

OFFSHORE

NUMBER 55

AUGUST/SEPTEMBER 1980

80c*



HOOD AND THE FRACTIONAL RIG

A STORY OF DOMINATION AND UNDERSTANDING

If you're looking for real innovation, innovation that works, look to Hood. This year fractional rig boats with Hood sails dominated the racing arena. And once again Hood's leadership, advancing state-of-the-art sail technology, has enabled our customers to command winning potential. Fractional rigs are not new. They have been the mainstay of cruising boats,

12 Meters and One Designs for decades. Why then, the resurgence of their popularity in offshore cruising and racing yachts? Today's fractional rigs are a refinement of a proven concept with some decided advantages.

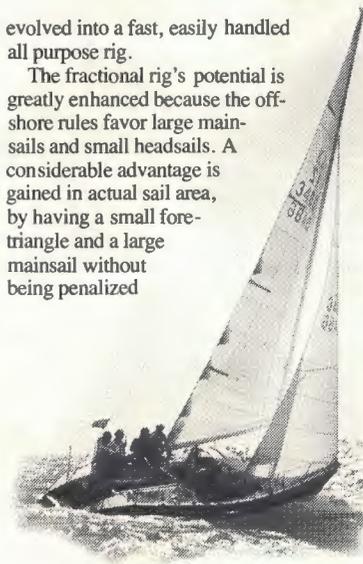
Courageous, 1974 and 1977 America's Cup Winner. During the '77 campaign she won both the trials and the Cup carrying an 8 ounce Hood mainsail 60 pounds lighter than the North mainsail on *Enterprise*.

Hood played an integral part in this evolution.

The development of the new fractional rig coincides with the work of designers like Bruce Farr and Laurie Davidson on light displacement hulls. Hood has always worked very closely with these and other leading edge designers to develop the potential of their new designs. Initially, the fractional rig was chosen to overcome a lack of heavy air stability in the new hull shapes. We quickly learned just how versatile and adjustable the fractional rig is. What at first seemed the ideal light-displacement-heavy-air rig

evolved into a fast, easily handled all purpose rig.

The fractional rig's potential is greatly enhanced because the offshore rules favor large mainsails and small headsails. A considerable advantage is gained in actual sail area, by having a small fore-triangle and a large mainsail without being penalized



Waverider, 1978 and 1979 Half Ton World's Champion. Hood sails also won the 1977 Half Ton Cup.

for rated sail area. Higher aspect foretriangles and lower aspect mainsails followed in our development. This relationship is the key, the wind sees a fractional rig's genoa and main as a system. The main is the powerhorse. Because of the larger size, light weight and adjustability have

become the criteria for success. Hood developed a very tightly woven mainsail fabric for adjustability that had the firmness for ease of setting.

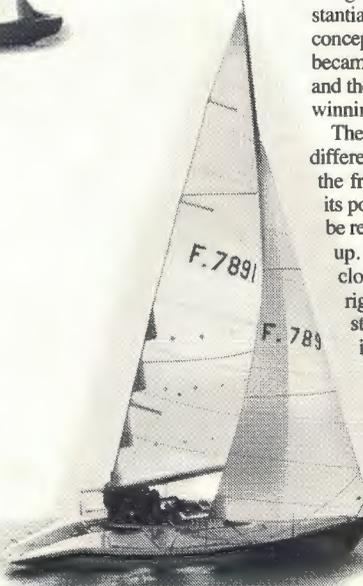
Hood's initial developments in today's state-of-the-art fractional rigs came on boats like *45° Degrees South*, *Gunboat Rangariri*, *Prospect of Ponsonby*, *Jimminy Cricket*, *Mr. Jumpa* and *Scalawag*. We gained tremendous knowledge about the relationships of flexible spars and sails on these boats. The newer, lighter hulls needed greater sail power in light airs and the ability to depower in heavy air.

The real breakthroughs came when Hood put together what we

learned about making quarter, half and one tonners go fast with what we knew about making 12 Meters go fast. Hood lofts began pooling the wealth of their collective knowledge and the fractional rig began to enjoy success in new classes worldwide.

Dramatic changes in spar design and flexibility added substantially to the fractional rig concept. Spar shape and tip bend became key factors in sail shape and the sail trimmer's recipe for winning.

The changes were subtle. The differences critical. To make the fractional rig live up to its potential, sail design must be reconsidered from the cloth up. What was the right sail-cloth? The right weight? The right weave to handle the new stresses imposed by changes in the spar shape? How does the rig act in all conditions? Hood understands the subtleties of the fractional rig. No computer design can match proven race course performance.



Bullit, 1979 Quarter Ton World's Champion

Once again, our record says it all! Hood has virtually dominated every major title with fractional rigs. Count 'em. The Admiral's Cup—*Pólice Car*, The Half Ton Worlds—*Waverider* twice, The Quarter Ton Worlds—*Bullit*, The J-24 Worlds—*Smiles* two years goin'. Add 19 years of success with the Twelves, for good measure, and it's



Smiles, 1978 North American and 1979 J-24 World's Champion.

obvious who dominates the fractional rigs. Hood, with solid experience.

With so many world titles under our belt it stands to reason we are the world's finest sailmaker. Shouldn't we be yours? Write or call us. We have informative tech sheets to explain the fractional rig and expert sail consultants anxious to help put you in the winner's oval.

I'm interested in Hood Mylar and Kevlar sails. Please send me technical sheets and a quote on a Mylar Headsail Kevlar Mainsail

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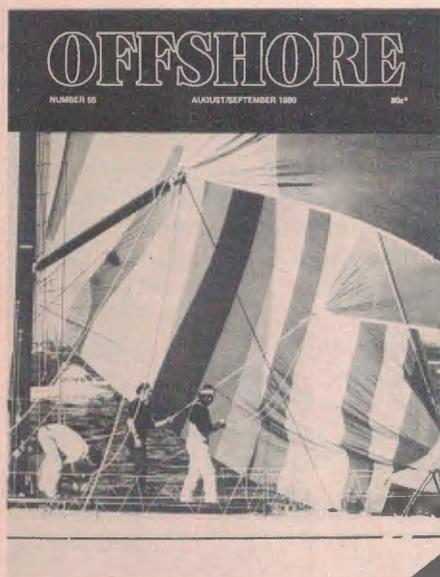
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OFFSHORE

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August/September 1980



Cover: Action, albeit quiet action, on the foredeck of *Mary Muffin* at the start of the 1980 Sydney-Suva Race, a generally uneventful event, unless you were aboard *Helsal*, or the likes. The story of *Helsal's* shakedown cruise is reported in this issue by John Hawley, who tells of the 'maiden' Pacific voyage of this new Adams machine, and who has a comment about the ancient art of Morse. Photograph by David Colfelt.

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OFFSHORE SIGNALS



Club Med Sydney-Noumea 1981

The 1981 Club Med Sydney-Noumea Yacht Race will start on May 23rd with an expected 60 - 70 starters — without restrictions as to the size of the fleet, as berthing will be no problem in Noumea next year. Entries are expected from all of the Australian States, New Caledonia, Vanuatu, and New Zealand.

The Club Med New Caledonia (formerly the Chateau Royal) will be offering special arrangements for yachtsmen and families in New Caledonia after the 1981 Race.

Peter Rysdyk, CYCA Rear Commodore, is Race Director of the 1981 event. There will be three divisions: IOR, Arbitrary and Cruising.

Air Nuigini Cairns to Port Moresby Race

Air Nuigini is once again sponsoring the 460-mile Cairns to Port Moresby yacht race, organised by the Royal Papua Yacht Club of Papua-New Guinea in association with the Cairns Cruising Yacht Squadron. The start date is May 3, 1981.

After last year's very successful inaugural race, which attracted 12 starters including 'Apollo', which went on to win corrected time and line honours in less than two days, the Race

Director, Philip Spradbery, hopes for a fleet of 20 or more yachts for 1981. The course from Cairns to Papua-New Guinea should attract many cruising yachts in the Arbitrary Division, P.N.G. being a popular stopover point for circumnavigators and yachts doing the South Pacific circuit.

The race of 1979 proved tough, with strong SE trades giving plenty of hurry-up to the fleet, which ranged from the maxi, 'Apollo', to a Davidson quarter-tonner. 'Apollo's' record may well prove difficult to beat, but rumours of Jack Rooklyn's new maxi flyer, plus an ex-'Siska' on the start line next year should give the record a nudge.

One of the features of the inaugural race was the fantastic social whirl organised by the RPYC, which included a reception at Government House for all participants (the Governor General of P.N.G., Sir Tore Lokoloko, is Commodore-in-Chief of the RPYC). A repeat performance is guaranteed for next year.

The Royal Papua Yacht Club celebrates its 60th anniversary in 1981, and yachts competing in next year's race will be assured of a right royal welcome during the Club's diamond jubilee.



Not a sheriff nor an angry father from a bygone era, this is David Goode, the CYCA starter who was recently elected to life membership. A biographical sketch will be included in the next issue of OFFSHORE.

The inaugural 1981 Fremantle to Bali Race

The Commodore of the Fremantle Sailing Club, Mr R.B. Warren, recently announced the inaugural 1981 ocean racing classic — Fremantle to Bali being conducted by the Fremantle Sailing Club in association with TVW Enterprises Ltd.

The race will begin at 10 a.m. on May 2, 1981, at which time yachts in the Open and Cruising Divisions set sail for Bali.

The organisers believe there will be more entrants than in the Parmelia Race; 104 people have registered their intention to enter.

It will be the second-longest ocean race conducted by any club in Australia.

The leading racing yachts will take about 10 to 12 days to sail the 1500 nautical miles to Bali. A return race, run as a pursuit race, will aim to have a mass finish on the Sunday of WA Week.

Official entries at this date include Jim Smile's 'Challenger', Rolly Tasker, who hopes to have a new 'Siska' for the race, John Sanders' 'Perie Banou' and Max Sheen's 'Blue Bell'.

Sydney Maritime Museum

The Sydney Maritime Museum is planning the departure of the 106-year-old windjammer 'James Craig' from Hobart to Sydney in January 1981. She will be under tow by the 'E.B. Cane', a 115 ft sea-going tug operated by Charter Craft & Marine Services of Eden, and she is the same ship that will be handling the radio relay duties for the Hobart Race.

The 'James Craig' will depart Hobart on January 3rd and the Museum is hoping to assemble a guard of honour in the form of a procession of yachts, down the Derwent River to the Iron Pot, with the co-operation and help of owners who may be prepared to take part. It is hoped to raise funds for the mammoth task of restoring the 'James Craig' by inviting the residents of

Hobart aboard the yachts for a donation of \$5.00 per head. Official 'hosts' will collect this amount upon departure, so skippers and owners will not have to be bothered with administrative details.

