

The Magazine of the Cruising Yacht Club of Australia

# OFFSHORE

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Number 83

April/May 1985



Cover: Hamilton Island Race Week 1985 provided the usual blend of beautiful scenery and good times in the absence of normally blustery April weather. The IOR Division was taken out by last year's Hobart Race winner, Indian Pacific, followed very closely by Struth, which is pictured on this month's cover (Robin Copeland's complete report starts on page 12). Photo by Robin Copeland.

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Joshua Dole  
Chris Hatfield

# Offshore Signals

## Letters

### Misunderstanding

The Editor, Offshore

Dear Sir,

Would you kindly publish the attached letter in the next issue of *Offshore*.

Yours sincerely,

S.R. Edwards

*Letter follows—Ed.*

3 April 1985

I am embarrassed over a situation where comment regarding the difficulties in finding the last buoy in the 1st Bay Race in Port Phillip during the Admiral's Cup Trials has led to a rumour in the CYCA that we did not think *Drakes Prayer* rounded that mark.

The buoy in question was on a lee shore and very poorly lit. We have absolutely no evidence whatsoever that *Drakes Prayer* did not round the buoy and we accept unquestionably that they did round that mark.

We regret that we inadvertently caused any doubt to arise.

I congratulate Peter Kurts and his crew on a well sailed series and I wish them well in their efforts at the Admiral's Cup.

Stan Edwards

*Margaret Rintoul IV*

### Slocum re-enactment

J. Brooks

Commodore, Cruising Yacht Club of Australia

Dear John,

I refer to our discussion today about my proposed voyage to retrace Joshua Slocum's circumnavigation. In our case we propose to start from and finish at Sydney, but we are certainly calling at all of Slocum's stopping points and travelling in the same direction.

It has been decided that we will make a film of the venture, and if this can be organised properly, undoubtedly it will have some considerable appeal in Australia where, in fact, Slocum made more stops than anywhere else and was in other ways associated with this country.

I understand that the CYCA is favourably disposed to being associated with the project, and it would assist me if you could consider me with a short letter of confirmation. In general it would be most helpful to have the CYCA as somewhat of a 'mother ship' which could be used as a base of contact, and it is most interesting to see the development of the Club's radio capability which obviously would be of great assistance. Further, the crewing arrangements dictated by the length of the voyage will require some sort of a relay system as well as a variety of sailing talent and ability, but hopefully the idea will appeal to CYCA Members, and we will give first preference to them which should generate a feeling of solid Club support.

In addition, the connection with the Club

in a stronger way than just the membership of a few of the crew would undoubtedly assist when we call at yacht clubs in other countries.

Finally, we will be approaching the Bicentenary Authority in the hope that this is a project (and indeed it seems to be) which would gain their support and endorsement, and I am sure the association of the type envisaged with the CYCA would assist in achieving this objective.

Yours sincerely,

M.W.D. Phillips

*Commodore Brooks' reply:*

Dear Marshall,

I am pleased to advise you that the CYCA Board has approved full involvement by the Club in your Joshua Slocum re-enactment voyage.

The CYCA will be available to you as a base of operations for the project, providing radio communication, crewing and technical assistance, media facilities before and after your departure from Sydney.

Please do not hesitate to contact me or Michael Polkinghorne regarding the CYCA's commitment, and on behalf of the Directors, I offer our best wishes for the success of this interesting venture.

Yours sincerely,

Cruising Yacht Club of Australia

John Brooks, Commodore

## Greek charter

Seafarer Sailing has opened offices in Australia to arrange yacht charters in Greece and Turkey. Its charter fleet of more than fifty yachts features Beneteau First, ranging in length from 9-11 metres, all fully equipped for cruising in comfort. As well as the bareboat and flotilla concepts that Australian charterers are accustomed to, Seafarer offers a 'Shareboat' service, basically a mini flotilla in which six people share each of just two or three Beneteau 38s which have three separate cabins. An experienced skipper goes along to point out the best places to see, but it's up to the charterers to decide how they spend their time. This is ideal for Club groups.

Inquiries to Seafarer Sailing, PO Box 618, Bondi Junction, NSW 2022.

☎ (02) 387 4649/4866.●

### Charter Sought for Southern Cross

Mr Peter Jolly of the Royal Hong Kong Yacht Club wishes to charter an IOR yacht rating 33-34 ft for the Southern Cross Cup and Sydney-Hobart Race. Mr Jolly will supply crew but would welcome owner and sailing master on board for all races. The yacht chartered will be a member of the Hong Kong Southern Cross Cup team.

Initial response should be made to Andrew Montcrief, Sydney ☎ (02) 982 869. Mr Jolly previously chartered *Battlestar* from Mr Harry James.

## ORC Year Book

The new edition of the Offshore Racing Council Year Book contains several new items of interest to those concerned with yacht racing under the International Rule. As well as being useful as a worldwide contact book, with addresses of yachting organisations and people, it contains details of some major ORC series and races and organising clubs as well as contacts for other rating systems, such as the Brazilian Conventional Handicap Rule (RHC) and Scandicap.

The booklet, which used to be called the ORC Constitution, has been expanded from its original purpose (the listing of ORC Councillors, officials, plus its own history and constitution) to be more informative and helpful.

Copies are available from the Secretary, ORC, 19 St James's Place, London, SW1A 1NN. Price (including postage) £1.75.●

**Members planning overseas voyages can obtain 'inward' and 'outward' customs clearing kits from Peter Rysdyk, Sailing Office.**

### Vale Joshua Doel

It was with great sadness that I heard that Josh Doel (who operated Rushcutter Ships Chandlers) had passed away recently.

There must be many members who had taken it for granted that we could stroll in to have a word with Josh, knowing that he would have some helpful solution for our yachting needs. I know that I, for one, will continue to miss seeing him and enjoying such encounters. Josh was always ready and willing to impart the best of his wide practical experience and knowledge. He had an extremely inventive but practical mind, and I'll not forget one anecdote which serves to illustrate his ingenuity. His more recent interests had turned from yachts to automobiles and, among his procession of cars, he owned a Saab Turbo (which he virtually rebuilt, as he did with most off-the-shelf items). Being somewhat fond of dashing to Alice Springs and back over a long weekend, he had his own solution to combatting the annoying and ever-present dust problem. He carefully sealed every inlet and outlet and the vehicle's cabin and boosted air-conditioning unit to effectively pressurise the cabin - this eliminated the ingress of dust, flies, etc. He stated that his wife, Rick, suffered minor headaches but 'it was better than eating dust'. Josh also had other admirable qualities, not the least being his indomitable spirit during a long period of illness, when he showed resilience and resourcefulness.

Josh is capably succeeded in his Rushcutter Ships chandlers enterprise by his wife, Rick, and Bob, one of his sons.

I am sure that all who knew Josh will join me in conveying sincere sympathy to his family.

# TOO IMPETUOUS wins with HORIZON



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TOO IMPETUOUS to win:  
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1st. S.O.P.S. I.O.R.  
2nd. S.O.P.S I.O.R.  
with age allowance.

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predetermined sail shapes,  
one type of sailcloth or only  
one panel layout,  
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sail design system gives  
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# LUNCHEON WITH KEITH WILLIAMS

## Another Sportsman's Luncheon at the CYCA

*Keith Williams addressed a Sportsman's Luncheon at the Cruising Yacht Club of Australia in March this year. The following is a transcript of some of the discussion that day. Mr Williams was introduced by CYCA Commodore John Brooks.*

**BROOKS:** Australia is blessed with a particular brand of entrepreneur. Peter Kurts is an example of one at the top; they start at the bottom and they make themselves household names through very individualistic operations. Or guest speaker today is one of those colourful and successful entrepreneurs.

Keith Williams was the Australian water ski champion in 1959-60, and he turned to water sport as a business. In a few years he turned the Surfer's Paradise Ski Gardens into an international attraction, and he took a similar interest in motor racing towards the design and construction of the Surfer's Paradise International Raceway and, later, the Adelaide International Raceway. With inexhaustible energy he also built Sea World and Marineland, and now he has the Hamilton Island Resort, the largest project of its kind ever attempted in Australia.

In 1984 Hamilton Island won the national tourist award, and Keith himself was runner-up in the individual awards. He identifies very closely with everything he does; he's been known to leap on bulldozers to help out with the work. We've noted that now he's reversed his usual technique, because first he started the Hamilton Island Race Week and then he got interested in ocean racing.

Rumour has it he has the plans of a Frers maxi in his desk. If and when he does build it I'm sure the challenge he will lay down to the big boats of Australian ocean racing is one they will be unable to ignore, because Keith Williams is somebody who never does things by halves.

**WILLIAMS:** I guess I could have started off in the traditional manner by saying how much I enjoy being with you here today, and I can do that here without being a hypocrite, because I think some of my most enjoyable days are those that I spend here with a boat at the end of the marina of the CYC. As you probably know I've made a habit of coming down at this time of the year, every year for ten years now, and I get more and more enjoyment out of it.

I'm not always that kind to people in opening an address. In fact I recall, a couple of years ago I addressed the Institute of Management's national convention in Canberra, and since Canberra has been



Keith Williams.

something of a pet aversion with me, I opened up by saying 'I'd like to be able to say that I enjoy being with you here in Canberra. If I did I'd be a hypocrite, because I, personally, believe Canberra to be a super-expensive monument to the stupidity of every politician since federation.' Just to make more friends, and not knowing that some of the top bureaucrats had been invited to the dinner, I went on to say 'You know, here in this city we're breeding third and fourth generation public servants who sit up there in the ivory towers completely divorced from the commercial world and try to work out what obstacles they can put in the way of private enterprise.'

Today's not a day for being nasty. I don't specialise in dobbing on the politicians, the bureaucrats and the academics and all these theorists because having left school at the age of thirteen I wasn't exactly an academic, but I guess there's a place in the world for everybody.

In fact, I've heard about such a fellow. He was a graduate of Harvard University. He metriculated in psychology and had all sorts of other titles. He was a big American negro, about six-foot-six, good-looking, good style of a bloke, good sportsman, and as an academic he found his right place in life as a cocktail waiter in a cocktail bar. He was standing there one day, and in walked a little Chinaman, and the Chinaman walked up and he said 'Hi-ya, nigger, pour me a jigger'. And this big good-looking negro looked down at him and said 'Sir, I feel you're being quite rude. In fact, you've addressed me in a rather inappropriate manner. Don't you realise, we don't practice racism in this country? For example, how would you

feel if you were to be here behind this cocktail bar, and I were to come in and make disparaging remarks about your race and colour?'

And the Chinaman said 'I'm not sure how I'd feel; why don't we swap places and find out?'

And the big negro said 'Certainly, sir, at Harvard they taught us that there is nothing to replace the practical experiment.' So, with that they swapped places, and the big negro went out into the street, and he spent the next four hours conducting a public opinion poll to find out what words of wisdom he should utter to the Chinaman, you see. Finally he came in and he said 'Hi-ya chink, pour me a drink'. And the little Chinaman who was industriously polishing a glass, said 'I'm terribly sir, we don't serve niggers in this bar'.

I would like to touch on how our attitude to sport has an effect on what we do in business. I've been one of the fortunate people who have been able to turn my various sports and hobbies into businesses, and this is one way to get great pleasure out of what you do and to lead a happy life. I think our attitude to sport has a great bearing on our attitude to business. Those of us who attempt some sport and strive to be winners also strive to be winners in business.

I can go back to many of the fields that I've been involved in. Since we're here in the yacht club we should start off with boating, perhaps, and my first entry into boating was to take a sheet of corrugated galvanised iron, beat it flat, turn up one end, nail a piece of two by one and put the end of a fruit case into her stern, and that is a tin canoe. From that beginning in boating I went on to sailing in trainee dinghies, and I think the first twelve square metre that came to Queensland I owned and sailed for some years during the war. There was no one to sail against; that way I could always be a winner!

But, unfortunately, because of living on the Gold Coast I was not able to stay with yachting as such - not much of a place to go sailing there unless you've got very shallow-draught boats, and so I moved away from sailing, but still retained a great interest in boating. As most of you know I've had a series of boats over the years, I've become involved in administration of boating in Queensland as a member of the Queensland Marine Board. It's a very democratic Board; we have four people appointed from free enterprise and we have one public servant - about the way the odds ought to be. We control everything from tin canoes to 300 000-tonne ships, all the regulations and everything else. If there happens to be a mishap the

Board decides whether we should charge the person responsible; having decided if he's to be charged, we also act as the judge and jury, we try him, and after that we pass the sentence. The moral of this story is, once you're charged, forget it.

Also, of course, I'm the Commodore of a yacht club – poorly ranked around here, but again, our yacht club at Hamilton Island runs on very democratic lines. Unless you vote for me as Commodore you get what we call the NBO (next barge out). I'm Commodore for life. Still, things get done that way.

