

OFFSHORE

NUMBER 54

JUNE/JULY 1980

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OFFSHORE

Number 54

June-July 1980



Cover: 'Apollo's bow and stern, like a macabre sculpture of a dismembered fallen warrior of the seas, lie on the beach at Lady Elliot Island. The story of how they happened to be there, as told by Duncan Van Woerdan, may be found beginning on page seven, along with an arresting series of photographs by Janet Blake.

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


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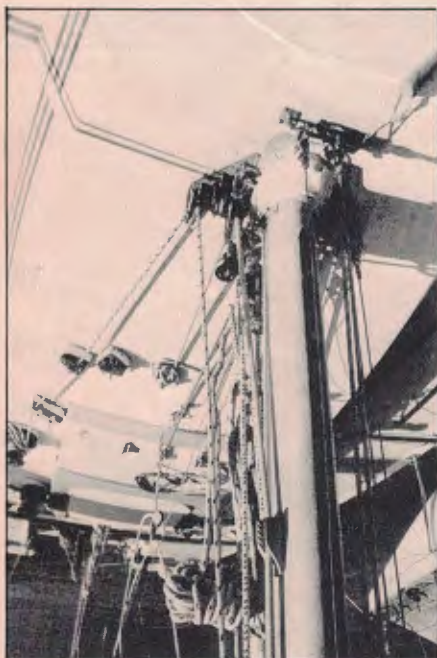
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OFFSHORE, June/July 1980 — 1

OFFSHORE SIGNALS



Blue Water Champion's deck layout

Several Members were quick to comment upon what appeared to be evidence of your Editor's not knowing which end is up (see photo page 20 of the April-May issue, which is reproduced above).

For those whose imagination was insufficient to enable them to come to grips with this photo, we have reproduced in the adjacent column a companion photograph, a 'Relentless' crewman. Perhaps this makes the whole matter a bit clearer.

Maritime Safety Convention coming into force

The 1974 International Convention for the Safety of Life at Sea (SOLAS) — the most important of all international agreements concerned with maritime safety — came into force on 25 May.

Announcing this recently, the London-based Inter-Governmental Maritime Consultative Organisation (IMCO) pointed out that the year of grace between the acceptance of the convention by 25 countries, whose com-

bined merchant fleets amount to at least 50 per cent of the world's gross tonnage of merchant shipping and its implementation has now passed. The year of grace allows contracting governments time for the necessary legislative and administrative measures.

The new SOLAS convention is the latest in a series of safety of life at sea conventions which date back before World War I. An international convention was adopted in 1914 largely as a result of the 'Titanic' disaster — but did not come into force because of the outbreak of war.

In June 1960 a new up-dated SOLAS convention was adopted and the 1974 convention, while including all the amendments made in the intervening years, also has a new amendment procedure which will greatly simplify updating.

The main objective of the SOLAS convention is to specify minimum standards for the construction, equipment and operation of ships, compatible with their safety.

Control provisions allow a contracting government to inspect the ship of another contracting state if there are reasons for believing that the ship does not comply with the requirements of the convention.

Other controls cover the sub-division and stability of ships; machinery and electrical installations; fire protection, detection and extinction; life-saving apparatus; radiotelegraph and radio-telephony; safety of navigation; the carriage of grain and dangerous goods; and nuclear ships.

In February 1978 a protocol to the 1974 SOLAS convention was adopted which incorporates important new measures regarding tanker safety and pollution prevention. The protocol will come into force six months after it has been accepted by 15 states with at least 50 per cent of the world's gross tonnage of merchant shipping between them. It has so far been accepted by the Bahamas, Belgium, France, Kuwait, Spain, Sweden, the United Kingdom and Uruguay.

The 1974 SOLAS Convention has been ratified by Argentina, Bahamas, Belgium, Canada, Cape Verde, Chile, China, Denmark, Dominican, France,

Suction cups on bottom of feet to assist crewman in staying on deck in blue water conditions encountered with this radical design.



Note flattened side of head, the result of improperly-timed gybes, collisions with submerged objects, etc.

Federal Germany, German Democratic Republic, Hungary, India, Israel, Kuwait, Liberia, Mexico, Monaco, Netherlands, Norway, Panama, Peru, Romania, Spain, Sweden, Tonga, Trinidad and Tobago, Ukrainian SSR, the Soviet Union, United Kingdom, United States, Uruguay, Yemen and Yugoslavia.

Family life jackets

Dear Sir,

A couple of years ago I bought a number of adult and children's life jackets and stowed them loosely in open cabin racks. I took them out last week. None of the zippers would work; the cheap metal slides had simply welded onto the nylon zipper. One had, in fact, rotted away in the salt atmosphere.

Nothing I could do would free them. The expensive jackets are useless.

So I rang [the company which manufactured them]* for advice. They had none. "If I took them out they would inspect them and if their fault they would fix them free of charge". They have no pick-up place in Sydney; over to me. So I have to take them to their place at [.], which is inconvenient]*. It follows that I would have to go out and collect them.

I don't think I need stress the moral of this to yachtsmen who have jackets on board or who are contemplating buying some.

Yours faithfully,

Tommy Thompson

*Specific reference deleted to avoid unfairly singling out one manufacturer, for reasons below.

Editor's comment: Tommy raises several interesting issues although all readers might not agree on just what the moral is. We deleted Tommy's specific reference to the manufacturer after talking to another CYCA Member who is in the business of manufacturing this type of equipment. Evidently ALL zippers used in Australia for this type of gear at the time this gear was made were supplied by Y.K.K., a large Japanese-based company with facilities at Brookvale. The zippers in question have a slide of alloy which, if not in continuous use and given regular maintenance, oxidizes and in some cases ceases to work. The problem was pointed out to the company, and

for the past year and a half all such zippers used in Australia have a plastic slide which is not subject to the same problem. The CYCA Member also noted that his company has just scoured the world for zippers and has decided that those now used here and manufactured by Y.K.K. are, in his opinion, the best available. It seems that in many parts of the world, including the USA, alloy slides are still employed on zippers in spite of this problem.

Anything stored in a salt-air environment is subject to oxidation and requires regular maintenance to prevent deterioration, as we all know. Nevertheless, one can sympathise with Tommy's plight and disappointment about the element of human failure in the manufacturer's not having foreseen the problem with his lifejackets. It would appear, however, that the manufacturer in this instance has done as much as can be reasonably expected, e.g., offered to inspect and replace the zippers free of charge. The fact of the manufacturer's premises being situated inconveniently for the customer is nobody's fault, and the Trade Practices Act recognises the customer's liability for freight costs when returning goods under warranty (and, of course, goods which are out of warranty in this instance).

The moral would seem to be a reminder to all of us that equipment stowed aboard a yacht must be regularly maintained; metal zipper slides should have regular application of Vaseline or other lubricant (WD-40 and similar products, and there are new Teflon lubricants available which supposedly stand up well in the marine environment). All equipment, but particularly that which is essential to safety, e.g., the radio, must have regular maintenance to avoid discovering that it doesn't work at the very moment it is needed.

From Hong Kong

Dear Sirs,

Re: Sydney-Hobart Race — 1980

A number of Hong Kong yachtsmen have expressed a keen interest in competing in this year's Sydney-Hobart Race.

Hong Kong has a very active offshore contingent within the Royal Hong Kong Yacht Club. Members of the Club have been very successful in a

number of international events in recent years. We are able to provide a number of experienced crews for an event such as the Sydney-Hobart Race.

Although this year is not a Southern Cross series we would like to have a team compete for Hong Kong.

We may be able to send boats from Hong Kong if necessary. We do feel, however, for this year it may be best to use boats already in Australia.

With this in mind, we would appreciate any assistance you could give us in putting us in touch with owners of competitive yachts who might want a crew and be prepared to have their boat sailed for a Hong Kong team or owners who might wish to charter boats to us.

Yours faithfully,

Mike O'Neill

It is not exactly clear from this letter whether the interest in Hong Kong charters is contingent upon 'team' racing, but the author of this letter acknowledges that he is aware that this is not a Southern Cross Cup year, and he may well mean simply that there is more than one member of the RHKYC interested in a charter. CYCA Members who wish to contact Mr O'Neill may do so c/o the Royal Hong Kong Yacht Club, Kellett Island, Causeway Bay, Hong Kong.

10% discount for CYCA Members

Frank and Jennie Arrowsmith have opened a new-look nautical boutique, appropriately called NAUTIQUE, located at Shop 2, 15 Cross St., Double Bay. The emphasis is on smart nautical fashion wear that is practical as well as appealing. The tired old jeans and "blown-out" dock-siders are on their way out.

A range of galleyware, giftware and jewellery complements the scene for that ever-present problem of what to buy a yachting, apart from four litres of anti-fouling. Also for the discerning they have an extensive range of Chelsea and Wempe brass clocks and barometers, as well as nautical paintings and prints.

To promote their opening, a 10% discount is being offered to all CYCA Members for cash purchases over \$10.

