

The Magazine of the Cruising Yacht Club of Australia

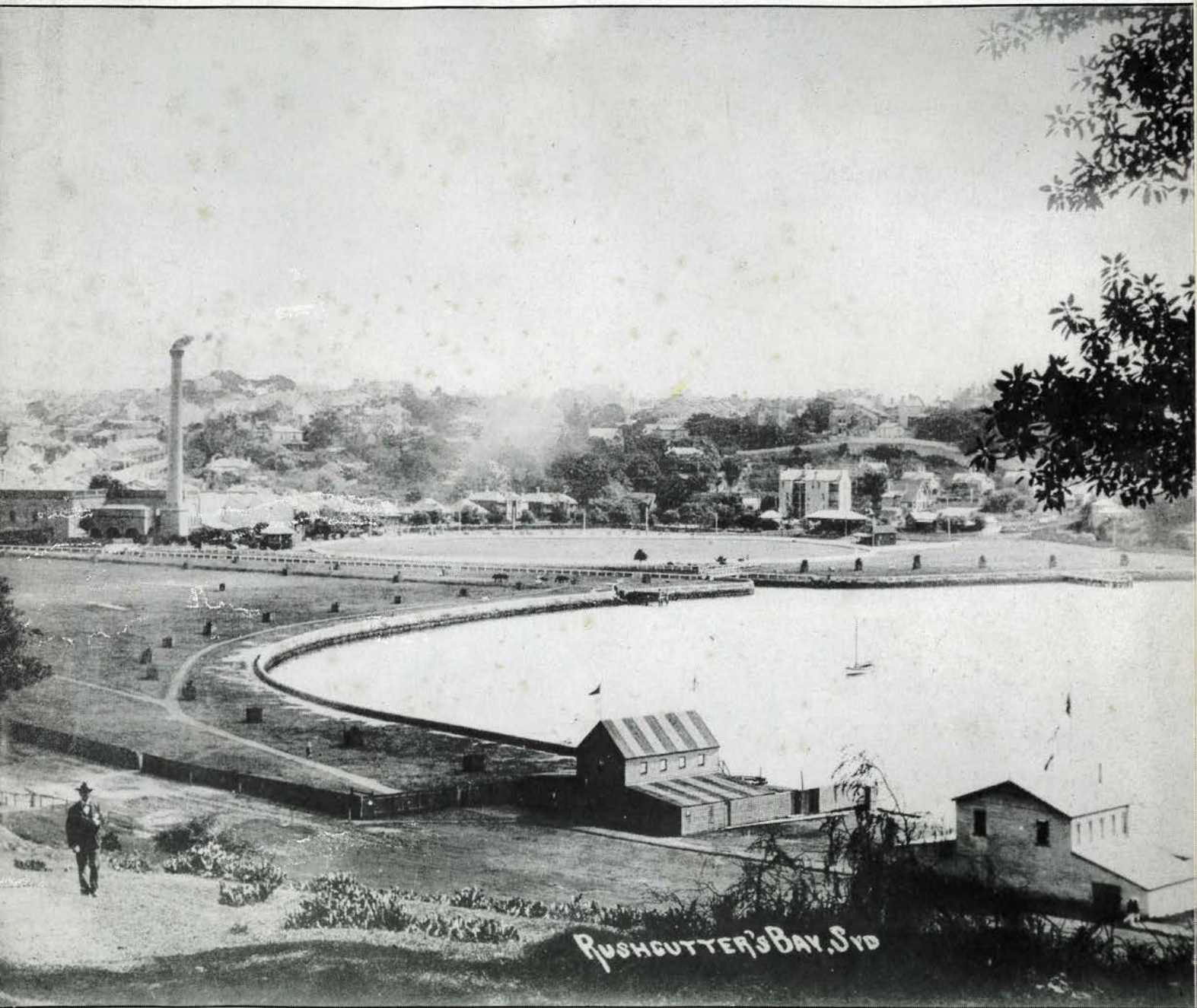
OFFSHORE

NUMBER 80

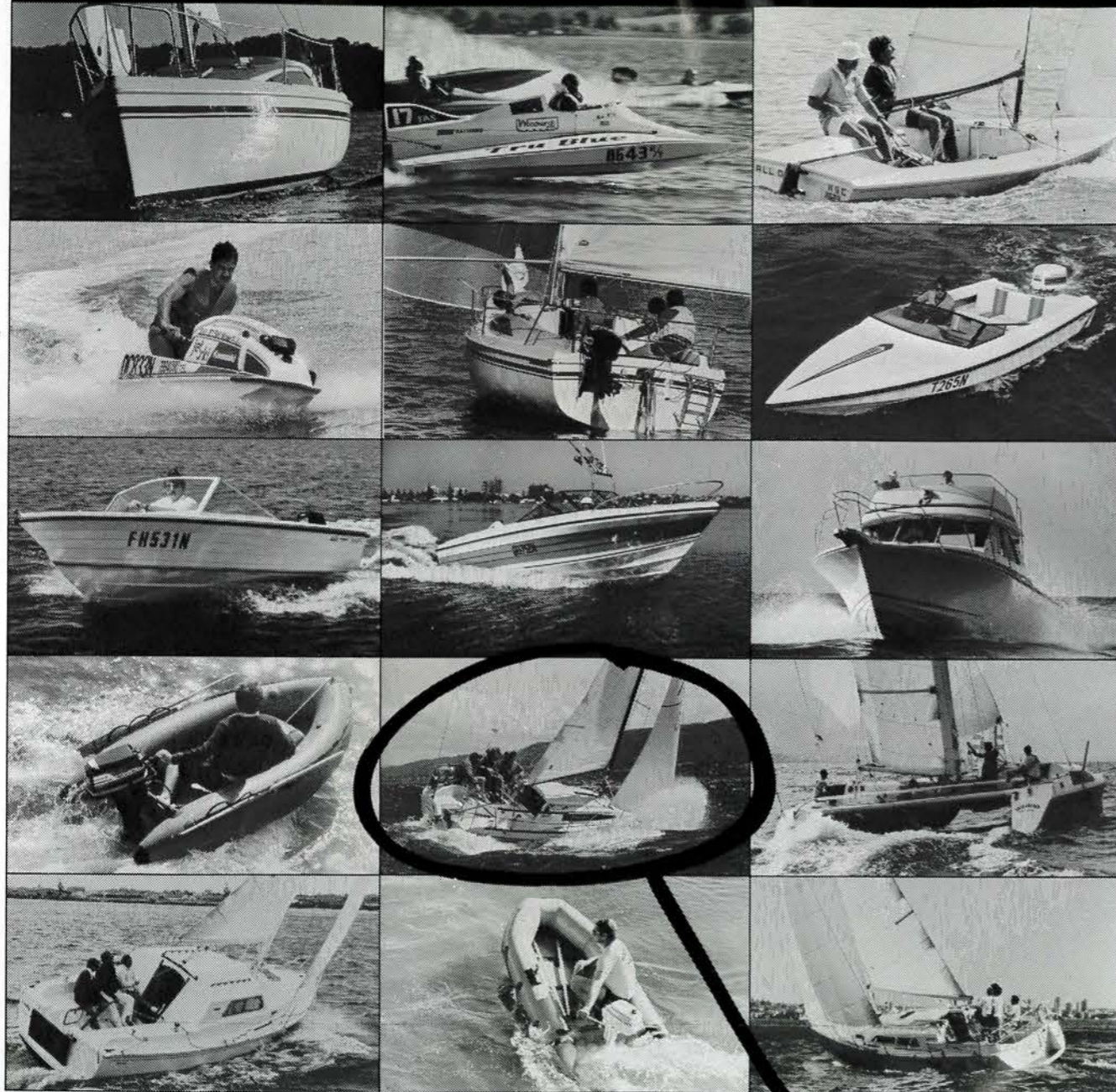
NOVEMBER 1984

\$1.00*

Registered by Australia Post Publication No. NBHO11



You find the boat. We'll find the money.



Associated Midland will help you launch your boat by helping you with your finance. You deal directly with the decision makers. We'll give you an answer. Quickly. And we'll tailor a package to suit your needs. Then you're off and sailing. Call Trevor Clark for a quote on 635 5044.

**Associated
Midland
Limited**
INC. IN VIC.

Weekes Morris & Osborn AM12

PHOTOGRAPHS COURTESY OF MODERN BOATING

The Magazine of the Cruising Yacht Club of Australia

OFFSHORE

Number 80

October/November 1984



Cover: History is upon us, with the 40th anniversary of the Hobart Race about to be celebrated. In this issue we salute the Race's milestone birthday with the first of a two-part thumbnail history of the Race.

History was also recently made when the new Club extensions were officially opened and, almost simultaneously, the Stage II building project begun. As the lockers under the Club were cleared out for demolition, numerous old 'treasures' were uncovered, including the photograph on the cover, Rushcutters Bay, vintage ??? Can anyone supply some details of when this might have been taken?

OFFSHORE is produced by the Publications Committee and published every two months by the Cruising Yacht Club of Australia, New Beach Road, Darling Point, New South Wales, 2027, Australia. Telephone (02) 32-9731; Cables 'SEAWYSEA'; Telex AA72278 'SEWYSE'

EDITOR: David Colfelt

Advertising and Editorial Correspondence:
The Editor, OFFSHORE, 67 Beresford Road, Rose Bay, NSW 2029. Tel. (02) 327-1152.

Subscriptions: Australia \$13.95 for six issues (one year); overseas: \$A16.95 (surface post). Air mail rate on application.

Publications Committee

A. Cable (Chairman), D. Colfelt (Editor), J. Brooks, R. Copeland, S. Peacock, M. Power, W. Sherman, P. Simms, F. Sticovich, J. Woodford, D. van Woerden.

*Recommended price only

Registered by Australia Post, Publication No. NBH011

Printed by Maxwell Printing Company Pty. Ltd., Waterloo, NSW.
Typeset by Smith & Miles Ltd., Sydney, NSW, via Cryptographica

CONTENTS

| | |
|--|-----|
| Offshore Signals | 2 |
| Letters, bits and pieces, book review. | |
| Bewinched | 6 |
| Another of Bill Sherman's boat reviews; this is Siska reincarnated. | |
| Small Craft weather and warning services | 11 |
| Where and when you can get the low down on the weather (a Dept. of Transport Safety Article). | |
| 40 Years of Racing to Hobart | 14 |
| A special feature by David Colfelt, a thumbnail history of the Race, in two parts, to celebrate the 40th Anniversary of the Sydney-Hobart Yacht Race. The first installment covers the first fifteen years, from 1945-1960. The final part will be published in the December 1984 issue of <i>Offshore</i> . | |
| Beam Ends | 24 |
| Robin Copeland does the rounds. | |
| Captain Seaweed's Nautiwords | IBC |
| Answers to last issue's puzzle. | |

Offshore Signals

Letters

Cavalier 30

Dear Editor,
The Peter Cole designed Cavalier 30 (ex Traditional 30) is again in production after a period of major redevelopment of the moulds, and delivery of the first boat off the production line is expected in December. A great deal of interest has been shown in this very popular yacht and we anticipate production of about 25 boats next year.

Changes have been made to improve production time, and this has enabled us to keep the retail price within the \$50,000 price bracket. Other alterations have been made to improve the sailing qualities and performance. These include: a lead keel instead of cast iron; a masthead rig, obviating runners that were previously fitted to hold up the forestay and to improve windward performance in heavier conditions; a redesigned rudder improving balance and helm characteristics and which will enable the yacht to be fitted with tiller steering as standard (wheel steering will be an available option).

Standard equipment will include a Volvo twin cylinder 18 hp diesel, fully fitted interior with generous quantities of teak, gas stove with oven.

The Cavalier 30 will have a minimum of racing additions as we are aiming the boat at the cruising end of the market with a simply rigged, easy to handle yacht that can be managed by inexperienced or new sailors. The quality of finish and interior design will enable the Cavalier 30 to compete strongly with the imported boats we are now seeing in our market.

Yours faithfully,

Guy Keon
Cavalier Yachts Pty. Ltd.
Pendle Hill, NSW.
☎(02) 688-1666

West Germany wins in Sardinia

The winners of the 1983 Admiral's Cup squeaked past the Italians to take the Sardinia Series this year, winning two races out of five. The final results were:

| Team | Points |
|---|--------|
| 1. Germany (Pinta, Rubin, Container) | 705 |
| 2. Italy (Templar's, Brava, Almagores) | 704.5 |
| 3. Ireland (Ilusa, Enterprise, Nitissima) | 653 |
| 4. Spain (Bribon IV, Sirius II, Mandrake) | 630 |
| 5. United States (Scaramouche, Secret Life, Allegiance) | 617 |

The Irish took the Cinzano Trophy, an overall prize for the best standings of two yachts from one country. The individual champion was German's Container skippered by Ulli Libor. Australia did not have a team competing this year, but three Australian owners sailed chartered yachts to form a Papua New Guinea team - Peter Briggs from Perth, Ray Roberts and Ron Oatley from Sydney. Peter

Briggs chartered a Beneteau One Tonner with Noel Robins as skipper finished a good 9th overall in the fleet of 46, including finishing second in the long race of the series.●

New boat for Green

Leslie Green, owner of the Farr minimum rater *The Roperunner*, with which he won the CYCA Blue Water Championship for 1983-'84, has notified *Offshore* that he has purchased the yacht *Sudpack*, the latest in One-Ton design from the German design team of Jodel Vrolijk and the first yacht in Australia designed by this team, according to Green. These designers were responsible for two of the winning members of the winning German Admiral's Cup team last year.