I became interested in motor cycles when I was very young. I was able to buy a motorbike from the Army for £76, which was the pegged price; they were khaki coloured, and I used to boil them in caustic soda and punk them up in all fancy colours and send them to some smart Alec in Sydney for £130, who used to sell them to the public for £170. You see, he made all of the profit without doing the work, so he was the smart Alec.

That involvement in motor cycling led me to become involved in motor sport of all types. I raced motorbikes, became involved in manufacturing accessories for motor cycles and finished up by far the largest manufacturer of motorcycle accessories in all of Australia. We had about ninety-five per cent of the market and I couldn't understand what happened to the other five. That led on to motor racing, and I enjoyed it and did everything in motor sport from go-carts to racing touring cars. This led to building the motor racing circuit in Surfer's Paradise and later in

Adelaide. I did get a great deal of enjoyment out of participating in the sport and from the administration of motor racing through the operation of the circuit.

From there I became involved in water skiing as a sport, back in the early 1950s. Again I was able to turn my sport into business by the establishment of the old Surfer's Paradise Gardens, where we had the first water ski shows in Australia, and we've kept those running non-stop for twenty-five years. Sea World is just an extension of that, and of course Sea World went on to become, and still is, the largest and most popular tourist attraction in Australia. People say to me since I sold out in November 'Don't you miss Sea World?', and they think that I should say yes. However, that's not the case. I'm so busy with Hamilton Island that I don't miss Sea World. My attitude to development is that of a 'hands-on' developer, and hands-on builder, and it was frustrating for me to come back to the Gold Coast some days and try to pick up the threads of what had been happening at Sea World, and then find I had to rush back to Hamilton Island and try to pick up the threads there. So I find it very satisfying to look after one large project.

That goes back to another hobby when I was a kid; I used to play with Meccano sets, and Hamilton Island is just a great big piece of Plasticine. We've had to re-shape it; we've had to take down a few hills and put them into the bays and build airstrips, and go on in that manner. It's all be a lot of fun. There have been times when I may have broken a rule or two.

The bureaucracy moves a bit too slowly for most people, and it certainly moves a lot too slowly for me. In fact I was speaking to your Commodore only a few minutes ago saying that when I first got the island it was a grazing lease, and I didn't really convert it to a development lease for some time – deliberately, because I knew that the minute I had a development lease I would have to comply with all sorts of requirements. So I thought it was just best to get the airstrip and the harbour built and done before I converted it. The Council kept saying to me 'You can't do this; you can't go ahead and develop this resort; you haven't got permission yet.' And I'd say 'I've got a grazing lease, and there's nothing in a grazing lease that says a grazier can't put in a little airstrip for himself.' We had to build a harbour for a few boats and build a few houses – about two hundred. I said 'You've got it all going for you; don't complain to me about it. At the end of the day if I put my application in for a resort and you decide to knock me back, I'm stuck here with all these houses for my staff, who look after my cattle'. But they didn't quite see it that way.

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**We need a situation where government is reduced to a bare minimum, In fact, I rather subscribe to Lang Hancock's theory. We only need four forms of government: Treasury, to re-distribute the wealth, the Titles Office to tell you what block of land you own, the Police Department to insure law and order and the Defence Department to keep the intruders out.**

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Hamilton Island now has a jet airstrip capable of landing Boeing 767s. It had to be extended into the Dent Channel when overturning of marine clay was encountered in Crab Bay.

Anyhow, we have done a lot in the development of the island to get the job finished in the quickest possible time. That's what it's all about. I'm sure that those of you who have been up there would agree that the facility is ever-growing. Those of you who were up for the Series yacht races last year will see a great change when you get there this year. And if you get back again in 1986 you'll see an even greater change, because it's an ongoing development program. Today we have 170 hotel rooms as such, 120 two-bedroom apartments; we're just in the throes of completing 84 single bedroom apartments in a high-rise building that will be ready for the first of June. Another 84, in a twin building, will be completed by the first of December. Next year we will add to that another 320 hotel rooms in one large block, which will bring our available accommodation to a point where we can accommodate some 2000 guests. We'll then go on to build two more hotels of about 500 guests each, to bring us to a total of 3000 guests, and that will require about 1400 staff. We're also in the process of building 78 two-bedroom apartments for our staff; they're well underway, and before the end of this year we'll have completed some 120 such apartments.

We're proposing to insure that those who work on the island will have accommodation equal to or better than that which they can obtain in any mainland city. Of course, that is half the secret with an island resort – to be able to maintain good staff. That's a problem that we've had to face, and we're hoping it will get easier as our accommodation improves. For those of you who haven't had time to catch up with what's happening on Hamilton Island, it will be the epitome of free enterprise. Everybody will virtually work for themselves. All the restaurants are being leased out to concessionaires, all the shops, the bars, virtually everything will gradually be farmed out to other people to run, so that we'll have competition and free enterprise. This again is one of the reasons we have to look towards accommodation in the manner which we do, because we have to provide accommodation not only for staff that we employ but also for the staff who are employed by the concessionaires.

Getting back to the boating again, the Hamilton Island Race Week is coming up to its second year. I'm sure it's going to be bigger and better than it was last year, and we're even more confident that as years go on it will take pride of place as being the premier series in the Pacific region. I intend to put every possible bit of effort into that. Of course I intend to take up yachting myself, as you've been told. I guess as we get on in years the number of sports at which we can hope to excel becomes reduced, so I guess that, if I want to keep on combining my sport and pleasures with business, I've either got to take up yachting as a serious matter or build a house of ill fame, or something of that nature.

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**We are the people to blame for over-government. How often do you hear your friends in free enterprise saying 'There ought to be a law for this or a law for that, or regulations for something else'?**

**... I think the time has come when we've got to de-regulate. If we're going to get down to making our dollar worth something against other currencies in the world, we have to more productive and we have to cut the overheads of the country. If all of us who are in business today dedicated ourselves to doing just that, put as much effort into that as we put into our sport and to our own individual business, then we would hope that this country will again flourish.**

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On a more serious note, there's one area where we have a problem in this country. Of course we all know we have a problem with Labour governments, and we need a situation where government is reduced to a bare minimum. In fact, I rather subscribe to Lang Hancock's theory. We only need four forms of government: Treasury, to redistribute the wealth, the Titles Office to tell you what block of land you own, the Police Department to insure law and order and the Defence Department to keep the intruders out. That's really about where we are, if we can get down to the basics of government we'll do a lot better. So I ask you all to think a little bit about the fact that we are the people to blame in most cases. We are the people to blame for over-government. How often do you hear your friends in free enterprise saying 'There ought to be a law for this or a law for that, or regulations for something else'? In fact, there's only one more law that we ought to have, and that's to say that we shouldn't say 'there ought to be a law'. We've just got to stop crying out for more regulations in all areas. I think the time has come when we've got to de-regulate. If we're going to get down to making our dollar worth something against other currencies in the world, we have to more productive and we have to cut the overheads of the country. If all of us who are in business today dedicated ourselves to doing just that, put as much effort into that as we put into our sport and to our own individual business, then we would hope that this country will again flourish. But it's going to take a lot of effort to see it back on its feet, to see it productive, and to see our economy to recovery to put us in the position that we should be in in relation to other world nations.

**QUESTION:** What do you actually think of Bob Hawke as a politician and as leader of the Labour Party. Do you think he's a reasonable Prime Minister on behalf of the Labour Party?

**WILLIAMS:** I think I should refuse to answer that question on the grounds that my answer may incriminate me. What you don't understand is that when you live in Joh's country, there are a whole different set of rules.

**QUESTION:** May I ask you how you feel that Joh is running an efficient ship in Queensland?

**WILLIAMS:** I have to be a staunch Queenslander again and say that I think that he runs a bloody good ship. In fact he was at my home on the island last Sunday night, and he addressed there a group of investors who had come to Australia, the most influential, affluent group of investors who have ever visited this country, reputedly controlling some 150 billion US dollars. And I'm sure you would have had a good laugh if you'd heard his address. He was talking about the power strike, which is of course his favourite subject, and he said 'You know, a lot of people – politicians – they get a bit yellow-bellied when there's a decent strike on their hands and they don't know how to handle it. We take a different attitude. You've got to keep them busy. Get them so confused they don't know where they are. They go on strike today, so you fire them all tomorrow. The next day you take their super-annuation away, the next day you take them to court'. He rustled up about a dozen different remedies as to what you should do 'as long as you've got them totally confused, and then you don't give an inch'.

On a more serious side, to give you an example of the difference in the attitude of government towards free enterprise. Halfway through building the air strip at Hamilton Island, and we'd planned to take it out to the south-east into some forty feet of clay and forty feet of water, and as we started to push out to get the required length which was absolutely essential if we were going to bring in Boeing 767s, we started to get an overturning situation with the marine clay which was a bit tricky.

The engineers and Ansett and myself had a meeting in Sydney, and that was on a Monday afternoon. We decided that the only way to correct the problem was to push the airstrip to the north, into the Dent Channel instead of continuing out to the south-east. That was rather a major job, because the north-east end was going to have to fill into eighty-five feet of water, but we know that we had a hard bottom, and we knew that we wouldn't get sink or overturning.

After the conference and we looked at the situation, the engineers said that it was a great idea and that it was certainly the way that we should go, but we'd never be able to do it because of the time it would take to get all the permits and permissions. We were spending money at the rate of about \$100 000 a day at that time, right in the midst of the heaviest part of the construction work. And if we were to have stopped, it would have brought the whole thing into disarray. By the time you get through all the various departments – you've got the environmental people to face up to, the Harbours and Marine Department, the Lands Department, and so – there are a dozen different departments – the Great Barrier Reef Ma-

rine Park Authority. They said we'll just have to keep going the way we are and hope for the best. I could see the advantages of going the other way, and I said 'Give me about twenty-four hours to find out how we're going, and let me sort out something about these permits, and see what happens, and we'll make the decision tomorrow'.

They went back off Melbourne; it was late in the afternoon, and I was staying in the Hilton Hotel, and I happened to know what the Premier's movements were the next day. At 9.30 a.m. he was going to crack a bottle of champagne on flying boat in the Brisbane River. I also know that if I got the early flight up I would miss him in his office - he gets there very early, so at 7.30 in the morning I phoned the office. He was already in a meeting, and I spoke to his secretary and explained the problem I said 'Look I'd like to speak with the Premier, it's exceptionally urgent'. She came back in a few seconds and said 'The Premier will phone you at 8.30'. I sat by the phone until 8.30, and 8.30 came, no ring. By 9.00 I was starting to get worried because I know he had to go and crack his bottle of champagne. So I thought I'd better ring him again, I rang shortly after nine, and he said 'Keith, you know the manager of that hotel?', and I said 'Yes, I think so', and he said 'You go down and tell him he's got to improve their service on the switchboard for starters; I've been trying to ring you for half an hour. I've

phoned around all these people, I phoned the Minister for Lands, the Minister for Harbours and Marine, I've got onto this bloke and that bloke and some of the other places. It's all fixed. You get on the plane and get back up here and you go and see them and pick up your permits.'

Now do you still want to ask me what sort of job I think Joh's doing?

**QUESTION:** What's happening at the outer reef? Have you got a hotel going out there?

**WILLIAMS:** We have a large catamaran being built at Cairns at the moment, 120 feet long, 42 feet beam, with three levels and a helicopter deck on top. It should be ready to be placed in position on the first of July. It will have twenty self-contained cabins, all with their own bathroom, and it will be a base that we will establish on the outer reef.

The other interesting thing for boating enthusiasts is the new passage that's been created through the Reef, the Hydrographer's Passage. The charts of that passage are now available, and it is, of course, the new passage that takes the bulk carriers out from Hay Point into the Coral Sea and onto their destinations in Japan, Europe, and so forth. It cuts off about two days of steaming time for these ships, and we are transferring the Torres Strait Pilots to these ships by helicopter from Hamilton Island. The Coral Sea entrance to the Hydrographer's Passage is 80 nautical miles east of Hamilton Island.

**QUESTION:** How do you see the influence of foreign tourists in Australia, i.e. the Japanese?

**WILLIAMS:** The Japanese are a huge market, and the Japanese Australian Tourist Commission has just carried out a survey there to determine whether they should do a 'Paul Hogan type' campaign in Japan. It might sound strange, but they've investigated the market and the potential success of such a campaign. They're a little loathe to start such a campaign in Japan because they feel that it would be so successful that we wouldn't have the infrastructure to keep pace with it. That might sound a bit far-fetched, but I think you have to understand that, unlike in America, when the campaign was successful and it started a flow of Americans, in Japan everything happens more quickly. It's very well organised, and once they started they'd arrive in such masses that we just wouldn't be able to cope. My attitude on Hamilton Island is that I won't allow large groups from any nation to come to the island until such time as we have our numbers up to the point that we can fit them in without them being overpowering. With 500 guests if you put 200 Japanese, or New Zealanders, or Germans or or Americans they could become quite overpowering. When your numbers are up to 1500 people, you can then start bringing in groups of 200-300.



