

# **APPENDIX 18**

**Copies Yacht Pre-Race Preparation**

**Notes from Individual Yachts**

CHALLENGE AGAIN

WATCH SYSTEM  
CREW SAFETY INFORMATION  
STORAGE POSITION OF FLARES ETC  
EMERGENCY ACTION.

NOTES: ALWAYS PRESENTED TO CREW. [NEW OR OLD]

**CREW POSITIONS**

SKIPPER, BACK UP NAVIGATOR &amp; HELMSMAN

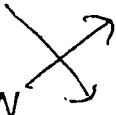
RICHARD NAVIGATOR &amp; HELMSMAN

FRAZER PRINCIPLE HELMSMAN

PRINCIPLE HELMSMAN &amp; TRIMMER

JP TRIMMER &amp; SECONDARY HELMSMAN

ROWAN TRIMMER &amp; SECONDARY HELMSMAN

ANDREW  BRACE, GRINDER & CATERING OFFICER  
 MAST & GRINDER

GEOFF HALYARDS &amp; GRINDER

NICK FOREDECK

**WATCHES**

PRINCIPLE HELMSMAN FRAZER &amp; COL

SECONDARY HELMSMEN JP &amp; ROWAN

BUDDIES SKIP & ANDY  
GEOFF & NICKNAVIGATOR RICHARD  
BACK UP LOU

539  
CHALLENGE  
AGAIN

## RULES

**SAFETY IS PARAMOUNT!**

**WORRY FOR SPEED!**

**CONCENTRATE ON VMGS IN THE RIGHT DIRECTION**

**USE BEST HELMSMEN IN HEAVY GOING**

**BE WEIGHT CONSCIOUS (SLOG IT OUT - NAVIGATOR DIRECTION)**

**PROTECT THE GEAR**

**EVERYONE ON DECK FOR MANOUIRVES / GYBING REEFING ETC**

**PACK SAILS ON DECK, SPINNIKERS FIRST OPPORTUNITY**

**KEEP BOAT DRY**

**IN CRISIS SITUATION DO YOUR JOB**

**ASSIST ANDY**

**DON'T RELY ON NAVIGATOR - KEEP EVERYONE INFORMED**

**CONSERVE ENERGY**

**EAT & DRINK**

**KEEP BOAT TIDY**

**HELP EACH OTHER - LESSEN THE LOAD**

CHALLENGE  
AGAIN

WATCHES

PRINCIPLE HELMSMEN      SECONDARY HELMSMEN

- 6.00 TO 10.00      8.00 TO 12.00
- 10.00 TO 14.00      12.00 TO 16.00
- 14.00 TO 18.00      16.00 TO 20.00
- 18.00 TO 21.00      20.00 TO 23.00
- 21.00 TO 24.00      23.00 TO 2.00
- 24.00 TO 3.00      2.00 TO 5.00
- 3.00 TO 6.00      5.00 TO 8.00

NAVIGATOR & LOU WORK T OUT BETWEEN THEMSELVES!

BUDDIES SAME SYSTEM - CONDITIONS TO GOVERN CHANGES  
(IE 4 HOURS IN DAY - 3 CHANGES 3 HOURS @ NIGHT - 4 CHANGES)

# EQUIPMENT + SAFETY PLAN 54

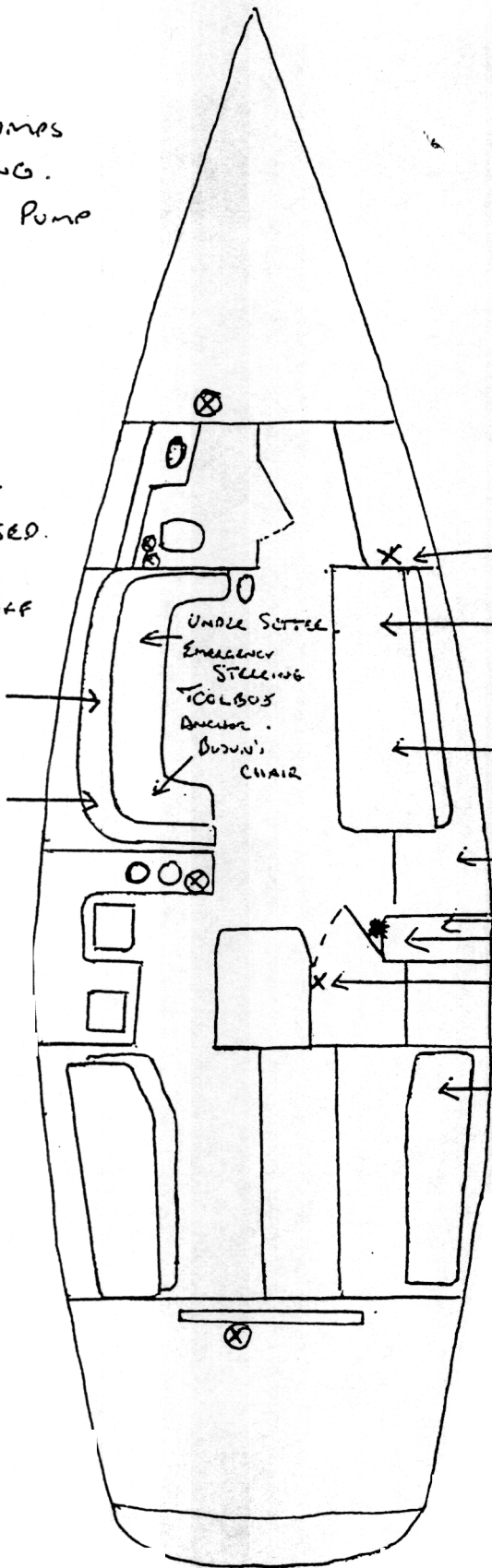
CHALLENGE AGAIN

HEAD INSTRUCTIONS

REQUIRES 25/30 PUMPS TO CLEAR PLUMBING.  
 SWITCH LEFT TO PUMP IN + FLUSH.  
 DON'T CLOG!

HEAD

DON'T USE SINK.  
 VALVE ALWAYS CLOSED.  
 HEAD PUMP SWITCH LEAVE TO RIGHT FOR OFF  
BEHIND SETTEE  
 HARNESSES.  
 SAIL REEF TAPES / SHEET  
 TORCHES + BATTERIES.  
 RADAR DEFLECTOR.  
 J/STAYS  
 ECT + NOS.



FIRE EXTINGUISHER.  
 FARENS LIFE JACKETS } UNDER SETTEE  
 ANCHOR + LINE STORM SAILS } UNDER SETTEE  
 B+G. MANOUEBOARD INSTRUCTIONS.  
 RADIO FIRE EXTINGUISHER } EPIRB.  
 MEDICAL V B

⊗ HULL DECK

FO HEAD ALI WS C  
 HEAD CALL WHEEL W DRAIN

542



## EMERGENCY RESPONSIBILITIES

CHALLENGE  
AGAIN

### DECISION MAKER3

RICHARD	RADIO & EPIRB
SKIP/ GEOFF	RAFTS
ANDY	WATER & FOOD
ROWAN	FLARES
	LIFEJACKETS

### WEAR HARNESSES IN BAD WEATHER

MAN OVERBOARD	KNOW B & G
	WPT / MOB KEY (HOLD IN FOR 3 SECONDS)
	RECORD POSITION
	STOP BOAT
	START MOTOR (WATCH OUT FOR LINES!)
	REDUCE SAIL
	RETRIEVE

# AURORA

CREW FOR HOBART

## A WATCH

Ralph  
Goete  
Mary  
Sam

## B WATCH

Ian  
Bob  
Steve  
Nigel

Jim Skipper Floating

## WATCH TIMES

Change of watch will be 4 hourly during the day and 3 hourly at night

First watch  
26<sup>th</sup> December

500 – 1800 hrs



544

# AURORA

## CREW POSITIONS FOR RACE START AND ALL HANDS ON DECK

- BOW Sam
  - MAST Nigel
  - HALYARDS Steve
  - HEADSAIL TRIMMERS Ralph
- 
- MAIN Ian
  - HELM Jim
  - RUNNERS Goete

## PERSONAL KIT

### MUST HAVE

- Pocket torch on lanyard
- Pocket knife on lanyard
- Own safety harness
- Wet weather gear
- 1 kit bag only
- 1 sleeping bag or sea rug. No doonas.

It is your responsibility to keep your own gear in your bag and dry.  
No wet weather gear to be worn in bunks.

## HEAVY WEATHER

Harnesses must be worn at all times

Clip on before leaving cabin

Double clip when necessary

- Use head not rail
- Wash boards on and hatch cover closed

## SEASICKNESS

- Take tablets 6 hours before leaving
- Keep hydrated
- Stay to windward
- Everyone is expected to do their watch. You (if sick) will feel much better on deck sitting to windward than below.
- Keep dry and avoid hypothermia.
- Silver bullets will be self administered.

## HOUSEKEEPING

Everyone is responsible for keeping the galley clean and the boat shipshape

- Watch captains will delegate who is to prepare and who is to clean up after meals
- 15 minutes before end of watch boil water and make tea/coffee for on-coming watch
- Since there are only 4 bunks to windward each person will take a turn on their off watch to sleep on the sails.

546

ANTIPODES

SYDNEY to HOBART  
YACHT RACE

28

Friday, 25 December 1998

## Welcome Aboard Antipodes

I hope you will enjoy the passage to Hobart on Antipodes. Sascha particularly has worked hard to get the boat up to speed and seaworthy. The crew is also the best. Thanks also to everyone for their efforts, especially the Eastern Suburbs Gourmets for their efforts.

A crew of 12 will be challenging and will require team work and cooperation between each other, especially as many are not familiar with the boat or the foibles of each fellow crew member. Can I therefore ask each of you to help one another and be cooperative, making the trip a fun event to remember!

### WATCH'S

There will be three watch's

#### CHARLIE'S WATCH

Charlie Brandon-Cook

\*Paul Browning

Norman Cleversley

Doug McEwen

#### SASCHA'S WATCH

\*Geoffrey Hill

Andrew Isles

Michael Rosman

Sascha Woolf

#### SIMON'S WATCH

\*Ian Roach

Andy Stoeckel

Stephen Wall

Simon Ulrich

*As 'Captain' I will not stand a formal watch but will fill in. Paul will roam and Ian will look after navigation!*

## Watches

We will initially have a designated position for the start which have run through.

Watch's will commence 2-3 hours after we have cleared Sydney Heads. We will initially work on 4 hour watch's during the day and 3 hour watch's at night [6pm-6am]. This will be reviewed as required.

During the day watch's will rotate as required from on watch, to below, to on the rail.

All crew can be expected to be called on to assist the duty watch where required (i.e. for spinnaker handling, shortening and changing sails.