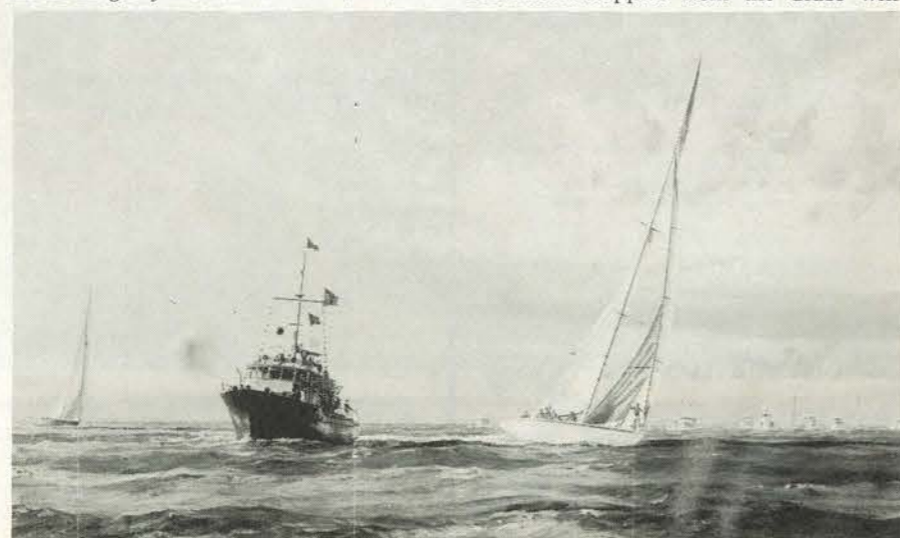
Sudpack was built in June this year and competed in the One Ton Cup in La Trinité and in the Sardina Cup, with at times "spectacular results". Green says it is one of the most competitive IOR racers in the world and will no doubt attract a lot of interest when it begins sailing in Sydney in November. The yacht will be available for inspection at that time. For more information contact Leslie Green ☎ 705-6560.●

Marine art

A revival of interest in marine art in the USA is in some part due to one artist, John Stobart, who last year sold one of his originals "Cincinnati by Moonlight" for \$120,000, a record price for a painting by a living maritime artist. Trained at England's Royal Academy, Stobart is based now in America where he has largely turned his hand to 19th century maritime scenes, some dramatically capturing the romance and dangers of whaling days.

Stobart has recently painted a modern maritime event - the finish of the 1983 America's Cup. A stickler for accuracy, Stobart sent his representative to Australia earlier this year to talk with the *Australia II* crew members to find out where they were placed and what they were wearing as the yacht crossed the line.

The original "Triumph in America" has been retained in Stobart's own collection and is allegedly insured for over \$130,000.



Stobart's "Triumph in America" from which a limited edition series of prints is being offered.

Limited prints and other Stobart works are available from his Australian Agents, Maritime Heritage Galleries, 5/85 Ben Boyd Road, Neutral Bay, ☎ 908-9088.●

Lake Michigan declared arm of the sea

A recent item from the *Wall Street Journal* noted that the Chicago Yacht Club has succeeded in persuading the New York Supreme Court to declare Lake Michigan "an arm of the sea" in spite of the fact that it is hundreds of miles from the ocean.

The yacht club needed the ruling so that it could proceed with its plan to finance a multi-million dollar effort to win the America's Cup in 1987. The original rules of the Cup, written in 1887, require that clubs sponsoring challenges be from areas located on the ocean or on "an arm of the sea".

International vessels sail on lake Michigan and the lake shares certain marine life with the ocean, the club said in its petition to the New York court, which has jurisdiction over the America's Cup Deed of Gift. The club also uncovered a precedent from the mid-1880s, when a court ruled that the Detroit River should be considered international waters.●

Sail for Cancer

Boat Owners:
Join us on
April 14 1985
in the
Leo Leukaemia & Cancer Trust's
SAIL FOR CANCER

Next year the Leo Leukaemia and Cancer Research Trust is having its first Annual Sail for Cancer day and invites boat owners from the Cruising Yacht Club of Australia, Middle Harbour Yacht Club, Royal Sydney Yacht Squadron, Royal Prince Edward Yacht Club, Royal Motor Yacht club to join it on Sydney Harbour Sunday, 14th April.

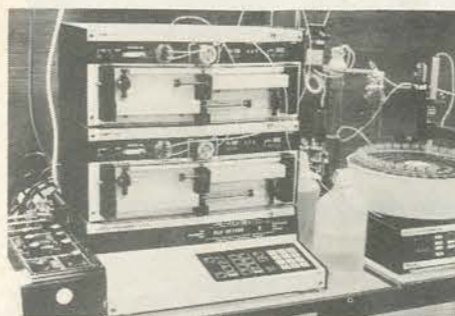
Yachtsmen have always been renowned as people of great heart, especially in times of tragedy. The Trust is hoping that 150 owners/skippers from the Clubs will

volunteer their boats and 2-3 crew to take people out on Sydney Harbour for the day.

Arthur Byrne, CYCA Member and owner of *Salacia II*, is Chairman of the Trust, which was established in 1979 to

purchase equipment for research programmes to find cures for leukaemia and cancer

purchase equipment for the treatment of patients suffering from these diseases.



Equipment of this type is purchased with funds provided by the Leo Leukaemia and Cancer Research Trust.

Each year the Trust requests that hospitals, universities and institutions involved in the research and treatment of leukaemia and cancer submit application for funds to purchase equipment needed to fight these diseases. Last year \$21,000 was granted to Prince of Wales Children's Hospital for a blood cell separator used in bone marrow transplant programmes, and recently the Trust granted \$17,000 to the Newcastle Mater Misericordiae Hospital for a research project into use of interleukin, a substance produced by the body, in the treatment of melanoma, a virulent form of cancer.

If you are a boat owner, mark April 14, 1985 in your diary. It will be a good fun day for a very worthy cause. Please contact Patrick Bollen, 6/6B Mosman St., Mosman Bay, NSW 2088, for further information.●

BOC Around Alone 1986/'87

Sydney yachtsman Don McIntyre has announced his intention to campaign a specially built 50' yacht in the 1986/'87 BOC Challenge Around Alone. A press release from McIntyre notes that it is hoped that construction will commence this December. The yacht, designed by Australian designers Joe Adams and Graham Radford, will be constructed of aluminium and incorporates "features never before seen on a yacht specially built for this event".●

Book Review

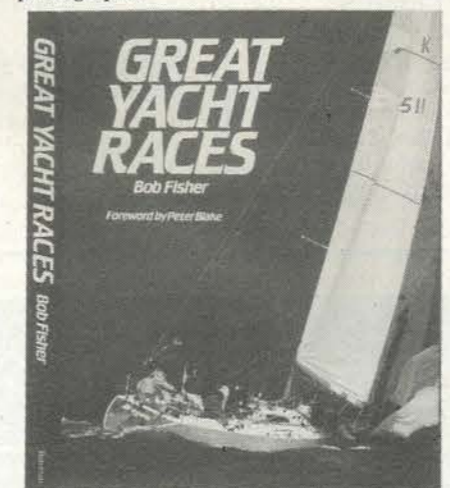
by Robin Copeland
Great Yacht Races 256 pages, 11"x14",
by Bob Fisher Bateman, \$39.95*

Peter Blake in his introduction to *Great Yacht Races* writes that "Bob Fisher has the advantage over most yachting writers in that not only has he a flair for his work, but he is also a highly experienced competitor". Testimony to his experience is a recent incident, not recorded in this book, during the 1984 China Sea Race, when *Rapid Transit*, a 63 foot, fast-cruising ketch helmed by Bob Fisher, safely rescued a man overboard in

the middle of a pitch black night in the China Seas.

Shortly before the first watch change the genoa split up the centre from the foot. With all 18 hands on deck the crew set about getting the flogging sail down. Jilles Hoek was working at gathering the leech when a gust filled the remaining portion of the sail and threw him overboard. Whilst one of the crew kept looking in the direction for the place where the cry of 'man overboard!' had gone up, the helmsman, Bob Fisher, tacked the boat in the 8 foot seas and sailed on a reciprocal course. Occasionally the high intensity strobe light on the danbuoy could be seen bobbing up and down. As rapid transit reached the strobe light a torch beam picked out the glare of white oilskins in the sea. A line was thrown as Fisher brought the boat head to wind just to leeward, and Hoek was dragged aft and helped to safety.

Whether such a dump and retrieval system was used in this compilation is not discernible. There is no doubt Fisher has gone overboard in putting together not only a well researched history of the great ocean yacht races but he has also used his experience to gather a magnificent portfolio of photographs.



He covers his topics lucidly in seventeen sections detailing each of the major events around the world, threaded throughout with a vast repertoire of his inimitable stories.

Thus in his anthology (lexicon?) of the America's Cup he tells of the time in 1851 that The Royal Yacht Squadron demurred to the pressure of the English press which had suggested that British yachtsmen were like "a flock of pigeons paralysed by fear at the sight of a hawk" and invited John Cox Stevens' schooner *America* to compete in a yacht race around the Isle of Wight for 134 oz of sterling silver crafted into a baroque ewer.

In his coverage of the Sydney-Hobart Race and the Southern Cross Cup we are reminded of Captain John Illingworth's immortal challenge, in 1945, to the then Honorary Secretary of the CYC, Peter Luke, to "make it a race" and the section concludes with pictorial material of the *Condor/Nirvana* incident. It covers from the Fastnet Race and the Admiral's Cup across the Atlantic with Ostar down to Bermuda and the Onion Patch Trophy, Transpac, Round-The-State and Clipper Cup, China Sea Race, Middle Sea Race, Sardinia Cup, Round-The-World and, finally, Level Rating Champion-

ships. I don't anyone could pick up this book and not recall one of the incidents recorded. The reproduction of the colour photographs taken by such notables as Sandy Peacock, Phil Uhl, Dan Nerney and Beken of Cowes (and these are by a few) is superb. *Great Yacht Races* is an invaluable reference book, with magnificent layouts presented on high-quality art paper.●

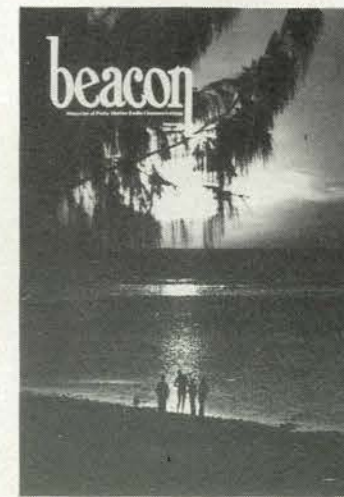
New Beacon

Penta Base, the unique private marine radio station which operates out of Gosford and which is well known to CYCA Members for its tremendous service to yachtsmen, has changed its name. The new name for the operation as a whole is Penta Marine Radio Communications, and the station identification will be 2PC PENTA COMSTAT. Derek Barnard, who runs the station alone with his wife, Jeanine, explained to *Offshore* that the reason for the change was to better reflect the operation of the organisation, which has increased its individual and club memberships dramatically over the past several years.

"COMSTAT" is a hybrid for 'Communications Station'; it's a term that is widely used in the USA by Coast Guard stations. We felt that our new name better reflected the range of services we offer to Members, and it helps to distinguish us from the many other 'Base' stations now on the air, which incidentally helps to avoid confusion of calls on the busy airwaves. 'Comstat' is phonetically very strong, too, and we're sure it will help us to pick out distant calls for us, particularly at times of heavy traffic."

Beacon is Penta Comstat's own news magazine which is sent free to its members; copies are also available at the office in the CYCA. This year's colourful issue as usual has a wealth of useful information about marine radio, frequency charts, tips on good radio procedure, as well as stories of general interest to yachtsmen, including a very interesting article about aerials for TV reception afloat.

Penta Comstat is completely self-financing. The station performs a tremendous public service (for which Derek and Jeanine received an OAM a few years ago) as well as a very useful service for its Members. For more information: Penta Marine Radio Communications, PO Box 530, Gosford, NSW 2250 ☎ (043) 677-668.●





Florida Motor Inn



SPECIAL OFFER SYDNEY-HOBART


Yachtsmen/family/ friends

Daily \$38 single, \$41 double
Family accommodation on application

- Only minutes from the CYCA yachting facilities
- Only 5 minutes from City centre
- Quiet, relaxing tropical gardens with pool and BBQ area
- Refurbished units, all with fully equipped kitchens
- Facilities and services include laundry, off-street parking, sauna, 24 hr reception, baby sitting service, taxi call service.

1 McDonald St., Potts Point, 2011 Telex 21128
Phone (02) 358-6811 or for the price of a local call, use INWATT number (008) 222-441

Masterpiece Fine Art Gallery and Antiques



Valuations — Restorations

W.N. & R.J. HURST

63 Sandy Bay Rd.,
Hobart,
Tasmania 7000 Ph. (002) 23 2020

A Maritime Exhibition of all things nautical will be held over the Christmas-New Year period at the Masterpiece Fine Art Gallery to coincide with the AWA Sydney-Hobart Yacht Race.

Paintings (oil and watercolour) from \$60 to \$35,000, model ships, telescopes, navigation gear, scrimshaw, charts and other fascinating objects.



MAURICE DRENT BOATING SERVICES

Cruising Yacht Club of Australia

New Beach Road, Rushcutters Bay • Phone (02) 32-9945, (02) 32-2653 • Telex AA72278 'SEWYSE'



For the best in new and used sail and power.

We also offer professional services and can organise your

- Delivery
- Valuations
- Finance
- Charters
- Insurance
- Surveys.

**OPEN
EVERY DAY**



TAURUS TRAVEL

"The Yachting Specialists"

Having successfully completed travel arrangements so far this year for

- The Clipper Cup, Hawaii
- Hamilton Island Race Week
- World 5.5 and 12 metre Championships, Sardinia,

we are now offering expert arrangements and very attractive packages for the following events.

AWA SYDNEY-HOBART YACHT RACE

As general Sales Agents in NSW for Federal Pacific Hotels, we have one-week packages staying at the Wrest Point Casino Hotel to follow the arrival of the fleet in Hobart.

ADMIRAL'S CUP, UK, AUGUST 1985

Special competitive rates are available for crews and spectators alike who wish to attend the Admiral's Cup in Cowes. Let us help you with your European travel plans.

MARITIME HERITAGE TOUR, APRIL 1985

We are conducting a four-week world tour of the major maritime museums in the USA, UK and Europe. The tour, from \$3950, will be led by Mr David Phippard, Governor/Director of the Sydney Maritime Museum. The itinerary includes San Francisco, New York, Mystic Seaport, Boston, London, Greenwich, Portsmouth, Copenhagen, Amsterdam, and Hamburg.

YACHT CHARTERS

A two-week sailing escape in Noumea on a 43-foot, 4-berth, fully equipped yacht, including airfare, accommodation and yacht charter, is available for \$1000 per person. Many other charters are available to all destinations, including Sardinia.



Mr Geoff Lee, OAM
Managing Director of Taurus Travel, is an experienced manager and yachtsman.



Mr Barry Reynolds,
Sales Director, has over ten years' agency and airline experience in planning and marketing packaged and incentive programs.



Mona Negroh,
has held senior consultant positions in retail and wholesale agencies in Australia and overseas for over eight years.



Mrs Margaret Edwards,
well-known yachtsperson, has had many years' experience travelling world wide to attend and compete in yachting events and regattas.