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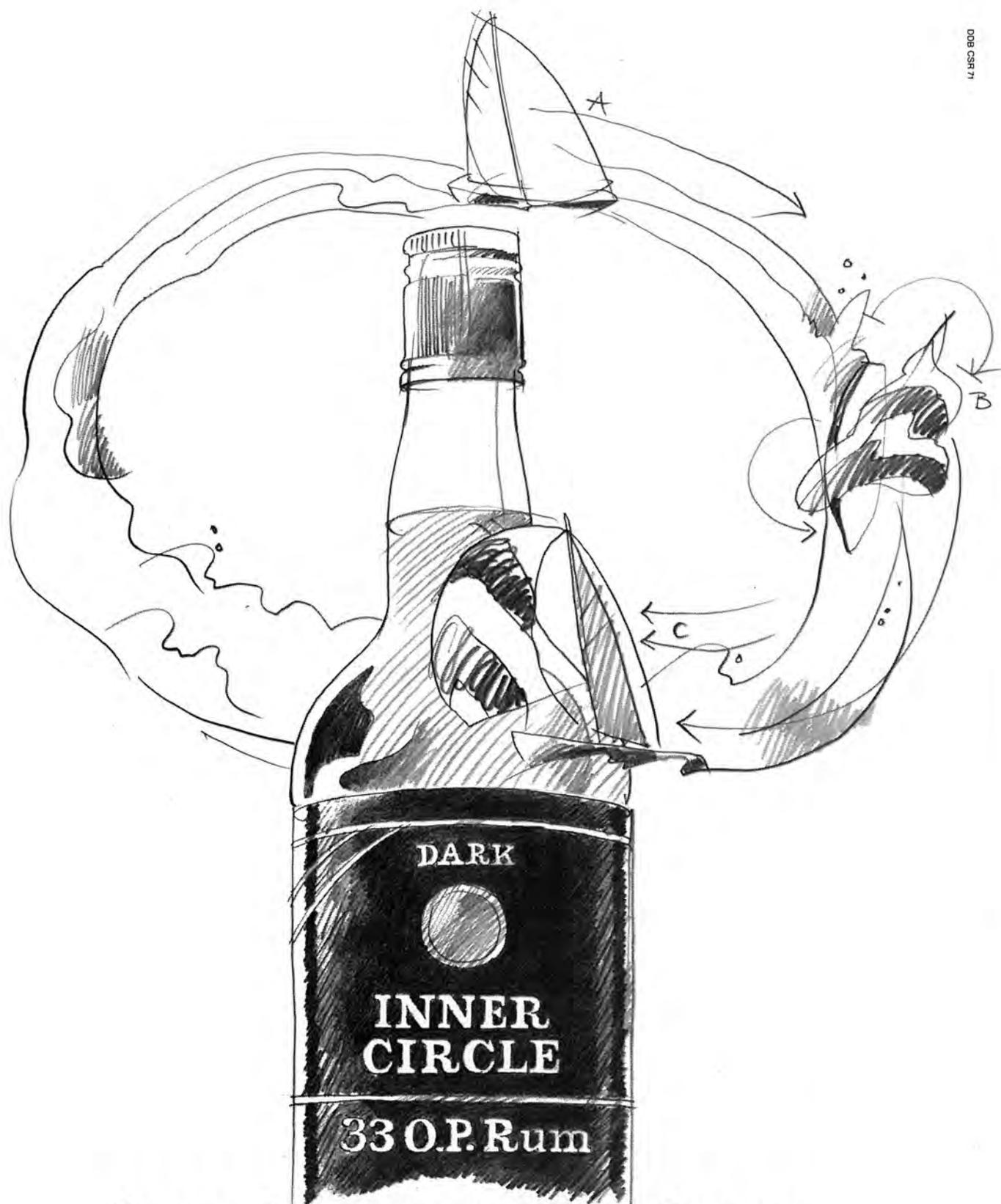
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# ANALYSIS OF RETIREMENTS from the AWA SYDNEY-HOBART YACHT RACE 1984

by Gordon Marshall  
Chairman, Retirement Subcommittee,  
CYCA Sailing Committee

## Special Supplement to **OFFSHORE**

The Magazine of The Cruising Yacht Club of Australia

A high retirement rate in the recent AWA Sydney-Hobart Yacht Race prompted the CYCA Sailing Committee to set up a Retirement Sub-Committee to investigate the causes and to report its findings.

From the statistical point of view the 'sample' under scrutiny was a good one because of its size, with a total of 152 starters. The number of retirements was 106, a retirement rate of 70%.

Separate questionnaires were prepared for both Retirees and Finishers, since it was felt that useful information might be forthcoming from both groups.

The Sub-Committee was conscious that in order to achieve a high response rate to its questionnaires (their return would be totally voluntary), care had to be taken to couch the questions in a non-incriminatory form. However, plenty of opportunity was given to the skippers to include or attach comments beyond the strict orbit of the individual questions.

Finally, confidentiality of the replies was protected by a tear-off identification strip, and a stamped, pre-addressed envelope was included to encourage prompt returns.

(For those who may be interested, copies of the questionnaires are available from the CYCA Sailing Secretary.)

### Questionnaire Response

At the chosen closing date of receipt of questionnaires, the return response from the Retirees was as shown in Table 1.

More returns have trickled in during the course of the analysis but, since a scan of these has shown no abnormal responses, the statistics which follow are taken from the total of returned questionnaires as listed above, where questionnaires have been used.

Questionnaires sent to finishers achieved a similar response rate to the retirees: 46 finishers; 39 returned questionnaires, an 85% return rate.

The response rate was gratifying and the returns were prompt. In the case of retirees, an overall return rate of 84% was achieved, varying between 95% for the smallest division, Div. D and 73% for AWA Championship group of yachts.

The individual content of the returns was regarded by the Sub-Committee as excellent, and participants are to be congratulated for the forthright and almost universally precise nature of their replies. The Sub-Committee's judgement on the style of the questionnaires seems to have been justified, since the response was good and much opportunity was taken by many skippers to expand their replies beyond the text of the specific questions posed.

### Weather conditions prior to and at the beginning of the race

For several days prior to Race commencement, the pressure patterns near the south-eastern Australian coast (with a low over Melbourne and high in the Tasman) had caused a warm northerly air flow to prevail and, had

the Race started several days earlier, the fleet would have experienced a fast comfortable run down the coast. However, the pressure systems predictably moved eastwards, and by briefing time on the morning of December 24th, notwithstanding the northerly still locally evident, it was not surprising that the Weather Bureau representative predicted that these conditions would change and that a strong southerly air stream would replace the northerly by Race start time.

At the same briefing, the Royal Australian Navy representative supplied Ocean Current charts for the southeast coast which showed that a 2½ knot south-setting current existed over the early offshore portion of the course. (See progressive weather charts and the ocean current chart later in this report.) The stage was thus set for a "difficult" race with wind and current in opposition. A comment was made by one briefing official that the present year was in the seven yearly cycle of 1970, 1977, 1984 (1970 and 1977 were "trying" races) and that this year "looked like being a good one to miss".

The Race started at 1300 on December 26th, 1984, and by midnight on that day eight retirements had been notified, four of which were caused by a complete loss of rig. By the sked time of 0630 on the following morning a further 18 retirements had occurred bringing the total to 26 after only 18 hours of racing. This pattern continued through the second day, and by the sked time of 1500 on 27th, another 34 retirements had been notified, bringing the total to 60. "Structural damage" was now beginning to appear amongst retirement reasons, and during the second evening several yachts became involved in urgent radio calls for assistance and one crewman was lost overboard.

Fortunately, during this period radio communications between the yachts and the Radio Relay Vessel were of the highest order, and search and assistance was able to be quickly organised.

By midnight on the second day the retirement total was to reach 80, many

Table 1

	Number of Retirements	Returned Forms	Percentage* of returns
OVERALL TOTALS (Sub-divided into racing divisions)	106	89	84%
MAXI (50'-70' RATING)	6	5	83%
DIV. A (33'-50' RATING)	26	21	81%
DIV. B (29'-33' RATING)	21	18	86%
DIV. C (25'-29' RATING)	32	24	75%
DIV. D (Below 25' RATING)	22	21	95%
A.W.A. CHAMPIONSHIP YACHTS (ALL SIZES)	37	27	73%

All percentages are rounded to the nearest whole number throughout this report.

## Analysis 1984 Hobart Race Retirements

retiring to the adjacent ports of Kiama, Jervis Bay and Ulladulla. The Canberra search and rescue organisation had been advised of the lost crewman, and search procedures were under way, with the Radio Relay Vessel Wyuna already in the area in visual contact with one of the distressed yachts.

At Race Headquarters, which had been continuously advised of the circumstances as they developed, a decision was taken to broadcast a message of caution to the remainder of the fleet on the 2300 sked. It was to the effect that, in the light of the forecasts just previously issued (for continuing strong southerly winds), a conscious decision should be taken on each yacht as to the ability of crew and the vessel to cope with the anticipated conditions before deciding to cross Bass Strait. By sked time on the next morning the retirement total had reached 86, but by now a number of yachts had sought shelter, though not yet taking the decision to retire. Over the next 24 hours, a further 20 yachts retired making the final total 106.

### Retirement percentages

Number of starters	152
Number of finishers	46
Number of retirees	106
Overall retirement rate	70%

### Divisional

"Maxi" Div. (above 50' rating)	60%
"A" Division (rating 33' to 50')	79%
"B" Division (rating 29' to 33')	58%
"C" Division (rating 25' to 29')	84%
"D" Division (rating below 25')	63%
Championship group (rating 20' to 70')	71%

### Retirement % in descending order of retirement rate

"C" Division	84%
(Highest retirement rate)	
"A" Division	79%
Championship group	71%
"D" Division	63%
"Maxi" Div	60%
(Lowest retirement rate)	

### Reasons for retirement

The questionnaire sought reasons for retirement from each skipper and listed a number of causes to be 'checked' as well as 'other reasons'. Also, since it was appreciated that in some cases more than one reason may have contributed to the decision, skippers were asked to rate the reasons, if more than one, with percentages, so that a more accurate statistic would be available to the Committee. Consequently, whilst some replies showed one reason only, such as 'dismasted', others quoted for instance, '50% loss of sails, 25% seasicknesses, 25% prudence'.

In compiling the following statistics, shared causes were scored and accumulated as such where the questionnaires were used.

Table 2. Reasons for Retirement (overall)

Reason for Retirement	% of Starters	% of Retirees
RIG FAILURE (Half of which were outright dismastings)	18	25
PRUDENCE (Considered it not safe to continue)	12	17
HULL DAMAGE	11	15
SEASICKNESS	9	13
SAIL DAMAGE (To the point where they decided not to continue)	9	12
ELECTRICAL FAILURE (Loss of communications and navigation equipment)	6	8
STEERING FAILURE	3	4
CREW INJURY	2	3
CREW FATIGUE	1	2
OTHER REASONS (Unclassified)	1	2

Table 3. Reasons for retirement (by Divisions)

(Shown as a percentage of the Retirees in each division)

Reason for Retirement	Maxi Div. 50'-70'	Div. A 33'-50'	Div. B 29'-33'	Div. C 25'-29'	Div. D Below 25'	Champ. Div. All Sizes
RIG FAILURE (Half of which were outright dismastings)	0%	31%	32%	16%	30%	35%
PRUDENCE (Considered it not safe to continue)	0%	1%	10%	29%	30%	7%
HULL DAMAGE	20%	18%	12%	15%	12%	23%
SEASICKNESS	0%	6%	6%	21%	16%	2%
SAIL DAMAGE (To the point where they decided not to continue)	40%	24%	15%	4%	0%	13%
ELECTRICAL FAILURE (Loss of communications and navigational equipment)	0%	6%	11%	11%	6%	2%
STEERING FAILURE	20%	9%	3%	0%	0%	4%
CREW INJURY	12%	1%	9%	2%	3%	9%
CREW FATIGUE	0%	3%	0%	2%	3%	3%
OTHER REASONS (Unclassified)	8%	1%	2%	0%	0%	2%

### Rig failure

An analysis of the overall reasons for retirement shows that five categories (rig failure, prudence, hull damage, seasickness and sail damage) accounted for 82% of the retirements. Of these, rig failure, with 25% of total retirements, is by far the prime reason for yachts' inability to complete the course. This percentage is the same as was occasioned in the 1977 Race which also had a high retirement rate, and was similarly analysed.