*Watches must plot positions hourly and fill in the log at the end of the watch.*

### DESIGNATED CREW POSITIONS

FOR DECK	*SIMON ULLRICH
MAST	<ul style="list-style-type: none"> <li>• STEPHEN WALL,</li> <li>• ANDREW ISLES,</li> <li>• NORM CLEVERSLEY</li> <li>• CHARLIE BRENDON-COOK</li> <li>• Paul Browning</li> </ul>
Cock Pit	<ul style="list-style-type: none"> <li>• DOUG McEWAN</li> <li>• ANDREW ISLES</li> <li>• IAN ROACH</li> <li>• MICHAEL ROSMAN</li> <li>ANDY STOECKEL</li> </ul>
OTHER	<ul style="list-style-type: none"> <li>• GEOFF HILL                      CAPTAIN</li> <li>• SASHA WOOLF      SAILING MASTER</li> </ul>

\* Simon Ullrich is responsible for foredeck and spinnaker operations

**MEALS**

We should attempt to eat together especially of an evening. It's a chance to discuss the voyage and get to communicate. We are not taking a cook so each crewmember will be expected to help with meal preparation, this includes washing up. At night make up a hot drink for the new watch. You will like it when you come on watch.

Gourmet meal menu is attached

**SKEDS**

There are 3 Skeds – 0305 and 1405 – 2205 (Until 30 December).

Plus a safety standby on 4125 kHz and 2182 for 5 minutes prior to skeds

Watch's will be expected to note weather condition as we are required to give same at the end of our position report.

Race frequencies are 4483 and 6227

See sailing instructions for details

**THE COMPETITION**

This is a large fleet. Our handicap is tight. A list of competitors is available

## WATCH LIST

1. Check course, position and instructions.
2. Check bilge and nav instruments.
3. Inspect sails and deck.
4. Check time of next sked.
5. Call skipper or mate if weather changes sail is necessary, equipment broken, course cannot be held [+20] or strange sightings.
6. In heavy weather change helmsman every hour.
7. Safety harness is mandatory at all times other than calm seas in daylight.
8. Write down weather skeds and position reports.
9. Make coffee/tea for new watch  
Call new watch 5 minutes before hand.
11. Clean up cockpit and galley before your watch finishes.
12. Give clear and precise hand over instructions and reports.  
Fill out log and mark position on chart.

IF IN DOUBT... ASK.
---------------------

## SAFETY IS PARAMOUNT

2 on deck at all times

If in doubt wear a vest and hook on at all times

Wear warm clothes at night

- Make sure someone knows you are on deck
- Please read the attached note O.M.O.B!!

## INSTRUCTIONS

### SAFETY AND MAN OVERBOARD

#### Man Overboard

Sometimes, although all precautions have been taken, a person will fall overboard. An efficient method of recovery needs to be perfected both under sail and motor, which can be done by each member of the crew in all weather conditions. The preferred method will depend upon the conditions, the type of boat, the ability of the helmsman and the availability of other crew members. Immediately a person falls overboard the following actions must be carried out:

- 1 The lifebuoy (and dan buoy) must be thrown in as near to the person as possible.
2. As this is being done *Man Overboard* is shouted loudly to alert all crewmembers.
3. If there are sufficient crew, a lookout is appointed immediately who points to the person in the water and continuously calls out his position. (In a rough sea or at night anyone in the water is quickly lost to sight).

The lifebuoy (and dan buoy) should have a powerful light for night use. Retro-reflective materials on all safety equipment and clothing are well worthwhile.

To help guide the helmsman to the pick up point, any buoyant object can be thrown in periodically to form a trail. If available immediately, a buoyant orange smoke canister makes a good marker for day use, but as this is a distress signal it must only be used if the circumstances warrant. (Pains-Wessex Schermuly supply a buoysmoke for day use for marking the man overboard position. This gives off a dense cloud of orange smoke lasting for 15 minutes, and is combined with a night marker containing lights.)

If running with the spinnaker set, the course should be altered towards the wind and the spinnaker immediately lowered by pulling it down behind the mainsail into the cabin. A note should be kept of the time, course and log



reading, in case the person in the water is lost to sight and the helmsman needs to retrace his course.

The decision as to whether to gybe, tack or start the engine to return for the pick-up depends upon the ability of the crew and the conditions.

Various methods are discussed below.

### ***Method 1 (preferred)***

Immediately heave-to and start the engine. The sails can then be lowered and the boat motored back.

This method is suitable with an inexperienced crew who might be unable to sail back, or at night when it is undesirable to travel out of sight of the person in the water.

If the engine is used, it is important to see that no trailing warps are in the vicinity of the propeller when the engine is put into gear, as this will immediately disable the boat and add further complications to an already serious situation. The engine must be turned off when the person is secured to the boat, as if it is left running in neutral it can be accidentally put into gear causing injury from the propeller.

## **Method 2**

Whatever point of sailing the boat is on, she immediately goes onto a reach (wind on the beam) and sails on for a sufficient distance to enable the boat to tack and return at a slow speed under full control. After tacking the boat reaches back, dropping slightly to leeward for the final approach which is made on a close reach with the sails flying so that the boat will stop with the person to leeward. (Occasionally if the boat is stopped head to wind, she will pay off on the other tack before the person can be secured.)

Using this method the boat is always under full control though it is necessary to travel some distance before tacking to give the boat room to manoeuvre and stop.

## Method 3

As an alternative to tacking, the boat may be gybed round. If this is done too soon the person may be missed completely or, if the helmsman is inexperienced, an uncontrolled gybe can [put the boat out of control and cause damage.

In light airs or when only a staysail is set this method may be used.

## The Pick-Up

### Preparation

Whilst the boat is returning, two warps should be prepared: one tied to a floating object such as a quoit to use as a heaving line in case the helmsman misjudges the final approach; one secured to the boat to attached to the person so that he is held whilst preparations are made to lift him out of the water.

The decision as to whether to bring the beam of the boat or the cockpit area alongside depends upon the method used for recovery. If single-handed or using a tackle (attached to the end of the boom) to hoist the person out, it may be better to cut the guard rails and pull him into the cockpit. If they halyards are being used and there are plenty of crew to help, it may be preferable to bring him aboard alongside the shrouds.

As there are no halyards and sail winches on a motor boat there is an additional problem getting the person out, and therefore a ladder should always be fitted to this type of boat.

On initially coming up to the person in the water, it may be necessary for a crew member to lie along the side of the boat in order to reach him through the guard rails or, if the boat has a very high freeboard, there may be no alternative but to use the boat hook. Anyone attempting the pick-up must be securely fastened to the boat, as another man overboard will not help the situation.

If the man overboard is lost from sight or not immediately noticed to have gone over the side, the helmsman should sail a reciprocal course, and then

# JUBILATION

554

## ITINERARY

At this stage, we have the following dates in mind for the various stages of the trip. PLEASE NOTE THAT AVAILABILITY FOR THE DELIVERY TRIP FROM MELBOURNE TO SYDNEY IS AN ABSOLUTE PREREQUISITE FOR ALL CREW MEMBERS SAILING IN THE SYDNEY-HOBART RACE, as this will constitute our shake-down for the race. Anyone who is not in the final racing crew but is interested in doing the return delivery from Hobart to Melbourne is invited to register their interest and availability.

### **SUNDAY, DECEMBER 13th**

Loading of the boat at Westernport Marina, Hastings.

### **MONDAY, DECEMBER 14th**

"Jubilation" departs from Westernport Marina.

The plan is to sail directly to Sydney with the two watches operating as though in racing mode.

### **TUESDAY, DECEMBER 16th**

It is anticipated that "Jubilation" will be in Sydney and safely moored at the C.Y.C.A., Rushcutter's Bay by this date.

Some crew members will be returning to Melbourne or other destinations for the week prior to Christmas, so we would like an indication of your intentions during this week to organise appropriate accommodation in Sydney.

### **THURSDAY, DECEMBER 24th -**

Briefing for the Sydney-Hobart Race will be held at the C.Y.C.A. at 0900 hours.

### **FRIDAY, DECEMBER 25th - CHRISTMAS DAY**

Members of the crew and their partners, relatives, etc. are invited to attend the Christmas Day luncheon at the C.Y.C.A.

### **SATURDAY, DECEMBER 26th - BOXING DAY**

Warning signal at 1250 hours.

Land-based crew supporters have the opportunity to view the start of the race from one of the Sydney ferries.

### **FRIDAY, DECEMBER 31st - NEW YEAR'S EVE**

It is well and truly anticipated that "Jubilation" will have been safely tied up in Sullivan's Cove for a couple of days. The cheer squad are invited to join us aboard for the New Year's Eve celebrations in Hobart.

### **SUNDAY, JANUARY 2nd - KING OF THE DERWENT RACE**

Any takers ?? This is a short race sailed on the Derwent River and can be quite exhilarating when in close proximity to the speed machines. All crew and support crew welcome.

### **MONDAY, JANUARY 3rd - DEPART HOBART**

"Jubilation" with her return delivery crew will leave Hobart to return to Melbourne via the east coast of Tasmania, and possibly stop overs at Lady Barron on Flinders Island and Refuge Cove at Wilson's Promontory. It is anticipated that "Jubilation" will be back in her home waters at Westernport Marina by the weekend of January 9th - 10th.

## Introducing "DIESEL DAVE"

David is the proud owner of "Jubilation" and will be the Skipper/ Watch Captain for this campaign. His main reason for doing the Sydney-Hobart is to attend the great party in Hobart at the end of the race - it seems a long way round to get to the party!

He started to take an interest in yachts in the mid 1940's, when as a young boy, his older brother helped him to make model yachts to sail at Lorne. At age nine, he helped his brother build a V.J., on which he learned to sail. Later, he became the skipper of this craft and raced it on Albert Park Lake for a season. In 1955, he built his own yacht, a small pram dinghy (not unlike a Sabot), then came a Moth Mark II and an O.K. Dinghy at age eighteen. About this time, true to adolescent form, he drifted away from sailing and became seduced by speedier craft and water skiing and became a dedicated "petrol head" for some years.



In 1990, David moved from Mooroolbark to Brighton and immediately joined up at Royal Brighton Yacht Club, where he crewed on a Cavalier 37 "B.O.O.T.S". As a result of friendships established at this time, he then went on to cruise the Whitsundays in 1992, the Greek Islands and Turkish coast in 1993 and the Carribean Islands in 1994.

Not content with being "boatless", he purchased a Cavalier 26 "Cavatina" in 1993, which he cruised and raced on Port Phillip Bay. In 1996, after having made several trips with the Yachtmaster Sailing School on the Farr 11.6 "Jubilation", the opportunity arose to purchase her and continue the association with the sailing school.

In 1997, David and his crew took part in the Port Phillip to Port Lincoln Cruise, taking in Kangaroo Island and the Adelaide-Port Lincoln Race. Earlier this year, David and his crew took off once again, this time to circumnavigate Tasmania and commemorate Bass and Flinders historic voyage of 1798.

David holds an A.Y.F. Inshore Skipper's Certificate, has passed the theory section of the Yachtmaster's Certificate, holds Restricted Radio-telephone Operator's Certificate and has logged more than 5,000 miles in unprotected waters.