TAURUS TRAVEL

456 Kent Street, Sydney (Town Hall House)
(02) 267-5477 (10 lines) Telex AA 75120
adjacent to St. Andrews Public Car Park

Lic. No.
B 1605

BEWINCHED

Look Out, Here We Come!

by Bill Sherman

As helmsman (of a small keelboat) who gets terrified at every mass start, it defies my imagination to think of taking a boat as big as *Bewinched* through 150 boats setting off to Hobart. Because *Bewinched* is huge.

While not as big as the other *Siska* (née *Vengeance*) this renamed *Siska* is 18.9 m LOA and 15.8 m on the waterline, her beam is 5.17 m and her draft 3.2 m. It all adds up to an IOR rating of 51.6 ft and a new yacht on the Sydney racing scene that will be hard to miss (if that doesn't sound macabre).

Bewinched is a one-off Frers design built by Rolly Tasker in Perth and launched in 1982. Raced by Rolly until recently, she has been jointly purchased by Bill Ferris, of Barlow Marine, and businessman/entrepreneur Sam Gazal. Not a well known fact, but this is not their first boat together; they were previously partners in *Inch By Winch*, along with Dennis O'Neil.

Hull and rigging

Bewinched's hull has been built in aluminium but has a very civilised teak

deck overlay. At least sitting on the rail won't be too cold on the bum!

Hull thickness varies – from 24 mm by the keel, reducing by stages to 4.75 mm at deck level.

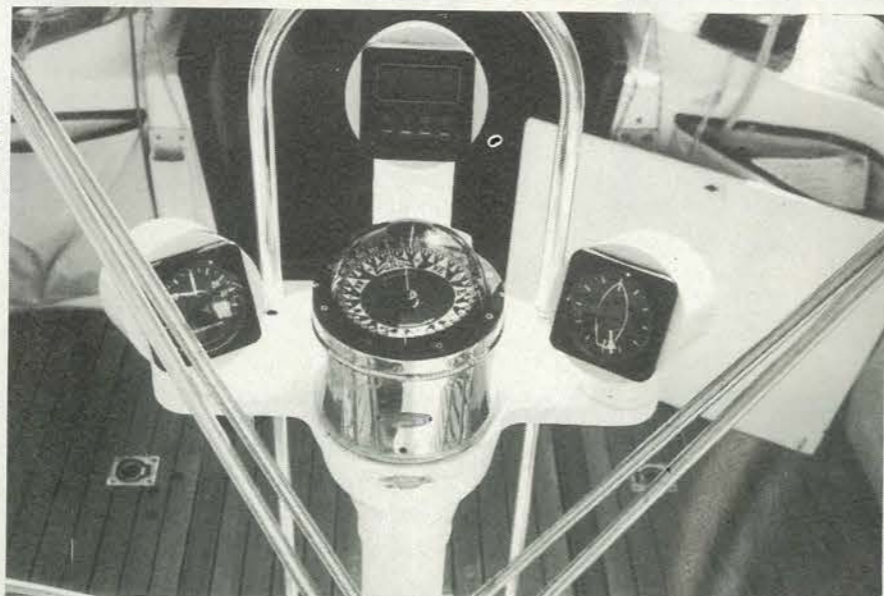
The deck is only 4 mm thick, plus the teak overlay, and polystyrene insulation has been sprayed underneath to keep down condensation.

The 24.5 m mast, a tapered aluminium section with triple spreaders, was made up by Tasker, as was the boom. Runners to the stern of the yacht are fitted to the masthead rig, with the



A commanding view from the helm over a vast expanse of teak.

Brookes & Gatehouse gear is replicated on the pedestal, above the main hatch, on the winch coaming and in the NAV area below.



BILL SHERMAN

main stays coming from just under the top spreaders and check stays from under the second spreaders.

Navtec rod rigging and Navtec hydraulics are used on the boat. The hydraulics, which are capable of exerting up to 10,000 psi, are operated from a cockpit panel and control the backstay, boom vang, baby stay, outhaul and flattening reef.

Deck layout

Bewinched has only a small cockpit, and most winch work is carried out on the deck. There is no crew or working cockpit as such.

A large stainless steel wheel, with a leather cover, is partially sunken into the cockpit floor. From there the helmsman commands a view over about

60 feet of deck to the bow.

Also in the cockpit, under the floor, are two liferafts in fibreglass containers.

Brookes & Gatehouse Hercules 190 System instruments are fitted on the steering pedestal, above the main hatch at the front of the cockpit, on a winch coaming behind the mast and, of course, are also fitted in the navigation area.

It takes 18 winches to keep *Bewinched* going. The largest are two cross-linked Barlow Maxi 100 Series primary winches by pedestal grinders. The other winches are all Barlow or Barient, mainly two-speed, self-tailing units of various sizes.

An unusual feature is a semi-circular coaming almost the full width of the

deck, used to raise the winches for easier operation. Genoa and spinnaker winches, kicker, foreguy, and spinnaker brace winches are all on this coaming.

Full headsails all sheet to one large track running some 6 m along the deck, but two short tracks are fitted inside the main tracks and alongside the mast to make the staysail and storm jib.

The main traveller system is nice and simple but gives good control, with a five-part sheave system for the main sheet leading to a big drum three-speed Barient winch and separate winches for the traveller.

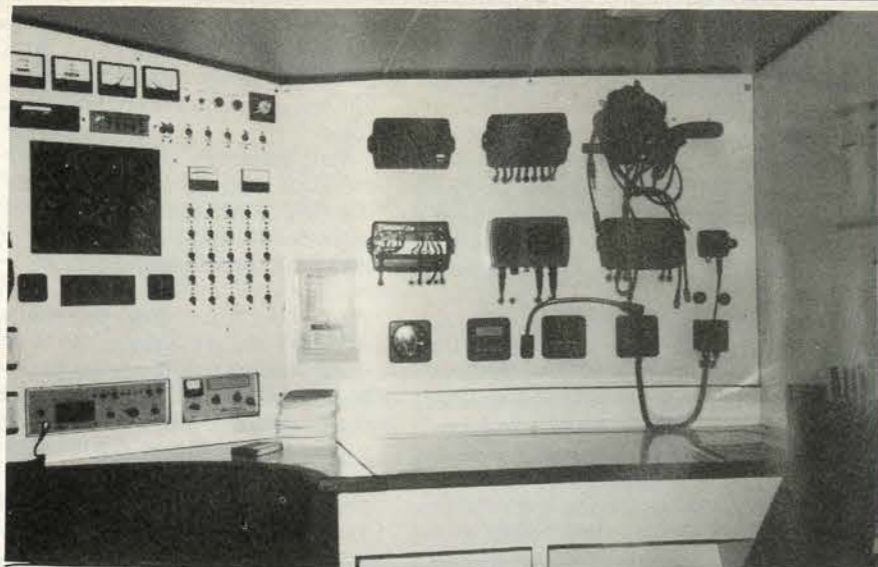
One feature that will particularly appeal to anybody who has been down below for any time in a stuffy offshore yacht is the attention that has been paid

It takes 18 winches to keep *Bewinched* going, the largest being cross-linked Barlow Maxi 100s.



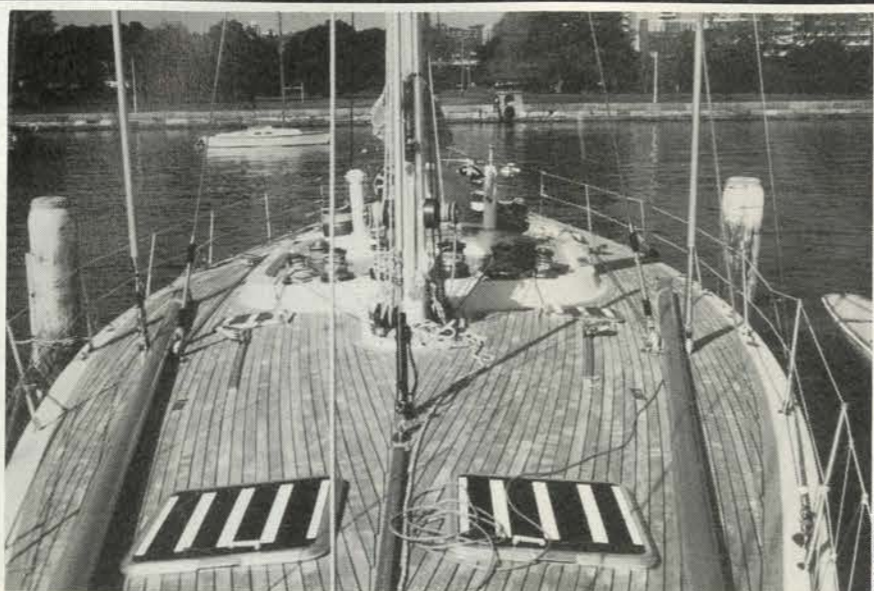
The large stainless steel wheel, with a leather cover, is partially sunken into the cockpit floor.

BILL SHERMAN



NAV area below.

Navtec rod rigging and Navtec hydraulics are used.



BILL SHERMAN

to ventilation. There are six large hatches, in addition to the main hatch, which should provide plenty of air to the open plan interior. Also, eight prism lights serve to brighten the below decks area.

Spacious below decks

The open plan of *Bewinched* serves to emphasise what must be the most impressive sized kitchen (it's too big to be a galley) in any yacht. It is set slap in the middle of the main saloon.

The port side of the galley houses two frig/freezers with a total capacity of 14 ft³. Opposite is a Roden four burner stove with grill and oven, and loads of storage. Sinks form the end of the unit. The whole unit, which measures about 10'x6', is U-shaped and should be a dream to use. It's a pity there is microwave, though; *Bewinched* has an Onan

generator that could power it.

The layout below includes a large toilet and wash area in a cabin to port beside the main hatch. Opposite is a double bunk. Four more sets of double bunks (one set in simple owner's cabin) are strategically distributed around the interior. A bench seat is fitted along the front of each set of bunks which will be useful for changing gear.

Immediately in front of the toilet compartment is a half circle dinette to seat about eight people.

Sixteen crew lockers are built in beside the mast and the whole forward section of the yacht is used for sail stowage, in fitted bins down both sides.

Apart from the galley, the most dominant feature below is the navigation area. Fitted flush against the starboard side, near the main hatch, with a pedestal seat permanently fixed for the

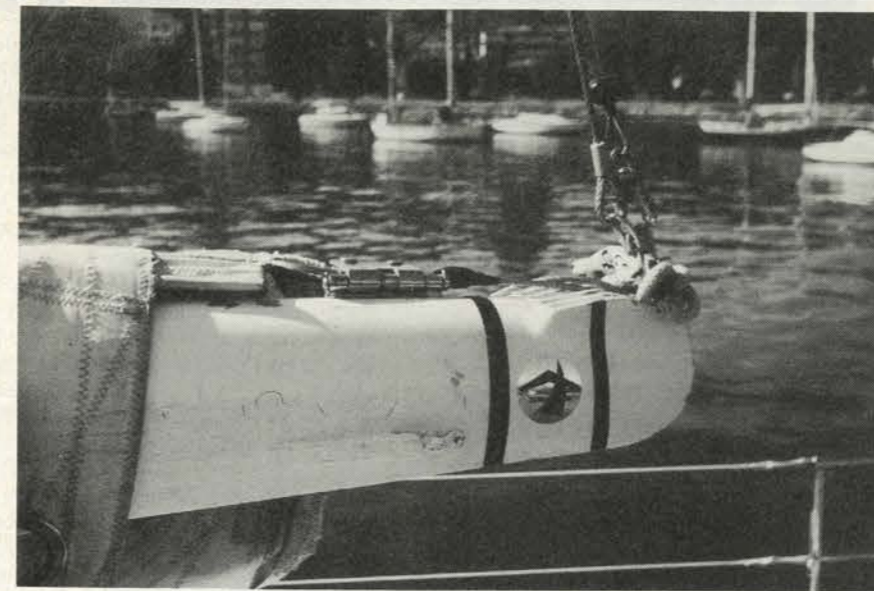
navigator, it's an impressive set-up. The Brookes & Gatehouse Hercules System is there along with SATNAV, Codan radio and various other controls. What makes it so impressive, however, is that the whole lot is laid out on a huge wall panel, some 7'x4' " size.

This panel, along with most of the flat areas of the interior, is covered with white easy-clean Formica. The upholstery is black. The interior is not plush; it is not a 'Swan' and doesn't pretend to be. However, it is very functional and ideal for a big offshore racing yacht.

With the summer racing season just getting underway when this article was written, *Bewinched* has yet to earn her spurs on the East Coast. However, she has a fine pedigree and is well designed, well laid out and well built.

Her maiden performance in last year's Hobart Race was not particularly

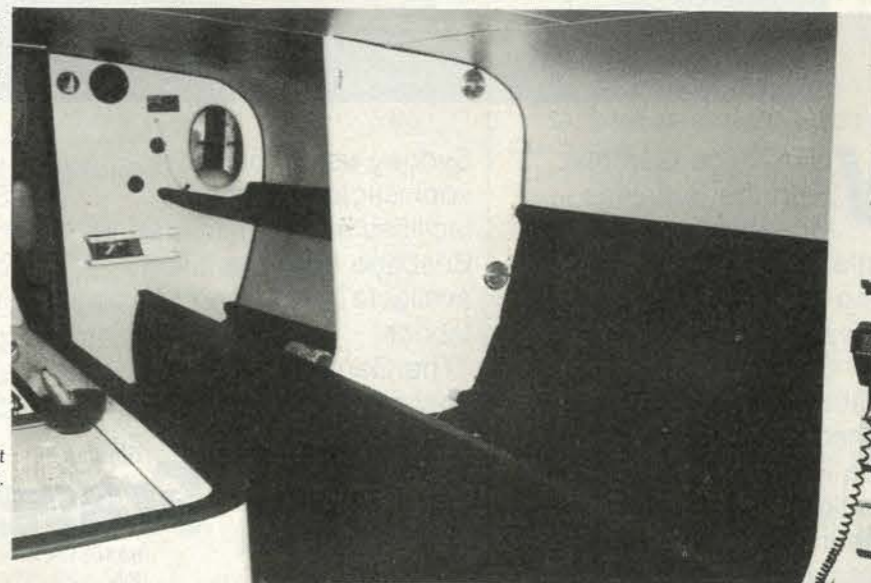
The galley is set slap in the middle of the main saloon and is really more 'kitchen'-sized at about 10'x6'. The fussiest chef should find this a good place to create culinary delights for the crew.