The questionnaires disclosed that the testing conditions of continually beating to windward in steep seas and strong winds caused all manner of rig failure. Shrouds stranded, rigging screws failed, stays broke and halyards carried away. There were 13 cases of the ultimate in rig failure - dismastings. The Divisional analysis discloses no obvious trend of this type of failure when equated to yacht size.

The only odd percentage - 0% for maxis - may be accounted for when retirement due to loss of sails is considered. Maxis had an abnormally high failure rate due to this reason, and it may be that in their case, sails are the

weak link in the chain of overall integrity, and they blow out before the rig becomes overstressed to the point of failure.

Rig failure is not usually accompanied with a high risk of injury or non-survival and it probably attracts diminished attention from the overall safety point of view. Other rules demand the installation of engines, the carrying of stipulated fuel supplies, and the ability to motor at nominated speeds. Consequently, a rig-failed yacht almost invariably manages to get itself to the safety of a port. However, if skippers aspire to reach the finishing line in a race such as this, irrespective of weather conditions, they must become more aware of the need for reliability of rig. The Sailing Committee urges skippers intending to sail in this type of race to give much more attention to all aspects of rig integrity. They must assume that the yacht may be subjected to heavy sailing conditions for literally days on end and that any previous fatigue or weakness of rig will very likely show up as a failure. This is an aspect which cannot be accurately judged by the Club's Safety Officers during their pre-race in-

**Table 5. Reasons for retirement listed against materials or type of construction**

(Shown as a percentage of the Retirees in each group)

Materials	Rig Failure	Prudence	Hull Damage	Sea Sickness	Sail Damage	Others
Wood Laminated	24%	21%	10%	10%	6%	28%
Exotic Laminated	29%	4%	37%	4%	6%	19%
G.R.P.	20%	27%	5%	24%	6%	18%
Alloy	39%	8%	10%	1%	25%	17%
G.R.P. Laminated	17%	9%	17%	7%	17%	33%
All Groups (The norm)	25%	17%	15%	13%	10%	20%

The most revealing and obvious departure from norms in Table 5 is the hull damage percentage for exotic laminated at 37% with CRP at only 5% and the norm at 15%. The nearest next lowest to Exotic Laminated was GRP laminated at 17%, less than half the exotic laminated rate.

spections and must be done by the owner, who should seek advice from the rigging experts or insurance assessors who service our sport. The Sailing Committee is convinced that rig failure as a reason for retirement is an area which could and should be improved.

**Prudence**

'Prudence', as we nominated it in our questionnaire checklist (we called it 'Too Rough to Continue' in our 1977 Analysis), was the next most prevalent reason for retirement and accounted for 17% of all retirements. This is an area of yachting responsibility in which the Sailing Committee feels it to be most inappropriate to interfere. Nothing should be done to reduce the authority of a skipper in making the decisions which only he can properly judge. The ability of him, his crew, and his ship to continue racing in the conditions which he sees or foresees is something which cannot be evaluated by anyone other than himself, on the scene. It is far better that he should decide to retire than to continue against his better judgement and then have to subsequently call for help.

Ocean racing will always be conducted at the mercy of wind and sea and consequently has a strong element of adventure. It is a credit to our skippers in this Race that they all managed to get their yachts safely to port, whether that were in Hobart or otherwise, and demonstrated that they perceived where adventure ceased and the need for survival procedures began.

**Hull damage**

'Hull Damage' was the next most prevalent reason for retirement, accounting for 15% of the total of retirees. It is interesting to compare this percentage to that of the 1977 Race, and to do that one must be reminded of the situation of that year. The 'lightweights' were with us for the first time and the 'hull damage' retirements amounted to 20% of all retirements. However, with the lightweights removed from the fleet of that year, the 'hull damage' percentage of the total of retirees dropped to only 6%. The current Race's 'hull damage' percentage, at 15%, lies between the two (with and without lightweights

in 1977). A higher 'lightweight' retirement rate vis a vis 'displacement' designs is also evident from the Divisional breakdowns. The AWA Championship Group had a significantly higher 'hull damage' retirement rate at 23% as compared to the 15% norm (a high proportion of the modern lightweight constructed yachts were competing in the AWA Championships) and the Maxi grouping with a predominance of newer light construction designs had the next highest percentage at 20%.

The whole question of light displacement design and construction (which usually involves composite and or exotic hull construction) becomes somewhat emotive, and it became obvious to the Sub-Committee that owners generally downplayed the seriousness of hull failure when it occurred to their boats. The completely opposite side of the picture was displayed when the insurance companies which were involved in damage claims were consulted. Some of the photographs of structural damage taken by them were nothing short of hair raising, and these companies are probably subsidising the development processes of designers and builders.

There can be no doubt that the use of new materials and construction methods is here to stay and will continue to develop. The process whereby the ocean is used as the test tank for designers and builders in the development and application of these new materials introduces new problems and dangers for owners and race administrators.

problems which must be acknowledged by all the parties involved. No amount of bureaucratic control will stem the tide of progress in this field, but a sane course needs to be plotted through the hazards ahead.

A singular case of ridiculous weight-saving on one new yacht involved the connection of a fundamental rig stay to the deck instead of through onto the hull. When the deck peeled open in the heavy conditions it created an extremely dangerous situation which could have been avoided completely if the design had used a meager few extra pounds of structure. If designers repeat this type of thinking (and if builders are short sighted enough to build to such designs) then we are all headed for troubles in the future. (This is the second time in successive races that a gaping deck hole has been created in one of the yachts by the rig.)

There have been a significant number of new yachts which have had additional ribs or stringers inbuilt since returning from this Race, and the extra weight added in so doing has been infinitesimal. The effect, however, has usually been that panel sizes in the sensitive areas have been halved which, in turn, dramatically reduces the flexing previously evident in a heavy seaway. (In exotic laminated constructions, a common cause of failure is the localised disintegration of the core material due to shear, brought on by continuous flexing. This ultimately leads to skin failure and thus hull failure.)

The following tables of statistics pur-

**Table 4. Fleet content and retirement rate listed by materials or type of construction**

(In order of descending Retirement Rate)

Materials or Type of Construction	% of Fleet	Retirement Rate
Wood Laminated	8%	90%
Exotic Laminated	20%	76%
G.R.P.	40%	69%
Alloy	16%	62%
G.R.P. Laminated	10%	46%

The groups in Table 4, do not include steel, ferro or wood planked since none of these types individually totalled more than four yachts amongst our returns. They have thus each been considered as too small a sample to be accurately evaluated.

NOTE: Care should be exercised when evaluating Table 4 of statistics in isolation since reasons for retirement are not included. Table 5 however, identifies the above five main groups of materials of construction with the five main reasons for retirement. It is therefore a much more useful table.

## Analysis 1984 Hobart Race Retirements

sue this question in further revealing detail by examining the retirement rate listed by materials, and the reasons for retirement listed by materials.

### Design groups

Within the fleet of 152 yachts which started in the Race, approximately two thirds were from eight well known designers; the remaining third consisted of designs of which none exceeded six yachts per designer within the fleet total. Table 6 shows the retirement rate from the eight well known designs (the remaining third of the fleet being considered as too small an individual sample per designer to be analysed with any reasonable degree of accuracy).

NOTE: Care should be taken when evaluating the statistics of Table 6 in isolation since reasons for retirement are not included. Table 7, however, identifies the design groups with the five main reasons for retirement, and therefore has more significance.

NOTE: Whilst the averages in Table 7 are calculated accurately from the returns received, readers must appreciate that we did not receive returns from every retiree. At the beginning of this report it is shown that 84% of all retirees returned their questionnaires, and whilst this was considered a good response, and therefore used as if were a complete response, when the numbers in a particular group become small, the accuracy of analysis may fall off if the return rate in that group differed markedly from the normal return rate. A good case in point can be quoted from Table 7. Frers designs totalled seven in the fleet, of which six retired. However, when we analyse the reason for retirement we find that only four of the six retirees have returned their questionnaires. Of these four, two quoted hull damage as the outright reason for retirement. This calculates as a retirement rate of 50% (two out of four returns) and thus assumes that the unreturned forms would have continued the same rate. However, the two missing forms

may have (a) both shown hull damage as the reason for retirement, or (b) neither shown this as the reason. Thus, whilst we have quoted 50% as the retirement rate for hull damage, it might have been as high as 67% (four out of six) or as low as 33% (two out of six).

The range of statistical accuracy affects Table 7 more than any previous table because of the relatively large number of groups being considered (eight designers and 'others'), and, as a consequence, the small size of the sample in the lesser groups. (The sample size for Dubois, Cole and Frers was only seven each.) With the foregoing in mind, Table 8 is supplied to indicate the 'Accuracy Likelihood' of Table 7, 'Reasons for retirement Listed Against Design Origin'.

### Displacement ratios

The Sub-Committee was interested to see whether the modern light-displacement designs fared well or badly from the standpoint of retirement. To do this, the 'Base Displacement Ratio' (BDR) was extracted from each yacht's rating certificate and averaged for both the finishers and the retirees. (BDR is a factor used in calculating a yacht's IOR rating and is designed to recognise whether its displacement is proportionally large or small. Displacement itself cannot be used for this purpose since it is a function of the yacht's size.) To give readers some idea of the range of BDR, a modern lightweight Farr design could have a BDR of say, 1.040, whereas an old S & S 'leadmine' might have a BDR of 0.960. The result of this investigation was:

Average BDR of Retirees = 1.017

Average BDR of Finishers = 1.007

The difference is not great but is recognisably in favour of the heavier displacement designs.

### Age of yachts

The question of whether or not older yachts have a better chance of getting to the finish line than their newer counterparts in a gruelling race such as this is often argued at yacht club bars. It would be a pity to pass the opportunity, with such a big sample as this race has presented us, to assemble the facts. In this case we can use the information from each start's rating certificate coupled with the published results of the race (thus no question of inaccuracies brought on by using questionnaire returns). The most recent years of 1984 and 1983 are of obvious interest, and beyond that, years are coupled to give reasonably similar sample sizes.

**Table 6. Fleet content and retirements by design**

(Listed in descending order of fleet content)

Design Name	Fleet Total	Fleet Percentage	Retiree Total	Retirement Rate
Farr	24	16%	16	67%
S & S	22	14%	13	59%
Peterson	10	7%	9	90%
Adams	10	7%	9	90%
Holland	8	5%	5	63%
Dubois	7	5%	5	71%
Cole	7	5%	6	71%
Frers	7	5%	6	71%
Others	57	37%	37	67%

The retirement rate of the fleet overall was 70%

**Table 7. Reasons for retirement listed against design origin**

(Shown as a percentage of the Retirees in each group)

Design	Rig Failure	Prudence	Hull Damage	Sea Sickness	Sail Damage	Others
Farr	15%	16%	21%	21%	0%	26%
S & S	26%	20%	14%	8%	8%	25%
Peterson	40%	8%	5%	5%	0%	42%
Adams	0%	12%	0%	27%	38%	23%
Holland	8%	8%	20%	0%	15%	49%
Dubois	80%	10%	0%	0%	0%	10%
Cole	20%	17%	2%	25%	5%	32%
Frers	25%	0%	50%	0%	25%	0%
Fleet Average	25%	17%	15%	13%	10%	20%

**Table 8. Accuracy Likelihood of Table 7**

Design	Number of Retirees	Number of Returns	Accuracy Likelihood
Farr	16	13	81%
S & S	13	11	85%
Peterson	9	5	56%
Adams	9	9	100%
Holland	5	5	100%
Dubois	5	5	100%
Cole	6	6	100%
Frers	6	4	67%
Others	37	31	84%

Table 9. Age date listed against retirement

Age Date	Finishers	Retirees	Total	Retirement Rate
1984	4	15	19	79%
1983	7	12	19	63%
1981-82	5	16	21	76%
1979-80	4	17	21	81%
1976-78	7	15	22	68%
1974-75	9	16	25	64%
Before 1974	10	15	25	60%
TOTALS	46	106	152	—

The retirement rate of the fleet overall was 70%

Table 10

Age Date	Finishers	Retirees	Total	Retirement Rate
1979 and Above	20	60	80	75%
1978 and Below	26	46	72	64%
TOTALS	46	106	152	—

Table 11. Reasons for retirement listed against age  
(Shown as a percentage of the Retirees)

	Rig Failure	Prudence	Hull Damage	Sea Sickness	Sail Damage	Others
1984	20%	6%	39%	1%	8%	18%
Before 1974	17%	31%	5%	19%	11%	16%
The Fleet Norm	25%	17%	15%	13%	10%	20%

The Retirement Rates are not neatly graded from one end of the age scale to the other, but three of the four upper rates are higher than the norm of 70%, and there is a significant lowering of the rate at the bottom end, for older boats. To put this into broader perspective the statistics were merely split into two approximately equal halves, and Table 10 resulted.

