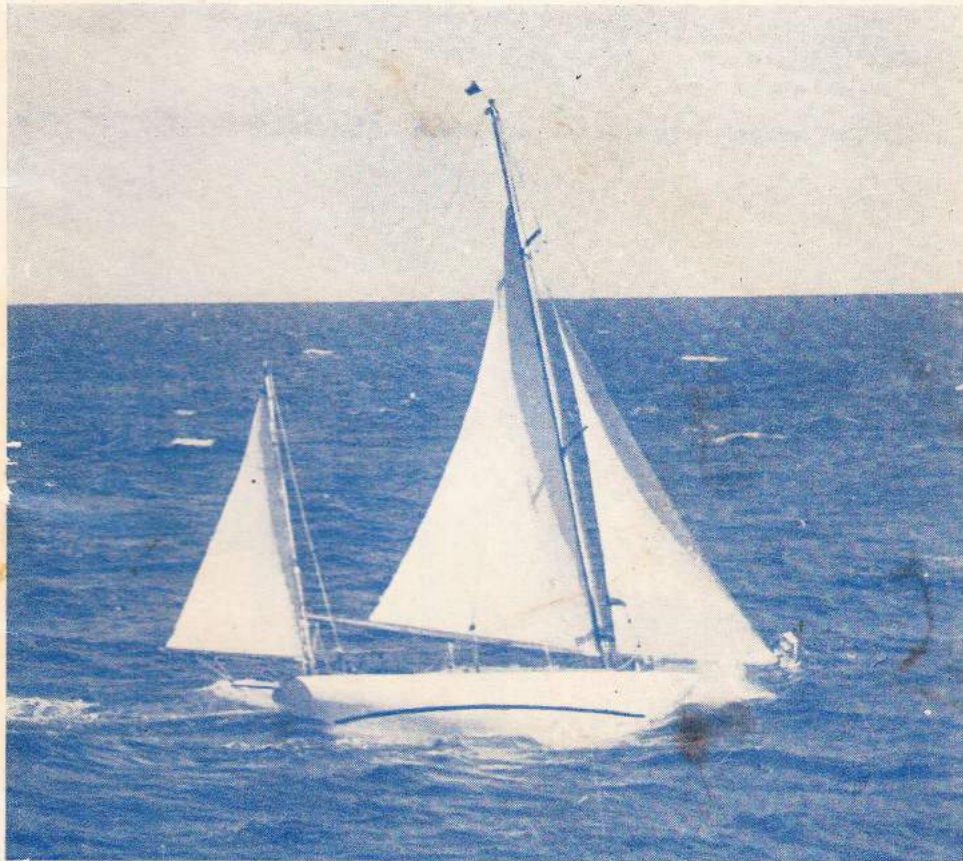


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YACHT RACE
1956**



Souvenir Programme 2/-



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Cover: Hal Evan's "Moonbi," winner of the last Sydney to Hobart
Race and placegetter in 1947, 48 and 52.

This programme was compiled on 3/12/56 and includes all anticipated
entrants to that date. Additional entries will be accepted though
they do not appear in this programme.

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A WORD FROM THE COMMODORE



We may well ponder on what makes a sporting event a "classic." The Sydney to Hobart yacht race has captured the imagination not only of yachtsmen all over the world but of most of the people of Australia. Whenever thoughts turn to yachting this event is always brought to mind.

It is not financial benefit, as the winner will not get back his expenses. The crews are amateur, racing again and again for their own satisfaction.

The Cruising Yacht Club of Australia has a system of safety requirements that must be inspected in all yachts prior to the start. Such items as stowage of ballast, storm sails, life-saving gear and general condition of the yacht, are all checked.

The system of radio communication from ship to ship and ship to shore adds to the interest of the race both for the competitors and the general public. While yachts are not compelled to carry a transmitter, the Club encourages their use. Most yachts are equipped with rather low-powered transmitters the range of which is 50 miles or so and it is the function of the Radio Relay Ships to gather the information, correlate it and send it to a receiving station ashore.