In anticipation The Sydney Maritime Museum would like to thank all those yacht owners who will take part and the residents of Hobart who participate in this historic event. Any donations are very gratefully received.

—The Sydney Maritime Museum
Mick York, President

M.I.E. Bars, Esq.,
General Manager,
Cruising Yacht Club of Australia,
New Beach Road,
Darling Point,
Sydney, NSW, 2027,
Australia.

18 July, 1980.

Dear Sir,

My wife and I will be visiting our son in Sydney from 17 December, 1980 to 28 January, 1981 and we would like to use the opportunity to sail in a country where the sea is warm and the sun really does shine.

We have been sailing for close on 20 years now and have had several cruisers. Our present cruiser is a Rival 32 in which we have cruised to Normandy, Brittany and the west of England.

Our home port is Portsmouth and we are members of the Hardway Sailing Club at Gosport.

In return for a little sailing, we would be happy to offer a reciprocal arrangement should any of your members visit the UK.

We attach a rather poor photocopy of 'Adeline'.*

We have since fitted a spray hood and an Aeries self-steering, another concession to the British weather.

Yours sincerely,

C.E. Read,
3 Heathcote Drive,
East Grinstead,
West Sussex, RH19.1LZ,
England.

*Photo too poor for reproduction. Editor.

The Late Christine May Lee, 30 April, 1931-13 June, 1980

Chris Lee was born in Mosman in 1931 and educated at Queenwood school.

In 1953 she was married to Geoff Lee and the two in partnership with the late Peter Hodgson built up the Electrical Contracting and Plumbing Group of Hodgson & Lee (Halmac Services Limited) to one of the largest contracting companies in Australia.

The Palmer family grew up on their father's motor cruiser on Pittwater, Jack Palmer playing a prominent role in the development of the Royal Prince Alfred Yacht Club. His Jubilee class yacht 'Chrunest' was named after his three children Chris, June and Ernest.

In 1954 Chris Lee launched her father's yacht 'Even' which gained line honours in the 1955 Sydney to Hobart Yacht Race.

In 1962 a daughter, Susan, was born and has shared a keen interest in sailing with her parents.

From 1964 to 1969 Chris often crewed in her husband's 30 sq. metre yacht 'Teal'. In 1970 she assisted in the design and construction of the Cold 43 'Taurus', which she launched in May 1970. 'Taurus' raced successfully offshore and won the Cruising Yacht Club's Blue Water Championship in the 1971/72 season. In 1975 Chris launched her husband's Miller 48 'Geronimo'.

Last year she arranged the new blue and white colour scheme for the Lee's yacht 'Natelle II'.

In 1970 she joined Woollahra Sailing Club, joining the Committee and becoming Honorary Club Secretary.

In recognition of her outstanding service she was made an Honorary Life Member in 1977 and in December 1979 became the first woman in New South Wales to pass the examination to become a Yachting Association Race Officer.

She gave unselfishly of her time, energy and considerable ability to the conduct of the affairs of Woollahra Sailing Club, running the Australian championships for the 420 class and the Two of a Kind Regatta. She often acted as Officer of the Day for club races.

Her love of sailing was continued as a member of the House Committee for the Cruising Yacht Club of Australia and she also held office as Vice-President of the Associates' Committee.

Chris Lee was a great supporter of her husband's activity in the Scout movement for over 27 years. She attended World Conferences in Mexico, Finland, Denmark, Canada and Hong Kong. As wife of the Australian International Commissioner she was hostess to many visitors from all parts of the world.

She is survived by her husband Geoff and daughter Susan (17), her mother Violet and sister, June Melocco.

Chris died in a car accident at Bargo, NSW, while travelling to the snow for a skiing weekend, a sport which she enjoyed only second to sailing.

Her untimely death has been a shock to us all and she will be sadly missed. A person who was always charming, friendly and one who made a great contribution to the community and added something to the lives of all she touched.

**Sydney-Hobart Cook Book,
Edition Number one**

Attention all sea cooks, would-be sea cooks and has-been sea cooks.

Your Club needs your assistance in the way of catering tips and recipes, as soon as possible, so that we can produce a cook book for all those novices who may one day embark upon the dangerous occupation of cooking at sea.

We hope to have the book ready for sale by the next Sydney-Hobart, so please dig them out — flush them out and write them out — as soon as possible. Overseas and interstate contributions are necessary to give the book international 'flavour' and these will be most welcome. We are looking for catering tips, stowing tips, or any experiences which you think may be of benefit to any budding galley slaves.

Please send your neatly-printed or typewritten bunch of recipes and hints to the CYCA office (or bring them in yourself) along with details of your yacht, (we'll need your name, too, as we want to add the personal touch), your position in the crew, any notes of your racing experience, cruising experience — anything that will give the reader an indication of how much salt is already built into the recipes.

If you yourself cannot contribute, do you know anyone else who can?

Address your envelope to COOK BOOK and leave it or send it to the CYCA, New Beach Road, Darling Point, NSW 2027, Australia. Any inquiries may be directed to Jill Robinson [02] 36-1101.



**Dr. Alan Douglas Campbell
CYCA Life Member**

How well I remember my first Sydney-Hobart Race in 1956 on board Allan Clark's 'Kurura' in the same watch as Alan Campbell and Bob Freizer. Naturally, we had sailed together for a while, and I had come to recognise Alan Campbell as a man who was literally a tower of strength, and at that time he was probably one of the most experienced ocean racing yachtsmen in Australia. He had already been to Hobart five times (he notched up 16 altogether). Since crewing on the CYCA starting boat 'Nautilus' in February 1948, he had a continuing association with the Club, becoming a Member in 1950 after his first Hobart. He crewed in the 1951 Fastnet, 1953 Honolulu and the 1953 Honolulu to Tahiti.

It is doubtful whether anyone else can match Alan's involvement with the Club as you well see from the following.

Joined the Sailing Committee in 1954. Honorary Secretary and Race Secretary from 1955 to 1958 during which time he went to court and obtained the CYCA's original liquor license. Edited the first of the Sydney-Hobart Yacht Race Programmes from 1956

to 1958, and was then on the committee from 1961 to 1963.

Director of the Club from 1961 to 1964.

On the Public Relations and Publicity Committee 1961 to 1963. Sailing Committee for 14 years from 1962 to 1976.

YA of NSW Offshore Safety Committee from 1973 to 1976.

Club Safety Inspector from 1955 to 1958 and from 1961 to 1976. Race official in 1972, 1973, 1977, 1978 and 1979.

Noumea Race Director in 1974. Convenor of the Protest Committee, 1977 to 1979.

During the past 25 years we raced and cruised many thousands of miles together and I have never known him to lose his cool, though a few times a skipper here and there has been given an appointment with a taxidermist. He always gave his time and experience freely and unselfishly to anyone in need, including the Club, as can be seen by his record.

I was very pleased to be on board when he went sailing and also very happy to be there when the CYCA presented him with his Life Membership.

—Norm Danvers



Answers to last issue's Twizzlers (June/July 1980)

Twizzling Trivia



Last month's Twizzlers contest was again hotly contested by the usual nucleus of trivia merchants. First in (but not best dressed) was Michael Spies, who got 10½ out of 12 on 29 June. Hot behind him was the very promising Duncan Van Woerdan, with 11½ out of 12, and he missed only by a Roman numeral on the first question. David 'Twelves' Kellett (who shall henceforth be called 'blunderbuss') took a total of three entries before he got the first completely correct entry about a week later, and it is alleged by one of the competitors that he was picking brains at the bar before he finally hit the right combination. Kellett had 11 out of 12 on his first attempt, 10 out of 12 on the second, and, of course, the full bottle on the third and final entry. Congratulations to David, and also thanks to him for alerting us to a loophole which we shall now, after the fashion of the Federal Treasurer, plug: henceforth, only one entry per contestant will be permitted.

We were disappointed that some of the promising trivia kings were absent, notably Jenny May, 'Giant', and 'Blade' — all of whom have turned in impressive performances in the past. Perhaps this time?

1. 'Kurrewa III' (F. & J. Livingston) in the 1949 Trans-Pac Race.
2. 1965. The team was 'Camille' (R. Swanson), 'Caprice of Huon' (G. Ingate) and 'Freya' (T. & M. Halvorsen).
3. 'Lorita Maria' (N.B. Rydge).
4. 'Maria' (D. Cooper, Tasmania), 'Stormy Petrel' (S. Fischer, NSW), 'Warri' (W. Hart, NSW).
5. 'Ballyhoo' (J. Rooklyn).
6. One Ton Cup — 'Stormy Petrel'; Fast-net Race — 'Ragamuffin'.
7. 'Caprice of Huon' (1965 and 1967); 'Mercedes III' (1967 and 1969); 'Koomooloo' (1969 and 1971).
8. 'Big Schott' (M. Phillips, NSW); 'Magic Pudding' (T. Stephenson, Vic.); 'Ragamuffin' (S. Fischer, NSW).
9. 'Apollo II' (Alan Bond, WA, 1973).
10. 'Apollo' (J. Rooklyn, 1973).
11. 'Bumblebee 3' (J. Kahlbetzer).
12. 'Solo' (V. Meyer).

This month's Trivia Twizzlers

1. Who held the Sydney-Hobart course record until it was broken in 1962 by 'Ondine'?
2. Who currently holds the Montagu Island Race record?
3. Which yacht won the 1977 Whitbread Round the World Race?
4. What was 'Condor of Bermuda's or original name when she competed in the 1977 Whitbread Round the World Race?
5. Only one centreboard yacht finished the 1977 Hobart Race. Name the other centreboarders that started, but retired.
6. New Zealand boats filled the first three places in the 1971 Sydney-Hobart Race. Name the designers of the three boats.
7. How many different countries have won the Sydney-Hobart, besides Australia?

8. What country won the 1973 Southern Cross Cup and which yachts were in the team?

9. What boat represented Australia in the 1967 One Ton Cup in France and also competed in the last Sydney-Hobart Race?

10. 'Apollo' holds three course records out of Sydney. Name two of the three races.

11. How many Montagu Island Race winners are moored at the CYCA marina?*

12. The Observer Single-Handed Trans-Atlantic Race from Plymouth, England to Newport R.I. is held every four years. Till 1976 only one man has won this event twice. Who is he, and what famous yachtsman won the event in 1972?

Bonus Question**

What well-known present Club member and bar fly was aboard 'Buccaneer' when she recorded line honours in the 1970 Sydney-Hobart?

*Editor's note: I feel certain, in Peter Shipway's absence, that the thrust of this question is 'how many are *permanently* moored', in the sense that they are *regularly* moored at the marina, the owners paying regular rental for a berth with a contract for an indefinite occupancy of the berth. No arguments will be breached with trivia barracks lawyers about other interpretations of this question.