CYCA Short Ocean Point Score Results

Combined Divisions 1, 2 and 3

1st	Deception	J.H. Bleakley
2nd	Ruthless	P. Hill
3rd	Big Schott	A. Pearson

Division 1

1st	Gretel	B. Lewis
2nd	Wainunu V	R.A. Lee
3rd	Natelle II	A.G. Lee

Division 2

1st	Stormy Petrel	G.L. Day
2nd	Aphrodite	G.S. Girdis
3rd	Veninde II	A. Knaap

Division 3

1st	Concubine	C. Penny
2nd	Ghost Too	K. Roxburgh, C. Graham, W. Hoare
3rd	Morag Bheag	D.C.B. Mac- lurcan

Half Ton Division — Club Handicap

1st	Hope and Glory	T.D. Loxton
2nd	Chloe	D. Rourke
3rd	Vivacious	J.A. Brown

Half Ton Division — Level Rating

1st	Hope and Glory	T.D. Loxton
2nd	Pippin	W.E. Sweetapple
3rd	Vivacious	J.A. Brown

Division 4 (J.O.G.)

1st	Evergreen	H.H. Green
2nd	Cagou IV	B. James
3rd	Weather Report	A.R. Hatch

Royal Club's Trophy Winners

Division 1.	Natelle II	A.G. Lee
Division 2.	Veninde II	A. Knaap
Division 3.	Spider	D. Currie
Half Ton		
Division.	Chloe	D. Rourke
Division 4		
(J.O.G.).	Barbados	R.A. Robson

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'Blue Water Challenge'; the 1980 Golden Fleece Great Circle Race

Australia's unique ocean yacht race which circumnavigates Tasmania, The Golden Fleece Great Circle Race, will again be held in 1981. Details of the 1981 race were announced to NSW yachtsmen at a special screening at the CYCA of a film of the 1980 Race entitled, 'Blue Water Challenge'.

'Blue Water Challenge' proved to be an excellent film which captures the flavour of ocean racing in the wide variety of weather conditions experienced during the 1980 Race, to the undoubted delight of the film makers, from flat calms, with frustrated helmsmen gazing at the sunset, to 60 bags with short steep seas. With good camera work and editing the film provides glimpses of everything from pre-race

stowing of provisions to post-race celebrations, and the script evoked a number of laughs from the audience for its quotable quotes from crewmen on the dock after the race and for one quote from Rolly Tasker in which he refers to the Hobart Race as 'out the Heads and two days easy running south' or words to that effect. The film is available for free viewing by yacht clubs; in NSW, interested groups should contact Peter Campbell (02) 439-4514.

The 800 nautical mile Great Circle Race conducted by the Ocean Racing Club of Victoria will start from Portsea in Port Phillip Bay on Sunday, January 11, 1981, and will finish at Flinders in Westernport Bay. The Great Circle Race will continue to follow the east-to-west course of the previous two

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the end of it, we also provide assistance with navigational questions and with legal queries when buying, selling or chartering a yacht...even if you're contracting to build a new one.

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Phone 27 5395. Telex Vigil AA 27473.

events, but the starting date has been brought forward to assist crew members who take their annual leave in the Christmas-New Year period.

The race organisers have decided to give special crew trophies in the 1981 race.

The Great Circle Race will be preceded by a series of four races on Port Phillip Bay; Saturday, January 3 — 80 miles; Monday, January 5 — Olympic course; Tuesday, January 6 — Olympic course; Friday, January 9 — 30 miles.

The Great Circle Race will again be Category 2, but the Ocean Racing Club of Victoria will require that yachts carry aboard as compulsory safety equipment an approved Emergency Position Indicating Radio Beacon (EPIRB).

Because of the length of the race and potentially tough sailing conditions, eligible yachts will be restricted to those holding a current IOR Rating Certificate showing a Rating of not less than 22.0 feet, a Rated Length (L) of not less than 26.0 feet (7.9247 metres), and a Rated Displacement (DSPL) of not less than 8,000 pounds (3,636 kg).

The Notice of Race of the 1981 Golden Fleece Great Circle Race will shortly be forwarded to ocean racing yachtsmen throughout Australia and overseas.

Further information on the race may be obtained from the Race Director, Warwick Hoban, 77 Beach Road, Sandringham, Vic., 3191.

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Twizzling Trivia

We were gratified (and Shipway was ecstatic) at the keen interest shown in our Twizzling Trivia, as evidenced by the swiftness and keenness of responses. Some entrants rushed down to the CYCA office with their answers in one hand and their copy of 'Offshore', ink still wet, in the other. Some offered heated debate (read thinly-veiled threats) to the beleaguered Marina Manager, who nevertheless won in every instance, being the grand master of naval contemplation of the CYCA. It is, however, evident that there are a number of serious contenders for this title, and we are considering, depending upon the response to this and subsequent editions, holding a Mastermind-style program, with red velvet hot seat, spotlight and all.

Congratulations to Mike 'Zappa' Bell, who was first in with all correct at 8.35 a.m., 23/5/80 (we suspect with a little help from a friend). Next in with 10 out of 10 was a promising purveyor of useless truths, David 'Twelves' Kellet, at 10.00 a.m. on the same date. Jenny May got 10 for 10 on May 29th, and Chris Hatfield is still arguing with Shipway over his six out of 10 of May 26th, 11.00 a.m.

Answers to last month's (April-May 1980) Trivia Twizzlers

1. 'Winston Churchill' — 15 starts.
2. Stan Darling.
3. 'Screw Loose' was smaller at 29'9" LOA; 'Cadence' was 30'10".
4. Sparkman & Stephens with 6: 1967 'Rainbow II'; 1969 'Morning Cloud'; 1971 'Pathfinder'; 1974 'Love and War'; 1977 'Kialoa'; and 1978 'Love and War'.
5. 1975 'Rampage', designed by Bob Miller.
6. 'Pacha', 'Love and War' and 'Piccolo' (now 'Cobbler').
7. 'Ballyhoo'.
8. Alby Mitchell.
9. 1974 Magnus Halvorsen and 1978 Phil Eadie.
10. 1966 'Fidelis' and 1970 'Buccaneer'.

This month's Twizzlers

Below are Peter Shipway's latest questions for our armchair admirals. The first correct entry will win the author of that entry two bottles of Jarman's Brut champagne. 'First' shall be that entry



CYCA Trivia King Peter Shipway congratulates Zappa Bell on his first prize of two bottles of Jarman's Brut champagne. Unfortunately, in spite of the fact that this photo appears to have been taken from the winner's navel which 'Shippo' is, of course, contemplating, Mr Bell was in Melbourne at the time and was unable to accept his prize in person.

Our regular first prize, two bottles of the excellent but inexpensive Jarman's Brut champagne, has been very kindly donated by Mark McGuire ('Touch of Class' — A42) of J. Jarman Liquor Supplies Pty. Ltd., 156a New South Head Road, Edgecliff.

bearing the earliest postmark in the case of entries mailed, and in the case of those handed in at the office, the first entry signed by an office staff member with notation as to time and date of handing in. Address your entry to 'Twizzlers', OFFSHORE, CYCA, New Beach Road, Darling Point NSW 2027.

Flying the Flag Overseas

1. What was the first Australian yacht to leave these shores to compete in an ocean race?
2. Which yachts comprised our first Admiral's Cup team and what was the year?
3. Which yacht accompanied the first Admiral's Cup team as a private entry, was a CYCA Blue Water Champion 1963-64, and was also the first Australian yacht to enter the Bermuda Race?

(Continued on page 23)



It was not long after 'Apollo', Jack Rooklyn's famous Australian Lexcen-designed sloop, grounded on Lady Elliot Island in the southern Great Barrier Reef area, that it was clear to the skipper and crew that she was on the reef to stay. Immediately all electrical and other gear that might have been irreparably water damaged was removed, and over the course of the next four days 'Apollo' was systematically stripped of everything that could be removed without special salvage equipment. It was a soul destroying job for a crew who loved their ship, and they left the island not knowing that they'd be back again in a few weeks to resume the gruelling task.

The story of removing 'Apollo' from the reef is an interesting one which has lessons for the yachtsman who finds himself in a similar predicament. Here follows the account as told to the Editor by Duncan Van Woerdan; the striking photographs are by Janet Blake.

Offshore: Knowing how you all felt about 'Apollo', it must have been a pretty unhappy job, ripping the insides out of her before the corpse was even cold, as it were.

Duncan Van Woerdan: There are a few things that some yachtsmen may not be aware of. If disaster befalls a yacht, it is the owner's responsibility under the terms of his insurance agreement to immediately salvage all equipment that can be saved from further damage. If he doesn't do this the insurance company may reduce the amount of the settlement. There is, moreover, an obligation imposed by the various Harbours and Marine Boards of the various States not to simply leave a wreck where it lies to pollute or otherwise despoil the seascape.

Offshore: So it was Jack Rooklyn's responsibility to remove 'Apollo' from Lady Elliot reef by one means or another?

Duncan Van Woerdan: It was his responsibility entirely.

When 'Apollo' grounded it was our opinion that we could not move her back off the reef and still have a "salvageable" boat. The hull had suffered so much damage in the first three hours that a further 24 hours on the reef would have completely eliminated any possibility of reconstructing the vessel.

The next morning we stripped the boat of all electronics and anything that we thought would suffer water damage. We got all the sails off the boat, the

The boat then became the financial responsibility of the insurance underwriter, who sent an assessor out to see whether the vessel could be repaired or whether it was a constructive loss. It was the consensus of the assessor and the repair men that 'Apollo' was a constructive loss.

