

O F A U S T R A L I A

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OCEAN CLASSICS, Continued

Fastnet race. Business organisations donated trophies, and the people of Port Lincoln put up the money for the Matthew Flinders Challenge Trophy for an interstate team challenge. The trophy was so named because the course of the race was close to that taken by Matthew Flinders when he surveyed the area in the *Investigator* in 1801; it would go to the state whose first three yachts in the event won the most points, points being allocated on the basis provided by the 1964 R.Y.A. Rule Book.

There were four South Australian and eight Victorian starters in the inaugural race, which began on 27th December, 1964. Five yachts finished, line honours going to Graham Warner's *Winston Churchill* of Victoria and the race on corrected time to *Marina* (J. Grubic) of South Australia. The Victorian yacht *Canopus* (C. Owen) took second place, giving Victoria the Matthew Flinders trophy.

The fleet met light to moderate head winds in the early stages of the race, but on the third day conditions deteriorated into a cold south-westerly gale. Heavy rain squalls and the stream around Cape Nelson made it tough work to clear Portland Bay. At the end of the four days the leaders had travelled little more than half the course. Several yachts called it a day and went into the recently constructed artificial harbour at Portland. The yachts that reached Port Lincoln were given a tremendous reception. Graham Warner, who had sailed *Winston Churchill* in many Hobart races, said that the first four days had been terrible because of the severe cold. His big yawl, undamaged apart from pulling the clew from a big jib, sailed into Port Lincoln on a fast reach which gave her a best day's run of 201 miles.

The race was sailed under the rules of the R.Y.A., subject to additions and modifications of the C.Y.C.V. General Conditions and Special Regulations. Handicaps were calculated on the basis of the R.O.R.C. Rule of Measurement as modified by the C.Y.C.V.

The Queenscliff-Port Lincoln course posed some tricky navigational problems not to be found in the Sydney-Hobart. Cape Otway, around which the fleet sailed before turning westwards, is an area of confused currents, violent winds, or calms which can hold up the most determined skipper for as long as twenty-four hours. Experience now suggests that it is better to round Otway six or eight miles out, where there is little influence of the easterly stream. From Otway there is a stretch of coastal navigation of about a hundred miles to Cape Nelson. Yachts sailing close into this cape can encounter adverse currents of up to three knots. The yachts leave the coast at about Cape Combey, where there is again

considerable coastal current; if they can, they then sail along the rhumb line to enter through the middle of Blackfriars Passage. In this area there are some shallows, where it is possible to get overfalls, and the hazard of unlit islands. When making their landfall, navigators must decide whether they are to the north or to the south, for the land looks continuous, with little to differentiate Cape Jervis on the mainland from Cape Willoughby on Kangaroo Island. At time the tidal flow through the Blackfriars Passage approaches five knots, and winds of up to 50 mph can create overfalls. The passage itself is very well lit. There remains a dangerous reef to negotiate – it lies right in the middle of the rhumb line – before yachts reach the plain sailing across Spencer Gulf to Port Lincoln.

Neptune Island Race (Nerida Trophy)

The only other yacht club to conduct major ocean races in the waters of south-eastern Australia is the Royal South Australian Yacht Squadron. The Squadron had a full programme of racing, the longest events being the Neptune Island race of approximately 250 mile and the Davenport Shoal race of about 160 miles. The handicap formula for the Neptune Island race was that of the R.O.R.C. This event was first held on 27th January 1950 with four entries, and was so successful that it was made an annual event. It started from Adelaide's Outer Harbour, the yachts then sailing to starboard of Marion Reef light, to Althorpe Island, then leaving the island to

starboard, to and around South Neptune Island, back to Althorpe Island, and leaving Althorpe to port, to Marion Reef Light and the finishing line.

First to complete the course in the inaugural race was the 48ft cutter *Seevogel* (W. Harris). The race went to the 45ft yawl *Nerida* (C. Haslegrove, Vice-Commodore of the R.S.A.Y.S.). The other contestants were the 38ft cutter *Vamp* (Dr. P. Hussey), and the 38ft double-ender ketch *Ingrid* (J. Taylor).

The Trans-Tasman

The Trans-Tasman race came into being as a result of a public challenge to race across the Tasman Sea, issued in 1930 through newspapers to Australian and New Zealand yachtsmen by F. J. Bennell of the Royal St. Kilda Yacht Club.

Mr. Bennell owned the 42ft ketch *Oimara* of about 15 tons. The yacht had a beam of 10ft 10in and was gaff-rigged. She had been built by Ned Jack of Launceston, Tasmania.

The challenge created much interest, and several yachtsmen spoke



Mistral III leads Lantarni and Julie at the start of the 1962 Queenscliff to Sydney race

OCEAN CLASSICS Continued

Twenty-two years passed before there was another Bass Strait race. This was organised in 1929, at the instigation of F.J. ("Doc") Bennell, by the Royal St. Kilda Yacht Club (now the Royal Melbourne Yacht Squadron), which also donated a silver trophy. There were six entries, and the start was postponed until the yacht *Wanderer* arrived from Sydney. The Victorian yachts met *Wanderer* in Swan Bay inside Port Phillip Bay, and all the crews joined in repairing her gear and getting her ready for the race. F.J. Bennell's 42ft ketch *Oimara* won the race to Low Head with a time of thirty-six hours. The success of *Oimara* no doubt influenced Mr. Bennell in issuing soon afterwards a challenge to all yachtsmen for a Trans-Tasman race. How that race started is described later in this article.

The Bass Strait race was held again in 1934, the year of the Melbourne Centenary Celebrations, which also saw an ocean race from Auckland to Melbourne. This time *Oimara* was sailed by Frank Bennell, Jr., who in 1966 was Commodore of the Cruising Yacht Club of Victoria. The 1934 Bass Strait race was from Devonport to Melbourne. *Oimara* and *Phyllis* (W. Oxley) arrived at Port Phillip Heads together, twenty-seven hours after leaving Devonport. *Oimara* won on corrected time.

In 1946, the Royal Yacht Club of Victoria organised a Queenscliff to Devonport race under R.O.R.C. rules, and Frank Bennell donated the "Doc" Bennell Cup in memory of his father. The entries in this first Bass Strait race after World War II were *Bluenose* (M. Burnett), *Larntarni* (W. Wakefield), *Oimara* (Frank Bennell), *Tandanya* (Tom Clarke), *Warana* (Fred Werner), and *Landfall* (G. Lowe). *Landfall* took the race, with *Larntarni* second and *Tandanya* third.