**Editor's note: I feel certain, in Peter Shipway's absence, that the meaning he intended for 'Bonus question' was that it was a gratuitous question, a 'throwaway', which does not rank with equal status to his other questions. Therefore, this question will 'count' only in the event of a tie.

Age Allowance Again

by Gordon Marshall

Gordon Marshall, the CYCA's Rear Commodore and Chairman of its Sailing Committee, has been continuously involved in the development of Age Allowance since the days when it was a CYCA rule rather than an AYF rule, as it is at present.

Earlier this year he put submissions before the Yachting Association of NSW on this subject, and they were then considered at the Perth meeting of the Australian Yachting Federation Offshore Racing Committee. These were substantially adopted, and have become official for the coming season.

'Offshore' asked Gordon to explain the reasons for, and the effects and intent of, the forthcoming changes to Age Allowance.

The international body controlling ocean racing, the Offshore Racing Council, ruled last year that MK IIIA ratings be adopted in 1980. This meant that future rating certificates would carry only one rating, not two as in the past.

Since the Australian Age Allowance has always been calculated from the MK III rating, it became obvious that we would have to review our previous formula and come up with a new system to provide for the future, since the MK III rating would no longer be available to us.

With this situation impending, the Australian Yachting Federation circulated a request to each State authority asking that they submit their feelings so that a decision could be made at the Annual AYF Offshore Racing Committee Meeting, scheduled for Perth in April this year.

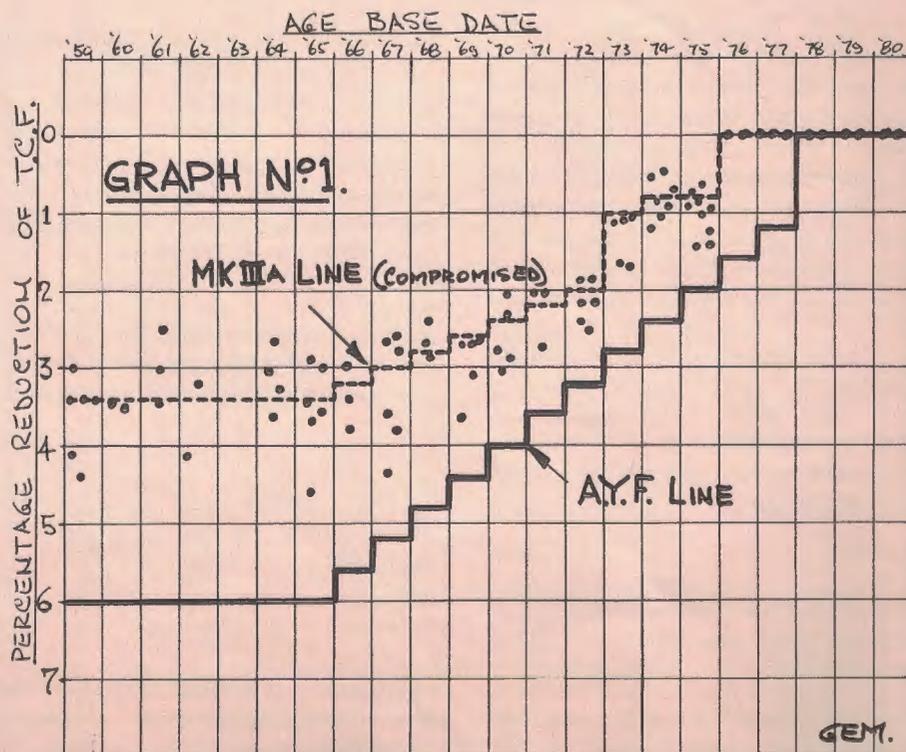
The CYCA's Sailing Committee, being aware of the projected changes in rating calculation, discussed the subject at some length and concluded that every effort should be made to produce an Age Allowance system similar to that which we had used for some time

now. In other words, the present system was considered satisfactory and we would have preferred to continue to use it if we had had the choice, but since we didn't, any contemplated new system should be as similar as possible. I was directed to advise YA of NSW of our Club's view and undertook to evolve a formula to achieve that end.

Past experience had shown that the only way to satisfactorily compare Age Allowances over a wide spectrum of yacht sizes and ages was to compare percentage reductions of TCF. In this context we are treating MK IIIA as a type of Age Allowance and thus wished to see how it would compare with the time tested and proven AYF Age Allowance. Incidentally, this approach is in keeping with Ocean Racing Council policy since they are on record as suggesting that MK IIIA be used in conjunction with an additional age compensation, but that it should be chosen and implemented at individual Club or Association level to suit the needs of the fleets involved.

In order to investigate the question, 80 active yachts, spread over the full range of sizes and ages, were chosen, and the MK IIIA reduction of TCF as a percentage was plotted. On the same graph, a stepped line was drawn which showed what the reduction would have been had MK III and the AYF allowance been used (i.e., the old system). This information can be seen on Graph No. 1, and it should be noted that whilst the AYF system adjusted each yacht in each yearly group precisely the same amount, the MK IIIA calculation produced a fair amount of scatter.

A line of reasonable 'best fit' was drawn through the MK IIIA scatter, and can be seen on Graph No. 1 as the dotted line. The differences between the dotted MK IIIA line and the heavy AYF line are the amounts that MK IIIA falls short by comparison. Graph No. 2 quotes these differences in annual decrements which thus form the basis of the formula we recommended at the Perth meeting.



You will note that whilst the steps in the dotted MK IIIA line are generally small, there are major changes after the years '72 and '75. This makes sense since MK IIIA specifically adjusts at these two points, a fact which is readily apparent on reading the text of the rule.

As it turned out, our NSW submission was the only one presented (though Victoria had previously signified that they agreed with our philosophy), consequently discussions tended to deal with the finer points of mathematics, rather than general principle.

Finally, the yearly decrements as shown on Graph No. 2 were agreed upon, except that because of the wide scatter in the early years of 1960, two more downward steps of .2 per cent were added, viz., 1964 at 2.8 per cent and 1963 and prior at 3.0 per cent. This in effect lengthened our age allowance system from 15 years to 17 years and was justified on the grounds that without such additions, MK IIIA would leave some boats of this vintage with significantly less allowance than previously. It was logically reasoned that yachts of age before 1965 had little chance of being competitive in modern fleets, and thus merited more allowance, not less, in order to encourage them to continue racing.

The overall effect of these changes is that yachts will go into the coming season with age allowances similar to that which they would have expected under the old rule. Because of the 'scatter' effect of the MK IIIA calculation however, there will be some drift from the precise line of the old rule. Generally speaking the new decrements will cause more yachts to be generously treated rather than the reverse.

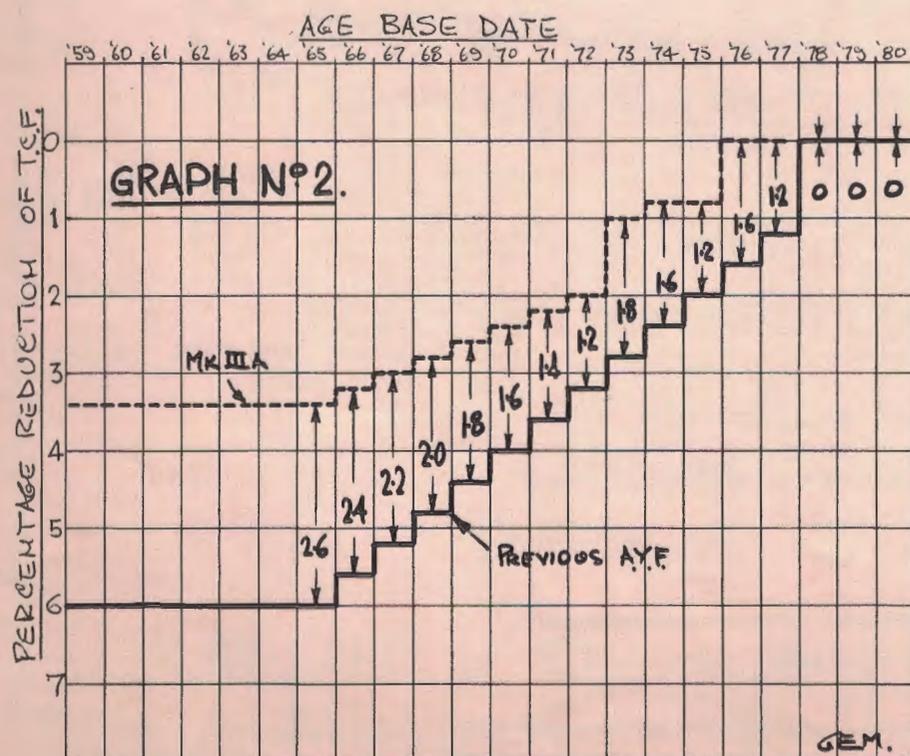
The point that individual owners should take into account, when checking their new TCF against last year's, is that there are also changes in the rule itself which come into being this year. Probably the most important of these, and the one likely to affect the yacht's rating (and thus the TCF), is related to CGF. A few words of explanation seem appropriate here, though they won't really have anything to do with age allowance which was the prime purpose of this article.

Notwithstanding the Screen Rule which was introduced last year in order to arrest the trend towards unstable designs, the rule-makers have become successively more aware that the CGF formula encouraged lightly ballasted yachts rather than merely compensating the tender yacht by comparison to the stiff one. They have therefore implemented a mathematical correction

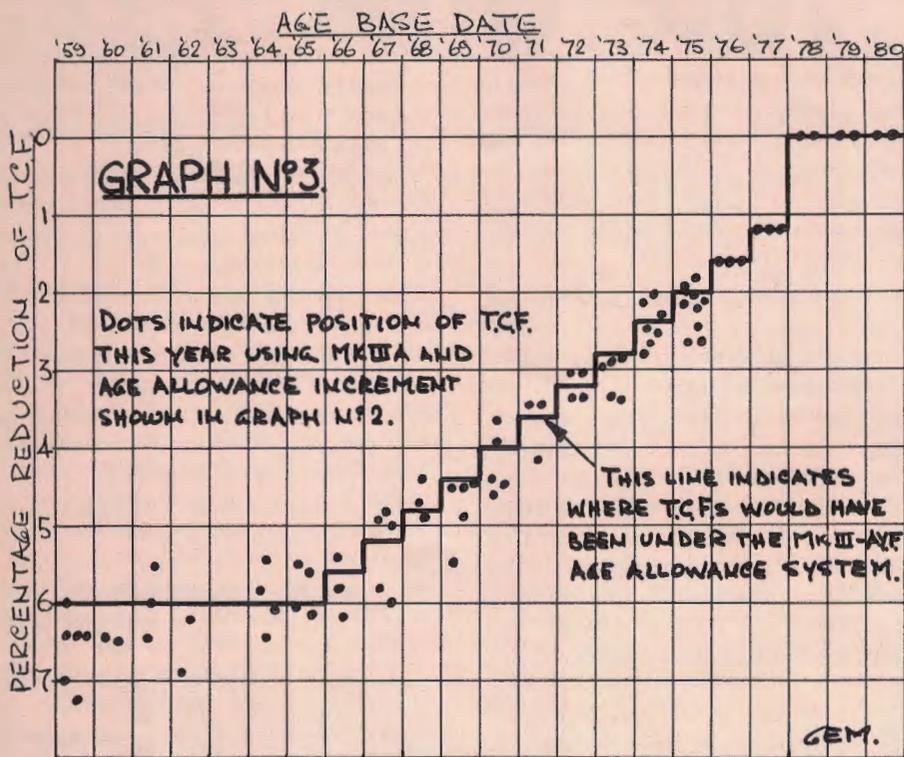
which in effect puts a penalty onto a yacht's rating if the CGF reaches the minimum, .968, and gives a small bonus to the higher CGFs. The general effect noted on the first group of certificates to be revalidated this year was that most ratings improved slightly, but a few were heavily hit.

