

NUMBER 57

DECEMBER 1980/JANUARY 1981

80c*

OFFSHORE



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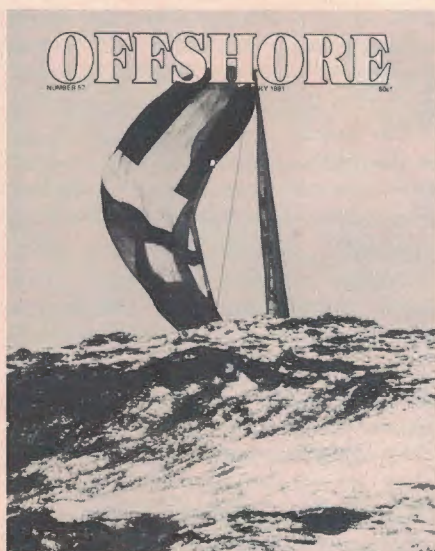
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Cover: Marloo disappears behind a wave in fresh running conditions during the fourth race of the 1980 Sardinia Series. The Sardinia Cup is now, according to some correspondents, the top-ranking IOR team series outside of the Admiral's Cup. Nick Girdis' Marloo was a creditable ninth among all yachts in the series; the other Australian team members in chartered yachts had some bad luck with gear and other problems associated with chartering, and the team was well down in the placings. See the summary of the series by Sandy Peacock in this issue. Cover photograph by Sandy Peacock.

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OFFSHORE SIGNALS



From: The Royal Ocean Racing Club
20 St. James Place,
London SW1A 1NN

You are probably aware that the RORC has a club yacht which is lent to the National Sailing Centre in Cowes for offshore race training courses.

The success of the courses depends to a large extent on the skipper. We have been lucky over the last two years to have Neil Graham running the courses, but he feels the time has come to move on.

It might be an attractive job for some young person from Australia who would like to spend the summer in England. The person we are looking for needs to be an experienced offshore sailor capable of coping with a mixture of people, all of whom will have a variety of sailing experience. Each course runs for a week at the end of which the boat takes part in either an RORC race or local racing in the Solent. The salary is not high but neither are living expenses. The season runs from mid-March to the end of September.

Do you know of anybody who might be interested in the job? Perhaps they could write to me here at the RORC and I can put them in touch with the NSC. Alternatively, you might be able to suggest a way in which we might advertise the position.

Yours sincerely,

J.L. Bradbeer
Rear Commodore



Phillip Ramin, lost when Weather Report was overturned by a wave at the entrance to Botany Bay.



Weather Report, champion 1/4-tonner, not seen again.

Phillip John Ramin

During the CYCA SOPS race to Botany Bay on Saturday, 22 November 1980, the yacht Weather Report was knocked down by a rogue wave whilst rounding Cape Banks. The crew were tossed into the sea as the boat was rolled by the massive wave.

The boat could hardly have been in more experienced hands than Ash Gay's, and was ably crewed by Phil Ramin and Dennis McGrath. Ash was picked up by the surf rescue boat, and Dennis struggled ashore. Despite an heroic joint rescue attempt by the Wales helicopter crew, Maroubra Surf Rescue and the Water Police, Phillip could not be revived. Weather Report was wrecked.

Phillip had played a big part in the construction of Weather Report, a Farr 727 1/4-tonner, and had sailed on her since launching in 1977. He was a keen competitor and had shared her many successes, including winning a CYCA SOPS Championship and a NSW Quarter Ton Championship. Only six days before the tragedy they had been victorious in MHYC's Brooker Offshore Trophy.

Phillip commenced sailing in 1967 when he crewed with the late John Peelgrane in lightweight Sharpies. He maintained an interest in sailing until his involvement in Weather Report, and he sailed on numerous boats offshore during this time.

Phillip and his father were in business together, Alexandria Galvanizing Works, and Phillip was a Director of the Company. Many boat owners and Club Members will have associated with him in this business and experienced his efficiency, reliability and honesty.

Those who knew Phillip will remember him in the nicest possible way. He had great love of boats, the sea, and those who sailed, and he was always happy in their company. He had a disposition and a penchant for work which I envied, a kindness and generosity that was rare. His help was always offered without hesitation and applied with diligence. He set an example in life that anyone would do well to follow.

Phillip's enthusiasm for sailing will be missed, particularly by the JOG Division, as will his companionship both on the water and in the Clubhouse.

Phillip is survived by his wife, Suzanne, and children, Nikolaus and Erica.

— Tony Hatch

Great Circle Race 1981 Cancelled

The Great Circle Ocean Yacht Race scheduled to start on January 11th, 1981 has been cancelled because of an insufficient number of firm starters.

The 800 nautical mile race around Tasmania would have been the third run by the Ocean Racing Club of Victoria and sponsored by Golden Fleece Petroleum and the Victorian Government.

The Chairman of the Race Committee, Jock Sturrock, said that original interest in the Race had been encouraging, but several late withdrawals, including the 71ft maxi, Apollo, along with the possibility of other late withdrawals, lead to the decision to cancel the Race.

Portsea will become the centre for yachting on Port Phillip Bay over the weekend of January 9-11, 1981, when up to 100 racing yachts are expected to sail to Portsea for the final race of the Golden Fleece Great Circle Bay Series and the inaugural JOG North and South Challenge.

Among the bidding yachts are likely to be several of the top boats preparing for the Admiral's Cup selection trials in March. The Great Circle Bay series is a 5-race regatta for IOR and JOG contenders; it begins on Saturday January 3rd with the 80-mile Sandringham Yacht Club trophy; on the following Monday and Tuesday there will be two 24-mile olympic courses for the Royal Yacht Club of Victoria and Hobsons Bay Yacht Club trophies. On Friday January 9th there is a 30-mile passage race from St. Kilda to Portsea for the Royal Melbourne Yacht Squadron Trophy.

Also being introduced for the 1981 series is a new team event for teams of three yachts nominated by clubs. Notice of Race and Entry forms are available from all yacht clubs; entries close December 22, 1980.

Associated Midland Corporation Ltd. to assist CYCA in acquiring replacement for MV Offshore

Associated Midland Corporation Limited, a member of the Midland Bank Group Limited, has entered into an arrangement with the CYCA whereby the Company has made available to the Club a loan for the purchase of a badly-needed replacement for MV Offshore, the Club's official starter's boat. The loan is being made on the most

generous terms and it represents a significant donation to the Club. The replacement starter's boat will be called MV Griffin and will bear the Midland griffin logo.

The Midland Bank was established in 1836 and has grown to be one of the strongest banking groups not only in the UK where it was founded but throughout Europe, North America, Asia, the Middle East and the Pacific. The Bank pioneered the 'group' operation concept in British banking during the early part of this century, a concept which allows a high level of autonomy in individual group operations. Today the Midland Group has interests and investments of billions in a wide range of banking, finance, investment and associated services, including the well-known Thomas Cook Group. The group philosophy governs the development of one of the Company's latest projects, Associated Midland Ltd.

Associated Midland offers a full range of finance company services, e.g. personal loans (for purposes ranging from home improvement, holidays to loan consolidation); hire purchase of motor cars, motor bikes, yachts, white goods, electronic goods; leasing of motor vehicles and other goods including industrial and manufacturing goods and office equipment.

The final selection of a replacement starter's boat has not yet been made, but it is expected that this will be accomplished early in the new year.

Trivia continues to attract CYCA naval (sic) contemplators

There is no fathoming the depths that some minds plumb, the crevices and crannies of the convoluted cerebration equipment carried about atop the shoulders of some of your very own Club Members! David Kellett (alias 'Twelves', 'Mouth', and, lately, 'The Fastest Run in the Test' — he got booked three times for speeding on his way to the Club to beat Duncan Van Woerden with his answers to the October/November Trivia competition) has done it again with almost a perfect score. He inched out Van Woerden by a hair and was a whole headful of hair in front of the next entry in, by that notable reader of books and teller of tall tales, John Hawley.

For those of you who rent your clothing and wrung your hands over Shipway's series of baffling questions, here the answers.

- (1) John Illingworth (he won the Hobart in 1945 and the Fastnet in 1947 and 1949).
- (2) Due to a slip of the typesetting machinery, this rather baffling and unanswerable question has been discounted; Shipway is still blushing and protesting that the Editor is a halfwit — none of our trivia merchants was, however, tricked into answering this one [Which boats finished first and second in the 1972 Admiral's Cup series?]
- (3) Saudade (Germany).
- (4) Bill Fesq.
- (5) Peter (Pod) O'Donnell.
- (6) Knockout, in 1977.
- (7) Rainbow II, Optimist, Wai-Aniwa, Pied Piper, Stormy Petrel.
- (8) Sayula II.
- (9) Australia — Ginkgo, 1973; Italy — Guia II, 1975.
- (10) One — 1969.