From Table 10 it can be seen that the newer group of yachts had an average chance of finishing of 25% whilst the older group of yachts averaged a 36% chance, almost 50% more. However, as was said with earlier tables, they should not be viewed in isolation without the reasons for retirement being examined.

Table 11 compares the newest group with the oldest, showing the five principal reasons for retirement.

The questionnaires were used to obtain the information for Table 11, and the return rates were high (14 out of 15 for the 1984 yachts, and 12 out of 15 for the 'Before 1974' yachts).

The obvious main difference between the two groups is the high 'Hull Damage' for the 1984 group (39%) compared to the low damage of the 'Before 1974' group (5%) as compared to the fleet norm of 15%; and the high 'Prudence' rate for the 'Before 1974' group (31%) compared to the low rate of the 1984 yachts (6%). 'Rig Failure' also favoured the older yachts, but this is touched upon in later Tables.

The percentage shown against the 1984 yachts as reasons for retirement are almost exactly the same as those shown earlier in this report against 'Exotic Laminated' (see Table 5). This follows because an overwhelming propor-

tion of the 1984 yachts are, in fact, of exotic laminate construction.

Further evidence of the slightly higher chance of finishing with increased age was shown by examining the average age of the finishers vs the retirees. This information was extracted from all yachts rating certificates and the results were:

Average age of retirees = 1978.58  
Average age of finishers = 1977.58

### Masthead vs fractional rigs

With Rig failure emerging as the biggest single retirement reason (25% of all retirements), it was inevitable that comparisons would be made between the two different styles of mast installations - fractional and masthead. Direct reference to the yacht's rating certificates was the bases of Table 12.

Table 12. Fleet's rig content — Masthead vs Fractional

Type of Rig	Number in Fleet	% of Fleet
Masthead	90	59%
Fractional	62	41%
TOTAL	152	—

Using the rating certificates and the published results, it was established that the proportions of masthead and fractional rig carried by the retirees and finishers were as shown in Table 13.

From Table 13 it is seen that the masthead content was 5% higher amongst the finishers as compared to the retirees. On the other hand, the fractional content of the finishers was 5% lower than that of the retirees. As we have said with previous tables, this gives a suggestion of a problem, though without reasons for retirement, it does not give enough detail. This called for a study of the questionnaires for causes and Table 14 was the result:

The fractionals' 'Rig Failure' percentage of 29% as compared to masthead's 20% is the vital difference, nearly 50% higher. Furthermore, the fractional rigs accounted for only 41% of the fleet, yet their outright dismastings accounted for two thirds of the total.

From the overall point of view, rig failure is the biggest single cause of retirement from a race such as this. This study has shown that within the overall problem of rig failure, one of the two rigs is much more prone to failure than the other.

### General questions

Apart from the main reasons for retirement which have been analysed at length in the previous statistics, there were a number of other queries posed

Table 13. Percentages of retirees and finishers listed against type of rig

Type of Rig	Retirees		Finishers		Retirement Rate
	Number	%	Number	%	
Masthead	61	58%	29	63%	68%
Fractional	45	42%	17	37%	73%

Table 14. Reasons for retirement listed against type of rig  
(Calculated as percentage of the Retirees in each group)

Rig Group	Rig Failure	Prudence	Hull Damage	Sea Sickness	Sail Damage	Others
Masthead	20%	21%	11%	15%	10%	22%
Fractional	29%	11%	17%	10%	14%	18%
The Fleet Norm	25%	17%	15%	13%	12%	19%

## Analysis 1984 Hobart Race Retirements

by the questionnaires, the answers to which proved interesting. These are summarised below.

### Conditions of wind and sea

The general consensus regarding wind conditions suggested 30 to 40 knots from SSW going round to SE on the third day. By the fourth day (only finishers then still at sea) it went to the east and moderated to about 10 knots.

The seas varied, depending whether they were judged inshore or offshore (probably due to opposite current effects – see Current Chart), but 15' to 20' seemed to be the general average quoted, with high tops and narrow backs.

### Geographic position at the time of retirement

Whilst some yachts retired on the first night out (due mainly to rig failure, including a spate of dismastings) and were thus somewhere between Sydney and Wollongong, the majority of retirements occurred during the next day when further south, off the general area of Ulladulla. Few yachts got as far as south as Eden without continuing on and finishing.

### Suitability of storm sails

No conclusive general answer was forthcoming to this question. Some found them ideal, others said that wind strengths did not quite justify their use, whilst some experienced 'Too much boat speed with the storm jib, causing the yacht to go too fast and crash over waves'. It seems that it depended entirely upon the type of yacht. It should be noted, that due to unsatisfactory past experiences with storm sails, the CYCA's safety checks gave this area of pre-race inspection close attention, and it was therefore not surprising that on this occasion the fleet generally avoided the previous disillusionment with storm gear experienced during heavy races. On the general question of sails however, there was a great deal of feedback in relation to the use of Kevlar. Two problems emerged: many found that their deck fittings, sheeting tracks and blocks, and even the sheets themselves, were not strong enough to carry the heavier shock loads that these sails were able to sustain. Consequently they suffered abnormally high failures with this type of equipment. The other new difficulty associated with the use of Kevlar was the apparent impossibility of affecting satisfactory on-board repairs to these sails after they became damaged. Where the mainsail was involved, this almost universally caused retirement. The potential value of carrying a spare Dacron main was sug-

gested by some as a newly attractive alternative.

### Radio communications

Nothing but praise was forthcoming in relation to this question, although the night-time 'whistle' on 4483KHz was annoying to some, and one retiree had reception problems whilst anchored at Jervis Bay (no doubt due to geographic shield from the local cliffs). A problem did emerge, however, back at Race Headquarters. Having retired and notified the Radio Relay Ship accordingly, some yachts gave insufficient details as to the reason for retirement and/or failed to continuously advise the Radio Relay Ship of their movements on the way home. Yachtsmen must appreciate that relatives and friends become quite concerned, particularly in a race with a high retirement rate and its attendant publicity.

The girls manning the special answering service phones at Race Headquarters were subjected to an unnecessary amount of flak from concerned enquirers when they could only say: 'The last we heard was that they had retired and were heading for Ulladulla'. More appreciation on the part of the retired skippers of the problems they may create back at home would avoid this criticism of our volunteer staff.

### Suitability of safety equipment

#### Bilge pumps

Whilst safety equipment was judged as adequate by the majority of competitors, several points were mentioned in sufficient numbers to warrant their consideration. Suction hoses of bilge pumps should be capable of reaching well athwartships, to the areas where water collects when the boat is well heeled for long periods.

#### Bolt cutters

Bolt cutters which met the formal requirements of the Safety Regulations were often good for only one cut, whereupon the edges were damaged, precluding further use. Good quality oversized models should be carried, or, best of all, heavy duty hydraulic cutters substituted. (Reliability of continued operation is absolutely essential when the rig is over the side, but still attached, in heavy weather.)

#### Safety harness

Safety harnesses were the subject of a direct query in our questionnaires, and it is simply amazing that five retirees stated that their crew **never** wear safety harnesses! Having digested that, here are the complete statistics:

45% of the fleet adopted a 'Strict Use' of Harness policy.

51% of the fleet adopted a 'Partial Use' policy.

4% of the fleet didn't use harnesses at all.

'Strict Use' was generally defined as 'In all weather except calm' whereas 'Partial Use' was in heavy weather only.

The percentages amongst the retirees compared to the finishers for use of harnesses varied little from that of the overall figures, except that **all** of the 'non-users' were retirees. (What conclusion can you draw from that?)

It is interesting to note that one of the non-use yachts had a man overboard situation at one stage. Did this convert any of the non-users on board, or do they simply consider ocean racing a 'risk' sport?

Many skippers raised the question of the inherent dangers with crewmen getting in and out of the companionway hatch in heavy weather, and the conclusion was that they would fit special attachment points for safety lines in this area in future so as to minimise the risk of losing a man whilst emerging from, or descending into, the companionway with the yacht pitching severely.

The age-old question of difficulty of donning harnesses and safety lines was raised by many, and there can be no doubt that this problem, coupled with their general clumsiness, contributes to their non-use. This is an area of safety which urgently requires a complete rethink. The currently 'approved' harness is a tediously difficult thing to don, and at a time when crew are being called on deck in an emergency it is quite common to see them wasting time sitting on the cabin sole struggling to get into their harnesses . . . or going up without them. This is at a time when they can least afford to do so. A new and perhaps innovative approach is urgently needed from within the sport. We must come up with something more suitable, even if it initially clashes with 'Standards' authorities. This is urgently required.

(Try this as a catalyst for a new line of thinking. Now that the harness safety lines are double-ended, they could be considered as separate from the harness. What if the harness was either permanently in-built with the wet weather coats/float coats, or provision made to Velcro-attach them, and then the safety line need only be collected at the hatchway when going on deck? The safety lines could very easily be hung at the companionway upon returning below, thus freeing the coat from the cumbersome line and its hooks.)

Finally, on the general question of safety equipment, the CYCA Inspectors

**Table 15. Trophy winning percentages**  
(Listed in Trophy Winning Order)

Characteristic	Percentage in Fleet	Percentage of Trophies Won
Fractional Rig	41%	53%
Masthead Rig	59%	47%
Exotic Laminated Construction	20%	35%
G.R.P. Construction	40%	25%
Alloy Construction	16%	23%
Others	24%	17%
1979 Age Date and Above	53%	62%
1978 Age Date and Below	47%	38%

reported the growing practice of crewmen carrying a whistle and torch in their personal floatcoat or waterproofs. This is something which skippers should encourage. On the other hand they observed that very few skippers had made any pretence of conducting a 'man overboard' drill prior to the race.

### Trophy winning

One of the reasons for setting off in an ocean race, and one which cannot be ignored in this analysis, is the natural desire to win trophies. Whilst this investigation is primarily concerned with the reasons why so few yachts got to the finishing line, the aim of winning trophies can be shown to have a significant bearing on whether or not a yacht survives the course in a rough race.

Table 15 shows some of the characteristics which seemed to contribute to retirement compared to their effect on the winning of trophies.

The total number of trophies presented at the end of this race was 51. No allowance has been made in the percentages for a differing value for 1st, 2nd or 3rd placing since in most cases a 1st placing resulted in the presentation of more than one trophy.

From the previous Tables it was shown that fractional rigs had a retirement rate of 73% against the fleet average of 70%, they had a rig failure of 29% compared to masthead's 20%, yet this Table shows that whilst only contributing 41% of the fleet, fractional rigs figured in 53% of the trophies presented.

Similarly, exotic laminated yachts had a retirement rate of 76% compared to the fleet average of 70%, which seemed primarily due to a hull damage rate of 37%, with the fleet average at 15%. However, these yachts figured in 35% of the trophies presented whilst they only accounted for 20% of the fleet at the starting line.

Thus it is shown that owners who chose yachts of exotic laminated construction, and with fractional rigs, knowingly or unknowingly took the gamble of a high retirement rate in a rough race with the apparent certainty of a higher trophy winning rate.

Owners also seemed to choose their

designers well. Farr and S & S were ahead of the field in popularity, accounting for 30% of the total fleet. (16% for Farr and 14% for S & S, see Table 6), yet they managed to win 49% of the trophies.

One of the present problems within the sport is to come up with yachts which can both get to the finishing line in heavy weather in numbers equalling the fleet average and also figure in the prizewinning lists. This is probably best demonstrated by the fact that we have just completed an extensive selection series to choose a team of three yachts to represent Australia at the next Admiral's Cup contest. The yachts clearly chose themselves by a point-scoring system in a series of races held in and around Port Phillip in March this year.

Each of the three yachts had previously entered the AWA Sydney-Hobart Race, which we have just analysed, and not one of them reached the finishing line. The best that they achieved was 24 hours out on the course (two hull failures and a rig failure).

Herein is the present dilemma of Blue Water Ocean Racing and the rule under which it is raced, the IOR. If owners aspire to figure in the trophy lists and build accordingly, the statistics from this race suggest that they seemingly must take a higher than normal risk of not getting to the finishing line if the weather is rough.

### CONCLUSIONS

Rig failure, which accounted for 25% of the retirements, was the largest single reason for not reaching the finishing line in this race. Much of the cause can be attributed to rigging being in questionable condition at the time of start, and this is a factor to which owners should give much more attention in the future. Additionally, fractional rigs were shown to be more prone to failure than masthead rigs, a point which mast designers should consider in future installations.

Prudence, or deciding it to be unsafe to continue, was the next most prevalent reason for retirement, accounting for 17% of those who failed to finish.