The rule-makers' response to the complaints of owners of the latter yachts is that re-ballasting will correct the rating penalty and the yacht will become more stable, which has now become generally acknowledged as a desirable attribute of ocean racing yachts. (It is hard to believe that this was ever in doubt.) Owners whose TCFs have fallen short of their expectations this year should check to see whether small changes to their rig, for instance, which were of little consequence last year (because we were not using MK IIIA), may now be invalidating the 1975 rig step of MK IIIA and thus causing an upward jump of TCF. It may be worthwhile to analyse whether a return to the original rig dimension would pay off under the new situation in which new ratings are derived from the MK IIIA calculation instead of MK III.

Finally, some explanations of the layout of information which will appear on this year's computer print-out of rating certificates.



On page 1, in the centre near the bottom of the page, is a column of figures with the upper one carrying the heading 'DLF'. This is the depth to length factor and is usually 1.000 (unless the yacht is extremely flat and shallow in the area between the bow and the leading edge of the keel). Directly below this is 'MR' which is the calculated rating before CGF and EPF factors are applied. Immediately below this is 'R' which is the rating after CGF and EPF corrections have been applied. Finally, the bottom number in this column is 'RA' which is the MK IIIA rating (to four decimals). This number is rounded to one decimal and reprinted in the narrow, rectangular box to the right and headed 'Rating', provided that this result is not less than .88 of 'R'. In other words, a MK IIIA rating is not permitted to be less than 88 per cent of the MK III rating. Should the calculation produce a rating below this limit, then 'Rating' becomes 88 per cent of 'R'.



Regarding TCF (the decimal by which corrected time is calculated), this is shown on the bottom of page 2 of the certificate. It is a four-figure decimal and is calculated by the computer using 'Rating' from page 1 and the Age Allowance, which is derived from the 'Age Allowance Base Date' shown immediately above the TCF. The formula used by the computer to calculate TCF is our long-standing Root 6 formula in conjunction with the annual Age Allowance Deductions previously referred to and shown on Graph No. 2 (see CYCA Special Regulation 110).

One last note which draws attention to an anomaly affecting the first batch of certificates produced in the current re-validations. The words preceding the TCF on page 2 of the certificate were 'TCF from 1/7/79'. This was an oversight which occurred during the re-programming of the computer, and should have been up-dated to read 'TCF from 1/7/80'. This error has been rectified in subsequent rules and, in the meantime, the AYF has officially acknowledged the error in advice to clubs so that there can be no doubt that the TCF as shown is the correct one for the 1980-81 season.

				EV	11.200
	DL4		2.340	MXSL	38.73
	BL5		0.000	MXSMW	24.03
	BLP		7.000	MXLP	20.14
	TCI		0.000	MXJL	40.451

211 *****

.1010 DLF 1.0000 * RATING 20.6 FEET *

.1465 MR 23.1307 * *

1.0000 *****

1.0000 R 21.6078 * I CERTIFY THAT I UNDERSTAND *

1.0000 RA 20.6236 * MY RESPONSIBILITIES AS *

4VEY 2001 * COVERED IN THE IOR RULE *

* * *

[Signature] * * *

-----OWNER-----

REVALIDATING AUTHORITY IS

NOT VALID AFTER
30 JUNE 1981

AUSTRALIAN YACHTING FEDERATION

0.000	0.000			
		SL		
		0.000	0.000	

SATCA	SCA	DLFA	MRA	C
4.51	23.2176	0.9800	22.1349	0.9

AGE ALLOWANCE BASE DATE	1972
T. C. F. FROM 1/7/79	0.6873

An extract from a new rating certificate showing the column of figures headed 'DLF' and the error of date referred to in the text.

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New Australian Registry

by John Harris

The Commonwealth Parliament has read the Shipping Registration Bill, 1980. The Bill, assuming it becomes law, could have direct and mandatory effect on both our more competitive owners and our more cruising-orientated skippers.

To date it has been open to boat owners in Australia to register their yachts as 'British Ships' with the British Ships Registry conducted by the Bureau of Customs. However, for the sort of pleasure craft (assuming for the sake of this discussion that an ocean racer is a craft worthy of the appellation 'pleasure') with which CYCA Members concern themselves there has been no compulsion to register. You could (and at the moment still can) ship a 'Ginko', 'Bumblebee', or 'Police Car' to England for competition or sail a 'Solo' to Argentina without *having* to register your vessel as a British Ship. There were all sorts of reasons why it was advantageous to register. For example, the documentation alone is, I understand, of assistance if selling in Australia, but of even more assistance if selling an Australian yacht overseas. Despite these advantages, you can (as we all know) sell a yacht without it being registered and you can take one to the Admiral's Cup and bring it home without benefit of registration.

If the new Bill becomes law and if it is administered in accordance with its apparent terms, this will change. More of that later, however. The new Bill runs to a mere 96 sections. Not bad in this era of rampant legislation and overpowering regulation.

The Act (if that is what it becomes) will be known as the Shipping Registration Act, 1980, which is something of a change from the Merchant Shipping Act, 1894.

The definition section gives some hint of the breadth of the Act. 'Beneficial

Interest' is defined (or at least referred to) as is 'mortgage' and 'share'. 'Fish' is defined to include turtles, dugong, crustacean molluscs (and ocean racers having done 15 or more Hobarts?).

'Master' includes a person having command or charge of a ship but does not include a pilot—which leaves to the owner to fight out whether he, or his free-spending bombastic-sailing, er... master, is, in fact, 'the master'. But enough of this frivolity.

'Pleasure craft' is defined to mean "a ship that is used or intended to be used wholly for recreational or sporting activities; whether or not let, or intended to be let, for hire or reward"—clearly ocean racing and cruising yachts are caught. 'Ship', in turn, is defined to mean "any kind of vessel capable of navigating the high seas".

'Small craft' means a ship less than 12 metres in length.

By section 11, property in a ship is divided into 64 shares, thus preserving a quaint anachronism, which can create some peculiar difficulties.

Section 12 introduces 'the great change' for small craft owners. By Section 12, "every Australian owned ship, other than a ship exempt from the registration by virtue of Section 13 shall be registered." And:

12(3) Where a ship required to be registered is not registered:

- (a) the owner of the ship is guilty of an offense punishable
- (i) on summary conviction (A)...by a fine not exceeding \$2,000.00
- (ii) on conviction by indictment (A) ...by a fine not exceeding \$5000.00

If you are running your yacht through a

company the fines are \$5000.00 and \$10,000.00 respectively. Further:

- (b) whether or not proceedings are instituted for such an offence, the ship may be detained until registration is effected.

There is no such absolute requirement in our present law. However, this does not mean we must all 'rush to register' for by Section 13 "...pleasure craft and small craft are exempt from the requirement under section 12.

So far the Act seems clear, at least for our purposes; every Australian owned ship shall be registered but if that Australian owned ship is a pleasure craft or small craft (under 12 metres in length) then it is exempt from registration.

This apparent clarity becomes confused, however, at least for owners with international ambitions, when one finally arrives at Section 68, which states, "An unregistered ship entitled to be registered shall not depart from an Australian port to a place outside Australia". This is clear enough; as it is also clear that 'pleasure craft' are "entitled to be registered" but not because of Section 13 required to be registered.

It seems then that, if you wish to 'cruise foreign' or to race your yacht outside Australia, you *must* seek registration under the Shipping Registration Act. Some relief may be offered by Section 23, which states, inter alia, that "where the Minister is satisfied that by reason of special circumstances, permission should be granted for an unregistered ship to travel from an Australian port, he may direct the Registrar to grant a temporary pass." The effect of this in practise, however, remains to be seen. What will constitute 'special circumstances' is not yet known. What sort of red tape and what delay will be involved in satisfying the Minister also remains

to be seen. In any event, it seems that there will be more pressure on owners to register than previously.

A person applying for the registration of their ship shall cause the tonnage of the ship to be "ascertained in accordance with the Navigation Act, 1912" (Section 16(1)). Not surprisingly, where a change occurs in the registered ownership of a ship or a share in a ship, a Statement of Particulars of Change must be lodged with the Registrar. As with our present law, a ship shall not be registered until it has been marked in accordance with the regulations. The present requirements in outline are set out below.

The new regulations are yet to be promulgated but presumably will not differ markedly from the present situation. Once markings are placed on the registered vessel, they must be maintained by the owner and master of the ship. Flag buffs will be to learn that the national flag is declared to be the proper national colours for all registered ships (sub-section 30(1)). In addition, a ship to which paragraphs 29(1)(b) or (c) applies is 'entitled' to fly the national flag and paragraph 29 includes unregistered pleasure craft (Section 13). Indeed, if the mood so takes you, the owner of an unregistered vessel can apply to the Registrar for the granting of a Certificate stating that the ship is entitled to fly the national flag. By sub-section 7 of Section 30, a person shall not "except in Australian waters use any flag or ensign authorised by a warrant under the Flags Act, 1953 or the flag of a state of territory." The full force of the prohibition is not apparent to me but, no doubt, it will be of interest to those who sleep with a copy of the Flags Act, 1953.

Section 33 makes it an offence punishable by a fine and/or imprisonment to do anything for the purpose of concealing the nationality of an Australian ship. Owners of yachts disappointing in overseas ventures be warned. You cannot slink back home with a disguised yacht. In addition to being potentially liable for imprisonment (which may simply be a convenient means of avoiding creditors and wives), one is liable to suffer forfeiture of one's hip and that, of course, approaches the serious.

If, and only if, you have registered your ship under the Act, its Transfer and Mortgage (heaven forbid!) is covered.

