

OFFSHORE

NUMBER 52

FEBRUARY-MARCH 1980

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HOBART '79

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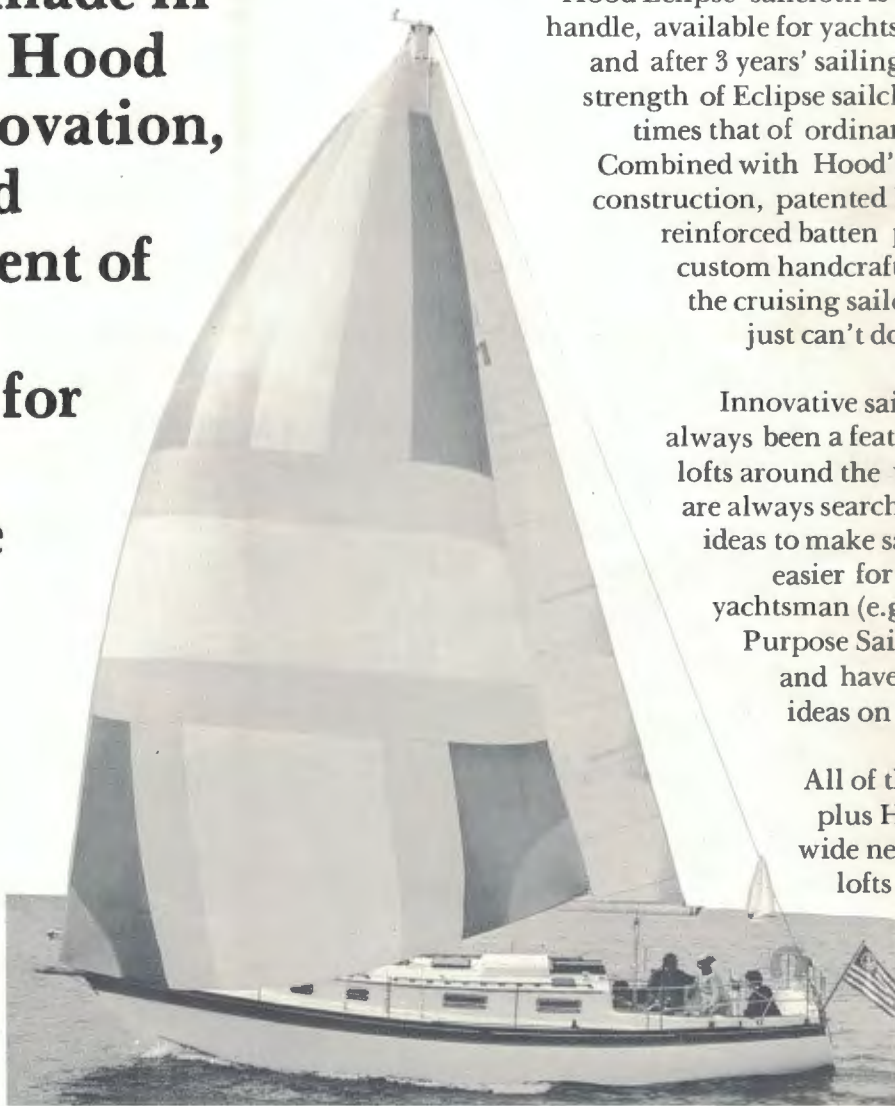
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OFFSHORE

February-March 1980



Cover: For the first time in 12 years, the record 1979 fleet had a downhill start on the way to Hobart. Modern IOR designs are not known for their ease of handling downwind, but in spite of crowded conditions, the 147 starters made it down the harbour with extras flying and without mishap. It was a small boat's race; none of the placegetters was picked by the 'experts', proving once again that the Hobart is much harder than the Melbourne Cup for the betting man. Photograph by D. Colfelt.

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OFFSHORE SIGNALS



The Editor,
'Offshore'

Dear Sir,
The *Sydney Morning Herald* (10th December 1979) told us that the Official Report on last year's Fastnet Race was compiled by "three highly experienced yachtsmen" and has been published. One of the conclusions that comes from the report is that there is no reason to impose any "experience requirement" for entrants in the Fastnet Race.

In stark contrast to this considered conclusion there is, as we understand it, a committee or (horror of horrors) a sub-committee set up to impose just such an experience requirement for entrants in the Hobart Race.

One wonders why such a committee is necessary especially now the Report is out. One explanation that the thoughtful yachtsman will dismiss is that it is part of an inevitable movement to the mindless bureaucratic control of everything we do. Yet one committee member has advanced as a cogent reason for raising this committee the "fact that we had to show the D.O.T. in Canberra that we were doing something after the Fastnet."

Well, it probably is possible to satisfy bureaucrats by imitating them, but it is a certain way to stifle, ultimately, the sport.

The first and major problem is: How can experience be tested? Everyone can think of a number of defamatory

examples of people with whom one has been to Hobart yet with whom one would not wish to go again. Yet most of these people have been wandering down the track year after year and their entry is accepted without serious question. On the other hand one reads of novices sailing half-decked skiffs to America. Nobody would suggest that, for instance, such an unhealthy qualification as merely being 'known' to any such committee would be the test.

The next problem is: What good will it achieve? No one needs reminding how the need for a licence to drive a car (a certificate of competency) has been an utter failure in stopping road deaths. Nor did the undoubted experience of the crews prevent the two recent, tragic disappearances of yachts in Australasian waters.

It is agreed that attempts to control the physical nature of ocean-racing yachts have merit. But surely such hopelessly theoretical notions as controlling in advance the way people react to crisis at sea can be quietly forgotten. Surely this committee for competency which has slid stealthily into our midst can be unceremoniously booted out again. At least let it be subject to critical examination.

Consider, finally, these thoughts. Who do you want to judge your sailing skills, your seamanship? Who is competent to do that? Do you know who the present members of the committee are? Who might replace them when they get sick of committee life and leave?

Have we stopped to think that the way to increase safety may be concentration on care problems, not merely a mindless increase in restrictions. Have we grasped the concrete reality that the risks in ocean racing are, in fact, tiny but may ultimately be unavoidable?

Yours faithfully,
S.B. Austin (RORC),
J.R.C. Harris

The Editor,
'Offshore'

Dear Sir,
Yacht racing, and particularly ocean yacht racing, is a sport that to the uninitiated offers untold opportunities

of striving to win by other than fair means. The oft' asked question, "How do they seal your engines?" demonstrates clearly the picture in the layman's mind of yachts out of sight of each other, or at night with navigation lights doused, forging ahead of their rivals under gasoline or diesel topsails. Such things, of course, do not happen, and honour and gentlemanliness prevail at least till after the finishing gun!!!

Declarations to the effect that the course has been sailed in accordance with the Sailing Instructions and that all rules appertaining thereto have been obeyed are required promptly after finishing all major races, and it has occurred that yachts have been penalised for late or non-lodgement of these declarations.

The Cruising Yacht Club of Australia sets it out clearly in its Sailing Instructions, and under the heading of 'Declarations' amongst other things states, "It is an essential part of ocean racing that yachts sail at night and at times out of sight of one another. An owner or his representative may therefore be the sole judge of whether the rules have been kept or not. He must, when signing his Declaration, be satisfied that the yacht has attempted to win the race only by *fair sailing, superior speed and skill and individual effort.*" (Italics mine.)

An incident in a mid-week harbour race recently gave food for much thought. Two 40 to 50 footers were reaching neck and neck for the first mark of the course, and for some seven minutes there was no change in the relative positions of the yachts. Concentration was paramount, and no unnecessary talk was being countenanced by grim-faced, determined helmsmen.

The leeward yacht — let's call her 'A' — was blessed by the presence in her crew of four delightful bikini-clad young maids, while aboard the opposition not a boat length to windward — we'll call her 'B' — there were no such decorative helpful additives — not that 'B' weren't admirers of same, but it just so happened that aboard 'B' there were present only males of the species.

Now, the helmsman of 'A', having a surfeit of aforesaid pulchritude aboard

and having tried by 'fair sailing, superior speed and skill' to be leading boat at the first mark (to no avail), decided to fall back onto a little 'individual effort'. He suggested to one young lady of generous womanly proportions that she might stand in the weather rigging as near to 'B' as possible while addressing herself to the grim, determined, hard-concentrating skipper of 'B' and making as if to display even more of her womanly charms than were already in evidence.

"Charlie . . . oh Charlie," she called while fiddling as if to undo the upper half of her bikini, "can I sail with you next week?" The grim determination melted into a broad smile, the resolute eyes strayed from the set of the sails, the battery of instruments and the now even closer mark

with his concentration, so prejudicing his chances of winning. 'A' would maintain that his crew could move about the boat as they wished and the skipper of 'B' was in no way obliged to pay any attention whatsoever. Continuing these lines of thought, supposing after due argument 'B' won the protest and 'A' was disqualified; skippers such as 'A's' would have to keep their crew under complete control and not allow any displays that might distract another skipper. Whereas if the protest were dismissed and 'A's' actions given the green light, then lightly-clad beauties would of necessity become part of every yacht's equipment, for flashing at appropriate moments to the detriment of other contestants' concentration. What competition it would engender!



— all were forgotten in the gleeful anticipation of the exposure that seemed imminent, mindful that such charms would be reclining on board 'B's' well furbished decks next week.

Too late — the concentration gone — in less time than it takes to tell, 'A' was a full boat length in front and so rounded the mark.

Question: Did 'A' strive to gain the lead by other than 'fair sailing, superior speed and skill', so contravening the rules governing the race, or could 'A's' actions be regarded as 'individual effort' and so be quite an acceptable racing tactic?

Let your mind run to the possibilities. Imagine that 'B' protests that 'A' attempted to win other than by 'fair sailing', etc. 'B' would argue that the action of the crew of 'A' interfered

sion periods preceding the start of the race and on the actual day of the event.

It is with the continuation of such co-operation, not only with Club officials but also by the skippers and crews of the competing yachts on the day of the race, that we are able to ensure that the spectacular start of this event will always be successful and, above all, safe.

On a personal note, I would like to thank the CYCA for their hospitality and courtesies extended to my wife and myself on the various occasions, on the start of the race and on our recent visit to Hobart.

Yours sincerely,
J.F. Dodwell,
Commissioner, Maritime Services
Board of NSW

26th December 1979
The Secretary,
Cruising Yacht Club of Australia

Dear Sir,
My wife and I wish to thank you for the invitation from the Commodore Flag Officers and Race Director.

It was a great privilege to enjoy at close quarters the start of the great 1979 Sydney Hobart Yacht Race.

We wish particularly to express our thanks to Mr Storey, the Race Director, and our host aboard 'Marabou'.

Your Club must be congratulated for its notable contribution to an event which does great credit to our Country.

Yours sincerely,
Frank Donohoe
Mayor of Woollahra

Incidentally, how would this explanation of 'equipment' on your yacht go down with your wife?

Yours sincerely,
Allan Campbell

3 January 1980
The Secretary,
Cruising Yacht Club of Australia

Dear Sir,
I would like to take this opportunity to congratulate the Cruising Yacht Club of Australia for the excellent manner in which they conducted the start of the 1979 Hitachi Sydney-Hobart Ocean Yacht Classic. At the same time, I would like to extend my thanks to the officers of your Club for their co-operation with the officers of the Maritime Services Board during the discus-

January 25, 1980
The Secretary,
Cruising Yacht Club of Australia

Dear Sir,
It would be appreciated if you would pass on the thanks from the members of my yacht 'Superstar' to the Club for the hospitality extended to them during their stay in Sydney. I should also like to add my congratulations to the Commodore for being the most immaculately dressed Sydney-Hobart starter I have ever seen — it was good to see the sartorial elegance at the start was matched

Offshore Signals

by a magnificent performance at the other end.

A lot of discussion took place in Sydney in relation to the use of the offshore mark in the long race of the Southern Cross Series, and everyone with whom I spoke felt it was an excellent idea. I know that this was certainly so in the case of the Victorian boats because only too often the offshore courses tend to be reaching up and down the coast.

The only other matter I should like to comment on is that of the parking in Rushcutter Park itself which I think assisted everyone a lot in their preparations and whoever organised it with the local council did a very great job.

Best wishes,
Yours sincerely,
Keith Farfor

Runaway win for the girls

On a balmy day in December, the Cruising Yacht Club held the first annual International Land Yacht Racing Challenge and International Match Racing Series. In two specially constructed boats, 'Bumblefoot' and 'Hellsole', the crews of visiting Southern Cross yachts raced against each other in Rushcutter's Bay Park, around familiar orange buoys, for prestigious trophies and free beer.

The Match Racing Series provided the

spectators with a gentle luffing match between 'Yeoman XXI' and 'Marionette', which resulted in both boats being demolished. A spaghetti of twisted steel and sail was hurriedly re-assembled for the International Land Yacht Racing Challenge between 'Condor of Bermuda' and 'Conga of Sydney'.

Running in 'Conga' was the CYC's all-girl team, recently victorious in Alice Springs and no less confident of winning the title against the boys from 'Condor'. It was unfortunate for the English lads that Greg Gilliam chose to retrieve his beer from the track as they were rounding the mark. By failing to pick up their crew member, who was severely trampled in the ensuing debacle, they lost valuable time and the girls raced away to victory.

The \$2,000 prize money donated by the owner of 'Condor', Mr Bob Bell, was presented to Mr Charles Price, Senior Administrator of the Spastic Centre of NSW, who was accompanied to this spectacular afternoon by Deidre Healey, the reigning Miss New South Wales.



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1980 Pan Am Clipper Cup Series

The very popular Pan Am Clipper Cup Series last held in 1978 in Hawaii is on again this year, and Key Travel, which is the official travel agent for the series, have advised that those who intend to go to Hawaii should make

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Scuttlebutt

their bookings now to avoid disappointment.

The series consists of three events with a total of five races.

The *Offshore Olympic Triangle Series* (Category II) is a three-race series, each race with a 25-30 mile course (100 points is awarded for first place and decreasing by one point per place).

The *Medium Distance Offshore Race* (Category I) is 100-150 miles either around Oahu or along the north shore of Molokai (300 points for first and decreasing three points per place).

The *Long Distance Offshore Race* (Category I) is the 775 mile Around-The-State Race (400 points for first decreasing four points per place).

All races will be scored and there will be no throw-outs.

The Pan Am Clipper Cup will be awarded to the individual yacht with the highest cumulative points for the entire series. The King Kamehameha Trophy is presented to the international three-yacht team with the highest cumulative points for the entire series based upon standings of yachts on international teams.

Skippers, navigators and watch captains must be amateurs.

Time allowances will be calculated in accordance with the USYRU Time Allowance System using a standard multiplier of six-tenths (0.6) and the adjusted mileage for each race.

Hobart Race film

Congratulations to the ABC, which must now rank somewhere near the top of the class when it comes to producing stunning yachting film. This year's Hobart Race film was produced by Jim Allan, directed by Peter Lipscombe and filmed by the cream of ABC Sydney photographic staff available at the time (they got some able assistance from Sir Ambrose Greenway, the navigator aboard 'Yeoman XXI', who is a photographer himself, and from Bob Fischer, a BBC yachting correspondent who shot film

from the deck of 'Condor of Bermuda'). Bill Russo did a fine job in the cutting and splicing, too, something which often goes unsung but which makes or breaks a film. The CYCA's own Gordon Bray owns the dulcet overtones and he is also the author of the very crisp narrative. Some segments of the film, taken from a helicopter which was pirouetting around the yachts on their way down, their brilliant-coloured skirts hiked high as they skipped across the paddock, are being used on ABC TV as 'transition segments' (film cuts shown between programs).

Bell & Howell Middleton Memorial

The newest event in the NSW offshore calendar was held over the January long weekend in 10-20 knot breezes, and the two courses (IOR and Arbitrary) were sailed in fast times.

The Category 2 Charles Middleton Memorial Trophy (IOR), raced from Port Hacking to Jervis Bay and return, was won by 'Nyamba' sailed by Graham Lambert. Second went to 'Onya of Gosford' (Peter Rysdyk) and third, 'Hobo' (P. Cray).

The Bell & Howell Trophy Race (Arbitrary) over a course from Port Hacking-Sydney Harbour-Flinders It.-Port Hacking was won by 'De Facto' (R. Mitchell), with second going to 'Shortwave' (I. Short) and third, 'Rambull' (J. Lough).

Prizegiving was held at the Royal Motor Yacht Club, Port Hacking Branch, under the auspices of the sponsoring Club, The Port Hacking Ocean Yacht Club.

Pictured on trophy presentation day for two new offshore yacht races sponsored by Bell & Howell Australia and conducted by the Port Hacking Ocean Yacht Club are, from left, Graeme Lambert, who skippered Jim Hardy's 'Nyamba' to victory in the Charles Middleton Memorial Trophy race, and Colin Campbell, Bell & Howell Australia's Planning and Development Manager. The winner took home a Bell & Howell DCR 8mm sound projector and a pair of Nikon 7x50 waterproof binoculars.