This is an area of decision making on the part of skippers which was dealt with at length earlier in this analysis. Also, it must be acknowledged that a significant proportion of the fleet set off with the anticipation of a pleasant sail to Hobart. When the conditions developed to the point where it was no longer a pleasure, and showed no sign of early improvement, then these skippers took the decision to retire. This is as it must be. There should be no feeling of compulsion to continue.

Hull damage, accounting for 15% of those who failed to finish, was the next largest reason for retirement. Repeated hull slamming whilst going to windward in heavy conditions soon found such weaknesses as existed in yacht hulls. Exotic laminated construction fared worst in this test, with a failure percentage due to this cause of 37% compared to the fleet norm of 15%. The new materials of construction being used show all the signs of acceptance for the future and designers should use the failures which developed in this race to gain a better understanding of the loads imposed on the hull structure and the limits to which these materials can be pressed. Apart from design aspects, building techniques need to keep pace with the new technologies as they develop, bearing in mind that the search for lighter construction within the hull leaves less margins for safety, which might otherwise compensate for errors in construction. It would be a great pity if the lessons learnt in this race did not flow back to designers and builders and cause some changes in their thinking towards improved heavy weather hull integrity.

Seasickness, amounting to 13% of those who failed to finish, was the fourth most prevalent reason for retirement. What can be said about this malady that hasn't been said before? Its effect on crews in a heavy race was covered at length in the Retirement Report of the 1977 Sydney-Hobart Race in which it accounted for 17% of the retirements. We can do no better than quote from that report. 'This type of retirement cause has afflicted yachtsman ever since man has ventured into the open sea. It may be reduced as a cause for retirement by skippers being made more aware that a choice of crew less prone to the problem will give them a better chance of finishing such a race, and that preconditioning by sailing in more of the preliminary races would help to both identify the unfortunates and to accustom the others.'

Sail Loss as a reason for retirement rose from a meagre 5% of the retirees in the 1977 Race to 12% in this Race. Whether the use of Kevlar on this occasion accounted for the difference was not clear. However, reports concerning

## Analysis 1984 Hobart Race Retirements

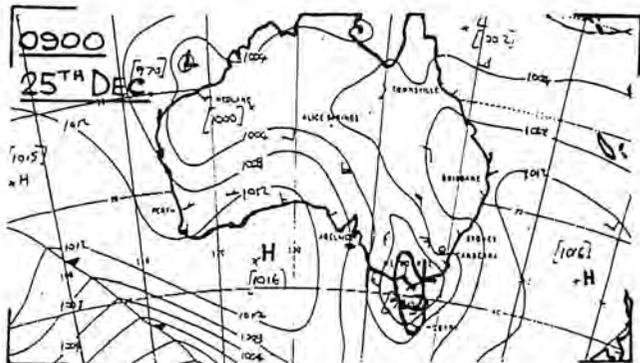
the difficulties of repair of Kevlar sails did emerge from the questionnaires. One very obvious trend did, however, reveal itself in connection with sail loss retirements relative to yacht size. Table 3 shows that sail loss as a reason for retirement was 40% for Maxis, 24% for Division A yachts, 15% for Division B

yachts, 4% for Division C yachts, and 0% for the Division D yachts. This variation is too pronounced to be passed over without further study. Sailmakers should ponder this statistic.

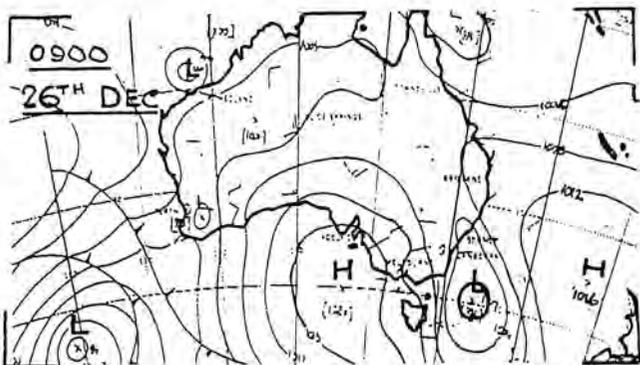
Summarising, this Race presented the best base yet for statistical analysis of ability to finish under heavy condi-

tions. The numbers involved in both starters and retirees were of sufficient order to give credibility to the conclusions which could be drawn. It would be an unfortunate loss to the sport if any of the parties involved – administrators, owners, designers, builders – failed to profit fully from the experiences thus gained. □

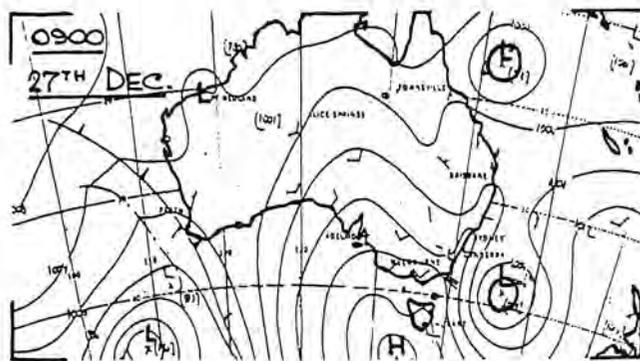
## Synoptic Weather Charts from the Melbourne Weather Bureau



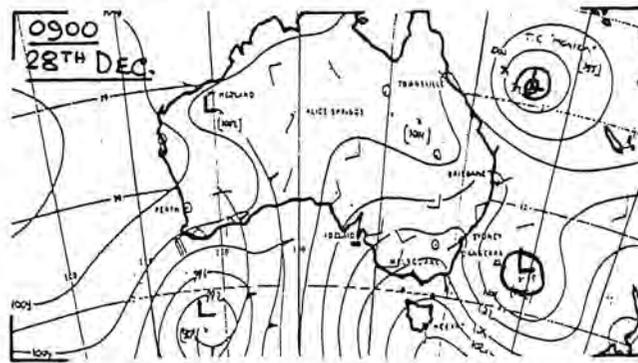
On the morning before race commencement a low pressure system of 990 Mb was centred over Melbourne causing a northerly air flow down the New South Wales Coast. It had been forecast to move easterly.



By the morning of the start the 'Melbourne' low had moved fairly quickly east, as forecast, to a position approximately 300 miles east of Flinders Island. Its central pressure was 996 Mb and resulted in a fresh to strong S-SSW air flow up the New South Wales coast.

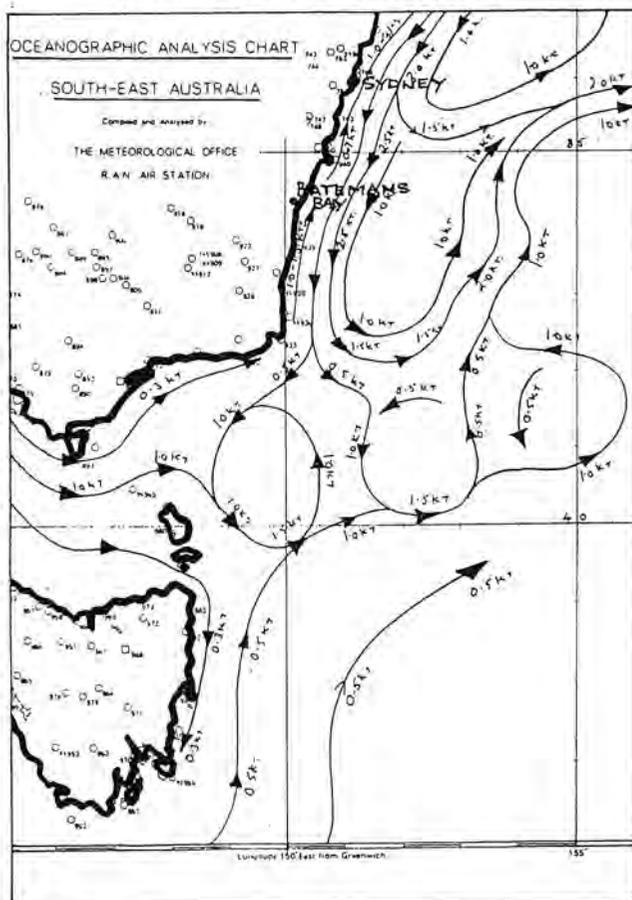


On the morning of the second day the low had only slowly moved to the northeast and was centred approximately 350 miles east of Gabo island. It was still causing fresh to strong S-SSW winds up the New South Wales Coast.



By the morning of the third day it had continued its very slow movement northeast and was now centred approximately 450 miles east of Montagu Island. It was destined to continue this very slow movement, to ultimately be absorbed by tropical cyclone Monica about 500 miles east of Sydney. It was now causing a SE-E air flow onto the southern New South Wales coast.

## Current Chart as supplied to the Race briefing by the Royal Australian Navy





## BIGGLES' COLUMN

by John Brooks

The impending rewrite of Rule 26 (Advertisements and Sponsorship) has caused ripples of interest to spread out across the world from that epicentre of decision making, the IYRU. Those of you who feel that only the lack of a spare quarter million or so has long kept you from your otherwise richly deserved place in the owners winning circle, and that all you have to do now is line up some generous but naive corporate sponsor, will have to think again. It will not, I sincerely hope, be all that easy.

The IYRU passed the Rule 26 buck to the appropriate national authorities, in our case the AYF, which in turn canvassed its members for ideas. The net result for ocean racing, in the short term anyway, will mean that there is little change. In the first place, the AYF will only consider exemptions to Rule 26 for yachts racing in, or preparing to race in (whatever that means), a recognised national or international event. That limits the choice pretty severely, as far as ocean in Australia is concerned.

Secondly, the club running the event would have to approve. In fact, that will, in practice, be the first hurdle to overcome since the chain of applica-

tion will be through the club or association to the YANSW (for example) to the AYF. There will not be too many ocean racing clubs willing to allow advertising on boats. One good reason is that the club would want to protect the major sponsor of the event, if there is one.

Clubs are going to have to give very careful thought to how much, and when, they will support an application for dispensation of Rule 26. Many yacht owners will object strongly to competing against sponsored or partly sponsored yachts, and who could blame them? Amateurs would be hard-put to compete with a professionally owned and operated boat, professionally crewed, and why should they? 'What about the eighteens?' I hear you bleat. Well, they are different. They are a class of their own, they do not race with anyone else, but God help us if ocean racing should ever come to that.

The lessons from the motor racing industry are clear enough. Advertising on racing cars, which was once an amateur sport in Australia, has led to big money being lavished on the few top performers who are in the public eye. The system has cemented-in those few stars. The money provides them with the fastest cars, so they keep on winning, which brings the money in, etc. etc., to them only – the rest get little or nothing.

How long is it since you heard of some talented young driver breaking into the sport and knocking off the established stars? It does not happen, which is why Peter Brock has won the Bathurst 1000 so many times. How boring. Do we really need that in ocean racing? If we have to put up with the abomination of advertising on yachts, let it be in an area where it does the entire sport some good, say, in support of sending teams overseas. But if to achieve that we have to allow advertising on a season-long basis, then let's forget the whole thing.

Personally, I think the new approach to Rule 26 by the IYRU represents some pretty woolly thinking by administrators, including ours, since they supported the idea at the annual meeting in London. I have yet to see any argument which proves, or even suggests, that ocean racing, or any other type of yachting for that matter, really needs changes to Rule 26, be it for advertising signs or any other reason.

o o o

I had taken to dropping in to a little pub close to home for a quiet beer, it having been next to impossible to have a quiet beer at the CYCA with the building going on, when I ran into an old yachting whom we shall call Furze, for short. Now, Furze was a skiffy many

years back but has since done most of his sailing from the bar. He is, I believe, and old mate of Bob Cranse who, in case you do not know, is also a skiffy of the old school and an obscure yachting journo.

Anyway, Furze has always had a bit of a thing about blue water sailors and has often been heard to dismiss them as shamateur sailors, this said with a curl of disdain. His own idea of real sailing dates back to the days when they dropped off excess crew on harbour buoys, to be picked up the next time around, maybe.

Furze saw me first, and I found myself cornered at one end of the bar with no obvious escape route. With a glint of triumph he opened up with a full broadside. 'Ha!' he said, 'I see only forty-six of you pansy ocean wallopers managed to finish the Sydney-Hobart this time. What happened, was it a little to damp?' Before I could parry this lightning thrust he went on, 'You know, in the old days the Halvorsens would have laid Freya on the starboard tack, nailed the hatches shut, and retired below with a couple of bottles of rum until the storm blew itself out, then come on deck and won the race.'

I replied that in that case they would have been about 250 miles off the coast, would have picked up the south-easterly first and probably would have won the race even this time around. Furze took this gentle sarcasm as an admission of defeat, and I escaped further punishment. I haven't seen Furze at the pub since the CYCA's analysis of Sydney-Hobart Retirements was published. It seems that he and an old mate are going into the timber mast-making business. It might work, at that. □

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# SAILING THROUGH THE 'STEPPING STONES' OF GREECE

by Trevor Joyce



A great deal has been written about sailing in the Greek Islands, and without doubt most cruising yachtsmen aspire to sail there at some time or other. Inevitably the question arises, 'What makes them so special'? After all, the sea is the sea and sailing, is sailing, and there is plenty of both available much closer to home.