BILL SHERMAN

Bewinched has hydraulic outhaul and flattening reef operated from the cockpit.

outstanding, and it will be interesting to see what she can do as she is fully worked up, under the experienced eye of Bill Ferris. Whatever her results she is a very welcome addition to the CYCA offshore racing fleet! □



A bench seat is fitted along the front of each set of bunks which will be useful for changing gear.

Fraser Scores in '84.



WHEN "The Gambler" won the Sunshine Coast Offshore Regatta (S.C.O.R.) in '84, it was no gamble; she carried a full wardrobe of the latest Fraser Sails.

The fact that the boat was launched just prior to the regatta leaving no time for evaluation or fine tuning, makes the result even more impressive. "The Gambler's" sails were designed in

Sydney using the loft's sophisticated computer facilities and constructed in Brisbane from the latest available Kevlar and Mylar fabrics.

"The Gambler" is not the only offshore yacht to have benefited from Fraser Sail Technology in recent months. Fraser Sails were fitted to three of the first five

yachts overall in the 1983 Sydney to Hobart race and to two of the three yachts chosen to represent Australia in the 1984 Clipper Cup.

*Don't Gamble
Contact Fraser Sails in your State.*

Fraser Sails

N.S.W. 6 Neild Ave., Rushcutters Bay, 2011. Phone (02) 33-4836, 33-4341
W.A. 345 Stirling Hwy., Claremont, 6010. Phone (09) 384-5446
QLD. 36 Angus Ave., Fortitude Valley, 4006. Phone (07) 52-8262
TAS. 44 Napoleon St., Battery Point, 7000. Phone (002) 34-7577

WEATHER FORECASTS AND WARNING SERVICES FOR SMALL CRAFT

A Department of Transport Safety Education Article

The Bureau of Meteorology provides a wealth of information and forecasts which can be used profitably by operators of small craft in coastal waters. Maximum benefit is derived from forecasts when they are interpreted by experienced boatmen with a knowledge of local weather effects. You can build up this knowledge in part by a study of meteorological literature, but from a practical point of view the best way is to relate forecasts and meteorological charts to personal observations.

Weather forecasts services

Routine forecasts are issued several times daily for all sections of the Australian coastline. These coastal forecasts, prepared by each of the Bureau's Regional Offices, are issued to national and commercial radio stations, OTC Coast Radio Stations and, in some circumstances, to limited coast stations and fishing organisation radio stations. Areas to which these forecasts relate are shown in the diagram.

Forecasts issued in the early morning cover the remainder of the day till midnight and in the afternoon forecasts cover 24 hours commencing 1800 local time.

Special forecasts for individual localities and outlooks for durations longer than 24 hours may be obtained by telephone or telegram from the appropriate Regional Office or through a local meteorological office, where one is established, for example, at Cairns or Geraldton.

Contents of forecasts

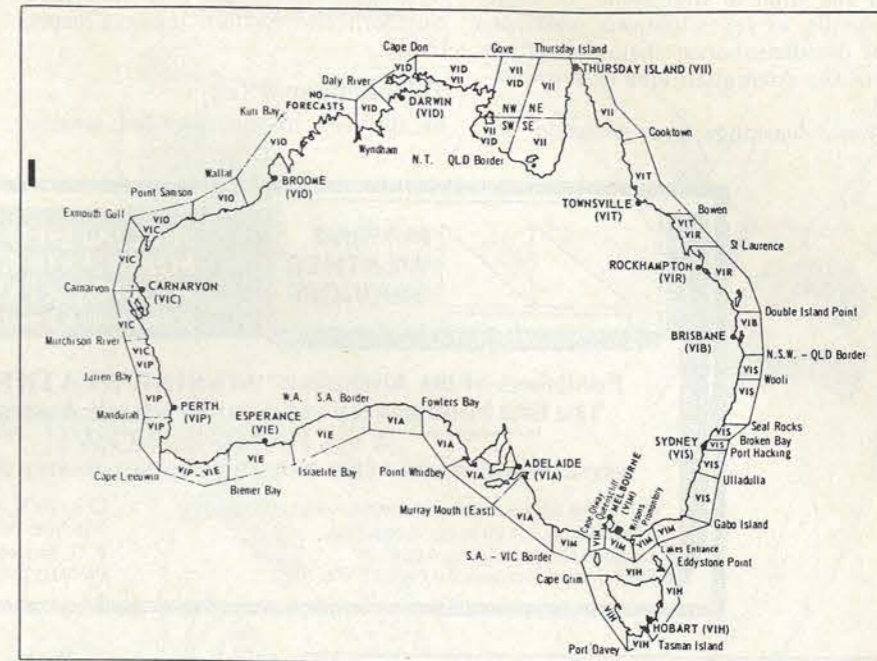
Routine forecasts issued for craft operating in the coastal waters include the expected mean direction from which the wind is blowing (compass points) and speed (knots), state of sea and swell, and reference to areas of poor visibility and significant weather. Major changes in these conditions expected during the forecast period are also specified in the forecasts.

A brief description of the synoptic situation (lows, highs, fronts, etc.) is included with the forecasts issued for the broadcast by OTC Coast Radio Stations.

Strong wind, gale and storm warnings

Whenever average winds exceeding 25 knots (force 6) are expected in one or more of the coastal waters sections, the Bureau issues strong wind warnings. Such warnings contain details of

COASTAL WATERS FORECAST AREAS



Schedule of Radiotelephone Coastal Waters Bulletins conducted by OTC Coast Radio Stations

| Station | Callsign | Times (local) |
|-----------------|----------|---|
| Adelaide | VIA | 0833, 1818 CST |
| Brisbane | VIB | 0833, 1318, 1833 EST |
| Broome | VIO | 0733, 1603 WAST |
| Carnarvon | VIC | 0718, 1218, 1618 WAST |
| Darwin | VID | 0803, 1318, 1703 CST |
| Esperance | VIE | 0748, 0933, 1233, 1633 WAST |
| Hobart | VIH | 0818, 1303, 1718 Mon.-Sat. EST (see Melbourne) |
| Melbourne* | VIM | 0748, 1333, 1733 EST Daily, plus 1718 Sundays on behalf of Hobart |
| Perth | VIP | 0903, 1303, 1703, WAST |
| Rockhampton | VIR | 0848, 1218, 1633 EST |
| Sydney* | Vis | 0803, 1203, 1703 EST |
| Thursday Island | VII | 0903, 1248, 1648 EST |
| Townsville* | VIT | 0733, 1333, 1748 EST |

Notes

- Broadcasts are made simultaneously on 2201 and 4428.7 kHz following brief announcement on 2182 and 4125 kHz.
- Carnarvon, Esperance, Hobart and Rockhampton Radios maintain limited watch only; all other stations are on 24 hours service.
- Sydney, Melbourne, Brisbane, Townsville Radios are broadcast on VHF Ch 67 (156.75 MHz) following an announcement on VHF Ch 16 (156.8 MHz) at the times shown.
- Frequencies and broadcast times are subject to change. For the latest information check with the Regional Office of the Bureau of Meteorological or the OTC.

the direction and speed of the wind, sea and swell conditions and a forecast of expected future developments.

Gale and storm warnings are issued immediately the average wind is expected to reach 34 knots (force 8), or when the wind will reach or exceed 48 knots (force 10).

Strong wind/gale/storm warnings are issued by responsible Regional Offices of the Bureau at six-hourly intervals after the time of first issue, or more frequently as the situations warrants, until the disturbance abates or moves out of the Australian area of responsibility.

These warnings are designed for

broadcast as 'news flashes' by national and commercial radio stations, and as warnings from fishermen's radio stations and OTC Coast Radio Stations. They are broadcast as soon as practicable after receipt and are repeated frequently to facilitate reception by all craft in the areas affected.

The Bureau also issues tropical cyclone warnings from three Tropical Cyclone Warning Centres, at Perth, Darwin and Brisbane for Western, Northern and Eastern regions respectively.

Telephone services

In addition to the recorded weather

forecast series available in all capital cities, the bureau provides recorded boating weather forecasts as follows:

| City | Telephone Number |
|-----------|------------------|
| Brisbane | 1182 |
| Sydney | 11541 |
| Melbourne | ditto |
| Hobart | ditto |
| Perth | ditto |

These cover metropolitan and offshore waters and are received every three hours or more frequently as conditions dictate. They also give details of sea and swell, tidal heights and sun and moon rising and setting data. □

MARINE WEATHER SERVICES

SPECIALISED WEATHER FORECASTS & WEATHER INFORMATION
(Commercial & Private)

Publishers of the Australian "MARINE WEATHER MANUAL"
The first book to keep you weather wise in Australian waters... AVAILABLE NOW!!

WRITE OR PHONE FOR A FREE BROCHURE ON THE MARINE WEATHER MANUAL

Call us for advice about any specific weather problem:-
 * Climate studies * Passages & routing
 * Detailed forecasting 1 to 4 day
 * Short period forecasts for racing * Teaching

DR. ROGER BADHAM —
 Marine Weather Services
 P.O. Box 462 Sutherland N.S.W. 2232
 Ph (02)522-0546 Telex: AA 21919

Where's the world's BIGGEST BOAT BOOK SHOP?

RIGHT HERE in Crows Nest
 In Boat Books House you can browse all day through over 1500 titles covering every aspect of boating. Design • Building • Rigging • Racing • Cruising • Nautical History • Cooking Afloat • Canoeing • Fishing • Maintenance • Ropework • Engine Manuals • Navigation • Skin Diving, and there's Sydney's only commercial A Class CHART AGENCY. • Plenty of parking close-by.

If you can't come in - phone or write for **FREE 16 page catalogue.**

BOAT BOOKS
 31 Albany Street, Crows Nest 2065
 Phone 439 1133
 Branches: Brisbane, Melbourne, Perth

SEARUG

AUSTRALIA

TELEPHONE: (02) 46 5096
 1 Rawhiti Street, Roseville, N.S.W. 2069

A lightweight showerproof general purpose blanket. Warm even when damp. Proven in ocean racing yachts. USED BY SYDNEY WATER POLICE. Non-allergenic, drip dry, moth and rot proof.

SUITABLE FOR:

- YACHTING ● CAMPING ● CARAVANS ●
- CANOEING ● BUSHWALKING ● HOME USE ●

TO USE

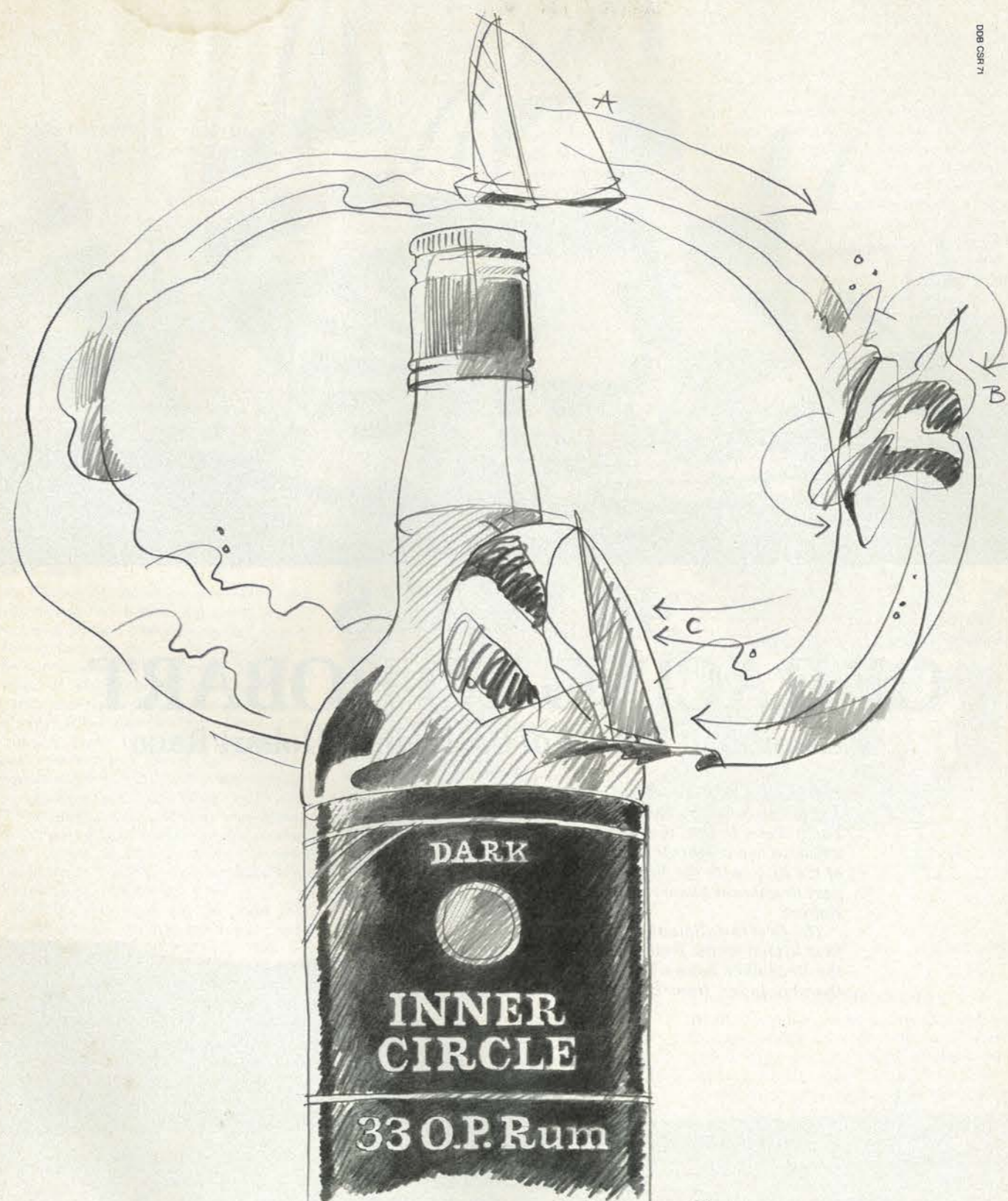
Put feet in pocket to hold in place, use blue side up in warmer conditions. If wet fold blue side out, squeeze and shake. Searug will dry out in use.

WASHING

Wash by hand, spin dry DO NOT HEAT.

TO STORE

Fold into pocket, roll up and tie.



Sooner or later, every rum drinker discovers the satisfaction of the Inner Circle.
 Winner of more local and international medals than any other rum in the world.