Thanks

The Club wishes to sincerely thank the following Members who allowed their boats to be moved to temporary moorings and/or those who vacated their marina berths so that competitors in the Hitachi Sydney-Hobart Race might have more convenient berthing during that period. It is appreciated that this entails sacrifice on the part of these Members, and their generosity is very much appreciated.

I. Bridge, W. Mirow	'Circinus'
& P. Mathews	'Windward II'
R. Copeland	'Matika II'
L. Green	'Quadrille II'
J. Brooks	'Butterscotch'
Mrs. L. Rydge	'Talei'
J. Keown	'Black 'n Blue'
Miss W. Gardner	'Limited Slip'
K. Dobbins	'Industries'
A. Cooley	'Leda'
A. Wargon	'Corfu'
M. Green	'Mowana'
M. Southern	'Leana'
R. Adair	'Intro'
J. Phillips	'Relish'
G. Bailey	'Weather Report'
A. Hatch	'Splay'
T. Spooner	'Kareena'
H. Segal	'Misty'
A. Brown	'Gee & Tee'
R. Moore	'Vanessa'
K. Jaggar	'Kismet'
N. Christie	'Doubloon'
M. Hawksford	'Joi de Vie'
B. Landis	'Larool'
T. Dusseldorp	'Little Bee'
J. Corner	'Intuition'
S. Collakides	'Fuzzy Duck'
C. Troup	'Love & War'
P. Kurts	'Andros'
J. Blundell	'Tam O'Shenter'
J. De La Vega	'Davo Ten'
K. Davis	'Aquavit'
J. Nankervis	'Kittiwake'
D. Luker	'Skylark'
J. Ward	'Catriona M'
B. Folbigg	'Sarie Marais'
J. Harrison	'Rum Runner'
J. Diamond	'Lolita'
N. Cassim	'Pippin'
W. Sweetapple	'Vanda'
J. Beale	'Spanker'
J. Bullock	

Club Archivist

Recently we were discussing the need for a qualified person to look after our archives. Mrs Aurian Bird, an active and attractive Sailing Associate who works in the library of the Kuring-gai College of Advanced Education, volunteered together with her friend Phillipa Morris, B.A., A.L.A. who is in charge of The Audio Visual Library at the College.

It is expected that these ladies will

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(continued on page 21)

Stretch your wings Australia.



Make friends for Australia

QANTAS



QF0500



HOBART '79

The 1979 Hobart Race as seen from 'Bumblebee 4'.

by Peter Shipway

The huge yellow spinnaker of 'Condor' breaks out; our big British rival makes a perfect start and leads us around the South Reef tug. Through the Heads under No. 2 genoa and full main we come close-hauled onto the 20 knot southerly. The heavier and stiffer 'Condor', carrying a heavy No. 1 genoa, is moving a little better and slowly opens up a lead of 100 yards on the starboard leg which takes us well to sea. We take a reef in the main, then shake it out a mile from the Heads when the breeze suddenly lightens and heads both 'Condor' and 'Bumblebee 4'.

We flop onto port tack with 'Condor' 200 yards to windward and 'Helsal II' and 'Siska' behind us. We are going to keep a very close watch on 'Siska' all the way to Hobart because the old master Magnus Halvorsen has boarded her at the last minute to navigate. No one knows more about winning this race than he.

The breeze backs into the east as the afternoon wears on, enabling us to set a heavy No. 1 genoa sheeted wide to reach down the coast at better than 10 knots. 'Helsal' is hanging on but 'Siska' is dropping back.

Our race plan is to stay just to the east of the rhumb line and make a Tasmanian landfall well south of Maria Island. Just after 3 p.m., a savage

squall, gusting to 35 knots, hits the fleet from the SE. By that time, we had worked level with 'Condor' 100 yards on her weather side. Sails are hurriedly changed on both boats with deep reefs taken into mainsails and No. 4 headsails set. Revelling in the tough conditions, 'Condor' regains a slender lead of about 50 yards.

At nightfall, both boats are virtually alongside each other, just laying off Point Perpendicular some 80 miles from the start. With the wind easing, full sail is set, and as always seems so in lightening airs, 'Bumblebee 4' begins to do the better.

As the new watch comes on deck at 2 a.m. on that first night, they find 'Bumblebee 4' just south of Point Perpendicular and the port and starboard lights of 'Condor' dipping into the sea about 100 yards astern with the wind speed 15 knots from the ESE. Nothing changes for the next hour, but then 'Condor' starts to crank out to windward dramatically. We could have gone with her but, as we are sailing about 5 degrees high of the desired course, can see no point in it. Slowly her starboard light disappears and we are not to see 'Condor' again until she arrives hours behind us in Hobart.

At dawn, we are well to see off Montagu Island in windless conditions. The mainsail is dropped to repair a broken batten and the spinnaker stay-sail set as a wind-seeker. Nothing is more frustrating than this sort of weather, especially in a maxi, as we know our handicap time is really going out the door.

As the sun rises slowly over the horizon, a sail is sighted well to sea and slightly astern. It's a three-quarter rig and, as the breeze finally fills in around 7 a.m., the spinnaker color identifies our company as 'Helsal II'. However, she cannot sail as low as we can in

the light conditions, and she soon disappears over the horizon, astern.

The 7.30 sked confirms our worst fears — it has been a night for the little boats. They are all very close astern and for us to win on handicap from here we would need a huge break at the other end. However in the battle for the line, all our rivals are very close with 'Condor' placing herself slightly ahead.

As forecast, the nor'easterly sea breeze slowly freshens in, to 10-15 knots, and we are right on course for Tasmania Island with 0.75oz spinnaker and 1.2oz blooper. One man of the nine-man watch is permanently stationed on the fall of the blooper halyard to haul it clear of the sea when it collapses behind the mainsail.

Noon. At the change of watch we peel to the 1.5oz spinnaker, and with Green Cape abeam and to starboard, we commence a great run into the Strait with the nor'easter gusting to 30 knots.

This is the test we have waited for — the first hard run in a new boat is always nerve-gripping. But the Frers thoroughbred runs like an express train and control is never difficult. We anxiously wonder how the new 'Helsal II' is skidding along. We learn later she runs through 'Condor'. Luckily we cannot see her.

Our speed that afternoon never drops below 12 knots. Parmelia Race-winning skipper Skip Novak serves us up with 18½ knots in one burst, and Gary Weisman beats that with a shoot of 20 knots.

No boats are in sight at dusk, and we contemplate changing to a 2.2oz chute. But in these big boats you are moving so quickly under these conditions that the apparent wind stays low, so

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◀
'Condor of Bermuda' had her brief moment of glory coming down the Harbour when she got the edge on 'Bumblebee 4'. 'Bumblebee 4' finished a respectable 15th, 88 places in front of 'Condor'.



David Collett

'Apollo' and 'Siska' in a private race to the Heads.

At the first mark, which was a tug anchored off inner South Head, race contestants arrived in waves of fifteen and more boats abreast. They rounded in very close quarters, still tidying up spinnaker gear. There were no mishaps of note, although helmsmen and crew alike had their work cut out in the 12-15 knot SE winds to negotiate the tight squeeze around the mark.



David Collett

we are able to hang on to the lighter spinnaker.

As we storm into the second night under full sail we are well across the Strait. We experience our only real drama when the blooper collapses; we cannot recover it in time from the rolling sea, and it is torn beyond repair. We hoist the 2.2oz blooper and continue our charge to Tasmania. There is very little work for the off-watch, so everyone is enjoying plenty of sleep.

Dawn on the third day finds us in dying airs 35 miles off the Tasmanian coast and south of Eddystone Pt. The 0.75 spinnaker is set, blooper dropped, and we gybe as the breeze goes briefly to the northwest. The morning radio sked relieves any fears we may have had about our running ability when our position gives us a good 15-mile lead. The only worry is that Magnus Halvorsen has 'Siska' a mile inshore of us. Should we move in or stay with our original plan? The consensus is not to get jammed high up the Tasmanian coast, so we hold our intended course.

It is a day of light and fitful airs, mainly from astern. These are the conditions in which we probably have the biggest advantage over the other maxis. Spotter planes buzz us all day. They confirm our leading position as they all come from inshore and not from ahead — always a good sign!

As the daylight fades, so does the wind, and at dusk, with thick fog rolling in, it looks as though we are in for a frustrating night. But the fitful wind remains all night although we have to come high on course many times to maintain speed. To keep to our track we have many gybes with the breeze from the north, rarely above 10 knots.

Dawn is eerie, with thick fog and little wind — very English. With superb navigation by Peter Bowker, we lay Tasman Light right on the button. We see it coming majestically out of the mist 200 yards away. We gybe and have Tasman Island bearing due north at 7 a.m. less than three days out of Sydney.

Ahead lies fickle Storm Bay and the Derwent River. For an hour we lie



Sandy Peacock

Fog pours over the Tasmanian coast like thick cream.

becalmed under the cliffs of Tasman. Then the mist rolls in with some breeze that enables us to lay Cape Raoul with gear well eased. Finally a light, shy spinnaker carries us to the Iron Pot at the entrance to the Derwent.

The weak sea breeze has penetrated the river and, after numerous gybes to stay out of the current in the middle, we storm the finishing line off Castray Esplanade at better than 11 knots.

The fleet reached the Heads in record time, the leaders getting into open water in just over 10 minutes. The entire fleet was on its way south in just over one half hour.



David Collett

HOBART '79



A very busy Race Director, Keith Storey, still found time to host various press and VIP functions aboard 'Marabou'.

Burt Oliver had a 20th anniversary for radio relay duty this year as Communications Crew Chief aboard 'Greshanne'.



There were a lot of yachts to pick in a fleet of 147, but no one picked the winner as a pre-race favourite. Here, in one of her rare photographs, she is in the middle of the three yachts at the right.



Bill Owen, AWA's Marine Manager, explains the communications systems for the Hobart Race to the press aboard 'Marabou'.

The Official Starter's boat, HMAS 'Snipe', carrying the Prime Minister of Australia and official party back from the start, which was over in a trice.



HOBART '79

The last of a decade

by John Dawson

The race has been won and lost, but for 'armchair admirals' I again put pen to paper in regard to the way I saw it, from the 60' steel sloop 'Banjo Paterson'.

Firstly, getting a ride was as not straightforward for many yachtsmen this year, particularly if they had not been a member of a specific crew. I think it was generally felt that with a record field, including a large number of maxis which needed approximately 20 hands, obtaining a spot would not be all that difficult for experienced sailors. However, it seemed that, contrary to the experience of other Southern Cross years, overseas, interstate and maxi vessels arrived with a complete crew and, in some cases, with extras.

Pierhead jumping was in evidence, but still a good number of imports as well as locals did not make it. Informed sources say that at least two good boats could have been well crewed by those who stayed behind; this seems to emphasise the increasing interest in ocean racing and especially the popularity of the Sydney-Hobart.

Boxing Day dawned cloudy but fine with a light sou-easter nudging across the harbour (it gradually freshened). This was contrary to the weather patterns that had made sailing a little more difficult around Sydney waters, particularly in the previous week of the Southern Cross Cup. This wind also satisfied pundits who had been opting for a southerly start for a number of years, and it was the first from this direction since 1967 when the rounding mark (a buoy) at South Reef went missing, causing great confusion.

The start would have to be the most spectacular ever; 146 boats broke out spinnakers of the most brilliant colours and varied panels, and they reached towards the Heads with the breeze a little

aft of the beam in a 15 knot sou'easter. 'Condor' was first out with a couple of lengths to 'Bumblebee 4'. On 'Banjo' outside we found the breeze had eased and the going not all that fast as we worked to windward in a left-over southerly slop. Just abeam of Botany Bay a squall hit at approximately 30 knots and even the big 'Bumblebee 4' got down to two slabs and a number four headsail. Aboard the 'Paterson' we were contemplating another reef, and while John Sheridan ('Ballyhoo' fame) and Dave 'Chalky' Hutchen were making the necessary signs, the clew of our No. 3 came adrift (pulled right out). One jib down in 20 miles and only 600 odd to go!

Dusk saw the fleet that night pushing south with slightly eased sheets into a fairly lumpy swell and 25 knots over the deck. The glamour of the marina and the charisma of bar talk preceding the event had disappeared as we punched south.

Even aboard 'Banjo Paterson', the crew, which boasted nearly 100 Hobarts among them, quietened as stale Xmas cheer possibly preoccupied thoughts below as we ploughed through the occasional greenie. Our cook, 'the dog', seemed to want fresh air more than to occupy the galley, and the spaghetti bolognaise proved to be a little unpopular that evening.

As Wednesday evening progressed the breeze lightened, and by dawn next day it had nearly faded altogether. That Thursday just after first light it veered to the east and as it backed further to the nor'east it increased in strength. We gradually got east of the rhumb line sharpening up in the lighter wind and then squaring away as the breeze settled in. At midday we were east of Montagu Island. By nightfall we had a steady 25 knots with a clear sky

and a small following sea. What a way to go — by noon next day (Friday) in 24 hours and with the breeze lightening we logged 240 miles to be abeam of Flinders.

This had been a great way to cross the strait. 'Banjo' of course being a few years old is really beautifully finished in timber down below, and what a pleasure to come off watch and sit down at a gimbaled table and eat one's meal with all the comforts instead of juggling your dinner between knees as I had done on racing vessels in previous years. On the other hand she did not have fancy sails such as bloopers nor did she have wind indication gear. Her only instrument dial was boat speed (including log of course) and I must say that steering her during the night in front of that good nor'easter, which other crews advised gusted 40, kept the helmsman alert, particularly around midnight when the breeze kept wanting to go north and the feel of it changing direction on the back of your head or behind your knees had to be your guide. Even without these 'sophistications', however, the old girl still reached 20 knots on one wave revelling in the fresh going.

Friday afternoon saw the breeze easing and backing with low scud coming across. We were one of the most easterly boats in the fleet and we still carried a port pole throughout the night sharpening up as the breeze softened. The other gybe was still not good enough in direction to consider crossing to. As the sea mist enveloped us the wind crumpled. The barometer gave no encouragement at all as it sat on 1023 mbs which is unusually high for the area.

Saturday first light saw us between Maria Island and St. Helens. At this stage 'Bumblebee 4' was rounding Tasman Island in thick fog, and he well-



known international heavy, Peter Bowker, had been spot on with his navigation. Visibility in our area was extremely poor and eerie as the mist continued to thicken. The fog rolled in all that day and night with the breeze non-existent for a good part of the time. 'Bumblebee' finished just before 2 pm to take line honours.

We staggered on to round Tasman Island at 0700 on Sunday. Visibility was so bad that we could only see the water breaking on the rocks below the light. At the least there was a good ENE breeze which followed us around and pushed us up Storm Bay. This petered out, and it took us another 12 hours to arrive in Hobart at a little before 7 that evening, about 30th over the line. Twelve hours from Tasman was not unusual for many of the boats arriving in the first portion of the fleet.

Although we did sneak up the river in a sea breeze, this gradually died with dusk

and the weather became quite clammy with any wind dying altogether. Most expected Sunday night would be a repeat of the previous one, with little breeze and the balance of the fleet would be at least another 24 hours getting to the line. This was not to be, however, because at about 9.30 pennants and burgees that previously had been listless on boats in Victoria Dock sprang to life as a fresh sou'easter brought the fleet home.

It is interesting to note that although the first 30 odd boats arrived over a period of 30 hours, 15 crossed the line in an hour between 10 and 11 that Sunday evening with an incredible 30 storming the finish in the hour between midnight and 1 am Monday morning, including the first and second placings 'Screw Loose' and 'Wheel Barrow'. The balance of the fleet were virtually all home by 6 am.

All sorts of people said ½-tonners could

not win a Hobart, but they did. A lot of people felt the three 1-tonners were not the right choice for the NSW Southern Cross Team — but they were wrong.

Finally, my friend Cable was a *little* out in his 'Offshore' selections, which were (1) 'Police Car', (2) 'Blizzard', (3) 'Marionette', as they finished 114th, 100th and 62nd respectively.

A great sail by 'Bumblebee' considering all her initial setbacks and a tremendous win by a little known vessel 'Screw Loose'.

Well, it was off to the Quiet Little Drink for a yarn and a beer or two. A new record at 11,105 beers, including a very substantial donation by Carlton and United Breweries of 1200 tins of Fosters, which was very much appreciated. The lucky door prize of 500 blue cans, delivered anywhere in the world, was won by a well-known Melbourne sailmaker Bruce Walters. Finally the

official South Pacific Tap Dancing Championship Teams Event was 'un-officially' won by a great international trio of softshoe experts, P. Bowker (USA), S. Brown (NZ) and D. Mickleborough (Aust).