(11) Tamboo — 3rd in 1966.

(12) Sorcery.

Congratulations once again to David Kellett, who receives once again two bottles of the excellent Jarman's Brut champagne, donated to the CYCA Trivia Twizzlers competition by J. Jarman Liquor Supplies Pty. Ltd. of New South Head Road, Edgecliffe; Jarman's send all Members and Staff of the Club their best wishes for the holiday season.

THIS MONTH'S TWIZZLERS

1. In July this year Eric Tabarly broke the long-standing trans-Atlantic sailing record. What was the name of his boat?
2. Which was the top-scoring yacht at the recent Sardinia cup?
3. A single-handed race around the world is planned for 1982. Starting from Newport, Rhode Island, the stopover points will be Capetown, a port in Australia, and Mar Del Plata (Argentina) or Rio De Janeiro (Brazil). At which Australian port will the yachts stop?
4. The American yacht, Improbable, competed in the 1973 Sydney-Hobart Race. Who designed her?
5. What was the name of the cyclone that swept the 1972 Brisbane-Gladstone Race fleet?
6. Which yacht won line honours, and which yacht won on handicap in the 1972 Brisbane-Gladstone Race?
7. Which yacht won Division A on corrected time in the last Sydney-Hobart Yacht Race?
8. Which yacht won the 1980 Lord Howe Island Race?
9. Who managed the 1975 Admiral's Cup team?
10. Which boat started but failed to finish in the last two Sydney-Hobart Yacht Races?
11. Who was the olympic yachting gold medalist who sailed in the last Sydney-Hobart Race, and on which yacht?
12. What boat builder has built the most Australian Admiral's Cup contenders, and which yachts are they?

Hitachi Sydney-Hobart Press Relations



Lesley Brydon

Lesley Brydon was recently appointed Press and Public Relations Co-ordinator of the 1980 Hitachi Sydney-Hobart Yacht Race.

Lesley is a long-standing Member of the CYCA and as a senior consultant with Neilson McCarthy & Partners has wide experience in the public relations field.

Lesley sailed as a crew member of Balyhoo in a number of blue water events and has taken part in major offshore racing events in Australia, USA, UK and Asia. She also sailed as a member of the first all-girl crew to enter

(continued on page 22)



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M & M Marine, 333A Rocky Point Road, Sans Souci, NSW 2219 Mackay Marine, 44 Endeavour Street, Sans Souci,
NSW 2219 Cronulla Marine, Tonkin Street, Cronulla, NSW 2230.



BIGGLES' COLUMN

The season is not halfway through, and already we have a simmering administrative controversy and, for once, the IOR is not involved. This time it's the safety regulations on the one hand and voices being raised against the increase in bureaucratic control and red tape on the other. Experience shows that either side of the safety argument can be made to sound eminently logical and reasonable but, to make matters more complicated, there are actually *four* sides to the safety argument.

To begin with, there are the statutory authorities, in this case the AYF. Although under no formal obligation to the Government or the public, the AYF is under a lot of pressure to frame safety regulations which are meaningful and, at the same time, able to be complied with. Then there is the Sailing Committee and its Safety Sub-committee, which is the conduit for the passage of safety regulations to the consumer and also to receive feedback from the consumer. Finally, there are two consumers — the owner/skipper, and the crewman — each of whom have a different angle.

The owner/skipper is faced with a mass of regulations which change from season to season, sometimes from week to week, and all of them representing expense, sometimes a lot of expense, for little apparent benefit. Then there is

the crewman, involved to the extent that it takes a lot of time and work to prepare for a successful safety inspection, but few crew seem to take the safety regulations personally (regulations are for the owner to worry about).

Duncan van Woerden has already had a beef in this magazine [*Offshore*, Oct./Nov. 1980] about the compulsory rigging of radar reflectors, and I agree with all he said about them.* They are a nuisance at best, often get blown away or, in my own experience, disassemble themselves when you are least expecting it. They are of little or no use in warning ships that you are there; in any case, the yacht is better able to *stay out of a ship's way* than the other way around. Moreover, when you do need a radar reflector as the object of a search exercise, it has probably gone overboard with the mast. To carry reflectors in compliance with Category 1 is good sense apart from being mandatory; to have to rig them in compliance with CYCA special regulation 135 *is overkill, if not self-defeating.

No better examples of the futility of over-regulation can be found than in two near-serious incidents earlier this season. The first one involved Corfu, a Farr ¼-tonner racing in a JOG long race. Surfing off following seas, she was running south at night after rounding Bird Islet. There were three men in the cockpit, all very experienced but none wearing safety harness as Corfu hurtled down the face of a wave, dug her bow in and capsized, throwing all three into the water on a dark, wild night. One told me his first thought was "It is four miles to the coast — I'll never make it."

Before Corfu could right herself, all three got a grip on the safety lines and were with the boat when it came up. Two crewmen were sleeping down below, and it is interesting to speculate on what might have happened if Corfu had self-righted quickly, caught a puff in her sails and taken off, leaving the crew behind in the water. None was wearing a life jacket either, although one had on a float coat.

The second incident involved the hot new 1-tonner, Phoenix, again at night and again running hard in a strong southerly (30-35 knots) and the type of sea you would expect off the NSW coast with that wind. The Phoenix crew were suddenly faced with a man overboard situation, and they reacted fast; dan-buoy over, flares fired, boat turned around quickly — no mean feat under

the circumstances, and with the radio operator on the air telling everyone about it, Phoenix was not only back on the scene in short order but she had a powerful light which illuminated the man in the water for all to see. This was fortunate because the danbuoy had simply blown away from the man in the water.

Up till then Phoenix had done everything right, but then her luck ran out, and luck also nearly ran out for the swimmer. A loose line, overboard in the darkness, fouled Phoenix's rudder and she was unable to manoeuvre.

Enter Natelle II and Rolf Mische, who had also done everything right — flares sighted, extras down, turn towards the flares, radio on to hear what was going on, and Natelle II sailed half a mile west and arrived on the scene as Phoenix, now uncontrollable but with light still firmly fixed on the target, was being blown away. Summing up the situation, Rolf laid Natelle II right alongside on the first pass, and big Bill Reilly got a hold on the swimmer, and the swimmer got a hold on him leaving fingerprint bruises in Bill's arm, such was the urgency of his grip. Nevertheless, it took four men to haul the man on board as he had been in the water for 25 minutes and was not in good shape.

The swimmer had a few things to be thankful for. Firstly, the quick reaction of Phoenix and her strong spotlight. Next, Rolf Mische's seamanship; in addition to everything else, he had to cope with division three boats hurtling through the scene of the action with spinnakers up and more or less out of control and, last but by no means least, Bill Reilly's strong arm.

Both of these incidents raise some interesting points, and one is that you can have all the regulations in the world but you cannot actually force people to take advantage of the equipment they provide for. None of the swimmers involved was even wearing a safety harness, much less having it clipped on. The \$200 worth of safety equipment represented by the mandatory danbuoy, life ring, sea anchor, whistle and strobe light is of minimal use on a wild night unless the swimmer actually takes it with him as he goes, although it does mark the general area for a short while. A personal strobe light might be of use, but only if you have it around your neck or in a pocket when you go overboard.

(next page)

So what price the regulations when the chips are down? Perhaps some of our skippers and sailing masters should start looking at their own ways of running a boat. An inexperienced hand will not put on a safety harness or wear any other sort of safety gear unless he is told to or sees the rest of the crew doing it. I have a theory that life jackets, safety harness and any other individual safety gear, such as small strobe lights, should be taken off the yacht's safety inspection list and made the personal responsibility of each crewman and at his expense. Then, maybe, they would get looked at and maintained week by week instead of rotting in a damp locker between safety inspections. It would also serve to make the crew more conscious of their safety gear and, maybe, just maybe, they would wear the things when they should. At least they would know where to find them.