DAVID COLFELT

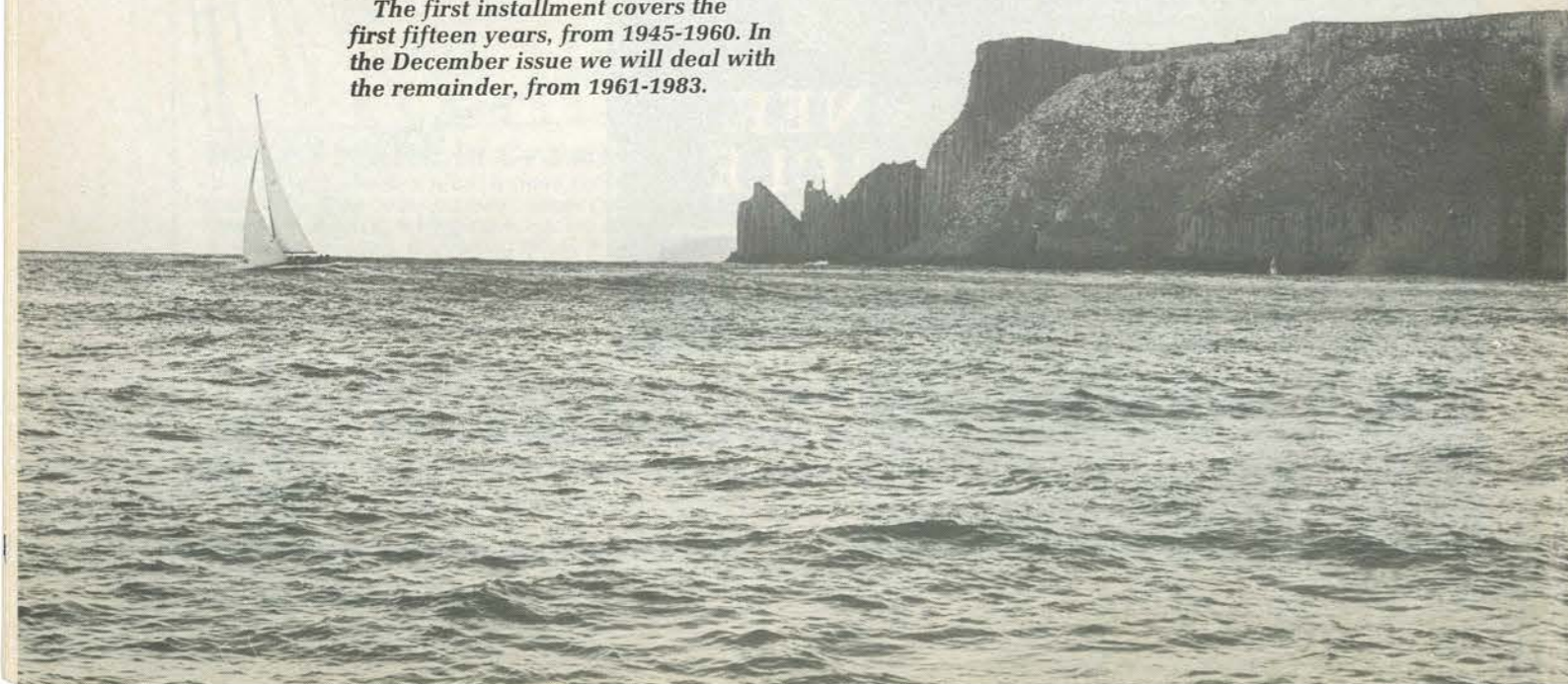
40 YEARS OF RACING TO HOBART

a thumbnail history of the Sydney-Hobart Race

SANDY PEACOCK

This year marks the 40th Anniversary of The Sydney-Hobart Yacht Race. In this, the 80th issue of Offshore, we celebrate the birthday of the Race with the first of a two-part thumbnail history of the Sydney-Hobart.

The first installment covers the first fifteen years, from 1945-1960. In the December issue we will deal with the remainder, from 1961-1983.



The history of the Sydney-Hobart Yacht Race is certainly the history of ocean racing in Australia, and this Race has played a part in shaping the history of world ocean racing. In company with the Fastnet Race and the Bermuda Race, 'The Hobart' is one of the world's three great ocean racing classics. All three are about the same in length, some 600 nautical miles, and are over open water; over the years all have proved that they can be an vigorous test of seamanship and racing skills.

The Sydney-Hobart Race has some features peculiar to it that, some say, give it the edge over the other two, and some of these relate to the unique geography of this race which stretches almost due south along an inhospitable coastline and across Bass Strait which has earned a reputation as being among the world's wildest passages.

What makes the Hobart such a great race?

The Sydney-Hobart Race is probably the only race in the world of its size to start in enclosed waters. The Boxing Day spectacle has become one of the highlights of the sporting year. The Port of Sydney is closed to shipping and ferry traffic for approximately 1½ hours (except for emergencies). It requires the best efforts of the Cruising Yacht Club, the Water Police, Maritime Services Board and volunteer groups to try to maintain order amongst the massive spectator fleet, and some 170 entrants must tack their way among some thousands of craft through the invariably lumpy waters between Sydney's Heads which on this occasion have been churned into a cauldron.

Amongst the field are the most efficiently sailed racing machines from around Australia, (although it was not always thus) and, particularly in alternate years when the international Southern Cross Cup team-racing series is held, the fleet has some top racing yachts from around the world. If you win the Sydney-Hobart, you've won something worth winning.

The fleet also contains a proportion of yachts which are 'just going along for the ride', for the excitement of being there, for the spectacular scenery that will be encountered down the Tasmanian east coast and across Storm Bay, and for the warm welcome that the Tasmanians in Hobart give the Race participants each year. Participants say that the welcome in Hobart is one of the attractions of the race. Of course, it is the holiday season too, and when the large fleet is assembled in Constitution Dock, the party atmosphere is pervasive.

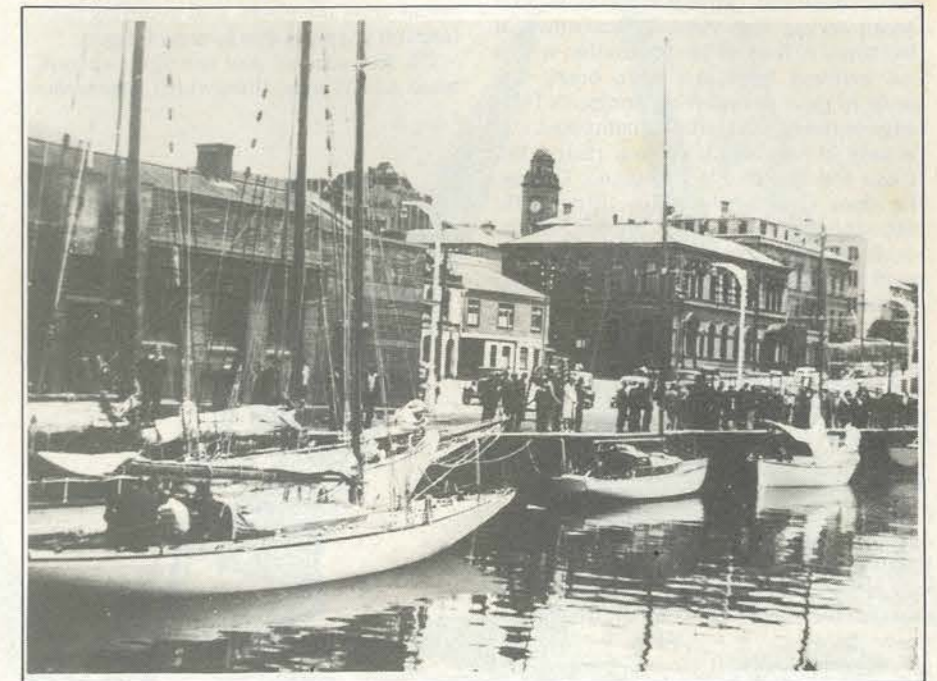
A variety of weather, and the outcome is always uncertain

When the starting gun is fired at 1300 hrs local time (0200 hrs GMT), the outcome of the race is anybody's guess, and this is another of the attractions of the Hobart. That is not to say that the race is a lottery; the size of the field makes the outcome uncertain but, as is the case with the Melbourne Cup, you can be sure the winner of the Hobart will not be a dud crewed by duffers. It is a certainty that the fleet will face a variety of weather in the 630 miles, and just how that weather pattern eventuates will determine whether the large, medium or smallest yachts may be favoured.

The weather is typically under the control of high pressure systems advancing along the 40th parallel and which 'park' in the Tasman Sea for from a few days to perhaps as much as a few weeks. These

River Derwent to the finishing line, and it is in this stretch that many hopes of winning the race are dashed, for if the weather is fine, the winds in the Derwent will be sea breezes by day and no breezes by night.

Stan Darling, one of Australia's most experienced navigators who has navigated more Hobart Race winning yachts than any other, describes this aspect of the Race as being "like a foot race where you've got to run from Sydney to Parramatta and then catch the train back to Sydney; when you get there you either catch the train or you don't." In other words, you may have to wait for twelve hours for the next 'train' up the Derwent, and in perhaps two out of three races, at least some part of the fleet has had to creep up the River at nighttime with practically no wind. Because of this hazard, you really can't say who is going to win



Constitution Dock, 1946.

direct a northeasterly air stream over the New South Wales Coast. Typically, these nor'easterlies will build in strength for three or four days or so until a frontal system will bring in winds from the SW-SE, initially very gusty southerlies; eventually the wind direction works its way back to the NE.

So, typically the yachts begin the race in afternoon sea breezes from the northeast. As they work their way towards the south coast of Tasmania, they can expect sooner or later to encounter a frontal system, with southerly winds blowing cold air up from the southern ocean. After rounding Tasman Island, the yachts make their way across the wide expanse of Storm Bay, which is a delta, and shallow, and which can be wild and choppy with winds from the western quadrant but which more often belies its name. From there they have to make their way up the

the race until, in some case, the last boat is almost in.

The course, and the strategy

As in most races, there are two schools of thought about how the course is best sailed. One favours going offshore because, generally speaking, and especially at nighttime, the yachts will encounter steadier and more predictable winds than if creeping along the shore. About 20 miles east of the rhumb line is far enough; it also places you just over the edge of the continental shelf, where the Australian east coast current is usually running south and running stronger than inshore. This school holds that you should make your landfall at Tasman Island.

The other school stays closer inshore, looking for offshore breezes at night (and in days gone by, before electronic naviga-

tion aids were permitted), perhaps obviating celestial navigation and hoping to be at an advantage should the next frontal system bring sou'westerly winds along the Tasmanian coast. There are more adherents to the first school.

The Race History

Most of the early reports of the Australian continent by seamen were unfavourable; the land was barren. Even today Australians describe their own coastline as 'inhospitable', with its high sandstone cliffs that for the most part offer little shelter. Even today, ports that are few and far between.

At the time of the first Hobart Race, Australia was still very much at the end of the earth. The war was just over, and shortages of goods of the type that go into the building and rigging of yachts meant that anyone who wished to sail had to be resourceful and capable of 'making do'. Ocean racing was virtually unknown at that time. A fleet of 18-foot skiffs, which had evolved from fast open boats that raced to gain providoring contracts from ships entering the Harbour, competed vigorously in roughneck harbour racing, but it was the British Fleet Engineer Officer, the then Commander John Illingworth, stationed at Sydney, who introduced the locals to the concept of yacht measurement and who taught them their first lesson in ocean racing.

The first Hobart Race 1945

Capt. John H. Illingworth, RN, was a keen ocean racer and he was also the sort of bloke that Australians took to. Australian yachtsmen who knew him reputedly held that he was the best skipper they ever knew because . . . "First, he knows what he's doing, and second, because he gives the orders. There's no back-chat and no mucking about when he's on board!" He was referred to as 'The Master' in Sydney Hobart Yacht Race Programs for years after he had returned to England.

As the story goes, it was at a Club dinner held by the recently-formed Cruising Yacht Club of Australia, an association of like-minded sailors who wished to cruise together along the Australian coast, that the Race was born. John Illingworth, who evidently enjoyed the status of 'Honorary Member', had given a lecture at the meeting that night, and afterwards one of the Members came up and invited him to join a few of them on a planned cruise to Hobart. "Why don't we make it a race?" Illingworth is alleged to have replied. And so the Race was born.

Nine set sail on Boxing Day 1945 in that first Race. The yachts were a far cry from 'crack ocean racers'. To a one they were cruising craft, solid, heavy, with long straight keels and massive wetted surfaces, craft built for cruising and for sur-

vival at sea. Their sails were of pre-war canvas, their ropes of natural fibres.

Their gear in general was not good. With the exception of the smallest in the fleet, *Rani* - Illingworth's boat - they were manned by adventurers who had never ocean raced before and some of the crew members would have had little practical experience at sea.

This first Race was to be the first in a long series of learning experiences that would eventually make the sailors of this country some of the finest ocean racing seamen in the world, particularly renowned for their heavy-weather ability.

It is generally acknowledged that Illingworth gave us the first taste of what ocean racing was about. Aboard *Rani*, they used a naval system of four-hourly watches, alternating with evening dog watches. The 'innovation' proved its worth, enabling proper rest every four hours for all seven crew members, and avoiding deceleration of speed due to crew fatigue.