By the way, each year a number of hundreds of dollars are donated to the Tasmanian Crippled Children's Association by guests at the QLD. This year, using a slightly different method, an amount of \$1,700 was collected, but it is presently being held in trust in Hobart. Talks have been held with various Tasmanian yachtsmen as to how these funds might be best used but as yet a specific decision has not been reached.

That's ocean racing.

OVERALL TEAM RESULTS

Place	Team	Total Points
1.	New South Wales	557
2.	United Kingdom	551
3.	Victoria	431
4.	Western Australia	391
5.	New Zealand (Nth)	377
6.	Ireland	309
7.	New Zealand (Sth)	306
8.	Tasmania	290
9.	United States	265
10.	South Australia	237
11.	Queensland	202

Hitachi Southern Cross Cup 1979

Individual Yacht Rankings

Place	Yacht	Total Points	Country/State
1	Marionette	202	UK
2	Relentless	207	NSW
3	Deception	195	NSW
4	Smackwater Jack	193	NZ(N)
5	Yeoman XXI	184	UK
6	Challenge	172	Vic
7	Blizzard	159	UK
8	Diamond Cutter	155	NSW
9	Sunburst	149	Vic
10	Police Car	145	WA
11	Farrawa	134	WA
12	The Sting	132	Tas
13	Hecate	129	SA
14	Bacardi	118	USA
15	Siska	112	WA
16	Regardless	110	Ire.
16	Moonshadow	110	Vic
18	Patrice III	109	Ire.
19	Chick Chack	104	NZ(S)
19	Koamaru	104	NZ(S)
21	Granny Apple	102	NZ(S)
22	Mardi Gras	100	NZ(S)
23	Amon-Re	98	Qld
24	Satin Sheets	90	Ire.
25	Congere	89	USA
26	Chaos	86	Tas
27	Anticipation	76	NZ(N)
28	Christina	75	Qld
29	Mirraboooka	62	Tas
30	Sorcery	58	USA
31	Born Free	56	SA
32	Chautauqua	52	SA
33	Goondooloo	29	Qld

SOUTHERN CROSS CUP 1979 RESULTS

Team	Yacht	PLACINGS				Point-score Rank
		Race 1	Race 2	Race 3	Race 4	
NSW	Deception	1	11	11	3	3
	Diamond Cutter	20	15	9	8	8
	Relentless	6	9	4	1	2
UK	Blizzard	2	6	5	20	7
	Marionette	4	3	2	6	1
	Yeoman XXI	9	4	10	9	5
Victoria	Challenge	3	7	1	16	6
	Moonshadow	8	5	8	+	16
	Sunburst	10	16	14	11	9
WA	Farrawa	26	12	18	12	12
	Police Car	11	2	6	26	10
	Siska	30	1	31	21	15
NZ (North)	Anticipation	16	21	23	27	27
	Chick Chack	13	24	16	19	19
	Smackwater Jack	12	10	7	2	4
Ireland	Regardless	7	8	3	+	17
	Patrice III	21	17	20	18	18
	Satin Sheets	22	13	13	29	24
NZ (South)	Granny Apple	14	19	12	24	21
	Koamaru	27	22	24	13	20
	Mardi Gras	25	25	21	14	22
Tasmania	Chaos	28	26	27	15	26
	Mirraboooka	19	24	25	28	29
	The Sting	18	21	25	7	11
USA	Congere	11	14	17	31	25
	Sorcery	24	18	30	30	30
	Bacardi	15	28	19	16	14
SA	Born Free	23	32	26	23	31
	Chautauqua	32	30	28	22	32
	Hecate	17	29	22	4	13
Queensland	Amon Re	31	31	32	5	23
	Christina	29	27	29	17	28
+ Retired	Goondooloo	33	+	33	25	33



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HOBART '79

Results

Place	Yacht	Owner/Charterer	Elapsed Time	TCF	Corrected Time
1	SCREW LOOSE	R.J. Cumming	4-12-54.63	.6934	3-03-31.10
2	WHEEL BARROW	I.C. Tringham	4-12-59.22	.6934	3-03-34.28
3	APALIE	"Apalie" Syndicate	4-13-05.85	.6931	3-03-36.92
4	SHEANDOAH	J.R. Charody	4-13-33.53	.6902	3-03-37.06
5	QUINTAL	H.C. Knoop	4-13-19.83	.6962	3-04-06.95
6	NIRE LOWA	A.T. Floyd	4-14-45.38	.6902	3-04-28.63
7	MERINDA	A.G. Taylor	4-15-13.03	.6918	3-04-58.40
8	CHAUVINIST	P. Winkler	4-15-47.65	.6902	3-05-09.62
9	ZILVERGEEST III	A.J. Murray	4-12-17.57	.7133	3-05-14.70
10	MORNING HUSTLER	J.H. Cowell	4-12-51.00	.7133	3-05-38.55
11	THUNDERBOLT	L.P. Harding	4-13-08.30	.7137	3-05-52.08
12	QUETZAL	P. North	4-13-05.85	.7139	3-05-53.07
13	CHERRY CHEER	P. Attrill	4-17-37.63	.6863	3-05-56.93
14	LOLLIPOP	I. Miller	4-17-31.93	.6874	3-06-02.52
15	BUMBLEBEE 4	J.D. Kahlbetzer	3-01-45.87	1.0628	3-06-23.80
16	GHOST TOO	K. Roxburgh, C. Graham, W. Hoare	4-11-40.22	.7293	3-06-31.43
17	PIMPERNEL	H.J. Holland	4-14-06.78	.7145	3-06-40.53
18	PUSS 'N' BOOTS	H. Boot	4-12-55.98	.7234	3-06-48.12
19	RELENTLESS	P. Hankin	4-06-16.97	.7784	3-06-50.30
20	CHANCE	W. & J. Rice	4-12-14.28	.7293	3-06-56.27
21	ZEUS II	J.R. Dunstan	4-18-32.15	.6899	3-07-01.06
22	BLUE MOVES	B.A. Moore	4-12-20.98	.7316	3-07-16.12
23	TINA TWO	K.V. Dyer	4-18-56.20	.6902	3-07-19.75
24	AURIGA	M.P. Stubbing	4-14-07.60	.7238	3-07-42.57
25	BELITA IV	D.R. Anderson	4-13-30.15	.7288	3-07-48.32
26	SGIAN DUBH	R.W. Lean	4-15-09.25	.7186	3-07-52.52
27	VANGUARD	R.H. Cawse	4-04-56.72	.7918	3-07-55.70
28	BRUMBY	P. & R. Robinson	4-19-20.60	.6934	3-07-58.73
29	BILLABONG	P.N. Joubert	4-12-38.68	.7364	3-08-00.35
30	AMON-RE	D. Smith	4-12-48.45	.7357	3-08-02.97
31	HECATE	W.J. Tedmanson	4-14-09.85	.7271	3-08-06.02
32	REVENGE	P.H.I. Green	4-13-20.17	.7327	3-08-06.63
33	SPIDER	D. Currie	4-12-26.03	.7391	3-08-08.60
34	SECOND LADY	G. Shenwinski	4-12-48.38	.7369	3-08-10.75
35	WATHARA II	E.J.C. & R.E.C. Stopp	4-12-18.20	.7410	3-08-15.15
36	WIMAWAY	A. Barry	4-12-55.97	.7375	3-08-20.27
37	ORANI	W.G.P. Read	4-12-14.25	.7433	3-08-27.17
38	SMACKWATER JACK	P. Whiting	4-06-56.75	.7846	3-08-46.27
39	DECEPTION	J.H. Bleakley	4-06-58.20	.7846	3-08-47.40
40	BIG SCHOTT	A. Pearson	4-03-49.78	.8119	3-09-03.10
41	HUON CHIEF	H.D. Calvert	4-10-49.68	.7597	3-09-09.43
42	MARIA	M. Preston & D. Kelly	4-12-46.40	.7463	3-09-10.85
43	HERCULES	M.H. C.M. & S.P. Will	4-10-26.25	.7628	3-09-11.42
44	MYSTIC SEVEN	N.D. Chidgey	4-12-51.70	.7462	3-09-13.95
45	VIVACIOUS	J.A. Brown	4-22-09.13	.6877	3-09-15.18
46	MIKO	D. Burfitt	4-21-39.57	.6915	3-09-21.68
47	CAV	S. Parnell	4-16-39.32	.7225	3-09-23.60
48	JEDAKA	H. Kuhn	4-13-44.70	.7420	3-09-25.83
49	SHOGUN	B. Sutton	4-03-26.42	.8190	3-09-26.48
50	SWEET CAROLINE	M.W.D. Phillips	4-03-00.48	.8246	3-09-38.52
51	BINDA	I.D. Ritchie	4-14-12.22	.7410	3-09-39.65
52	SAGITTA	B. & W. Hellen	4-17-08.62	.7222	3-09-42.73
53	SHEANAOAH (Vic)	R.A. White	4-12-19.33	.7546	3-09-44.38
54	SOLANDRA	R.W. Escott	4-22-32.98	.6911	3-09-55.77
55	THE STRING	A.M. Rundle	4-10-48.12	.7680	3-10-01.43
56	LOWANA II	D. Millikan	4-13-00.97	.7525	3-10-02.07
57	GARLIC PRAWN	P.E. Glynn & R.W. Steel	4-15-37.37	.7353	3-10-04.57
58	IMPETUOUS	G.R. Lambert & J. Crisp	4-04-34.77	.8171	3-10-11.00
59	CHRISTINA	P.W.H. Woodruff	4-12-51.08	.7555	3-10-14.23
60	CALLALA	R.K. Birtles	4-13-45.63	.7579	3-10-25.77
61	PRYORITY	J. Pryor	4-10-23.95	.7763	3-10-35.85
62	MARIONETTE	C.A.F. Dunning	4-00-32.62	.8580	3-10-50.05
63	WHITE POINTER	K. Le Compté	4-10-50.75	.7763	3-10-56.65
64	MERCEDES III	A.T. Clutton	4-12-16.25	.7665	3-10-59.37
65	MARK TWAIN	K. Jones	4-13-00.32	.7615	3-11-00.45
66	NEW BEACH ROAD	D.C. Booth	4-11-32.50	.7728	3-11-06.48
67	RAGAMUFFIN	S. Fischer	4-01-46.20	.8503	3-11-08.02
68	CHAOS	D. Leitch	4-10-26.20	.7831	3-11-21.02
69	KAIULANI	S.C. Lovell	4-18-49.48	.7264	3-11-24.52
70	MERCEDES V	H. Jones	4-05-57.47	.8181	3-11-24.68
71	QUEST	R. Cruickshank	4-13-15.72	.7636	3-11-25.93
72	CHAUTAUQUA	A.C. Rowett	4-11-36.02	.7757	3-11-27.92
73	NIRIMBA	Royal Australian Navy	4-19-12.58	.7247	3-11-29.53
74	PICCOLO	J. Pickles	4-10-13.93	.7867	3-11-34.37
75	FLIGHT	G.B. Lambie	4-18-08.50	.7323	3-11-35.15
76	NYAMBA	J.G. Hardy	4-05-44.83	.8218	3-11-36.95
77	DIAMOND CUTTER	A. Sweeney	4-12-02.03	.7742	3-11-38.38
78	FARR OUT	E. Vidor	4-10-22.92	.7870	3-11-43.35
79	WOFTAM IV	B. Jamison	4-13-19.23	.7659	3-11-43.72
80	KOAMARU	B.A. Millar	4-11-22.28	.7799	3-11-44.33
81	PATRICE III	D. MacWilliam	4-03-49.08	.8392	3-11-46.03
82	APOLLO II	R. & I. Thurston	4-03-20.15	.8436	3-11-47.97
83	QUICKSILVER	P.D. Lamont	4-11-45.57	.7777	3-11-48.27
84	LUPUS	W.A. Schifferli	4-17-37.77	.7380	3-11-51.50
85	YEOMAN XXI	R.A. Aisher	4-01-46.23	.8580	3-11-53.22
86	FURIABO	Y. Sasamoto & T. Tomioka	4-05-13.15	.8291	3-11-55.23
87	BACARDI	J. Gould	4-03-45.08	.8425	3-12-02.42
88	SUNBURST	R.K. Young	4-06-05.93	.8246	3-12-11.43
89	STAR WARS	B.R. Burton	4-11-22.80	.7844	3-12-13.72
90	MARDI GRAS	Farmyard Syndicate	4-11-22.87	.7860	3-12-24.08
91	FARRAWA	B.G. Campbell	4-05-08.88	.8346	3-12-25.08
92	CHICK CHACK	M.L. Dykes	4-12-50.10	.7781	3-12-41.07
93	SALACIA II	A.W. Byrne	4-03-15.28	.8536	3-12-43.42
94	CHALLENGE	L.J. Abrahams	4-04-24.52	.8443	3-12-46.48
95	INVINCIBLE	D. Bienefeld	4-12-24.42	.7821	3-12-47.10
96	DAMEL	W.A.J. Currie	4-12-21.82	.7831	3-12-51.57
97	PIRRA	S. Shield	4-18-16.70	.7431	3-12-55.20
98	BORN FREE	J.H. & C.D. Howell	4-12-18.58	.7844	3-12-57.48
99	SUPERSTAR	K. Farfor	4-03-18.40	.8563	3-13-02.17
100	BLIZZARD	E. Juer	4-00-24.87	.8831	3-13-08.60
101	RIVAL	T. Saccombe	4-23-03.32	.7155	3-13-11.03
102	NEW MORNING	T. Hewison	4-11-53.60	.7901	3-13-14.78
103	CONDOR OF BERMUDA	R. Bell	3-08-02.97	1.0667	3-13-23.32
104	SISKA	R. Tasker	3-08-56.88	1.0563	3-13-30.32
105	POLARIS	L.H. Savage	4-11-23.27	.7977	3-13-39.78
106	TARQUIN	J.A. Stanford	4-22-44.70	.7241	3-13-58.98

107	GRANNY APPLE	Whispers Syndicate	4-11-31.95	.7998	3-14-00.27
108	GOONDOOLOO	P. & B. Young	4-18-32.17	.7510	3-14-00.98
109	RIMFIRE	E.W. Wall-Smith	4-07-09.10	.8363	3-14-15.93
110	NATELLE II	A.G. Lee	4-10-22.10	.8114	3-14-18.43
111	MELTEMI	Canberra Yacht Club Syndicate	4-11-27.22	.8087	3-14-53.85
112	MANU KAI	J.W.B. Barry	4-18-53.13	.7566	3-14-55.33
113	HELSAL II	A. Fisher	3-09-56.27	1.0643	3-15-12.37
114	UTIEKAH IV	G. Hennicke	4-17-20.77	.7698	3-15-15.22
115	POLICE CAR	P.R. Cantwell	4-10-48.12	.8199	3-15-34.00
116	SATIN SHEETS	M. O'Leary	4-11-22.72	.8156	3-15-34.67
117	MIRABOOKA	J. Bennetto	4-11-31.45	.8147	3-15-35.98
118	APOLLO	W. Rooklyn	3-22-15.05	.9301	3-15-39.75
119	ANTICIPATION	D. St. C. Brown	4-03-38.07	.8804	3-15-43.08
120	OBSESSION	W.C.R. Bale & K.D. Monro	4-11-24.05	.8209	3-16-09.92
121	DYNAMITE	R.E. Walters	4-10-09.40	.8310	3-16-12.97
122	ADRIA	A. Harry	4-12-23.95	.8144	3-16-16.82
123	BREAKAWAY	K. McDonald	4-11-41.00	.8218	3-16-29.63
124	SCORPION	R.W. Clemens	4-10-28.38	.8319	3-16-34.48
125	SEQUOIA II	J.M. Clark	4-12-16.55	.8197	3-16-45.22
126	JEMIMA	K.L. Bell	4-10-14.07	.8434	3-17-35.88
127	ROGUS TOO	R.J. Brown	4-22-15.15	.7586	3-17-42.37
128	ALI BABA	J. & T. Michilis	4-10-11.38	.8520	3-18-28.42
129	SORCERY	J.D. Wood	3-22-02.57	.9629	3-18-33.22
130	DESTINY	T.A. Taylor	4-13-00.17	.8333	3-18-49.92
131	FIONA	J. Sturrock & E. Lawrence	4-13-01.90	.8346	3-18-59.87

132	MARY MUFFIN	G.A. Blok	4-10-12.82	.8613	3-19-28.90
133	BANJO PATERSON	J. Jarrett	4-06-51.25	.8952	3-20-05.12
134	SAVANT	K.L. Cox	4-13-13.90	.8437	3-20-09.52
135	SHEARWATER	J.M. & A.R. Cooper	4-21-00.45	.7910	3-20-33.17
136	GAULOIS 3	P. Faouze	4-00-48.87	.9594	3-20-53.02
137	GRETLE	B. Lewis	4-03-01.75	.9395	3-21-02.27
138	CONGORE	B.D. Koepfel	4-11-27.57	.8870	3-23-18.98
139	ANACONDA II	J. Grubic	3-21-55.38	1.0496	4-02-34.88
140	CASABLANCA	J. Goddard	4-10-11.35	.9503	4-04-54.68
141	SELTRUST ENDEAVOUR	J.P. Callow & M.J. Dunham	4-12-46.07	.9707	4-09-34.85
142*	IMOGENE	L.L. & D.I. Haskett	4-12-11.28	.8385	3-18-42.93

* Penalised 50% after protest

Retired: Hi-Jacque, Moonshadow, Onya of Gosford, Regardless, Salamander II.