Having lived in Greece for the past eight years and having operated a cruising ketch as a charter yacht there for three of those, I have had ample opportunity to ponder the question, and there is no doubt in my mind that the experience is unique for a number of reasons. The first that comes to mind is the weather which, from mid-May to mid-September, simply doesn't change. Months of blue skies and sun, no southerly busters, thunderstorms or rainstorms that disrupt many an afternoon during the Australian summer.

Then there is the sea, an almost unbelievable inky blue colour, free of tides and currents and, most of the time, quite friendly.

Finally, it's the islands and the Greek people themselves that give the real

flavour. Sprinkled like stepping stones throughout the Aegean and Ionian Seas, the islands are all different, each a microcosm created in isolation. Certainly they all fly the Greek flag, but they are all pretty much a law unto themselves. The architecture and social customs differ, and the people display influences from sources as disparate as Asia Minor and Italy. One thing common to all islands, however, is the fact that the focal point of all activity is the sea port, no matter how humble. Everything and everyone comes and goes by sea so that when you arrive on a yacht you are immediately placed in the very best spot to sense the character of the place.

But Greek ports are not like places you might tie up in elsewhere in the Mediterranean. There is no ship-to-shore power, water, diesel or telephones. Some of the most elementary things, like ice, are difficult to find, and with most quays semi-circular in shape, you can never be certain that your stern anchor won't be fouled when another yacht decides to leave at five the next morning. But this is all part of

the charm.

On the other side of the coin you will never have to walk far from your boat to the nearest taverna on your way out in the evening, or from the nearest bar to your boat on your way home.

And your boat is always safe while you're gone. Theft is rare in Greece, a country whose people still respect the property of others.

So for yachtsmen, this is cruising at its very best – short hops from island to island, easy navigation, few hazards and a completely different scenario every time the yacht moves.

There are a number of popular cruising grounds in Greece: the Ionian Islands in the west; the Cyclades in the Aegean; Rhodos and the Turkish coast in the east; and the islands of the Saronic Gulf near Athens. But there are still new areas to explore, and Samos, the base of my own yacht, is the staging point for one of them.

Last year I skippered three cruises in the area south of Samos along the Turkish coast from Kusadesi to Bodrum and along the Greek Islands between Kos and Saos. Samos lies just two miles off



the Turkish coast and is a member of a group of islands called Dodecanese. Pythagorion, the smaller of the two main ports on Samos, boasts past association with Polycrates, one of Greece's earliest democrats, and with Mark Antony, Cleopatra and, of course, Pythagoras, for whom the port is named. Today it is the location of the airport of Samos, and most sailing yachts operating in the area are based there.

A cruise in the area would start with a twenty-five minute flight from Athens. The first leg requires an exit stamp from the Greek authorities and an entry stamp from the Turks. No problem, though; friction between the Greeks and Turks does not manifest itself at ground level (most of the excitement is orchestrated for the pleasure of politicians).

Effesus, an ancient Greek-Roman city, lies near the modern Turkish port of Kusadesi, about three hours sailing from Pythagorion. Famous for double-knotted carpets and leather goods modelled on French and Italian designs at a fraction of the price, Kusadesi makes an interesting introduction to oriental

culture. The mosques, Turkish baths, shops, restaurants and, of course, the people all create the impression that this is the frontier of a completely different world.

The next phase of the journey ends at Bodrum, about 100 miles to the south. Another of history's stamping grounds, this is the exit port where formalities are completed before re-entering Greece.

The coastline between Kusadesi and Bodrum holds one of the real surprises of the journey. Sparsely populated and punctuated by fjord-like inlets, this part of Turkey seems still unaware that the 20th century is more than three-quarters gone. Few yachts visit these ports and there is plenty of time to sit and contemplate.

After re-entering Greece at Kos, a lively place where alcohol is still duty-free because of a piece of legislation the locals forgot to dismantle after the Italian wartime occupation, the course meanders northward again with Kalimnos, Leros, Patmos, Lipski, Arki, Fourni and Agathonissi along the way.

There can be opportunity for some

serious sailing here because the prevailing wind direction is basically north-north-west. But the islands are close together, so retirement is always possible before the crew threatens mutiny. Patmos in particular stands out. Historically interesting, its port is spectacularly located, and its protected bays make for some easy day trips for sunning and swimming before returning to port for the night. Lipske, Arki and Agathonissi are hardly populated, and electricity is still something of a novelty. But they are all well worth a visit, and then it's back to Saos.

Thus ends a cruise that can be adapted to suit almost any time frame of a week or more. Also it is ideally suited to a family venture - big on poop deck relaxation and small on beating upwind with decks awash.

Chartering in Greece these days is not expensive and the Australian dollar has not collapsed against the Greek drachma. A 12-metre yacht with six people in three separate cabins will cost about \$A50 per person per day. □?

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# HAMILTON ISLAND RACE WEEK 1985

story and photographs by Robin Copeland



Indian Pacific leads Scallywag at the start of the long race; she finished first in the IOR Division.

'Golf Oscar Delta' (Hamilton Island employees' affectionate phonetic acronym for owner and Commodore Keith Williams) has decreed that 'this year there shall be sun'. Thus spake series organiser Dave Hutchen at the official skippers and navigators briefing held in the harbourside Mariner's Inn. Unfortunately there's a price to pay for everything, and this time it was at the expense of the wind.

In contrast to last year's blustery southeasters and seemingly incessant rain, the second XXXX-Ansett Hamilton Island Race Week was held under cerulean skies. This time you could actually believe you were in the latitudes (20° 20') that Hamilton Island shares with its Clipper Cup racing counterpart in Hawaii.

The Gladstone-Hamilton Race was the feeder to the series for yachts from the south. It was notable only for its late (1600 hrs) start which saw boats still tacking up the Port Curtis Channel in total darkness, and for the dubbing of the winner's (*Hot August Night*) well-oiled owner, Bob Robertson, 'Sir

Rhosis', which took place later at the Hamilton Barefoot Bar.

The next couple of days saw the gathering of the crews from around Australia as various groups came to lizard around 'Hoges' ('working for Australia') swimming pool, testing the quality of the Castlemaine and the protection factors of sunscreen lotions. Bubbling bodies peeling for pleasure. On the harbour side of Hamilton was 'Nutri' Grant Kelly and friend Lisa Curry training on *Apollo's* coffee grinders under the constructive gaze of sailing master Curly Stalker, whilst recently arrived Bob Bell took his Bermudan sloop *Condor* training off Catseye Beach.

The first race of the series, on Saturday, got underway beneath brochure blue skies, with flat seas and half-ounce breezes. *Kookaburra* from Queensland took the 51-yacht running start on port gybe, bluffing Bell on starboard along with the other 49. However, as sanity took over so did *Apollo* until Daydream Island, where *Condor* got a break on the gybe to the tip of North Molle and rounded just in front.

From there on out *Condor's* tactics decided the maxi race. While *Apollo* chose to work the western side of the Whitsunday Passage, *Condor* opted for the eastern course where this year there was a weaker current. It seems even local knowledge is unable to determine the best passage. *Condor* went on to win by eight minutes, despite her keel's continued attraction to solid ground when she repeated her 1983 Hobart experience by hitting a couple of bombies to bounce over. *Apollo* was unable to take advantage of this encounter of the second time and slid in a further three and a half minutes ahead of *The Office* (Arthur Bloore).

John Eyles with last year's Sydney-Hobart winner *Indian Pacific*, studying *Condor's* form, took out handicap honours from *Hot August Night* (Sir Rhosis) and *Scallywag II* (Ray Johnston) who all used the eastern side.

In the Arbitrary Division, Queensland yacht *Kookaburra* (R.P. Knott) maintained her early advantage in beating the Victorian Marine Hull connection *Triad* (S. Vickery) from *Kediri*

(G. Goedhart, Qld.).

### Race 1

#### IOR DIVISION

1. Indian Pacific
2. Hot August Night
3. Scallywag II

#### ARBITRARY DIVISION

1. Kookaburra
2. Triad
3. Kediri

A changing weather pattern on Sunday's 35 nautical mile race to Hayman Island and back did not allow the winds to settle into a pattern that produce a testing course; they seldom gusted above five knots and varied around all points of the compass. The 0900 start was postponed when many yachts saw themselves in the embarrassing position, through lack of breeze, of having to consider throwing over an anchor to stop themselves from being carried over the line by a swift northerly-flowing ebb tide (tide range almost 3 metres).

One could feel the frustration setting in when, as the yachts returned to the marina to await the new starting time, Dr Dan turned on the full force of her megawatt speakers to blast out the 'Keep Them Doggies Movin' theme from Rawhide.

At 1145 hrs the diminutive Kookaburra once again had the last laugh by taking a flying start over that other great bird, but as soon as the yachts cleared Dent Passage adjacent to Hamilton Harbour, the wind died and it became apparent that there was little likelihood the race would be completed.

The stereophonic Sydney sloop Dr Dan, skippered by Triple M's Rod Muir, continually harassed Apollo before race officials wisely decided, in an effort to get a result, to shorten course with Bird Island 14 miles away, the new finishing line. But even this compromise failed to achieve anything by the 1600 hr deadline, leaving a frustrated Fraser Johnston, Condor's sailing master, still half a mile from the 'race abandoned' gun. This almost certainly robbed the maroon maxi of claiming a race honours/handicap double.

The social events organisers, however, kept abreast of things and that night staged a wet T-shirt competition prior to the sponsors XXXX party in the Mariner's Inn. For the record, the CY-CA's Choyce (sic) barely won from some prominent opposition. The best story of the night was relayed by Dave Hutchen, who had suggested to Race Control's Sharon MacKenzie that she should enter. Sharon protested in reply that she wouldn't be seen in one of these contests for a million dollars. 'How about \$100?' Dave Taunted. 'Do you mean that? You're on!'



Wendy Lee holds a Four-X at Whitehaven Beach during the cricket match. She may be seen again in July, lying on her back, folded once with an uncomfortable staple in her anatomy - in the middle of Penthouse magazine, where she is 'pet of the month'.



Condor leads Apollo, as she did throughout the series.



Condor finished first in the maxi stakes and sixth overall in the IOR Division.



A hot April day at Whitehaven, and where clothing was not only unnecessary but undesirable.



Southern Cross is yet another Australian 12 metre to go into retirement in the Whitsundays.



In April it is 'always' windy in the Whitsundays, and (as always) the weather asserted its right to be capricious on this half-ounce day.



Among celebrities at the barbecue on Whitehaven Beach was Allan Border, current skipper of the Australian cricket tourists, who on this occasion was fulfilling a commitment to the Sponsor, Castlemaine XXXX. He led the media and sponsors cricket team.

Monday's lay day saw the traditional outrigger canoe races around a marker just outside the harbour entrance and the three-man dinghy jousting competition which drew even more blood than Whitehaven's goanna (is that where he's been hiding?) who took a vicious liking to the ABC cameraman's right hand – a gesture NSW's Premier might appreciate.

There were two starts on Tuesday: the IOR fleet's 175-mile Coral Sea Race via Penrith Island at 1100 hrs; and, at 1700 hrs, the Arbitrary Division's 85-miler to Coppersmith Rock and thence to Edward and Hayman Islands. The blocking low in the Tasman refused to budge, and the early race got underway in a contrary 10 knot nor'wester.

The New Zealand pocket-maxi *Cotton Blossom* (D.M. Gold) carried a steady breeze on starboard gybe running to the mainland coast. While the rest of the fleet stayed on port with *Siska II* (B. Small, Qld.) and Papua New Guinea entry *Di Hard* (R. Foot) shying

up to go between Hamilton and Pentecost. There was no doubt *Cotton Blossom* had been on to a good thing when she closed on *Apollo* two hours later south of Lindeman. It wasn't until later in the evening that one saw the result of *Siska II* and *Di Hard*'s apparent gamble. *Siska* rounded Penrith third behind the two maxis and ahead of *Bewinched* (Bill Ferris), *The Office* and *Cotton Blossom*, with *Di Hard* looking very good on handicap.

There was some confusion at the start of the Arbitrary Division race when crews must have thought the turkey shooting season had begun after their general recall. Seven guns went off in the space of ten minutes whilst the start boat worked out which flag to use. Local boat *Chapter 7* (H. Secomb) went aground and *Triad* led the fleet south.

