott' being four lengths ahead; 2. Both yachts made minor course alterations to weather; 3. At no time was there risk of collision.

Rule: International Rule for Preventing Collisions at Sea 1972.

Decision: Having found as fact that there was no risk of collision and therefore no contravention of the rules applicable the protest is dismissed.

Deposit refunded to 'Shogun'.



Fact 3 is directly the result of Fact 1.

'Shogun' subsequently appealed with rather a lengthy document containing comments and opinions, and 'Big Schott's' rejoinder to the appeal noted that these were 'inaccurate and irrelevant'.

Let me point out here that a Protest Committee is required to decide what the relevant facts are and can accept or reject evidence as it sees fit. The witnesses give evidence as to what they saw, and the Committee determines what happened. This gives the Committee a mental picture of the incident as if they were there at the time. The opinions and evidence of the principals or witnesses does not make them facts.

This was the decision of the Appeals Committee.

It is important to differentiate between the concepts behind the Racing Rules and those of the International Regulations for Preventing Collisions at Sea. Whereas the former are designed to permit yachts to manoeuvre in close proximity to each other with a

considerable degree of safety, the aim of the latter is to achieve a much higher margin of safety by ensuring that vessels do not approach each other too closely.

The attention of the Race Committee is drawn to IYRU Case 87 dealing with similar though not completely identical circumstances. This case sets out very fully the rights and obligations of both yachts.

It will be seen that the operative IRPCAS rules are rule 13 (not rule 12 as claimed by the Race Committee) and more particularly rule 17 (a)(i).

Rule 13(a) required 'Shogun' to keep clear, which she did, but conversely rule 17(a)(i) required 'Big Schott' to keep her course, which she did not do.

'Shogun's' appeal is therefore upheld and 'Big Schott' is disqualified (or otherwise penalised if the Sailing Instructions provided for alternative penalties).

Having sat on the Protest Committee on this occasion and having acquired the 'mental picture', I personally don't agree with the decision of the Appeals Committee, but that's the way the cookie crumbles sometimes.

One thing that has emerged is that it is now obvious that a set of rules

designed to prevent a Russian cruise ship from hitting an Ulladulla fishing trawler is no longer adequate for present day ocean yacht racing. I believe our Sailing Committee is looking at the problem, and in the near future we can look forward to using the IYRU Rules 24 hours a day in line with some UK and US clubs, with a modification or amendment to Rule 24 applying between sunset and sunrise.

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Twizzling Trivia

The CYCA's Marina Manager, Peter Shipway, is undoubtedly one of Australia's masters of 'useless' yachting knowledge, one of our titons of trivia. Here, in a new regular feature for those who enjoy this sort of naval contemplation, Peter invites you to match your wits against his teasers, the theme of which for this edition is the Hobart race.

A prize will be given for the first correct entry received (two bottles of champers). The 'first' entry shall be deemed to be that entry bearing the earliest 'date received' stamp in the case of entries posted to

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at the office, the entry initialed and dated by a member of the office staff which bears the earliest time and date. The winner will be announced, along with the correct answers, in the next edition of 'Offshore'.

1. Which yacht has started in the most Sydney-Hobart Races?
2. Who skippered the winner of the 1954 Hobart Race, 'Solveig'?
3. Which Hobart Race winner was the smaller (LOA), 'Cadence' (1966) or 'Screw Loose' (1979)?
4. Which designer has the most Hobart Race winners to his credit?
5. Which was the last Australian-designed yacht to win the Hobart?

6. Three former Hobart winners are moored at the CYCA Marina; which are they?
7. Name the Australian boat that has taken line honours in both the Sydney-Hobart Race and the Fastnet Race?
8. Which yachtsman sailed aboard both the 1961 and the 1976 Hobart Race winners?
9. Who navigated 'Love And War' in her 1974 Hobart Race victory? Who navigated her when she won again in 1978?
10. Two New Zealand yachts have taken line honours in the Hobart Race; which are they?