It is mandatory to transfer it "by a Bill of Sale made in accordance with the regulations."

Priority of Mortgagees is dealt with and like our Torrens system "it is in accordance with the Order of Registration of the Mortgages, irrespective of the dates upon which they were made or executed..."

Again like our Torrens system of Land Title, "a Mortgage of a ship or of a share of a ship does not have the effect of the Mortgagee becoming or the Mortgagor ceasing to be owner of the ship or share..." Further, a Mortgagee can dispose of the ship by way of sale.

The act sets up "the Australian Register of Ships in which shall be entered all matters required or permitted by this Act to be entered in the Register." A Search of the Register will be available to the public.

By Section 78, appeal to the Minister or Registrar is permissible and if the appellant is dissatisfied with the initial appeal, then a further application may be made to the Administrative Appeals Tribunal for a review of the decisions of the Minister or Registrar.

Part 8 deals with the transitional provisions and fortunately, by Section 86, every ship is entitled to be registered under this Act, previously registered in accordance with the law shall be "deemed on and from commencement date to be registered under this Act" It appears that those holding British Ships Registration will have to do nothing but will automatically obtain shipping registration.

Again for the flag buff, by Section 95 a ship previously registered, having a warrant from Her Majesty or the Admiralty under Section 73 of the previous law, authorising the use on the ship of the British Blue Ensign (with or without defacement), is entitled to continue to use that flag in Australian waters for a period of two years. However, by sub-section 2, it is not possible to fly simultaneously the British Blue Ensign and the National Flag.

All in all the Bill is not required bedside reading, unless you are an insomniac, but it is a matter which will require consideration by many owners if the Bill passes into law in its present

form.

Is registration difficult at the moment? The answer is "No, if you know how", but, like most things concerning yachts, it can be time-consuming and there is the expense of registration and survey. Naturally, I would recommend that you let your friendly solicitor do it in his usual efficient, cheerful, charming and cheap manner. Like pulling a tooth, building a house or making a fast sail, you can D.I.Ys. if you are determined.

Requirements for Registration of a Vessel as a British Ship under the Provisions of the Merchant Shipping Act

1. An application in the form of a letter addressed to the Registrar of British Ships, C/ Dept. of Customs and Excise, Box 8, GPO, Sydney 2001, showing:
 - full name of applicant
 - address and telephone number
 - nationality of applicant
 - type of vessel (e.g. fishing, pleasure yacht)
 - name of yacht club to which applicant belongs (if applicable)
 - approximate gross tonnage
 - proposed place of slipping for survey
 - an undertaking to pay registration fees
 - an undertaking to pay the surveyor's expenses
2. Form G.R. 342, Notice of Name proposed for a British Ship
3. Builder's certificate
4. Deeds of Assignment tracing the ownership of the vessel from the builder to the applicant for registration when the applicant is not the person for whom the vessel was built.
5. A Commonwealth Survey
6. Declaration of Ownership
7. Ships Carving and Marking Note

NOTE A. Documents mentioned in items 2-7 be supplied by the Registrar of British Ships. NOTE B. Applicants for registration must either be (a) British subjects or naturalised British subjects or (b) bodies corporate established under and subject to the laws of some part of Her Majesty's Dominions and having their principal place of business in those Dominions.

NOTE C. The Form G.R. 342 and application for registry of a ship shall be made, in the case of individuals, by the person requiring to be registered as the owner, or by one or more of the persons so requiring if more than one, or by his or their agent, and, in the case of bodies corporate by their agents, and the authority of the agent shall be testified in writing, if appointed by individuals under the hands of the appointers, and, if appointed by a body corporate, under its common seal.

NOTE D. At least the name of the will be required to be permanently marked on the stern in letters not less than four inches in height.



Helsal's Suva Race

or
You've Got to be Adaptable

by John Hawley

This was to have been the story of the 1980 Sydney-Suva Race, but other people became better qualified to tell the story when we, on 'Helsal II', lost our mast and headed for Noumea. A number of points emerged from our problems however, which could be of much more use to others than plain details of just another ocean race.

Middle Harbour Yacht Club is to be congratulated on setting a course which was a beat to windward to the first mark 1600 miles away and on selecting

12 — OFFSHORE, August/September 1980

a smiling, Sydney sunny Saturday for the start which brought out a large spectator fleet to wish us well.

Lew Abrahams is to be congratulated on picking a brilliant course from Balmoral to the Heads which gave 'Challenge' an easy win of that first victory, 'first out'.

It was slow or stop for the first three hours but at least we were all pointing in the right direction. When the breeze came in, it blew straight from

Suva and remained in that direction for the next 10 days at five to 25 knots, when most of the competitors sailed close to their handicaps.

It was not a large fleet, only 16 yachts, but of an unusually high standard, including eight which were on their way to compete in the Pan-Am Clipper Cup Series in Hawaii. Aboard 'Helsal II' we were happy to see our lead increasing by over 20 miles each day ahead of our principal opposition, and there was a cautious mood of optimism

that not only would we arrive two days ahead of the next yacht but that we could win on corrected time.

From the outset, we had been beset by radio problems. The new, very expensive 200 watt SSB radio had been incorrectly installed by the makers and the signal received by the radio relay vessel so bad that it was unintelligible. It was Clive Wilson on Lord Howe Island who devised a method of communicating our position in an understandable manner and it is one which may be of assistance at some future date for other race organisers. He asked us, if receiving him clearly, to key our handset three times, accompanied by vocal sound. This we did. He then asked us in a similar manner to tap out the first numeral of our degrees of latitude, then the second, etc. This worked extremely well and in subsequent schedules, was speeded to the extent that our position reporting took no longer than the vocal method.

We were however, never able to ask that someone could take messages in Morse from us, and I would like to advocate that race organisers consider monitoring Morse communication for a period of five minutes after the completion of any sched in cases where yachts have failed to communicate.

On the fifth day out from Sydney, our diesel engine started to make very expensive sounds during a battery charging session to the extent that we had little hope of ever running it again. One of the more mechanically-minded crew members removed the cylinder head to discover that a valve spring had broken, a valve and a con-rod bent. There was no hope of repairing the damage, so we removed the valves and associated gear from that cylinder and disconnected the fuel supply which was led to a two-gallon drum.

What a relief to discover that the motor would run on two cylinders — adequately, if not happily, and enough to keep our batteries charged.

The navigator's job had not been an easy one, for our speed and distance log, which had been erratic from the start, had ceased to function on the second day, and it was fortunate that clear skies and an almost full moon had made celestial fixes possible most

of the time. It was necessary, however, to be prepared for deteriorating conditions. The empty can over the bow, carefully timed over its 68-foot trip to the stern hourly, was found to have a fair amount of accuracy.

Seven days and five hours after our departure from Sydney, a little over 500 miles from Fiji, over 1200 miles from the start and 150 miles ahead of the next racing yacht, the nor'easter dropped to about eight knots and a sloppy nor'east chop was meeting the sou'east swell. A meeting of the two pitched the boat's bow into the air, and as she fell into the trough behind the wave, a tang leading an intermediate shroud into the mast broke, followed a moment later by a rigging screw as the mast broke in two places and fell over the starboard side.

As efforts were made to retrieve the mast, it became evident that we were risking punching a hole in the side of the hull from the jagged pieces of mast which were uncontrollable. Then, the last of daylight gone, we cut the remaining shrouds and the slides connecting the mainsail to the boom, and our beautiful rig sank into 1,200 feet of ocean.

It was sked time, and I was able to tap out our position in the manner



expected but unable to get anyone to understand our Morse to tell of our misfortune.

Whilst a deck party rigged six shrouds and two halyards to the beak of the spinnaker pole preparatory to lashing it to the stump of mast, we calculated the tactics from our position. With no likelihood of a change in the weather, it was out of the question to beat to windward for 500 miles under jury rig. Norfolk Island was 300 miles downwind, but no chance of repairs there. New Zealand was about 700 miles downwind with excellent facilities but every chance of severe weather in the Tasman, and Noumea was 320 miles of reaching. This would be the ideal condition for which to construct a jury rig and reasonable port facilities for repairs.

Within two hours of losing the mast, with trisail and storm jib, we were making two or three knots on a course for Noumea.

During that night, the radio was totally dismantled and reassembled, shaken and thumped and, on Sunday morning sked, we were able to inform the relay vessel of our predicament. However, by this time, we had hoisted the boom as a mast and were sailing so well (six knots) that there was no cause for concern and our only request was that should any of the cruising yachts in the vicinity cross our path we could certainly be happier with an extra drum of diesel. 'Bibiana' offered this facility, but our speed was so good that we crossed her path far to the north of her, and by Monday night we were forced to reduce speed in order to not make our landfall on the fringing reef of Noumea before dawn.

As first light broke Tuesday's sky, the large broken hull of a wrecked tanker on the southern tip of the reef was sighted 10 degrees on the starboard bow, and we were able to inform the Noumea authorities that we would be at Amedee lighthouse mid-afternoon. Immediately, the wind swung to the northwest, and to keep our appointment we were forced to use our poor sick motor and the remaining fuel.

The lighthouse keeper at Amedee is a colourful Islander named Felix. As we came through Passe Boulari on the leads, he came out to meet us with a five-gallon drum of diesel, a friend with a guitar and two very beautiful French ladies.

'Helsal' has always been well known for the "Helsal Hayseeds' Band", which was soon in full swing and as Felix steered us in the darkness to his harbour, the peace of the lagoon was shattered by some of the more disgusting yachting songs.

The French authorities waived all formalities for us. The CNC, as always, gave us free berthing facilities and the run of their delightful Club, and our thanks to Pierre Lombard of The Mocambo Hotel must also be recorded for the tremendous help he supplied with accommodation and telecommunication.

We learned that 'Satin Sheets' had also lost her mast in similar circumstances in the same area where ours had gone. They, too, arrived in Noumea a few days later where they were able to rent a mast to take them to Hawaii, and a new section should meet them there in time for the Pan Am Series.