So the insurance company instructed Jack to put the vessel up for tender "as is where is". 'Apollo' was advertised for sale nationally for one week. When

Apollo's final hour

by Duncan Van Woerdan

Photographs by Janet Blake

winches. We kept stripping the boat for four days until we had done everything we could do without other salvage equipment.

all the tenders were in, they were sent to the insurance company. In these cases the owner is given the opportunity to match the highest tender.



Opposite page and at right: 'Apollo's burnt out hulk lies smouldering on Lady Elliot reef in the finale of the salvage and removal operation.



Upper left: The photographer has caught the bow at the moment the chainsaw has taken its final bite. Centre and lower right: Working conditions were difficult. The crew could work only for about four hours a day at the bottom of the tide because at other times the surf made the hull dangerously mobile. Footing was precarious at best as 'Apollo' lay amongst rubble coral and boulders.

We thought the amount was in excess of what was a reasonable amount for the vessel, but Jack matched the highest tender anyway, for sentimental reasons.

We (Janet Blake, Andrew Copley, John Cook from Mooloolabah, and myself) returned to Lady Elliot to salvage as much of what was left as we could and to dispose of the wreck. The cheapest commercial quote we had received for getting the boat off the reef and to Bundaberg was \$30,000, and there were several higher than that figure. We thought we could do it for a lot less (and we subsequently did).

There was never any thought of making any money by salvaging any saleable equipment. We were there for sentimental reasons. Jack wanted to salvage the mast, the bow, and the stern, and we didn't want to leave 'Apollo' there for the souvenir hunters. We also had the responsibility to do something about the wreck.

Offshore: How did you go about it? The working conditions must have been very difficult.

Duncan Van Woerdan: The site was difficult for several reasons. There was 600 metres of coral reef between 'Apollo' and the shore; we had to walk over this to get to the wreck. At various tides there was anything from a couple of inches to six feet of water on the reef, and we could work on the hull for only about four hours towards the bottom of the tide. At other times the surf was pounding around the hull making it dangerous to be near.



It was practically impossible to get any sort of salvage equipment, such as a barge or crane, over the reef because when there was enough water the surf was too heavy to be able to work. So we had to use some pretty Jack and Jill methods.

Offshore: And you carried everything over that expanse of reef?

Duncan Van Woerdan: I don't know how many people have ever tried to carry one of 'Apollo's' sails ashore, but that's quite an exercise in itself. Imagine what it's like trying to carry one over 600 metres of coral reef. We had enthusiastically set about removing all of the winches, which took about two days to do, only to find that we had a pile of winches weighing about two tonnes, and we hadn't worked out



Lower left: The bow was rolled onto an Avon inflatable boat, and when the tide rose sufficiently it was floated ashore — full marks to the Avon inflatable as well as the work gang. Centre: There was anywhere from a few inches to eight feet of water on the reef depending upon the tide. Carrying heavy loads was extremely difficult. Upper right: The stern was floated on 44 gallon plastic drums which the crew found in the wreck of 'Thisbee' not far from 'Apollo' on Lady Elliot reef.



a way to carry them to the shore. It was reminiscent of the TV program, Gilligan's Island; we constructed a raft out of a navigation table, dining room table, toilet door, blow-up lilos and three fenders. The raft measured about 8ft square, and each trip it carried about one tonne of equipment.

To remove the mast we constructed an 'A' frame out of two spinnaker poles and attached them at the lower spreaders, which was pretty close to the mast's centre of balance. After undoing the rigging, we almost expected the mast to fall down by itself — or break. But — as we had found out a couple of times before — it was a very strong mast and it just stayed there even without the rigging.



We then used a crow bar at deck level to try to jemmy the mast out, which didn't do very much, so we went below to the step and using crow bars and a car jack we managed to move the mast about four feet until it just jammed at the mast collar — because the 'A' frame had been moved slightly off centre by the surf. At this point the tide had risen so that there was about 4½ feet of water inside the boat and the hull was jumping around. It was 5.00 p.m., so we had to pack it in for the day.

It happened to be my birthday that day. That night, the pilot who runs an aerial service from Gladstone, Max Davey, had found out somehow that it was my birthday, and he flew a birthday cake over to the island. I had the customary wish coming to me when blowing out the candles, and I wished that the mast would just pop out of the boat all by itself. Imagine our surprise the next morning when we looked out on the reef, and there was 'Apollo' without any mast! We rushed out onto the reef, and there was the mast lying intact (with the Windex undamaged) just behind the boat on the reef.





'Apollo' reluctantly gives up. Bowless and sternless, she is a surrealistic vision as atoms of body and soul are excited to another world.

We then had to remove the mast before it was damaged. Fortunately, for us there was another wreck on the reef — the 'Thisbee' — which happened to have in her cargo hold about twenty, 44-gallon plastic drums. We waited for the tide to rise a little and lashed these drums in pairs right down the length of the mast so that it was completely supported, and at high tide we floated it ashore.

Offshore: How about the bow and the stern?

Duncan Van Woerdan: All we needed for the bow and the stern was a chain saw. We removed the life lines and any metal that was in the way and we cut through the timber hull using a 45cc saw with 17-inch blade. It took about 10 minutes to cut through the 4 x ½ inch oregon skins of the hull and the ½-inch ply with ¼-inch teak deck. We thought the weight of these sections might split the timber when we cut, so we cut the deck first and then the leeward hull, leaving the windward hull attached to the backbone of the boat till last; as it turned out the backbone did support the entire weight until the last inch or so of cut, and we were able to remove the bow and stern undamaged.

We then had the problem of getting them ashore without damaging them. We had a 10ft 6in Avon S-100 sport boat, and we rolled the bow section — which weighed about 1600lb — onto the dinghy (which is rated for 800lb of

load) while it was sitting right on the rubble coral. When the tide came in, we floated it ashore. The dinghy was undamaged in spite of this treatment, which speaks very well for it. We floated the stern section ashore with plastic drums.

It's interesting — there has been criticism of 'Apollo' over the years for allegedly being a weak and spongy vessel, but I don't know of another boat that could have withstood what 'Apollo' did for six weeks from the time of the wreck until we went back. The starboard side of the hull was still

in perfect condition.

Next came the rudder and the keel, the latter had about 8½ tonnes of lead in it. Both were jammed into the coral and couldn't be removed without either cutting the boat into a whole lot of little pieces or by burning the hull away, which seemed the quicker way.

So we burnt the hull away. We tried sprinkling a little petrol around; the paint wouldn't stay alight. So we built a fire in the main saloon, and after the boat started to burn it took only about 1½ hours to go completely. All that was left was charred debris and a bit of the keelson, which we cut up with the chain saw and floated ashore.

To get the salvage off the island we had a 60-foot trawler out to the island, refloat the gear over the reef (for which we had a couple of 18ft aluminium punts) to the trawler. It was taken to Bundaberg, from where it was trucked to Sydney. Jack has given the bow to the CYCA along with a few other trinkets; the stern will become a barbecue/bar fixture and the mast and flag pole is at Jack Rooklyn's house.

'Apollo's' engine, which was a 38 hp Perkins, was a complete writeoff. We gave it to the lighthouse keeper, who hopes to strip it down and get it going again for use as a generator on the island.

Offshore: What's Lady Elliot Island like? Do you have nostalgic memories

The hull burned furiously for about an hour and one half, sickening the sky with dense smoke.



of the place?

Duncan Van Woerdan: I've seen all of the islands of the Great Barrier Reef Province from Thursday Island to Lady Elliot, and it's definitely one of the worst — the coral is dead, the only population is the lighthouse keeper and the tent resort manager, and the rest are either mutton birds or giant centipedes. The centipedes without any exaggeration are eight inches long with scorpion tails — they make life quite interesting; at night you've got to pull back your sheets, search your pillow case, your clothes, and then you have to do it all again the next morning before you put your shoes on. The centipedes have a very nasty bite, and they are a real pest.

There is only rainwater on the island, and it doesn't seem to rain much, so you can't shower. There are no telephones, and only very light aircraft can fly in. It's not the Barrier Reef island that I would recommend for a holiday.

Offshore: How did you find your dealings with people throughout this whole affair?

Duncan Van Woerdan: Most of the people we dealt with were really terrific, but one of the unhappy lessons of this episode has been the fact that wrecks sometimes seem to bring out the worst in human nature. Some people took advantage of us. We had equipment stolen, vandalism was committed on the vessel at night even when we were on the island and still in

There are no words...



Janet Blake



Janet Blake

possession of the vessel, and we were charged some pretty outrageous fees when we had no other alternative but to accept the bill. I guess it makes the bringing of everything back all the more valuable to us — the experience of getting it off and knowing that 'Apollo' would simply have been plundered by souvenir hunters if we hadn't taken her away.

Some people have been critical of our cutting the bow and the stern of 'Apollo', of not giving the boat a Viking funeral. I think that 'Apollo' had enough charisma to justify having part of her preserved at the CYCA.