From the "crow's nest" in the pharmacy, the challenge of the Sydney-Hobart Race looms large on the current horizon. Beyond that, David is looking forward to sailing "Jubilation" to New Zealand to view the America's Cup Challenge in 2000 and then over the horizon for the next century.

# Introducing "SPINNAKER LILL"

Rosie Colahan is the wife of the skipper "Diesel Dave" and daughter of "Doctor Dick". She is looking forward to competing in her first ever Sydney-Hobart race aboard "Jubilation", which will be the achievement of a lifelong dream.



Rosie started sailing at age eight years, when her father bought a sabot to teach his children to sail. The family became members at Frankston Yacht Club but soon found that there were too many skippers aboard and the family fleet diversified into two sabot, two rainbows and an O.K.dinghy! Her first experience of a Hobart race was in 1965, when she was sailing on the Derwent in the National Junior Sabot titles and spent the evenings at Constitution Dock with the locals welcoming the boats arriving from Sydney. Following this she sailed V.J.'s and rainbows and then moved onto University and sailed in 420's and lightweight sharpies with the University Yacht Club and was awarded a University Blue for Yachting by winning the Intervarsity competition as skipper of a lightweight sharpie in 1976. During these halcion days, there were also opportunities during the University summer holidays for delivery trips between Melbourne, Sydney and Hobart and a highlight was sailing back to Eden on "Love and War" after she won the 1975 Sydney-Hobart Race and sailing on "Providence", winner of the Half Ton World Cup on a Sydney-Melbourne delivery in 1976. Following graduation, hospital rosters severely interfered with the business of sailing, so Rosie bought a Laser and also crewed on various trailer sailers when time allowed. In 1977, she competed in the inaugural Australian Women's Yachting Championships in Sydney. With the migration of her parents to Queensland, the opportunity arose to cruise the Great Barrier Reef and its associated islands in "Sunburnt Snowflake", a Timpenny 670.

In 1992, Rosie started crewing on Murray Smitheram's 40' Adams "Adam's Rib" and sailed aboard her in the 1993 Cruise from Melbourne to Flinders Island, the 1994 Melbourne -Devonport Race, the 1994 Zegna Cup in Port Douglas and the 1995 Melbourne-Hobart Westcoaster Race.

By November 1996, Rosie was married to "Diesel Dave" ( the proposal followed a demonstration to the crew of "Jubilation" in how to launch, set and retrieve a spinnaker!) and their honeymoon was spent at the Royal Sydney Yacht Squadron and the following January-February cruising to Adelaide to compete in the Adelaide -Port Lincoln Race and return to Melbourne. January 1998 saw her aboard "Jubilation" to crew in the Circumnavigation of Tasmania, where she met up with her daughter Sophie in Hobart, who had been a junior crew member aboard "Kathleen 7" in the Tall Ships Race from Sydney to Hobart. In September 1998, it was back to Port Douglas with husband David to crew aboard "Adam's Rib" and take out Line Honours and Handicap in the second division of the Mirage Resorts Cup.

Rosie was chosen "Cruising Yachtsman of the Year" by the combined cruising divisions of R.B.Y.C and Q.C.Y.C. for the season 1997-98.

## Introducing "MURRAY"

Murray Jacob is the Principal of the Yachtmaster Sailing School at Westernport and is coming to join us in his fourth Sydney-Hobart Race. He holds both MED III and Master V qualifications and has sailed over 38,000 nautical miles in races and deliveries.

He is also the principal in his own trucking business and his years working out the intricacies of diesels has proved to be an invaluable asset aboard boats.



Murray's affinity with water sports started out in power boats and he has spent many years involved in scuba diving and game fishing before coming to the joys of sailing. Murray and David first met up together when sailing on a Yachtmaster charter cruise in the Whitsundays in 1992, and since then have maintained a close association, both through sailing together and the leasing of "Jubilation" to the sailing school. His enthusiasm for the sport has seen him rapidly acquire the skills and experience to reach his current qualifications, and imbue his students with similar enthusiasm and sound skills in seamanship.

Murray's racing career commenced in earnest in 1995, when he joined the crew of an Adams 36 "Brindabella II" and since then he has competed in three Melbourne-Georgetown races, three Portsea-Hastings races, three Sydney-Hobarts and other short ocean races. He and Roger Sayers, the owner-skipper of "Brindabella II" are currently planning for their participation in the Melbourne-Osaka two-handed race in April 1999 and recently completed their qualifying miles to King Island and Bass Strait. Murray also joined the crew of "Jubilation" in the circumnavigation of Tasmania in January-February this year and gained recognition amongst the crew not only for his navigation and seamanship skills, but also for his thespian and entertainment skills!

Sailing aboard "Jubilation" in a Sydney-Hobart Race has always been one of Murray's goals and his previous race experience, coupled with an extensive knowledge of the NSW coast from his diving and fishing days and his academic qualifications, will make him an invaluable member of the crew during this campaign. However, the requests of several members of the crew have been heeded and Murray will not be put in the catering team !

## Introducing "GREG"

Greg Byrne is our import from Mareeba in Far North Queensland. He has always wanted to do a Sydney-Hobart race, and is coming south to brave the Bass Strait weather to be part of the crew. He is currently in his second term as Commodore of the Port Douglas Yacht Club and is the owner-skipper of a Farr 11.02 "Mayhem" which he actively campaigns in both local and offshore events and receives some sponsorship as a "flagship" for Marina Mirage. His wife Sylvia also sails aboard "Mayhem" and will be flying to both Sydney and Hobart to view the start and finish of the race.



Greg has spent his working life as a building contractor and aspires to becoming a full-time cruiser. He first became a boat owner at age sixteen, when he bought himself a power boat. In 1986, he became converted to sail and bought his first sailing boat. Following on from this, in 1993 he built a 34 foot Van DeStad "Corlar". In its maiden voyage in a Cairns-Port Douglas Race, Dick Colahan [who was following in his trailer sailer at the time] recalls the spectacle of first the port spreader and then later the starboard spreader being dipped in the water! Fortunately, Greg is a fast learner and these spectacles are rarely seen these days.

In 1994, he took off and spent three months cruising extensively around Papua New Guinea. Then came the opportunity to crew in the Vanuatu Race in 1996 which resulted in a second place over the line and a win on handicap. In 1997, Greg managed to fit in a Coral Sea Classic sailing to Papua New Guinea, in which they finished sixth overall, and then later that same year, won the Mirage Resorts Clipper Cup back in Port Douglas. This year has seen them compete in Hamilton Island Race Week and again in the Mirage Resorts Regatta.

Greg considers himself to be a fit and healthy individual, and claims his only medical impairment is hangovers caused by Doctor Dick! We look forward to Greg and Dick's arrival in Melbourne on Thursday, December 10th, to prepare for the trip to Sydney and beyond.

## Introducing "DOCTOR DICK"

Dick will be the Navigator/ Radio operator, along with Peter Moglia, for the Sydney-Hobart campaign. He describes his career as having spent his entire life as a "deckie" and claims that he has been "press-ganged" into joining the crew aboard "Jubilation" for this years Sydney-Hobart Race! He has volunteered his services as Senior Medical Officer, Duty Watch Steward and Marine plumber. Dick has been living in "Paradise" (aka "Port Douglas") for the last twenty years and currently sails as navigator aboard a Farr 11.02 "Mayhem", owned and skippered by Greg Byrne, sailing in club events and major regattas throughout the Far North. He is also actively involved in search and rescue activities with the local Coastguard and holds an A.Y.F. Offshore and Ocean Yachtmaster Certificate.



Dick's sailing trips and exploits over the last twenty years have left little time for practising medicine and have seen him cruising extensively along the East Coast of Australia, the Coral Sea and even into Bass Strait for deliveries to Far North Queensland, Eden-Lord Howe Island Race, the Melbourne-Devonport Race in 1994 and the Melbourne -Hobart Westcoaster in 1995.

His sailing career began in 1935 when he converted an eight-foot double-ended canoe into a sailing craft. He then moved onto sailing V.J.'s and then fibbed about his age to be able to enlist for active service with the R.A.N. from 1943-46. Returning from the war, he sailed aboard a heavyweight sharpie "Hurricane", and spent his University summer holidays cruising around Port Phillip Bay and sailing out through Port Phillip heads to Lorne for New Years's Eve parties!

Dick had a period away from sailing after graduating from Medicine, but by the early 1960's, with a family of four young children, he purchased a sabot and progressively taught them to sail. He became very actively involved in the Sabot Training program at Frankston Yacht Club and the Victorian Sabot Sailing Association and was subsequently granted Life Membership to both these organisations in recognition of his efforts. He also continued to sail competitively in Sailfish, O.K. dinghies and then in a trailer sailer "Sunburnt Snowflake" which retired to Queensland with him and covered numerous miles offshore and on inland waterways. On arrival in Port Douglas, he took up an active role in the local Coastguard and became involved in establishing the local Port Douglas Yacht Club, of which he is also a Life Member.

As you may have guessed from the articles contributed by Dick and circulated in previous editions of our newsletter, his enthusiasm, knowledge and tactical experience will be of great benefit to the crew, and we may also put him in charge of having "FUN"!



## Introducing *“MOG”*

Peter Moglia will be the Navigator/ Radio operator, along with Dick Colahan for the Sydney-Hobart campaign. As well as having skills in navigation, Mog is also an invaluable asset aboard the boat in the face of electrical and battery disasters, by virtue of his background in Mechanical Engineering and his experience as a wireless mechanic during WWII.

Peter's sailing career started around 1970, when he crewed on a Bluebird out of Blairgowrie Yacht Squadron a few times and decided that sailing was for him. He subsequently bought a Heron from David James' brother and enlisted David's expertise as crewman in his first Easter regatta at Blairgowrie. With skipper Mog on the helm, they executed a tricky gybe at the first mark and David managed to knock one of Peter's teeth out with his elbow! After this, Peter decided to teach his own children to sail and spent the next ten years sailing the heron.



In 1985, Peter and the family chartered a Davidson 20 at Opuia, New Zealand, and spent some days cruising the Bay of Islands. Shortly afterwards, he purchased a twenty-one foot Botterill Explorer "Stormbird", a very comfortable cruising trailable, which he has sailed all over Port Phillip and Westernport Bays and on nearly every accessible inland waterway in Victoria. He has also explored the Coorong, the Myall Lakes, the Gippsland Lakes and Lake Tyers and motored up the Murray and Goulburn Rivers.

In more recent years, Peter has rejoined David as a sailing partner, initially aboard the late Alan Collins' Cavalier 37 "B.O.O.T.S." (By Order of the Secretary), then on David's Cavalier 26 "Cavatina" and currently on his Farr 11.6 "Jubilation".