WEATHER: First spinnaker start since 1967 to give all yachts a fast passage to the Heads before a 12 knot sou'easter. Outside the Heads, all yachts were close hauled and the breeze lightened to under 10 knots; they reached down the coast on a long port tack as the breeze backed to the east for two hours. Late on the first afternoon a line squall passed over the fleet gusting to 35 knots. It eased during the night. After a brief calm patch the breeze filled in from the nor'east to give a quick skid across Bass Strait before a 30 knot breeze.

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Bulletin No. 28

The material in this bulletin from the IOR Policy Steering Group and the International Technical Committee contains much of interest concerning yacht safety and design. It is reproduced here in full.

Bulletin No. 28

Meetings of the Policy Steering Group and International Technical Committee

The Policy Steering Group met in Lymington, England on January 12-13th, 1980 and the International Technical Committee met, also in Lymington, in the three subsequent days, January 14-16.

The main items on the agendas, as directed by the Council in November, were consideration of the RYA/RORC Fastnet Report which had not been published at the time of the November Meetings. The Policy Steering Group and International Technical Committee also considered other matters arising from decisions of the Council, as mentioned below.

Safety — design

It appeared to the PSG that the Fastnet Report indicated that there was a correlation with the beam/depth ratio of the yachts and the likelihood of their being rolled over.

While stressing that the responsibility for the yacht is that of the designer and owner, the PSG considered that there is a case for putting a cut-off limit at the value of a ratio, such as Beam to Immersed Depth, beyond which yachts would not be rated for IOR.

The limit should be set so as not to penalise the genuine ocean-going yacht by allowing an 'inshore-only' yacht to have a higher ratio; the chosen value should, therefore, be an overall cut-off for new construction. It might be used as a Category limit for existing yachts.

The PSG asked the ITC to examine the problem and suggest suitable formulae and values.

The ITC studied the problem in this light and reaffirmed that a Rating Rule cannot guarantee that yachts are immune from knock-down and that designers or owners are responsible for each yacht's design. The ITC was not able at this meeting to recommend formulae which would exclude more apparently vulnerable yachts without also excluding many other seaworthy and satisfactory yachts, but the ITC is continuing work on this aspect as a matter of urgency.

The ITC considered, however, that it will be in the interests of safety and also of good racing, for designs with large ratios of Beam to Depth, combined with high centres of gravity, to be discouraged. The Committee is considering possible formulae for the purpose of applying progressive additions to the CGF where TR exceeds 35 and $\frac{B}{CMBD}$ or some similar ratio exceeds a value of about 8.

They are also considering possible cut-offs of such modified CGF beyond which yachts will not be rated to IOR.

The Committee will examine the possibility of locating VCB and VCG more accurately from IOR data with a view to using the height of VCG as a rating, as well as more accurate screening parameter.

Safety — generally

The PSG wishes to draw the attention of Yacht Clubs organising offshore races to the following:

- i) The necessity to make it clear beyond doubt to owners and skippers that the whole responsibility for the vessel and the crew is theirs, including the decision whether to start or to abandon a race; and to both owners and crews that offshore racing is a potentially hazardous sport;
- ii) That ORC Special Regulations should be regarded as a minimum standard for the particular race category;
- iii) The importance of inspection of yachts for compliance with Special Regulations, particularly in Offshore Races of Categories 1 and 2.

Safety — liferafts and safety harnesses

The PSG noted that most of the loss of life during the Fastnet storm occurred in incidents related either to liferafts or to the failure of safety harnesses, and that there is no universally accepted standard for these vital items relative to racing yachts.

The PSG has therefore invited two Sub-Committees to investigate and propose ORC specifications for liferafts and safety harnesses respectively.

Each committee will take account of existing national standards and liaise with major

manufacturers.

The Sub-Committee on Liferafts will consist of three members convened by Mr. Jean-Louis Fabry (France).

The Sub-Committee on Safety Harnesses will consist of three members convened by Mr. Tony Mooney (Australia).

Both Sub-Committees have been asked to report to the Special Regulations Committee, which will make recommendations to the Council.

Safety — other special regulations

The PSG noted that a number of the additional special regulations advised in the Fastnet Report had already been agreed by the Council in November on the recommendation of the Special Regulation Committee, including:

- i) a revision of the Basic Standard requirements with the addition that all equipment and fittings be fastened in such a way as to withstand a capsize to 180 degrees.
- ii) requirements for proper securing of washboards, hatch-boards, etc.
- iii) addition of two buckets with lanyards.
- iv) requirements for obligatory storm, try-sail, storm jib and heavy weather jib for Categories 1 and 2, and a heavy weather jib for Categories 3 and 4.
- v) details added to emergency tiller requirement.
- vi) adequate points of attachment for safety harnesses.

The PSG has asked the Special Regulations Committee to make further recommendations on the following items:

Toe rails — of a defined minimum height and extending at least as far aft as the mast, and located in the outer third of the local beam at all points;

Bilge Pumps — a definitive rule, providing at least that they should be independent of other pumps, permanently installed, at least one with a permanently fitted discharge into the sea, and defining a minimum area of cockpit drains if a pump discharges into the cockpit;

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Ratio — the PSG considered that two-way radio, with emergency antenna if the regular antenna depends on the mast, should become compulsory for category 2, and has asked the Special Regulations Committee to reconsider this matter.

Liferaft Stowage — specific requirement for stowage in a manner enabling launching in a minimum period, without use of tools.

Sails

The PSG considered that in the light of recent developments in sail materials, the definition of heavy weather sails by reference to cloth weight was no longer appropriate and that a general reference to "suitable strength for the purpose" would be preferable.

The Special Regulations Committee was asked to make recommendations to the next Meeting of the Council. In the meantime organising authorities are advised to accept a reasonable interpretation of "a cloth weight greater than the mainsail" where appropriate in the case of new materials.

The PSG confirmed that the decisions taken by the Council regarding Sail Limitation were intended to apply also to the Level Rating Classes. Thus the following amendments will be included in the Green Book:

- the number of spinnakers for Two Tonners is reduced from 5 to 4;
- the number of jibs for Half Tonners is reduced from 6 to 5.

IYRU Rule 66

The PSG noted that there had been some adverse comment on the desirability of allowing the current practice of crews, when racing to windward, sitting on the weather rail, facing outboard, with their legs over the side.

The PSG saw no objection to crews stationing themselves in this manner which may frequently be safer and more comfortable than sitting in the cockpit or on the weather deck wholly inside the lifelines. They consider, however, that it may often be better for crews to be allowed to have the support of the upper life-line.

The PSG will recommend that the Council submit an amendment to Rule 66 to the IYRU on the following lines: 'While racing, crew members shall be stationed in accordance with IYRU Rule 66 except that on yachts equipped with a lower life-line of wire, a crew member sitting on deck facing outward with his waist inside the lower life-line may have his upper body and head outside the upper life-line.'

It was noted that in the meantime this is a Rule which may be varied in Sailing Instructions.

Mark IIIA

The Council in November directed the ITC to study eligibility requirements for Mark IIIA based on hull and rig characteristics rather than age.

The PSG endorsed the urgency of improving Mark IIIA and of extending its benefits to cover new designs. It considered, however, that it may be not practical to continue to expect the ITC to maintain a single rule which will be satisfactory to the flat-out racer and to the dual-purpose yacht owner.

The PSG therefore asked the ITC to establish suitable criteria for consideration by the Council which would divide IOR rated yachts into two classes, Unrestricted and Restricted. The concept, within the confines of the Rule and Special Regulations, is to allow the flat-out racer to be permitted all go-fast fittings and lack of accommodation that it wishes. The Restricted Class is intended as a Racer-Cruiser Class having restrictions on hull configuration, rig and accommodation requirements.

It would be advised that the Unrestricted and Restricted classes would race as separate classes where this is possible.

The ITC, at its subsequent meeting, approved of the principle of providing separately for a Restricted Class and Unrestricted Class, and is working actively on this matter with a view to making recommendations at the Council Meeting in November 1980.

Scantlings

The American Bureau of Shipping and the ITC are now well advanced in development of a set of basic scantling rules.

These Rules are based on well established structural engineering criteria together with practical knowledge of sailing yacht construction.

The Committee has developed a 'short list' of formulae to derive acceptable design loadings, which is being circulated to designers, builders, and other interested parties for comment.

Gary Mull, Chairman of the ITC will hold meetings with designers and other interested parties in the US on March 10th and in Europe on March 12th to finalise basic structural loads. Upon final choice of basic structural loading formulae, together with design limits for the mechanical properties of various materials, a preliminary issue of the Scantling Rule will be published.

The preliminary issue will cover the basic structural requirements of the hull and deck shell and framing.

The final form of the Scantling Rule will also cover mast steps, keels, sterns, keel bolts, etc., and will be presented to the ORC in November 1980.

It is not intended that this Scantling Rule be associated with the Rating Rule.

ABS and ITC will produce basic rudder design criteria which will include proper consideration of the combination of bending and torsional stresses. The ITC has no objection to spade rudders as such provided the engineering is sound.

The ITC considered problems encountered

with carbon fibre rudders. It studied information from carbon fibre manufacturers and high technology fabricators, together with information on some known failures. The study indicated that poor engineering and/or fabrication, rather than carbon fibre itself, is the cause of failure.

The ITC therefore recommended that carbon fibre, particularly in rudder posts, only be used in conjunction with qualified engineering and fabrication.

Measurement of sterns

The ITC, as directed by the Council, studied possible modifications to the Rule to assess more accurately the Length on boats with distorted buttock slopes, and expects to make recommendations to the Council in November.

Accommodations

The ITC is working actively on an additional accommodations Rule within the context of the proposed Restricted and Unrestricted Classes.

Designer's group

The selection of a group of designers to assist the ITC will be made following the Meetings of Designers to be held in the USA on March 10th and in Europe on March 12th. The locations of the meetings will be publicised.

Further ITC work

The ITC is continuing work on other matters referred to it by the Council, namely, Low Booms, Fractional Rigs, Displacement/Sail Area Relationship (the Argentinian submission).

IYRU Rule 26

Since the Council Meeting in November, the IYRU has circulated proposals made by an IYRU working party to modify Rule 26, which specifically apply to 'any event of the Offshore Racing Council'.

The IYRU had asked for comments of National Authorities. The PSG considered that this is a matter of utmost importance to the future of the sport of amateur yacht racing, and that the Council should consider the matter and take a positive view.

The majority of the members of PSG were strongly of the opinion that the existing principles of Rule 26 should be maintained and considered that the IYRU's proposals would lead to an undesirable increase in commercialism and professionalism in offshore racing.

Councillors are asked to make their views known.

Records under sail

The Council decided in November to maintain a Register of Record Passages under Sail.

Sir Peter Johnson, the former Councillor who is the Yachting Editor of 'The Guinness Book of Records' has agreed to collate the records.

Claims for records should be made by Nat-

ional Authorities or Organising Yacht Clubs to the ORC Secretary.

The Records will be tabled at Council Meetings.

Administrative Committee

A meeting of the Administrative Committee was held on January 14th in London. The Committee confirmed a PSG recommendation that in view of the number of important and urgent matters now under consideration, a special Meeting of the Council should be called for April 26/27. The meeting is planned to be held in Spain, and details will be circulated shortly.

The Committee also confirmed recommendations that before the Council Meeting there should be two further meetings of the ITC and one further meeting of the PSG.

Future meetings

10th March — Designers (primarily re Scantlings), USA.

12th March — Designers (primarily re Scantlings), Europe.

13/14th March — PSG and ITC (primarily re safety), London.

April — ITC (primarily re MkIIIA), Newport, USA.

April 26/27th — Special Council, Spain.

September — ITC, Newport, USA.

November 1-8 — Council, London.

(The first (closed) Meeting will be held on Sunday, November 2nd and the second (public) Meeting on Saturday, November 8th).

The PSG and ITC will welcome the views of National Authorities, designers and other interested parties on the varied and important matters now under consideration.

Club Archivist

(continued from page 6)

start by going through our records, trophies, publications, etc., cataloguing as they go. It is a long job with many hours of their spare time to be given to the Club. The anticipated result will be a complete catalogue of all information and progress of the Club to date, the final task being the preparation of a book.

I am sure you will all join me in thanking Aurian and Phillipa for agreeing to undertake this enormous task. If any Member has historical data, old records, photos or even anecdotes (suitable for publication), please contact Aurian or Phillipa on 467-9235, or if you prefer, contact me at the CYCA office on 32-9731.

*Michel Le Bars,
General Manager*

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Tour No. 1 (26 days, 26 July to 20 August). Includes Maui and Sauza Cup Regatta (Australians are just loved in the Lahaina Yacht Club) — then on to Honolulu until the end of the series.

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Apollo's Seanderings

by Duncan van Woerdan

To those who have sailed, bashed, bailed, submarined and generally suffered a long ocean race on 'Apollo', two years and 30,000 miles is the sort of sentence the cops request for removing one of their number from public payroll. Convincing our rich owner, Jack Rooklyn, to campaign overseas again after selling 'Ballyhoo' was as easy as getting Biggles to shout the bar on Sunday!

However, defying expert opinion, 'Apollo' set out in May '78 for Hawaii and thence San Francisco with an eager but strangely reticent crew from 'Mooloolaba', Queensland with first stop Noumea. Her route then encompassed Suva, Pago Pago, Apia, Fanning Island, and Honolulu, where she competed in the Pan Am Clipper Cup. From Honolulu it was San Francisco in September, Los Angeles in October then back to Australia for the Sydney-Hobart, five weeks in the beauty parlour, and then the northern autumn races finishing in Port Moresby on May 1st, 1978 — all in just under 12 months. Plans to continue on to

the Solomons, Port Vila, Noumea and Fiji were abruptly halted upon encountering a large tree 200 miles from Moresby, necessitating a leisurely sail-cum-bail back to Moresby and Sydney for an appointment with the plastic surgeon.

For those who retrace 'Apollo's' wake next year to Honolulu and beyond, we hope the following paragraphs are of some assistance.

With due deference to Peter Rysdyk, our CNC friends and UTA posters, avoid Noumea — it's always on the nose! Trade winds do not blow in this area, and it rains every day. Once past this tropical French delight, the weather became quite stable, with close reaching breeze and only the occasional rain squall which proved ideal for daily ablutions.

About 120 nautical miles from New Caledonia is a rock plateau named Walpole Island. There's nothing special about Walpole except that its only inhabitants, according to The Pilot,

are giant spiders! Now this has no relevance at all to this article except a precautionary warning to those who venture close by. Whilst sailing close to Walpole in an attempted sighting of one of these Dr Whovian delights, 'Apollo' became the target of a determined attack by hundreds of birds — namely gannets, boobys and frigates in mixed squadrons.

Unless one is suitably equipped for such emergencies, the creatures are exceptionally hard to disperse — apples, eggs, Jaffas and Minties have no effect, and foul language appears to encourage more determined attacks. It took 15 minutes of precision strafing from these Walpolese canaries to completely demolish the Brookes and Gatehouse windvane and aenometer, the Windex, and to drain our food supply alarmingly. With due note of the expense of replacing such equipment, 'Apollo' recommends to all cruising and racing yachts the installation of the pictured device. ►►►

It's pleasant sailing from here to Suva, a delightful place about which we can offer little advice except extra supplies of toilet tissue and two buckets per crew can be a definite advantage!

Our next port was Pago Pago, a place to be avoided — except the government liquor store. This delightful establishment boasts 150 per cent proof dark rum, 40oz for \$US2.60 per bottle, complete with red warning label — "Caution Highly Inflammable — Do Not expose To Naked Flame or Excessive Heat" — the perfect additive for boat coffee! All spirits are similarly priced, suggesting a wonderful new venue for the Quiet Little Drink.

Apia, in Western Samoa, is a more acceptable stopover for supplies of culinary nature and for mechanical repairs, though time is of no importance to the inhabitants. Our helpful hint here is after loading your boat with Pago Pago treasure and arriving in Apia, one runs into customs clearance problems as booze here is on parity prices with NZ and Australia. Simply put, local customs are very fond of Kahlua and Smarties. A small offering ensures rapid entry.

