

Classic Yacht Association

O F A U S T R A L I A

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DREAMS AND REALITIES

As I write boats and sailors are gathering on the Isle of Wight for what could well be the greatest gathering of Classic Yachts in one venue ever. Those Australians lucky enough to be going will hopefully report back to this publication with descriptions, reflections and photographs a plenty. It is hard to sit here in the middle of winter and think of the list of celebrities that will be gracing the Solent during the America's Cup Jubilee. In the Vintage and Classic classes the list is awe inspiring. *Theandra, Tuiga, Fulmar, Bloodhound, Halloween, Moonbeam of Fife, Belle Adventure, Sentra, Cerida Valdiva, Sincerity, Ranger, Fortuna Adix, Princess of Tides, Shenandoah, Camelia, Sirius, L'Illiade, Drumbeat, The Lady Anne, Huff of Arklow, Pesa, Eileen*. Add to this list the three J's, *Shamrock V, Endeavour* and *Velsheda* and the Australian 23 meter *Cambria*. Then just for extra racing spice include some classic twelves such as *Flica II, Vema III, Columbia, Nothern Light, Wings, Septre, Nyala and Vanity V*.

When I reread this list I dreamily think "perhaps it's not too late for me to book a flight". And then the dreaming continues..."I wonder what the southern hemisphere equivalent of this gathering would be like. It might be smaller but the pedigree of the craft would in no way be inferior. The venue would be far more splendid. Imagine Sydney Harbour or perhaps the Hauraki Gulf being criss crossed by some of our local talent. The 12 meters *Gretel & Gretel II*. New Zealand's restored representative at the America's Cup Jubilee, *Ranger*. A long list of Logan boats competing against the designs of his teacher Fife during his years at Farlie, *Sayonara, Waitangi, Eunamara* (perhaps resplendent with her restored gaff rig), *Morna (Kurrewa III)* and and the Australian derivatives like Charlie Peel's *Acrospire III*. The eight meters, the aristocrats of the meter boats, *Vanessa* back to original glory (by all accounts a better Fife design than the much revered *Fulmar*), and *Saskia* racing against the other Sayonara Cup winners *Frances* and the recently refitted *Josephine*. And then my personal favourites and perhaps Australia's particular forte, the offshore racers. *Landfall* considered by Olin Stephens to be one of his best, Phillip Rhodes' *Margaret Rintoul* for years the Sydney Hobart record holder, Jock Muir's *Westward*, the Admiral's Cup boats like *Caprice of*

Huon and the old *Ragamuffin* (Now *Margaret Rintoul III*, mostly the work of a young German Frers working in the S&S design office) *Mercedes III* and *Southerly*. All these boats and many more that I have forgotten or perhaps don't know about give this part of the world the potential to hold a regatta that would not be disgraced when compared to the one going on in the Solent.

Now this might all sound a little fanciful given the state of repair and alterations made to some of the above mentioned craft. However, if the antipodean classic boat scene is heading the same way as the European one then the problem will soon be not one of finding people to restore the boats, but of finding suitable boats, for the people to restore. As stocks of suitable boats in Europe have run low they have turned to the Americans. Two of their greatest, the S&S masterpieces *Dorade* and *Stormy Weather* are now in European ownership having been fully restored in Italy on a "cost no object" basis. The New Zealanders have already acted, legally preventing the export of much of their maritime history. For those of us who wish to be involved in the sailing history of this part of the world now is surely the time to act. The following extract concerning the Mediterranean racing circuit from the June issue of *Wooden Boat* explains why I believe that our old boats are only going to get more popular.

"The...classic racing circuit consists of regattas held off the coast of Italy, France and Spain. Participation is open only to classic wooden yachts. The circuit is becoming more and more popular every year because unlike high tech racing, the owners don't have to buy new sails and running rigging every year to be competitive. An other incentive is the friendlier tone of the competition which allows the owners themselves rather than paid skippers to take the helm. With the classic racing circuit in mind customers continue to commission restorations...knowing that a venue exists in which a traditional yacht will be appreciated and regularly displayed..."

There is no doubt that here in Australia we are a long way away from this level of commitment but it is a goal that should definitely not be seen as unachievable.

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STATE NEWS

ROB EVANS WRITES FROM NEWS SOUTH WALES

The NSW division has now been running for over six months, and has established its presence very firmly in the Sydney yachting scene. The NSW membership is expanding and will, we hope, soon approach the 200 or so of Victoria. In our first six months we have managed to run our first *Concours D'Elegance*, take on the Victorians with our Inter-Colonial Challenge and have a great time talking about our boats at our first cocktail party.

Our plans for next season include a gentle sail and get together at the Squadron in October; a pre-Christmas cocktail party amongst the boats of the heritage fleet at Pier 7, Pyrmont, in November; a re-run of the 1938 18 footer challenge by the Historic Skiff Association in December; a picnic at the old Killarney picnic grounds in February, the Inter-Colonial Challenge in March and the "Concours D'Elegance" back at the Superyacht Marina in June.

We are working with the other Sydney Yacht Clubs to introduce more Classic Yacht events. As with all organisations there is a dedicated group of members who have put up their hand to help. If you have any queries give one of us a ring.

Robert Evans	9416 8732
Grant Taylor	9588 2434
John Crawford	9968 3644
Philip Kinsella	9498 2481
John Sturrock	0419 258 375
Ken Pryor	0419 482 164
Tony Davis	0411 602 325
Nick Cassim	0419 417 264
Peter Irvin	9948 0144

To ensure the continuing success of the Classic Yacht Association we need all those who love Classic Yachts and are interested in what we are doing to join the Association. Full **Membership** is a very moderate \$50.00 p.a. with crew membership \$25.00. Membership puts you on the mailing list for both National and State newsletters, will be a requirement for our future events.

The first **Classic Yacht Association Concours D'Elegance** was held at the NSW Waterways Superyacht Marina on the weekend of the 16th & 17th of June.

The Superyacht Marina was built as part of the Olympic program and is in Rozelle Bay, under the Anzac Bridge and within sight of the CBD. Adjacent is the excellent restaurant 'Liquidity' with ample parking. In 'Liquidity', most appropriately, an old varnished Dragon is used as the bar. All things considered it made an excellent venue for our first 'Concours' with approximately 3000 spectators coming to the show.

Although the strong winds, up to 30 knots, made the mooring of yachts on Saturday a bit trying over forty yachts, three historic skiffs and thirty vintage cars attended ranging from John Diacopoulos' superb snapper boat *Yeromais V* to Michael Maxwell's magnificent 9 metre *Carina*. The cars ranged from Phil Kinsella's Lancia Lambda to Malcolm John's Silver Ghost.