The 1947 event again saw the entry of *Shamrock*, which had competed in the 1907, 1929 and 1934 events. She was sailed by Don Denton. The race was won by *Lorraine* (J. Savage) in half a gale. After the 1946 race it had been decided to make the Bass Strait race an annual event. The Queenscliff-to-Sydney race inaugurated by 1956 caused entries in the Bass Strait race to fall off, however, and no race was held in 1956 or 1957. The event got its greatest boost in 1963, after the Cruising Yacht Club of Victoria changed the competition rules to permit yachts with a waterline length of only 18 feet to compete. Misgivings aroused by this change among many C.Y.C.V. members were settled when the club tightened its safety rules and reserved the right, unconditionally, to prevent any yacht from starting. The relaxed entry conditions caused renewed interest in the race, and in 1963, there were thirty-two entries. It was won on corrected time by *Ailsa* (J. Marion). The South Australian yacht *Gip* (J. Polson) was first in division 2, following the 1962 decision to organise the Bass Strait race in two groups. A colourful "character yacht" in these events had been the 55ft three-masted schooner *Ile-Ola* (Geoff Wood), which raced and acted as radio-relay shop.

Queenscliff-Sydney

There were eight starters in 1956 in the inaugural Queenscliff-to-Sydney race of 540 nautical miles. It was one of the biggest fleets the race had seen, and the 52ft yawl *Winston Churchill*, owned at the time by Sir Arthur Warner, and later by his son Graham Warner, took line honours and the race on handicap.

Victorian yachtsmen approach this event as a pre-Sydney-Hobart shake-down. It is sometimes considered an 'uphill' race, and although the fleet sails east and then north, the weather conditions and the length of the race approximate those for the Sydney-Hobart. (Landsmen often do not realise that Sydney is more east than north of Melbourne). In 1960 the fleet of four had a gale behind it practically the whole way and the hard-sailed *Winston Churchill* (G. Warner) again took line honours and the race on handicap with a course record of 71 hours, 34 minutes, 30 seconds.

Queenscliff-Portland

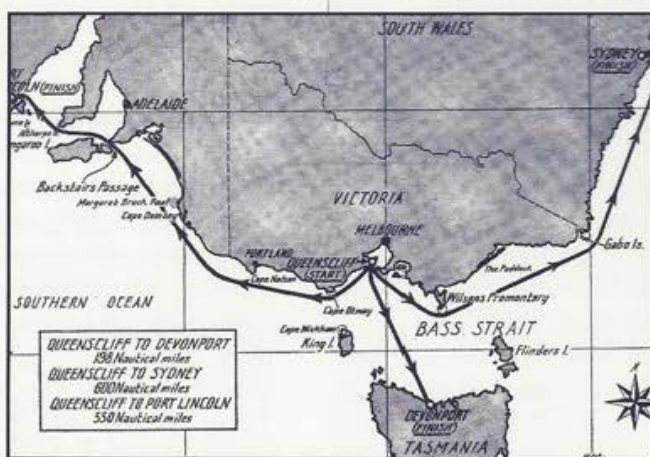
In 1960 the C.Y.C.V. in cooperation with the citizens of Portland, inaugurated a Queenscliff-to-Portland ocean race. This event of 166 nautical miles has since been held annually and, coming as it does in the first week of November, opens the ocean racing season in southern waters.

November is a period of unsettled weather conditions and, the Portland race being the first shakedown of yachts and crews after the winter refit, it

can be very tough. In the first event, five of the nine starters retired, most of them being unable to round Cape Otway. The event was won by *Mistral III* (M. Dowd; skipper, E. Wilson), with *Winston Churchill* (G. Warner) taking line honours. Later races to Portland – up to 1965 – did not suffer quite so severely from bad weather, but crews of some boats face a time problem of getting back to Melbourne after the holiday weekend on which the race is held.

Queenscliff-Port Lincoln

By 1964, the Cruising Yacht Club of Victoria had ocean races finishing in Tasmania and New South Wales. In August of that year representatives of the tuna-fishing town of Port Lincoln in South Australia wrote to the C.Y.C.V. asking if a race could be arranged from Melbourne to Port Lincoln, finishing about the time of Port Lincoln's Tunarama festivities in January. The C.Y.C.V. welcomed the suggestion enthusiastically and invited the representatives from Port Lincoln to attend a meeting of its committee. The Vice-Commodore of the C.Y.C.V., Graham Warner, opened the meeting with a proposal that the race be held that year. The motion was quickly seconded and passed, and officials set about organising the race – a 600 mile event which, with its coastal and offshore navigation, was said by some of the yachtsmen concerned to approximate Britain's



OCEAN CLASSICS Continued

of taking it up. When it came to the point, however, they suddenly fell silent. Mr. Bennell then decided to sail *Oimara* to New Zealand and again issue the challenge, this time on the spot. The Royal St. Kilda Yacht Club and other clubs on Port Phillip opposed the venture, telling Mr. Bennell plainly that they considered it foolhardy and that they would do everything in their power to stop him from going. But Mr. Bennell was determined, and when this determination became evident, yachtsmen in general wished him luck. *Oimara* made a shakedown cruise to Sydney and then back, and was then fitted with a radio transmitter lent by the Melbourne Herald. The receiver was the same one used by the late Kingsford Smith in his epic aircraft crossing of the Tasman.

Mr. Bennell's son Frank (who still owned *Oimara* in 1966) was to join the boat at Twofold Bay in New South Wales, but was hurriedly called to Westernport to repair the motor. *Oimara* was fitted with a primitive diesel engine. When Frank Bennell arrived at Flinders, Westernport Bay, he found that Navy artificers had the motor spread throughout the shop. "I got the motor

together", he said later "and decided to join *Oimara* there and not at Twofold Bay". The Navy at Flinders gave the crew of *Oimara* a party in the wardroom, and Mr. Bennell returned their hospitality with one on *Oimara*. At this party practically all *Oimara's* beer supplies for the trip to New Zealand were drunk. Realising what had happened, the Navy sent down a "niner", a cumbersome thing to stow in a small yacht facing a long voyage.

The Navy later replaced the "niner" with an equivalent number of bottles. Mr. Bennell delayed his departure from Australia for a few days in case the earthquakes in Napier, New Zealand, had affected sea conditions.

Oimara ran into bad weather in the Tasman, and about halfway across Mr. Bennell broke a rib and the course was changed from Auckland to Wellington to ensure early medical attention. The yacht made radio history on the crossing. She carried a fully certificated wireless operator and her traffic was handled through commercial radio stations. *Oimara* was technically not allowed to use amateur radio operators for communications, but because Wellington Radio was busy following the earthquakes the yacht's schedules were often forgotten. At such times amateur radio operators were asked to request Wellington Radio to listen for *Oimara*.