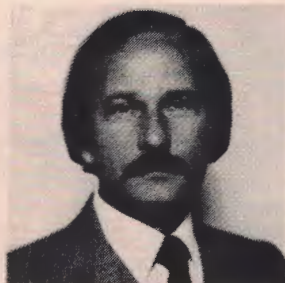
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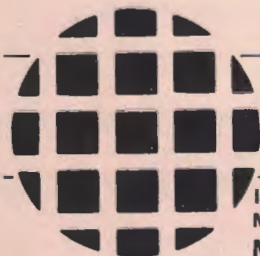
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COOKING AT SEA

by Knocker White

A few days after the Sydney-Hobart Yacht Race, a yachting classic was held on the Derwent River. It was the Australian Lightweight Sharpie Titles, which I watched for about 10 days to take my mind off the rigors of ocean racing. I was also looking forward to the presentation dinner which, over the years, has proved to be a great success.

Realising that the dinner was being held in Hobart, I felt a little apprehensive, and my fears became a reality when the entree was served. Amid the gasps of surprise, I opened my eyes to see a meat pie served on a bed of lettuce, and I was immediately glad in a way that it would be another seven years before the next titles were held in Hobart.

Speaking of pies, I recently ran into Herman Schwartz, an internationally-known chef on the waterways of Venice, and asked him to impart one of his creations to inspire our boat people. (Navigators eat your hearts out).

Herman cooks on the peak-hour Gondolas and makes these pies as a special treat for commuters. They are evidently a resounding success.

Herman's Seafood Pie

6 oz. short crust pastry
1½ oz. butter
6 chives chopped finely
½ lb. green prawns
½ lb. scallops
1 tablespoon tomato puree
Pinch cayenne pepper
¼ cup sherry
4 eggs
½ pint cream
1 cup grated Gruyere cheese

Line a nine-inch pie plate with the pastry, prick the bottom and bake for 15 minutes. Remove from heat and leave to cool.

Melt the butter in a saute pan, add chives, and shellfish, cut into small pieces. Stir over low heat for two minutes, add tomato puree, pepper and sherry.

Beat eggs, add cream and stir in the cooled seafood mixture, season to taste and pour into pastry case. Sprinkle with cheese and bake for 25 minutes at 350°F.

Herman has agreed to be a guest judge and has said he will think about donating a small prize, perhaps a month's supply of puff pastry or a book of cooking by Herman Schwartz.

After digesting that lot, I thought I might start a competition.

Lucy Lovegrove, one of my old friends, came up with a real goodie. She lives at Marrickville and often goes fishing with a few of the boys in a 10ft dinghy; what they do not eat they use for bait. She calls this dish Savoury Tart.

Savoury Tart

Butter an enamel plate

Combine mashed potatoes with an egg, line the dish with the rolled out potato as you would with pastry for an open tart. Brown in the oven and fill with either savoury mince, chicken or fish.

Another recipe entered in the tradition of the sea is this one from Kaylene Donellan, who says she loves to cook for budding sailors.

Kaylene's Ocean Pie

Any firm-fleshed fish may be used, fresh or smoked
3 large aubergines (eggplants)
Salt and pepper
½ lb. (225 g) fish (net weight)
2½ fl oz. (1/3 cup) (75 ml) oil
1 onion, chopped
1 clove garlic, peeled and crushed
1 tablespoon (5 g) chopped parsley
Pinch ground cumin
1½ oz. (3 tablespoons) (40 g) concentrate tomato paste
Juice 1 lemon
1 can peeled tomatoes (drained)
Fresh tomatoes for garnish if available

Peel the aubergines and cut them slantwise, sprinkle the slices with salt and leave for 20 minutes to extract the moisture then rinse in cold water, drain and wipe with a cloth.

Place fish in cold water in a deep pan,

bring to boil and simmer for 10 minutes. Remove the skin and bones.

Heat oil in a pan, saute the onion for five minutes until soft but not brown, add garlic and aubergines, cover pan with a lid and fry for five minutes, add salt and pepper, parsley, cumin and tomatoes.