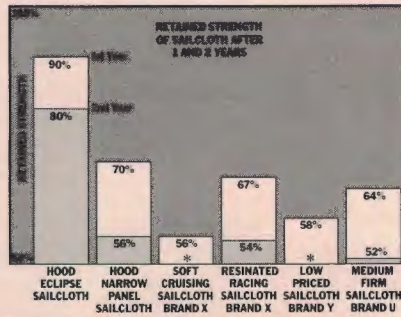
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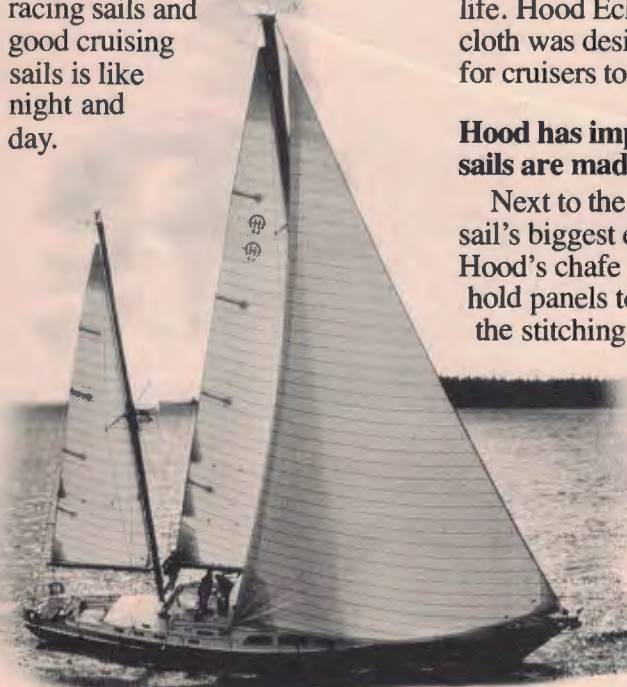
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BIGGLES' COLUMN

Usually at this time of the year yachting magazines in Australia get desperate for copy; what with the season being over and all, there is just not that much to write about. So, Editors drag out some of the most unbelievable rubbish from behind the filing cabinet and assail the unsuspecting reader with it. "New Products Of 1956", "The Self-Righting Trimaran", "Build Your Own Maxi at Home", "Astro Navigation Using the Braille Sextant", you know the sort of thing. All of which only goes to show that I am short of subject matter myself.

My own pet subject for mid-year fiction is the new boats syndrome many of which do turn out to be fiction, because when it comes to actually putting up the hard cash as a deposit to start cutting aluminium or timber, many prospective owners lose their enthusiasm. However, this year looks like being an exception in the racing machinery area. There are mooted to be 19 new IOR boats under construction or about to be started. I have been able to identify only 17,

but I'm told there are two more in Melbourne that are very hush-hush in case anyone else steals their secrets. Yawn.

Peter Kurts has a Dubois minimum Admiral's Cup rating boat under construction by John McConaghy; it has a three-quarter rig. Dennis O'Neil and partners have a Peterson 40ft being built in New Zealand. 'Kanga' Birtles is building a 44ft Holland design for some mysterious owner. Michael Barrett is building a Peterson minimum Admiral's Cup rating boat for Bert Ryan at his Mona Vale yard and a sistership for Jack Violet (ex 'Hi-Jacque'). Irwin Vidor has a Davidson 1-tonner being built by Mal Henderson at Brookvale; it is a later version of 'Diamond Cutter'. Syd Fisher is building himself a Peterson 43 similar to one commissioned by Alan Bond rating about 33ft. Alan Bond's is being built by Jeremy Rogers in the UK and will be shipped out here to be prepared for the Admiral's Cup trials by John Bertrand. Ben Lexcen has designed a 2-tonner for John Mitchell, who crewed for Frank Tolhurst in the 5.5 Worlds. Jack Rooklyn, true to his word, is building a new 70ft 'Apollo' in aluminium, and he swears it was designed by Bob Miller. It is to be turned out by Aquacraft in time for this year's Sydney-Hobart Race. Brian Folbigg, who sold the magnificent 'Catriona-M' to Jack Christofferson (things must be looking up in Careening Cove) is building a S & S cruiser/racer. John Walker is having a 3/4-tonner built by Doug Brooker and a Cole 2-tonner is being built by Comprador Marine.

In Melbourne a 39ft Peterson is being built for Dr Taki Caradis with the Admiral's Cup trials as a target; it is to be called 'Swan', and Gary Simon (ex 'Blizzard') is in charge of the project. In Singapore, Peter Cantwell is to build three Dubois boats, one of them for himself. In Perth, Billy Edgerton will start work on a 'Frers 2-tonner for Peter Briggs in October. In Queensland, John Swan, Mal Wood and a big Gold Coast syndicate have launched a Davidson 1-tonner to be named 'Gold Coast Express'.

That is about as impressive a list as I can remember in Australia and accord-

ing to one pundit is a bigger line-up than that currently under way in the UK. I can't get a loan for a house because my bank manager tells me money is scarce; I think I know where most of it is going. Someone better ring up the Dept. of Immigration and tell them to make sure they include lots of yachties in their quota system.

* * *

The following anecdote comes from the seemingly inexhaustible supply of Kevin Shepherd. At one of the early Admiral's Cup challenges the Australian team were invited to a particularly posh dinner; the late Uffa Fox was there, so was Phil the Duke and some lesser titled heavies. Kevin found himself seated opposite a Frenchman who turned out to be the Baron Rothschild. Now, 'Sheppo' had not had a lot of experience at talking to barons in those days, but he felt it incumbent on him to say something to start the conversation, and he noticed that on the wall directly behind the Baron was a huge painting of the Battle of Trafalgar. He leaned forward and pointed this out to the Baron and mentioned that he thought it was rather bad form by the 'Poms' to seat the Baron in front of that picture, to which the Baron replied, "To make matters worse, Aussie, the bastards beat us again today."

* * *

Poorly-kept Secret No. 2 of 1980 is the wholesale non-renewal of memberships in ORCA, a distressing symptom that will be watched with interest and reported as facts come to hand. Any time there is this sort of problem, the quality of leadership has to come into question.

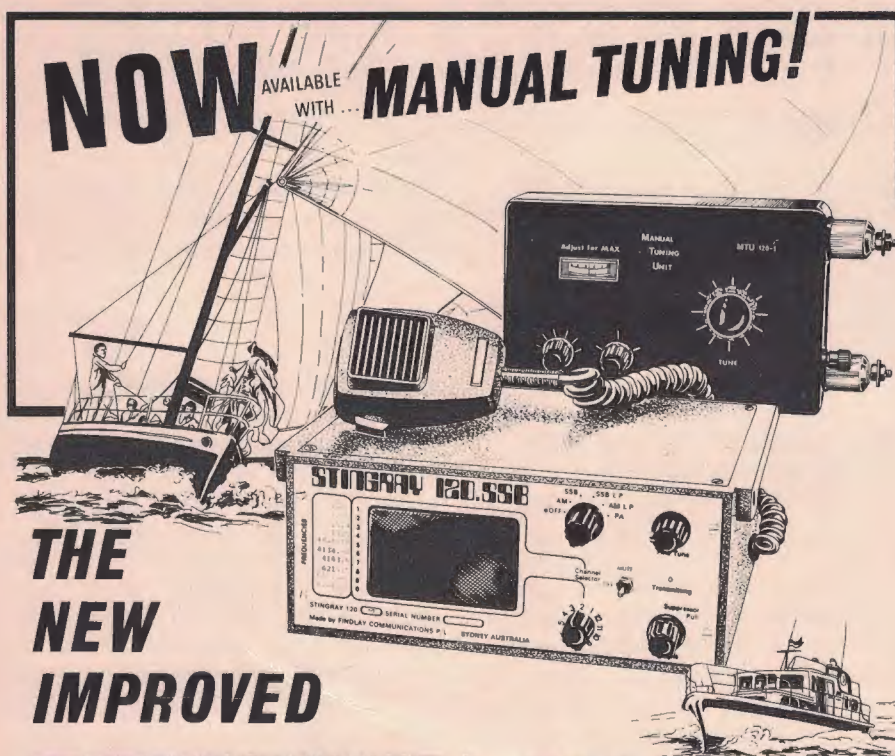
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Bulletin No. 29

1. Offshore Racing Council Meeting

- 1.1 A Special Meeting of the Council was held on April 25-26th 1980 in Barcelona, Spain, by courtesy of the Real Club Nautico Barcelona. The main object of the Meeting was to consider proposals regarding safety in the light of the Fastnet Report. The Council had before it recommendations from the I.T.C. and submissions from National Authorities on design safety, special regulations, and other questions.
- 1.2 All changes agreed at this Meeting are to be effective from January 1st 1981. The decisions have been taken in April in order to give designers and owners as much notice as possible.

2. Stability

- 2.1 As outlined in Bulletin 28, the I.T.C. had carefully considered discouraging designs with large Beam to Depth Ratios by means of a B/CMDI formula. On further consideration however the I.T.C. preferred alternative measures intended directly to encourage the lowering of the centre of gravity, which has been moving upwards noticeably in recent designs.
- 2.2 The I.T.C. proposal is in two parts: the first gives a modest rating bonus to yachts with lower centres of gravity; the second imposes a severe penalty on yachts with a centre of gravity which is considered undesirably high.
- 2.3 The change agreed by the Council is a new formula in Paragraph 711, which will read:

$$\text{CGF} = 2.2 + .887 \text{TR} - 5.1$$

for yachts with TRs less than or equal to 35, and a new formula as follows for TRs greater than 35:

$$\text{CGF} = 0.0064\text{TR} + .7400$$

The restriction that CGF may not be taken as less than .9680 will remain in force.