The yachts and skiffs that attended included :-

Anitra V, Antara, Antares, Cadence, Caress, Carina, Celeste, Cherub, Cyan, Edleweiss, Etenne, Eudoria, Fiona, Goldie, Hoana, Ida, Jaslia, Jennifer, Joanne Brodie, Kaiyu, Karalee, Kirribilli, Kyuma, Lolita, Malohi, Maluna, Maris, Mistral IV, Monsoon, Parera, Platypus, Quest of Sydney, Ranger, Reverie, Sana, Simba, Sjo Ro, Storm King, Struen Marie, Sylvia, Syonara, Top Weight, Varuna, Veronique, Wairangi, Wathara and Yeromais V.

The action started on Saturday night with 170 yacht owners and their friends dining at "Liquidity", creating a new record for the restaurant in the process. The restaurant lived up to its name with some seriously good hangovers.

On the Sunday Sydney turned on a superb Winter day with clear skies and a gentle westerly breeze and the boat owners turned on the best boat party Sydney has seen for years, with a special prize going to the smallest yacht, *Yeromais V*, for hosting the biggest party. The judging was done on the basis of originality and finish with a bonus on functionality and build. The judges did this to get away from the 'museum quality' idea of 'Concours' yachts that must only sit on moorings and never be used and encourage the owners to get out and sail their yachts as we believe this is the best way to preserve them. The judges were Ken Beashell, one of Sydney's best boat builders, and Geoff Tyers, Sydney's best known yacht painter, who gave us the benefit of their expertise selecting *Antara* as the best Yacht on show and *Joanne Brodie* as the most original.

The prize winners in all categories were :-

Best Yacht.

- | | | |
|----|---------------|-----------------------|
| 1. | <i>Antara</i> | Ian Kortlang |
| 2. | <i>Cyan</i> | Deidre & Bill Manning |
| 3. | <i>Varuna</i> | Dr John Musgrove |

Most Original Yacht

- | | | |
|---|---------------|--------------------|
| 1 | <i>Joanne</i> | Brodie Norm Hyett |
| 2 | <i>Hoana</i> | Martin van der Wal |
| 3 | <i>Varuna</i> | Dr. John Musgrove |

Best Class Yacht

- | | | |
|---|---------------|----------------------------|
| 1 | <i>Cherub</i> | John Westacott |
| 2 | <i>Etenne</i> | Cathy Hale & Simon Sadubin |
| 3 | <i>Caress</i> | Graham Nock |

Best act on the day to John Diacopoulos for the party on *Yeromais V*

Cleanest Bilge to Michael Maxwell and the completely bare hull of *Carina*. The best 'Head' went to Phil Kinsella and Sylvia's wooden bucket. The consensus from all the participants is that it was a great show and they will all be looking forward to next year.

Forthcoming events. As flagged at the Concours the Classic Yacht Association is working towards a number of events, details are still to be finalised but the plan is :-

Sunday 21/10/2001 Short no extras race with barbecue lunch to follow at RSYS.

Tuesday 6/11/2001 pre-Xmas cocktail party at The Sydney Maritime Museum, wharf 7, Darling Harbour.

Sunday early February a picnic at Killarney Point, Middle Harbour.

Weekend mid March Inter-Colonial Challenge at The Royal Yacht Club of Victoria, Williamstown.

Weekend 15-16 June Rozelle Bay Concours D'Elegance.

STATE NEWS Continued

JOHN DEVERS WRITES FROM QUEENSLAND

The 26th Logan Classic Yacht Regatta 9th & 10th June 2001

Despite entries being down a little, possibly due to the change of date to the Queens Birthday Weekend, good media coverage in the week prior, set the scene for the 26th Logan Classic Yacht Regatta or "Old Gaffers" Regatta as it has become known over the years. The event's strong family emphasis was particularly evident this year with at least seven fathers and son crews, one father and daughter, not to mention several brothers, sisters and grand fathers.

As well as the many regulars, it's the new yachts that always create extra interest. *Southern Cross* (Richard Marchant) from Mooloolaba was our first Swanson design while Paul Bird's *Nikki M* showcased the latest in kit boats from the Scruffie stable.

A more historic newcomer was the grand old ketch *Aralla*. Built of Huon Pine in Tasmania in 1928, owner Guy Reutter related its chequered early history as a government boat in the harsh Tasmanian waters, including an incident when the vessel was shot at while attempting to apprehend an errant fisherman in Bass Strait.

A shortage of wind forced a one hour delay and a shortened course for Saturday's Race, but the 4 legs were long enough to give all yachts a good contest. *Mistral* (Tom Stephenson) bolted early and maintained her line honours record against arch rival and former Admirals Cup sloop *Koomooloo* (Don & Mike Freebairn).

The two local Diamonds were expected to do battle, but a better start enabled *Sapphire V* (Tia and Dennis Grant) to beat *Windstormer* (Big John Mitchell). They were split by Laurie and Greg Williamson in their Flying 15 *Secret 15*. Scarborough's *Pagan 2* (Peter Kerr) was next, then came *Southern Cross* the sleek German built yawl *Lorelei* (Sandy Thompson) and Eelke Wouda's Hartley 16 *Aolian*.

The much heralded rivalry between the two local Heavy Weight Sharpies, Melbourne Olympics veteran *Fiona* (Richard Jeays) and brand new replica *Antiquity* (Brian Hutchison) was not evident in the light airs and *Fiona* finished ahead. Tomorrow would be another day. Splitting them was Tom Begbie's "unusual" *NFC*.

The closest finishing margin of the Regatta, 2 seconds, separated the noted Holm brothers as Tony's *Merry Mac* just held out the faster finishing *Laurabada*. Another ketch, *Lukana* (Graeme Robertson) showed that his new tan coloured sails worked as well as they looked. Then came *Ushuaia* (Paul Inder) *Mal de Mer* (Paul Williams) and a slower than usual *Wotama*, as 81 year old skipper Albert Jeays struggled to come to grips with a new mainsail, hoisted for the first time that day. The fleet returned to the marina and whether around the cockpit or around the bar, the camaraderie that has become the hallmark of this Regatta became evident. Topics of conversation are universally nautical, and revolve around what's been done to the boat since last year, what's going to be done by next year and so on. Some just stew about how to beat that rival tomorrow.

The predicted overnight Southerly change was evident on Sunday morning, but although the wind was veering through more than 90 degrees, all were relieved that there was in fact wind. After a leisurely breakfast and some "subdued" socialising, the fleet

presented a pretty sight as most took advantage of the offshore breeze and sailed out of the creek.

A port course was set with the first windward leg almost due west. With up to 15 knot gusts, the start was more hectic and several collisions were narrowly avoided. *Antiquity* got the best start and combined with new "heavy" crew member Rhys Jeffries, things augured badly for *Fiona* already.