In Wellington Mr. Bennell again issued his challenge. One enthusiast

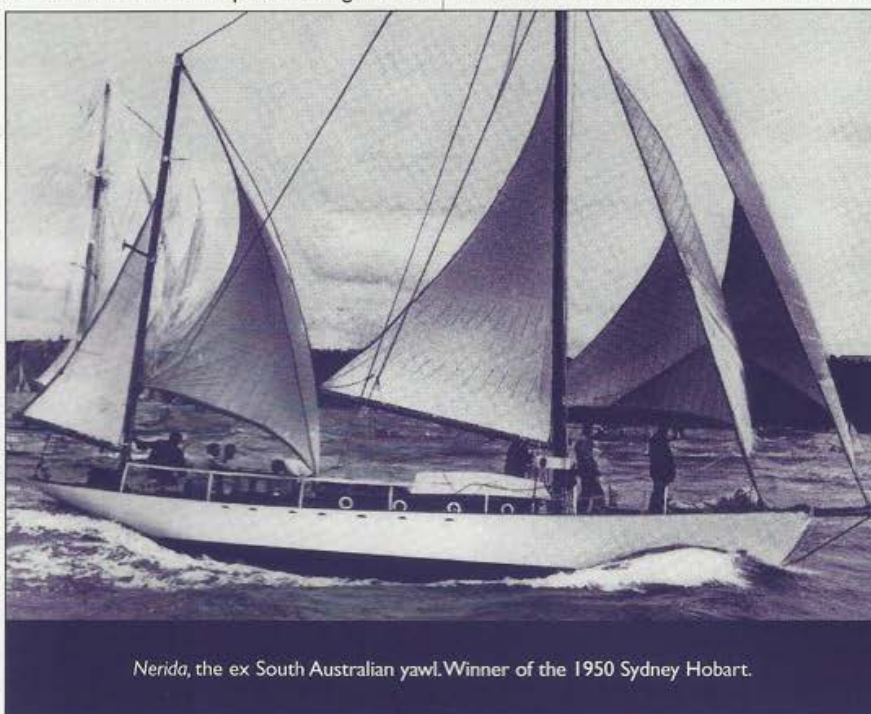
had the uniforms for this crew ready and a band to play a farewell – but he had no boat. So *Oimara* went up to Auckland, and there Mr. Bennell repeated his challenge. Nobody seemed very keen, but lying near *Oimara* was the Norwegian yacht *Teddy*. Its owner, E. Tambs, was on a round-the-world cruise and was waiting in Auckland for his wife to have their second baby. Mr. Bennell suggested that Mr. Tambs take up the challenge on behalf of New Zealand. Financial and other help was given to fit *Teddy* out, and Mr. Tambs was besieged by people wanting to join him as a crew. The two yachts were about to set out when the *Rangi* arrived back in Auckland after a cruise and entered the race on behalf of the Akarana Yacht Club of New Zealand. One of *Oimara's* crew, Lieutenant-Commander W. C. Juler, joined the 38ft cutter *Rangi* as sailing-master, and New Zealander Cedric Constance joined *Oimara*.

The yachts sailed from Auckland in March 1931 and met varied weather similar to that experienced by *Oimara* on her crossing to New Zealand. The race was to be from Auckland to Melbourne, with a

twenty-four hour stopover in Sydney, but it never got farther than Sydney.

Oimara reached Sydney forty-eight hours ahead of *Teddy*, but had to give the Norwegian yacht ninety-six hours on handicap. *Teddy* is therefore recorded as the winner of the first Trans-Tasman ocean race. *Rangi* arrived some three weeks later, having called at Lord Howe Island.

The Trans-Tasman with a course distance of approximately 1200 miles, is among the



Nerida, the ex South Australian yawl. Winner of the 1950 Sydney Hobart.

longest ocean races in the world. Yachtsmen who have taken part in it consider it, in general, a very fair race because after the first fifty miles the weather is not influenced by land masses as the Sydney-Hobart is. All the competing yachts experience similar conditions, although they may, of course, encounter them at different times.

The next Trans-Tasman was in 1934, when *Te Rapunga* (G. J. Dibbern) won the race from Auckland to Melbourne, about 1630 miles, in 18 days, 23 hours, 58 minutes. George Dibbern, sailing with an all-girl crew, hustled his ketch along at a great rate. The crew of *Black Rose*, who were wondering whether it was time to get going again after being hove-to in a blow, saw *Te Rapunga* come over the horizon with everything up and go charging past – Melbourne or bust.

George Dibbern who was a member of the Kiel Yacht Club at the time of the 1934 Trans-Tasman, later renounced his German nationality to become a "citizen of the world". He designed his own passport, which

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served him well – so long as he came and went with his own yacht. Several times he narrowly escaped a water grave. Fear were held for his life in the 1958-9 summer when he was caught in a severe storm after leaving Whangaroa, in the North Island of New Zealand, but he turned up dismasted and sailing under jury rig. He was towed into Auckland by a Japanese freighter. A few months earlier, on a voyage from Hobart to New Zealand, *Te Rapunga* was wrecked at Ranunga, on the west coast of the South Island. Friends helped Mr. Dibbern to repair the ketch and to get him going again.

The Royal Akarana Yacht Club organised a Trans-Tasman race in 1948, and the Sydney end was handled by the Royal Prince Alfred Yacht Club. It was won by *Peer Gynt*, owned by T. and M. Halvorsen, and was the first of four wins by the brothers. Their second win came the following year when a small fleet raced from Sydney to Auckland and *Solveig* took the honours.

Terry Hammond, navigator in the 54ft yacht *Leda*, gives an amusing account of the 1951 Trans-Tasman. *Leda* was first in to Sydney, and the race was again won by

Solveig. Before leaving Auckland, Hammond had arranged a radio schedule with flying-boats crossing between Auckland and Sydney. On the third day out he made contact with a flying-boat. "Is there anything we can do for you?" asked the pilot.

"Yes", replied Terry Hammond. "We've broken our can-opener".

The following day, after exchanging positions, a flying-boat came in low over the yacht, banked and came back so that

its passengers on the other side could get a good look at *Leda*. "By the way," radioed the pilot, "we've got your can-opener".

The flying-boat banked again and made a masthead bombing run to drop a bundle about fifty yards ahead of the yacht. It was a perfect shot. The bundle, which included an old lifejacket, had in it a can-opener and that day's newspaper. From then on *Leda* received a morning newspaper daily.

One thing Terry Hammond might have asked for could have started heads shaking on the race committee. *Leda* had on board a small sewing-machine for repairing sails, and its last needle had broken. If he had asked for a needle and got one, it could have been construed as accepting outside help, and that could have meant disqualification. "But", says Hammond, "We did get seven morning newspapers in nine days." While the pilots of the flying-boats were tossing newspapers out of the window – sometimes wrapping two newspapers together so

that the inside one could still be dry when the package was picked up – the aviation authorities in New Zealand were nervously issuing a statement that the flying-boats had been forced during the past few days to follow a route slightly to the north because of the weather cycle.

The beautiful *Leda*, built as a dream ship, did not win the Trans-Tasman, but she did create a stir. Unknown to the Royal Prince Alfred Yacht Club, which organised a reception in Sydney for the crews, she had two women aboard – Kit and Erica Wilson, wives of two crew members. Never before had women, other than staff, been inside the portals of the Royal Prince Alfred. As the eyebrows of some of the more elderly members lifted and they lumbered to their feet, the rule, which had stood for some fifty years, was also lifted. Kit and Erica Wilson were made welcome along with the other crew members who had sailed the Tasman Sea.