Then a greater disaster struck. Shortly before midnight Mike Power on *The Office* saw a red flare go up behind her in the vicinity of Penrith. Later a

message was received that *Aggression*, a Dubois 34 from Bowen, had run onto the reef at the south-western tip. As the yacht was washed across the reef, the keel was ripped from the hull and she settled on the bottom. Meanwhile tiny Tasmanian sloop *Kamehameha*, skippered by Phillip Grafton, stood by to offer assistance. Unable to maintain radio contact the two boats could only flash torches in reassurance. Fortunately as the tide receded, the crew of the stricken yacht were able to plug the holes in the hull and refloat her on the incoming tide.

At first light, Race Directors Dave Hutchen and Warwick Hoban were hovering overhead in one of Hamilton Island's helicopters, but with no means of communication the only way to assess the situation was for Hutch to be dropped into the water. Having swum alongside it was only when he found he could stand that Dave realised that the yacht was keelless. The local barge *Kanimbla* was organised to stand by with crane. However, *Aggression*'s skipper Peter Daniels was confident, in the calm, near windless, conditions, that there was no danger, and using her own engine he motored slowly back in company with *Kamehameha*. They all must have wondered on approaching the harbour that night what other disaster had befallen. Dodging rockets, star shells and thunderbolts, they arrived during the sponsor's spectacular fireworks display.

*Indian Pacific* was perhaps lucky to record a corrected time win over *Szechwan* (Wayne Johns, NSW) who, approaching the finish in darkness with no wind and a sweeping tide, was carried the wrong side of the line and had to re-round, losing more than five minutes. *Di Hard* also experienced some testing moments when she twice hit coral outcrops before gaining third place.

A rare sight at the dock was Australia's touring cricket Captain, Allan Border, acting as drinks waiter, fulfilling a commitment with Castlemaine by helping to deliver cartons of XXXX to the finishing boats.

### Race 3

#### IOR

1. *Indian Pacific*
2. *Szechwan*
3. *Di Hard*

#### Arbitrary

1. *Kediri*
2. *Pandemonium* (H. Bakewell, NSW)
3. *Ariki*

Contrary to the normal order of things the sun hung in there for Thursday's lay day, and a huge beach party at Whitehaven on nearby Whitsunday Island saw many a burnt body return gingerly home that night. Those with a thirst

were kept liberally lubricated with more of the sponsor's product, kept icy cold in a refrigerated container truck aboard *Hercules*, the huge landing barge which stayed temporarily beached and which provided power for Susie Tutin and brother 'Tut's' rock band. Marquees provided some shade for the barbecue whilst a fleet of fifty-odd boats hung offshore. The scene from the air resembled some film maker's re-enactment of Dunkirk. It was here that Allan Border's real role was revealed, when he captained a representative team of gentleman sponsors and media versus the yachtsmen players. The result would be of little consequence to Wisden.

Race 4, the 35 mile Hamilton Island triangle, was planned to be a weather start off Catseye Beach, but even the thunder clouds in the southwest failed to bring the much needed breeze, and the race was immediately abandoned to the disappointment of frustrated skippers and disgruntled crews who believed there should have been a postponement. The Race Committee's decision was later vindicated when an alternative fun race, hastily organised by venturesome cruisers at the whisper of wind, almost failed to complete a circumnavigation of Dent Island in three hours. Off the record, Rob Mundle's *Big Cat Eyewitness News* won the bottle of rum proffered.

Meanwhile back at the ranch the Race Committee got their heads together and by 1700 hours had prepared an updated set of sailing instructions which was distributed to all competitors. These allowed for two short races of 8-15 miles to be sailed over a mix of five different courses to be determined the following day.

Several rain showers that night heralded the return of south-easters, and by the start of the morning race a steady 10-15 knot breeze working against the tide had built up a steep chop in the manoeuvring area off Catseye Bay. It soon became apparent that *Apollo* was in trouble. Either she had broken some gear or someone had misread the course. It turned out both were true, as she had also torn her number one and burst a hydraulic vang hose. A rapidly improving *Struth* skippered by Simon Green won handicap honours. Green, who wrecked his own yacht *Thirlmere* ten minutes into the race from Sydney to Mooloolaba, had promised his crew after their ordeal of striking the Sow and Pigs he would get them to Hamilton Island in a chartered yacht. Their performance on *Struth* earned the admiration of fellow ocean racing sailors. *Hot August Night* was second, followed by *Indian Pacific*.

## RACE 5

### IOR Division

1. *Struth*
2. *Hot August Night*
3. *Indian Pacific*

### Arbitrary Division

1. *Querida* (W. Glenwright, Qld.)
2. *Pandemonium*
3. *Obsession* (D. McGrath, Qld.)

The last race proved to be the most rumbustious as the wind build up to 25 knots and simulated conditions of 1984. *Indian Pacific* had only to get a fifth to take out overall handicap honours for the series. Up front a fascinating battle was developing between the two maxis as Warwick Rooklyn and a makeshift crew, with the advantage of a clear windward start, combined cleverly in the testing southeasterly winds to build a race-winning lead as the yachts duelled in the tense windward battle to Pentecost Island. Supported by excellent crew work on the shy spinaker run from Craig Point on Whitsunday Island to the finish at Catseye Bay, Rooklyn continuously looked over his shoulder at the threatening *Condor* but

managed to maintain the advantage. *Dr Dan* was always in contention and looked extremely menacing on the run home, but Ray Johnston's *Sallywag II* sailed a virtually error-free race to pip *Apollo* and prevent her taking a line honours and handicap double, with *Indian Pacific* just getting a series winning fifth.

## Race 6

### IOR Division

1. *Sallywag II*
2. *Apollo*
3. *Struth*

### Arbitrary Division

1. *Triad*
2. *Chapter 7*
3. *Obsession*

In retrospect two abandonments in a five-race series could have spelled disaster, but tenacious thinking by the organisers and patience and cooperation from competitors allowed for another successful series. Nothing could be done about the weather. Meteorological statistics in the area suggest that there is *always* wind in April, but then, I guess, what are records kept for other than to be broken? It was unfortunate, but determination overcame the difficulties. Life wasn't always meant to be breezy!

Next year there will be two major changes to the series, according to the race organiser, David Hutchen. The first is to have seven races comprising one long race, two medium-distance races and four short races around marker buoys, with one discard allowed. The second is to hold the series under a time on distance handicapping system. This surely is a welcome initiative for international ocean racing in Australia.

NAME	ENTERED BY	Pl.	Pts.
<b>IOR DIVISION</b>			
Indian Pacific	J. Eyles	1	392
Struth	S. Green	2	388
Sallywag II	R. Johnston	3	386
Di Hard	R. Foot	4	378
Hot August Night	R. Robertson	5	374
Condor	R. Bell	6	369
Kamehameha	P. Grafton	7	367
Szechwan	W. Johns	8	367
Dr Dan	R. Muir	9	361
Shogun	J. Low	10	359
Bewinched	W. Ferris/S. Gazal	11	358
Cotton Blossom	D. Gold	12	346
Siska II	B. Small	13	338
The Office	A. Bloore	14	337
Inca	B. Ryan	15	280
Apollo	J. Rooklyn	16	274
Rager I	M. Clements	17	177
Aggression	P. Daniel	18	92
<b>ARBITRARY DIVISION</b>			
Pandemonium	H. Bakewell	1	386
Querida	W. Glenwright	2	379
Nimrod II	W. Eadie	3	378
Triad	S. Vickery	4	376
Kediri	G. Goedhart	5	375
Charisma	I. Powell	6	375
Streaker	P. Main	7	374
Kookaburra	R. Knott	8	367
Ariki	A. Wymie	9	367
Chapter 7	H. Secomb	10	364
Ruff'n Tumble	L. Rose	11	362
Wildfire	T. Coyne	12	351
Turtle time	A. Collins	13	351
Windforth	B. Linforth	14	336
Huon D'Or	G. O'Neill	15	329
Obsession	D. McGrath	16	278
Kalyara	M. Allwood	17	265
Four Seasons II	B. Kellerman	18	236
Sam Jones	M. Kerr	19	234
Nomad	A. Welk	20	230
Sabaloo	L. Sandrin	21	169
Shadow	B. Frederickson	22	168
Isaac Smith	M. Charlton	23	156
Astreopora	G. Hunt	24	148
Envy II	M. Hewitt	25	81
Farr Ocious	A. Kelly	26	79
Southern Cross	J. Theroux	27	79
Prisana	J. Palmer	28	78
Ariel	P. Wherry	29	76
Wanjina	K. Ryan	30	72



# BEAM ENDS

by Robin Copeland



## **Southern Cross seen at Hamilton Island**

Following in the wake of *Gretel*, another Australian 12 metre, *Southern Cross*, has found its way to the Whitsundays.

Alan Bond's 1974 America's Cup challenger and the first designed by Ben Lexcen had been gathering dust on a concrete slab in Yanchep when, in 1982, Californian Jim Theroux found her. Theroux had been looking for a cruising yacht to replace his 40 foot schooner when he saw *Southern Cross* advertised in a sailing magazine.

'We bought her on the pictures we saw, plus a few conditions. There was nothing on the boat. She was virtually a bare hull with all the rigging and hardware packed away in boxes', he said. Jim Theroux, a former electrical goods manufacturer from Los Angeles, and his wife Mimi, an accountant, acquired *Southern Cross* from Bond for cruising and eventual charter work.

It has taken three years to transform the boat into a cruising vessel, taking four tonnes of lead out of the keel, cutting most of the decking off and raising it about one foot to incorporate three cockpits, separate cabins with heads and an engine room.

Jim and Mimi sailed *Southern Cross* from Perth to the Whitsundays via Darwin. He says it will take another two or three months to complete the rebuilding programme and then she will be ready for charter work around the Whitsundays, an impressive addition to the Shute Harbour fleet.

## **Paradise Lost, or 'I left the cash and ran'**

'In my dual capacity as the Commodore of Hamilton Island Yacht Club and as the owner of Hamilton Island, I extend to yourselves, your crews and all who participate in Race Week a warm and sincere welcome.'

Little did Keith Williams expect how prophetic his warm welcome to Hamilton Island Race Week skippers was to become.

In the time that we late starters would have had to eat breakfast in the Dolphin Room that Sunday morning, a spectac-

ular fire destroyed the entire Polynesian-style main resort administration complex.

'I thought someone had burnt the toast' Bob Bell, of *Condor*, explained in the understatement of the week, 'when the door out of the kitchen burst open revealing a wall of flames. We didn't know it at the time, but right above us a tunnel of fire was racing between the ceiling and the roof. I had \$10 000 in cash and jewellery in a safety deposit box, The Manager and I were on the floor, choking in the thick smoke, trying to find the right key to the box. The heat was incredible. A policeman came in and screamed at us to get out fast. The place was about to cave in. I left the cash and ran.'

Helping the islands' fire fighting brigade were hundreds of crew members waiting to fly from the island after competing in Race Week; they hurled furniture into the pool, beat burning embers with wet towels and sprayed the burés thatched roofs with garden hoses. It seems the only casualty may have been CYCA's Rolf Mische who injured his back when clambering from the roof of the Beach Bar restaurant after hosing down the shingles.

For three island regulars, though, — Dianna, Speedy and Buttons, the resident dolphins — the fire meant larger living quarters, as they were moved temporarily into the guests' huge swimming pool, made famous in advertisements by Paul Hogan.

It is believed the fire started in a stationery storeroom near the office area.



The main administration complex at Hamilton Island Resort burned at the conclusion of Race Week.

Furniture was thrown into the pool for its own safety.





The 1984 Sydney to Hobart Yacht race will go down as the toughest on record. For those that survived it was the ultimate test of man, boat and equipment. In a race where there is no second best BARLOW winches proved once again there is no substitute for quality, performance and reliability. Yachts equipped with our winches scooped the pool almost without exception.

Barlow congratulates those who chose our winches and won in the Hobart race.

1st overall: *Indian Pacific* - Barlow  
 2nd overall: *Lawless* - Barlow  
 3rd overall: *Perie Banou* - Barlow

**DIVISION**

Maxi: 2nd *Bewinched* - Barlow/  
 Barient  
 3rd *Vengeance* - Barient/  
 Lewmar

'A': 1st *Patrice III* - Barlow  
 2nd *Myuna* - Barlow  
 3rd *Apollo III* - Barlow

'B': 1st *Indian Gibber* - Barlow  
 3rd *Mirrabooka* - Barlow

**When The  
 Going Gets  
 Tough!  
 The Tough Get  
 Going!**

'C': 2nd *Predator* - Barlow  
 3rd *Roller Coaster* - Barlow  
 'D': 1st *Lawless* - Barlow  
 2nd *Perie Banou* - Barlow  
 3rd *Jisuma* - Barlow

Whether it's the America's Cup, Admiral's Cup or just a Sunday Sailor our winches have been tried and tested never found wanting.

Yachtsmen may think they can use other winches but invariably they come back to the best — BARLOW.



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