In 1996, he crewed on a 42' Beneteau "Success" from Athens to Rhodes and in 1997, was navigator and radio operator on "Jubilation" on her cruise from Melbourne to Adelaide, and in the Adelaide-Port Lincoln Race. In January-February this year, he once again crewed aboard "Jubilation" during her circumnavigation of Tasmania and was responsible for all the video footage which was subsequently edited by David into an epic documentary.

Peter has completed the Coastal Navigation Course with the CAE, the Offshore Yachtmaster Theory Course and holds a Helmsmans (Overseas) Certificate of Competence. His logbook shows a total of 65 days on board, 125 night hours and 3083 miles logged in unprotected waters.

## *Introducing* "NORM"

Norman Lloyd is a protege of the Yachtmaster Sailing School at Westernport Hastings since 1996. When asked why he would like to do a Sydney-Hobart Race, Norm replied "What an odd question to ask a sailor. This is serious stuff, it's no fad! It's excitement, adventure - and also because I'm ever so slightly - MAD!"

Norm has been a member of the Merchant Marine both in the U.K. and Australia from 1954-82 and currently lives in Somerville, close to Westernport Marina. He has also been involved in the Royal Naval Reserve following his retirement from active service. He holds certificates in Seamanship, Life Boatman - Cox, Able Seaman and Coastal Navigation from RMIT.



During his retirement he has been a crew member aboard various boats for several deliveries and has obtained AYF qualifications in Diploma of Coastal Navigation, Inshore Skipper, Restricted Radio operator and First Aid..

## *Introducing* "FOSSIL"

Jim Robertson is a protege of the Yachtmaster Sailing School at Westernport and has always been keen to sail in a Sydney-Hobart Race. Jim has been a cabinet maker, sales engineer in patternmaking in his past life and has now retired into the life of "cruising yachtsman".

Since September 1996, he has sailed extensively with Murray Jacob on delivery trips and has now clocked up over 6,000nm and assisted both Murray, and more recently Peter on Yachtmaster sailing courses. He has recently purchased a steel Van de Stadt 34' (which he has dubbed "Fossil Won") and this promises to keep Jim and his cabinet making skills creatively occupied down below, until which time he finds a female first mate to accompany him on his intended circumnavigation of the globe!



Jim also joined the crew of "Jubilation" at King Island on her return to Hastings following her circumnavigation of Tasmania earlier this year and enjoyed the novelty of being fed real food during a delivery! Jim is slightly built and in need of regular nutrition on long hauls, so with his permission, we have reproduced an article that he recently wrote for the Yachtmaster Sailing School newsletter, describing one of his early delivery trips with Murray, which gives an insight into both characters!

## *Jubilation Crew Details*

<b>CREW</b>	<b>DOB</b>	<b>NEXT OF KIN (1)</b>	<b>NEXT OF KIN (2)</b>
David G. JAMES 8 Warriston St, Brighton, Vic. 3186.  (H) 03.9592.1745 (M) 0418.515.720	22.6.40	Ms. Penny JAMES 2/17 Burnett St, St. Kilda, Vic. 3182. (Daughter) (H) 03.9534.1479 (W) 03.9525.5111 (M) 0417.349.239	Mr. Barry JAMES 57 Wellington Ave, Paynesville, Vic. 3880 (Brother) (H) 03.5156.0695 (M) 019.168.221
Greg BYRNE 6 Riverview Close, Mareeba, FNQ, 4880.  (H) 07.4092.1430 (M) 0418. 183.415	29.09.53	Ms. Stacey BYRNE, 2 Smallwood Street, Mareeba, FNQ, 4880. (Daughter) (H) 07.4092.6434 (W) 07.4092.1144	Mrs. Sylvia BYRNE, 6 Riverview Close, Mareeba, FNQ, 4880. (Wife) (H) 07.4092.1430 (W) 07.4092.2428
Dick COLAHAN, 23 Sand Street, Port Douglas, FNQ, 4871.  (H) 07.4099.5428	07.08.25	Mrs. Anne Thompson, 21 Mac Cres, Parkdale, Vic. 3195. (Daughter) (H) 03.9580.3010 (M) 0419.006.739	Mrs. Sally Williams, 44 Avondale Street, Hampton, Vic. 3188. (Daughter) (H) 03.9521.9336 (M) 0418.381.227
Rosie COLAHAN, 8 Warriston Street, Brighton, Vic. 3186.  (H)03.9592.1745 (M) 0418.515.720	13.09.53	Mrs. Anne Thompson, 21 Mac Cres, Parkdale, Vic. 3195. (Sister) (H) 03.9580.3010 (M) 0419.006.739	Mrs. Sally Williams, 44 Avondale Street, Hampton, Vic. 3188. (Sister) (H) 03.9521.9336 (M) 0418.381.227
Murray JACOB, 43 Charman Ave, Emerald, Vic.3782	09.09.45	Mrs. Win Jacob, 43 Charman Ave, Emerald, Vic.3782 (Wife) (H) 03.5968.4008 (C) 014.835.793	Mr. Scott Jacob,   (Son) (M) 0418.179.265
Norman LLOYD, 22 One Chain Road, Somerville, Vic. 3912.  (H) 03.5977.5851	24.08.37	Mrs. Barbara LLOYD, 22 One Chain Road, Somerville, Vic. 3192. (Wife) (H) 03.5977.5851	
Peter MOGLIA, 4 May Street, Balwyn, Vic. 3103.  (H) 03.9817.1139 (M) 018.310.476	28.07.24	Mrs. Elisabeth Moglia, 4 May Street, Balwyn, Vic. 3103. (Wife) (H) 03.9817.1139 (W) 03.9817.4250	Mr. Peter Moglia (Jnr.) 4 May Street, Balwyn, Vic. 3103. (Son) (H) 03.9817.1139 (M) 014.855.98828

# JUBILATION

564

## REGISTRATION OF INTEREST

For all potential crew members, relatives, spouses, partners, cheer squad members, etc., please EACH fill out a SEPARATE form, to assist with planning crew numbers, accomodation and event bookings. We are planning to have team polos shirts available for all crew members and supprt crew, so please indicate your preferred shirt size below.

NAME

POLO SHIRT SIZE

Please indicate your interest by ticking the appropriate boxes below:

I am definitely interested in being a member of the crew for the Sydney-Hobart Yacht Race and will DEFINITELY BE AVAILABLE TO SAIL TO SYDNEY FROM MELBOURNE, LEAVING ON MONDAY, DECEMBER 14th.

I will be staying in Sydney during the following anticipated dates:

From.....To.....

I would prefer accomodation in Sydney -  aboard the boat  
 land - based  
 own arrangements

I will be available / wish to attend the briefing at the C.Y.C.A.

I wish to attend the Christmas Day luncheon at the C.Y.C.A.

I would like a ticket to view the start of the Sydney-Hobart Race from the Sydney ferries

I will be staying in Hobart during the following dates:

From.....To.....

I would prefer accomodation in Hobart -  aboard the boat  
 land-based  
 own arrangements

I would like to participate in the King of the Derwent Race on Sunday, January 2nd.

I would like to be in the return delivery crew from Hobart to Melbourne, leaving Hobart on Monday, January 3rd.

If you have any other special requests, please let us know and we will circulate the information around.

565

# JUBILATION

## CREW REGISTRATION

We require the following information from all potential crew, who will be sailing aboard for any leg of the journey.

SURNAME: JAMES GIVEN NAMES DAVID GEORGE STEEL

PREFERRED NAME: DAVID D.O.B. 22/6/40

HOME ADDRESS: 8 WARRISTON STREET, BRIGHTON  
 State VIC. Postcode 3186

POSTAL ADDRESS: 154 ALLAND STREET ST. KILDA. 3182

CONTACT NOS.

PHONE - Home (03) 9592 1745 FAX - Home (03) 9592 1745  
 Work (03) 95255 111 Work (03) 9534 1228  
 Mobile 0418 515720  
 E-mail davnos@ozonline.com.au.

### NEXT OF KIN:

If your nominated next-of-kin will be sailing with us or visiting in our ports of destination, please ensure that the contact number for another person who will be reasonably readily contactable is recorded, for purposes of safety requirements for lodging our sailing plans during delivery and racing. To assist us, please fill out an alternative contact number if this is the case.

SURNAME JAMES GIVEN NAMES PENELOPE ANNE  
 ADDRESS 2/17 BURNETT STREET, ST. KILDA 3182  
 RELATIONSHIP DAUGHTER

PHONE - Home (03) 9534 1479 Work (03) 95255 111  
 Mobile 041 125 8294

SURNAME JAMES GIVEN NAMES HENRY BARRIEMORE  
 ADDRESS 57 WELLINGTON AVE. PAINESVILLE 3880  
 RELATIONSHIP BROTHER  
 PHONE - Home (03) 5156 0695  
 Work .....  
 Mobile 019 168 221

(BARRY)

## CREW PROFILES:

INTRODUCING DAVID JAMES .....(insertname)

OCCUPATION-CURRENT.. PHARMACIST  
 PAST. "  
 FUTURE... YACHTIE

SAILING CAREER SAILLED MODEL YACHTS VERY EARLY IN LIFE  
BUILT 3 OF THE BEACH YACHTS - PETER HEARD FOR MANY YEARS  
OWNED A CAU. 26 NOW OWNS "JUBILATION"

WHY WOULD YOU WANT TO BE A CREW MEMBER IN A SYDNEY-HOBART RACE?

I HEAR THERE'S A GREAT PARTY IN HOBART.

PREFERRED ROLES ON THE BOAT:

<input checked="" type="checkbox"/> SKIPPING	<input checked="" type="checkbox"/> FOREDECK	<input checked="" type="checkbox"/> BILGE CLEANING
<input checked="" type="checkbox"/> SAILING MASTER	<input checked="" type="checkbox"/> MAST	<input checked="" type="checkbox"/> HEAD CLEANING
<input checked="" type="checkbox"/> TACTICIAN	<input checked="" type="checkbox"/> COCKPIT	<input checked="" type="checkbox"/> OTHER
<input checked="" type="checkbox"/> NAVIGATOR	<input checked="" type="checkbox"/> SPINNAKERS	<u>IF ITS TO DO WITH A BOAT</u>
<input checked="" type="checkbox"/> RADIO OPERATOR		<u>I'LL DO IT.</u>

"TECHNO GIANTS" - YOUR ESPECIALLY USEFUL SKILLS:

<input checked="" type="checkbox"/> DIESEL	<input checked="" type="checkbox"/> CATERING	<input type="checkbox"/> MEDICAL
<input checked="" type="checkbox"/> ELECTRICAL	<input checked="" type="checkbox"/> SAIL REPAIRS	<input checked="" type="checkbox"/> DENTAL <u>"I JERK UM YOU HOBARTUM"</u>
<input checked="" type="checkbox"/> PLUMBING	<input checked="" type="checkbox"/> DIVING	<input type="checkbox"/> OTHER
<input checked="" type="checkbox"/> VIDEO CAMERAWORK	<input checked="" type="checkbox"/> PHOTOGRAPHY	

Please remember to include a head and shoulders photograph of yourself with the above information.