In 1952, a race from Hobart to Auckland was held. It was won by *Lady Bird* (W. J. Woolcott) in a time of 11 days 2 hours, 14 minutes. The

1954 Auckland-Sydney race was won by *Taihoa* (N. Arrow). The event then lapsed for seven years.

In 1951 eight New Zealand yachts, six Australian, and one American made up a record Trans-Tasman entry. In this race Vic Meyer's *Solo* and Peter Warner's *Astor* raced almost within sight of each other the whole way from Auckland to Sydney. The race started at 11 am on 28th January. *Solo* and *Astor* finished within thirty-nine minutes of



Handing the spinnaker on *Julie* during the 1962 Queenscliffe to Sydney race

each other after 1200 miles and eight days at sea in variable conditions. *Solo* set a new race record of 7 days, 22 hours. The race was won on handicap by the Halvorsen brothers' *Norla*.

It would be a great pity to forget the feats of the crews and the now classic yachts that contested the various other ocean races contested in Australian waters. The dominance of the Sydney to Hobart event on the modern ocean racing calendar has been well deserved through the years, but the rigour of the other races, such as the trans-Tasman races certainly proves the strength of the vessels that contested these races without many of the safety devices that are now considered essential.

This article based upon a chapter from Murray Davis' "Australian Ocean Racing" - published by Angus and Robertson in 1967 (currently out of print).

Classic Yacht Happenings

Classics at Geelong

Some might see these words as *Bungoona* boasting about her performance at the Geelong Festival of Sail Regatta February, 2001, but I was asked to write it by our Editor. So let's get the boasting out of the road – *Bungoona* did do well. Thanks to favourable weather, a bit of work on the boat and a keen crew. (The handicapper can only be praised).

Passage Race Williamstown to Geelong

Bungoona
Boambillee
Phantasy
Frances

Re-enactment Race

Bungoona
Acrospire III
Zephyr
Boambillee

Triangular Sunday Race

Bungoona
Kookaburra
Boambillie
Frances

Boambillee got to Geelong two hours ahead of us and was simply beaten by a better (in light weather maybe fair) handicap. Participation is the name of this and all other Classic events and it is always good sport to have a go at the handicapper. My position is to take it while you can – It's a bit like sailing generally, sometimes the weather is on the nose but it's still good once you have got there. Anyway, back to Geelong. *Bungoona* came away with the spoils and for a re-enactment race a fantastic trophy. Jan Mitchell (a local Geelong Artist) was commissioned by Geelong Otway Tourism to make miniatures of the bollards she crafted to line the Corio Bay foreshore. It is an object that we shall enjoy to look at for a long time (see page 7).

This Event, officially called the Parks Victoria Re-enactment Race was an enactment of the 1858 Race for "First Class Yachts", supported by Geelong Otway Tourism & City of Greater Geelong. The significance of this event lies in a reflection of the history of Yacht Racing in Geelong. A history I suspect few of us know.

1844 Birth of Yacht Racing in Victoria.

The first Regatta in Victoria held on Corio Bay organised by a committee consisting of - professional sailors, local publicans and waterfront traders – referred to at the time as "a modest affair of only 4 races" comprising events for "first class sailing boats, second rate yachts and rowing events for four oared gigs, cutters and whalers." The first race in the inaugural event was for "First Class" sailing boats. (2 starters). The Geelong Advertiser reported: "This was as pretty a race as well could be. The *Wizard* and *Minna* keeping well together throughout, and the backers of both boats, remaining confident to the last." The day closed with a Grand Ball. I'll bet it was one hell of a day. The Regatta ran annually from 1844.

1852 Gold Diggers Cup

A rowing event for gold diggers added to the annual event.

1852 The Regatta expanded to four days with crowds of 3000 gathered for what was regarded as the Gala event of the year. The main day gazetted as a public holiday. (I guess the backing of the local publicans and bookmakers probably had something to do with its success from 1844).

1858 The Regatta Committee had a surplus of 72 pounds & 9 pence. An ideal excuse to form a Yacht Club – believed to be the first in Victoria. A sterling silver trophy was purchased and awarded to *Paddy from Cork* owned by John Cosgrove. This trophy is in the trophy cupboard at Royal Geelong today. The event re-enacted for Classics in 2001.

1859 The first official Geelong Regatta. It started with light winds and drizzle and increased to almost a gale. The regatta is described in the Geelong Advertiser of 24 February, 1859, as, "fete of the season".

1860 The Challenge Cup - A 100 Guinea Challenge Cup was purchased to be sailed for by Yachts belonging to members of the Geelong Yacht Club at the annual Regatta. (Note: The America's Cup was originally "The one Hundred Guinea Cup" – trophy of the same era.) Perhaps it was a bit like Geelong's current bid for the Guggenheim.

1897 The Governor of Victoria, Lord Brassey won the trophy for First Class Yachts in *Helen* (currently for sale - see Trade-a-Boat).

1901 Regatta held on Jan 1st 1901. To celebrate the inauguration of the Commonwealth of Australia. Fire works to celebrate the occasion.

1907 Geelong Yacht Club Ocean Race. Port Phillip Heads to Tamar Heads. The Rudder Cup – valued at sixty guineas. The history of ocean racing in Australia was germinated (Sydney to Hobart 37 years later.)

1925 Geelong Yacht Club granted Royal patronage.

1986 361 Yachts participate.

2001 *Bungoona* wins handicap race for Classics and admires the beautifully restored yachts of *Acrospire III*, *Waitangi*, *Sayonara*, and *Francis* together with *Boambillee*, *Phantasy* and *Kookaburra*, lots of cuta boats and lots of spectator boats.

This race celebrates the 1858 race for the original permanent trophy of the Club.

These brief notes are based on:

- Releases from Geelong Festival of Sail 2001, which is referenced from "Jolly Dogs arrive". (100 years of Vict. Yachting.)
- "The Wind is Free". (The history of Royal Geelong Yacht Club)
- "Geelong. The First 150 Years". (Geelong Advertiser)
- The Geelong Festival of Sail is a great event for all classes of yachts. The club's support for "First Class Yachts" i.e. old beautiful wooden yachts that carry on the traditions of sailing and racing on Port Phillip Bay is to be commended. It's a big party at Geelong but there is a place for perhaps a more quiet contemplation by those who enjoy our old boats. A beer on the deck of a friends boats rafted up besides yours takes you a long way from 2001, faxes and mobile phones. I hope that next year we see a lot more classics challenging for the re-enactment race.

Here's to first class yachts of 2001.

Col Bandy. - *Bungoona*

Classic Yacht Happenings cont'd



Trophies

The trophy for Geelong re-enactment race has made me think that perhaps the CYAA should create some special trophies for our sailing- (It's a way of getting your name on a trophy.) I think the more bizarre the better, but it should look good or be the talking point on someone's mantle.