Mistral was first to the windward mark but *Koomooloo* was closer than yesterday. A number of yachts chose the southern side of the course on the first upwind leg and lost ground. *Wotama* was well ahead of yesterday's position, but those left behind would not make the same mistake on later legs. The second leg was set shy, but on the third leg, most yachts carried spinnakers. The wind gusts tested crews as they struggled to stay upright, but non more than those on *Mal de Mer*.

This race would run its full three laps and the tenacity of *Koomooloo's* crew saw them only lose out in line honours to *Mistral* by 40 seconds. *Windstormer* reversed their previous loss to *Sapphire V*. *Lorelei* and *Wotama* improved four positions in the stronger airs, as did *Laurabada* up three places.

But it would be the smaller yachts that would dominate the handicap placings. Richard Allom's H28, *Yarrandoo* won the Williams Trophy for 1st in the Vintage Division, while *Antiquity* took out the Ted Rice Shield in the Gaff Rigged Division. *Freedom II*, *Woodwind* (Dan Miller), *Wotama* and *Laurabada* filled the other positions.

Owners of vintage yachts pour lots of love, money and attention into their pride and joy and it is only fair that input be rewarded. Retired local boat builder, John Wasson is the regular judge and he looks forward to this annual task. He could not go past *Lorelei* and again this year, she took out "Best Presented Overall" and the Wooden Boat Association Shield. *Almitra* also repeated last years win by collecting the National Trust Shield for "Best Presented Gaff Yacht" and Albert Jeays' hours of effort won *Wotama* the Marco Polo Shield for "Best Presented Vintage Yacht".

Yarrandoo also collected the Pforr Family Trophy for "Best Performed Herreschoff Yacht", and the Col "Bungee" English trophy for "Best Dressed Crew" was some consolation to the colourful crew on the "wounded" *Mal de Mer*.

Another successful Regatta has come and gone, but thankfully for those who like to get out and stretch the canvas more regularly, similar events are scheduled for Royal Qld Yacht Squadron at Manly on 19 August and Redcliffe Peninsular Yacht Club for some time in October. We are indebted to our sponsors The Classic Yacht Association of Australia and their sponsor Logan (nautical clothing). Thanks also to "Livo's" lifeboat.

DAN MILLER ADDS FROM QUEENSLAND

Mid July saw three singlehanders cruise the southern end of Moreton Bay in their wooden yachts, *Joy Too* (Trevor Smith), a Tasman Seabird, *Yarrandoo* (Richard Allom) and *Woodwind* (Dan Miller) both H28 ketchs. *Woodwind* and *Joy Too* set off, in company, from Manly at midday on a Monday for a cruise to Jumpinpin.

STATE NEWS Continued

Arrangements had been made to meet with Yarrandoo at Dux anchorage mid week when she would be returning from Southport bound for Sandgate.

The wind was light SW, about eight knots, and both yachts reached southeast from the Huybers light to Coochiemudlo where the fading southwester changed, within five minutes, into a light SE. Both yachts continued past Potts Point and through the Pelican Banks into the lee of North Stradbroke Island where an anchorage was found for the night.

The following morning, with no wind, Joy Too and Woodwind motored with the ebb to Koureyabba, to await the flood tide which would enable them to navigate the two crossovers at the Slipping Sands.

Two hours into the flood tide and both yachts proceeded cautiously through the crossovers, the northern crossover measuring 7 feet of water at that point in time and the southern crossover sounded 5.5 feet, where another yacht, drawing 6.5 feet, was hard aground.

Anchorage was found that evening in Tiger Mullet gutter, following which fish were added to the menu.

Wednesday saw movement of both yachts to a vacant Dux anchorage, where the pleasant beach walks and the absence of other boats and crowds reminded us of the way Moreton Bay almost used to be like in years gone by (the advantages of mid-week cruising).

Yarrandoo joined us on Thursday. All three skippers enjoyed a barbecue and a few drinks ashore that night.

Joy Too departed early Friday morning, as Trevor had an appointment in Brisbane, and it was necessary to work the tides to avoid grounding at the Slipping Sands. Woodwind and Yarrandoo departed later in the morning and met up again at Canaipa, where they spent the night.

The wind was absent again on Saturday morning when the two H28's weighed anchor, and headed home under motor. Yarrandoo and Woodwind parted company at the Banana Banks, with Woodwind steering for the Huybers light and Yarrandoo heading north of St Helena to Sandgate.

The cruise was organised without any fuss via the phone. The informality of these arrangements and the glorious weather contributed to the enjoyment of the cruise.

COL BANDY WRITES FROM VICTORIA

The format for the Victorian Winter Series was established by the skippers of Boambillee and Acrospire III getting together with their long range forecaster and picking the Sundays in May, June & July when the winds would be very light.

They were successful by also picking some very pleasant days for a sail – not a rain cloud in sight for the whole series.

To avoid a complete revolt by the slow old cruisers they mixed in two races of strong winds on flat water. Everyone had fun! Even those who tried some adventurous spinnaker runs. (Expensive. Ouch!)

Generally, all boats started well except for the odd boat that seemed to want to improve its handicap position by sleeping in. The

racing was keen and always friendly. The handicapper once again close to achieving the impossible by making the races probably as fair as is practical given the variety of boats in our fleet.

(There is a rumour that some skippers and tacticians are studying their course books a little more closely for next season.)

Congratulations to Acrospire III!

It's a great spectacle to see her and Boambillee tackle each other way out in front on those light wind days. (But their coffee and cake is no where near as good as ours -there are some bonuses on a cruiser.)

Each race concluded with a BBQ lunch at Royals with most participating boats using the opportunity to tell lies about how well they sailed.

It is a pleasant way to spend a Sunday afternoon on the lawn in the northern sun overlooking the city. Non sailing family and friends often join us at Williamstown to enjoy one of the best spots in Melbourne. Thanks to Royals for the hospitality.

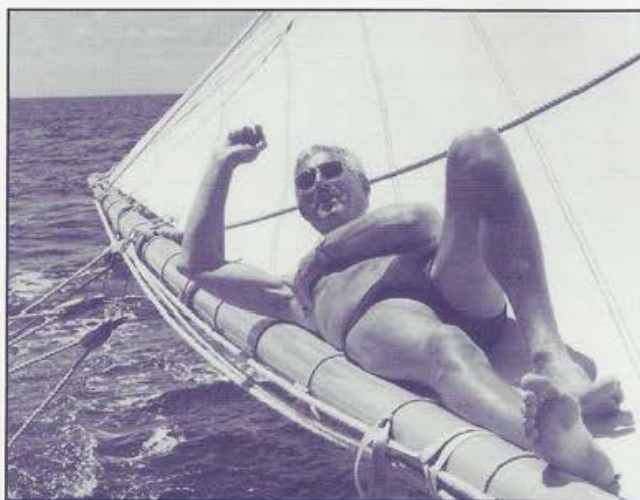
A lesson from the results is that if you race regularly at some time it will be your weather and you will probably be in the money.