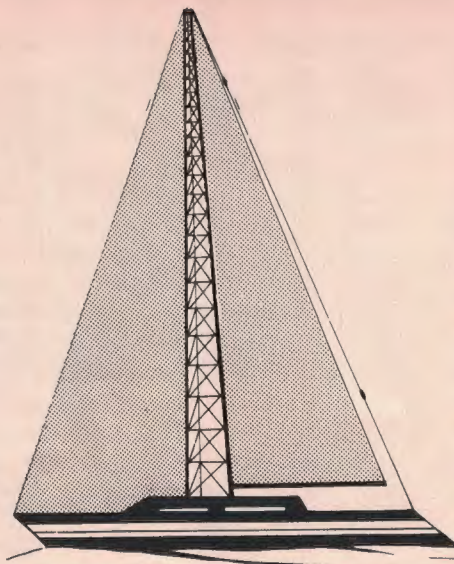
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RADIO SKED

by Bill White

a regular appointment with
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For this pre-Hobart Race issue of Offshore Bill discusses a few points about marine radio emergencies.

Perhaps surprisingly the most improbable culprit is the radio set itself. All makes included, the reliability of the modern solid-state transceiver is exceptionally high. Some 95% of all apparent faults can be attributed to the failure of peripheral equipment or poor initial commissioning.

Where the set has a proven track record of satisfactory performance and suddenly expires from internal component failure, a repair at sea is probably beyond any member of the average yacht's crew. However, the following rules of thumb may prove helpful in the event of radio failure at sea.

Where the radio is subject to complete or partial immersion in salt water, rinse it immediately in fresh water and douse it liberally with one of the common garden-variety of moisture-displacing spray (WD 40, CRC-26, etc.) and dry it if possible in the sun or wind. Do not attempt to expedite the drying process in an oven, especially a microwave oven, as medium-to-well-done radios are very difficult or impossible to repair (if you have an irrepressible cooking urge, see Knocker's column on sea cooking).

A NEW REGULAR OFFSHORE FEATURE

After drying, there is a good probability of the set functioning; however, the loudspeaker will most likely be less than Hi Fi quality. It is important that no attempt be made to supply power to the set before drying is complete, or serious and permanent damage will certainly occur.

Aerial failure

The loss of a backstay due to dismasting is the problem most likely to cause loss of radio communication, and some discussion is warranted on this subject alone, as many racing yachts in past years have been beset with the problem.

Where a backstay is utilised as a radio aerial you are obliged by the regulations (for Category 1 races) to carry on board an emergency aerial, the minimum requirement being a length of wire with appropriately positioned insulators suitable for erecting between a jury-rigged pole of some description and the feeder cable from the radio to the (late) backstay. While this may sound relatively easy, remember the type of weather which causes rigs to collapse is not really conducive to erecting clothesline aerial systems. Further, if you are reliant on a so-called automatic, or pre-set, type of aerial tuning unit you may find the makeshift aerial utterly useless without the technical expertise to successfully adjust it to frequency. If you ever do have to rig a clothesline aerial, one end of it (the end furthest from the lead in to the radio) should be elevated as high as possible above the water (i.e., don't elevate both ends equally).

Such a system can be evaluated at the marina before leaving land, and if satisfactory results are not obtained, you may be inclined to consider the following alternative.

The emergency whip aerial

This system is comprised of a whip aerial of two joinable sections (conveniently stowable below decks) which are screwed together onto a permanently fitted deckmount base. Such an aerial can be assembled and made operational within minutes even in heavy weather. While costing considerably more than the makeshift wire aerial, it offers obvious advantages. Permanently fitted whip aerials are sometimes used as

a primary aerial, although they are less efficient than a backstay aerial; they are also subject to use as 'hand rails', with foreseeable consequences.

Aerial leakage

One of the least understood considerations of any form of aerial system is the absolute necessity to maintain isolation from earth-related objects such as rigging, pushpit railing, metal hulls, etc. Where the aerial or feeder cable may contact such fittings an insulator should be used to intervene between the two. Rope, for example, should not be used as a support halyard without an insulator as it is very conductive when exposed to salt air. Likewise it should not be used to lash a danbuoy to the backstay as it may short circuit the strain insulator and leave your radio with the range of a well-flung winch handle. Wood and other hygroscopic materials are also poor insulators and contact between these and the active system should be avoided. Glass and moulded nylon are excellent insulators and a glass bottle of suitable shape can be used to improvise a makeshift insulator. The bottle, of course, should be emptied first, and the individual responsible for this should be exempted from operating the radio.

Tuning the aerial

Most sets use either a meter or pilot-light type of indicator for tuning, and the controls should be adjusted for optimum indication of either of these to suit the aerial in use. Tuning may be accomplished in the AM mode or by use of a 'tune' button where fitted. The approximate tuning position may also be found by adjusting the tuning control for maximum noise or hash from the receiver loudspeaker. This method has the advantage of consuming negligible power from the battery.

Another novel approach which may warrant mentioning is that a fluorescent tube from a cabin fitting will illuminate when in proximity with the aerial when even modest power is being radiated. The tube need not be electrically connected but merely held in proximity, with sticky tape or the like, to the feeder cable or aerial. One drawback to this indicator is that it will be almost impossible to observe in broad daylight.

If a tuning indication is achieved on AM but not SSB when speaking, it may be that a microphone or modulation fault exists, and a method of morse transmission using AM (as described recently in this journal by the crew of

Helsal) may be employed. When a MAYDAY signal is sent in morse, it should not be sent as the discrete letters 'S.O.S.' but strung together as one continuous sequence of three short three long three short bursts without a break.

Batteries

If the vessel is taking water always remember that, if the batteries are submerged, serious problems will occur. Firstly the batteries will discharge rapidly as salt water mixes with the sulphuric acid electrolyte. From this point onwards they are useful for ballast only as they cannot be recharged. Further, chlorine gas is given off by the same action, and this greenish-yellow gas will settle in the bilge (as it is heavier than air) adding further to your problems.

What frequency to call on?

Despite popular belief that all ships on the high seas maintain a listening watch on 2182kHz, this is not essentially correct. Even vessels with a dedicated radio officer do not expect him to be listening to a speaker around the clock. In fact, aside from the sked times observed for the purpose of traffic working (generally conducted on frequencies not compatible with those carried on most yachts) the operator is unlikely to be listening on 2182kHz for the following reason. Vessels compulsorily fitted with radio equipment and requiring a certificated operator also have as a facility an Auto Alarm System. This device is connected to the receiver on 2182kHz and sounds an audible alarm when a specially coded two-tone signal is received. Unless such an alarm generator is fitted to your set you may find it no more advantageous to call on 2182kHz than the other frequencies — 4125kHz or 6215.5kHz which offer greater range, especially during the daytime. In fact, you may have a better chance of contacting large ships on Channel 16 VHF as the radio in this case is often fitted for operation by the helmsman and is much more likely to be monitored than a receiver tucked away in the a possibly-unattended radio room.

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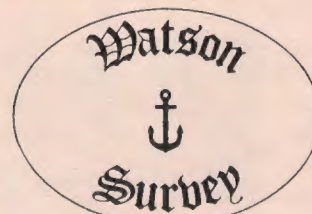
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CALCULATING NAVIGATION

by John Brooks

When it comes to yacht navigation, there are two extremes of attitude that govern how much time and effort go into fixing a racing yacht's position at sea and the tactics derived therefrom. Sometimes a lot of effort goes into fixing the position accurately and little or no thought to the tactics, and sometimes the reverse occurs. When it comes to fixing the position, the navigator is usually on his own, but when it comes to tactics, or 'where to from here?', there are as many navigators as there are crewmen.

Essentially, however, there are two schools of thought about racing yacht navigation. First there is what might be referred to as the 'old school', and I do not mean that in any disparaging way. This school maintains that all there should be allowed aboard a racing yacht for navigation are a compass, a chart, a sextant, a chronometer and the appropriate tables and almanac. After all, Captain Cook did not even have a chart, and his timepiece was unproven. The other extreme holds that any navigation aid available for use should be used, including all modern electronic position-fixing systems and their computerised controls. In between there are all the shades of opinion and personal preference one would expect of that eccentric group of yachties collectively and sometimes derisively known as 'navi-guessers.'

A couple of rules got a foot in the door for the 'modern' school. First, the use of elementary radio direction finders was allowed, a development which probably kept many tyro racing navigators off rocks, sandbars and hostile coasts around Europe and North America but which had little impact on navigating in Australian waters. The second rule was more significant, and although harmless enough at the time it was framed, it is on the verge of having far-reaching effects on the navigator's ability to fix his yacht's position or to devise tactics and the speed and ease with which he can perform these tasks. This rule allowed the use of hand-held calculators.