It would be a great way of using some of those old boat bits or your woodworking and rope skills to perhaps create a new small piece of our ongoing history – new perpetual trophies. Why not have a go to make one and donate it to the association (with your name on it).

i.e. "The Mavis Cup" (for all those Mavis' out there.)

The Intercolonial Challenge- Rob Evans Writes...

26 NSW members of the Classic Yacht Association spent the weekend of the 13th March in Melbourne taking on the Victorians in the 2001 Intercolonial Challenge at The Royal Yacht Club of Victoria, Williamstown. The series consisted of three sets of match races between the Edwardian Cutters *Sayonara* and *Waitangi* and the Vintage Skiff Clubs Eighteen-Foot replicas *Australia* and *Top Weight*. The racing was fast and furious with NSW's skipper Carl Ryves pushing the Victorian's yacht, *Sayonara*, over the line at the start in the first race and the eighteen's having a near dead heat in the last. The results were so close, and the handicapping so complicated that the only fair result was the declared deadheat. The outstanding success of this event has ensured it will be a regular feature in the Classic Yacht Association calendar, leaving it up to NSW to arrange a matching event at the other end of the season.

Victorian Summer Race Results

The Logan Classic Summer Series in Victoria, was well attended although we missed the presence of *Scimitar*, *Josephine* and *Ariel* due to mast repairs and maintenance. With one race to go Boambillee and *Phantasy* were tied in first place, however David Pizzezy sailed a faultless last race to win overall from Boambillee, with *Bungoona* third. A BBQ was held at RACV after the last heat, where Col Anderson presented all the placegetters with clothing vouchers generously donated by our sponsor LOGAN. The complete results were as follows.

Race 1 1st Bungoona (C Bandy) only finisher

Race 2
1st Boambillee (G Fischer/C Chapman)
2nd Ettrick (R Downey)
3rd Phantasy (D Pizzezy)

Race 3
1st Phantasy
2nd Frances (A Morrison)
3rd Paula (M Chew)

Race 4
1st Bungoona
2nd Phantasy
3rd Boambillee

Race 5
1st Acrospire III (C Anderson)
2nd Boambillee
3rd Saracen of Huon (T Grundy)

Race 6
1st Bungoona
2nd Ettrick
3rd Windward II

Windspeeds

Following a few windy weekends and consequent broken equipment (and hearts) over the summer the committee in Melbourne has decided to put in place upper limits for windspeeds for starting each race on the bay. These will be 25 knots for Northerlies and 20 knots for Southerlies. Other states will obviously have to work out specific guidelines for their sailing areas however the general principal of not sailing in potentially destructive conditions seems to be a good one for Classic Yacht fleets.

Structural Changes

In order to foster the growth of the CYAA throughout Australia and to spread the work load in maintaining momentum, the recent Annual General Meeting proposed and agreed to a restructure of the Association. The proposal is that there be a National executive with the following positions.

Convener, Deputy Convener/Sponsorship Director, Secretary, Treasurer/membership co-ordinator, Newsletter Editor and Website Manager/ Yacht register achieveist.

The responsibilities of the National Executive will be to:

- *Develop of a co-ordinated National promotion and support for Classic and Heritage Boating
- *Maintain National Membership and Yacht Register
- *Co-ordinate Sponsorship and allocation of funds to States on a per member basis
- *Produce a national Newsletter
- *Maintain an active website

Each State will also have its individual executive composed of Chairman, Vice Chairman/sponsorship co-ordinator, Secretary, Treasurer, Activities Director(sailing and social), and Information Director

The responsibilities of the State Executive would be to

- *Implement National aims including promotion of the Association and organisation of sailing and other activities
- *Promotion of National Membership and Yacht Register
- *Allocate state funds and sponsor's prizes
- *Provide State material for Newsletter and Website
- *To plan and run sailing events both competitive and social.

The National will be comprised of two nominated representatives from each "established" state body. At this time it is envisaged that this will result in a National executive made up from two Queensland representatives, two NSW representatives, two Victorian representatives and co-opted members as required.

The Associations legal officer is currently examining the mechanics of such changes however in the meantime the current Deputy Chairman Doug Shields welcomes any input and comment.

Caprice of Huon

A magnificent autumn Sunday in Sydney turned on perfect sailing conditions for the 135 yachts that started in the opening Sydney BMW Winter Series Race. Undoubtedly the happiest helmsman on the day was Gordon Ingate, the veteran former America's Cup, Admiral's Cup and Olympic skipper, and Sydney to Hobart runner-up. Gordon, still an active Dragon class helmsman, was invited by current owner David Champstaloup to helm his former famous ocean racing yacht, *Caprice of Huon*, in Division D. "It was the first time in 30 years that I had been on the helm of *Caprice of Huon*...it was a great thrill," Gordon said after steering the beautiful wooden cutter into eighth place in a fleet of many far more modern yachts. Among his crew was another veteran former international yachtsman, Mick Morris, also enjoying a great day on a yacht that represented Australia twice in the Admiral's Cup, in 1965 and 1967.

NSW EVENTS from Rob Evans

The NSW Division of the Classic Yacht Association is off to a flying start. Over eighty people attended our opening cocktail party at History House in February to hear about the Association's aims and achievements and nearly thirty travelled to Melbourne in March for the Inter-Colonial Challenge. In Melbourne the NSW team enjoyed the hospitality of the Victorians and two days of fabulous match racing in the classic cutters, *Sayonara* and *Waitangi* and the NSW Historic Skiff Association's 18 footers, *Australia* and *Top Weight*. This event is on the calendar for next year.

The next event will be match racing series in the eighteen footers run in conjunction with the Flying Squadron, probably in late May before the water gets too cold for swimming. Members of the CYAA are invited to get their crews organised for this event.

In June we are planning our first "Concours d'Elegance" at the Super Yacht Marina, Rozelle Bay. The event will be judged in a similar fashion to a vintage car concours with point being awarded for originality and finish. This all should be a bit of fun, as the Super Yacht Marina has not only great facilities for displaying the yachts but also a superb restaurant with a lovely old varnished Dragon as the bar.

Notes from the North - John Devers

On the weekend of March 17 and 18, *Christela* (John and Brenda Devers) and *Syona* (Matthew and Ruth Holliday's boat, currently in the care of Rob and Colleen Garth) joined the cruising division of the Royal Queensland Yacht Squadron for a sail in company to Macleay Island in Moreton Bay. On arrival the fleet was hosted by members of the local sailing club who provided a St Patricks Day BBQ complete with a perfect March evening and warm and generous hospitality.

The return sail to RQYS on Sunday provided the kind of conditions that sailors dream about – a 15-18 knot breeze saw the fleet tacking towards North Stradbroke Island before a long reach back towards Manly. The two wooden classics must have equipped themselves well, as they were referred to in very flattering terms in the RQYS Newsletter.