For those of you who wish to write and submit your own biography, the editor will gladly receive a completed article with your picture. However, if this is too difficult, please fill out the form with as much information as possible and trust the rest to the editor's journalistic licence !

It would be appreciated if this could be returned fairly promptly as we only have limited numbers of newsletters before we set sail for Sydney.

# Contact Numbers for Jubilation Crew

7/11/98

567

NAME	HOME PHONE	HOME FAX	WORK PHONE	WORK FAX	MOBILE	E-MAIL
DAVID JAMES	(03) 9592 1745	(03) 9592 1745	(03) 9525 5111	(03) 9534 1228	0418 515 720	davros@ozonline.com.au
ROSIE COLAHAN	(03) 9592 1745	(03) 9592 1745	(03) 9598 7688	(03) 9521 9289	0418 515 720	davros@ozonline.com.au
SOPHIE DORAN	(03) 9592 1745	(03) 9592 1745	(03) 9531 4118	-	-	bimbo4000@hotmail.com
BARRY BROEDERS	(03) 9592 0568		(03) 9706 511	(03) 9706 4551	0412 107 362	barrybroeders@compuserve.com
JANE BROEDERS	(03) 9592 0568		(03) 9706 511	(03) 9706 4551		
GREG BYRNE	(07) 4092 1430		(07) 4092 1144	(07) 4092 1432	0418 183 415	g.byrne@mail_excite.com.
SYLVIA BYRNE	(07) 4092 1430		(07) 4092 2428	-		
DICK COLAHAN	(07) 4099 5428	(07)4099 5428				
PAULINE COLAHAN	(07) 4099 5428	(07)4099 5428				
MURRAY JACOB	(03) 5996 9744		(03) 9796 3060	(03)9796 3025	0418 214 805	
WIN JACOB						
PETER MOGLIA	(03)9817 3372	(03)9817 3372	-		018 310 476	petermog@ozemail.com.au
LIS MOGLIA	(03)9817 3372	(03)9817 3372	(03) 9817 4250			
NORM LLOYD	(03) 5977 585					
PATRICIA LAVERTY	(03) 9702 1950		(03) 9212 4548	(03) 9212 4999	0418 72 688	plaverty@casey.vic.edu.au
JIM ROBINSON					0419 542 320	
PENNY JAMES	(03) 9534 1479		(03) 9525 5111	(03)9534 1228	0417 349 239	
COSIMO PATTI	(03) 9534 1479		(03) 9380 1909		0419 557 996	





NAME.....

	SPECIFY/OTHER	MEALS	SPECIFY/OTHER
	muesli	PASTA	
	porridge	RICE	
	white	RISOTTO	
	multigrain	POLENTA	
	wholemeal	COUSCOUS	
SPREADS	vegemite		
	jam	BEEF	Stroganoff
	peanutbutter		Bolognaise sauce
	honey		
EGGS		LAMB	Lambprovencale
		CHICKEN	
		FISH	Sardines
<b>SNACKS</b>			<u>Tuna</u>
CUP-O-SOUP	Tomato		
	Chicken	EGGS	
	Vegetable	CHEESE	
2-MIN NOODLES	Beef	<b>FRUIT</b>	
	Chicken	APPLES	
ANTIPASTO	Olives	ORANGES	
	Mushrooms	BANANAS	
	Capsicums		
	Tomatoes	<b>DRINKS</b>	
SANDWICHES	Salami	MINERAL WATER	
	Ham	SODA WATER	
	Beef	GATORADE	
	Cheese	COCA COLA	
DRY BISCUITS		LEMONADE	
SWEET BISCUITS		LEMON SQUASH	
CAKE	Fruit		
	Chocolate	BEER	Light ale
	Peanuts		Super
	Mixed	WINE	Red
SNACK BARS	Muesli bars		White
	Mars bars	SPIRITS	
	Cherryripes		
		TEA	
		COFFEE	
		HOT CHOCOLATE	

ANY OTHER SUGGESTIONS ?

569

# "Jubilation" Accomodation

NAME	SHIRT	SYDNEY ACCOMMODATION										HOBART ACCOMMODATION										KING of HOBART/ DERWENT MELB.	
		19	20	21	22	23	24	25	26	27	26	27	28	29	30	31	1	2	3	DERWENT	MELB.		
DAVID JAMES	XL	Y	D	-	-	-	LA	LA	D	-	-	-	-	BI	BI	BI	BI	D	Y	Y			
ROSIE COLAHAN	L	Y	JU	JU	LA	LA	LA	LA	D	-	-	-	-	BI	BI	BI	BI	D	Y	Y			
SOPHIE DORAN	M	Y	JU	JU	LA	LA	D	-	-	-	-	-	-	-	-	-	-	-	?	?			
GREG BYRNE	XXL	Y	JU	JU	LA	LA	LA	LA	D	-	Y	-	-	BI	BI	BI	BI	D	Y	-			
SYLVIA BYRNE	S	-	-	-	LA	LA	LA	LA	D	-	?	Y	WS	BI	BI	BI	BI	D	Y	-			
DICK COLAHAN	L	Y	JU	JU	LA	LA	LA	LA	D	-	Y	Y	-	BI	BI	BI	BI	D	Y	-			
PAULINE COLAHAN	L	-	-	-	LA	LA	LA	LA	D	-	?	Y	WS	BI	BI	BI	BI	D	?	-			
MURRAY JACOB	XL	Y	D	-	-	-	-	JU	D	-	-	-	-	JU	JU	JU	JU	D	Y	Y			
PETER MOGLIA	16	Y	D	-	-	-	JU	JU	JU	D	-	Y	Y	-	BI	BI	BI	D	Y	Y			
LIS MOGLIA	12	-	-	-	-	-	-	-	-	-	-	-	-	-	BI	BI	BI	D	-	-			
NORM LLOYD	16	Y	JU	JU	JU	JU	JU	JU	D	-	Y	Y	-	JU	JU	JU	JU	D	Y	Y			
PATRICIA LAVERTY	S	Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Y	Y			
JIM ROBINSON	M	Y	JU	JU	JU	JU	JU	JU	D	-	Y	Y	-	JU	JU	JU	JU	D	Y	Y			
PENNY JAMES	18	-	-	-	-	-	ST	ST	ST	D	-	Y	Y	-	-	-	-	-	-	-			
COSIMO PATTI	18	-	-	-	-	-	ST	ST	ST	D	-	Y	Y	-	-	-	-	-	-	-			
		LA - LODGE MOTEL, EDGECLIFF (02) 9238.0666										JU - JUBILATION											
		ST - SEBEL TOWNHOUSE ELIZABETH BAY (02) 9358 3244										W - THE WOOLSTORE, HOBART (03) 6265 2804											
												BI - BLUEBELL INN, SORELL (03) 6265.2804											

CONFIDENTIAL MEDICAL QUESTIONNAIRE

Please fill this out if you intend to be a crew member on any leg of the trip.

NAME.

AGE.

Please indicate if you suffer from any of the following diseases

Heart disease

Hypertension

Asthma

Epilepsy

Diabetes

Other.....

Please list any medication you take either regularly or occassionally (including aspirin, panadol, sinus preparations, antihistamines, etc.)

Please list any known allergies or intolerances to foodstuffs or medications:

Please list which medications you use for seasickness:

PLEASE ENSURE THAT YOU HAVE A REASONABLE SUPPLY OF YOUR REGULAR MEDICATIONS WITH YOU FOR THE TRIP. ONLY LIMITED QUANTITIES OF PAIN KILLERS, ANTIBIOTICS AND SEA-SICKNESS PREPARATIONS WILL BE ABOARD FOR EMERGENCY USE.

# JUBILATION

## NOTICE OF RACE - 54TH SYDNEY-HOBART RACE

Here is a summary of the information contained in the Notice of Race.

### RULES

The race will be governed by the **Racing Rules of Sailing (RRS)** of the ISAF, the **prescriptions and safety regulations** of the Australian Yachting Federation (AYF), except that between 2030 hours and 0530 hours, the **International Regulations for Preventing Collisions at Sea** shall replace the rules of RRS Part 2, the IMS rules and regulations and the sailing instructions.

A yacht shall comply with **Addendum A AYF Special Regulations Category 1**. The crew shall be not less than six persons of at least 18 years of age and three of whom shall have offshore experience acceptable to the Race Committee.

### SCHEDULE OF RACE

The Sydney-Hobart Yacht Race is a 627 nautical mile Ocean Race. **Warning signal 1250 hours December 26th, 1998.**

On acceptance of an Application by the Race Committee, an Entry Form will be forwarded to the applicant and Entries must be received by 1700 hours on November 27th, 1998. Entries must be accompanied by a **valid Category 1 Safety Certificate and a Radio Inspection Certificate.**

### RACE FEES

Boats carrying advertising in accordance with **RRS Appendix G Category B \$1,100.00.**

### ELIGIBILITY AND HANDICAP

All competitors shall meet the requirements of Appendix K ISAF.

Yachts must be single hull, self righting and be on the register of a yacht club affiliated with its National Authority.

The race will be conducted under two separate Handicap Systems IMS and PHS, subject to sufficient entries being received to constitute a Division. Where less than ten entries are received for a Handicap Category, the Race Committee reserves the right to reallocate those yachts into another Category.

For PHS Category, yachts shall -

- (a) Have a minimum LOA of 9.0 metres and LWL of 7.3 metres.
- (b) Have an ILC Weighted Average value not less than the ILC Limit value specified in the ILC Maxi Class Rule.
- (c) Comply with the Minimum Stability Index for ORC Race Category 1 events.

### ADVERTISING

Advertising complying with RRS Appendix G, Advertising Category C may be carried and limited to the advertisements which in the opinion of the Race Committee do not

conflict with the race and series sponsor or government regulations.

A yacht shall carry the event sponsor's advertising in accordance with the RRS Appendix G, category A, G 3.1 (f) and G 4.2 (a) as directed by the Race Committee. Bow Decals may be required to be displayed.

The advertising rules apply from 0700 hours on December 26th, 1998 until 1100 hours on January 3rd, 1999.

A yacht may display additional advertising on banners, flags, sail covers or boom tents as it chooses provided such are displayed in the fore triangle or below the level of the mainsail boom in the aft triangle and do not conflict with the race sponsor.

A yacht shall immediately remove such additional advertising at the direction of the Race Committee, which in its absolute discretion determines offends against good taste or moral or ethical standards.

A yacht shall in its Application give brief details of ALL advertising that it intends to carry.

#### TRADEMARK RESTRICTION

The "**Sydney Hobart Yacht Race**" is a registered trademark of the Cruising Yacht Club of Australia and the use of the trademark is absolutely restricted and limited to use by or with the consent of the CYCA.

The Telstra Battle Flag shall be displayed between the hours referred to as above, but may be removed when racing.

#### SAIL IDENTIFICATION

A yacht shall comply with the AYF prescriptions to RRS Appendix H, Identification on Sail.