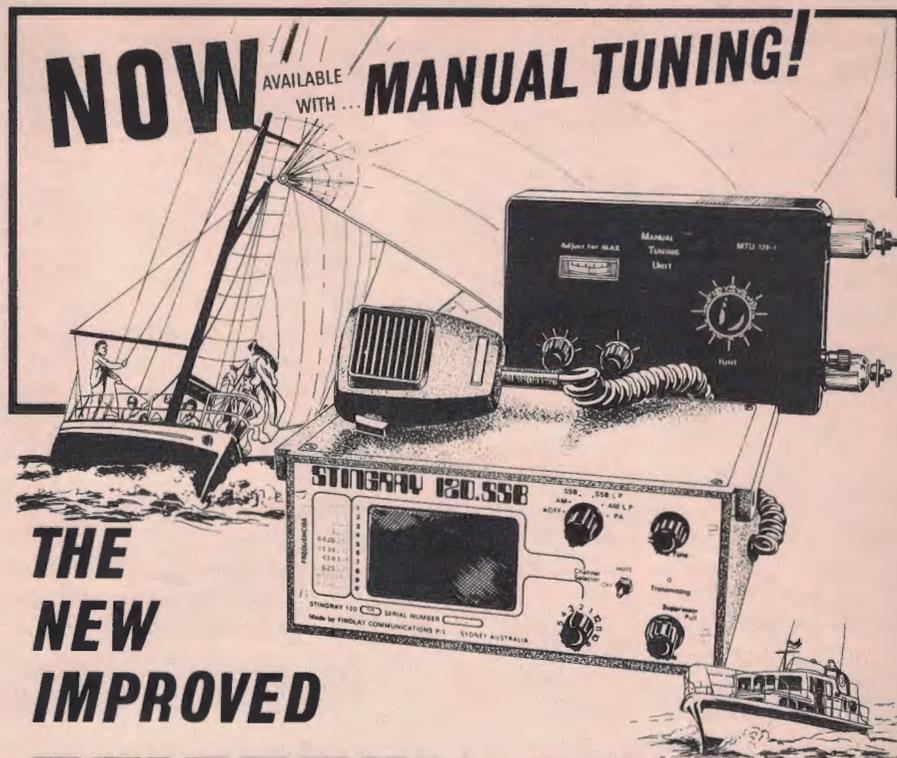
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BIGGLES' COLUMN

'Bumblebee 4', John Kahlbetzer's Frers 76, continues on its winning way on the American east coast, racing against the world's best maxi yachts. Opening her Onion Patch campaign she beat 'Ondine' in the Astor Cup and then trounced 'Kialoa' in the first of three, 30-mile triangle course races. The second 30-miler was cancelled due to lack of wind, which was a great relief to the crew who were suffering horribly after celebrating the win over 'Kialoa', the latest success of an unbeaten record dating back to the maxi race off Sydney last year.

In the third 30-miler however, 'Kialoa' turned the tables and took line honours in very light conditions to register 'Bumblebee 4's' first defeat. The strap-hangers who flew over with John Kahlbetzer for the series were Rob Antill, Jake Corner, Peter Kurts, Don Mickelborough and Paul 'Newk' Nethery. Don Mickelborough described the Newport-Bermuda classic which

climaxed the series as a tough, interesting event in which the 'Bee' match raced with 'Kialoa' for 600 miles in strong winds.

'Ondine' took a slightly different slant to the other maxis and managed to get between the 'Bee' and 'Kialoa' at the end and was probably only beaten by the fact that 'Bumblebee 4' got her kite up earlier. The maxis were only running for 12 hours and reaching for most of the course in a different wind pattern from the rest of the fleet. They did not do too well in the handicap results but 'Bumblebee' took line honours by 15 minutes from 'Ondine'. First overall was

Jim Kilroy has removed 'Kialoa' from sale and plans to tune up the new 'Kialoa' against her. He has been quoted as saying that owning two maxi yachts at once is the best way he knows of distributing wealth. The 'Bee' is now on her way to Sardinia for the maxi yacht World Cup held over the first week in September. There are 15 of the big boats (yes, I said 15), entered for the event including two Frers 76 sisterships to 'Bumblebee'; one-design maxi racing no less.

The Sardinia race programme this season includes the Porto Cervo Swan World Cup, which is a series open to Nautor-Swan built boats and for which there is allegedly over 70 entries of all sizes, including two Swan 76 and six Swan 65s. That should be a pretty impressive event. The Maxi World Cup, the Swan World Cup and the Sardinia Cup are all run off Porto Cervo over interlocking dates from August 28 through September 13 and promises to be a massive regatta.

The Sardinia Cup has attracted national teams from Argentina, Australia, Belgium, Brazil, Britain, France, Greece, Holland, Ireland, Italy, Sweden, Switzerland, United States and West Germany. The Australian team is made up of 'Marloo' (Nick Girdis), a Peterson 42 and the reserve boat for the 1979 Australian Admiral's Cup team; 'Moonshine', a Peterson 43 and a member of the 1977 British Admiral's Cup team. She was to be chartered by Peter Hill and Tony Pearson, but at the time of writing there is some doubt as to whether the charter will be agreed upon and another boat may eventuate. The third team boat is to be 'Sartori'

(formerly 'Noryema X'), a Frers 47 under charter to Bill Psaltis and Noel P'Robins. Amongst the other teams there is some pretty hot machinery including many new IOR boats, so it looks as if the Sardinia Cup has come of age as an international series.

In Newport, Alan Bond's 12 metre and crew have been receiving much favourable media coverage. A recent letter from Peter 'Trivia King' Shipway confirmed reports that, after early problems with the hull, 'Australia' is really firing well, but the edge over the British 12s narrowed a lot when 'Lionheart' received her new mast. Peter believes that the Poms will be much harder to handle when the elimination trials begin. Nevertheless, it is heartening to see that 'Australia' is going to be more of a force to be reckoned with in Newport this summer than many people gave her credit for when the team left for the US. Is Ben Lexcen on the rise as a designer once more, and will he change his name again?

And now, the true story of what really happened at the SORC this year. After the Miami-Nassau Race, a small group of international heavies found that their hotel rooms had been given away to crew from an early-finishing maxi yacht. Following an impressive desk thumping act, they were sent over to the Holiday Inn and given rooms on the top floor. Several drinks later and suitably attired, they began a poker game, which caused a bit of a stir because they set the table up in one of the main elevators, and as the doors opened at each floor, prospective passengers were greeted by clouds of cigarette smoke and the sight of half a dozen drunks apparently engrossed in a poker game. A few old ladies ran screaming into the night, but one gentleman asked, and was allowed into the game until he started to win, at which point he was evicted, protesting volubly. Eventually of course, the gentlemen in blue arrived and started making the usual noises, only a little more strongly. At this point the dealer intervened and informed the uniformed branch that they were spoiling a Candid Camera production. "Oh yes?" said the senior officer, "if that's true, where's the camera?" "I can't tell you that; it's one of the best kept secrets of the show." Believe it or not, the police left and the game continued.



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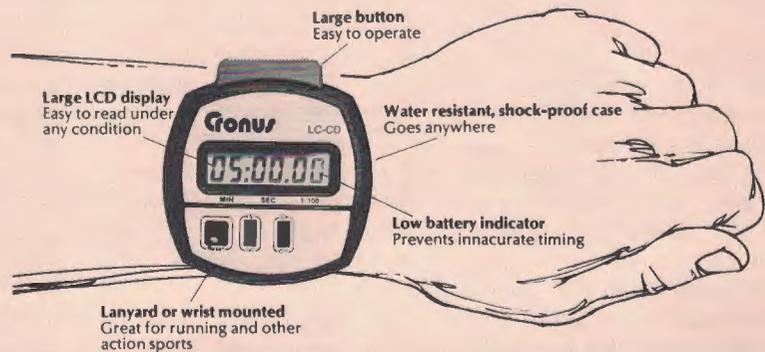
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The Bruny Island Race

by Rowan Johnston and
Peter Read*

The Royal Yacht Club of Tasmania is celebrating its Centenary during 1980. The celebrations will cover the period from May 1980 to May 1981, and one of the events will be the Centenary Bruny Island Ocean Race.

The Bruny Island Race is the oldest recorded ocean race in Australia, being first held on March 17, 1898. The race is approximately 100 nautical miles. It will be held on the weekend of January 3-4, 1981. It is hoped that some of the yachts competing in the ocean races which finish in Hobart over the New Year period will stay and compete.

The course takes the yachts from the starting line at Castray Esplanade, around Bruny Island either one way or the other, and back to the finish.

The Hobart *Mercury* of 1908 described the course as follows:

"None of the other States have [sic] been favoured by nature with such an ideal course for outside racing, and it is known that the yachtsmen on the mainland cast longing eyes on the ocean race, so that it may not be long before it assumes interstate importance. The element of luck cannot be eliminated from such a contest, and the course has been described as flukey because all the yachts most times do not carry the same wind right through, but it is one that gives all classes of yachts an equal opportunity. As D'Entrecasteaux Channel is pretty well land locked, comparatively smooth water is secured for this part of the trip, while crossing South Bruny in the actual ocean and sailing the open expanse of Storm Bay, the wind and sea are sometimes sufficiently strong to test the sea-going qualities of both the yachts and crews".

The elapsed time record for the race is 14 hours, 33 secs., set in 1938 by the big yacht 'Acrospire IV', sailed by Commodore J. White of the Royal St. Kilda Yacht Club. There is, therefore, the added incentive of competing in an effort to better this 42-year-old record, possibly the longest standing in the world.

It is interesting to recap the description of the first race:

"This race attracted eight starters who made up the prize of a sweepstake to which was added a few public subscriptions. After a fine contest, Mr R. Cummings' yawl, 'Gift' led all the way from the Friars to the finish, Mr W.J. Watchorn's 'Surprise' (one of the oldest yachts in Australia) being second. Mr J. Blackley's 'Sunbeam' (28ft) was the winner on handicap, having a four-hour allowance.

One feature of this race was a splendid fight all the way from Partridge Island to Gordon between three equally-matched yawls, 'Clytie', 'Ella' and 'Niobe'. They were exactly level, passing the jetty at Gordon after a lead of about 10 miles. The sight appealed so strongly to two Northern gentlemen, who were coming up behind in the west coast steamer, that they contributed liberally for a few years to the prize money."

The handicap winner, 'Sunbeam', was a 28ft beamy, half-decked, clinker-built, ballasted centre-boarder. This type of boat, quite common in the 1890s, took a lot of water in a seaway, and 'Sunbeam' was nearly sinking when she turned the Pineapple rocks for the run home.

A gaff cutter, with a long bowsprit, 'Sunbeam' would have carried a topsail, a spinnaker, a ringtail and possibly



'Acrospire IV' — Elapsed time record holder 1938

a water sail — quite a handful in a stiff breeze, especially as that internal ballast was probably several tons of loose stones!

In 1899 the first interstate yacht entered the event when Mr P. McCaughan of Victoria competed in his fine schooner, 'Lahloo'. Since then there have been many mainland starters. In 1910, Mr W.M. Marks of the Royal Sydney Yacht Squadron, won the race in 'Culwalla II' and presented the Royal Yacht Club of Tasmania with a permanent record of his victory in a handsome tablet on which the names of the winners of the race are inscribed.

*Rowan Johnston is Commodore of the Royal Yacht Club of Tasmania. Peter Read is known to 'Offshore' readers for his past contributions about Tasmanians in the Hobart Race and cruising the D'Entrecasteaux Channel. He is also a Member of the RYCT.