- 2.4 The Council appreciates that the ratings of a very considerable number of yachts will be affected by this Rule change, but it believes that in most cases those adversely affected will be able to make adjustments by lowering their ballast — and that it is essential they be encouraged to do so.
- 2.5 As this Rule change concerns safety, there will be no "grandfathering" provision, and it will apply to all I.O.R.-rated yachts from January 1st 1981.
- 2.6 The I.T.C. is continuing to study data from Delft University which may enable an improvement to be made to the existing Screening Values.

3. Special Regulations

- 3.1 The Council does not, as a principle, wish to add to Special Regulations unless a clear demand in the interests of safety is established, and for this reason did not adopt submissions concerning, among other matters, engines and batteries.
- 3.2 The Council adopted the following regulations, with the proviso that the exact wordings are to be reviewed by the Special Regulations Committee and confirmed at the November Meetings.
- 3.3 Toe-rails. Categories 1, 2 and 3.
A toe-rail shall be fitted around the deck forward of the mast at a height of not less than 25 mm. Location to be not further inboard from the edge of the working deck than one-third of the local beam.
A third life line (or second for yachts under 21 ft.) or rod at a height of not less than 25 mm or more than 50 mm above the working deck will be accepted.
In yachts built before January 1st 1981 a toe-rail height of 20 mm will be accepted.
- 3.4 Bilge Pumps. Categories 1 and 2.
At least two manually operated. Securely fastened to the yacht's structure, one operable above, the other below deck. Each pump shall be operable with all cockpit seats, hatches and companionways shut. Each pump shall discharge through a permanently fitted pipe.
- 3.5 Two-way radio — to become compulsory for Category 2, but a minimum wattage no longer to be specified.
- 3.6 Hatches. All Categories.
All hatches shall be permanently fitted so that they can be closed immediately and will remain firmly shut in a 180° capsize. The main companionway hatch shall be fitted with a strong positive securing arrangement which shall be operable from below.
- 3.7 Radar Reflectors. All Categories.
If the radar reflector is octahedral it must have a minimum diagonal measurement of 18 in. (46 cm), or if not octahedral must have an "equivalent echoing area" of not less than 10 m².
- 3.8 Fire Extinguishers. All Categories. At least two in all yachts.
- 3.9 Quarter-tonners. In view of the increasing cost of complying with Category 2 Special Regulations, the Level Rating Classes Committee was asked to consider the possibility of changes in the format of races which might make it possible for Quarter Tonners to race under Category 3.

4. Liferrafts and Safety Harnesses

- 4.1 The Council received a preliminary report from M. Jean-Louis Fabry on the specifications for liferafts and their stowage. By a large majority the Council was opposed to permitting rafts to be stowed in the saloon, and preferred a special locker opening onto the deck.
- 4.2 The Council also received a preliminary report on the research being undertaken by Mr. Tony Mooney into specifications for safety harnesses.
- 4.3 The Working Parties under M. Jean-Louis Fabry and Mr. Tony Mooney respectively will be reporting to the Special Regulations Committee.

5. Scantlings

- 5.1 Mr. Gary Mull, Chairman of the I.T.C., reported that the Guide on Scantlings to be published by the American Bureau of Shipping was now in final draft form.
- 5.2 The Council decided that for an initial period it will be advisory only, but anticipates that it will be made mandatory in the future.

6. Sails

- 6.1 The Council confirmed in this instance with immediate effect, that in the Special Regulations relating to storm trysails and heavy-weather jibs the words "of a suitable strength for the purpose" should be substituted for the words "of cloth weight heavier than that of the mainsail".

7. Measurement of Sterns

- 7.1 The I.T.C. Chairman reported that a formula had been devised that successfully identified yachts obtaining a rating advantage by local steepening of the 15% B buttock slope between the aft girth stations. The I.T.C. is working on a method of using this formula to apply a correction to AOCF that will nullify the advantage of such sterns. An alternative method, involving a new measurement is also being studied. If this is adopted the formula might then be used as a screen to identify those yachts which should be re-measured.
- 7.2 A firm recommendation will be made after the September I.T.C. Meeting. It will be proposed that this be effective from January 1st 1981, as clear warning has been given that a fair rating will be applied to these sterns which at present gain an unrated advantage.

8. Rule Infringement

- 8.1 The Council expressed concern about some malpractices that have infiltrated into I.O.R. racing in recent years and to which some competitors

and organising authorities have turned a blind eye.

- 8.2 The responsibility for rule enforcement is a shared one — the owner, the crew, the race committee, the appropriate rating authority and the O.R.C. all have their part to play. Instances of cheating that have occurred in recent years vary from the calculated to the accidental. The removal or redistribution of internal ballast (including anchors, chain and outboard motors) after measurement is perhaps one extreme; drawing out the foot of a reefed mainsail beyond the black band is perhaps another. But it matters not that the degree is different — if it presses beyond the letter of the law it has to be bad for the sport. Owners and crews should therefore be reminded of their responsibilities. The I.O.R. Rulebook, the I.Y.R.U. Rules, the O.R.C. Special Regulations and the Rules for the World Championships of the Level Rating Classes (The Green Book) are very clear in their definitions, and all participants are encouraged to familiarise themselves with their prescriptions.

By the same token Race Committees should be prepared to take a more active role in rule enforcement. For instance, this could be by inspection of

safety equipment, of ballast distribution (by freeboard checks at important regattas) and of sail dimensions, and where instances of rule infringement are discovered they should be prepared to impose appropriate penalties. The O.R.C. has appointed a Working Party to maintain a close view of the problem.

9. I.Y.R.U. Rule 26 — Advertising

- 9.1 The Council debated the proposal of a Working Party of I.Y.R.U. to vary Rule 26, and was unanimously and strongly of the opinion that Rule 26 should not be modified. The example of several sports was cited, where advertising had been allowed and within a short period amateur participation had been eliminated.
- 9.2 The Council recommended that the Rule should be made more readily enforceable by deleting the present requirement for a warning to be given.
- 9.3 Another problem in enforcing the Rule is that many names may legitimately be similar to commercial names. It was considered that this difficulty might be overcome by requiring a declaration that no financial advantage results from the use of a name, and that it will not be used for advertising purposes.

10. I.Y.R.U. Rule 66 — Sitting Out

- 10.1 The Council was evenly divided on a proposal to seek amendment to Rule 66 to permit crews to have their upper body and head outside the upper life line.
11. Other Business
- 11.1 The Council considered Reports on the following matters which will be on the Agenda of the November meetings, after further discussion by Committees as appropriate.
- 11.2 Mark IIIa — I.T.C. Meeting in September will be devoted to this question.
- 11.3 Standard Rating Classes — applications are now being processed.
- 11.4 International Offshore One Designs — the first applications have been received.
- 11.5 Research Committee — Mr. Pat Haggerty gave an Interim Report.
- 11.6 Restricted and Unrestricted Divisions — initial discussion.
- 11.7 Droopy booms — to be reviewed after further experience of the effect of restrictions on the movement of rigs.
12. Next Meetings
- 12.1 The next Meeting of the I.T.C. will be held in Newport, U.S.A., on September 26th and 27th.
- 12.2 The next Meetings of the Council will be held in London on November 2nd and 8th.

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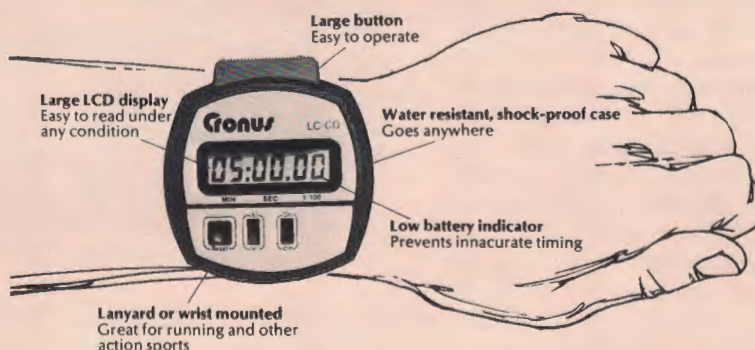
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Host club for the Brisbane to Gladstone Race is the Port Curtis Sailing Club, which was one of the first sailing clubs formed in Australia and these days is one of the fastest growing and most active clubs in the country.

Yachtsmen who have visited the Club have to be impressed by the remarkable development which has taken place in the Club's facilities, its growth in membership and its expansive hospitality in recent years.

Its history is worth recording. The Club had its origin in the 1880s when sail was a basic means of transport and Gladstone was the northernmost rail terminus in Queensland. All cargo north of the port was carried by sailing boat.

Club regattas were arranged for sport among the work boats carrying coastal freight and passengers to the northern areas of Australia. Off-duty days were race days among the amazing variety of sturdy sailing vessels which were harboured in Port Curtis.

Club President and veteran sailor, Noel Patrick, recalls the Club's development: "During the war years of the 1900s sailing regattas continued to be organised by the Club despite the fact that Port Curtis was a restricted zone patrolled by guns at the heads and a dedicated Volunteer Defence Corps.

"In order to take part in the races, each crew member was required to apply for a permit before each race day. Members were obliged to carry the permit at all times while travelling in a restricted zone. Caught without a permit, a crew member was liable to arrest and prosecution.