#### RATING CERTIFICATES, SAFETY FORMS, INSURANCE, RADIO CERTIFICATES AND CREW LISTS

A copy of a yacht's current rating certificate shall accompany the yacht's Application for Entry to verify the yacht's speed and stability requirements.

An AYF Safety Regulation Card Category 1 and a Radio Inspection Certificate shall accompany the Entry Form.

A yacht shall have a **current Public Liability and Third Party Property insurance policy of not less than AUD \$10,000,000 current when racing.**

A certificate of currency of such insurance shall be submitted no later than December 18th, 1998.

A **crew list** showing name, address, crew weight and phone number of each crew member, together with the name, address and phone number (for the duration of the race) of a nominated next-of-kin or personal contact (no later than 1700 hours on December 18th, 1998).

#### RACE BRIEFING

The **briefing** for the Sydney-Hobart Yacht Race will be held at the **CYCA at 0900 hours on the 24th December, 1998.**

#### SAFETY EQUIPMENT

The following requirements for radio compliance apply to the Sydney-Hobart Yacht Race and amend by increasing the requirements of the AYF Safety Regulations.

(a) Both **VHF and HF/SSB radios** shall be carried.

(b) Shall be capable of transmitting/receiving on additional frequencies -

**VHF channels 72, 73, 80 and 81**

**HF/SSB 6227 and 4483**

## PENALTIES FOR BREAKING A RULE

- (a) RRS 44.2 - 720 Turns shall apply for breaking a rule of RRS Part 2 occurring in Sydney Harbour
- (b) RRS 44.3 - Scoring Penalty will apply for breaking a rule of RRS Part 2 outside Sydney Harbour.
- (c) RRS 64.1 - Scoring Penalties may apply at the discretion of the Protest Committee. When used, the scoring penalty will be applied as per the guidelines set out in RRS 44.3.

## APPLICATION OF HANDICAPS

For **PHS** category, results will be calculated by the application of **Time Correction Factors (TCF's)** as a multiplier of elapsed time. A yacht's TCF's shall be determined by the Race Committee or its nominee and such TCF shall not be subject to protest or dispute.

## TROPHIES AND PRIZES

The **Trophy Presentation** for the Sydney-Hobart Yacht Race will be held at the Royal Yacht Club of Tasmania on January 2nd 1999.

## VARIATION OF RULES

RRS 62 - Redress is removed in respect of the actions of the Race Committee in constructing the course for IMS and the allocation of arbitrary TCF handicaps. Fixed and retractable Spinnaker Poles will be permitted for the purpose of setting **Assymetrical spinnakers**. Amends RRS 50.2.

The following IMS rules and regulations are varied:

(a) Reg 205 - There is **no limit** on the number of rated **headsails and spinnakers** that may be carried. A **spare mainsail** may be carried for use as a bona fide replacement for a mainsail that is damaged in the race.

(b) RRS 50.3 is amended to allow the use of **bowsprits** to secure the tack of the spinnaker.

(c) Reg 211 - **Advertising** may be carried in accordance with this notice of race. RRS 61.3 No **protest** may be filed after 1100 hours on January 3rd 1999, except when seeking redress, then the time limit will be three hours after finishing.

RRS 63.1 - **Infringements** in a Declaration may be dealt with without a hearing.

RRS 63.1 and 64.1 is amended to permit **scoring penalties**. Scoring penalties may apply at the discretion of the Protest Committee in lieu of disqualification. When used, the scoring penalty will be applied as per the guidelines set out in RRS 44.3.

RRS 42 - A yacht may use her **engine** between the Preparatory Signal and the Starting Signal provided that she carries out a 720 turn, after stopping the engine and prior to starting.

## MEDIA RIGHTS AND RESTRICTIONS

Entrants are advised that a condition of entry is acknowledgement that the CYCA owns all **media rights** to the Sydney-Hobart Yacht Race and may exercise those rights as it sees fit.

It is a **condition of entry**, that no representative of any yacht, be it the owner, crew or otherwise, shall enter into or be involved in any Media Dealings in respect of the Sydney-Hobart Yacht Race, either before, during or after the Sydney-Hobart Yacht Race without the written consent of the Race Committee.

"**Media Dealings**" shall include but not necessarily be limited to any discussions,

articles, interviews, books, correspondence, interned, television or radio broadcasts, link ups or otherwise with any section of the media, be it the television, radio or print media. Any breach of the media restrictions may at the discretion of the Race Committee lead to the rejection of an Application of Entry, or the disqualification of a yacht from the Sydney-Hobart Yacht Race (RRS 76.1 Refers). It is a **condition of entry** that entrants on the Application for Entry acknowledge and accept the media restrictions referred to in this clause.

### TELSTRA SYDNEY-HOBART RACE RECORDS

OPEN	"Morning Glory"	Reichel/Pugh 80'	2d 14h 7m 10s	
RECORD FOR YACHTS LESS THAN 18.5M	"Apollo"	Miller 57'	2d 22h 12m 19s	
RECORD FOR YACHTS LESS THAN 15.5M	"BZW Challenge"	Corel 45'	3d 1h 25m 25s	
RECORD FOR YACHTS LESS THAN 12.5M	"Rampage"	Miller 40'	3d 4h 43m 3s	
RECORD FOR YACHTS LESS THAN 11.0M	"Pied Piper"	Peterson 36'	3d 7h 38m 58s	
RECORD FOR YACHTS LESS THAN 9.5M	"Plum Crazy"	Miller 30'	4d 1h 18m 16s	1975

# JUBILATION

Issue #1

## WELCOME ABOARD

News has been received today that "Jubilation" has been officially approved as an entrant in this year's Sydney-Hobart Race. Now the real work begins!

As we have a rather diverse group of crew hopeful to be participants in the race, we have decided to put out a brief new sheet every two weeks or thereabouts, to keep everyone in touch with the stage of planning and organisation for both on water and off water activities, and to facilitate communication between friends, relatives and partners of crew members.

To start the ball rolling, you will find an attached sheet which we would like you to fill in with your personal details as soon as possible, and return them to David James by either

Fax - Home (03)9592.1745

E-mail - davros @ ozonline.com.au

Post - 8 Warriston Street, Brighton, Vic. 3186.

When we have this information, we will circulate the relevant contact numbers to everyone, so that arrangements can be made for accommodation, etc. in the various ports of call.

We will also require you to fill out a confidential medical questionnaire, so that the skipper and the medical officer aboard are aware of any potential medical problems and can also plan an appropriate medical kit in addition to that required for category one racing.

As the crew will be chosen from a fairly diverse group of people, we would like to have a profile of each potential crew member, with regard to their interests and sailing experience and any special talents they may have, to assist us in getting to know each other and become a "crack" racing crew by December 26th, 1998! So you will find yet another form to fill out with a few prompts to assist us in publishing a profile. For those with literary or journalistic talents, the editor would be delighted to receive an article ready to print! Please remember to include a head-and-shoulders photograph of yourself with your sailing C.V.

It is anticipated that in the future copies of these newsletters, that there will not be as much written homework for the crew, but rather some interesting information about the race itself and other relevant topics including meteorology and oceanography, race

Any contributions crew members would like to make would be most welcome - please forward them to David by any of the above methods, and we will be happy to publish them to stimulate discussion re strategies and tactics.

David & Rosie



# JUBILATION

Issue #2

## WELCOME ABOARD

Planning is now well and truly underway for the "big race", with our Safety Check and Rigging Check having been completed this week. Our radio check received the all clear and the liferaft is currently away being serviced. The previous vinyl coated lifelines have been replaced with new SS wire and new jackstays which meet the Sydney-Hobart requirements have been fitted this week. Peter Moglia has executed another ingenious design for the gas bottle bracket and earned the admiration of the safety officer at the inspection. We have only a few minor details required to bring our safety gear up to standard at this stage. In the interests of reducing risk to the mast, some of the standing rigging will be replaced in the next few weeks, as there is some early evidence of wear, but overall all is in order. The skipper has lashed out in the excitement and ordered a new no.4 headsail and a small heavy weather spinnaker, so we will be well equipped for the heavy weather. With regard to your personal safety and comfort when sailing in the anticipated weather conditions, some information regarding wind chill factors, solar exposure and nutrition will be provided in the next newsletter.

Thank you all for filling out your forms - as usual, some potential crew members needed some prompting to complete the information. The editor thanks all those who spotted the deliberate mistake (!) in the itinerary issued with the last newsletter and attributes the other typing errors to the failure of the proof reader. We are still anxiously awaiting the arrival of "sailing C.V.'s" so that we can circulate your profiles to give everyone the chance to get to know their fellow crew members, so come on, don't be shy!

We are also circulating a sample "log sheet" which we have used on our previous long distance hauls and also some "performance evaluation" sheets which will be used to calculate how efficiently we are sailing and provide some competition between the two watch crews. We invite you to comment on the layout and make any suggestions for improvements.

The Wednesday evening training sessions have been well attended by potential crew members, but the wind has not always obliged! However, all this light weather experience is great training for the Derwent River and even occasionally off Tasman Island (ask Murray Jacob!) We look forward to some more challenging wind conditions over the ensuing few weeks, and spinnaker launching, trimming and retrieval are next on the agenda.

In order to gain some ocean experience as a team, we are planning an overnight sail from Hastings to Queenscliff and return on Cup Eve and Cup Day. Weather permitting, the plan is to meet at Hastings on Monday, November 2nd at 1930 hours (DST) and have a meal at the pub or uptown, then leave at 2300 hours for Queenscliff. The return trip will leave Queenscliff at approximately 1050 hours on Tuesday Nov. 3rd., anticipating an arrival back at Hastings at approximately 1930 hours. Please notify David by phone, fax, e-mail or in person if you are available to participate in this event, in order to organise catering.

# JUBILATION

## WELCOME ABOARD

It is also planned to have an evening dinner meeting on Wednesday, December 2nd at the Hastings Marina Hotel for crew and partners to meet and finalise crew and boat arrangements for the trip. Please let us know if you and your partner can attend.

At this time, there are three other entrants from R.B.Y.C., with whom we will form "Team Brighton". The other team members are -  
 AVANTI (Chris Moody)  
 NEW MORNING 11 (Rod New)  
 KINGURRA 11 (Peter Joubert)

We anticipate that this will form a strong syndicate and we will really give a few other teams a real run for their money. Discussions are currently underway with regard to our team shirts and logos., so please make sure you have given us your polo shirt size.