Since then ownership of *Christela* has changed, passing to proud new owner Rod Fletcher in Sydney where we expect she will continue to turn heads.

Unfortunately, a May long weekend destination sail has been cancelled but there is keen interest in the upcoming Queen's Birthday weekend Vintage Yacht Regatta. Following on from last year's very successful event which saw participation by over 40 boats, the organisers (Queensland Cruising Yacht Club at Shorncliffe) are once again planning a series of events, which they are confident will be well supported. The CYAA and Logan have been approached once again to play a major role as sponsor of this event. This follows Logan's active involvement last year in both the presentation of prizes and the display and sale of their merchandise to both sailors and visitors.

The Classic Yacht folk from Queensland's Sunshine Coast have received an approach from the Cercle Nautique Caledonien canvassing interest in a Classic Yacht Rally from Australia to their club in Noumea planned for late May in 2002. The Mooloolaba Yacht Club has expressed interest in taking care of outbound arrangements with the club in Noumea keen to arrange mooring, prizes and festivities on arrival. Our Sunshine Coast contact

Salvador Mata (*Nell Gynn*) has passed this invitation on to the CYAA hoping to generate interest among members on the Eastern seaboard who might be attracted to an event such as this. Initial expressions of interest should be directed to our Queensland representative John Devers and we will keep you posted on any developments in future issues

VICTORIAN WINTER CALENDAR

In Victoria the following events have been scheduled.

Logan Classic Winter Series.

Heat One Sunday 13th May 10.30 start RYCV

Heat Two Sunday 27th May 10.30 start RYCV

Heat Three Sunday 10th June 10.30 start RYCV

Heat Four Sunday 24th June 10.30 start RYCV

Heat Five Sunday 8th July 10.30 start RMYS

Heat Six Sunday 22nd July 10.30 start RMYS

For more information on sailing events, entries and handicaps please contact Col Anderson on 03 96465273

New Members

If you are interested in finding out more information about the boats in the CYAA please contact the keeper of the association register Andrew Wilson on 03 9807 4156. Membership now stands at 248. Since the last announcement there have been thirty new members.

Bruce Michell, Victoria,	1963 Arthur Robb 37' Sloop
Anthony Dickinson ,NSW,	1935 Arch Logan 50' Cutter
Ross Neville, Victoria	Crew
Stephen Pepper, Victoria,	Crew
Graeme Gordon, Victoria,	Crew
Anastasia Konstantinidis, Victoria,	Crew
David Golding, Victoria,	Crew
Julie McErlain, Victoria,	1940 Locke 20' Lug Rig Coutu Boat
Ben Hawke, Queensland,	1972 Len Randel 24' Yawl
John Green, Queensland,	1972 Len Randel 24' Yawl
Ben Thorburn, Victoria,	1938 Knud Reimers Tumlaeren.
Anthony Thorburn, Victoria,	Crew
Ken Prior, NSW,	1950 Robert Clark 34'5" Sloop
Ivor Forsyth-Grant, Victoria,	Crew
Dino Dipierdomenico, Victoria,	1935 Coutu Boat.
Adam Ricards, Victoria,	Crew
Robert Moore, NSW,	Crew
Robert McIntyre, Victoria,	1960 Max Hand 21' Gaff Cutter
Andrew Cannon, Victoria,	1948 50' Halvorsen
Grant Taylor, NSW,	1938 Norm Wright 18" Gaff Skiff
David Houseman, Victoria,	1964 Jack Savage 32'6" sloop
Anthony Brown, NSW,	1938 Harrison Butler 28' sloop
Cheralyn Bermingham, NSW,	1938 Chas Peel 18' sloop
Kym Bermingham, NSW,	1936 Hoyle and Sons Ranger
	Style 27'3" gaff
David Lowen, NSW,	Crew
John Easton, NSW,	Crew
Greg Roberts, South Australia,	Crew
Ross Shaw, NSW	Crew
Antony Tyson, NSW, 1908 EA Jack 30' gaff	
Colin Davis, Victoria, 1897 W Fife gaff cutter	

BOATS FOR SALE

TANAMI - Classic Timber Sloop designed by Peter Cole and built by Master Boatbuilder Ron Balkwell in 1965. Her dimensions are 40' LOA 8'6" Beam and 6'3" Draft. She is constructed from splined Mahogany planking over timbers and floors. Ballast is external lead. The deck is plywood with teak overlay. She has a spirit stove, and ice box two saloon berths, a toilet and shower. Spars are alloy with stainless steel rigging. She has full boom and boat covers. Her sail wardrobe consists of Mainsail, No 1 & No 3 furling headsails storm jib, .5oz Masthead spinnaker and a number 2 spinnaker. She is powered by a 2 cylinder 27hp Nanni diesel and safety gear for harbour sailing. Tanami underwent a major re-build in 1993 by Ken Swanson being stripped to a bare hull and refitted with new bulkheads, deck and cockpit, engine, rig and sails. This beautiful sistership to Theme and Mistral is ready for elegant and fast harbour or bay racing, or local cruising in style.

Price \$135,000

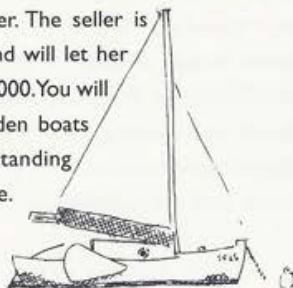
For more information contact Bob
Holmes Boating Services on
02 9819 7044



REANGLE - 18' Gaff Rigged Leeboard Sloop with fully-rebuilt 7hp Blaxland twin. Designed by William Atkin. Plans and relevant documentation included. Launched in 1960, this bay friendly and coast worthy was built in Hobart under the superintendence of a master boat builder. Fore and Aft planked in Huon Pine and diagonalled in King Billy Pine, she is ribbed with tripple laminated Mountain Ash. Fixings below the waterline are Huon Pine treenails. Decks are double diagonal King Billy Pine. Keel is of Ironbark. Ballast is lead ingots. All metal fastenings are of Naval Brass of Grade 316 stainless steel. Below decks, the fitout is solid Brazilian Mahogany, including both leeboard berths, stove locker and shelving. All spars are of Douglas Fir sporting ten coats of varnish.

Running and standing rigging are heavy-duty and in first-class order. Sail area is 175 sq ft and both sails are heavy duty dacron in near new condition. The vessel is completely watertight and draws only 2'6" with leeboards raised. Includes roadworthy but unregistered slipping trailer. The seller is only the second owner and will let her go to a good home for \$ 5000. You will need to understand wooden boats to appreciate this outstanding piece of Australian heritage.