To those skippers thinking about joining in the racing – commit – get a crew organised and join in some of the most picturesque racing you will see. You might even win the odd race.

It will certainly improve your sailing and if it's not fun something's wrong.

The final results were as follows

Race1	1st Acrospire III	2nd Boambillee	3rd Saracen of Huon
Race2	1st Acrospire III	2nd Frances	3rd Bungoona
Race3	1st Acrospire III	2nd Boambillee	Only 2 finishers
Race4	1st Bungoona	2nd Windward II	3rd Boambillee
Race5	1st Eleanor	2nd Windward II	3rd Bungoona
Race6	1st Acrospire III	2nd Waitangi	3rd Boambillee
Overall	1st Acrospire III	2nd Boambillee	3rd Bungoona



A tough winter beat for the winning skipper.

OTHER CLASSIC YACHT HAPPENINGS

INSURANCE

A new arm of one of Australia's major Insurance Brokers, Gault Armstrong, is now offering specialised insurance for Classic Yachts exclusively to CYAA members. Based on the Classic Car Insurance model these policies will take into account the love and attention we lavish on our pride and joy.

With insurance cover for Classic Yachts getting harder to obtain, some companies now declining to offer cover on timber boats, a company specialising deserves our support so if you have a policy coming up for renewal give Robert Evans (9416 8732) a ring to arrange a quotation

VICTORIAN SUMMER SAILING CALENDAR

Sat 13th October	Logan Classic Heat 1
Sun 11th November	Logan Classic Heat 2
Sun 2nd December	Logan Classic Heat 3
Fri 25th-Sun 27th	Festival of Sail Regatta, Geelong
Sun 3rd February	Logan Classic Heat 4
Sat 9th Sun 10th February	Schnapper Point Regatta, Mornington
Sat 17th Sun 17th February	Concours D'Elegance, Docklands
Sun 3rd March	Logan Classic Heat 5
Sun 7th March	Logan Classic Heat 6

WHY WOULD ANYONE WANT TO RACE AN OLD WOODEN YACHT (THAT ONLY GOES SLOW) ANYWAY?

This is a question I would have found very difficult to answer three years ago. But I now think I am beginning to understand.

What's an old yacht owned for?

My partner in *Bungoona*, Ernst Zacher, stated, as we contemplated the purchase and looked at justifying our boys' toys to our wives, that owning an old boat was a bit like owning jewellery or a painting – part of the joy is ownership and part is the wearing or looking at, or the using – it also gives you nice things to think about.

All of this is very true, but another thing about owning a boat is the enjoyment of its fundamental function – It is a means of transport – it goes somewhere in a really nice way.

It is this enjoyment of the travel that gives me the greatest reward – And to my surprise racing enhances that sense of travel for the day sail. You start off with a destination – you travel (often with inadequate knowledge) on a series of journeys and at the end of it finish where you started in anticipation of a drink with friends to compare mishaps and successes.

It is easy to organise as you know the dates in advance and you can tee up crew at the start of the season for all races.

It improves your sailing – observation, comparison, and concentration are great teachers.

If you regret not using your beautiful old yacht enough think about joining in the racing.

I started by following the fleet around before committing to a start

in amongst the beautiful old Gaffs, and soon learnt that it is not racing for the hot shots it's racing with a good bottle of red and coffee. On most days there is time for a picnic during the race for those old cruising boats.

Give it a Go! Join us next season! Col Bandy



Bungoona in Port Phillip (not as slow as the skipper likes to think).

CYAA ANNUAL GENERAL MEETING

For the first time in our short history the Annual General meeting of the Classic Yacht Association will be held outside Victoria. We intend to hold the meeting in Sydney on the 2nd of November 2001 at a venue yet to be confirmed. All members are strongly encouraged to attend. Taking the meeting to New South Wales seems an entirely appropriate move reflecting the national intentions of the organisation and rewarding the efforts of the New South Wales Executive on their recent recruitment successes.

THE BOAT DATA BASE

One of the more important roles of the CYAA is to preserve the history of the craft we sail as well as the craft themselves. To this end we have been attempting to establish a comprehensive data base on the registered boats. In order to disseminate informing and encourage discussion between members with similar vessel or interests we hope soon to publish a list of owners and limited

Classic Yacht Happenings cont'd

details of their vessels. We are obviously very sensitive of privacy concerns and do not intend to distribute addresses or telephone numbers. Interested parties wishing to contact other members can do so via their state reps. If, however, you still do not want your boat to be listed please contact the editor (mark@blueboat.com.au or 03 9531 1801) over the next two months.

RMYS FEDERATION TROPHY

A NEW TROPHY FOR CLASSIC YACHTS

To celebrate the Centenary of Federation, Royal Melbourne Yacht Squadron is conducting a trophy race specifically designated for yachts of classic design.

Sunday, 30 September 2001 is the date. Warning signal 1254 hours Start 1300 hours. All yachts of classic design are being encouraged and invited to race for the inaugural RMYS FEDERATION TROPHY.

The Federation Trophy has been designed by RMYS to promote sailing, promote classic yachts, to be highly visual and to be well promoted.

The race will be run in five divisions:

1. glamour;
2. cruising and cuta;
3. H28 and dragons;
4. tumlares;
5. cadet dinghies.

The Federation Trophy is of approximately 8.2 nautical miles commencing from the RMYS start tower. The race follows the line of Beaconsfield Parade, thus ensuring high exposure and visual appeal. Two triangles will be completed before finishing at the RMYS A mark.

As separate short course will be laid for the cadet dinghies.

The 1997-2000 ISAF Race Rules of Sailing, the Prescriptions and Special Regulations of the AYF and the current sailing instructions of RMYS will govern the race. Safety category 7 or Association Rules where applicable will apply. A trophy will be presented for handicap honours in each division. The overall winner on corrected time will be presented with the inaugural RMYS FEDERATION TROPHY, a silver trophy first awarded to Acrospire in the 1940s and re-dedicated for the purpose of the new race. The Federation Trophy is perpetual and will be engraved with the name of the winning yacht and owner. Presentation of trophies will take place at RMYS on Wednesday, 3 October 2001 commencing at 1900 hours. Finger food and a "welcome" drink will be provided at a cost of \$20.00 per head.

On the day of the race, a welcoming brunch will be provided in the yard at RMYS. Eggs, bacon, sausages, toast and coffee (and champagne?) from 1100 hours. All yachts, crews and supporters are welcome and encouraged to attend. The RMYS volunteers in the start tower have offered to wear tuxedos to start the race. Give them a wave as you sail past the tower!