We look forward to seeing you on the water,

David & Rosie

## USEFUL WEB SITES FOR METEOROLOGICAL AND OCEANOGRAPHIC INFORMATION;

### Bureau of Meteorology -

<http://www.bom.gov.au>

### Currents -

<http://www.dmr.csiro.au>

<http://anfi.pacit.tas.gov.au/shyr95/weather/>

<http://www.rsmas.miami.edu/htbin/imagery,m:e/aussiecurgac-0>

# JUBILATION

## STOP PRESS

**We have some news to report following a closer inspection of the rigging this week. The turnbuckles on the standing rigging are now beyond their original design life and it has been decided to use this opportunity to remove the mast and have it fully serviced. As a result, the boat will be out of action from Monday, October 26th until Friday, November 6th. This means that the planned Cup Eve and Cup Day cruise from Hasting to Queenscliff and return will have to be cancelled. Wednesday evening training will resume on November 11th.**

Thank you for returning your crew profiles. As you will see from the accompanying newsletter, we have produced a few profiles to allow everyone to be familiarised with their potential fellow crew members - the others will follow in subsequent newsletters. For those of you who have not yet submitted a photograph, please do so soon.

Now is the time to start watching the daily weather patterns, which can be obtained from, daily newspapers or by fax or internet from the Bureau of Meteorology. This will no doubt make us feel that we are getting a grip on the weather, but I am sure the weather will have us in its grip during the race!

Dick Colahan, who will be sharing the Navigator / Radio Operator's job with Peter Moglia for the race, has already given us his weather prediction and a copy of his assessment is attached. Do we have any other takers at this stage, prepared to make a determination?

Dick has also given us some "food for thought" with "A Navigator's Considerations" and some suggested "Golden Rules", one of which is making sure that everyone is there for the fun of it as well as the success!

We are very interested to hear from anyone else who has a contribution to make to the pre-race planning, on any aspect of the entire campaign - even a fail safe recipe for the galley would be appreciated!

We look forward to seeing you back on the water in the next few weeks aboard a very safe yacht!

David and Rosie

# JUBILATION

Issue #4

## WELCOME ABOARD

We are pleased to report that all is going well with the preparations of "Jubilation" for the Sydney-Hobart Race. The servicing on the mast is nearing completion and it will be resteped on Friday, along with a new furler, as the previous one was found to have a fault on the underside when it was taken off the foredeck to remove the mast! The skipper-owner is recovering from the financial shock and pressing on with great determination.

The life rings and liferaft have new identifying labels in place and the liferaft has been serviced and returned to the foredeck. The sailmaker has been checking and repairing the existing wardrobe whilst the boat has been in "dry dock" and the new no.4 headsail and heavyweight spinnaker are in the pipeline.

Mog has been beavering away at the battery system and has inserted a diode to isolate the starting battery from the house battery (which will protect us from loss of GPS signal and instrument function when starting the diesel) but also allows us to charge both batteries simultaneously. Wiring to the emergency radio battery has also been overhauled.

The Yachtmaster Sailing School is taking "Jubilation" for a test run ocean passage this weekend to test out the upgrades on all equipment.

Team shirts have been ordered through Royal Brighton Yacht Club for all crew members and cheer squad and we are planning to have the boat name embroidered on these as well, if the editor can find time out from struggling with the computer to wrestle with the sewing machine!

Please note in your diaries that we have booked dinner at the Chinois restaurant at the Westernport Marina Hotel, for all potential crew members and their partners, on Wednesday, December 2nd at 1900 hrs DST. During the evening, we intend showing a couple of short videos produced by the Australian Marine Safety Authority which demonstrate the use of safety equipment at sea.

With regards to personal safety equipment, we have the opportunity to purchase personal strobe lights/torch at approximately \$35 each (usually upwards of \$50) for any crew member interested. Please let David know soon if you wish to purchase.

With this newsletter, we have started circulating the crew profiles so that people can become more familiar with other people's background and experience. For those of you who have not yet submitted a photo, we request that you do so promptly to assist in completing these profiles.

After a couple of weeks away from the water, we are looking forward to seeing you all again at training on Wednesday, November 11th at 1800hrs DST. In the meantime, we are anxious to hear from you all with regards to any aspects of planning for "the Race".

David and Rosie

# JUBILATION

## Issue #5

"Jubilation" is now back in the water and the new rigging has passed a test sail from Hastings to Queenscliff and return with flying colours. David is very pleased with the efficiency and standard of work performed by our rigger, Duncan Sandell, who had the boat back sailing after only eleven days out of action. The skipper is still recovering from the financial shock, but is expected to be resuscitated in time for next Wednesday'screw training.

As we are now only four weeks off departure for Sydney, we are keen to start practising safety manoeuvres aboard. This Wednesday evening, November 18th, we will be practising MOB procedures and Barry Broeders has very generously offered to get into the water as an overboard crewman so that we can all appreciate the difficulties of locating and retrieving someone back onto the boat. when they are fully clothed in wet gear, etc. Please make a special effort to come along as we do not often get the opportunity to practise these essential manoeuvres.

The remaining crew profiles are being circulated with this newsletter along with some news from Port Douglas re Greg Byrne's win in the P.D.Y.C. Lizard Island Race as skipper of "Mayhem" - congratulations to Greg and his crew and please bring the winning streak south with you! Dick unfortunately was unable to participate in this race as he failed the medical due to sunstroke, but he has made a rapid recovery and is in Sydney this week on naval business and is visiting the C.Y.C.A. to check out at first hand, berthing arrangements and other services for us during our week in Sydney.

Arrangements for accomodation and car hire in Tasmania are now finalised. Unfortunately, for those people wanting onshore accomodation, the original accomodation that we had booked at Cove Cottage in the heart of Hobart was overbooked by the travel agent, and we have had to settle for accomodation further out. This will now be at the Bluebell Inn and adjacent Barracks at Sorell, which is approximately 20 mins east of Hobart along the freeway to the airport. One of the compensations of this route is the Barilla Bay oyster farm which needs to be passed each day, and with a phone request, the local owners are very obliging re shucking fresh oysters for collection when passing.

The "Taste of Tasmania" will also be on down at the docks in Hobart during the Sydney-Hobart carnival and this provides a wonderful opportunity to sample Tasmanian wine and food produce in a hawker-style environment and makes for very pleasant lunches while awaiting the arrival of the other competitors. An eight-seater bus has also been booked to ferry us and our gear around whilst in Hobart. An information sheet is enclosed which shows our interpretation of people's intentions re their activities from the questionnaire, so if we have made an error, please let us know, as we may need to call on our crew support team to organise extra gear, sails,etc. at short notice if we suffer any damage along the way. We have also enclosed an updated list of contact numbers to replace the previous list.

We look forward to seeing you on the water,

**David and Rosie.**

# JUBILATION

Issue #6

## WELCOME ABOARD

At this stage of proceedings, we wish to formally announce **the crew of "Jubilation" for the 1998 Telstra Sydney-Hobart Race**. The crew will be provisionally divided into two watches for the trip from Melbourne to Sydney and the watch arrangements will be reviewed in Sydney prior to the race.

David James (Skipper / Watch Captain)

Dick Colahan (Navigator / Radio Operator)

Greg Byrne

Jim Robinson

Murray Jacob (Watch Captain)

Peter Moglia (Navigator / Radio Operator)

Rosie Colahan

Norm Lloyd

Patricia Laverty will be our first reserve and she is planning to join us in Hobart for the end of race celebrations, and to sail home to Melbourne on the return delivery.

We would also like to thank Barry Broeders for his interest and practical and technical suggestions for our campaign and understand his disappointment in not being able to join us this time due to business pressures.

It was Barry's suggestion that we trial an actual retrieval of a crew member from the water as part of our "MOB" practice last Wednesday evening. Unfortunately, Barry was suffering from bronchitis and his GP (Rosie) would not clear him to participate as the man overboard, so David bravely volunteered, obviously oblivious to the potential for mutiny amongst the assembled crew! After four trial runs, David was feeling pretty exhausted, but the exercise gave us all a valuable insight into the difficulties of seeing people in the water even in only mild to moderate choppy conditions and the difficulties associated with getting them back on board. It was unanimously agreed that this was a very worthwhile exercise and has highlighted some

previously overlooked difficulties. A summary sheet of the agreed procedure will be circulated with the next issue, to refresh people's memories, and invite comment re any omissions.

To help you with "packing your port", Dick and Rosie have contributed a check list and an article re appropriate clothing in cooler climates, in this issue.

Accommodation arrangements have now been confirmed for Sydney and Hobart and we have secured the use of a 12-seater mini bus in Hobart for transport. Please check the accommodation sheet circulated with the last newsletter and ensure that your details are correct.

Royal Brighton Yacht Club is hosting a "Farewell to Crews" evening meeting on **Friday, December 4th** at 1830 hours. As we are competing under the banner of R.B.Y.C. in the Sydney-Hobart Race, all crew members are invited to attend, and hopefully we will have our team shirts delivered by then and will be able to present in "uniform".

This week, **Wednesday November 25th** will be the last crew training session on the boat prior to our departure and hopefully we will have an opportunity for some spinnaker practice. Greg Byrne is busy "up North" culling through his extensive wardrobe of spinnakers and is packing them to bring south to complement "Jubilation's" current full kite and new small heavy weather kite. Dick and Greg are due to arrive in Melbourne on Thursday, December 10th.

We look forward to meeting all crew, partners and support crew socially on **Wednesday, December 2nd** at the Westport Marina Hotel to finalise catering and departure arrangements for Monday, December 14th.

*David and Rosie.*

# “Pack your Port”

## A CHECKLIST FOR SUGGESTED SAILING GEAR

### WET GEAR:

JACKET WITH HOOD  
OVERALLS  
SEA-BOOTS  
DECK SHOES

### WARM GEAR:

JUMPERS - WOOLLEN OR POLARTEC  
WARM PANTS / OVERALLS  
SOCKS - EXPLORER TYPE  
THERMAL UNDERWEAR

Allow sufficient dry gear for a minimum of one full change of clothing due to the difficulties of being able to dry clothing under the conditions and the importance of keeping warm to prevent hypothermia.

### ACCESSORIES:

BEANIE OR BALACLAVA  
PEAKED CAP and/ or SUNHAT with KEEPERS  
NECK TOWEL or “TURTLE NECK”  
LEATHER SAILING GLOVES  
SKI GOGGLES  
SUNGLASSES  
UNDERPANTS  
SINGLETS  
HANDKERCHIEVES

### PERSONAL ITEMS

WRIST WATCH  
WALKMAN  
CAMERA and FILM  
READING MATERIAL  
MEDICATION  
TOILETRIES  
TOWEL

Ship stores will supply hand towels, hand soap, sunscreen, facial tissues, toilet paper.  
Please bring your own supplies of your regular medications and your own sea-sickness remedies..

Please refrain from bringing your favourite tool kits, as weight is a critical consideration in the race. If you have a particularly useful item, please discuss this with David prior to leaving for Sydney.

### BEDDING:

SLEEPING BAG OR DRY RUG  
SHEETS (2)  
Pillows and pillow cases will be provided.

### PERSONAL SAFETY GEAR:

R.F.D. (AUTO-INFLATE) - CATEGORY 1  
SAFETY HARNESS  
PERSONAL STROBE LIGHT (WRIST)  
PERSONAL FLARES (optional)  
PERSONAL EPIRB (optional)  
POCKET KNIFE (folding blade)  
TORCH (NECKLACE) for spotting and reading.