The vast strides made in the manufacture, and in particular the programming, of hand-held calculators over the last five years, are impressive, but the advances over the next ten years will be breathtaking. The technology exists, and it is only a matter of time before the Electronic Aids Rule will have to be reviewed or any restrictions on outside aids to navigation thrown out the same window as cotton sails.

Therefore it was of more than passing interest when the Navigator's Club at the CYCA hosted a seminar on state-of-the-art navigation calculators, program is available at cost. I have been as fascinated as I was, not only by the latest hardware but by what can be achieved with programmable calculators in the hands of talented enthusiasts.

The evening provided an interesting mix of professional and amateur computer experts who combined to cover most of the available range of calculators, pre-programmed and programmable. George Bennett described how he programs and uses less exotic models from the Casio and Texas Instruments range to solve navigation problems. A Professor of Surveying and Head of Department at the University of New South Wales, George is a professional in what, for most of us, is the mysterious world of computer languages.

Frank Underdown, of The Chart Room, gave a very comprehensive presentation on Tamaya's NC-77. A pre-programmed machine with a built-in limited almanac for sight reduction, the NC-77 can also solve the vector triangle for true wind, VMG and other basic navigation problems. Although a big advance on the old Tamaya NC-2 that I have been using for about six years, it was outdone in capability and price by what was described as the 'Rolls Royce' of nav calculators, the Plath Nav. Comp, which not only has a built-in almanac but also a built-in clock. About all you have to do is press a button for the time, feed in the observed sextant angle and object codes, and it comes back with a position. Well, almost.

Keith Storey gave the presentation on the Plath, and you may well wonder what Keith would be doing with a sextant when he has twin radars and a SATNAV system to keep MV Marabou on track, but as he pointed out, he still takes astro sights and has had the habit prove more than useful when the sophis-



The NC-77



The HP 41C

Calculating navigation

ticated systems failed him as he was about to penetrate the Barrier Reef after a long passage.

The calculator which probably created the most interest was the Hewlett Packard HP-41 C, which was described jointly by Joe Diamond and Gordon Marshall who together have developed their own special navigation program for it. The HP-41 C is of the latest generation of hardware and has alpha-numeric capability, which simply means that it can talk to you in written words instead of just cryptic action cues. John Keene, the NSW Sales Manager for Hewlett Packard, was on hand but kept a low profile as Joe and Gordon waxed enthusiastic over their new toy and its many uses.

Both have shared a friendly rivalry over the years in relation to calculators, Joe being one of the original converts and Gordon maintaining that they were more or less a back-up tool in their earlier forms. With the advent of the HP-41 C it seems they are both agreed, and their enthusiasm was obvious. They have done an enormous amount of homework on a southern hemisphere program which is tailored to our particular geographical situation, and their promotion of this was so effective that John Keene felt called upon to speak in defence of his Company's own navigation program package which is due out next year. However, if you are interested in this particular unit, Joe and Gordon's program is available at cost.

As to my own preference, I believe that if I wait for just a little while to replace my old, beat-up Tamaya NC-2, the best calculator will be one with a built-in radio transponder keyed to the Global Positioning System of satellites which will, at the press of a button, day or night, give position co-ordinates to an accuracy of 100 metres and, at the next press of a button, give the course to the next mark, spinnaker pole angle and the instant answer to the most-asked question on any yacht, "Hey, Vasco, how far have got to go?"

You probably think that I am kidding.



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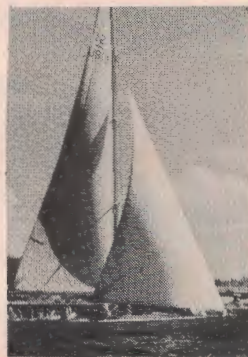
THE DUEL OF THE 12s

NEFERTITI — US 19
LOA 68'; LWL 45'
Beam 13'; Draft 9'

We issue a very warm welcome indeed to this veteran 12 metre. Designed by the famous Ted Hood and built for the 1962 America's Cup defence, she was beaten by the ultimate defender Weatherly, who went on to defeat Gretel four races to one. She has raced extensively and with much success in the Mediterranean, and her duel with Gretel should be one of the race highlights.

CREW: Skipper F. Ryan, Navigator J. Hawley (9), K. Edmonds (4), S. Lord (1), T. Stranack, C. Ryan, J. Ryan, F. Brinkworth, B. Sutton, G. Fegan, A. Lockyer.

Royal South Australian Yacht Squadron



GRETEL — 12/KA 1
LOA 67'; LWL 47';
Beam 13'; Draft 9'6"

One of Australia's most famous yachts, Gretel is making her fourth journey to Hobart after being converted to ocean racing in 1975. Dismasted in this year's Montagu Island Race, she will be carrying a new, bigger rig, which should improve her dubious light-weather performance. Sailed by a very experienced crew, Gretel will be one of the first yachts into Constitution Dock.

CREW: Owner B. Lewis, Skipper D. Kellett (8), Navigator B. Cramp (8), T. Cable (15), B. Gould (15), D. Parkes (4), J. Banks (2), J. Bisley (2), S. Hellmrich (2), P. Snowball (1), P. Thompson (1), J. Bonnin, G. Cramp, R. Kirby, A. Stanton.

Cruising Yacht Club of Australia

by David Kellett

"Alcohol and delusions of grandeur" was Sir Frank Packer's reply as to why he challenged for the America's Cup.

Alan Payne was commissioned to design Gretel for Sir Frank's syndicate, resulting in Australia's first 12 metre being built by Lars Halvorsen & Sons. She was launched in January 1962 to tune up against the American 12 metre, Vim, before the two yachts were shipped to Newport, Rhode Island for the 1962 America's Cup Challenge.

Meanwhile, over cocktails and dinner at the Boston Yacht Club, on October 5th 1961, the Commodore, Mr. E. Ross Anderson, announced that he was forming a syndicate to build a new 12-metre to defend the Cup against the Australian challenge.

Ted Hood was commissioned to design the yacht, and he employed a young assistant by the name of Britton Chance Jr. to assist in the enormous project. The lines were completed in January 1962, and builder James E. Graves, of Marblehead, Massachusetts commenced the 20-week construction schedule resulting in her launching, on time, at midnight, May 19, 1962.

Hood designed Nefertiti as a sail-carrying platform. She had a fore-triangle three to four feet longer and a beam one foot wider than most 12 metres of that day. The yacht was fast in heavy air but had too much wetted surface for light-air performance.

The July Defender Selection Trials finished with Nefertiti, skippered by champion helmsman, Don MacNamara, as the top yacht over Weatherly, Columbia, and Easterner, and all concerned thought that Nefertiti and Gretel would fight out the America's Cup. However, light air dominated the August trials, and with Weatherly being superior in

light air, and with MacNamara's bluntness about the 'intelligence' of the New York Yacht Club Race Committee leading to him being ruled off the course, Weatherly was named defender.

After the 1962 challenge, Gretel was altered several times in an effort to beat Dame Pattie for the 1967 America's Cup, but to no avail. Recommissioned in 1969, she was used to train the crew for the Gretel II challenge.

Alan Bond purchased her in 1972 for use as a trial horse for Southern Cross before selling her to the Sturrock Syndicate for conversion to a stripped-out ocean racing yacht in 1975.

1978 saw the rebirth of Gretel when she was purchased by Sydney businessman, Bernard Lewis. No expense was spared in reconditioning this fine yacht both above and below decks. The refit paid off, resulting in many line honours victories and handicap wins in the summer and winter pointscores of 197 and 1980 and the IOR handicap winner in the Burns Philp Maxi Boat Race last year against Bumblebee 4, Condor and others. She was also leading this year's pointscore when she lost her mast in the recent Montagu Island Race.

Gretel will have her new mast stepped by the beginning of December, and it is hoped her redesigned sail plan will help her light-air performance.

1964 found the redesigned Nefertiti, with Hood at the helm, sailing against the new Constellation and American Eagle for the right to defend the Cup against the British yacht, Sovereign. However, she, too, found the newer yachts hard to beat.

The 1967 challenge saw Nefertiti sail for Australia as trial horse for Dame Pattie. During this time she was skippered by many notable ocean racing yachties,

such as Peter Kurts, Norm Wright and Jim Turner.

About this time she was altered for cruising by Sparkman & Stephens and sold to a Greek to finish her days in the Mediterranean. However, in 1979 Frank Ryan and Brian Sutton purchased her with a view to cruising the world, taking in a few ocean races as they felt like it.