◁ *'Sunbeam' – winner of the first Bruny Island Race 1898*

◁ *'Mabel' – wrecked off Cloudy Bay Race of 1902*



The next mainland entrant was in 1938 when 'Acrospire IV' took out line honours. In 1946 Sydney-Hobart Race competitors 'Morna' (C. Plowman) and 'Horizon' (J.R. Bartlett) started, with the former being first home and the latter winning on handicap.

In 1947, the Sydney-Hobart Race winner, 'Christina' (J.R. Bull), competed and another entry was received from CYCA Vice-Commodore P.M. Luke for his yacht 'Wayfarer'. However, he was not permitted to start after refusing to have his engine sealed – a Club requirement in those days.

The next mainland competitor was John Colquhoun's 'Lass O'Luss', which raced into second place in 1949. The same combination also raced in 1961 and took line honours.

The Bruny Island Race of 1953 heralded the introduction to offshore racing of one of the most famous yachts in Australia when Charles Calvert's beautiful 'Caprice' took out line honours. Now known as 'Caprice of Huon' and owned by Gordon Ingate, she has won many trophies in the

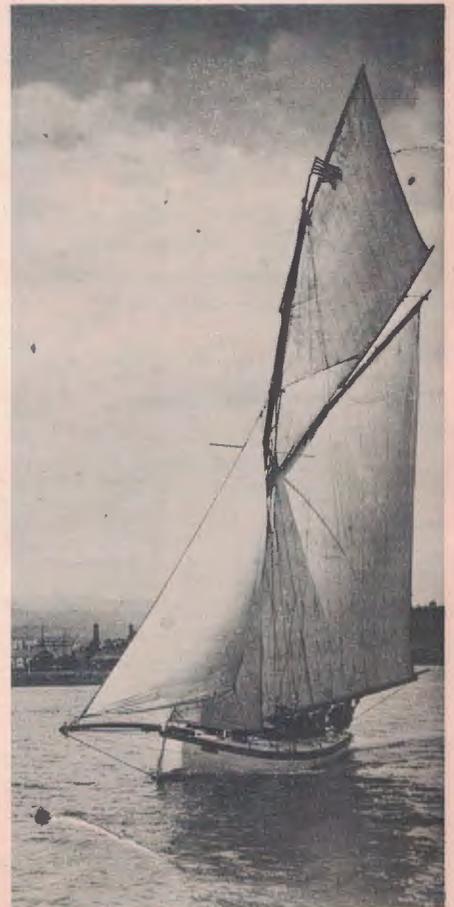
20 – OFFSHORE, August/September 1980

intervening years. The last mainland entry in the race was in 1965 when Peter Warner's big schooner, 'Astor' was first home.

The race has had its share of incidents over its 82 years history.

In 1902 only two out of five starters finished. The race was started in fine weather, but by the time the Friars (a large reef of high rocks to the south of South Bruny Island, with a narrow passage at its shore end) was reached, a strong southwesterly with heavy rain squalls was blowing. It was about here that the 28 foot 'Mabel' opened up and had to be run ashore before she sank. 'Mabel' was smashed to pieces, but the crew scaled the cliffs near Cloudy Bay and walked to the South Bruny lighthouse.

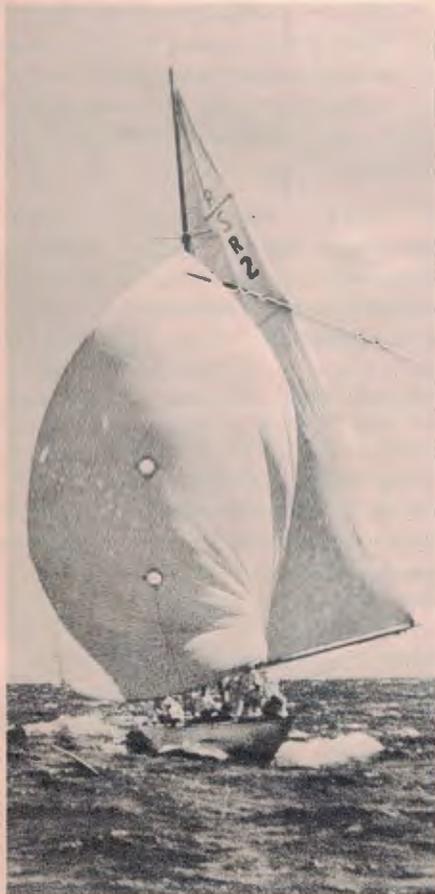
In 1912 the race was sailed in a thick haze of bushfire smoke. There had been bushfires burning for days in the south of Tasmania and, indeed, the yachts reported that at times during the race fires were burning on both sides of the D'Entrecasteaux



Cloudy Bay, south coast Bruny Island



'Erica J' — first home 1950



Channel. The winning boat's log records that the haze was so thick that they had to steer a compass course even after passing the Iron Pot on the way home at 10.00 a.m. Seven yachts started, but only three finished, the rest winding up in remote bays quite unable to navigate through the smoke!

'Acrospire's' record in 1938 was set with the help of, or in spite of, a brief force 10 storm, with gusts to 60 knots that hit the fleet at the south end of Bruny. Most yachts lowered their mainsails, including 'Acrospire', who ran off the wind away from shore before setting a trisail.

In 1946, Duncan McCrae's 'Kintail' was dismasted, also off South Bruny.

McCrae was a World War I veteran who had been paralysed from the waist down by a bullet in the spine at Gallipoli. 'Kintail' drifted for two hours before the tangle of rigging and gear could be cleared and the mast retrieved and lashed on deck. She returned to Hobart under her own engine.

It is difficult to imagine how McCrae

managed, but manage he did, being described as an active crew member who could handle big sails with the best. He sailed 'Kintail' in four Sydney-Hobarts, with an enviable record of two fourths, a fifth and a sixth.

The 1949 race saw a very close finish with Ted Domeny's new eight metre 'Erica J' beating 'Ninie' for line honours by only 40 seconds in a race that lasted 20 hours 39 minutes. The first four boats, which included the other eight metre, 'Norske', finished within 11 minutes of each other.

It was only a few years later that 'Erica J' won what is virtually Australia's eight metre championship, the Sayonara Cup.

The Bruny Island Race is now run in three divisions, JOG, Half Ton and Rating Divisions, with the overall trophy going to the yacht with the best corrected time. The 1980 winner and current holder of the trophy is Hedley Calvert's 'Huon Chief'.

The notice of race for the event will be available shortly.

Boating Book of the Year Award 1980

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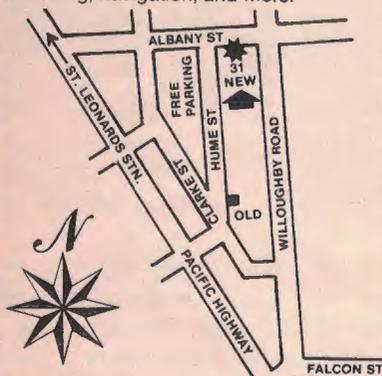


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**THE
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by John Hawley

Australia's leading nautical bookseller has created an annual award for the best boating book of the year, the judging to be on an international basis. The trophy is a magnificent sculpture by one of the best Australian sculptors, who is also an ocean racer, Wally Brandis.

The basic criterion for the best boating book award is that it must make a real contribution to a reader's knowledge of seamanship and must have been published in the 12 months prior to the Sydney Boat Show.

There must, inevitably, be very wide gaps in most yachtsmen's experience however extensively they have sailed, and informative books are the obvious medium to fill these gaps.

On being invited to join the selection panel, my first thought was to look back over the years at some of the books which would have been obvious winners of such an award to set a standard.

The first to come to mind and still the bible of all serious seamen is Nathaniel Bowditch's *The American Practical Navigator*. First published in 1802 and continuously updated by the US Navy and, more recently, by the Defence Mapping Agency, Bowditch would win the book of the year every year.

In 1900, Joshua Slocum published *Sailing Alone Around The World*, the story of the first solo circumnavigation. Sixty years later, Vito Dumas pub-

lished *Alone Through the Roaring Forties*, followed a few years later by John Guzzwell's *Trekka Round the World*. All are great solo contributions.

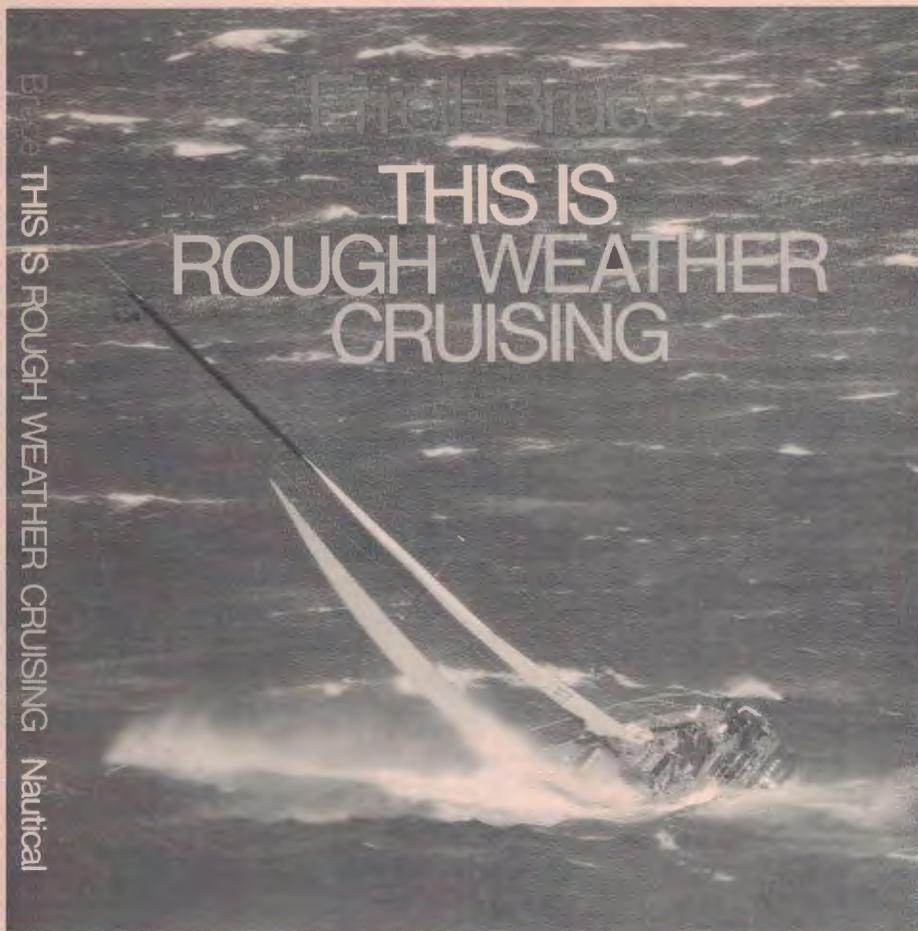
John Illingworth's *Offshore* and *Further Offshore* remain two of the best books on design of seaworthiness, and Bieser's *The Proper Yacht* another of excellence on design trends.