### ADDITIONAL NAVIGATION GEAR:

The following items are suggested for those of you who will be navigators:

\*SEXTANT - DISTANCE OFF VERTICAL / HORIZON

\*“MERLIN” PLOT CALCULATOR

HAND-HELD COMPASS -e.g. “Autohelm”  
fluxgate compass / stopwatch

TAPE RECORDER (VOICE ACTIVATED) for skeds / weather report (Dick)

PROGRAMMED HAND HELD GPS

TRANSISTOR AM/FM (EAR-PLUGGED) for local news, weather

AUSTRALIAN PILOT VOLUME II (Dick)

\*TIDE TABLES for all areas.

The boat is equipped with parallel rules, dividers, magnifying glass, pencils and rubber.

\*Denotes items already aboard.

# *“Pack your Port”*

## A CHECKLIST FOR SUGGESTED SAILING GEAR

It is intended during our sailing trip, the forward v-berth will become a sail and wet gear locker and a line will be erected to hang up wet clothing in an attempt to keep it out of the saloon and away from the bedding!

When we have a full crew compliment and we are sailing in watches, the “hot bunk” system will be used, utilising the port and starboard aft quarterberths, the port lower mid berth and the starboard saloon berth.

### *SOCIAL*

When in port, dressing is usually casual and more formal clothing is not required.

JEANS OR TROUSERS (2 pairs)

SHORTS (2-3 pairs)

POLO SHIRTS(3 - 4 shirts)

JUMPER

WINDPROOF / RAINPROOF JACKET

DECK SHOES

Laundry facilities are available at both the C.Y.C.A. in Sydney and dockside in Hobart.

For those who wish to take better attire to Hobart, we are considering organising a suitcase to be brought across by support crew direct from Melbourne . This is generally not required, unless you have a specific requirement.



# Comfort in the Cold

*The following article has been adapted from the book  
"Being Outside" by Tim McCartney-Snape  
(Austalian Geographic - 1993)*

*We hope this will give you some ideas about the advantages of various items of clothing when  
"packing your port"*

cc Human beings are warm-blooded. We need to keep our body temperature between 36 °C and 37.5 °C, so that the complex chemical processes that keep us alive can take place. Outside that narrow range, those processes start to falter, and without immediate action, we may die. In air temperatures below 28 °C, an unclothed body at rest loses more heat than it can produce. Food is the fuel our bodies use to warm us, but we lose heat in a number of ways, so we must **eat to refuel** and **dress appropriately** to stop the loss of heat.

Our bodies only have two ways of dealing with loss of heat and they both happen automatically when we get cold.

The first is to restrict the blood supply to the skin - particularly on arms and legs where most heat is lost - by progressively constricting the small blood vessels just below it and then the larger vessels that supply them. Unfortunately, this can make our fingers and toes painfully cold and hard to use, but our limbs are capable of being near to freezing for short periods before suffering long-term damage. This isn't the case with the organs in the head and trunk, or core, so our bodies severely restrict the blood supply to our heat-squandering limbs to maintain our vital core temperature. This reaction does not happen in the blood vessels to the head and neck. Because of the head's high blood supply for the proper functioning of the brain, it can account for 25-50 percent of the body's heat loss. This gives rise to the old skiers' adage:

**"if you've got cold feet, put on a hat".**

Our other response to cold is shivering, an involuntary muscle action that can increase our heat production when we are at rest by up to five times. The onset of shivering is a warning to warm up, but it can be a pretty slow one. Drinking alcohol reduces our ability to shiver. Given the importance of maintaining a healthy core temperature, suitable clothing is a very important consideration. Dressing in layers allows for better temperature regulation and modern lightweight materials afford us better protection, freedom and mobility than traditional fabrics made from wool and cotton. A consideration of various options for fabrics and items of clothing is given below.

58.7

reinforced with a neoprene-coated fabric. Leather is unsuitable because it absorbs water, which makes the material heavy. The best designs have extended cuffs and wrist-loops to ensure they don't get dropped or blown away. Gore-Tex ski gloves are very useful on the wheel in cold conditions, but usually have sewn-in liners, which make drying more difficult.

# Jubilation Crew Meeting Agenda

Wednesday, December 2nd at 1930 hours  
Westernport Marina Hotel Bistro

## WELCOME

Announce crew -	David James	Murray Jacob
	Dick Colahan	Peter Moglia
	Greg Byrne	Rosie Colahan
	Jim Robertson	Norm Lloyd
Reserve crew -	Patricia Lavery	
Thanks to -	Barry Broeders	

## UNIFORMS

R.B.Y.C. Club shirts  
Shorts ? Jeans?

"Panic" t-shirts	} Compliments of SKB
Fluoro boardshorts	} Sophie and Rosie
Advise <u>size</u> and <u>body weight</u>	

## CATERING

Catering questionnaire	Spouse - beverages
Food supplies	
Grog supplies	Red wine - 2 x 10 litre casks (Rosie)
	Beer
	Other

## HOUSE RULES

- Use of lights and electrical equipment
- Battery charging
- Bilge pumping
- Toilet operation
- Alcohol consumption

## SAFETY

Personal safety equipment -	flares
	strobe light / torch
A.M.S.A. Videos	
Safety notification	Next-of-kin
	Melbourne Radio
	Pentacomstat

89

# *Jubilation Crew Meeting*

## **Agenda**

**Wednesday, December 2nd at 1930 hours**  
**Westernport Marina Hotel Bistro**

### **FINANCIALS**

Expenditure to date  
Kitty

### **PERSONAL ITEMS**

Log books  
Video cameras  
Tool kits  
Charts

### **DEPARTURE ARRANGEMENTS**

#### **Sunday, December 13th - 1900 hours**

Meet at Westernport Marina, Hastings, aboard "Jubilation"  
Evening meal will be dinner at the pub - spouses / partners welcome

#### **Monday, December 14th - 0600 hours**

Anticipated departure from Hastings, weather permitting.

### **OTHER**

# JUBILATION

In response to our requests for articles to publish in the newsletter, Dick Colahan has penned the following thoughts about the race, to get the ball rolling. We thank you Dick for your contribution and hope that the contents of his article, will act as a catalyst for other crew members to make comment or contribute their thoughts.

## A NAVIGATOR'S CONSIDERATIONS

### OVERVIEW

**A CREW EFFORT EACH TO THE BEST OF THEIR SPECIALTIES AND ABILITIES**

### OBJECT

**SAILING COMPETITIVELY TO HOBART IN THE SHORTEST POSSIBLE TIME, SAFELY HAVING FUN ALL THE WAY.**

### NAVIGATIONAL ASPECTS

- (1) **STRATEGIC** - IS TO WIN
- (2) **TACTICAL**- IS TO WIN THE HARD LEGS
  - (i) Sailing out of **Sydney fast** and **safely**.
  - (ii) Utilising, not fighting the weather, the set, the "gear failures" the "knocks"
  - (iii) Sailing up the **Derwent, fast**.

### NAVIGATIONAL PRIORITIES

- 1) **INSHORE**
  - ) Yacht Racing Rules with emphasis on
    - (i) Navigable water
    - (ii) Right-of-way Rules
    - (iii) Sailing Instructions
- 2) **OFFSHORE**
  - (1) COL REGS
  - (ii) Commercial and shipping traffic
  - (iii) "Growlers" and fishing traps
- 3) **PLOT**
  - (i) "high rollers"
  - (ii) similar performance yachts advantage disadvantage
  - (iii) error. what is

# JUBILATION



## GOLDEN RULES

- (OVER THE GROUND) WINS RACES

(2) WEATHER

- IS WHAT YOU HAVE

(3) WIND

- IS NOT WHAT IS FORECAST !

(4) CURRENT

- IS VARIABLE

- DON'T FOLLOW PREDICTIONS



## FINALE

*SUCCESS = BOAT SPEED x HANDICAP*

*FUN - IS WHAT IT IS ALL ABOUT.*

IF YOU ARE NOT ENJOYING IT,  
YOU HAVE LOST THE RACE AND THE GAME



# *"Jubilation" 1998 Sydney- Hobart Race*

## **NATURAL CONDITIONS**

*Source - Personal Australian Pilot Vol.II (6th Edition)  
Contributed by Dick Colahan*

<b>SEA BED TOPOGRAPHY</b>	Narrow continental shelf with steep basin slopes to <u>east</u> .
<b>MAGNETIC ANOMALY</b>	<u>Betsy Island area</u> . (Storm Bay) confirmed.
<b>CURRENTS</b>	(1) <b>E.A.C.C. (EAST AUSTRALIAN CURRENT)</b> Refer to detailed predictions (2) <b>S.O.C. (SOUTHERN OCEAN CURRENT)</b> (a) Through <b>Bass Strait</b> - predominately <u>easterly</u> set. (b) Inshore <b>south east N.S.W.</b> and <b>Tasmanian east coast</b> can induce <u>northerly drift</u> .
<b>TIDES</b>	<b>Diurnal variability</b> rising to 1.5 metres - insignificant.
<b>TIDAL STREAMS</b>	In areas close to headlands and close inshore, and Derwent River set, can be significant.
<b>BASS STRAIT TIDES</b>	N.B. Ferocity of <b>S.O.C.</b> on <u>westerly / easterly</u> gales may modify.
<b>SEAS</b>	Calm, confused and horrendous experienced. (Helmsmen can be kept busy!)
<b>WIND</b>	Rarely blows for more than 1-2 days from the same direction " <b>Average</b> " <b>summer speed</b> Force 4 - 5 (11 - 21 knots) with <u>no</u> dominant direction: south to south-east is <u>least</u> common. "Average" interval between successive anti-cyclones is one week. i.e. <b>wind cycle</b> .

JUBILATION

LATE DECEMBER 1998

WEATHER shall be what we have.CLIMATE is a static geographic phenomenon.WEATHER is the unpredictable outcome of the effect of solar energy on our environment, earth, sea and atmosphere, distorted and magnified by the coriolis effect of a rotating oblate spheroid.

What makes the Tasman Sea, Bass Strait and Tasmanian waters amongst the worst in the world ?

The TOPOGRAPHY of the land masses, the extreme SHELVING depths of the sea floor, add up to 4 knots of CURRENT, and then place them in an INTER CLIMATIC CONVERGENCE ZONE (temperate and polar).

That is the weather forecast !!

What can we on jubilation do about it ?

The sky has been the predicted weather forecaster for several millennia.

From short (threatening squalls, early breaking cloud cover etc.) to long, up to 48 hours, accurate forecast can be made from observation of the sky.

Watching a low BAROMETER rise is a much greater morale booster than watching the depth to which it fallsFinally despite the respected admiral SIR FRANCIS BEAUFORT (R.N.)1744 – 1857 – the SEASTATE in the waters between Sydney and Hobart can be considerably less enjoyable than the true wind

Have Fun (and watch the sky).