Transfer vegs to a solid based pot for 'top of cooker' casserole dish for oven, and place fish on top.

Make stock by stirring the tomato concentrate into a quarter of a pint (150 ml) (five-eighths of a cup) hot water, add lemon juice, pour over pie. Garnish with fresh tomato slices if available, and reheat through until stock evenly distributed and pie is hot. (Approximately 10 minutes 'top of cooker'; 20 minutes in oven). Serve immediately; serves four.

Well, that should set the pattern for all you frustrated chefs who would like to be immortalised in print and also to maybe pick up some goodies at the end of the year. Send your entries to Cooking at Sea, 'Offshore', CYCA, New Beach Road, Darling Point, 2027.



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MARINA NOTES

You may remember our story in the December 1979/January 1980 edition of 'Offshore' concerning the Ferchaud brothers and their yacht 'Momo' who were bound for the Antarctic. Well, they have made it and are at present en route from South Georgia to Cape-town. They arrived in South Georgia, some 800 miles east of, and on the same latitude as Cape Horn, early in March after a two month trip around the Antarctic peninsula, Shetland and Orkney Islands.

Quoting from their letter: "We reached Palmer Station, the American base at the south of Anvers Island, without major problems. We stayed there

three days and sailed to the Argentine Islands by the narrow and wonderful Le Maire Channel though the ice conditions were not too good (we had to play a bit of the ice-breaker). We reached Farouday Station, the British base in these islands, after 10 hours sailing between icebergs and growlers, quite an exciting exercise and very good for training your racing teams (if you don't manoeuvre quick enough the boat kisses the ice!).

"Then we sailed further south to 67°20' south, where we were stopped again by ice. We tried for two days to find a passage to reach a British base at the south of Adelaide Island, but

we never did find a proper passage and we didn't want to play ice-breaker anymore. It was too early in the season; the best time to arrive here would be at the end of March, and perhaps it would then be possible to get in the broken pack-ice but not possible to get out! As we did not want to spend a winter or more gardening here, we sailed back to the Shetland Islands.

"We visited Livingstone Island, King Georges Island, and one night we had a full easterly gale in Bransfield Strait, cold and long anxious hours sailing amongst icebergs in darkness and rain. It was then the end of February, and we already had five to six hours of real darkness. From there we went to South Orkneys, about 250 miles further east; navigation was difficult as it was always foggy, with visibility seldom more than one mile and 50 metres most of the time with many icebergs coming from the Weddell Sea. The last day before arrival we never had the sun and horizon together, so we had only an estimated position, and we put the sails down to wait for better visibility for a landfall. Just at that time we

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received the typical smell of a penguin rookery brought by an offshore wind! We were not far away from the islands. In fact, a few hours later a north wind came which swept away the haze, and then we saw we were encircled with hundreds of icebergs grounded to the south of Coronation Island, the biggest of the Orkneys, which we could now see some seven miles to the north. It was just before night and too late to reach Signy Island, where there is a British station. As the wind was blowing stronger and stronger, we hove to for the night in 50 knots of wind... another bad night in atrocious weather amongst the icebergs; you never get used to that.

"For three days we waited for better visibility. It was never more than half a mile, and too dangerous with all those icebergs to try landing. At the end it was boring to play hide-and-seek with icebergs, so we sailed to South Georgia and a few days rest."

* * *

New boatowner of the month is Jim Morris with his impressive new S80 'Marabou' replacing his previous boat of the same name, a Thunderbird. Jim hasn't stopped smiling since he launched the flying machine, and he has every reason to; sailing in Division 4 offshore, he won his first two starts both on handicap and line honours.

* * *

The last long ocean race of the season, the Founders' Cup Race to Bird Islet and return, was a real survival test. A couple of hours after the start, with the fleet drifting around in windless conditions, a squally southerly change passed over the fleet sending them careering north. 'Ghost Too', which has had such an outstanding season amongst the little boats, was dismayed when she buried her spinnaker pole when running hard. 'Ragamuffin' and 'Patrice III' both retired with spinnaker problems, and then 'Big Schott' was next to go with steering problems which caused anxious moments when she was running hard under big spinnaker. To complete the retirements was 'Thunderbolt'.