RMYS is extremely keen to promote sailing and the presence of

the classic yachts on Port Phillip. We see the Federation Trophy as a way of encouraging participation by all class of classic design, from dinghy to gaff-rig, and of promoting sailing and the classic yachts to the public.

Publicity of the Federation Trophy has already started. Articles have been sent and accepted by the Victorian State Government Centenary of Federation Committee, Port Phillip Leader and Emerald Hill newspapers, Herald Sun, City of Port Phillip and Southern FM radio stations.

If the Federation Trophy is well supported, it is likely to become an annual event, remaining dedicated to yachts of classic design.

In conjunction with the race, Royal Melbourne Yacht Squadron is holding a public exhibition of photographs and sailing memorabilia from its archive collection. Did you know that it was at St Kilda Pier in May 1901 that the Duke and Duchess of York and Cornwall arrived to open our first Federal Parliament? The Duke and Duchess embarked at St Kilda Pier on 6 May 1901 from the paddle steamer *Hygeia*. Spanning St Kilda Pier was an arch built by the St Kilda Yacht Club.

RMYS has photographs and film footage of the arch and photographs and footage of the Duke and Duchess arriving at St Kilda Pier. We also have and will display an extensive collection of photographs of classic yachts, photographs of the geography and social life in St Kilda at the turn of the century and throughout the early years of the twentieth century. Wooden yachts will be in the exhibition together with Olympic memorabilia, navigation antiques and yacht regatta memorabilia.

The exhibition will open on Tuesday, 2 October 2001 and is being funded by a Victorian State Government Grant under its Centenary of Federation Scheme.

We invite all members of the Classic Yachts Association to attend the presentation night for the Federation Trophy and take the opportunity of looking through our archive exhibition.

We encourage the involvement and participation of all members of the Classic Yacht Association in the Federation Trophy race. A Notice of Race is now available. Entries must be in writing on the form attached to the Notice of Race. Closing date for entries is Tuesday, 25 September 2001 at 1700 hours.

All enquiries and Notices of Race:

Andrew Purcell (RMYS) – 9534 0227

Sarah Johnston (RMYS) – 9534 0227

office@rmys.com.au

www.rmys.com.au



Boat Covers (The Ugly yachtsman)

I have discovered the art to this whole sailing thing. Though I have not mastered it, just the mere fact that I have truly discovered it after such a short period of time indicates my tenacity and nautical enlightenment. Many think that it may have something to do with ship handling, miles cruised, storms weathered, or even the kind of boat one chooses or how well it is maintained. I am here to say that it is none of these.

The sign of the art form is..... how one covers one's boat at the end of the season. Where you can sail forth and accidentally do something wrong like, heaven forbid, have a fender slip over the side or do something else tremendously stupid, generally nobody will notice unless your stupidity involves your flare gun. While sailing, the chances are even more remote that if somebody does see you, that they will know who you are. When you lay your boat up for the season, in most places, you are literally "eye to eye" with your fellow marina mates and your every move is scrutinized by SOMEBODY. Like snowflakes, no two boat covers are the same. Where the cover material that one uses is important, the architectural structure beneath the cover can rival the human skeleton for complexity in both form and function.

Not only must the cover pass casual inspections during it's construction and assembly, but also must endure rain, sleet, snow, wind, the occasional "Nor'easter" and for people on the "other" coast, whatever El Nino happens to be serving up this week. You might as well turn in your blazer if you get the dreaded call from the marina "Mr. Jones, your boat cover has blown off and is currently blocking three lanes of I-95.....". We are talking serious here.

The hands down winner for function, but dead last for style, are the people that have their boats "shrink-wrapped". Stopping all but a meteorite, this preservation method is a science rather than an "art form". The "condom" look may be trendy, but it is not art.

Like the sculpture that has a material that they prefer, the boat cover creator has structural materials they prefer. The three most popular by my observation are wood, metal pipe, and PVC pipe. Where the metal pipe or electrical conduit seems to be somewhat cheap and easy, using pipe appears to be quite complex when it comes to taking it apart and trying to re-use it the following season. I have only seen the PVC pipe rig used once. The only reason that I knew it was PVC was because the cover had blown off and like a dinosaur skeleton it appeared to be walking off of the boat. It seemed like a tremendous environmental waste as there was enough pipe there to re-plumb five medium sized houses.

The use of wood, from my observations, is the most popular. Whether it be 700 linear feet of furring strips to plywood gusseted frames that mimic the actual boat curvature (the final product looks much like a walnut) wood is king.

One of the most clever uses of wood I have seen was the taking of "saw horse" brackets and fitting them with 8 to 12 foot 2x4's that made what looked like wooden swingset frames. These were placed periodically on the boat to create a structure that had to be 20 feet tall. This gargantuan form was covered with the largest blue tarp I have ever seen. All this was tied to damn near everything. It was grand!!!! People were eyeing it up as a possible ski slope after the

first snow. Unfortunately, the laws of gravity and physics, combined with wind and rain, destroyed this before it could be photographed or even sketched. Lost to the ages.

To read more from the "Ugly Yachtsman", visit <http://www.99main.com/~elmergw>

SCHOONER FOR SALE

Shiriri is a 48 ft. classic "Fisherman" gaff-rig timber schooner, built to a Howard Chapelle design. She was launched in 1992 in Canada, refitted for offshore in 1997-8 and sailed across the Pacific. She is now at Royal Queensland Yacht Squadron in Manly near Brisbane. She is beautifully finished and maintained. Featured in *Cruising World*, May, 1999. Price: \$189,000

Contact should be by e-mail: shiriri@hotmail.com

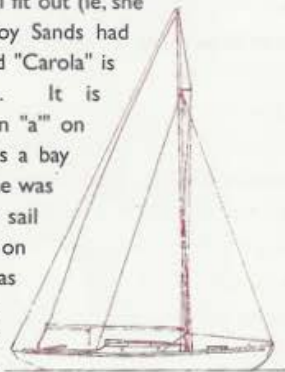


CAROLA

Carola is a 34 foot kauri sloop designed by Roy Sands who was a foreman shipwright at the Melbourne Steamship Company in the 1930's. Her beam is 8'6" and she draws 5'6". He built her for his own use in his backyard at Charles Street, Williamstown and launched her in 1937. She is currently true to her original design, rig, exterior and internal fit out (ie, she has never had a bowsprit). Roy Sands had German family connections and "Carola" is a feminine German name. It is pronounced as "Carol" with an "a" on the end. Mr. Sands used her as a bay racer and for sailing parties. She was penned at Royals and her sail number was R10 which is still on her main'sl. In 1953 she was bought by a Mr. George Daniels of Elsternwick. George sailed Carola for many years from R.Y.C.V. and at times Burnie

Case and Col Anderson sailed aboard. Carola was quite fast and very sea kindly - a joy to sail; with her generous cockpit and roomy interior Carola's hull is still in excellent shape thanks to her kauri planing and sturdy construction. She would be an ideal restoration project requiring very little work to return to original condition. Interested?