They have sailed Nefertiti from Greece to Egypt and down to Durban, South Africa, Frank Ryan's home port. From there they came across to Adelaide, where they have just had a three-month refit before coming to Sydney in preparation for the 1980 Hitachi Sydney-Hobart Yacht Race.

So, after 18 years, the two yachts, which should have met each other off Newport, R.I., will finally race against each other in this year's Hobart (and also in several other races leading up to the classic).

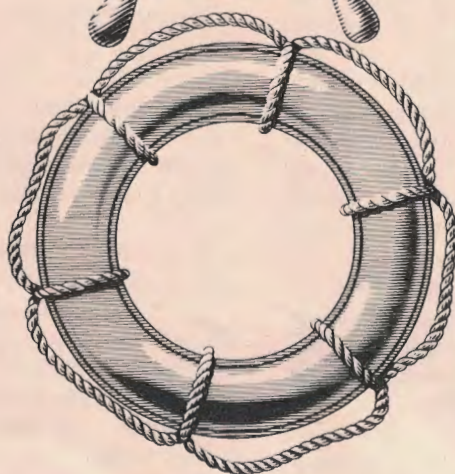
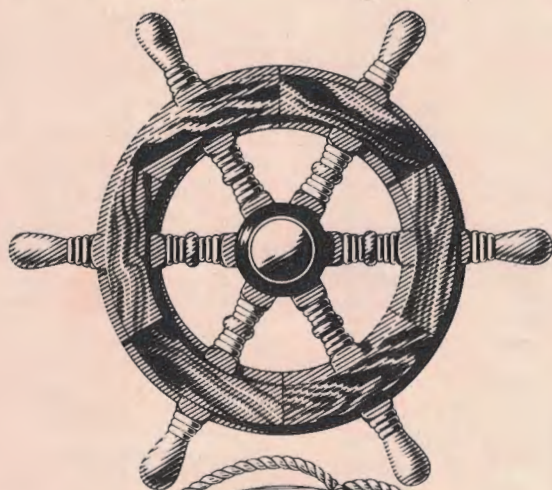
Both yachts are basically 12 metre yachts, although they carry the accommodation and equipment necessary for ocean racing. Nefertiti has been fitted out for world cruising, with several private cabins, sleeping nine and with two heads and showers. Gretel has been laid out with an open interior; she sleeps eight.

As you can see from their vital statistics (below), the two yachts are evenly matched, and both crews are anxious to prove which is the better yacht. A 630 mile match race is not out of the question.

These two magnificent yachts and their crews will be quite a sight around Sydney and Hobart this year.

| Gretel | | Nefertiti |
|--------|------------------|-----------|
| 67' | LOA | 67'8" |
| 45' | LWL | 46' |
| 13' | Beam | 13'3" |
| 9'6" | Draft | 9' |
| 1850 | Sail area (sqft) | 1800 |

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HOBART '80 ~ THE WIND AND THE WEATHER

by Tony Cable

Well, Mr. Editor, herewith is the sixth annual edition of my predictions of the weather and the winners of the Hobart. In offering this, I again record that this exercise is done under protest, for the task is not nearly so easy as you tend to make out.

Last year, for instance, I correctly predicted that the start would be in a southerly, but then it unexpectedly lightened off (I still can't understand where I went wrong in my assessments). But the main disaster was that my predictions of the winner were way out, as can be seen from the following:

| My choice | Actual place |
|--------------------|--------------|
| 1. Police Car | 115 |
| 2. Blizzard (UK) | 100 |
| 3. Marionette (UK) | 62 |
| 4. Yeoman XXI (UK) | 85 |
| 5. Sweet Caroline | 50 |

Instead, eight ½-tonners were in the first 10 places! As the son says, "Oh, it's hard to be humble when you're infallible in every way."

The reason why I persist with these articles lies with my desire to become known as a famous Guru on such matters (just as is Marshall for navigation, or Brooks for journalism — the writer of yachting's 'Column 8'. The trouble is, most of the famous ocean racing men I know don't take me seriously any more, and I don't know how to cope with the loss of face. Why, only the other night when I told Kellett that it was going to be a light Race, he exclaimed, "That's it, boys, it'll blow like buggery!"

Well, this year I will restore my credibility amongst those who think these articles are a bit of a joke. [After Tony's last two years of predictions, this certainly must include all 'Offshore' readers — Editor]. The fundamental reason for this confidence is that I have done a lot more study this time, and my ideas now bear the mark of scientific

certainty.

I hereby state categorically that the weather will be light again this year for the third year running. My critics will see this as a complete turnabout from my usual forecasts of big winds, big waves, and big retirements. I have deduced that the Hobart has now developed into a light-weather race, particularly south of Gabo, due to the proliferation of oil rigs in the Strait. The wind that spears across from South Africa hits these, goes straight up, and leaves a lee to the eastward.

I explained this principle one night to Dawson. He didn't say anything about it; maybe he had been drinking, for he just stared at me in goggle-eyed amazement.

Later I discussed the theory with that Ship's Master, Hamish, who also seemed inclined to the view that I had just come out of my tree. He went on to suggest heavy weather. Why, for example, has the lighthouse keeper at Tasman Island, who normally has this edifice stripped and painted by November, delayed his schedule and ordered a few truck loads of sand to be placed south of the light (so that it will be automatically sandblasted in late Decem-

ber)? Why is it that the tuna fishermen of Eden have noticed large schools of porpoises heading for Maatsuyker Island?

Is it because they want to catch some really big greenies home this year? Why is it that the mutton birds seem reluctant to leave Midway Island on their annual trek south?

In spite of all of these searching questions, I repeat that the weather in the 1980 Hobart will be light.

Finally, it was Mickleborough who said, "It has been blowing hard down there all year, therefore it will keep blowing."

Anyway, having got the weather fixed up, who, then, is going to win?

Well, with only 108 or so entries (that still expect to start) to pick from, this year is dead easy and, as usual, I will nominate the five top placegetters in order.

Firstly, I will reveal the formula whereby they are picked so that my more recent public will not think that I am not just one of your ordinary mug punters.

(1) Be cautious of the brand new boats; they are very prone to



have bits fall off them. "Shucks," say the owners of these boats when they retire, "I really thought all along that the forestay/carbon fibre mast was really a bit light for 50-60 knots."

- (2) Beware new boats sans experienced draws.
- (3) If it is going to blow (and it isn't), choose only crews who will not go to bed in heavy weather.
- (4) Do not choose ½-tonners to win (I said this last year).
- (5) Think a little like a racecourse tote, e.g. what odds Peter Kurts winning his third Hobart? What odds Syd Fischer winning his first? What odds a Victorian boat winning for the first time?

[Once more, ladies and gentlemen, the author displays his disdain of the pure logic of chance and befuddles the theory of probability. — Editor]

Now for the top boats (with apologies to all those other owners who spent so much to win and who will now know that they will not!).

First will be Jim Hardy's Police Car, a proven fast boat showing good current form.

Second will be Peter Kurt's Once More, Dear Friends, the Dubois minimum Admiral's Cup rater, just launched but which should be well prepared with lots of famous sailors aboard — even Shipway. *[Once more, dear friends, the author has just contradicted (twice over) what he said a mere few sentences ago — Ed.]*

Third I pick Inch by Winch, a new 44ft Peterson; not sure of her crew, but she could show form if she holds together.

Fourth will be Challenge, the S & S from Victoria; Lou Abrahams has a very experienced team; pity the weather won't be stiff enough to show them to advantage. *[Ditto — Ed.]*

Fifth will be Bart Ryan's Adrenalin, a minimum-rating Peterson, now launched long enough to have many bugs taken out.

Apollo V, Alan Bond's new boat, will come 6th, expected to arrive just before the Race, which doesn't really encourage me about her tuning.

Then, Margaret Rintoul II will be 7th, a classic boat with age allowance and a good crew, 8th will be Ragamuffin, 9th Big Schott, and 10th, the 68ft Farr New Zealand.

When all of the above happens I trust that all of those who love taking the mickey out of me will have the good sportsmanship to come up and say that I am really quite an unbelievable tipster. *[No doubt Tony will afford all of his readers the opportunity to do just this. — Ed.]*

And to you, Mr. Editor, we ought to take you out on an ocean racer one day to see how easy it is for a crew to foul up even the best predictions! At least this year we will have as much rum on the race as you will when cruising north on your insignificant two-sticker.

"OK Fellas! WHAT'S FOR DINNER?"