From Apia we headed for Fanning Island, an idyllic coral atoll about 4 degrees north — roughly a 1300 mile trip. I should mention, our motor

expired two weeks previously, parts did not arrive in Apia, we burst our water tanks 24 hours out from Apia, ran into the Russian Navy and sailed an extra 100 miles looking for Fanning Island. Unfortunately currents through the line islands are very strong and unpredictable, morning and evening stars are a rarity, and Fanning's elevation is four feet! If you haven't shot every bird out of the sky by now, it's a good idea to follow them home at night because you can't see the island until three miles away. Fanning is real "Adventures in Paradise" stuff. No supplies are available, although the manager has a seemingly inexhaustible supply of cold XXXX which he is keen to share with a yarn and packaged cigarette.

Fanning to Honolulu was a good reach with a few exciting moments — notably 'Apollo' logging 268 miles noon to noon with a No. 3 yankee and reefed main, our best 24 hour run for the trip.

Sailing into Honolulu Harbour, around in silly circles with Q flags, Aussie flags, U.S. flags, we expected to be approached by customs! We even asked a Coastguard vessel which first informed us we weren't there because they weren't informed . . . told us to leave . . . told us to stay . . . then asked us if WE were customs! (There's a severe

language barrier.) Finally we were allowed to dock and told to, "Go find customs yourself, because we don't know where they live." Helpful hint is (and the normal practice): don't bother with formalities in the USA. Go to the local yacht club, have a beer, then ring up — they'll come within 24 hours. Any troubles can be fixed by Dick Gooch, crew fatigue included. Honolulu needs no discussion except it's the best venue world-wide to do most things involving the occasional yacht race.

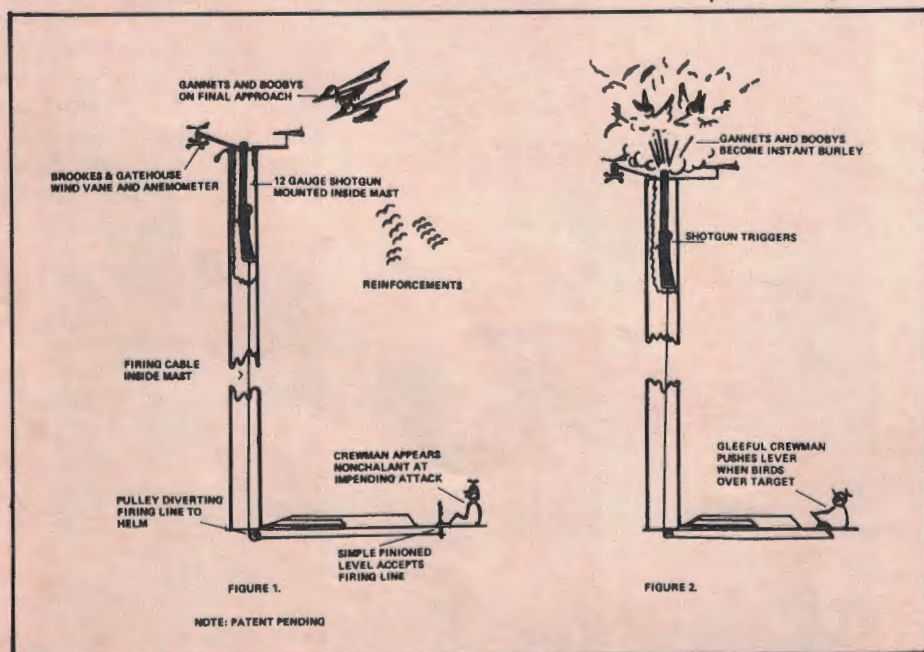
Voyaging onto San Francisco, we sailed a very tight course starboard tack from Honolulu climbing over the Pacific high and into the westerly air stream at about 34 deg N — all very pleasant sailing including three days at over 240 miles per day and one stretch of 160 miles in 12 hours with a No. 4 and fully reefed main, surfing 20-foot following waves with 40 knots of breeze just abaft the beam. Probably the most remarkable fact of this trip was the discovery that albatross fancy pizza pie. Janet had cooked two huge pizzas; one took four crew to eat, the other — one albatross! Our feathered friend appeared every morning after that at 1100 hours for morning tea but showed a distinct disliking for cinnamon toast.

A few days out of San Francisco, 'Apollo' developed a rather pronounced shudder whenever the speed was in excess of eight knots (which was all the time). It wasn't much of a surprise upon hauling out in San Francisco to find the skeg sheared. It did surprise the Yanks (and us) to find one could rock the rudder blade side to side one foot from centreline with one hand!

A quick reweld and faring job put the boat back in action in 24 hours and racing three days later. If our rich owner didn't terrorize the Yanks on the racecourse we certainly did driving across the Golden Gate Bridge calling for buoy room!

San Francisco to Los Angeles was achieved without sighting land in pea soup fog, no wind, freezing temperatures and a broken propeller at the

The van Woerden Booby Trap



wonderful average speed of two knots. The realization that we were due in Sydney in six weeks became clearer as the days passed. After a little prompting from Jack we reluctantly farewelled the USA with our first stop Christmas Island, 3000 miles distant. This was achieved with no drama in 19 days.

Soon after leaving Christmas Island a forward lower broke, the first of our problems. Thence followed the fridge, the stove and main outhaul. We made a quick stop at Apia to organize new rigging sent to meet us in Fiji five days later.

Arriving in Fiji on the 27th of November we repaired and prepared, leaving for Sydney on 1st December in a fresh north-westerly as forecast. The nice north-westerly soon became the tail of cyclone someone. Twenty-four hours later a cap shroud parted necessitating a return to Suva! By this time we didn't need the telephone to talk to Jack — you could hear him from 1800 miles. When the new cap shrouds hadn't arrived by the 8th, worry set in. Finding out that the airlines were on strike didn't help. We had to endure another strike by Qantas staff in Nandi, a bribery charge from customs, more telephone calls from Jack asking what the ——— was going on (by far the most unpleasant), and finally a fireworks and cannon salute sailing on the 13th for Sydney.

We had estimated a 10-day passage to Sydney, but soon after leaving Fiji territory the breeze disappeared, a genoa track ripped the deck, the outhaul broke again, a halyard winch jammed, and the Gemini stay twisted like a spiral candy bar! We motored for 500 miles arriving at Lord Howe Island with one pint of diesel fuel left on 22nd December at 1700. Our rich owner was far from pleased with our idea of cruising Lord Howe over New Yea. So, after much haste — refuelling (still no wind), customs clearance, running repairs — 'Apollo' was aimed for Sydney the following day leaving just under 60 hours till start time, Hobart 1978. Twenty-four hours out of Lord Howe we'd logged only 160 miles with 260 miles to go and 35 hours till the start. We'd also heard that Jack was out looking for us in a fully laden B52! As befits all happy endings, we made the remaining 260 miles in 25 hours, at one stage

24 — OFFSHORE, February-March 1980



Some of the crew taking a walk in the Cook Island Reserve, Christmas Island. Cook Is. is a mere 1 mile long and ½ mile wide; it lies in the lagoon at Christmas Island and is inhabited by an incredible 7,000,000 sea birds.

passing a very helpful freighter who, steaming at 12 knots, began exercising luffing rights to the joy of his crew and our total horror. 'Apollo' docked at the CYCA at 0100 on Boxing Day to a crowd of one well-wisher who'd actually just got off his own boat for lavatory duty. It took some smart talking to convince Mrs Fraser that we had, in fact, arrived by sea (and not from the paddock to port) when accosted on the premises.

The next 12 hours was organized chaos. 'Apollo' was stripped during the wee hours (like all good girls) and work began at dawn. The bottom was scrubbed, propeller changed, skeg filled and faired underwater, safety inspection passed (after initially failing radio crystal range), Gemini stay changed, cruising halyards changed, together with all running rigging and blocks. A section of genoa track was replaced (not completed until three hours after

The Governor General of Papua New Guinea, Sir Tore Loko Loko, takes a turn at the helm of 'Apollo' (also in photograph from background foreward, his chauffeur, his Aide de Camp, and the acting Australian High Commissioner).



the start), all our new snatch blocks were packed with cruising kit (not to be seen for a month), and finally food loaded.

Jack had starred in this department, purchasing the biggest turkey in Sydney only to have it swiped by a happy helper who very quickly disappeared without trace — to that kind gent, we hope you choked.

Leaving the dock with 20 minutes till start gun, 'Apollo' promptly ran aground in the marina — thank you to the 100 human power bullock train who towed us off.

The Hobart Race has been described in detail previously, so we'll spare the reader our modest claims of triumph with the one comment that the two most determined owners walked off with all the loot.

We must thank the elusive 'journalistic disaster', Bob Cranse, for ensuring that any memories or happenings in Hobart were effectively destroyed nightly in his quest to drain Hobart of Director's Special with our subdued help — leaving Hobart was both a relief and escape.

'Apollo' enjoyed a leisurely cruise north to Sydney, losing only to 'Love And War' in the who-can-take-the-longest-to-get-back race (John Hawley was disqualified for getting lost in a bushfire — at sea!).

It took only one week in Sydney before Jack had mapped 'Apollo's' year and paint scheme. Five weeks on the slip with much hard work and resourceful planning saw 'Apollo' 1979 emerge, providing the bar stool admirals with an endless supply of critical analysis and froth, and Jack with a very much thinner wallet.

By April 24 'Apollo' had reached Cairns, taking line honours in all three races, being third on handicap twice and poised to complete the east coast line honours sequence in the inaugural Cairns-Port Moresby race.

It wasn't too difficult since our closest competition for this honour was a Farr 1-tonner, but to make sure, our rich owner flew in the 'Muffin Mob' enabling 'Apollo' to take handicap honours as well in a time of 47 hours 40 minutes — not slow for 470 miles!



The line honours winning crew of '78: (1) H. Urquart, (2) J. Dean, (3) M. Meecham, (4) P. Gardiner, (5) P. Epstein, (6) S. Brown, (7) D. Van Woerdan, (8) C. Hatfield, (9) R. Grimes, (10) J. Rooklyn, (11) G. Blake (missing from picture, R. Walton).



Skipper Rooklyn celebrates.



'Apollo' enjoys a month's rest in Port Moresby, entertained daily by some of the strangest cultures we had yet encountered. We were guests of the Governor General both officially and socially, then stoned by his subjects, joy-rode in the Prime Minister's plane, then bullied by his police, awed by the beauty of the country and sickened by its destruction.

To those at the Royal Papua Yacht Club go our thanks, appreciation and admiration.

It had been our intention to sail from Moresby to Honiara and then on to Noumea for the Noumea-Vila Race. Alas, here struck the fickle finger of fate or, more correctly, 'Apollo' struck a tree 24 hours out from Moresby, loosening a few screws and enabling a totally unacceptable amount of salt water to flood our already soaked accommodation. Reluctantly Moresby became our new destination.

It was not possible to haul out in Port Moresby without considerable risk so ensuing repair work was carried out using underwater concrete — good enough to enable the old girl to make Cairns for further repair.

Progress south was delayed again when the forestay snapped at deck level whilst beating into 25 knots and a short sharp sea — no it didn't fall down! This event deserves further comment; we sent a radio telegram to Alspar, Sydney, for a new forestay at 8 a.m., whilst 40 miles from Cairns, and the aforementioned rigging arrived at 4 p.m. the same day in Cairns!

An easy trip through the reef saw 'Apollo' in Mooloolaba in August, competing in SCOR, with some success, and finally some 30,000 miles in 18 months.

Did we enjoy it?

*"To those who sail Pacific seas,
And yearn for sun and starry breeze,
This type of life has many joys
When sailing one of 'Aunty's' toys."*

How to Bareboat in the Whitsundays



by David Bradley*

The tremendous appeal of the Whitsundays, probably Australia's finest cruising grounds, is ensuring a dramatic increase in yachting activity in the area, particularly bareboat chartering. Indeed, a charter is the only way many yachtsmen will ever get to see this beautiful Barrier Reef playground approximately 800 miles north of Brisbane. It is too far for most to sail during vacation time, and the relentless SE trade winds which sweep the Queensland coast from March through to September, which make for good northing, also make for a very difficult return trip until October-November.

Here, David Bradley tells about chartering in the Whitsundays and gives some advice about getting the most out of a charter.

Thumbnail history of bareboat chartering

The Caribbean was the first area to offer boats for 'bareboat' charter on a commercial scale, and that began in an ad hoc sort of way in the early '60s. After a few years the first operations were set up specifically for this purpose and were booming. By the mid-'70s there was an oversupply and recession; this was, in part, due to elements of tax planning in the US, where there are tax advantages in offshore investments, and bareboats in the West Indies could be considered 'offshore investments'. This, combined with an absence of government control over construction standards and the equipping of yachts for commercial sail-it-yourself hire, along with the relative 'cheapness' of boat building in North America, almost assured that entrepreneurship would oversupply the market. By 1979 the Caribbean market had sorted itself out.

(Left)

The exciting Whitsundays . . . here a mother Humpback whale pounds the sea with her tail to establish who's boss, while her pup, like a small 'ditto mark', emulates his mum. The photograph was taken in mid-September 1978 just south of Whitsunday Island. Photo by D. Colfelt.

**David Bradley is the Operations Director at Shute Harbour, Queensland, of Whitsunday Yachting World Pty. Ltd., the bareboat charter operator in the Whitsundays which has the fleet of Naut (Mottle) 33s.*

The Mediterranean bareboat industry started in a similar ad hoc way but developed along different lines, with smaller boats and more emphasis on flotilla cruising ('cruising in company' if you're not familiar with that term) because of the more exposed cruising grounds of the Greek Isles, economic conditions dictating smaller yachts, and possibly reflecting the level of experience of the 'typical' charterer. Bareboating was booming in Greece until 1976-77 when the Greek government introduced stricter licensing and demanded a degree of local ownership. However, the government also started promoting the industry overseas, and growth has continued at a moderate pace since.

In Australia bareboating didn't really start till early '78 when Whitsunday Yachting World Pty. Ltd. began operations from Shute Harbour, in North Queensland.

Sydney, of course, has always had its form of bareboating, at least since the '30s with the Halvorsens on the Hawkesbury. The industry's slow start in this country can be explained by the existence of strong government regulations

The giant Humpback hauled itself out of the water again and again in playful aerobatics, something for which this whale is noted (along with its gentle nature and melodic song).



David Colfelt

and lack of appreciation by Australians of the tourist potential of their own country.

Australian governments in general and Queensland's in particular have stringent survey rules for charter vessels. Many of these are commendable and originate from the days when boats were carefully hand-built, not mass-produced. These include requirements for sealed engine rooms with proper ventilation, adequate fire extinguishing equipment, correct electrical installations and an extra-strong hull. (For example, an existing fibreglass hull *cannot* be brought into survey after construction as the conditions of survey require that the hull be laid up under supervision.) In some cases the requirements are just plain anachronistic. Good and bad, however, they add from \$3000 to \$10,000 to the price of a production to be brought into charter survey.

Survey requirements, combined with higher wages in Australia and the relative isolation of the Whitsunday Islands, account for the slightly higher cost of chartering in this area as opposed to a Caribbean or Mediterranean charter.

Who are the operators?

In early 1980 there were four legal yacht charter operations in the area (illegal operators are rare, as there is a strong charter boat operators' association), but potential charterers should be careful*. An illegal boat, as well as possibly not being up to scratch in construction, equipment and without back-up facilities, also carries no insurance cover, hence charterers are themselves not protected by third party insurance and can be sued for any damage caused either to property or other seafarers in the event of mishap. Queensland law requires that vessels under Queensland survey display their survey certificate on board; if such a certificate is not displayed, be sus-

*Editor's note: It is unfortunate that the degree of interest and new activity in the Whitsundays is, as is often so with any developing area, generating a certain amount of 'over-enthusiasm' in advertising. Advertisements showing photographs of CSY 44s (which could not be brought into Queensland survey) or making claims about the vessels available for charter which may, in fact, not be available, have appeared recently. Prospective charterers should establish and verify yacht availability before booking.

picious; you, the charterer, are liable. If the boat is apprehended while on an illegal charter, your holiday would end there and then.

Bareboat charterers operating in the Whitsundays

Whitsunday Yachting World Pty Ltd

Bookings: John Landau. (02) 438 2525. PO Box 903, Crows Nest, NSW, 2065. Telex: AA 23976. Cables: SUNYOTS Sydney.

Operations: David Bradley. (079) 469 202. Mail via Airlie Beach, Qld, 4800. (Recreation centre on Shute Harbour jetty).

Type of yachts: Naut (Mottle) 33s.

Whitsunday Rent-A-Yacht Pty Ltd

Bookings and operations: Yvonne Katchor. (079) 469 232. PMB 5, Proserpine, Qld, 4800. Telex: AA 48634.

Type of yachts: Sunbird 25 motor sailer; Columbia 27; Compass 29.

Mandalay Sailing

Bookings: Bruce Goddard, Jean Clements. (079) 466 298 (Bruce Goddard); (079) 466 224 (Jean Clements). PO Box 218, Airlie Beach, Qld, 4800. Telex: AA 48634.