It is only a little over twelve years ago that a new group in Sydney, calling themselves The Cruising Yacht Club, were organising a cruise to Hobart. Present was veteran English ocean-racing yachtsman Capt. John H. Illingworth, R.N., and it was his utterance that virtually started the Sydney to Hobart Race as we know it today: "Why not make it a race?" The same man also introduced us to the Royal Ocean Racing Club's Rule of Measurement of yachts which impartially handicaps yachts of greatly varying sizes and types so they may race over long distances against each other. Then, not to be left out of anything, he promptly purchased a yacht from another Club member. His choice was the light displacement "Rani," a yacht he has often referred to in his writings since.

News of the event soon spread and the Tasmanian Government generously donated £100 prize money, and the George Adam's Estate the magnificent Tattersall Cup. The R.O.R.C. donated a fine bronze plaque. These two latter trophies are perpetual, each winner's name being engraved thereon and held by them for the ensuing twelve months.

The Royal Yacht Club of Tasmania co-operated with The Cruising Yacht Club, taking the finish and handling any protests which might arise. Their members keep a 24-hour watch on the finishing line when the yachts are approaching Hobart and then treat the crews to true Tasmanian hospitality.

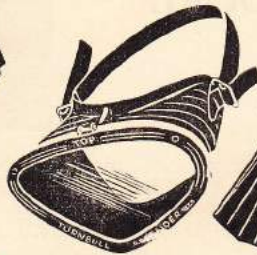
Races are always sailed in a variety of conditions. A race without a "Southerly Buster" is an exception and one year we had three!!!

So to all yachtsmen who are about to pit their yachts, skill and endurance against the varying moods of the sea and against one another, BON VOYAGE.

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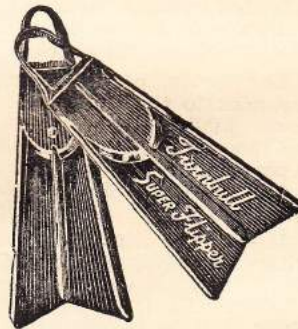
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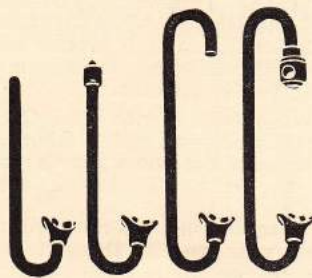


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HOW IT ALL BEGAN



Rani's crew—1945.

Many stories have circulated regarding the origin of the Hobart yacht race. In the absence of official records, the following account is published as being the most authentic version available of the events which led up to the first race.

One evening in the year 1944 a bunch of cruising yacht enthusiasts gathered for a dinner and pow-wow at a famed city hotel. The buzz had gone the rounds that one of them had a bee in his bonnet—the organisation of cruises up and down the N.S.W. coast.

The meeting was initiated by Peter Luke, owner of "Wayfarer," and Charlie Cooper, owner of "Asgard." The yachtsmen came from Pittwater and different points round the harbour, and at the end of the meeting they announced the formation of the Cruising Yacht Club of Australia—with nine members.

Today the Club boasts a register of 82 yachts and a membership approaching 250, and stages the greatest blue-water race in the Southern Hemisphere. Others who took a prominent part in the formation of the Club were A. E. Walker, S. R. Dickinson, J. Rosendale, Vernon Hart, Bruce Tart and P. G. Goldstein, S. B. Seach, Norman O. Hudson and Jack Earl. First Commodore was Bert Walker, first Secretary, Peter Luke.

Although ocean racing in small yachts overseas goes back to the beginning of this century, very little interest was taken in deep-water racing here until the formation of the C.Y.C.

Both in Australia and New Zealand, one or two attempts had been made to stage ocean races, but it was not until the year after the formation of the C.Y.C. that a definite step was taken.

At this stage the C.Y.C. was lucky enough to have Captain J. H. Illingworth, R.N., as an honorary member. Illingworth, an authority on every aspect of blue-water racing and a Committee Member of the Royal Ocean Racing Club of Great Britain, gave a lecture to the Club one night after their usual dinner.

At the end of his talk, Peter Luke said: "Walker, Earl and I are going to cruise down to Hobart. Why don't you come along?"

Illingworth replied: "Why don't we have a race?"

Said Luke: "O.K., we'll make it a race."

And thus the Sydney-Hobart Race was born.

The Royal Yacht Club of Tasmania co-operated from the other end and selected the cutter "Winston Churchill", designed and built by Percy Coverdale, for their entry in the first race.