Call John Bennett
0407800411



CAROL J - This S&S sloop launched in 1949 has a wonderful history of successful Sydney Hobarts. She was third in 1954, Fifth in 1957, Third again in 1956 and sailed in 1960, 1961, 1962 and 1963. She was built by V. Hoyle with dimensions of LOA 12.2m Beam 2.5m and Draft 1.8m. The hull construction is Brown Beech on spotted gum, caulked below the waterline, splined above. The decks are canvas covered ply and the cabin is teak. She has a full keel with rudder attached and displaces nine tonnes. She has recently been slipped and painted and the engine has just been rebuilt. The owner describes her as a "Perfect example of gentleman's racing yacht"

Price \$89000

For more information contact
Trevor Cook at Maurice Drent
Boating Services Whitsunday,
Ph (07) 4946 5883,
Fax (07) 4946 5683.



STATE REPRESENTATIVES

Victoria

Doug Shields c/o 8 Chapel St, Richmond, VIC 3121

Tel: (03) 9427 8800, Fax: (03) 9427 0518,

Col Anderson 8 Network Drive, Port Melbourne, VIC 3207

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John Devers, 41 Arnold Street, Manly, Qld 4179

Tel: Wk (07) 3224 Mob 0418747512 email: devers@smart.net.

Tom Stephenson, 49 Seaville Av, Scarborough Qld 4020

Tel: (07) 38804023 Mob: 0418740200

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Evans R J, 32 Polding St, Lindfield NSW 2070

(02) 9416 8732 robevans@hotmail.com

Geoffrey Docker 67 McCarrs Creek Road, Church Point NSW 2105

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Terrence Robertson 47 Barton Crescent, Wahroonga NSW 2076

Tel: 0414 289531 Fax: (02) 9776 4871

Western Australia

Andrew Mason c/o 21 Kenney St, Mosman Park, WA 6012

Tel: (09) 335 1522, Mob: 0419 777 552

Tasmania

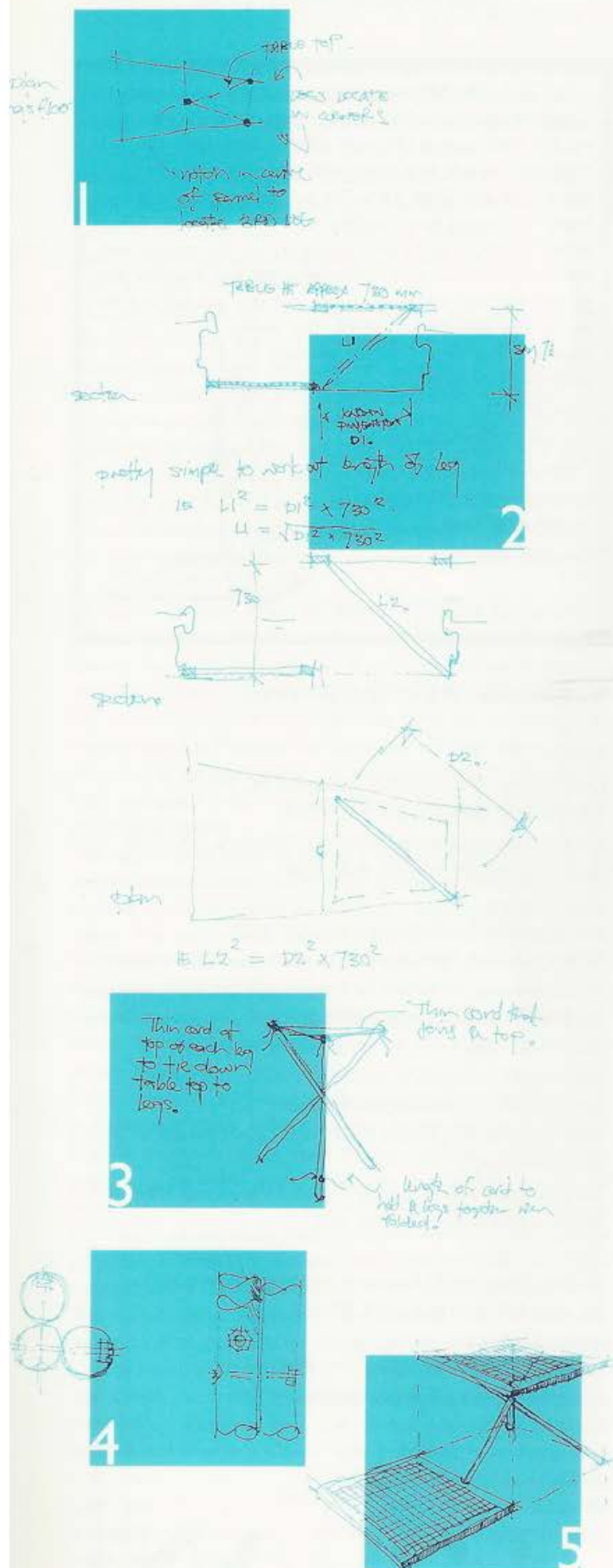
Ian Ross c/o Hood Sailmakers

Tel: (03) 6223 5660 Fax: (03) 62237664



LOGAN

COCKPIT TABLE - RESPECTFUL PROJECTS



Have you ever envied those people sitting up in their cockpit – with champagne and crayfish on a table rather than eating off your lap *Bungoona* may be slow but she does now have a new cockpit table constructed without changing any of her original design. It is a simple idea and relatively easy to do. It can all be made in the workshop. *Bungoona* did not have a cockpit sole. The idea sprang from a desire to make one to display a bit more timber in a boat that was designed with a painted canvas deck.

We made the cockpit floor in two pieces and simply made a tripod structure to support one section of the sole at table height.

Step 1. Cardboard template or accurate measurement of cockpit floor. If it's a complicated shape the template is by far the best. Decide on the best location for its divisions – don't make the sections too big to handle or to move around the table once it is up. Don't make it too snug. Remember timber that gets wet expands and this will get very wet. (The salt water keeps it very clean.)

Step 2. Construct cockpit sole.

Ours is made of Queensland beech in a flat grid pattern, avoiding the need for housing every cross joint. It is very strong as it is virtually open weave plywood as the grain crosses in opposite directions – i.e. You don't have to make the timber sections heavy. Take care of the details – it might take a little bit longer to make but you always admire the craftsmanship. We have rubber stoppers set into the underside of the frame to minimise movement and wear. (See detail.)

Step 3. Make the legs.

This was far simpler than I imagined. It relies on very simple maths or geometry. 3 pieces of 1" or 25mm dowel – (strong broomstick handles) triangulate the part of the template you shall lift as the table top. The legs join together like this.

The pivot point I thought would be really difficult to work out but it proved to be simple to solve. Simply place an elastic band (I used an O ring) around the 3 legs and set the table up in the cockpit.

It was then simply a matter of marking the pivot points on the legs and drilling and joining each leg with long stainless bolt.

The joint looks like the illustration when folded. It can be a bit of a brain teaser to unfold but a few marks assist in letting you know when it's right.

Through the top of the legs I ran a cord with knots to hold the legs in the right location. (This is in tension when the load is applied. And stabilises the legs considerably.)