Operations: Bruce Goddard (as above). (Operates from Mandalay Coral Gardens).

Type of yachts: Boomeroo 22; Boomeroo 24; Holland 25.

Whitsunday Bareboat Yacht Hire Pty Ltd

Bookings: Allen Scully. (03) 288 3742. 14 Nash Road, Box Hill, South Vic, 3128.

Operations: Chris and Joe Field. (079) 466 136. PO Airlie Beach, Qld, 4800. (Operates from facilities and jetty on Mandalay Road; jetty accessible from water for a few hours either side of high tide).

Type of yachts: Sunbird 25 motor sailer.

There are many variables to consider when planning a yachting holiday in the Whitsundays, given the range of boats available — from 6.7 m spartan, swing-keel trailer sailers through to modern 10 m-plus cruiser-racers. Other variables to consider are provisioning options, optimum number on board, total cost (including travel and food), equipment on board, briefing, back-up facilities, seasons.

Yacht type

Your choice of yacht would at first seem to depend solely upon the height of your experience and the depth of your pocket. No so, as will be detailed here and later.

All operators have varying requirements for experience, but most also have cruising and sailing courses, flotilla safari (cruising in company) programs to cater for the inexperienced or non-sailing powerboat characters. The fact is that, given the way most yachts in this size range are set up, there is little difference in the degree of difficulty of handling a 7 m or a 10 m yacht; in fact, in heavy weather the larger yacht is easier. Still, some charterers will feel more comfortable in a familiar-size yacht and will move up the scale in subsequent years as their confidence grows.

Optimum number on board

This is a very important consideration as a balance must be struck between keeping the cost down and keeping the cruise enjoyable, having enough hands to share the work of the yacht without overcrowding. Trying to minimise cost is often the reason for increasing the number in a charter party, but the savings incurred in this way are small in relation to the total cost of the holiday. The loss of comfort and amiability of the charter must be weighed against the money saved. While a 7 m yacht and a 10 m yacht can carry four passengers and six passengers respectively, these yachts are far more comfortable with two or three, in the case of a 7 m yacht, and four to five in a 10 m yacht. It needn't be said that you should choose your companions carefully; you will be spending one or two weeks in rather confined quarters.

How expensive is it? For how long should you go?

The optimum length of time for a charter obviously depends upon time and money available. Travel costs can represent a significant proportion of the total costs; the longer you stay, the more you amortise these costs, for the price of your air tickets will be the same whether you stay for one week or three.

In comparing costs it is worth the effort to work out the total cost per person per day. Count the number of days

you will actually be on board; some companies have charters starting at 3.00 p.m. to 5.00 p.m., finishing times at 9.00 a.m.; this may mean that you have effectively lost the first and the last half days of the charter because you won't have time to get anywhere on the first day, and you will have to spend the last night at the company base anchorage if you are to be back by 9.00 a.m.

Your total cost of a charter should include all travel expenses, either by air, road or rail; provisions and liquor; cost of options (such as an outboard motor for the dinghy (if you can call this an 'option'); the cost of ice (if no refrigeration is provided); the cost of meals and entertainment ashore. Such a comparison will show up interesting differences among the operators; it will also help you to highlight the cost of a charter as opposed to that of a vacation at a resort in Australia or overseas. You will probably be surprised at how relatively inexpensive a charter can be.

Don't skimp on the amount of time, if you have any choice. Inexperienced travellers always are tempted to plan an itinerary which, by the end of the third day, has them exhausted. The Whitsundays have enough cruising grounds to keep you occupied for months; leave yourself time to see a number of the many beautiful anchorages, to *enjoy* each one. Comments from many charterers indicate that most feel a week is too short — either for them to unwind and begin to enjoy their holiday or to see enough without feeling the need to race from one tempting reef or anchorage to another. If you are having to return for ice every two to three days, or to wait for it to be delivered to a specific anchorage where the day-cruise boats go (that is, if your yacht doesn't have refrigeration) you will find a week eaten up before you know it.

Equipment

The levels of equipment offered by different charter operators vary from the spartan to a standard that one would be more than happy with on one's own yacht. This should be considered when comparing prices. I have already alluded to two items which you should think carefully about — refrigeration and an outboard motor for your dinghy — for they

will greatly affect the style of your charter.

Refrigeration

Refrigeration comes in many forms on yachts, from ice boxes to full mechanical systems driven by the yacht's own engine. Some units are built in, some are separate; they usually operate off the yacht's batteries.

Block ice will last about two days (three at the most) in the sub-tropical Whitsundays, at which time you have to restock or go onto a diet of tinned foods and warm drinks. Ice is available at most of the resorts, although it is only cube ice, which lasts even less time than two days. Pietier refrigeration units (UNIFRIG type) have not been found effective in this climate; whether this is due to poor installation, insulation or just plain unsuitability of this type of unit, I don't know. It can be used to lengthen, say to four days, the life of block ice, but the drain on the batteries should be watched. Another type of battery-powered refrigerator, the ENGEL type, is usually supplied in one unit, ESKY-style. This will freeze or refrigerate, and used in conjunction with an ice box, is effective up to one week (its capacity is limited, however, to 15-45 litres [$\frac{1}{2}$ to $1\frac{1}{2}$ cu ft]). These units are bulky, and heavy and battery drain has to be watched.

Full mechanical refrigeration is the most effective (and the most expensive). It is a built-in unit driven directly from the yacht's engine; its capacity is limited only by the space available in the yacht but is usually around 110-170 litres (4-6 cu ft). Typically these units are set up as freezers or refrigerators, or a combination of both, and require a daily running time of the engine of half to three-quarters of an hour twice a day.

The benefits of full refrigeration are obvious, not the least of which is the freedom from the need to restock with all that this entails when you have only precious few days at your disposal. It also enables you to provision just as if you were living at home.

Outboard motor

There is nowhere in the Whitsundays where one can tie up to an overhanging palm tree and step ashore. Most anchorages have reefs extending from 50 to 200 metres off the shoreline, meaning

that yachts — even swing-keel types — must anchor a minimum of 100 metres (usually more) from the beach — a long way to row.

Most charter operators provide outboard motors (you had better check) as part of the package, but if it is an 'optional extra', take it anyway. The larger (5-6 hp) types have proved to be more reliable. Having an outboard on the dinghy will give you much more freedom (and incentive) to fully explore the anchorages.

Other equipment

Much of the other equipment on board is a matter of style. It is handy, if not essential, to have a log and depth sounder, navigation equipment, cassette player, barbecue. It is essential to have an AM radio capable of receiving weather forecasts. (Some charterers provide AM/SSB MF/HF transceivers.) Check to see what radio equipment is provided, and if none is, bring your trannie.

Provisioning

Most companies have their own provisioning options, and most of them will also fill special orders, for either a fixed or percentage handling fee, provided you furnish a typed list far enough in advance of your charter. Or, you can do your own provisioning at Airlie Beach (if you have the time and inclination). Prices are higher than in capital cities, and some lines may not be available.

Back-up facilities

Shute Harbour/Airlie Beach are relatively isolated, and it may be very

important to your vacation and a smooth-running charter that the charter operator has adequate back-up facilities. The marine environment is tough on gear, and charter boats are in constant use. Check if the company carries a full range of spares for all equipment used for all of the types of yacht in service. Most parts that are not in stock are at least two or more days away via air freight. If spare propellers, gasket sets, replacement pumps/impellers, alternators, etc., are not available in stock, you could be immobile for several days while you await parts.

Certain spares should also be carried on board along with an adequate tool kit to enable charterers to do on-the-spot repairs — fuses, light bulbs, shackles, warps, bilge pump valves, cooling system impeller, twine and needles, outboard spares including shear pins and plugs, fuel and oil filters. (Check that you know where these are even if you don't know how to install them; in an emergency, you can be instructed by radio how to do it.)

Radio facilities

An important part of a bareboat charter operation is its radio network. Schedules are conducted twice daily, usually at 8.00 a.m. and 4.00 p.m. using 2436kHz (AM), a local resort/charter frequency. These contacts with base are useful and can be reassuring for charterers; weather reports are given, along with a local interpretation, and

(continued on page 40)



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BOOK REVIEWS

A Fitting Occasion

John Hawley looks at three new publications on fitting out a new yacht or improving a new one.

The Boat Owners Fitting Out Manual
by Jeff Toghill;
Reed; 223 pages; \$18.95*



Fitting Out Below Decks
by Alan Lucas;
Horwitz; 247 pages; \$14.95*

The Finely Fitted Yacht
by Ferenc Mate, in two volumes;
Vol. I, Interior; 304 pages; \$21.00*
Vol. II, Exterior; 301 pages; \$21.00*

Jeff Toghill and Alan Lucas are two of Australia's most prolific writers on yachting matters. Both have a lucid style and direct approach to their subject.

Lucas is best known for his two invaluable cruising guides to Queensland and New South Wales Coast and some minor guides to fitting out and elementary sailing.

Toghill's best efforts have been his coastal and celestial navigation books which would be some of the best available for residents of the southern hemisphere and also for his boating guides for trailer sailers and car toppers. To compile this latest book he spent a large amount of time with several builders, following through their efforts from start to finish, and he accrued a vast amount of information in the process.

One feels that his aims have become too wide ranging with insufficient artisan background into some of the more important items.

This criticism is one which cannot be aimed at Lucas, who has built numerous boats himself and is practiced in the shipwright's trade. His diagrams and work approach are excellent, and there are heaps of useful dimensions of the human form and ideal heights for tables seats, etc. If you are Mr Average this is excellent (Geoff Lee or Oddie Karlsen may not find them so useful).

It is perhaps a pity that Lucas has devoted so much space to multihulls which I feel could have made a separate volume, especially as he states that he will be publishing a further volume on fitting out which could not be contained in this edition. Nevertheless, if I could only afford one of these excellent books on the subject, this is the one which I would choose.

Ferenc Mate is a Canadian whose earlier book *From A Bare Hull* is already a world classic for all who work on or own boats.

The *Finely Fitted Yacht* Vols. I and II are companion volumes which will also become standard reference works. I like the division into exterior and interior which helps the uncluttered style of these books by comparison with Toghill and Lucas.

They are treatises for people with class who have a salon, not a saloon, who realise that cut flowers are important to the cruising sailor. One feels that the books should have been bound in leather, for the chap who buys them

will not be short of credit or taste and would never ask the price. Despite the mediocre binding, they will be seen lying around the desks of many executives to show they have taste as well as being sportsmen.

— J.H.

Tack Now Skipper
by Owen Parker;
Adlard Coles; \$21.00*

135 profusely illustrated pages
Owen Parker was sailing master of Edward Heath's first 'Morning Cloud' and has been a crew member ever since.

Generations of Parkers have been professional racing skippers, and Owen perhaps the most successful. Starting as a professional in six metres on the Solent, he was probably the inventor of the twin-pole gybe. He then skippered a British contender for the America's Cup, 'Kurrewa'.

Parker also heads the British yacht supplies company, Montague Smith, which markets the Lewman products. In this fascinating autobiography he shows how it is possible to marry ocean racing to business and succeed in both, a lesson many of us would like to learn.

His thoughts on sponsorship, crews, owners, design, Olympics, people and places makes first-class reading, but anyone who can think up such an absolutely gripping title would have to follow it up with some meat.

In the foreword, Edward Heath praises his ability as sailing master, tactician, businessman who spares nothing and nobody in his determination to win.

— J.H.



by Kerry Roxburgh

The Aegean Sea was the birthplace of Greek seamanship and hence directly and indirectly of almost all western seamanship and exploration that has taken place during the past 2,000 years. The sea takes its name from King Aegeus of Athena and the names and qualities of the region have remained substantially unchanged for centuries.

The thought of cruising this historic and beautiful region had always seemed to me to be beyond reach. I had the idea that costs would be too high and that the task of organising such an expedition would be too difficult and risky.

Sally Goodchild of the Yacht Cruising Association visited the CYCA in the winter of 1978. She brought with her a short film about flotilla sailing in the Ionian. The little 25' Snapdragons looked strange, what with bright red headsails and a fender hanging low over their bow; however the idea of a bareboat charter in the Greek Isles did

appeal. Sally told me that the film was rather old, and that a fleet of Mirage 28's was now available. The possibility of four people for two weeks on a half-tonner in the Aegean would require more serious thought.

A close examination of costs revealed that the two week bareboat charter fee was \$280 each. To this is added return air fares to Athens (\$900 each) plus perishable provisions, dinners, drinks and motor scooter hire. In Greece these extras cost as little as \$6 each per day plus \$10/12 a day to hire a pillion (two man) scooter. I compared this with Australian charter costs, air fares and living expenses and to my surprise, I found that for \$300 extra for each person in our crew, we could visit Greece.

Following dinner for four, three bottles of my best French Pavillion Medoc and a late night call to the YCA office in England, we had organised a booking for the 'Sporades Archipelago'

occupying the first two weeks of June 1979.

A comfortable flight on Singapore Airlines, one night exploring a hot and dusty Athens, and a fast ferry ride to Oreoi on the island of Euboea brought us onboard our YCA Mirage 28 footer called 'Minx'. We arrived at 2100 hours to find crews of the other nine yachts busily loading provisions and settling down to a bottle or two of retsina (local wine of dubious quality).

Our first impression of the boat that was to be our home for the next two weeks was that she was brand new. The other nine boats also looked new. We were wrong; they were all four seasons old, but each had been very well maintained. First impressions are always important, and over the next two weeks our high expectations were repeatedly satisfied.

Our cruise in company for the following four days covered 70 miles and took

us to Pegadi on the mainland then out through the Trikkeri Channels south of Volos to the famous Koukkounaries Bay, on to beautiful Skiathos town and finally to the whitewashed pinks and blues of the fishing village of Skopelos.

One of the striking things about the Aegean is the colour and clarity of its waters. You can still see a bottom at 50'. Then there are dark green forests of the islands of Skiathos and Skopelos, a feature which distinguishes them from other Aegean islands.

Because the islands are so steep and close together, sailing conditions leave much to be desired. Most islands form the tops of extinct volcanoes and they played havoc with whatever breeze we were lucky enough to find. Fickle breezes and a very hot sun did not worry us particularly as the purpose of our visit was to see the Greek Isles. Our boat only served the purpose of conveying us at our leisure from port to port. We tried our hand at Windsurfing on a board provided by the YCA. We spent two full days exploring the steep narrow streets of Skiathos and Skopelos towns and of the islands of the same name using hired motor scooters. Skiathos harbour is one of the safest, most delightful harbours in Greece, and its tavernas and shops each have colourful awnings and chairs running right down to the edge of the quay.

Like its famous sister Hydra, Skopelos town clammers up round an amphitheatre of rock; however it is not readily accessible to visitors and therefore retains a more natural sleepy air. The Bay of Panormos at the western end of Skopelos Island is the most beautiful bay I have ever had the pleasure of visiting. It's just like sailing into someone's front garden.

The following week we cruised alone. After a most expert briefing on quayside Skopelos, where incidentally YCA maintain their own sail repair facility, we headed for the outer uninhabited eastern Sporades group. Our days were spent sailing, fishing, swimming, eating barbequed fish and exploring three outlying islands. We circumnavigated Pelagos, passing Cyclops Cave and lunched alongside MY Strovili (at least 75') which we had again met for the umpteenth time. Our independent week of cruising covered another 45 miles.

In order to re-group the flotilla, the week's free sailing ended in a massive barbeque on Peristeri Island. Our fleet of ten identical yachts made quite a sight, all moored 'Med Style' (bow at anchor and stern line secured to a sturdy tree). Mountain goats and a boat builder's primitive shed were our only competition on the sandy shore as our flotilla leader kindled the fires. The YCA provided all food and sensibly this gathering was used to brief the fleet for their return cruise to Oreoi.

During the next three days, we were again free to return to home base by whatever route we chose. We took this opportunity to revisit Skiathos where just as we had made our lines fast, a 53' Schooner, the 'Marie Joseph II' ranged alongside. We were greeted by her owner/skipper, Peter Geddes, wife Monica and a crew consisting of former CYCA Commodore Graham Evans and his wife Carol and Prue and Hunter Horden. This unexpected meeting brought us enormous pleasure. We were soon engaged in excited discussion and compared notes about places we had seen.

For the record, I should mention that at the end of each cruise, the YCA organise a regatta and race day. We were told that this event was not to be taken seriously but I am yet to meet a yachtsman who takes his racing casually.

Race day dawned with an unusually brisk nor'easter of 5k. The breeze continued to build as crews worked feverishly to remove unwanted gear, modify rigging, fit the storm jib as a blooper and generally try to improve each boat's performance. Our close friend Michael, a wily New Zealander now living in the UK worked hard on his yacht 'Miracle', whilst the Belgian Soling Champion, Pasquale and his bride Anna were sure they could win. The crew of 'Minx' had also generated some enthusiasm for the event.