Please call Col Anderson on 03 96465273.



LETTER TO THE EDITOR

The following letter was received by the editor. I thank you for correcting my misconceptions on the state of the Dragon class in Australia. I also thank you for taking the time tell us your news. Hopefully it will encourage other organisations connected, however loosely, to the CYAA to contribute to our publication.

10 July, 2001

The Editor,
Classic Yacht Association Newsletter

Dear Sir,

Thank you for listing the Website Address for the International Dragon Association <www.intdragon.org> and for your kind words about the modern Fibreglass dragon and the classic wooden dragon World championship results from Hornbaek in Denmark 14 – 20 July are available right now

But then you say the class is struggling in Australia! What is your definition of struggling?

The Prince Philip Cup Australian Championship has been sailed every year since it was gifted in 1954 – when Aussie attitudes to Royalty were "different". So we have 47 winners – it is a holy grail for Aussie yachtsmen and only a few have won more than once!

In recent years, say from 1995, the PPC has attracted between 15 and 25 starters every year and the "Worlds", 1995 in Perth attracted 54 starters. These are 1700 Kg yachts, not easy to ship around the world or to tow across the Nullabor for that matter. At that "Worlds" our own Aussie Nick Rogers won with *Karabos VIII* D/AUS 180. Nick is the exception in that he won six PPC's as well. From 1995 in Perth, PPCs were in Sydney '96 (20 starters), Hobart '97 (21), Melbourne '98 (17), Perth '99 (22) and Sydney again in 2000 (21).

This past season at RBYC we were delighted to see a Victorian yacht score a clear win in the PPC. A "Woodie" called *Jack Robbie* D/AUS 107 sailed by Nick Chapman and crew from Royal Brighton had the series won by heat 6 of 7. *JR* was built in 1963! She also won the PPC in Hobart in 1997

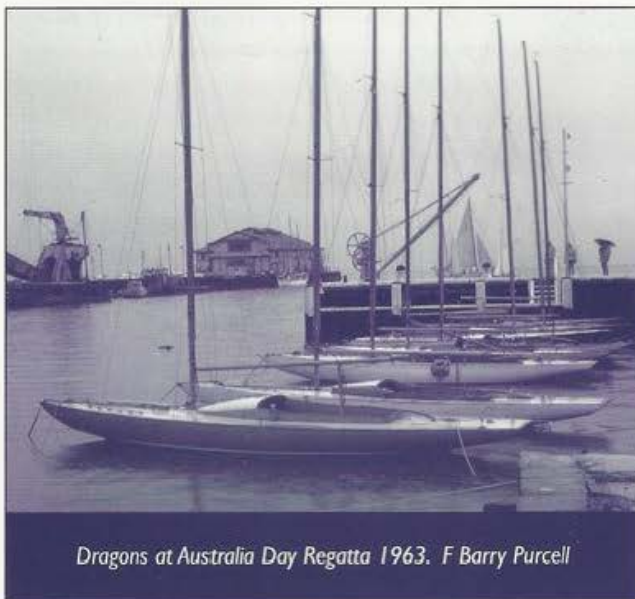
Do you see old, low numbers boats winning in another more modern 3 person Keelboat class? Dragons are so tightly controlled that usually the best crews win!

JR and crew beat five crack F/G representatives from Sydney and two from Hobart. One of the Hobart boats was *Mystere*, D/AUS 24 built in 1954 for Arch Robertson to sail in the Melbourne 1956 Olympics - like *Paula*, D/AUS 30 which also has also done well in PPC's

We in the AIDA don't see Dragons as a struggling class anywhere and certainly not in Australia – it is the leading 3 man keelboat class in the world.

We wish you good classics sailing – we might have a few more Dragon members for you as our members' boats go back to 1950 as recorded in our annual "Dragon Beat" magazine. Copies available from me at brian@modapts.com or fax to 03 9592 4177

Brian Sullivan, RBYC (Publicity Officer, AIDA and VIDA) *Waliki*, D/AUS 145 at RBYC



Dragons at Australia Day Regatta 1963. F Barry Purcell

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ARIEL, a Weekender and More

Over the last four years the S&S sloop Ariel has been one of the most constant performers on the Victorian CYAA Calendar, winning the Logan Summer Series in 1999. Barry Weston, her current owner, kindly shares some of her history with us....

Ariel was designed in 1937 by Sparkman & Stephens of New York. Mr. Fred Peacock of Hobart, Tasmania, selected the design and Viv Innes, a local boatbuilder, at Cygnet, south of the city of Hobart, commenced construction late 1938. Her dimensions are as follows.

L.O.A.	35 ft.	Beam	9ft. 5 in
L.W.L.	27 ft.	Draft	5ft. 6in.

Construction was carried out in Viv Innes's shed at Cygnet which was not connected to the electricity system and when Mr. Peacock became aware of this he offered to connect it to the shed to facilitate construction. Viv Innes declined to have electricity connected resulting in the entire craft being built using hand tools! Construction details are as follows: -

Timber – Round Bilge – Carvel

Frames – 50mm x 38mm @ 270mm – steam bent Huon Pine

Beams – 48mm x 40mm @ 155mm –sawn hardwood

Stringers – 110mm x 45mm – bilge and deck Oregon

Planking – 25mm Huon Pine

Decking – 30mm Huon Pine

A survey was carried out in 1997 prior to the yacht coming to Victoria and an excerpt from the survey report reads: -

"As part of the survey, three fastenings were drawn from various parts of the vessel. The conditions of these fastenings is perfect and when drawn they were completely dry"

The yacht was completed and launched in September 1939 and remained in the Peacock family for the next 54 years during which time it became known throughout Tasmania and won many races as well as cruising in practically all Tasmanian waters.

A plaque on board commemorates 50 years of sailing on the Derwent River and neighbouring waters.

The son of the owner, Fred Peacock Jnr. sailed the yacht for some 30 years after which it passed to his younger brother. The yacht then passed into the hands of a retired master mariner Bill Lloyd who sailed it until 1997 when it was purchased by Barry Weston of the Royal Yacht Club of Victoria, Williamstown and sailed across Bass Strait to Port Phillip Bay in Victoria.

During the life of the yacht it was setup first as a fractional rig, however in 1956 a masthead rig of spruce was installed which was only replaced with an Oregon section in December 2000.