"Inevitably, when boats capsized during a race, papers were lost. Crews were then officially 'off limits' and illegally trespassing on a restricted military zone, so arrests were often made during a race by the officers of the Volunteer Defence Corps."

Prosecutions were presumably lenient, however, for the risk never seemed to dampen the enthusiasm of Port Curtis Sailing Club Members.

The present day clubhouse emerged out of the destruction of the Club by a severe cyclone in 1949. Timber which

had been felled during the 120 miles per hour gale was collected by Club Members after the blast and used to make the foundations and framework of the clubhouse, which was sited on land on Auckland Creek leased from the Gladstone Harbour Board.

With the exception of the roof and ceiling, the clubhouse was constructed entirely by volunteer labour of Club Members.

The subsequent improvements and extensions to the original building have been financed entirely out of

the status of a licensed club. Thus the Gladstone Yacht Club was formed in 1977 as a unique conglomerate with each of the three bodies maintaining its own independent fixtures and activities.

Facilities now include two bars, a dining room with excellent catering standards, games facilities — though not the ubiquitous poker machine found in New South Wales clubs — and a barbeque area. Last year a full-time manager was appointed and plans are underway to further extend facilities to include open verandahs and

The Gladstone Yacht Club

by Lesley Brydon



Club revenue. As it stands today the building has a replacement value of over \$200,000.

During the late 1970s the Port Curtis Sailing Club ran into financial difficulties and it was realised that only by obtaining a licensed club status could it continue operating. The sailing Club alone could not summon the required adult membership needed to obtain a sporting club licence, so the Club amalgamated with the Air Sea Rescue body and the Power Boat Club to form a joint association to apply for

more comfortable furnishings. Current membership is 480.

The Port Curtis Sailing Club pioneered learn-to-sail classes in Queensland. Classes are conducted for youthful students in 12 Sabots purchased and assembled by Club Members. The Gladstone High School became the first Queensland school to include sailing as an official school sport under the direction of sailing Club Members.

When the first Brisbane to Gladstone Race was organised in 1949 the Port

Curtis Sailing Club actively supported the Queensland Cruising Yacht Club in staging the event.

In 1950 the Club fielded its first nominations in the race, and since that time boats from the Club have performed well.

One of the best known and outstanding performers in the event has been the yacht 'Wistari' which was designed and built by owner-skipper, Noel Patrick, in 1965. The yacht currently holds the trophy for the highest aggregate point score in the event since its inception in 1949.



'Sea Prince', winner of the first Brisbane-Gladstone Race . . . a colourful, mysterious history.

The trophy for the aggregate point score in the Brisbane-Gladstone Race is the Sea Prince Trophy donated by the Port Curtis Sailing Club. It is a silver replica of the boat which won the first Brisbane-Gladstone Race in 1949. The boat, originally a romantic gaff-rigged carvel-hulled vessel, has a colourful and mysterious history.

Following its victory in 1949 'Sea Prince' was purchased by well known Gladstone skipper Harry Renton. It competed in local events for some years before being converted by Renton

to a Marconi rig and sold to Norman Richards of Brisbane. Richards later sold the boat to a southern owner.

On a delivery trip to New Zealand in 1971, the boat was abandoned by its crew in unusual circumstances in the Tasman Sea. Apparently overcome by sea sickness in the rough conditions, the crew made their way ashore in life rafts leaving 'Sea Prince' to its unknown fate. Two years later in 1973, 'Sea Prince' was found by the crew of a bulk carrier drifting abandoned in the Coral Sea. The crew of the carrier boarded the vessel but were unable to salvage her because of the limitations caused by their own relative size and lack of facilities. She was therefore left to continue her lonely and aimless passage in the Coral Sea. No doubt, as Noel Patrick observes wistfully, "Doing what we'd all love to be doing - visiting coral atolls and making friends with those dusky maidens who inhabit South Sea islands."

The Port Curtis Sailing Club has initiated and supported a number of other ocean races including the Gladstone to Bundaberg Race, the Gladstone to Keppel Island and the Gladstone to Cairns event in co-operation with the Cairns Yacht Club.

Noel Patrick won the first Gladstone to Cairns Race in 'Wistari', while the standard of performance of other Club Members has also been very high.

Club Member Wally Walters has won two Queensland titles with an RL 24 which he built himself and took third place in last year's national titles.

'Diamond Cutter' takes out Ampol Series after Brisbane-Gladstone victory

There were nine New South Wales entries including the ill-fated 'Apollo' among this year's record nominations for the 32nd Brisbane to Gladstone Ocean Race, organised jointly by the Queensland Cruising Yacht Club and the Port Curtis Sailing Club.

The race is becoming increasingly popular among Sydney yachtsmen because of its growing status as an event but, perhaps too, because of the opportunity it offers for post-race cruising in the Barrier Reef Islands.

The 67 entries this year illustrated an all time high in popularity for the race which, next to the Sydney to Hobart, is the longest established ocean event on the Australian yachtsman's calendar. (The Sydney-Hobart was first staged in 1945, the Brisbane to Gladstone in 1949).

These days the race is run in conjunction with the Sydney to Brisbane and the Gladstone to Bundaberg races and together the three events have become known as the Ampol South Pacific Offshore Championship.

'Diamond Cutter', the 37-foot Sydney sloop made a clean sweep of the three races to secure an overall victory on handicap in this year's Ampol Series.

Line honours in the Brisbane to Gladstone event went to the 43-foot Sydney sloop 'Fanny Adams' following the demise of Jack Rooklyn's 'Apollo'.

Accepting the trophy for line honours, gentleman yachtsman Jim Allen, skipper of 'Fanny Adams', dedicated the victory to 'Apollo' and her crew. 'Apollo's' victory seemed certain before she foundered on a reef while negotiating a course from Break Sea Spit light to Lady Elliott Island in the early hours of darkness.

The accident saddened the spirits of all those competing in the race and many others around the world who were familiar with the performance of this veteran ocean racer and her crew.

Reliable breezes characterised the race this year - this is not always the case with the balmy Easter weather in Queensland - and most competitors finished the race in respectable time.

The multihull event which was run 15 minutes behind the monohull race by the Queensland Mitchell Yacht Squadron had its own share of disaster when 'Bagatelle', owned by Melbourne's Lindsay and Val Cumming, ran up on the reef at Lady Elliott Island. She sustained remarkably little damage however, and her shallow draft allowed her crew to kedge her off the reef with the loss of one of her rudders.

Results were:

Overall elapsed time positions

'Fanny Adams'	Jim Allan
'Quo Vadis'	W. Turnbull
'Diamond Cutter'	Alan Sweeney

(Continued on page 23)

On Sunday, 20th April, over 75 yachts, most of them ocean racers from Divisions 1, 2, and 3 including many well-known names in the Sydney-Hobart fleet, lined up for the Third Annual Great Scout Yacht Race on Sydney Harbour.

David Goode and his team of officials from the Cruising Yacht Club of Australia did a great job in starting and finishing the yachts. They sailed in five divisions, being a Maxi, Nos. 1, 2, 3 and a Cruising Division.

There was quite a good breeze from the ENE at the start and it was quite exciting to see Geoff Lee, the International Commissioner for The Scout Association of Australia, with his two helpers trying to deliver Mr. Juicy orange juice to a number of competitors as they crossed the starting

The Maxi Race was won by Dr Tony Fisher's new 'Helsal II' which finished 52 seconds ahead of Gordon Ingate's 12-metre yacht 'Gretel II' with Bernard Lewis's 12-metre 'Gretel' finishing third.

In No. 2 Division 'Ruthless' (Peter Hill) was first, one minute 14 seconds ahead of 'Mystic Seven' (N. Chidgey) who finished 11 seconds ahead of 'Caravella' (R. Carruthers) third. Fourth was 'Deception' (John Bleakley) with 'Diamond Cutter' (Allan Sweeney) fifth, only three seconds away. 'Diamond Cutter' was the winner of the recent Sydney to Brisbane Yacht Race.

No. 3 Division was won by 'Plum Crazy' (Tig Thomas) one minute 28 seconds ahead of 'Happy Days' (Bill Ratcliff) with 'Emma Chisit' (Ashley Gay) third.

winners and placegetters by Dr Norman Johnson, Chief Commissioner of Australia, at the conclusion of the race when the yachts rafted up together in the lee of Clark Island, off Darling Point.

The day was a financial success raising over \$9,000 for the World Scout Friendship Fund. A great day was enjoyed by all those who participated.

We express our appreciation to: the Cruising Yacht Club of Australia for making their starter's boat and the Club facilities available; to all the yacht owners who provided their yachts and expert crew; and to the Scouts who assisted in many ways.

Great Scout!

The Great Scout Yacht Race '80

line. Mr. Juicy was again the sponsor; apart from a generous cash donation, the company provided the medallions which were presented to all yacht owners, hosts and hostesses who participated in the race.

No. 1 Division was won by 'Kingurra', owned by Sir William Pettingell, who crossed the line 55 seconds ahead of 'Big Schott', owned and skippered by Mr Tony Pearson, Commodore of the Cruising Yacht Club of Australia, with 'Ragamuffin' (S. Fischer) third.

The 25 yachts in No. 1 Division included 'Police Car' (J. Hardy) and 'Impetuous' (G. Lambert and J. Crisp); these yachts, together with 'Ragamuffin', comprised the successful Admiral's Cup team which won in England in 1979.