A triangular course covering 10 miles was set, and a gun at 12 noon sent us



YCA's Mirage 28 'Minx'.

Bay of Panormos — like sailing into someone's front garden.





MY 'Strovili'.

off in the face of a brisk 15 knot northerly breeze. Our modifications proved worthwhile, and the two girls crewed as though Newport Rhode Island was to be their next stop. Little 'Minx' was fast to windward and appreciated her new blooper as she romped over the line off Oreoi breakwater to win from Pasquale and Anna who were closely followed by Michael and his all girl crew on 'Miracle'. The last yacht home, a highly fancied British entry had to recover each rounding mark delaying her return by some two hours.

In all we had covered 190 idyllic miles in a cruising area which we Australians found very relaxing and different. Our boat was well maintained, properly equipped and easy to sail.

What they is the YCA and how does flotilla cruising work?

Late in the English summer of 1969, a group of active yachtsmen were discussing the expansion of their cruising activities, and on 15th January 1970 the YCA was formed. Over the next three years, six cruising boats were purchased. Members provided the finance, and in those days they mainly cruised the Solent. Some ventured across the Channel to France, Belgium and even Holland.

Cruising about the Mediterranean had greater appeal, and it was decided to base ten Snapdragon 747's in Greece so that YCA members could use these yachts for flotilla cruising. A young Australian girl, Megan Duncan, is credited with the idea of sailing in flotillas

so that persons with the most experience could lead the way.

The ten Snapdragons were delivered in February 1974, and YCA members sailed them across the Channel. They were taken overland from Calais to Brindisi and sailed on to Greece in time to commence the first YCA flotilla cruise on 11th April 1974.

Today the YCA is a large and relatively complex Association. It employs 27 staff and is responsible for over 80 yachts in the Med (25', 26', 28' and the superb new Everitt 29'). It conducts its own sailing schools in the Solent, and members have

guaranteed over £250,000 in finance for yachts and their equipment. In the 1979 season over 3,500 members and their families will have sailed aboard YCA yachts in the Aegean and Ionian.

The YCA is not commercially or profit orientated, any surplus is used to pass benefits on to members in the form of improved boats and cruise value for money. Their joining fee is £5, and the annual membership subscription is £3.

Before leaving for Greece, charterers are provided with a comprehensive set of Cruising Notes together with two Admiralty Charts covering the cruise area. These Cruise Notes are a product of careful thought and experience and they answer almost every question one could wish to ask both before departure and during the two weeks on board. For example, we knew that three YCA staff would be onboard a pilot yacht called 'Merlin'. One member ('Merlin's' skipper Simon) would provide comprehensive briefings and deal with all port authorities, sailing and safety aspects. He would be assisted by an engineer/bosun (Ian) and a social hostess (Carol).

The notes go on to provide other important details about Mediterranean mooring techniques (no tides); communications with 'Merlin' and between the fleet (radio and code flags); safety,

(continued on page 40)

Hired motor scooters.



We found time to try windsurfing.



Cruising The D'Entrecasteaux Channel

cruising
special

by Peter Read

Hobart is not just the finish of the Sydney-Hobart Race. It is the centre of some of the finest cruising grounds in Australia — the sheltered waters of the D'Entrecasteaux Channel and Frederick Henry Bay.

To quote the journal of French Admiral Bruni D'Entrecasteaux, who charted extensively in south-eastern Australia in the 1790s, "It seems that all the sheltered spots of New Holland are gathered together in the neighbourhood of South Cape to the east of which one finds an uninterrupted range of harbours, ports and bays which form one vast haven 18 leagues (100 km) in latitude and 14 leagues (80 km) in longitude. I do not believe that elsewhere on the globe is there such a great number of excellent anchorages assembled in so small an area."

The area was discovered by Abel Tasman in 1642. He sheltered in Adventure Bay but did not land. This area was recognised as a convenient and safe anchorage by the world travellers of the 1700s being used by Furneaux, Cook, Cox, Bligh and D'Entrecasteaux between 1773 and 1793.

For the cruising yachtsman the attractions are secluded anchorages, sheltered waters, deep, clear passages, lack of pollution, good fishing and a wide variety of attractions in the small fishing townships on the western shore of the Channel and up the Huon River.

The prevailing winds are from the west with strong north-westerlies sweeping down the Derwent and Huon Valleys and out of Northwest Bay and Port Cygnet. Any gusty change usually comes from the southwest.

Thus local cruising yachtsmen favour those anchorages sheltered from north-west winds backing round to southwest. The attached schematic chart shows most of the anchorages available, but this article will concentrate on those sheltered from the west.

Before the cruise really starts, there is a big decision to be made: how about looking for the Bruny Treasure?

On April 28th, 1827, the sailing vessel 'Hope' was wrecked on North Bruny

on what is now known as Hope Beach. It contained a heavy brass-bound chest, perhaps the garrison's paychest which was brought ashore and lashed to a raft before the 'Hope' broke up. The chest was placed under armed



guard; then it disappeared. That much is fairly well founded. Then the story becomes myth and legend, with tales of old sailors landing years later, police searches and miner's rights and sporadic searches for the lost chest even as late as the 1930s.

The gullies of Denne's Point and Rat Bay seem to be where most of the searches have taken place. Who knows what someone might find in these days of metal detectors?

However, back to cruising. Perhaps the safest anchorage available is Barnes Bay on the western side of Bruny Island.

Quite good shelter is available at Alexander's Bay (4a), just inside Lennonville Point at the southwest tip of Barnes Bay. For those entering at night, the light is some 150 m west of the tip of the point, so don't lay the light too closely. Once round the point there is shelter from winds from north through west to east in about four fathoms on a mainly sandy bottom. However, in some places holding is not good because of weed patches and shaly areas. The bay is too popular for there to be many fish, and what services and facilities there are, are at the head of Barnes Bay at the ferry wharf.

For those desiring an all-weather shelter, the southern end of Simmonds Bay (4d), a sub-bay at the far eastern end of Barnes Bay, is unsurpassed. The channel is hard over on the port side, and once past the sandpit at the entrance there is about 2 or 3 fathoms in what is locally known as 'the Duck-pond'.

What facilities and services are available (see table ???) are at the ferry jetty at the northern end of Simmonds Bay.

Once south of Barnes Bay the next popular anchorage is the eastern side of Simpsons Point (9), on the western side of Isthmus Bay. The water is deep quite close to the shore and there are no facilities at all, but it is sheltered from northwest through southwest winds. There is quite good fishing available along the shore and out on the sandy bottom of Isthmus Bay.

In the patches of 'Trumpeter weed' along the shore live trumpeter, trevally, whiting and rock cod while flathead

frequent the sandy bottom. It is not unknown to catch big sea-run trout.

Further south, the Quarries (14), Partridge Island (16) and 'Mickey's' (19) are similar to Simpsons Point. They offer peace and quiet and good fishing.

A glance at Figure 1 shows the main fish to be caught, or avoided.

Barracouta can be excellent eating, especially if not too big, i.e., less than 1 metre long. For those unfamiliar with the breed, they are caught in open water, not along the shore. The normal way to catch 'cوتا is to tow a shiny spinner attached to a wire trace, at about 6 knots. 'Couta have long, strong teeth and should be hit on the head quickly once inboard.

Whiting, trumpeter and trevally are considered the best eating locally, but rock cod and flathead are good when freshly caught. Avoid the reddish Gurnet; it has poisonous spines along its back.

Although not a recognised anchorage, Alonnah rates a mention, if only for its pub. The only pub on Bruny, it is also the most southerly in Australia.

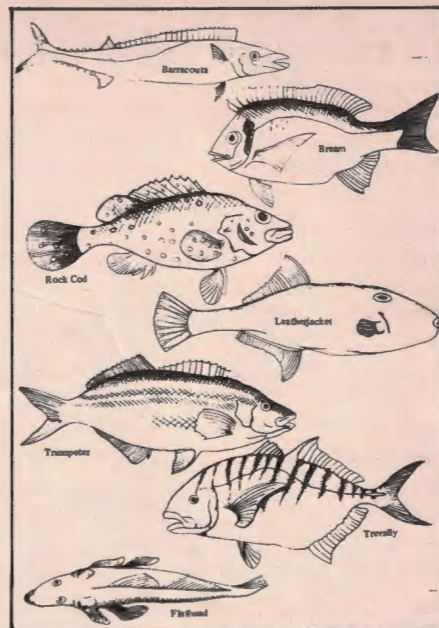
There are quite a few facilities available at Alonnah (see fact box) and you can shelter behind Woody Island while someone rows ashore for grog. There is not enough water alongside the jetty for keelboats.

The other side of the channel and the Huon River are dotted with small fishing townships. They have the more popular attractions and considerably more facilities.

Kettering has most facilities, including a pub, but is not used as an anchorage by local cruising yachtsmen, being considered by many as a mooring place where many Hobart yachts are moored for the summer. Besides, the southwest wind draws down the bay strongly.

The Huon River and Port Cygnet are deep estuaries. The schematic chart shows many small anchorages and the fact box shows the many facilities available at Port Cygnet and Geeveston.

Port Cygnet is only 4 km from Australia's most southerly winery, Chateau Lorraine. This is open seven days a



Illustrations by Pamela Bain

Figure 1.

week, and as well as producing red and white wines, there is also a fine range of berry and apple wines, tangy colonial cider and perry – good souvenirs to take home to the wife, as they are unique and not made elsewhere in Australia. The area abounds with history, tall timber and magnificent scenery.

Fifteen kilometres north of Geeveston lies Franklin which still retains many old wooden and stone buildings. To the west lie the giant trees of the Arve Valley and the Hartz Mountains.

Port Esperance contains several good anchorages plus the township of Dover, which has many facilities, including the one place in the whole Channel area where fibreglass repairs and most boating requirements are available or can be obtained within the day. Occasionally the region is swept by SE gales, and Stringers Creek (15c) is a very good place to be at these times.

Many years ago a series of regattas were conducted at Southport, Dover, Cygnet, Port Huon, etc., and many Hobart yachtsmen would take their boats to compete. District dinghies, the local equivalent of the old 18ft skiff, were a strong class in Hobart until 1960, and many a yachtsman got his taste for cruising in these. The five-man crews would load their 18-footer with camping gear and food and cruise between these regattas,

which were all held over the Xmas-New Year holiday period.

One of these regattas has been revived and on 5th and 6th January 1980, the Dover Regatta Association-Aquatic Club Inc. conducted a regatta. It will have a picnic race atmosphere and visiting cruisers are welcome, there are expected to be some Hobart keelboats and a bit of fun on shore, too.

At the southern end of the Channel lie two more anchorages which have many interesting features but few facilities. The first of these is Southport (20) and here it is pertinent to quote one Amaso Delano, a very tough gentleman, who spent some time here in 1802-03.

"The shore on the small island and around the head of the bay indicates there is never any surf here. This anchoring place (the Deephole, 20b) has to the south and the westward a beach of the most beautiful white sand, running all around that part of the bay.

"The lagoon (at the very head of Southport) is one of the most pleasant places ever formed; all its shores are lined with beds of oysters . . . its waters abound in many sorts of fish and great numbers of water fowl, black swans and ducks.

"This lagoon can only be entered with a boat, as the water is very shoal before the mouth."

He was describing Lune River and Ida Bay, where now rockhounds fossick for gemstones such as agate crystals and petrified man-ferns. There is also the 2ft gauge Ida Bay Railway, one of the biggest tourist attractions in the State, Hastings Caves and the thermal pool.

Fishing boats and even the old sailing limestone scows used to get in and out of Lune River and fishing boats still do, so it can't be too shallow.

Twenty kilometres south is Recherche Bay, where the most popular anchorages are — 'the Bins', 'Waterhole' or Cockle Creek. Care should be taken in approaching the bay as many dangerous reefs lie waiting to trap the unwary sailor both at the entrance and inside the bay. Black Reef is the first to be encountered and always breaks,

while Blind Reef, a little further inside the entrance, is, as its name suggests, below the surface. Further in still is 'The Images', and towards the Pigsties is a small reef which is usually left on the starboard hand when proceeding to the anchorage.

There are two recognised entries into Recherche Bay. The inside course passes on the port side of Blind Reef, to starboard of the Images, and then proceeds to the light on Fisher Point. This way is not always suitable as at times heavy kelp beds lie in this area and there is always the chance of a propeller being fouled.

The outside course is possibly clearer. This takes the traveller past the Acteons to port on a direct course to the cairn

on Sterile Island. Once this cairn is in line with the light on Fisher Point it is safe to proceed into the bay and discover the delights of a most magnificent and peaceful spot.

Recherche Bay, for many years, was the resting place of the barque 'James Craig', presently being restored in Hobart by the Sydney Maritime Museum. Cockle Creek is the starting point of the South-west walking track to Port Davey and is also reputed to have Australia's largest mosquitoes!

(continued on page 40)

SERVICE	LOCATION				
	BARNES	ALONNAH	PORT CYGNET	GEEVESTON	DOVER
Water	Tank	No	At jetty	Yes	Yes
Petrol	Service Station	At Post Office	3 garages	3 garages	2 garages
Diesel	Yes	No	Bulk agent 95 1284	BP garage	At jetty
L.P.G.	No	No	Mobil or BP	No	Yes
Ice	No	Possibly at hotel	Yes	No	Dover Fisheries
Food	General Store weekends & holidays only	General Store	3 supermarkets	Yes	Yes
Fresh meat	No	Yes 9-6 Mon-Fri	Yes 9-6 Mon-Fri	Yes	Yes
Seafood	No	No	Supermarkets	Fish & chip shop	At jetty
Alcohol	No	Hotel	3 hotels & club	Hotel & club	Hotel & club
Doctor	No	Sister & Bush Nursing Centre	Yes, 24 hr. service 95 1235	Yes 97 1505	Yes
Dentist	No	No	Nearest is at Huonville.		
Mechanical repairs	No	No	Yes	Yes	Yes
Slip	No	No	Wilsons	Port Huon	Yes
Fibreglass repairs	No	No	No	No	Yes
Taxi	No	No	Yes 95 1504	Yes 97 1235	Geeveston



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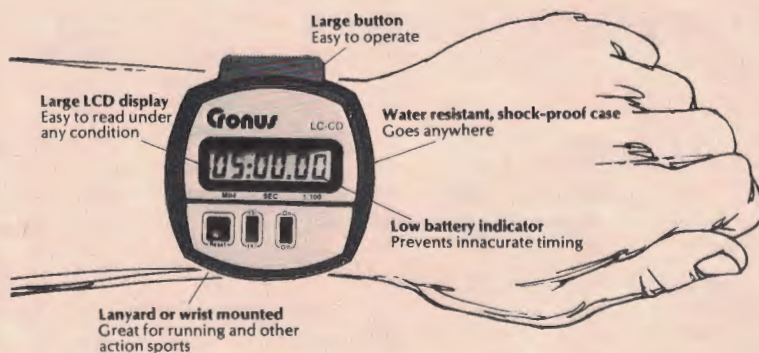
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BIGGLES' COLUMN

The "we think it 'mazing" Sydney-Hobart Race results are reported on elsewhere in this issue but, in passing, a few statistics are worthy of note. Of the first ten boats on handicap, all but two were ½-tonners, the exceptions being the venerable S & S 34 designs 'Zilvergeest III' and 'Morning Hustler', which finished ninth and tenth respectively.

More ½-tonners and ¾-tonners followed, with a smattering of 1-tonners; 'Relentless' at 19th was the first of the favoured Southern Cross Cup boats to appear in the results and, apart from 'Bumblebee 4', which slotted in at 15th completely at variance with the general picture, we get all the way down to 40th place before something over 40' LOA ('Big Schott') gets a look in.

In the first 50 overall placings only 'Bumblebee 4', 'Big Schott', 'Shogun' (49th) and 'Sweet Caroline' (50th) rate over 30', so it would be something of an understatement to say that the 1979 Sydney-Hobart Race was a benefit for the small boats.

This will probably encourage more small boats to enter the race, until the next hammering takes place anyway. Generally speaking, this would be a good trend because the more crews that experience the big races, the higher the

overall standard of our offshore crews.

The best thing about the race was that there were only five retirements. Considering the mild weather conditions encountered during most of the race, I suppose that is hardly surprising. However, while the race retained its safety record, either side of it we have had a disturbing season from an offshore safety point of view.

It is useless to speculate on the reasons for the loss of 'Charleston' and 'Smackwater Jack' because, most probably, we will never know what happened. We do know that there has been a vast increase in the number of sailboat movements around and across the Tasman in recent years, but it is not relevant to conclude that the loss of these two boats represents a trend.

Likewise, speculation on the safety merits or otherwise of hull and rig design is equally inconclusive in the absence of any starting point for debate. Safety can only be regulated up to a point and that point has to be consistent with experience and the technological state of the art. We should not allow ourselves to be stampeded into strangling the sport with a mass of poorly researched regulations in the name of safety.