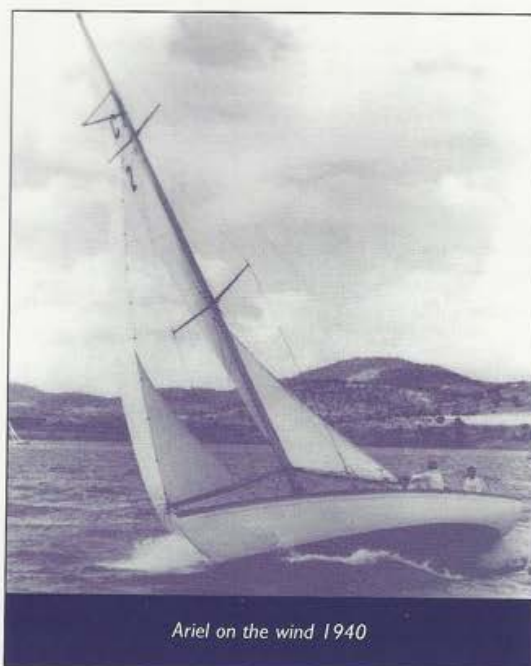
The original club-footed jib had been replaced with an overlapping genoa and the present sail configuration consists of a furling #2 headsail together with a fully battened main fitted with lazy jacks. In addition the yacht carries a distinctive spinnaker for downwind work and is sufficiently fast to have won the Logan Classic Summer Series on Port Phillip Bay in 1998.

A considerable amount of restoration has been carried out, mainly of a cosmetic nature as the yacht remains as seaworthy as the day it was launched. Barry Weston inquired of the present Sparkman & Stephens office in New York as to the possibility of obtaining information or even drawings of the yacht and was delighted to be advised that the Weekender was design no. 208 of Sparkman &

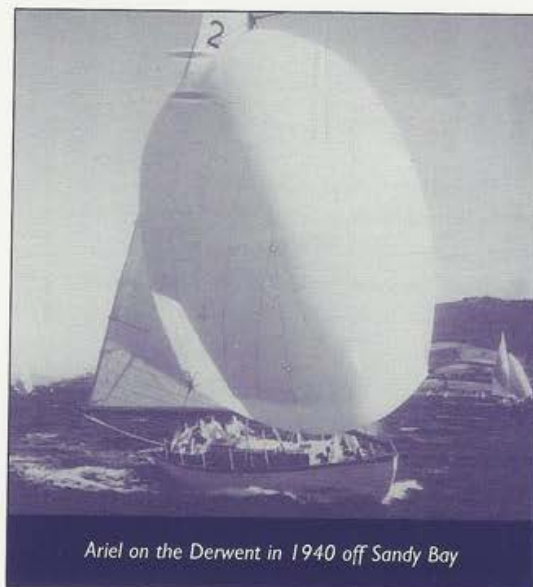
Stephens and that the plans of the yacht were in Sparkman & Stephens archives. A full copy of the plans was duly received in Melbourne and is carefully stored, being referred to when necessary.

Documents provided by the Peacock family include early photos of Ariel sailing on the Derwent River together with copies of the original (1937) brochures from which Mr. Peacock purchased the design. These make for fascinating reading as does the article on the Weekender class contained in the book "The Best of the Best", a history of Sparkman & Stephen's most notable designs. The article indicates that although designed as literally a "weekender" the yacht went on to win many races on the East Coast of the U.S. from the Mackinac Race to the America Yacht Club Cruise.

(Due to health concerns Barry is considering parting with his much loved Ariel. Interested parties should contact bgw@smartchat.net.au)



Ariel on the wind 1940



Ariel on the Derwent in 1940 off Sandy Bay

TRADITIONAL NAVIGATION

The following article was taken from the "Weekend Inquirer" section of the Australian in June. I have always believed that the world of Classic Yachting should be preserved in its entirety. The processes, whether they be splicing a rope or taking a noon sight, are just as an important part of the culture as the hardware, the varnished masterpiece or the winners trophy. (Editor)

A storm of controversy has hit the yachting world as organisers of one race demand, shock horror, that navigators really navigate. Bruce Montgomery reports

Unheard by most landlubbers, a heated debate about a tradition of sailing and seamanship is raging across the oceans among a crew of salt-encrusted curmudgeons.

These latter-day Ferdinand Magellans, James Cooks and Francis Chichesters are arguing the toss not at the bar of the Admiral Benbow but by email, in the chat rooms of the new cyberworld of ocean racing. And seldom have these members of the Scuttlebutt Sailing Club written with such conviction about any topic.

What has them so fired up?

The organisers of next month's biennial Transpac, a 2250-nautical-mile yacht race from Los Angeles to Honolulu, are insisting that at least one person on board each vessel be able to navigate by the stars. What's more, to prove their skills in celestial navigation, each boat's navigator must keep a logbook showing at least four sights taken by sextant during the course of the race. Hopefully each sight -- when reduced to a fix, or fixed position, on the navigation chart -- will be the same as the boat's position at that time according to the usual source these days: the global positioning system.

GPS uses satellites to give an accurate and continuously updated readout of the boat's position in degrees, minutes and seconds of latitude and longitude. In no other ocean race in the world, including the big two, the Sydney-Hobart and the Fastnet, is a yacht's navigator required to have a practical, working knowledge of celestial navigation because technology has taken over.

As correspondent George Butler wrote to the Scuttlebutt Sailing Club: "In an era when portable, waterproof GPS units cost less than a pair of sea boots, a harness or a comfortable PFD [personal flotation device], I can think of no reason to arbitrarily impose this totally meaningless, time-consuming and inaccurate throwback to the dark ages on a racing fleet."

But, say the Transpac organisers, suppose the satellites stop working, suppose the US Defence Department switches them off, suppose somebody spills coffee into the GPS and the batteries on the portable back-up fail -- what then?

"Our sport would be the laughing-stock of the country," says Stan Honey, navigator on previous Transpac record-breaking boats called *Pyewacket* and aboard billionaire Steve Fossett's *PlayStation* in The Race, the recent maxi-cat dash around the world. He's right. What are you supposed to do? Stop a passing fishing boat and ask where you might be? The fishermen could well be as lost, all at sea, as you. Another US yachtsman, Charles J. Doane, says: "It would be foolish to abandon celestial altogether. GPS is reliable, but not perfectly so. Furthermore, it requires electrical power. A sailor who absolutely depends on electrical power to function is sort of missing the point, in my opinion."

Hobart yachtsman John "The Fish" Bennetto reckons a lot of people who put to sea are missing the point. Bennetto shares the record of having sailed the most Sydney-Hobarts with Sydney sailor Richard "Sighty" Hammond. Hammond's nickname derives from his expertise as a navigator. They have each sailed 40 Sydney-Hobarts, going back so long that most of their voyages had been navigated by sextant.

Bennetto has not used his sextant in a Sydney-Hobart since 1984 because he has had satellite navigation, but he knows what the Transpac organisers and Honey are on about.