In 1964, a Pole named C.A. Marchaj published *Sailing Theory and Practice*, probably one of the most important books on the theory of sailing ever printed.

In 1967, K. Adlard Coles published his *Heavy Weather Sailing*, still my favourite book. Its contribution to seamanship for yachtsmen has never been surpassed.

Reading the past year's contributions has been fascinating and I was glad to discover that Donald M. Street's *The Ocean Sailing Yacht* was first published in 1978 and therefore intelligible. Better than Toghill's *Fitting Out Manual*, it left this Australian author in the running for selection.

From a racing tactics point of view, Ted Turner and Garry Jobson's *The Racing Edge* is so readable, sensible and helpful that it is compulsory reading for all engaged in serious competition, but Twinnane and Elvstrom have already covered the application of rules knowledge into the art of winning. In any case, racing is a special-



ised form of sailing which is of little interest to many people.

In the last month of decision for the 1980 Book of the Year, two books were handed to me which were so far ahead of the others that it became a decision only between the two.

Practical Yacht Handling by Eric Tabarly had the more exciting jacket. The subjects covered are those of everyday concern to the yachtsman with recommendations for practical seamanship and handling of today's yachts with modern rigs.

Some of the chapters on mooring, anchoring and comparisons of different rigs seem a little elementary and some of the selection panel members were critical of the Tabarly egotism as he is continually saying, "This is the way we did it on 'Pen Duick'." I liked the thought that he had done it and it worked.

However, the last book to come to hand for the year, *This is Rough Weather Cruising*, by Erroll Bruce, leaves no doubt as to the most obvious selection of Boating Book of 1980.

In his foreword, the great Adlard Coles says, "*Rough Weather Cruising* is one of the most brilliantly conceived textbooks I have ever read. It will succeed in its object in helping to keep yachtsmen out of trouble now and for generations to come". Such words from the author of *Heavy Weather Sailing* is accolade indeed.

Commander Erroll Bruce is well qualified to write such a book as an ex-submariner, then a RN Training Officer, then a crewman in the Orkney Life-

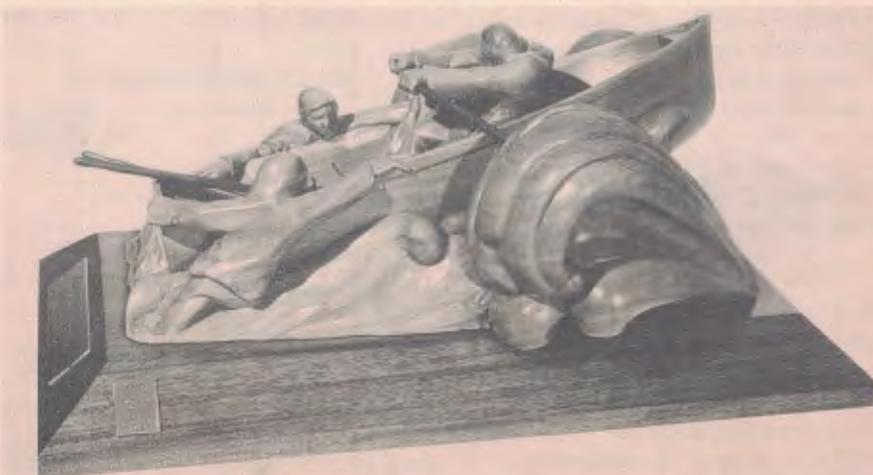
boat where he saw seas at their worst off the Scottish coast. He was a competitor in the first official RORC Trans-Atlantic Race open to small boats, and in the Bermuda to Newport, Rhode Island Race which was hit by the worst cyclone in the memory of ocean racing.

The purpose of the book is given in the preface. "To assist those who cruise their boats mainly in the coastal waters the world over". Preparation in Harbour is a chapter which should be compulsory reading for all who go to sea. The dangers to be avoided in rough weather, the effects on a boat and the handling in troubled waters, simple meteorology are all dealt with in a manner which is infinitely readable and simple to comprehend.

After reading the book, I felt it necessary to re-read *Heavy Weather Sailing* and found that Adlard Coles there, paid tribute to an earlier book of Erroll Bruce's, *Deep Sea Sailing* which had, for 10 years, been the best seller on the subject and referred to frequently in the text.

Although price was not a matter to be considered in judging the books, it was pleasing to note that the final winner is priced reasonably at \$22.50 for a book which is colour illustrated on every page.

Judging the competition required reading, to a greater or lesser degree, over 60 titles. The most memorably bad book for my wooden spoon was Taylor and Carol Hancock's *Only a Damn Fool*, and I wish I could find one nice thing to say about our own Ann Gash's *A Star to Steer Her By*.



Boating Book of the Year Trophy

BOOK REVIEW

Structure et Construction du Voilier
by Jean-Pierre Aubry.
286 pages; Editions Maritimes et
d'Outre-Mer

Ce livre attrayant est arrive au CYCA recemment pour un compte rendu dans 'Offshore'. Personne ne sait exactement pourquoi, et il y a peu de chance que le livre sera a vendre en Australie, mais dans le monde des maisons d'edition on attend toujours l'inhabituel.

Comme la preface explique ce livre n'est pas un manuel de construction ou de techniques . . . un theme deja bien embrasse par une rangee des experts. Il concerne le connaissance qu'il faut assimileur pour construire un voilier. Par exemple, le livre regarde les sujets comme les forces qui agissent sur un voilier et compare les pricipaux materiaux de construction — le bois, le plastique renforce, l'aluminium et l'acier. Dans un chapitre pour chaque materiau il examine les divers techniques de construction et surtout les divers problemes qui peuvent se produire avec chacune.

Mais il ne reste pas seulement avec les constructions traditionnelles. Un chapitre examine les systemes recentes comme le "West System" et les structures tubulaires, et analyse des voiliers tres modernes comme les "Admiral's Cuppers" 'Eclipse' et 'Imp'.

Le livre est entier et fait bien des recherches, et illustre totalement avec les photographies et les diagrammes. Sans aucun doute il va devenir un reference standard dans les rangs des livres techniques pour les yachtsmans.

S.P.

Cooking at sea

with Knocker

If you have ever cleaned up after a party at home, you always seem to find the inevitable bottle of wine or can of beer that wasn't consumed. Now I've always put it to one side and used it to cook with at a latter stage, so I tells myself, why couldn't we do this on a boat?

You have probably noticed all the booze that gets left in the fridge on board after a Sunday cruise. If you plan on using cans of beer, it would be a good idea to pour them into a glass first; some people do have a habit of using cans for ashtrays (yes, even in the fridge).

If I had all the left-over wine on 'Mary Muffin' I would have been able to make a white wine sauce to feed 100 people at the QLD. Tony could use it with the chicken and mushroom Vols au Vent.

Well, the mind boggles with some of the things we could prepare. What about a rum trifle with all the left-over rum from 'Natelle II'? Actually, I don't think there would be too much of that around after a sail. One of my old friends, Agnes Bloomington-Smythe, goes cruising at weekends and she has come up with a dish that really tickled the palate.

Kidneys in Madiera and Cream (Serves 4)

12 lamb's kidneys
50 g butter
300 ml left over Madiera (wow!)
½ cup flour
250 ml cream
Salt and black pepper

Method

Slice and core kidneys (if you prefer you could use two beef kidneys), and soak in a basin of cold water with a little salt for an hour. Wash and drain slices and coat with flour. Saute them in butter until they change colour.

Pour in the Madiera and simmer gently until tender (approx. ¾ hr.). Remove lid, add cream, don't boil. Serve with toast or buttered rice.

If you don't take Madiera with you when you go cruising, you can substitute port. Well, everyone drinks port.

Now for the main course, but you will really have to search the fleet to find brandy, maybe in the first aid kit!

Veal and Brandy (Serves 4)

8 slices veal
100 g butter
1 cup stock
15 ml chopped ginger
8 small onions
450 g can of pears
300 ml leftover brandy
25 g chopped parsley
30 ml cream
Salt and pepper to taste

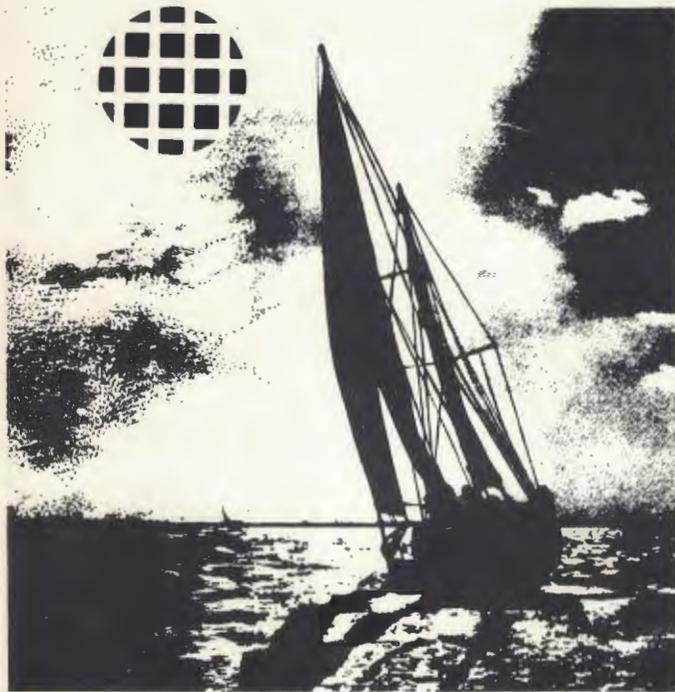
Method

Saute veal in butter with chopped onions and parsley. Add brandy, stock, cream and simmer for 2 minutes. Add pears, ginger, salt and pepper. Simmer for 30 minutes. Serve with steamed broccoli, baby potatoes.

Now for that special dessert, if you managed to save some rum.

Take four glass dessert bowls and line with slices of fruit cake. Soak with rum. Add crushed pineapple and top with custard; if you make a thick custard, you can thin it out with port; it will go a ruby colour, but don't panic.

That should manage to sort out one day's left-overs, if you find you have some other strange drinks left, like bourbon or vodka or gin, give me a yell and we'll work something out, like drink it!

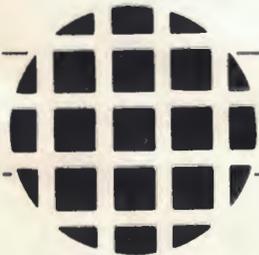


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