On the second day out they encountered a SSW gale. Illingworth later wrote:

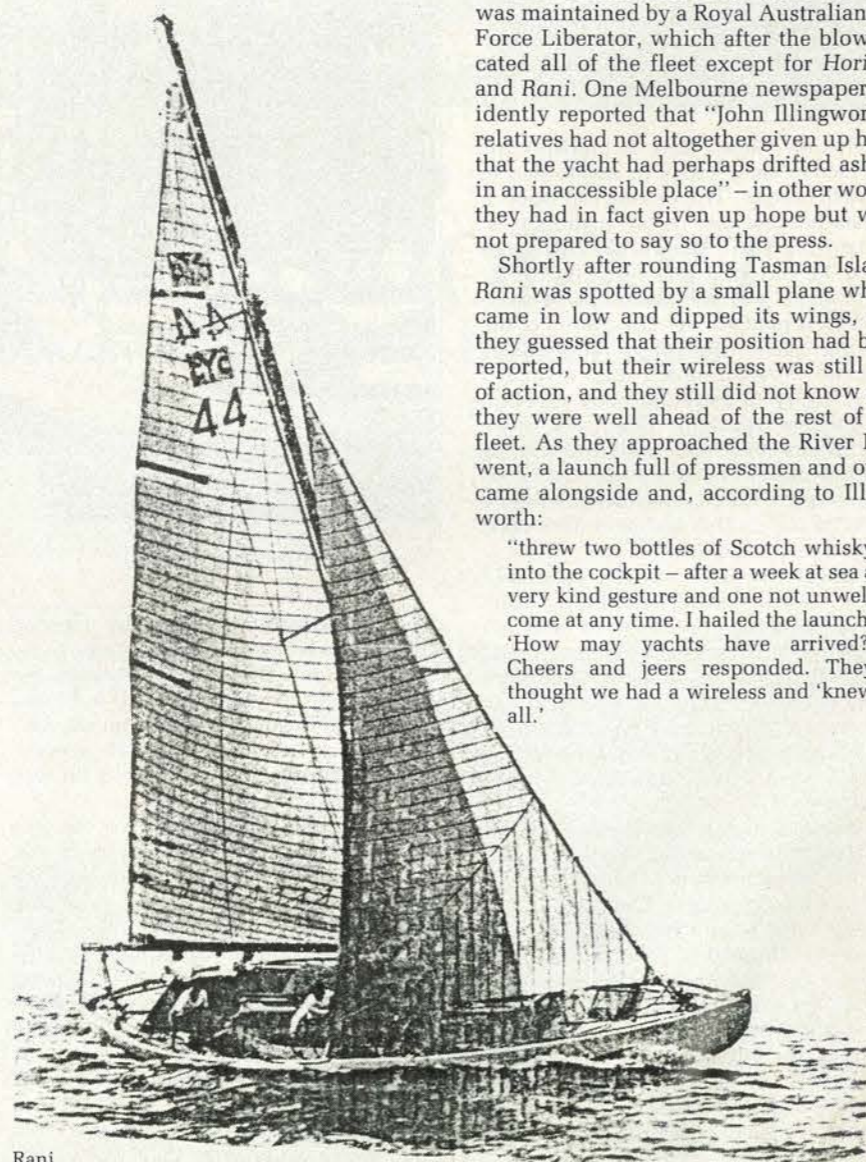
"With the radio inoperative, we never heard the gale warning that evening, the warning of a 'southerly buster' which is a southwest wind of any strength you like. As it breezed up, we reduced canvas, naturally. Then the mainsail split from end to end. It was a pre-war sail and tired, like we all were, I suppose. By the time we had gathered in the pieces in the dark, it was blowing much more strongly, force 9 rising to 10, so I continued under a smallish, heavy jib only. This held together and we sailed under it for about 24 hours, which is roughly the normal duration of a southerly buster."

According to other reports, the crew was bailing half the night, with water bunk-high in the cabin; but while other yachts lay to a sea anchor or sheltered near Eden, *Rani* sailed on. *Archina* retired to Jervis Bay after being hove-to for 38 hours, reporting the worst seas ever seen by most of the crew. *Saltair* sheltered behind Montagu Island for a day; her crew went ashore and shot several rabbits which they ate later.

What contact there was with the fleet was maintained by a Royal Australian Air Force Liberator, which after the blow located all of the fleet except for *Horizon* and *Rani*. One Melbourne newspaper evidently reported that "John Illingworth's relatives had not altogether given up hope that the yacht had perhaps drifted ashore in an inaccessible place" - in other words, they had in fact given up hope but were not prepared to say so to the press.

Shortly after rounding Tasman Island, *Rani* was spotted by a small plane which came in low and dipped its wings, and they guessed that their position had been reported, but their wireless was still out of action, and they still did not know that they were well ahead of the rest of the fleet. As they approached the River Derwent, a launch full of pressmen and other came alongside and, according to Illingworth:

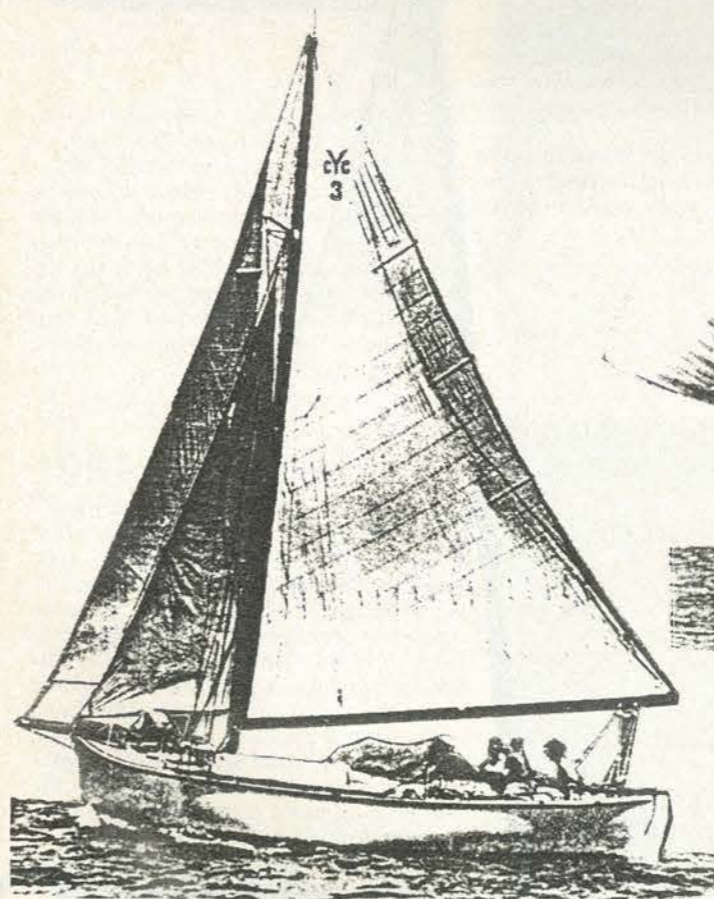
"threw two bottles of Scotch whisky into the cockpit - after a week at sea a very kind gesture and one not unwelcome at any time. I hailed the launch, 'How many yachts have arrived?' Cheers and jeers responded. They thought we had a wireless and 'knew all.'



Rani

"Norman Hudson, an Australian crew member, exhausted with sail stitching, put his head in his hands and said to me, 'John . . . awful . . . they have all been in for ages and ages.' So we sailed on to cross the finishing line in the small hours of the morning to find it illuminated by hundreds of motor car headlights and hundreds of horns were tooting. I began to suspect that the other yachts had not been in 'for ages'."

Illingworth had beaten the rest of the fleet boat for boat, thus taking out the 'double', a feat that was not to be repeated by another yacht until 1972. *Rani* finished the course in 6 days, 14 hours. *Albermerle* was second on corrected time (she finished just under two days later having run aground in the Derwent for a short time) and the first Tasmanian entry, *Winston Churchill*, was third on corrected time. Eight of the nine starters finished, the last, *Wayfarer*, taking a gruelling 11 days, 6 hours and reporting gales every second day, and when it wasn't blowing a gale, it was flat calm.



Christina

1946

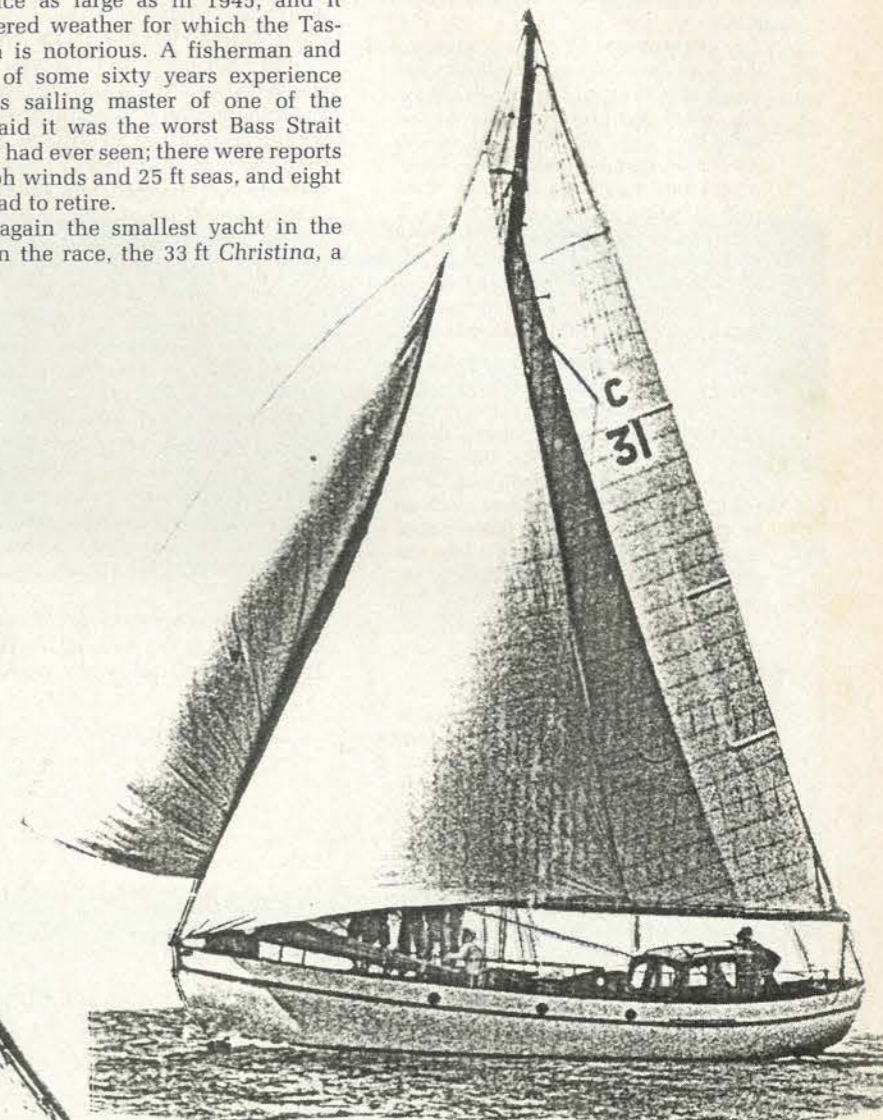
More than twice as many yachts lined up for the start of the second Sydney-Hobart Race, - "some of the Australia's finest sea-going yachts" according to the brief history of that event reported in an early Race

Programme. It would be safe to say that, even so, the yachts and crews were still a far cry from their well prepared, purpose-built successors of seven to ten years later, and after all, the skippers and crews had only one year's experience to call upon.

Nevertheless, organisation of the Race had improved, and skippers apparently had a better understanding of what racing a yacht to Hobart entailed. The fleet was over twice as large as in 1945, and it encountered weather for which the Tasman Sea is notorious. A fisherman and seafarer of some sixty years experience who was sailing master of one of the yachts said it was the worst Bass Strait storm he had ever seen; there were reports of 65 mph winds and 25 ft seas, and eight yachts had to retire.

Once again the smallest yacht in the fleet won the race, the 33 ft *Christina*, a

heavy-displacement Colin Archer double-ender. The 65 ft cutter *Morna* took line honours (something she was to do another six times in her career) and set a new course record at 5 days, 2 hours, 53 minutes (she also subsequently set course records again in 1948 and 1957. This year also saw the appearance of the first steel yacht in the Hobart, the 43 ft cutter *Trade Winds*.



Westward

1947

Yet another record fleet (28 yachts) took the starter's gun on Boxing Day 1947, and the Cruising Yacht Club of Australia for the first time split contestants into two divisions with prizes for the first three yachts in each. Perhaps unaccustomed to such a 'crowded' start, and in fitful winds, a collision between three yachts and the starters boat produced the first Hobart Race disqualifications.

The new 42 ft Tasmanian cutter *Westward*, with good new gear, won the race on corrected time, a feat she was to repeat the following year. She was a cruising boat designed and built by Jock Muir, with 15.4 tons displacement, beam 12 ft, draft

6½ ft — built for the blustery conditions that year. It was a hard race of gales and calms, with particularly heavy weather down the Tasmanian coast that accounted for many of the cotton sails disintegrating. Five yachts retired.

The log of *Horizon* recorded a hardy practice of the early Race years whereby crews strove to keep at least one set of dry clothes in the latter stretches of the course:

"Dry clothing was now at a premium, and the boys had hit on the simple but tough idea of stripping for sail changing. When the order came to handle sails, they came on deck stark naked. As it was damned cold, they worked with a will to get the job done, then rushed below for a good rub down. It was undoubtedly invigorating and preferable to always being in wet clothes, but it took guts to face the cold, biting wind and the colder seas that came over in perpetual showers.

"Then we had another wild night; the wind howled like a banshee, the implacable sea into which the bowsprit churned at each second came sleucing green over the foredeck, the deckhouse, the cockpit; electricity from the over-charged atmosphere crackled in the rigging — whilst these naked men struggled with the sails like tormented gnomes in a Walt Disney fantasia."

1948

'Record-breaking passages, breathtaking spinnaker runs of more than 200 miles, a 300-mile thrash to windward, smashed spars, sails in shreds, a man overboard, flooded cabins, scaldings and a fire were the ingredients that made the fourth Sydney-Hobart Race a real thriller. Despite all this, some of the contestants made easier passages than in the previous races. With four boats built specially for the contest, and with better-trained crews, the prizes were more hotly contested than ever before.'