It was unfortunate that the wind died half-way through the race, and approximately half the fleet were unable to finish the race within the required time limit but we did get a result in each Division.

The Cruising Division was won by 'Lolita' (Nick Cassim) one minute 16 seconds ahead of 'Starbuck' (Rick Dowling) and 'Tawarri II' (Chris Iacono) third.

Scouts and Venturers were placed on board the competing vessels and helped as crew. The guests each donated \$9 to the World Scout Friendship Fund for the opportunity to sail on board the vessels.

A large number of spectator craft were made available by their owners.

The Maritime Services Board of NSW was most co-operative and made the 'Captain Phillip' available for an official party and Sir Theo Kelly made 'Sundowner' available. Vessels were also provided by Jack Rooklyn 'Nicky O'Dee', Stan Levy 'Selina III', 'Silver Cloud' by Dr Derek Freeman, M.L.C., 'Marabou' by Keith Storey, 'Xiphias Hunter' by Phillip Green.

Bronze plaques were presented to the



'Marabou'



'Destiny' with other yachts having lunch after the Great Scout Race 1980.

We even broke the brought when it rained at midday, after an extremely long dry period.

Sincere thanks to all who supported this event.

*Geoff Lee,
International Commissioner*



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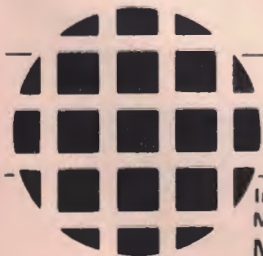
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Cooking at sea

by 'Knocker'

When I first got around to writing these articles, I got a lot of flak from a self-styled gastronome. In case you don't know, that's French for someone who likes a good feed occasionally, and you can tell who I'm talking about by looking at one of the big eaters on 'Gretel', or maybe you know him better as T.C., the organiser of a 'Quiet Little Drink' in Hobart. One of the reasons he gets a mention here is because I was dissatisfied with the catering arrangements at the last Q.L.D.; there wasn't a Sao in sight. Along with other 'Muffin' men, I had skipped breakfast to be there at opening time.

I have decided to come to the rescue and provide some of my impromptu recipes designed to feed about 100 screaming drunks. These may also be useful to some of you other readers who occasionally have cause to provide sustenance for guests who have lingered over a lot of good conversation and a good deal more drink.

Tuna Amandine

(Approximately 100, 9oz servings)

Ingredients for 100 servings

2½ kg (6lb) long grain rice
150 g (1lb) chopped onions
600 g (1½lb) margarine
2 dessertspoons salt
2 dessertspoons pepper
4.5 l (1 gallon) tomato soup
2.25 l (½ gallon) milk
450 g (1lb) almonds, chopped and toasted
20, 15oz cans chunk-style tuna
2 dessertspoons paprika
Parsley sprigs

Method

Cook the rice in boiling, salted water for 15 minutes or until tender. Melt margarine in a saucepan and fry the onions for five minutes. Add salt, pepper, tomato soup, milk and half the almonds; heat thoroughly. Stir in the chunk-style tuna reserving a few of the chunks for garnish. Add rice to the tuna mixture and pour into a baking tray. Top with the remaining tuna and almonds and sprinkle with paprika.

Bake in a moderate oven (175°C gas, 190°C electric) for 30 minutes. Garnish with parsley sprigs.

Lime Parfait

(Approximately 100, 5oz servings)

Ingredients for 100 servings

1 kg (2lb) lime jelly crystals
2.8 l (5 pints) boiling water
3 kg (7lb) cream cheese, softened at room temperature
1 kg (2lb) sugar
500 ml (1 pint) orange juice
250 ml (½ pint) lemon juice
2.8 l (5 pints) evaporated milk, chilled

Decoration

1 l (2 pints) cream, whipped
Strawberries (optional)

Method

Dissolve jelly crystals in the boiling water. Chill until on the point of setting. Beat the cream cheese in a mixing bowl until smooth; gradually add sugar, orange juice and lemon juice. Fold the jelly into the cream cheese mixture. Beat evaporated milk until thick and fold into the cream cheese mixture. Pour into parfait glasses and chill.

Decorate with a rosette of cream and strawberries.

I have another recipe from a guest chef this issue. This interesting chicken dish comes from a young Frenchman sometimes seen at the CYCA, Alain Blanc. He suggests this would be ideal during or after a harbour race when things are usually calm.

Poulet au Cantaloup a L'Indienne

Cut a chicken into four. Slice two large onions thinly and gild them with a little oil in a deep thick pot. Add two finely chopped garlic cloves, a teaspoon each of ground cinnamon and coriander, two teaspoons each of chilli powder and turmeric, and half a teaspoon of mace or ground nutmeg. Lightly toast these spices with the onions. Add chicken quarters and fry for a few minutes on both sides.

Pour in 500 ml of rich chicken stock, adding a piece of coconut cream the

size of a small plum, and salt if necessary.

Simmer gently until the chicken is tender (about 40 minutes). Just before serving melt in three tablespoons of red-currant jelly, adding two tablespoons of lemon juice and the grated outer rind of half a lemon.

Make a golden rice by gently cooking two cups of rice in a covered pot containing three cups of stock, a tablespoon of butter, two tablespoons of sultanas and two teaspoons of turmeric.

Place curry inside a ring of this rice and decorate dish with thin wedges of rockmelon.

Finally, on a brief note, I have at hand some helpful hints that may be of use to some people perhaps.

1. Never keep bottles of sauces in the galley as they are often put into soups and gravies to mask bad cooking.
2. Potatoes (boiled) and celery (either raw or cooked) are great in cases of gout and rheumatism.
3. A small quantity of porridge taken at bedtime is a good remedy for sleeplessness.
4. A glass of hot water at night and cold water in the morning will often cure biliousness.
5. Navigators should be heard but not seen.





Trivia

Continued from page 5

4. Which were the three yachts that represented Australia in the One Ton Cup in Auckland, New Zealand in 1971?
5. Which Australian boat won the 1976 China Sea Race from Hong Kong to Manila?
6. Which two famous events were won by boats skippered by Syd Fischer in 1971, and what were the boats?
7. The original 'Ragamuffin' represented Australia in three Admiral's Cup challenges, a record. Three other boats have represented Australia in the Admiral's Cup twice; which are they?
8. Which were the three yachts that were in the victorious Australian 1978 Pan-Am Clipper Cup team?
9. Which was the first non-N.S.W. boat to be selected in an Admiral's Cup team?
10. Which Australian boat still holds the course record for the 180-mile Cowes to Dinard Race?
11. Which Australian boat won the Cowes-Dinard Race on corrected time in 1975?
12. In the 1961 Trans Tasman Race (Auckland to Sydney), 'Astor' (Peter Warner) was beaten for line honours by 39 minutes after 1200 miles and nearly eight days racing. Which Australian boat won line honours?

Answers and winner published in the next 'Offshore'.

Division 4 (J.O.G.) Champion

by Frank Sticovitch

'Evergreen' is a 1/4-ton, 26ft masthead sloop designed by Peter Cole in 1978. She was built that same year by D. Griffin in Canadian cedar with Dynel sheathing.

'Evergreen' is skippered by ex-skiff sailor Mike Green, son of yachting veteran Peter Green and is crewed by

Robin Kidd, David Ellis and Neil Vidal. This crew has been together since the launching of the boat.

In the days of fractional rigs, lifting keels and stripped out racing machines, it is encouraging to see a wholesome boat such as this one in the front line. In fact, she would be the only 1/4-ton yacht that qualifies for Category 2 racing, and she has competed in the last two Sydney to Mooloolabah races as well as the 1978 South Solitary race where, unfortunately, she was dismantled when a capshroud tang collapsed.

At the recent presentation dinner, Mike Green had the pleasure of cleaning up the trophy table by collecting five trophies, including the Zilvergeest II Trophy, which is the Division 4 version of the Blue Water Championship. 'Evergreen' was the winner of the Ocean Point Score, the Short Ocean Point Score as well as the inaugural Montego Bay Trophy and the Zilvergeest Trophy.

Hot behind the heels of 'Evergreen' came 'Cagou IV' (Brian James). She came second in both the Ocean Point Score and the Short Ocean Point Score and she was the winner of the Endeavour Cup. Before the last SOPS race, 10 points separated these two yachts, and the ability to cover won the series for Mike Green.

Other yachts that shone during the series were 'Weather Report' (Tony Hatch), winner of the Tasman Cup and third in the SOPS, and 'Corfu' (Martin Green/Hancock/Ferrier), third in the Ocean Point Score.

The disappointment of both series was the small field of competitors. In many races there were only three or four

starters; the size of the field, however, did not in any way reduce the spirit of competitiveness.

Diamond Cutter

Continued from page 19

'Satin Sheets'	Andrew Strachan
'Enid'	Norm Thurecht
'Onya of Gosford'	Peter Rysdyk

Corrected time positions

IOR Div (Overall)

'Diamond Cutter'	Alan Sweeney
'Allegro con Brio'	Keith Free
'Incredible'	Graham McPherson
'Runaway'	Norm Richards
'Carinya'	John Burkett
'The Liquidator'	Brad Barker

Arbitrary Division

'Helena'	Hans Lang
'Panacea'	Paul Bright
'Casper'	D. Ogilvie (Prov.)