To the top of each leg we have a short length of cord to tie through the table to hold it onto the legs when up – stops some clumsy mug spilling the champagne and cray)

The tiller on *Bungoona* is removable and makes it easy to have the table either forward or back in the cockpit. The leg system proved to be flexible enough to work for either panel.

If you were looking for a relatively easy project to distract you from work this is a way of adding something new to your boat that looks like it's always been there.

Col Bandy

SITES TO SEE

I have discovered over the last few years that many people who have an affinity with old boats have the opposite reaction (disaffinity? misaffinity? loathing?) for things cyber. Often when people kindly offer to supply material for this newsletter the suggestion that they email me is met with silence, the possibility of faxing is met with a groan, and the suggestion that they put it in the post is welcomed enthusiastically. Personally I don't mind the new age of electronic communication as long as it works for me and I don't end up working for it. With this proviso in mind I have selected a very diverse list of five of my favourite websites, that if you are that way inclined will definitely prove interesting and may even end up being useful!



www.8mr.org The Official Web site of the International 8 Metre Association

With the Australian Classic Yacht scene coming alive the restoration and maintenance of 8m's will play an important part in the CYAA's future. Their names are like a role call of Australia's yachting history. *Saskia, Erica J, Frances, Carina, Josephine, Marie Louise III* and of course the most prestigious of them all (and the only one of the above list sadly not still sailing) *Vanessa*. This website offers a wealth of information and photographs on this aristocratic class including class history, a register of boats and reports on events. Browse and admire.

www.byd.btinternet.co.uk The Web pages for Edward Burnett

Ed Burnett is one of England's most imaginative and respected designers of modern Classic Yachts. His designs have caught my eye since I first saw a picture of his 43' Nomad' Cutter on the cover of Classic Boat four years ago. Since then I have been in awe of boats such as Zinnia a 30' Gaff Cutter and the Westernman 40 built by Covey Island Boatworks in the US and designed in conjunction with the modern multi-hull expert, Nigel Irens.



www.intdragon.org

The Official Web site of the International Dragon Association

Although this site covers a lot of material that relates to the racing of modern fibreglass Dragons there is also a whole section devoted to the wooden Dragon. The photogallery is remarkable. They are hard boats to take a bad photograph of. It is strange that this class that has such a loyal and growing following in Europe has struggled in the last few years here in Australia.

www.by-the-sea.com/cannellpayne&page The website for Cannell Payne & Page

As the Australia Dollar continues to plunge you might think that buying a classic boat in the US is out of the question. However the vast selection of quality boats and the new flat 10% GST and only 5% import duty makes American boats a realistic option when it comes to shopping time. This is a great place to shop. Comprehensive photographs, information and inventories available on most boats listed make this a dreamer's paradise.



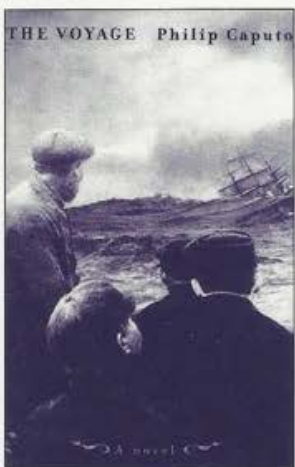
www.woodenboat.com The website for Wooden Boat Magazine

For those of us who find it hard to justify spending \$17 each month on what is the premiere wooden boating publication in the US, here is a useful alternative. It provides some of the articles and other helpful services like back issues, boats for sale and technical maintenance and restoration information.

BOOK REVIEW

"The Voyage" by Philip Caputo

On a June Morning in the twentieth century's infancy, Cyrus Braithwaite-without explanation- orders his three teenage sons to sail from their home in Maine and not return until September. Before they left, he gave this warning, "A sailor can no more hide his sins from the sea than a killer can hide the stain of murder from God. You cut corners, leave something done halfway to right, say to yourself, 'Ah, that's good enough' and the sea will find you out, boys, and she'll be a different god from the God of our fathers, because she'll show no mercy, nor forgiveness either."



This novel is not about classic boats but most of the plot is set within one. "Double Eagle" was "Built in the Story shipyards in Essex as a miniature Gloucesterman, she was forty-six feet overall, thirty eight on the waterline, and as swift as a vessel that length could be..... Even at rest she seemed to be in motion." As the boys sail down the East Coast of America the pieces of their intricate and repressed family history slowly come together. As entertainment this book might

make it into my sailing library if I had a roomy fifty footer. I doubt it would find a place on the shelf of a cosy little thirty footer, however if you are looking for a novel that provides an insight into the the repression of post civil war American society this book will fascinate. The fact that the setting is the world of beautiful boats and legendary sailing grounds makes it all the more readable.

"The Voyage" by Philip Caputo is published by Flamingo Harper Collins ISBN 0-7322-6842-7

LOGAN OUTLETS

All members of the CYAA are encouraged to support our generous sponsor by buying your quality sailing clothing at one of the Logan outlets listed below. Persuade your crews and friends join the Classic Yacht Association of Australia thereby ensuring Logan's ongoing financial support.

VICTORIA - Melbourne Central, 300 Lonsdale Street 03 96622100
Chadstone Shopping Centre, 1341 Dandenong Road, Chadstone 03 95304333, Westfield Shopping Town, Cnr Doncaster & Williamson Rd, Doncaster 03 98483733

NEW SOUTH WALES - Sydney Central Plaza, 450 George Street, 02 92351560 Chatswood Chase, 345 Victoria Avenue, Chatswood 02 94123234, Warringah Mall, Old Pittwater Road Brookvale, 02 99398156, DFS The Rocks, 155 George Street 02 92529373

QUEENSLAND - The Arcade Pacific Fair Shopping, Centre Hooker Boulevard, Broadbeach 07 55384722

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tel: 03 9531 1801 fax: 03 9531 8040

email: stuff@blueboat.com.au

TO ENSURE YOU NEVER MISS ANOTHER ISSUE OF THIS NEWSLETTER, WHY NOT BECOME A MEMBER OF THE CLASSIC YACHT ASSOCIATION

Application for Full Membership of the Classic Yacht Association of Australia Inc.

I.....
(full name of applicant).

Of,
(address)
wish to become a member and apply to have my Yacht accepted on to the Yacht Register \$50 (Refundable if not accepted)

Signature of Applicant.....

Date
Please supply the following details

Phone Number:

Fax Number

Email Address

Boat Name

Designer.....

Date of Build

Construction

LOA Rig.....

Sail Number

Details of other Yacht Club Memberships

Application for crew/friend of the Classic Yacht Association of Australia Inc.

I.....
(full name of applicant).

Of,
(address)

wish to join the CYAA as a crew member/friend \$25

Phone Number:

Fax Number.....

Email Address

Details of other Yacht Club Memberships

PLEASE RETURN WITH PAYMENT TO

L.CLOSE, SUITE 4,10 HODDLE STREET, ABBOTSFORD, VIC 3067