YOUR CHOICE

Curried Prawns. Lamb Casserole.
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Cooking at sea

by 'Knocker'

This might not sound like it has much to do with sea cooking, but it did make me think about the powers of imagination and why man is such a devious character.

I like to watch cricket occasionally in the summer, and when it was on the ABC there were no commercials, were there? So when you got up for a drink or a bite to eat, you usually missed something. Which brings me to the punch line. When you are out sailing the same thing can occur. You go down for a can or a bite, and you miss something (or maybe you hit something). So I have worked out the remedy. Of course, you don't have to be sailing or watching cricket to do this. It sounds like fun anytime.

Take one large plastic bucket. Add:
1 bottle Vodka
4 sliced lemons
2 sliced cucumbers
1 flagon dry white wine
2 bottles soda water
ice

Stir thoroughly and place in the cockpit (not recommended for racing).

Now, for eats you need a very large tray. Take an assortment of cheeses, asparagus, cold meat, tomato, boiled eggs, tinned cucumber, biscuits and rye bread, and you are set for an hour or two.

You will probably need to buy a paper the next day to check the scores.

I would like to assure sea cooks participating in the Hitachi Sydney-Hobart that the fact that everybody rushes ashore to eat the minute they arrive does not necessarily cast asparagus on one's cooking. For instance, you must take into consideration the fine restaurants and hotels that abound on the foreshores and in the nearby streets. For a start, at the end of last year's Race I happened to notice a crew member (who shall remain nameless) of a yacht (which shall remain equally

nameless) *yaffling*, for want of a better word, stacks of scallop pies which, incidentally, are a living legend of epicurean delight equalled only by baked mutton bird — I mean, how could a sea cook match up to those masterpieces?

So if you think I am going to come up with something to beat that and to keep the crew aboard, forget it. Whatever happens when you arrive in Constitution Dock, you'll have the last laugh because some of the crew are sailing back to Sydney with you.

While on the subject of Hobart — well, it's that time of year, after all — don't forget to buy some crayfish to take with you when you leave. You will probably never get it as cheaply anywhere else. There is usually a trawler (or two) on the right-hand side of the Dock facing the city. You might be able to get some cheap crabs as well.

After you get loaded up with all that seafood, you will have the perfect ingredients for an on-board, dockside luncheon. You will impress the local ladies by inviting them aboard for lunch and serving such delicacies as fresh crayfish salads, roasted quail on skewers, and peaches in champagne

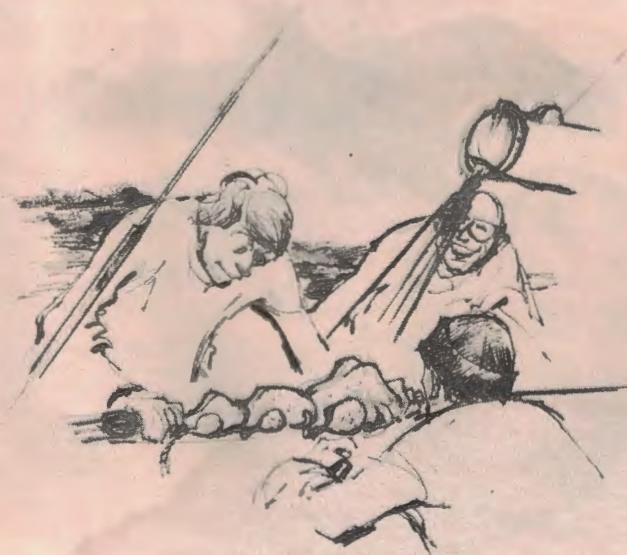
The menu

Wrap each quail with a rasher of bacon. Place them on skewers and bake in the oven for 30 minutes.

For a different salad approach to your crayfish, try this. Start with a large bowl of shredded lettuce. Toss in asparagus spears, avocado slices, orange segments, hard-boiled eggs, paper-thin slices of cucumber and radishes. Top with a mixture of sour cream and mayonnaise, in small quantities.

Now for the *coup de grace*. Skin fresh peaches and prick them all over with a toothpick. Lower them into a glass of champagne; allow the peach juices to seep out, then eat the peach and drink the champers. If you do not like peaches, offer them to your lady friend (" 'xcuse the fingers, Luv, but I don't trust yer not to git yerself 'round me champers").

Bon appetit, and good sailing to Hobart!



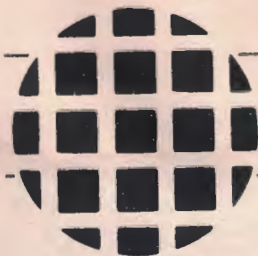


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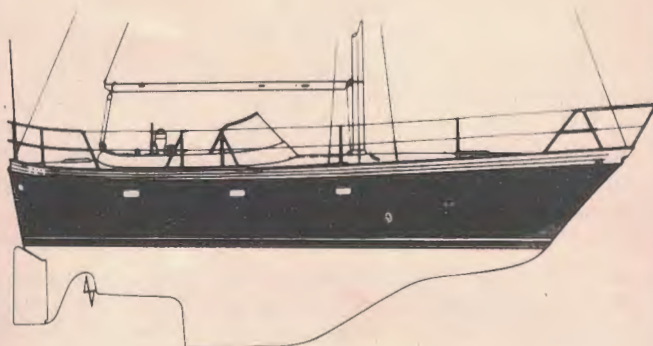
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ANITRA MAY

by Peter Rysdyk

Black is beautiful. This is certainly true of Ron Walter's new 63ft Anitra May.

She was launched in mid-November at Gosford, and I had the pleasure of representing the CYCA at the festivities.

Let me first give you the vital statistics of this unusual and beautiful addition to our fleet.

LOA: 62'8"

DWL: 52'9"

Draft: 5'3" (with centreboard down, draft is 9'3").

Beam: 17'4"

Displacement: 54,000lbs

Foremast: 63' above deck (alloy)

Mainmast: 67ft (alloy)

Working sail area: 1640sqft (cruising) and 2540sqft (racing).

Sails: by Hood-Sailmakers

All sails are furling and are controlled from the cockpit.

The two engines connected to a lay shaft are 74hp Thornycrofts. She has in addition a 240 volt generation plant and a 100-gallon-a-day desalinator unit.

She is constructed of GRP/Airex sandwich above the waterline and solid GRP below the waterline. The interior finish is luxurious and immaculate. Her tentative IOR rating is 48-49ft.

When Peter Cole was asked by Ron to design a fast cruising boat, he quickly read between the lines that Ron meant a fast racing boat suitable for cruising, and so he decided to go back to a schooner design and comply with the request that 'two people should be able to sail her.' Cole certainly came up with a 'looker' if nothing else can be said with certainty at this writing. Her clipper bow combined with her gleaming black finish (without a flaw) and her lovely lines will make her the Hobart Race fleet's most glamorous boat. When asked "What do you expect her performance to be?" Peter Cole, in his usual quiet, off-handed manner mumbled "Oh, she'll go; oh yes, she'll go all right'." Line honours? "Yes, yes, given the right conditions, she'll be hard to hold."

(next page)



Anitra May, a recently launched fast cruising schooner designed by Peter Cole, will be one of the contenders for line honours in this year's Hitachi Sydney-Hobart Yacht Race. She will be a prominent contender in CYCA passage races next season. Photographs by Warren Clark.



Anitra May

Ron Walters, hard to please as to quality and workmanship, could think of only one man who could do the job to his satisfaction, his price and his building time allowance. This man was David Warren. David was thus brought from England, a factory was hired at Erina, near Gosford, and David set out to build the new Anitra May in record time. She is certainly one of the best-finished-and-built jobs I have seen for a long time.

But let me give the pen to David Warren so he can tell you himself.

"Lofting for Anitra May commenced in January 1980. I decided against conventional construction of foam sandwich for a one-off and built a female timber mould the right way up. It was a complete success, saving hundreds of man-hours. Nearly all the fitting and buring were done in the mould with plaster. It also saved turning the boat over, a tricky operation on a yacht of this size with hull so flexible and with the lay-up half complete in the conventional foam construction. Another advantage was that work could progress inside the hull while the mould was stripped away to complete the outside. An 18ft-long bronze grounding shoe was



Owner Ron Walters (left) and designer Peter Cole.



cast from a pattern from the heel mould and layed up in place before the 'all-hand lay-up' began.