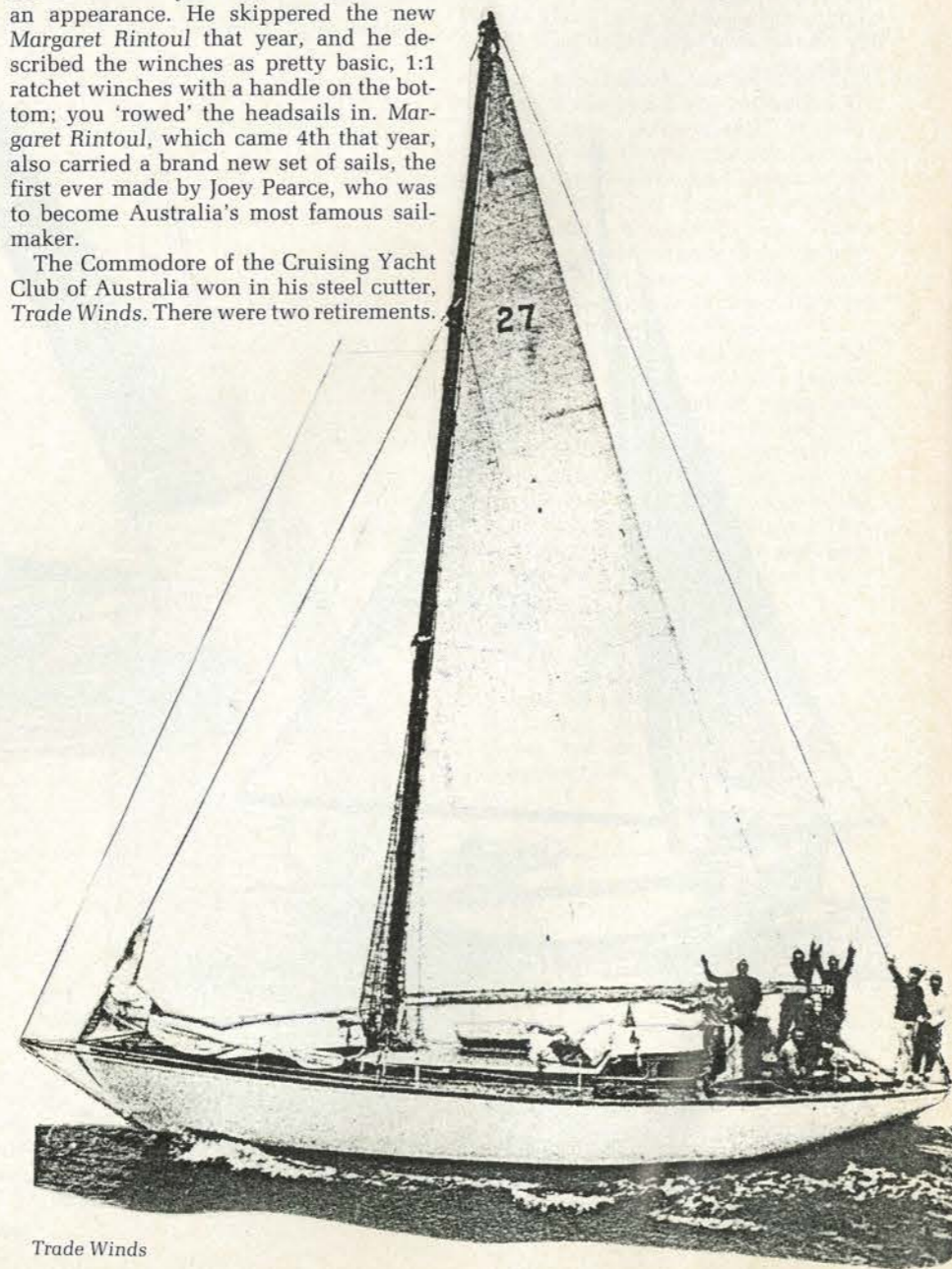
That summation of the 1940 Race from an early Race Programme reveals that after four Races the Australians were beginning to get in gear for the challenge of ocean racing. *Westward* won again under a new owner and *Morna* again set a new course recorded of 4 days, 5 hours. There still were no safety requirements; many yachts had no life rails; hardy but inexperienced crew were still crawling on their bellies along the foredeck to the end of eight-foot, varnished-like-glass bowsprits to change headsails, hanging on like a limpets as beamy bows rose to giant seas, lifting them 'a hundred feet' into the air and then burying them six feet under the icy Tasman. Many yachts were incapable of celestial navigation and would sail for hours west of the rhumb line in order to make a landfall before heading across Bass Strait. Spinnakers that, only days before the race, had been constructed in the owner's lounge room from war-surplus parachutes, were still new to many crews; the only way known to gybe them was to drop everything rehoist it.

1949

A smallish fleet of 15 went down in 1949, but if the fleet was smaller, it also had amongst its number of well equipped, relatively new boats, designed for the first time with the RORC Rule and, particularly, the Sydney-Hobart Race in mind. *Nocturn* did her first Hobart; she was designed in early '48 by Alan Payne as a weekend sailer/cruiser for the owner of *Christina*, the winner of the '46 Race; the design held promise for ocean racing, as she had similar rating advantages to *Myth of Malham* which was doing well in British offshore racing for Illingworth. By the time she was launched in 1949, however, the rule had changed, and she rated high.

Margaret Rintoul also made her first trip south that year, a new 44 ft Rhodes-designed yawl. Peter Green, well known Sydney ship chandler with 35 Hobart Races under his belt, recalls that this was one of the first years that winches made an appearance. He skippered the new *Margaret Rintoul* that year, and he described the winches as pretty basic, 1:1 ratchet winches with a handle on the bottom; you 'rowed' the headsails in. *Margaret Rintoul*, which came 4th that year, also carried a brand new set of sails, the first ever made by Joey Pearce, who was to become Australia's most famous sailmaker.

The Commodore of the Cruising Yacht Club of Australia won in his steel cutter, *Trade Winds*. There were two retirements.



Trade Winds

1950

Ever since the beginning of the race 'experts' had been predicting that one day the Race fleet would find itself sailing into a howling southerly from the crack of the starting gun; in 1950 they were right, and for the first time crews bore into headwinds for two-thirds of the course. *Nerida*, a 43 ft yawl that had been built before the War by Thomas Hardy, won the race under her then skipper-owner Colin Haslegrove. She had new gear and had been sailed some 1300 miles from South Australia to participate in the Race. *Margaret Rintoul* took line honours and second on corrected time. *Mistral V* and *Fortuna*, which took third and fourth respectively, were both brand new boats, and fifth place was taken by *Solveig*, the first really good racing boat built by Trygve and Magnus Halvorsen, who were to become legendary



Nerida

in the Hobart Race and indeed in Australian yacht building and yacht racing.

1950 also attracted the first visitor from across the Pacific, *Bachelor's Wife*, from Hawaii, who interrupted a world cruise to participate. "We wanted to be in the fun, but expected to finish last" her skipper, Byron Turner, explained (they did better than that — second last — after an 8-day, 14-hour passage).

1951

The first three boats to finish in 1951 all broke the course record set by *Morna* in 1948 — *Margaret Rintoul*, *Lass O' Luss* and *Struen Marie* (a brand new boat). "Had *Margaret Rintoul* carried her spinnaker as often as weather conditions permitted, she might have easily chopped more hours off the record passage" the official commentary on the 1951 Race recorded. Even so, skippers and crews were beginning to 'push' their boats as the way of winning ocean races became more and more apparent. *Struen Marie* won on corrected time. *Lahara*, which took second, was also a brand new boat.

1951 was the first year that the fleet was escorted by a Radio Relay Ship, the 57 ft ketch *Kerrewa III*, which kept track of the yacht positions and transmitted the information back to a Sydney radio station. This was the beginning of the Cruising Yacht Club's serious efforts in race radio procedures, in which the Club pioneered and in which it has continued to set the pace for the rest of the world to the present day.

1952

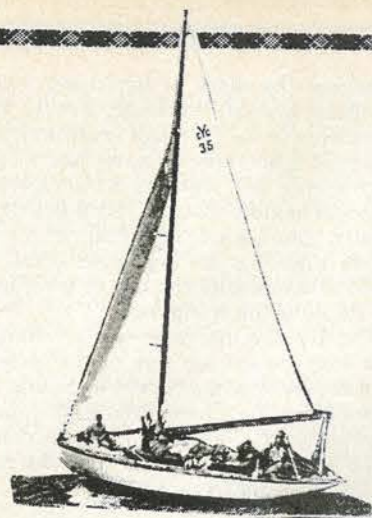
1952 was a light year, and a slow race, although the slowest time, 7 days, 6 hours recorded by *Kurura*, was by far not the worst on record. The designs had improved. The Alan Payne design, *Nocturne*, which did her maiden Hobart in '49, took line honours. She was a racing-type design with no engine. Her separate rudder was probably the first of its kind in an ocean racer anywhere in the world. Third on corrected time, enthusiasm for her success in this light race was tempered by her performances in more 'typical' hard southerly conditions, and ironically she was probably responsible for

changing the ideas of her rising young designer towards stronger, heavy-displacement boats. In rough conditions she bounced from wave to wave 'like a cigar box' giving her crew an uncomfortable ride and anxiety that she might fail structurally. Her owner, Bob Bull, it is told, spent time up in her bows caulking opened seams with the ball of wool used for stopping the spinnaker.

The winner that year was a 'clunker' that may have been one of the slowest yachts ever to win a Hobart Race, and the luck of that Race belied the truth proven so often since — that even in fluky conditions it is a good boat that wins the race. It was a frustrating race of calms.



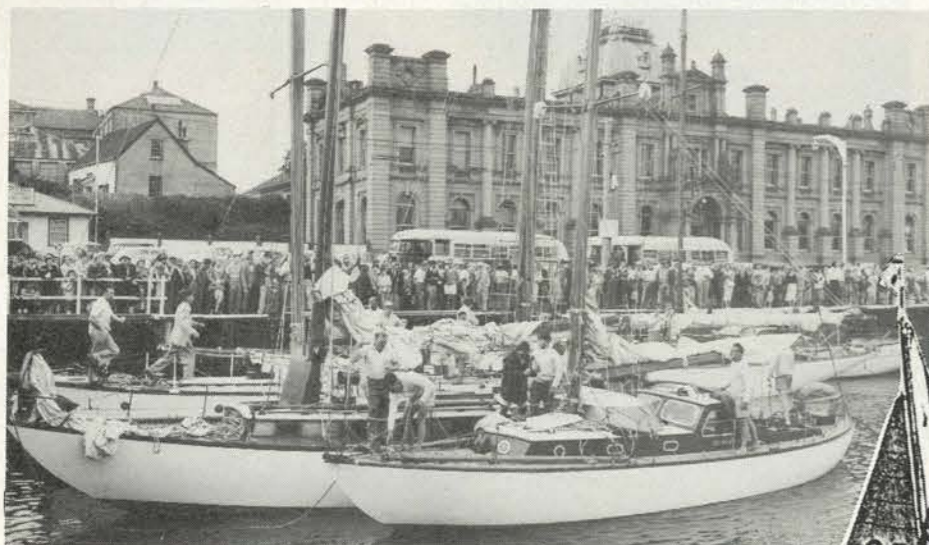
Kurrewa IV, née Morna, finishing in Hobart in 1957.



Ripple

1953

The second-largest fleet in the Race's history started in 1953. The weather was back to 'normal', the fleet encountering a gale on the second day out. The Halvorsens in the solid *Solveig* too line honours, and the perfectionist Ron Hobson in the diminutive *Ripple*, a 1936 Barber 3/4-rigger with long overhangs and designed for harbour racing, had a wet but successful trip to Hobart.

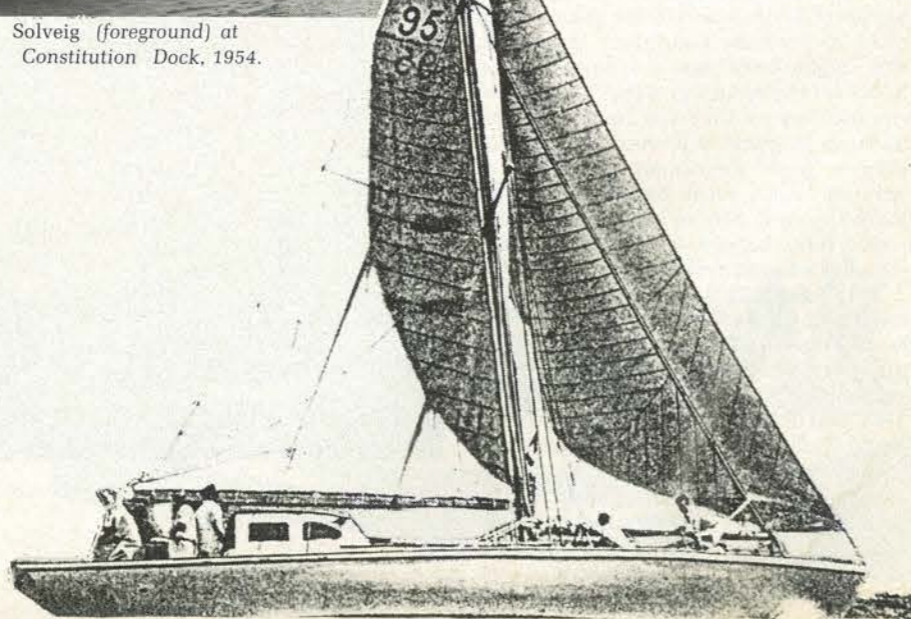


Solveig (foreground) at Constitution Dock, 1954.

1954

By 1954, the competitors were beginning to show signs of developing the racer's edge and the killer instinct that seems to have characterised 'winners' ever since.

1954 was the first win for the Halvorsens' boat, *Solveig*, but because both brothers were sick, their navigator, Stan Darling, took *Solveig* to Hobart for them. It was a rugged race like the 1950 event, and it started in a blustery southerly. Aboard *Solveig*, they started with a huge spinnaker in the gusty conditions, and the boat was flying. Each crew member had a turn at steering – until he allowed the boat to round up, at which time he was sacked. After they all had been sacked, they put on a smaller spinnaker and began the helm roster again. They developed a technique of sailing with main sheet in hand



Gypsy Queen

and letting it go when she threatened to round up.

By this time more yachts had started to have guard rails, although there were still no bow or stern pulpits. Navigation lights were still on the side of the coachhouse, where nobody could see them, but then they weren't compulsory anyway.

Peter Green took *Gypsy Queen* down that year. He raised eyebrows and tempers at the CYCA before the Race by slipping *Gypsy Queen* on Christmas Eve, cutting off all of her antifouling, and then enamelling the bottom. He also emptied her fuel tanks to lighten her, and made an appointment to have her put back into the water on the morning of the Race. In spite of the indignation it caused, there was no rule to forbid anything Green did.

It was Green's year for trouble. On the morning of the Race he discovered that the wrong handicap had been published in the Race Programme. Since the published rating was 'official', he had to make himself unpopular with the committee by insisting that they post on the notice board the correct rating (which then became the official rating in spite of the error in the program), and he made them telephone as many of the other skippers as possible to inform them of the error.

In wild conditions halfway across Bass Strait and surfing down the front of a wave, *Gypsy Queen's* tiller came off in the helmsman's hands; the top of the rudder stock had disintegrated. Fortunately, ten minutes later a hard southerly came in, and they were able to steer the boat largely by balancing her with the sails and with the aid of a tender jury-rigged tiller. They continued down the Tasmanian coast, across Storm Bay and up the Derwent that way, manoeuvring the yacht largely by skillful selection and handling of the sails. Spurred on by the approaching finish and the scent of victory, they even set a spinnaker going up the Derwent. The finisher's vessel approached them as they neared the line, shouting inaudibly, and when several of the crew ran forward to see what was up, *Gypsy Queen* buried her nose and went out of control, colliding in a shower of splinters with the finishing buoy.