"I agree with the sentiment," he says. "Years ago we did not have near catastrophes in Sydney-Hobarts because we did not have all this gear on board."

"You knew that if things went wrong, you had to get home on your own. It was a prerequisite that at least one person on board could use the sextant to confirm where you were. There was no other way."

Bennetto once skippered a crew that delivered a boat from Albany in Western Australia to Tasmania. It took eight days. Bennetto, with his 1945 sextant, was "the naviguesser", a common, derogatory term for a yacht's navigator.

"Approaching the northern end of King Island, I warned the crew that unless Cape Wickham appeared on the horizon within 15 minutes, they would have to change course to the north to avoid dangerous waters," he recalled. "These waters had wrecked many a sailing ship in the 1800s."

The cape emerged right on schedule.

Sandy Martin is the commodore of the Transpacific Yacht Club, which organises the Transpac.

"Yes, there is a safety issue of depending entirely on electronic measures to get you across oceans, but that is the small part of the issue," he says. "Transpac supports the concept that your navigator should be a real navigator, not just someone with a computer gadget with an on button. Transpac would like to encourage the continuing art of the real navigator."

"A very few noon sights, sun lines or star sights surely won't slow down any boat, and a competent, well-seasoned navigator might even help a bit ... and, yes, there is also that very bad word -- tradition."

Beginner's guide to celestial navigation

IMAGINE walking towards the light on a lamp-post -- the closer you get, the greater the angle between you and the light. If you stop walking and measure the angle, you will know you are somewhere on a particular circle around the post. If you take a sight on two or more lights, you can fix your position. Used at sea, a sextant measures the angle between the sun or any other star, the observer and the horizon. That angle can then be compared with the known position of the sun or star at that precise time. An immediate calculation done below decks will tell the navigator how far the boat is from "the lamp-post", the point on the Earth's surface where a line between the centre of the star and the centre of the Earth passes.

By: Bruce Montgomery from The Australian Newspaper

NEW MEMBERS

In the three months since the last newsletter there has been a remarkable increase in membership with 37 new recruits. This has been due in no small part to the considerable efforts of John Devers in Queensland and Rob Evans in New South Wales. Overall membership now stands at 285. New members since the last issue are

Carl Ryves NSW Boat Owner
 Anthony Davis NSW Boat Owner
 Philip Kinsella NSW Boat Owner
 John Westcott NSW Boat Owner
 Geoffrey Ruggles NSW Boat Owner
 Bruce Wallace NSW Boat Owner
 Steven Bennett NSW Boat Owner
 Kenneth Michael Victoria crew
 Jeremy Wilkins Victoria Crew
 Brad Bishop NSW Boat Owner
 Allen Frick NSW Boat Owner
 Merrill Barker NSW Crew
 Basil Psaltis NSW Crew
 Peter Irvin NSW Boat Owner
 Timothy Spooner NSW Boat Owner
 Arthur Chapman NSW Boat Owner
 Jerry Brookman NSW Boat Owner
 Maurie Evans NSW Boat Owner
 Ian Kortlang NSW Boat Owner
 John Barclay NSW Boat Owner
 Greame Robertson NSW Boat Owner
 Barry White NSW Vic Crew
 Neville Olliffe NSW Boat Owner
 Leigh Dorrington Queensland Boat Owner
 Owen Thomas NSW Boat Owner
 Grahamnock NSW Boat Owner
 Daniel Miller Queensland Boat Owner
 Norman Hyett NSW Boat Owner
 David Marshall NSW Boat Owner
 Robert Collins NSW Boat Owner
 Charlie Chan NSW Boat Owner
 Paul Hunter NSW Boat Owner
 Trevor Green Queensland Boat Owner
 Andrew Purnel NSW Boat Owner
 Denis Dean Victoria Crew
 Peter Kerr Queensland Boat Owner
 Peter Devers Queensland Crew

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 0292529373

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

MALUNA

32 foot Classic "Albatross" designed by Knud Reimers (as in Adlard Coles "Cohoe")

Built in Victoria in 1947 for South Australian owner of oregon on Spotted gum. She has four berths, a head, a 20hp Bukh Diesel (as new) a roller furling jib, a cover and an awning. She is in excellent condition, professionally maintained, rigging recently renewed and engine serviced, hull and deck repainted and revarnished. She is an authentic classic yacht that is easy to handle. The owner is buying a larger boat and will sell her for \$ 32000.

Please call bh 0292814576 or ah 0295551154

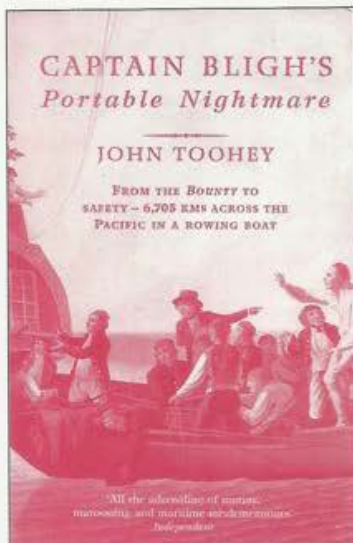


LOGAN

BOOK REVIEW

"All but naked, William Bligh stood in the decks of the *Bounty* just before dawn on the 28th April, 1789. At the prod of a cutlass to his buttock he climbed over a bulwark and down a ladder into the launch waiting below."

So begins John Toohey's account of William Bligh's 6705 kilometre across the Pacific in a 23 foot open boat. Most books relating to the famous mutiny have concentrated on the mutineer's story, Fletcher Christian's flight to the carnal delights of Tahiti and the eventual exile on Pitcairn Island. This book focuses on the fate of the victims of the mutiny rather than the perpetrators, at the same time describing the remarkable feat of navigation that Bligh performed not only steering the boat through a coral reef nightmare but at the same time



bothering to map and record what he discovered. Despite being on the verge of starvation and losing the support of his desperate shipmates he focussed on the task in hand. This task was not to save his skin but to return to civilisation in order to put in motion the long chain of events that would eventually bring justice to the mutineers.

You may consider this a strange book to choose to

review for a Classic Yacht Newsletter. The *Bounty*'s small launch was a wholly unremarkable vessel. But again and again the themes revolve around tradition. The tradition of excellence in navigation that officers in the 18th Century British Navy were expected to show. The traditions of strict hierarchy that eventually broke down in the hellish conditions of a tiny boat adrift in the Pacific, their floating nightmare. And finally the tradition of pursuing justice at all costs especially for the crime of mutiny which ranked beside treason as a offense against the king.

Unlike Cook, Bligh's flaws were apparent for his detractors to gloat over. Unlike Cook, he has been remembered for his failures rather than his remarkable achievements. This book might set the record a little straighter.

The Classic Yacht Association Newsletter is designed
by Blue Boat Design
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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