"The deck is laminated plywood 1½" thick sheathed with GRP. The wheelhouse and coamings were also made in GRP, from a timber mould, and bolted to the deck. She has an extremely lavish interior in teak with some hide vinyls and she will be carpeted throughout. Other features include a hydraulic centreboard, self-furling sails, three toilets and showers, two double guest cabins plus crew accommodation and a large galley, and of course, the owner's cabin aft. She is powered by twin Leyland Thornycroft 65hp engines."

So, another CYCA-registered yacht is joining the many new yachts launched lately or ready to be launched soon.

Anitra May is entered for the Hitachi Sydney-Hobart Yacht Race and the Club Med Sydney-Noumea Race. I have no doubt that her distinctive looks, decorated with her crew in their usual black uniforms, will grace many CYCA starts.

The CYCA wishes Ron and his wife, Pat, happy cruising and successful racing.

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SARDINIA '80

by Sandy Peacock

The 1980 Sardinia Cup took up where the first series left off in 1978. The prospect of hot weather and 10 days of close racing off the most spectacular coastlines in the Mediterranean again drew a big fleet to Porto Cervo, and again the USA and Italy fought out the series. The Sardinia Cup is now the top-ranking IOR teams event outside the Admiral's Cup.

The finishing order was reversed this time and the American team of Tatoosh, Merry Thought and Acadia beat Italy into second place. The performance of Italian yachts, Yena, Viola and Blu Show, and the fact that arguably the two fastest boats in the country were not in the team, suggests that Italy will be a major force at the next Admiral's Cup. After a few lean years the West Germans came back strongly in Sardinia, and their team of Container, Vineta and Pinta finished third.

The Americans did well to beat the Italians in their tricky local waters, especially in a series that was unusual for its light and shift winds. The blustery offshore breezes which prevail there in September, and which blew out a lot of sails in the 1978 series, hung back this time for four of the five races. The exception was race four, the long race, in which a mistral averaging 40 knots gave the fleet a hard bash north from Corsica to Hyeres, on the French coast, and a wild run back to Porto Cervo. Although the series was completely dominated by masthead rigs, this was the race where the two fractional-rigged Dubois boats, Canada's Dynamo and the British minimum-rater, Panda, left the fleet in their tracks to finish first and second.

For the Australians, who placed 12th in the team standings, the series was again a big disappointment. The Italian 2-tonner, Milady, was chartered by Tony Pearson's crew; gear failures put her out of three races. Bill Psaltis' Sartori, the 1975 Noryemà, couldn't stay with the latest designs in the light airs. The bright spot was the performance of Nick Girdis' Marloo. Ninth place out of 45 yachts was a good result in a



The 1980 Sardinia series was characterised by light winds, with the exception of the fourth race. The Australian entry Marloo, which was placed ninth in the series, here (and on the following page) is having an exhilarating ride home.

PHOTOGRAPHS BY SANDY PEACOCK



Lesley Brydon (cont'd).

the Hitachi Sydney-Hobart Yacht Race, in 1976.

Max Crawford doing his 25th Hobart this year



In the 1975 Hobart Program we featured an article "75 Hobarts among them" dealing with three yachtsmen, Peter Green, Magnus Halvorsen, and Stan Darling, who were each about to do their 25th. This year Max is the next yachtsman to reach this milestone.

Max started sailing in his native Sweden at nine in his own 15ft open keelboat "which was powered by a spritsail and had rocks for ballast." Later he crewed on 30 square metres among others.

Max went to sea as a deck apprentice in the Swedish Merchant Navy, but this was short-lived, him jumping ship in Cairns in 1950.

He started ocean racing out of Melbourne in '52 with the Warner family. The Bass Strait was his first passage, then the '53 Hobart with Warana. The next four trips were on Winston Churchill; then came Lass O'Luss and, in 1960, a ride on the famous schooner, Astor.

Phil Deaton's Bacchus D was a powerful and well-crewed boat prominent in the early 60's, and Max did four southern journeys on her. In 1969 he sailed aboard the line honours winner, Crusade, owned by Sir Max Aitken.

He sailed to Hobart twice on John Gilliam's Koomooloo, in '71 and '72, and these were followed by another five aboard Lou Abraham's Vittoria.

Sardinia '80



series where very few boats placed consistently from one race to the next. Marloo was also the only 1978 design in the top 10 boats (the series was a triumph for the latest crop of Petersons and Frers) and most of her crew had flown from the Australian winter with very little time to prepare for the series.

The teams order was USA, Italy, West Germany, Argentina, Canada, Sweden/Greece combined team, Britain, Holland, Ireland, Switzerland, France, Australia, Malta, Spain, Belgium.

The top individual yachts were:

| Yacht | Rating | Designer | Country |
|---------------|--------|------------|---------------------|
| Yena | 33.1 | Peterson | Italy |
| Tatoosh | 35.3 | Frers | USA |
| Container | 32.4 | Peterson | Italy |
| Brava | 34.7 | Vallicelli | Canada (charter) |
| Guia 2000 | 34.6 | Frers | Argentina (charter) |
| Merry Thought | 35.0 | Frers | USA |
| Midnight Sun | 39.6 | Holland | Sweden |
| Dynamo | 35.8 | Dubois | Canada |
| Marloo | 32.8 | Peterson | Australia |
| Acadia | 32.6 | Peterson | USA |



PHOTOGRAPHS BY SANDY PEACOCK

Max Crawford (cont'd)

Last year he went down again on Lou's new boat, Challenge, and he will be with her again this time.

"I have only had to retire in one Race, on Bacchus D, when she lost her mast in Storm Bay — but we still got to Hobart! I do rather like to go on boats that will get there."

Max's overseas sailing experience includes the '63 Transpac in Astor, the US SORC series, in Sorcery, in '73, and this year's Hawaiian Clipper Cup.

Max, realising he was getting a lot out of yachting, determined to put something back into it. He served on the CYCA Board of Directors and was on the Sailing Committee at a period when the safety rules were being radically updated.

What are his reactions to the changes he has seen in the Hobart fleet over the years? "I maintain that the best ocean racing boats were the S & S boats of the early '70s, such as the first Ragamuffin, Salacia II, and I must include Vittoria. Since that generation they have become wetter and harder to sail. They are less seaworthy and the gear is getting too light. And I'll back that up by the number of retirements and broken masts we get today in even only moderate weather. For example, the '77 Hobart retirement rate proves that many boats sailing in our waters are not capable of staying at sea in adverse conditions."

And what about the crews? "In a technical sense the newer crews perform very well with the lighter and more sophisticated gear, but they lack seamanship, as the emphasis is on short ocean performance. The modern-day designers seem to concentrate on boats that will do well in short races with scant regard to a new boat's ability to compete and stay in a long race, especially with a crew driving her to an optimum of performance in even extreme weather."

With Max's 25th coming up, what does he see in the Hobart? "Well, firstly, I have been sailing over all these years and most of my friends are in it. The Race is never the same; it is always unpredictable, and it does often test boats and equipment to a high degree."

As a footnote to this record, Max pointed out that his son, Carl, a sail-making apprentice with Hughie Treharne, will be doing his first Hobart on the new Peterson, Inch by Winch.

Australia/Phillipines Catamaran Expedition

One of the most unusual press releases that has come into our hands lately concerns a proposed expedition of from 4 to 8 catamarans from Australia to the Phillipines. We publish some of the details below in the event that some of our Members are becoming bored with the routine of round-the-offshore marks or trips to the cruel south.

The Australia/Phillipines Catamaran Expedition is to sail 18ft catamarans from Cairns to Manila, a total distance of some 3000 kilometres and the longest journey ever undertaken by boats of this type and size, sometime around April of 1981. In spite of the huge distance to be covered, the longest single stretch of open water is not more than the 60-odd kilometres between Obi Major and the Sula Islands in Indonesia.

The catamarans will all be standard Australian-designed racing catamarans specially modified with additional strengthening and other equipment but still essentially inshore as opposed to offshore sailing craft. While full safety equipment, radios and emergency equipment will be carried, a minimum of provisions will be carried as at night the crew will camp in villages or on one of the thousands of deserted beaches.

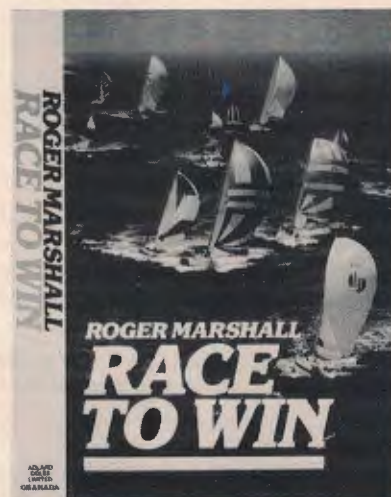
The expedition is expected to take anywhere from one month to three months. The two main problems that are likely to be encountered are pirates and light airs. Light and variable winds are generally uncommon from April to June when the expedition will get underway, and pirates are evidently a problem only north of Sulawesi. The Phillipine Navy has offered protection in potentially hazardous areas, and this will be accepted by the expedition.