The next advance in the state of the art, particularly where safety is concerned, will probably be the introduction of scantling rules into the IOR in the near future. Long recognised as a weak area of the IOR, a great deal of research has taken place on the subject in recent years, mostly in the USA. Despite this, one can be certain that there will be screams of outrage when scantlings allowances are introduced, as happened when the self-righting formulae were first applied.

* * *

The irrepressible Dick Gooch appeared briefly in Sydney late in January involved in preparation for, and promotion of, the Clipper Cup series in Hawaii later this year. Dick reports that international interest is even higher for the second running of the Clipper Cup, with Canada, Japan and New Zealand proposing to field three teams each and a team from Hong Kong in preparation.

ORCA secretary Gordon Reynolds reports that thirteen Australian boats

have lodged official entries. These are 'Challenge' (Lou Abrahams), 'Diamond Cutter' (Alan Sweeney), 'Impetuous' (Graeme Lambert), 'Margaret Rintoul II' (Stan Edwards), 'Mary Muffin' (Geoff Blok), 'Moonshadow' (John Taylor), 'Ragamuffin' (Syd Fischer), 'Satin Sheets' (Andrew Strachan), 'Siska' (Rolly Tasker), 'Sunburst' (Ron Young), 'Sweet Caroline' (Marshall Phillips), 'Relentless' (Peter Hankin) and 'Police Car' (Jim Hardy) are listed as entries, but Hankin is doubtful about 'Relentless' starting and Jim Hardy looks like he'll be tied to the wheel of a 12-metre in Newport.

Currently, two Australian teams are envisaged by the AYF, with six boats to be named by selectors Jim Dunstan (NSW), Dick Fidock (SA), Bob Gear (Tas), Tony Pearson (NSW) and T. Stephenson (Vic). The evaluation will be based on performance in the Southern Cross Cup and races up to March 1980.

ORCA fund raising is in full swing, the proceeds of which will go towards crew expenses. The next event in that campaign will be a Geoff Lee barbecue at the CYCA on 15th March, followed by a party at MHC in April for which Pan Am are flying in real live dancing girls; I hope they know what they are letting themselves in for.

The Clipper Cup has proved to be most popular with crews and owners alike and also with their families and friends who can follow the racing on the spot without the accommodation hassles faced at Cowes. Highly competitive tour packages offered to Hawaii make it great holiday value, especially if you have a yachting interest.

Tour packaging for the Clipper Cup is in the hands of Key Travel who handled the job very efficiently last time. I rarely feel obliged to give commercial plugs in this column, but Key Travel really have contributed a lot towards the success of this series from the Australian point of view.

* * *

'Bumblebee 4' sailed from Sydney on 30th January, first scheduled port of call being Papeete, en-route to Panama and the West Indies. Antigua Week heads up a two year overseas campaign which includes the Onion Patch, SORC,

(continued on page 40)

How to Bareboat in the Whitsundays

(continued from page 29)

advice on the best places to go in the prevailing weather is available. You can arrange for special deliveries of food, drink or gear, and some operators will make phone calls and send telegrams for you. The charter operator's base station should be capable of reaching and receiving clearly radio signals from all anchorages in the area; ideally it should be monitored on a 24-hour basis. The radio on the yacht itself should be capable of reaching base under all conditions and should be easy to operate.

Briefing

Adequate briefing at the beginning of a charter is important. All equipment on the boat should be thoroughly demonstrated. You should be briefed on the tides (which reach 4.5 metres in the area), winds, the effects of one on the other, coral reefs, etc. Some companies provide notes, others comprehensive cruising guides, and this sort of intelligence can make a big difference in your enjoyment of the area. Each company has its own set of ground rules for its charterers; compare the differences. The person who conducts the check-out is required to be vetted by the local Harbour Master (a requirement of the Queensland Harbours and Marine Department), so expect a thorough and professional briefing.

Emergencies

The charter company should have on hand a reliable and seaworthy service vessel ready to go, in all weather and all tide conditions, to the assistance of any yacht with a problem that cannot be rectified over the radio (Coast Guard and Air Sea Rescue craft are available, as are amphibious aircraft operated by Air Whitsunday, as well).

Sifting through it all

The names of the various bareboat charter operators in the Whitsundays all sound the same; most employ the word 'Whitsunday' in their name, and it is easy to get confused as to which is which. All have their own style of operation, and it is worth your while to do a bit of research beforehand so that you don't become confused as to which one is which.

The best recommendation about any

charter operation probably comes from its past customers. Ask around and see what sort of feedback you get. One thing is for certain; any yachtsman who has been to the Whitsundays once wants to go back again!

Biggles' Column

(continued from page 39)

Sardinia Cup and Cowes Week, returning to Australia for the 1981 Southern Cross Cup.

Crewing the 'Bee' during the passage are Graeme Freeman, John Munson, Mike Taylor, Peter Gardner, who are all part of the racing crew, also Colin Bloomfield and Peter Dyball. On February 5th they radioed their position as 50 miles north of New Zealand with all well.

Let's Cruise the Aegean

(continued from page 34)

including first aid and man overboard drill; use of the Avon dinghies; things to take (they forgot to tell us about the cost of wines imported into Greece and the complete absence of dry ginger ale); anchoring in the extremely deep Greek waters (just 3 miles north of Alonnisos Island, our chart reports a sounding of 921 fathoms); use of showers, gas, ice boxes, diesel motors, etc; log pages; harbour plans and approaches showing important features, recommended anchorages, shallows, safe quays, fresh water, rubbish disposals, tavernas, shops, banks, telephones, etc; inventory of yacht equipment down to the smallest detail, such as sponges, dipsticks, detergents, screw drivers and the like.

I am convinced that the YCA have discovered a cruising formula which really works.

Cruising the D'Entrecasteaux Channel

(continued from page 37)

D'Entrecasteaux used Recherche Bay as his base for exploring southeastern Tasmania. It is named after his ship 'The Recherche'. The whole area abounds in French names. The Huon River is named after Huon de Kermandec, the commander of D'Entre-

casteaux's other ship 'The Esperance'.

The Huon Channel area was served for over 100 years by the trading ketches. The last survivors of these are the 'May Queen', which has been restored by the Marine Board of Hobart, and the 'Enterprise', which is kept in Prince of Wales Bay, still privately owned.

The 'May Queen' which, by the way, is a ballasted centreboarder rather than a keelboat, used to ply between Southport and Ramine, near Dover, to Hobart. Deeply laden with timber, it needed those lofty topmasts and long bowsprit to carry the sail area to push it along. It is now moored at Waterman's Dock.

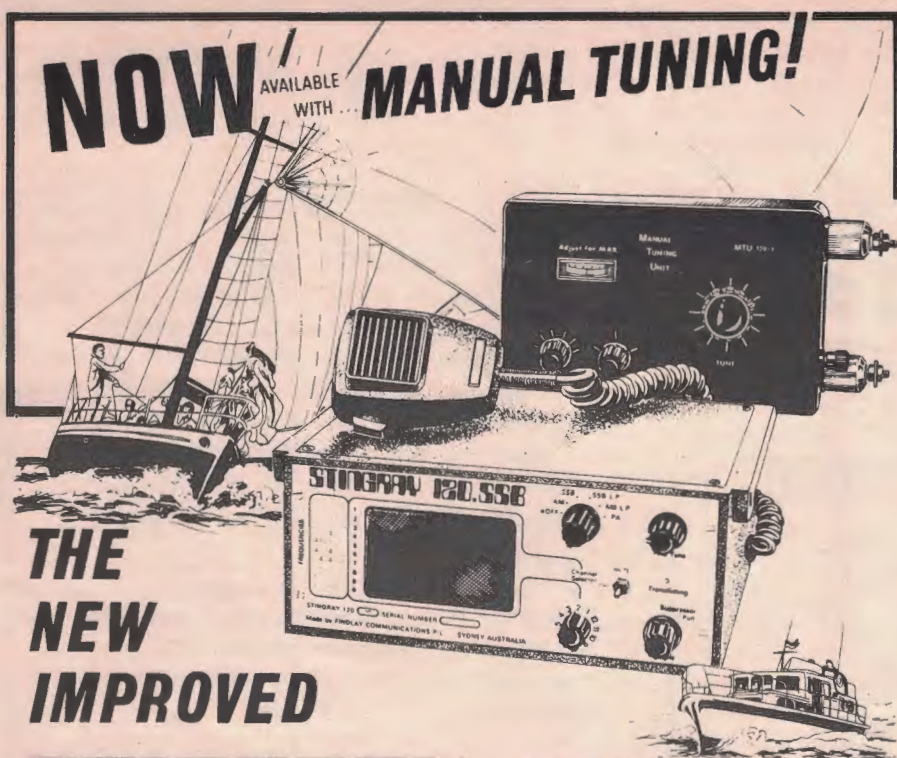
Two more points for cruising yachtsmen. Chart Aus173 covers the area. Local opinion favours a CQR anchor with plenty of chain. These are deep waters.

CYCA Commodore's Trophy 1979 Results

Place	Team	Total Points
1.	CYCA No. 1 'Deception' — J. Bleakley 'Ragamuffin' — S. Fischer 'Ghost Too' — K. Roxburgh, C. Graham, W. Hoare	329%
2.	CYCA No. 2 'Big Schott' — A. Pearson 'Mary Muffin' — G. Blok 'Vanguard' — R. Cawse	289%
3.	MHYC 'Shogun' — B. Sutton 'White Pointer' — K. Le Compte 'Priority' — J. Pryor	274
4.	RSYS 'Nyamba' — J. Hardy 'Impetuous' — G. Lambert, J. Crisp 'Zeus II' — J. Dunstan	253
5.	LMYC 'Relentless' — P. Hankin 'Piccolo' — J. Pickles 'Satin Sheets' — A. Strachan	234%
6.	RPAYC 'Patrice III' — R. Kirby 'Natelle II' — A. Lee 'Scorpion' — R. Clemens	201%

Individual Pointscores (top six)

1.	'Relentless'	LMYC	132%
2.	'Big Schott'	CYCA No. 2	124
3.	'Deception'	CYCA No. 1	119%
4.	'Ghost Too'	CYCA No. 1	115%
5.	'Shogun'	MHYC	102%
6.	'Ragamuffin'	CYCA No. 1	95



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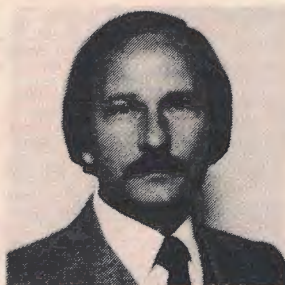
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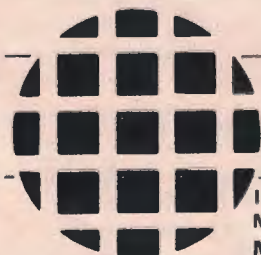
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Late News

Geoff Long leaves CYCA yard

13 years, 3 months and 9 days after he joined the Cruising Yacht Club, Geoff Long has left the Club after more than fourteen years service.

Way back in the mid-sixties, Billy Bold, then yard manager, asked Geoff to join him. The Club at that time had only four cradles on the slipway adjoining the Club. Arrowsmiths then owned the large slipway which was only taken over by the Club in the late sixties.

Geoff had been an apprentice at Garden Island before he went to work on the slipway at The Royal Sydney Yacht Squadron for eight years, and he recalls many of the earlier days with both Clubs. He recalls the first occasion that the wire hauser on his slip broke; 'Pacha' was being slipped, and Sir

Robert Crichton-Brown was aboard drinking a cup of tea as she raced backwards into the water, and according to Geoff, he requested another cup to replace that spilt in the mishap.

The Yard Manager is traditionally an irate chap to be treated with respect. Geoff handled the job well, and he was an ocean racer too who after slipping most of the participants in a Sydney-Hobart Race would then sail away on Boxing Day with the rest of them.

We hope to see him next Boxing Day.

Slipway

(continued from page 44)

After returning to Sydney after the Hobart Race 'Seltrust Endeavour' is sailing to Jakarta to take part in the Nedlloyd Spice Race to Rotterdam, which starts on the 12th March. Another two contestants in that race were moored at the marine prior to departure for Indonesia. They were the huge 81' ketch 'Batavier' and the French 65' sloop 'Gauloises 3'. Incidentally 'Batavier' took five days to reach Eden en route to the starting line!

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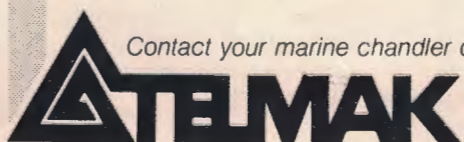


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AROUND

THE SLIPWAY

with Peter Shipway

Sydney-Hobart line honours winner 'Bumblebee 4' left the Club on January 30th and will be away from our shores for nearly two years. Her first port of call is Tahiti; from there the long haul to Panama and then to her first race series, Antigua race week which commences on April 27th. From there its on to New York for a series which takes her to Newport, Rhode Island and concludes with the Bermuda Race on June 20th. From there it's on to the Med before returning to the States for next year's SORC.

* * *

A total of 106 competing yachts were berthed at our marina prior to the Hitachi Sydney-Hobart Race. This is indeed a record for our new marina; in addition to this the Navy threw open their facilities at RANSA providing barges to berth some of the larger yachts as well as welcoming the yachtsmen at their clubhouse. The Club is indebted to the Navy for their great support. A total of 11 yachts were berthed at RANSA, all above 40 feet in size.

* * *

Passing through Sydney en route to Melbourne in mid-January was one of the oldest boats ever to stay at our marina. It was the 'Hawk', built and launched in late 1880 at the shipyards at James Barlow at Aratapu on the banks of the North Wairoa river in New Zealand. She is constructed with Puriri frames, with full length planking, beams, decks and spars of the world famous New Zealand Kauri. She was fastened with treenails throughout. At the time she was rigged as a fore-and-aft schooner, and she was probably faster than when later rigged as a ketch. With a length of 83'3", a beam of 20'3", a depth of hold 8'3", draft 9', and displacing 84 tons, she was built at a cost of

3000 pounds. She was used as a customs patrol vessel until 1887 and her duties involved coastal patrol, searching for bootleggers and smugglers and also the servicing of marine lights and supplying personnel and goods to lighthouses.

In 1903, 'Hawk' became the last sailing vessel to be used by the Port Phillip Pilots' Association. From 1905 to 1937 she was used in the timber and general cargo trade across Bass Strait to Tasmania. In 1941 'Hawk' was feeling restless once again; this time she not only changed owners but also her residence, and somewhere about this time she also managed a change in her vocation. For the next 24 years she was to live in Adelaide where she was involved essentially in the transportation of wheat around the Spencer and St Vincent Gulfs.

In 1965 she headed for the warmer climates of the British Solomon Islands. For five years the old girl served the vital copra transportation business.

It was 1975 that her present owner, Captain Jacques Sapir, heard that the 'Hawk' was up for sale, and he flew to Honiara in September 1976 to carry out a survey and take delivery, after which he set course in 'Hawk' for Port Vila, New Hebrides.

Slowly but surely he set about restoring 'Hawk' to her former glory, and when she stopped at our Club she was looking to be close to her former self. She was travelling to Melbourne to take part in the Australia Day celebrations.

* * *

One of the most amazing boats to take part in last Sydney-Hobart race was 'Seltrust Endeavour'. Long and narrow, she looked more like one hull of a trimaran, but nonetheless she sailed a lot of miles to compete in the classic. She

reached Australia in late November after competing in the Parmelia Race. In this Race, after a relatively easy first leg to Capetown, she encountered great drama on the second leg to Fremantle.

Running hard before a 60 knot sou'westerly some 1200 miles from Fremantle and at 41 deg south, the yacht broached heavily throwing helmsman Philip Thomas, a South African, across the narrow cockpit where he collided with the other helmsman and the tiller at the same time. His ribs were broken and he was rushed below and wedged with fenders and blankets in a bunk. Skipper Mike Dunham reported immediately to the radio relay ship HMAS 'Moresby', which was following the fleet, that medical assistance would be required. 'Seltrust Endeavour' was eased back in speed to make the patient's trip as comfortable as possible. When the 'Moresby' reached the yacht, conditions had moderated to around 25 knots from the sou'west, and 'Seltrust Endeavour' had only a tiny staysail set between the two masts to keep the yacht as steady as possible.

The helicopter from the 'Moresby' flew a doctor and officer onto the heaving deck of the yacht and did a magnificent job of lowering the two men between the double back stays on 'Seltrust'. The doctor diagnosed broken ribs and decided that the patient would have to be taken off the yacht.

A stretcher was lowered from the helicopter and Philip Thomas was placed on it and transferred to the 'Moresby'. He was never taken up into the helicopter but swung precariously below the chopper. Skipper Dunham described the whole transfer as unbelievable — the operation took some two hours to complete and the patient recovered sufficiently to take part in the Hobart Race.

(continued on page 43)



Bob Holmes

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