Cruising Division

'Fortitude'	John Pforr
'Palagra'	P. Bukotich
'Trusblew'	Jan Griffith

AWA to market DOT-approved EPIRB

A new emergency position indicating radio beacon transmitter for small craft is now being marketed by the Marine Division of Amalgamated Wireless (Australasia) Limited.

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(Continued on page 25)

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AROUND THE SLIPWAY

with Peter Shipway

News from New Zealand and their first challenge for the Whitbread Round-the-World Race is taking shape in Auckland. Called 'Ceramco New Zealand', the Bruce Farr-designed 68-footer is being built, crewed and raced as an all-New Zealand effort to win the 1981 event.

Most of the cost of building the boat has been underwritten by Ceramco Limited, the Auckland-based industrial group.

Bruce Farr has designed the yacht to parameters laid down by the New Zealand Challenge Committee. These requirements called for a fast, light, safe yacht which will be strong enough to withstand the rigours of the deep southern ocean.

The boat is being constructed of aluminium by McMullen and Wing of Auckland. Building is well under way and the boat will be launched late in September this year.

The yacht will be taken across the Tasman for this year's Hobart Race followed by a 1000-mile testing run as far as 55° south in the Southern Ocean. Then it's back to Auckland via the major east coast harbours of the South and North Islands to enable as many New Zealanders as possible to see the yacht.

In April 1981 she will be shipped to Europe to be prepared for a racing programme in British waters, including Cowes Week and the 1981 Fastnet before the big race itself which starts from Portsmouth on August 29.

Skipper and project manager is Peter Blake, one of the world's most experienced offshore and round-the-world helmsmen. Until recently he was skipper on 'Condor Of Bermuda', in which he

took line honours in the 1979 Fastnet and then second across the line in the recent Hobart Race. Blake has sailed in both previous Whitbread Round-the-World events on 'Burton Cutter' in 1973 and on 'Heath's Condor' (now 'Condor Of Bermuda').

* * *

Also from New Zealand, appalling weather marked the Two Man Round the North Island Race, and it developed into a mini Fastnet situation.

Conducted by the Devonport Yacht Club, research pointed to February as the most settled time to run the four-stage, 1250-mile counter-clockwise circumnavigation of the North Island. But February 1980 contradicted all the statistics. A look at the wind readings from the Cape Reinga Lighthouse, which is on the northern tip of New Zealand, revealed that for a five-day period the wind never went below 30 knots, and for the most time the wind was in the high 50s with the maximum gust at 84 knots. The seas around the North Cape were the worst for years.

Two search and rescue operations were mounted. The second of these ended with two men being plucked by helicopter from their upturned trimaran 60 miles off the Mahia Peninsula.

Fourteen yachts in the 31-boat field retired. Thirteen of those finished only the 161-mile first leg up the Northland coast from Auckland to Mangonui. The two multihulls that started were prominent among the casualties. One pitchpoled and remained upside down. The other lost half of its starboard float and limped to shelter.

A report from the organising club stated, "Our experience with single

sideband radio this time dictates that this equipment will be compulsory for future Round-the-Island events. Bleepers will, in future, have to be seven-day types, probably with reverse batteries also. In a coastal race, there would be no possibility of a boat not being searched for within that time so there would be no need to conserve power".

The winner on elapsed time was 'Arethusa', a 38-foot sloop which competed in the 1978 Sydney-Hobart Race with owner George Knightly. She completed the race in eight days 10 hours. The corrected time winner was a 39-foot sloop called 'Camelot'.

* * *

New boatowner of the month is CYCA Sailing Secretary, Hedley Watson. Boat is hardly the word to describe this whale-shaped, submarine-looking apparition, more akin to something out of a Jules Verne novel than a Sailing Secretary's boat. Bought in partnership with Andrew Wray, this 32-foot steel ketch called 'Beatrix' was built in Holland and sailed to Australia. It's sure to give Gordon Marshall many headaches when he comes to measure it, when trying to establish the bow from stern, and even a greater headache to the handicapper if it should race in the winter series.

* * *

When the pages of a newspaper pick themselves up off a pavement and career across the street to curl madly round your legs, when the dust forms in whirlpools at your feet, and leaves chase the shadows across the grass, when white horses start forming on the waves, gentlemen, it's registering 4 on the Beaufort Scale.

Who was this bloke Beaufort? Why is his scale still used in this modern age of accurate weather forecasting?

Admiral Sir Francis Beaufort, K.C.B., R.N., to give him his full title, lived at the time when shot and powder and wooden ships were the Navy's pride; steamships were a noxious and putrid thing of the Navy. The Admiral formed a scale of wind forces ranging from nil to hurricane force. Incidentally, the word "hurricane" is derived from the Carib Indian name for their god of stormy weather, Hunraken, a word Columbus introduced to European dictionaries. Beaufort defined it in his immortal scale as "a wind of velocity above 75 m.p.h. Seas beaten quite flat". Such a wind, the Admiral added in a note, might be considered justification for a Royal Naval vessel to break formation.

The Beaufort Scale is the most practical guide to wind strengths that was ever devised, and it has successfully withstood competition from every scientific improvement to date. It lists only 13 winds and starting with 0 on the Beaufort, works its way through various strengths of breezes to gales, storms and so to the dread hurricane — 12 on the Beaufort. Hurricane winds have been registered at 150 m.p.h., though experts think there is good reason to believe that they can and do reach 250 m.p.h. Such velocities are happily unknown in Australia though winds of over 90 m.p.h. have been registered. We are lucky to be spared the hurricane winds which sometimes lash the Caribbean and in one such storm the 'Aquitania' had to heave to, and ports 50 feet above the waterline were stove in by waves.

* * *

From the archives. A report in Seacraft magazine of November 1948 on the Montagu Island Race of that year stated, "Running by the lee before a 50-knot gale in heavy seas is a risky business — an invitation to disaster. One moment of inattention by the helmsmen (a helmsmen, since it often takes several men to keep the yacht on her course in such circumstances) can mean the loss of the mast, the ship, the whole crew.

"More than one crew took this risk in the RPYC's 1948 Montagu Island Race — the wildest, hardest-fought

ocean contest yet seen in the waters, in which only seven of 15 starters completed the course. But none tempted fate so persistently or with such supreme disdain as did the crew of Archie Robertson's Hobart built 42-footer, 'Mavis'.

"On the last day of the race, prevented from coming about by the hopelessly tangled remains of a spinnaker clinging to the yacht's forestays, 'Mavis' crew ran her by the lee continuously for six hours, without any preventer tackle, to make sure of clearing Sydney Heads. With mate, the late Ron Robertson at the tiller throughout this period, the low-wooded little craft shot the waves like a skiff, planing for 200 yards at a time, in bursts of speed estimated by skipper Archie Robertson at 15 to 18 knots.

"This furious drive took little 'Mavis' right away from the other leaders, 'Josephine', 'Defiance' and 'Kyeema', and brought her home with an hour and a half to spare, to win line honours.

"Heavily penalised under the RORC Rule for her harbour-racer design and light construction, 'Mavis' was relegated to fourth place on handicap, winner of the main prize being the steel cutter 'Tradewinds', which finished sixth, more than six hours after 'Mavis'.

" 'Tradewinds', skippered by owner Mervyn Davey, also sailed a magnificent race; driven hard every inch of the way, the 40-foot steel cutter did her share of running by the lee on that last wild day, when it took three men on the tiller to keep her steady. Short-ended, with ample freeboard, 'Tradewinds' is a first-class example of the healthy, sea-kindly ocean-going racer, wisely fostered by the RORC Rule."

EPIRB

(continued from page 23)

flights and military aircraft at ranges up to 300 nautical miles to distress situations involving surface craft.

The DON B900-1A emits for a minimum of 48 hours signals which are readily distinguishable from those of aircraft EPIRBs and, therefore, assist the appropriate authorities in determining the type of rescue operation required.

Although the beacon may be operated from inside the vessel or liferaft, the best radiation is achieved when it is floating in the water. A small L.E.D. indicates that the DON B900-1A beacon is operating.

The storage life of the alkaline batteries used in the beacon is three years. It is recommended that once the beacon is placed in service, either on board a vessel or packed in a liferaft, that the batteries are changed every 12 to 18 months and beacon operation checked by the national distributor, who has specialised test equipment for this purpose. Battery life tests have indicated that the beacon can operate for periods well in excess of 48 hours.

Yachtwear Research

A new organisation trading as Yachtwear Research has informed 'Offshore' that it is offering a safety service to yachtsmen. The idea for the service arose out of the frustration and unnecessary expense that is evidently incurred by many yachtsmen in complying with the requirements of safety inspections for offshore racing.

With regulations changing all the time and with rigid schedules laid down by overtaxed safety inspectors, many owners have found it cheaper and far easier to employ a specialist to do the worrying for them. "It works well both ways," Frank Arrowsmith, well-known offshore yachtsman and proprietor of Yachtwear Research commented. "The service costs the owner nothing. We procure whatever he needs at competitive prices. We know what is needed and we know where to go for it and we are much more efficient in this regard than the non-specialist. The cost of providing the service is borne by the suppliers; it comes out of their normal margins. Many boat owners are too busy with their own businesses to be able to afford the time to keep their safety standards up to requirements. Many waste money buying the wrong thing or don't know where to go to get the best deal. That's why we started the service."

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