The expedition is being conceived, organised and led by Brad Warren of Traditional Explorations. Born in Sydney, Brad has been absorbed in the study of Asia and religion since his early teens. His formal training was in commerce but instead of putting it into practice he went to Thailand in 1974 to become Australia's first Buddhist monk. Brad is an experienced and qualified yachtsman and a competent mountaineer, Karateka and SCUBA diver. In 1969 he made the world's fastest sailing time, single-handed, from Tahiti to Mexico. The company which he now directs specialises in scientific expeditions as well as adventures such as the one described here.

Crew are still required for this

expedition; many applicants are unsuitable, as might be imagined; selection is on the basis of sailing experience, physical fitness, toughness and mental approach. Anyone interested in making the adventure with the cats should contact Traditional Explorations, P.O. Box C342, 217 Clarence Street, Sydney 2000 (phone 29 7029).

Book Review

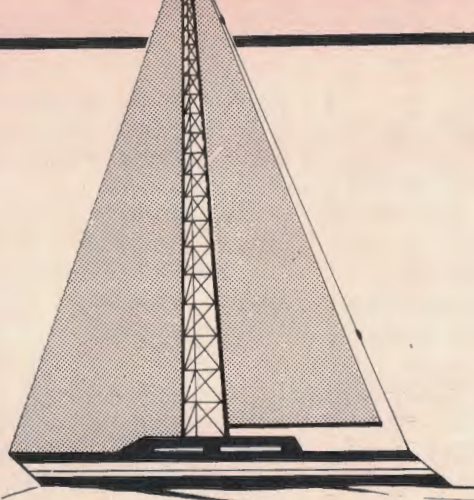


Race to Win
by Roger Marshall
Adlard Coles/Granada; 270 pages;

Roger Marshall was trained in yacht design at Southampton University before joining Sparkman & Stephens as a naval architect. Later he set up his own design office in New York. He has raced at all levels in heavy international competition and *Race to Win* is a comprehensive collection of pieces examining all aspects of the offshore racing scene. Hull design, keel shape, deck layout and racing accommodation are all discussed in part one. He then goes on to discuss rating, drag, tune and deals with improving performance on the racecourse. The chapter on construction of polar curves and diagrams is particularly well set out, more succinctly and readably than yet encountered by this reader.

Reading and reviewing up to 80 or 100 books annually, one tends to think that much of what one reads is just a re-hash of something said by others last year or the year before. With *Race to Win*, I never had this feeling. Of course many points have been made before by other authors, but for once I had the feeling that I was reading a totally 1980s approach with the very latest thinking from a man who sails on the latest American ocean racing yachts.

—John Hawley



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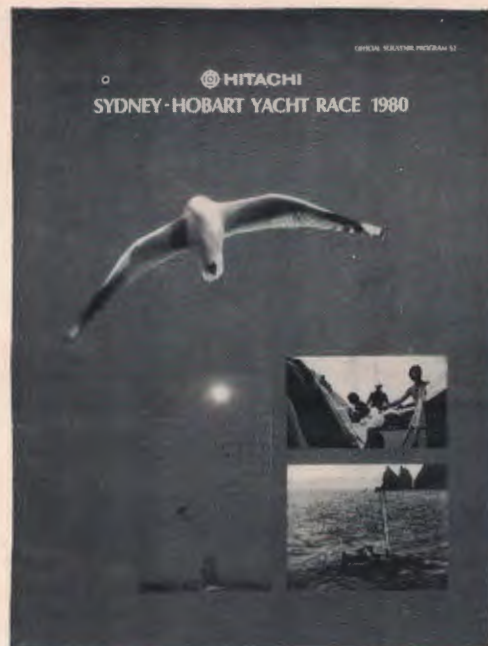
Every boat and boater should have one. The CYCA cook book contains recipes that are simple to cook aboard, recipes to prepare at home and take aboard. It contains a wealth of hints for sea cooks, including a suggested Hobart Race menu.

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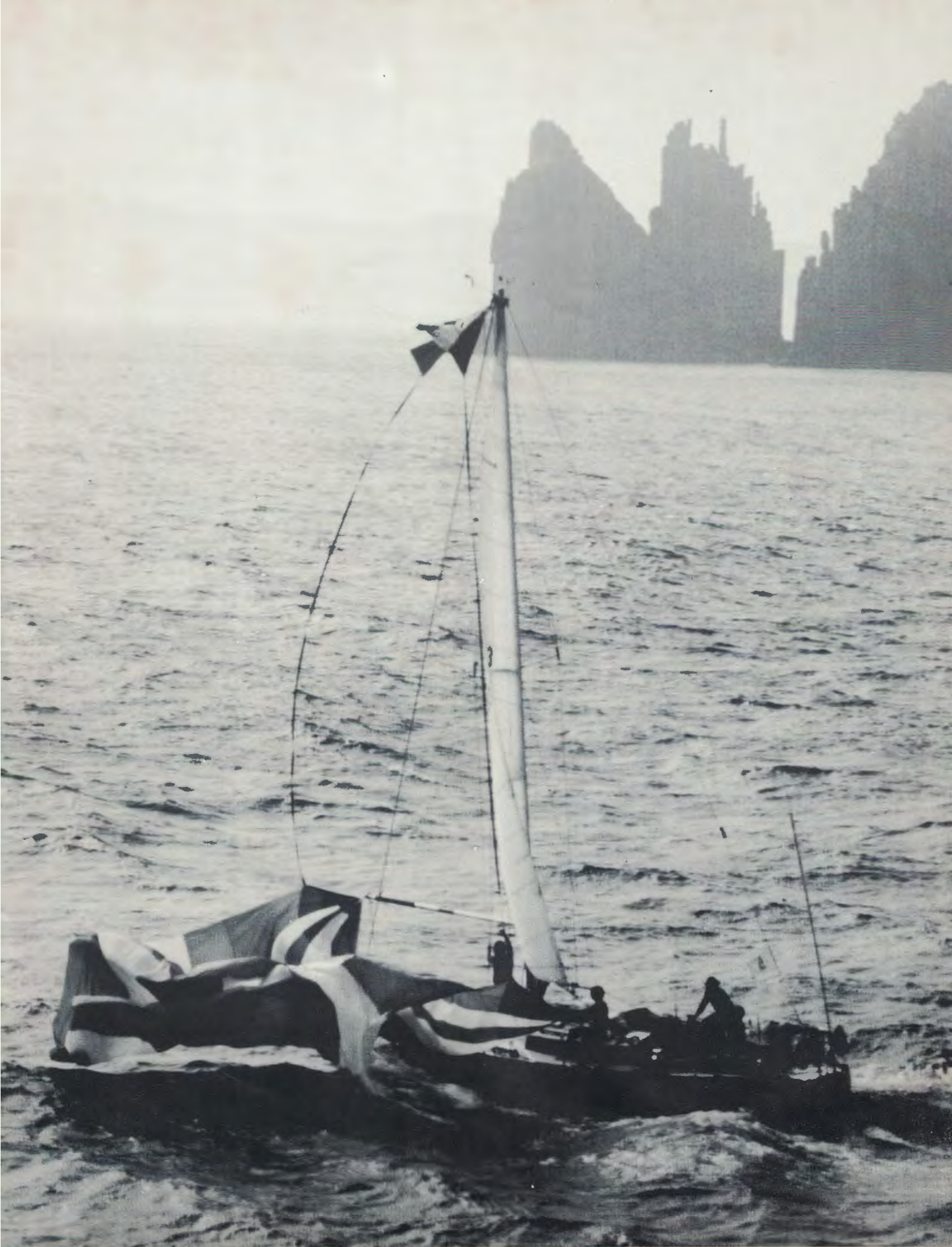


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Right: 'The Sting' was caught by Tasmanian photographer Richard Bennett just at the moment of a spinnaker blowout down the coast of Tasmania in the 1979 Race. For enquiries about this or photographs of this year's Race, see Richard Bennett's display by the Hitachi Information Booth at Constitution Dock, or write or phone Richard Bennett Photography, Arve Road, Geeveston, Tasmania 7116 ([002] 971 371).



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