They were in second on corrected time, although *Carol J* (who was third) reckoned she was second based on the ratings published in the Program, and in true competitive spirit, there were cross words. *Gypsy Queen* was protested by the committee for hitting the finishing mark and was disqualified. Peter Green said he would appeal, which threw a spanner in the prizegiving works because in those days the appeal had to be heard in London, and therefore only line honours and first on corrected time trophies were definite. Ultimately, the appeal of this gallant crew was upheld, and *Gypsy Queen* is on record as second in that Race.



Tasman Island.

1955

It was time for another quiet race, and in 1955 light, fickle breezes dogged the competitors almost throughout.

However, by this time the competition was getting better. *Solo* had her maiden Hobart; she was a 56½ ft steel cutter designed by Alan Payne for her hard-driving skipper, Vic Meyer, all of whom were to become legendary. *Solo* was designed as a fast cruiser with a large sail area in relation to her displacement of 27 tons and here waterline of 42 ft. No attention was paid to the RORC requirements. She was, for about three years, one of the finest ocean racers in the world, and she won just about everything on the Australian calendar.

Solo, beached on Fraser Island, May 1975.



1956, 1962 – Solo

This was not to be *Solo's* year in the Hobart, and Hal Evans' *Moonbi* finally had her day after two seconds and one third in Hobart Races dating back to 1947.

1955 saw the first of safety regulations come into being, although they weren't compulsory. Pulpits were starting to be in evidence.

1956

1956 was a notable year in the Race's history. It was probably the year that Australia started to get deadly serious about ocean racing. This in part was due to *Solo*, which won the Hobart from a fleet of 28,

the same number as the record 1947 fleet. She narrowly missed carrying off the elusive 'double' when, neck and neck with *Kurrewa IV* (née *Morna*), she stormed up the Derwent in a sou'westerly gale carrying full sail. She was overpowered, but her crew was determined not to let *Kurrewa IV* get ahead. Her mainsail ripped, and *Kurrewa IV* took line honours. *Solo* was so good, and her skipper so envied (and possibly even so disliked by some) that everyone wanted to beat her.

While the Tasmanians were being treated to a spectacular duel at the finishing line, the rest of the fleet was battling that third southerly of the Race in which winds of 86 mph were recorded. Many were in jeopardy of going onto the rocky



coastline between Tasman Island and Cape Raoul which lay to leeward. One yacht almost sank in Bass Strait and was finally towed into Oyster Bay after a marathon of bailing.

By 1956, gone to a great extent were the slow cruisers that formed the bulk of the early ocean racing fleet, and in their place were seaworthy, able sailing machines tuned to a high pitch. The Halvorsens had one of their best-ever designs that year - *Anitra*, a double ender that went like a train downwind and reasonably well to windward. She was very light, and she could pace it with *Solo* which was twice her size.

This was *Siandra's* first appearance, a 35 ft Lion Class design of Arthur Robb, a class that was to have many successes around the world in years to come.

In 1956 the Sailing Instructions were carrying the following list of requirements:

Two storm sails; dinghy; lifebuoy, minimum size 18" inside, painted mainly red or orange with self-igniting buoy light attached, being on deck within reach of the helmsman; fire extinguisher of approved type; life lines from bow to aft of the cockpit (minimum height 20" from deck); first aid equipment, including St. John's Ambulance Book; anchors and warps suitable for the yacht; ballast must all be securely fixed.

Radio reception is permitted. Transmission of signals to obtain a bearing or weather forecast is permitted.

Water: 5 gallons of fresh water per man must be carried, not more than two-thirds in any one container.

All yachts sighting the Radio Relay Vessel, *Lauriana*, are requested to identify themselves if possible.

In this and the following year the first synthetic sails began to appear, spinnakers of Nylon, Terylene headsails. Winches were improving, some 5:1 models being available (although they wouldn't have pulled on the staysail of a modern yacht).

1957

Milestones that were passed in the 1957 Race were the introduction of the requirement that yachts carry two-way radio, and regular schedules with the Radio Relay Vessel were established. *Kurrewa IV* broke the course record yet again (the third time she had done so) in a race that saw stiff westerlies at the start.

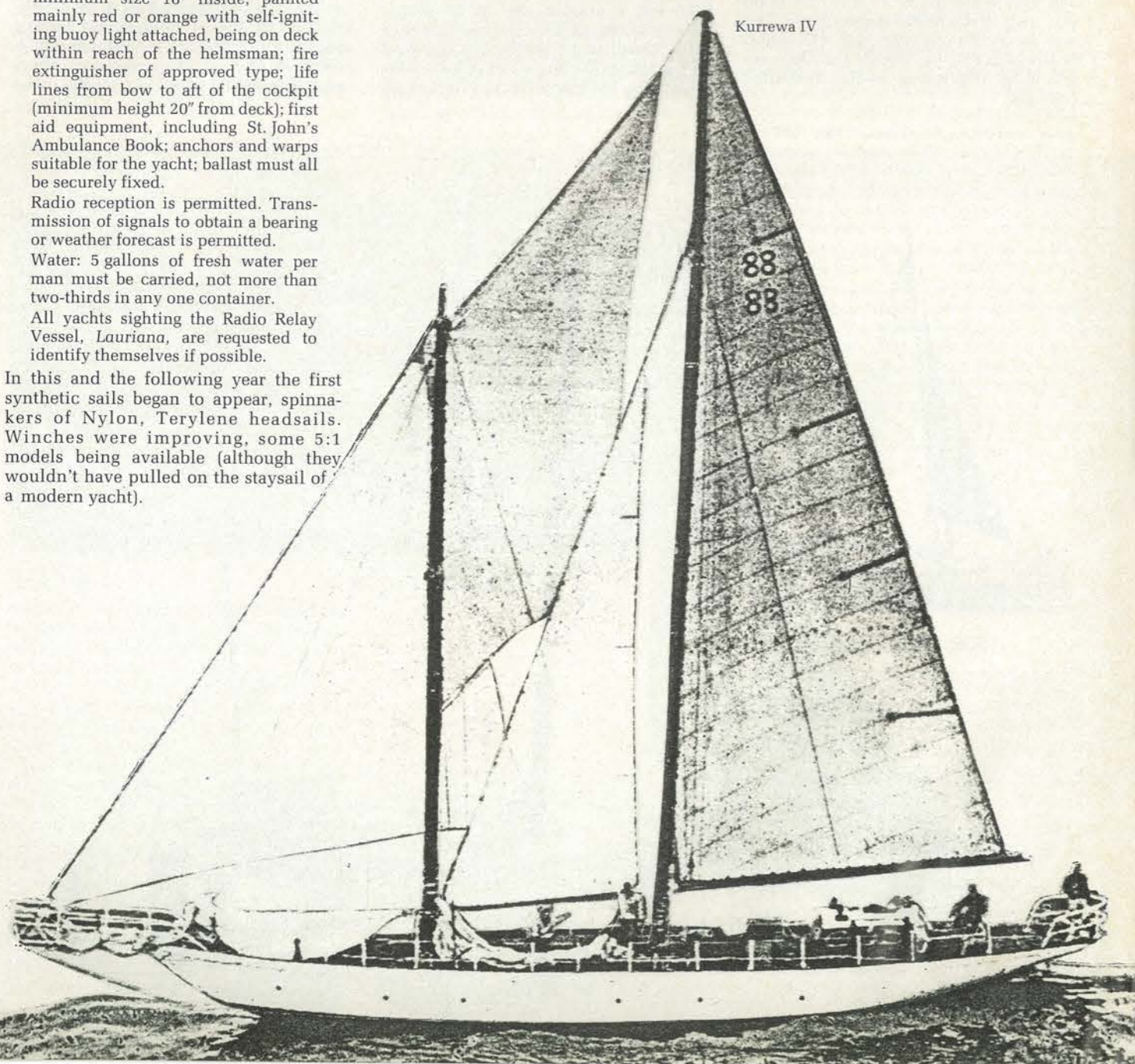
The Halvorsens won their first Hobart (although their yacht *Solveig* had won in '54 under Stan Darling) with *Anitra V*. They almost rammed a whale and they did bend their metal rudder stock when they hit a sunfish.

Caprice of Huon, in the hands of her new owner, Bill Northam (who would win an Olympic Gold Medal the the 1964 Tokyo Games in 5.5s), was dismantled (this yacht was to later become famous in the Admiral's Cup Series of 1965 under skipper Gordon Ingate).

1958

Siandra, the 35 ft Lion Class, won the 1958 race, a feat she was to repeat two years later. The Halvorsens were back in second place with *Anitra*, and *Solo* had to be content with knocking off the line honours trophy in a Race which saw a sou'westerly gale in Bass Strait and, you guessed it, fickle winds in the Derwent River.

The CYCA Safety Committee had now formulated a comprehensive list of requirements, including the compulsory carrying of life rafts, all necessary navigation equipment, lights, etc. The loss of a well-known Club Member, Ron Robertson, who was washed overboard from *Kurrewa IV* in rough weather off the New South Wales coast in June of that year, prompted a review of the procedures, and as a direct result it was soon to become compulsory for yachts to fit bow and stern pulpits.



Kurrewa IV

1959

'59 was notable for the first appearance of the Tasman Seabird class in the Hobart. Designed specifically for the Hobart Race by the designer of the famous *Solo*, Alan Payne, the class was to prove its worth in Australian ocean racing for years to come. *Cherana* was Payne's first attack on the RORC rule, and she beat out the able *Anitra V* of the Halvorsens by 20 minutes on corrected time. *Solo* took out line honours again.



Siandra



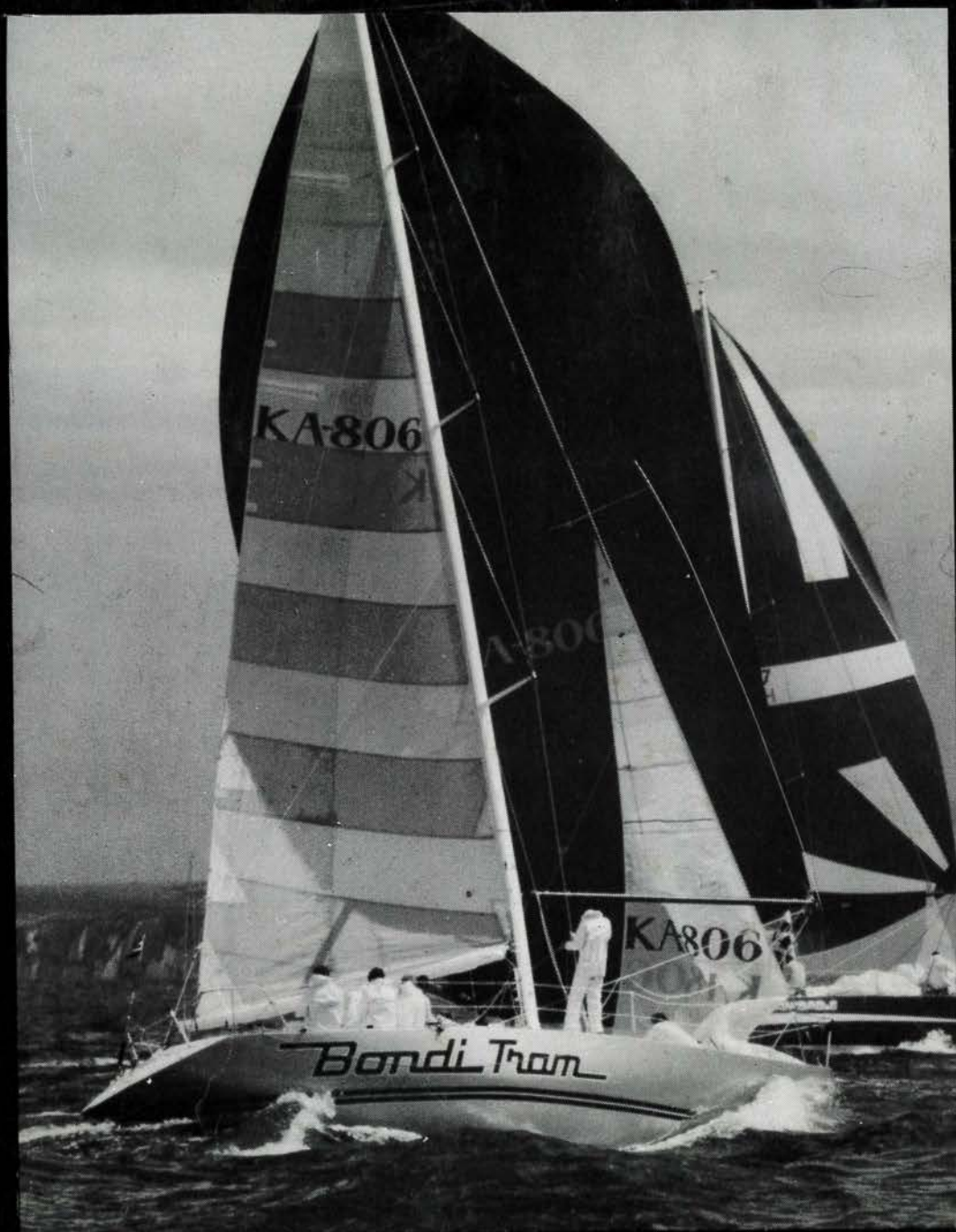
Cherana

1960

The 35 ft Lion class *Siandra* was first, the 36 ft Tasman Seabird *Kaleena* was second, *Siandra's* sistership, *Malohi*, took third, *Rival*, a 37 ft Vashti Class designed by Alan Buchanan came 4th, *Joanne Brodie* (Tasman Seabird) was 6th . . . and people were beginning to say that you couldn't win the Hobart Race with a big boat. What was needed was some new big boats, and it was clear that the spoils of the Hobart Race now belonged to those with recent designs, good gear, and those who didn't make mistakes.

It blew from the northeast almost the whole way to Hobart. *Kurrewa IV* stole the line honours trophy yet again, for her seventh and last time.

CONGRATULATIONS *BONDI TRAM* YOU DID US PROUD



The Barlow equipped *Bondi Tram* won her Class
in every race in the 1984 Clipper Cup Series.

She also was First in Class, Big Boat Series,
San Francisco 1984, where she was
winner of 4 out of 5 races.



Barlow Winches 52 Wentworth St., Granville, NSW 2142. (02) 637 9333 Telex AA24301