* * *

With the recent death of Captain John Illingworth, the winner of the first

Sydney-Hobart, a few interesting facts are revealed from the Club archives concerning his fine victory in that first race. A *Sydney Morning Herald* reporter writing from Hobart the morning after 'Rani' finished said: "The 34 ft. cutter 'Rani' has won the Sydney-Hobart ocean yacht race. The 'Rani', which was the limit boat, had been missing for six days, but turned up yesterday afternoon 30 miles from Hobart.

"Five thousand people saw her cross the finishing line at Hobart at 1.23 a.m. today, having covered the 650 mile course in 158 hrs. 22 min. 35 sec.

"Captain J.H. Illingworth, R.N., owner-captain of 'Rani', had to navigate the Derwent River in the dark. He told yachtsman Tom Nettlefold, who escorted 'Rani' up the Derwent, 'I can't believe we were considered lost for five days. We had a fine and safe trip. It's funny to say we were lost. Crew never lost one hot meal.'

"After the finish Captain Illingworth said, 'The southerly blow on Wednesday tore 'Rani's' sails badly. The crew spent most of their time repairing them. The sails were torn again in southerly blows while we were off the Tasmanian coast.

" 'On Friday, two Catalinas passed high over us, but obviously did not see us. As we had no radio, we did not know we had won the race until our escort told us tonight.

" 'We didn't see any other yachts after Friday. 'Rani' shipped water during the worst of the blows, but never in great quantities.

" 'We sailed direct from Gabo to the Forestier Light on the Tasmanian coast and reached it on Monday. From there we were never more than 20 miles from the shore.

" 'I drove 'Rani' as hard as possible, and she did everything that I asked of her'."

The article went on to say that the prize which Captain Illingworth will receive is a pennant worth about seven and sixpence. But thousands of pounds will change hands as a result of 'Rani's' win. Royal Navy officers and dozens of Sydney yachting experts are believed to have wagered substantially on 'Rani'.

BIGGLES CONTINUED

Immediately behind and even beside them at Stradbroke Island were 'Ragamuffin' and 'Mary Muffin' who changed places regularly until 'Rags' moved out in the flukey conditions over the last 80 miles, demonstrating great light-weather handling. Out of another of these close duels came the eventual winner, Alan Sweeney's 'Diamond Cutter', the recent Laurie Davidson 1-tonner. Alan had won this race two years previously in his earlier 'Diamond Cutter' which, renamed 'Sagittarius', was under charter to Marshal Phillips and his 'Sweet Caroline' heavies.

'Sweet Caroline' had stayed at home, lacking a rig, vital replacements for which had been lost somewhere between the U.S.A. and Sydney. 'Mary Muffin' had faced a similar problem but had better luck and carried out the loaded tuning of her rig on the way to the start at Middle Harbour. MHYC did an excellent job of race direction, and the Mooloolabah Yacht Club excelled themselves with organisation and hospitality.

Mooloolabah Yacht Club is a fascinating blend of amateur yachtsmen and professional trawlermen who combine well to produce a vibrant go-ahead Club. The Club numbers both yachties and trawlermen who are former CYCA Members who have migrated north, amongst them Gray Hutchinson and Bruce Ramsden, who contrived to lead their clean-living 'Mary Muffin' shipmates astray with, I might add, a 100 per cent success rate. Another CYCA Member, 1975 Australian ¾-ton champion Ken Flehr, is once again Commodore of MYC.

During the trophy presentation a suggestion was made that the Sydney-Mooloolabah race be scored in the CYCA's Blue Water Championship in the same manner as is the RPAYC's Montagu Island race. The remarks elicited a very positive response from the audience and it is a move that would certainly improve the drawing power of this already popular race.

Certainly the fleet this year did not lack quality, but I suspect that the addition of another point-scoring long distance passage race at the end of the season might be rather daunting for most owners, particularly in a Southern Cross Cup season.

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