Entries closed on 1st December, 1945, and the race was open to any yacht on the register of a recognised yacht club. Before being allowed to enter, each yacht has to pass an examination conducted under the rules of the R.O.R.C. Although a number of offshore and passage races had been sailed around the coast in the past, and a number of notable matches sailed over considerable distances between two vessels, no full scale, long distance race had been run before the Sydney-Hobart Race of 1945.

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OCEAN RACING'S

MASTER



Captain John Illingworth, R.N., greatest exponent of sailing and ocean racing ever to visit Australia, won the first Hobart race in "Rani."

Australian yachtsmen who know Illingworth, say that he is the best skipper with whom they have ever sailed. Ask them why, and they reply: "First, because he knows what he's doing, and second, because he gives the orders. There's no back-chat and no mucking about when he's on board!"

Illingworth, who wrote the story of his ocean racing in the book "Off-Shore," and introduced the Royal Ocean Racing Club rule for measuring rating of yachts into Australia, is tall and well built, with a voice that at times has been heard all over an anchorage. Informal in clothes and manner, Illingworth has been seen at leading receptions dressed in coarse-woven shirt and trousers, like a Breton fisherman.

A former Commodore of the Royal Ocean Racing Club and the Royal Naval Sailing Association, Illingworth packs behind him a life time of experience in long distance racing and cruising in the North Sea, English Channel, Bay of Biscay and the Atlantic.

After the first Hobart race, Illingworth was deck master in "Latifa," the British challenger in the Bermuda race. In 1947 he won the Fastnet and Channel races, and the following year found him once more making a bid in the Bermuda race, this time in the famous "Myth of Malham," which he sailed across the Atlantic after the finish in time to round off the season in the Santander and Belle Isle races. In the latter the "Myth" beat the whole fleet, boat for boat.

Illingworth's success may be attributed to his thoroughness in detail and the energy with which he puts his theories into practice. He was a stranger to Australian waters in 1945, but, with no previous race data to go on, Illingworth spent evenings studying the course ahead. He also sought out and talked to coastal skippers, trawlermen, or anyone else who knew the route. In the race, when he came to the various landmarks, they were like old friends, appearing very much as he expected.

Nevertheless, Illingworth and his crew met with a surprise when making their way up the Derwent at night towards the finish. They had encountered winds of gale force from right ahead for about 30 hours on the second and third days; they knew that, at that time the southerly buster broke, several of the bigger yachts were well ahead of them, and they had seen no other boat for five days. The radio had given out, and they had no news.

Illingworth told his crew that he felt sure the bigger boats were way ahead. Then a launch full of fans came down the river to identify their craft, and gave them a very hearty cheer.

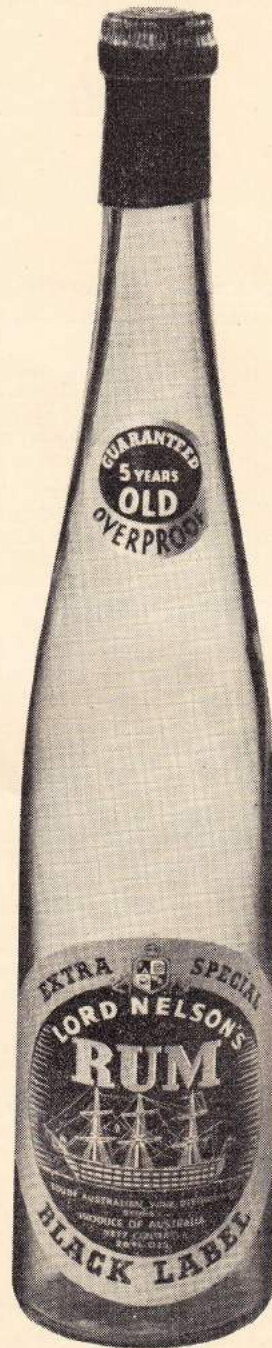
Illingworth hailed back: "How many boats are already in?" There were more cheers and laughter from the launch, and a loud groan from "Rani's" crew. It took a while to find out, the men in the launch thought they were having their legs pulled, for "Rani" was first home. The next boat, "Winston Churchill," did not come in for 23 hours.

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HOBART RACE TROPHIES

No other sporting event of the Christmas holiday scene stirs the imagination of Australians in the same way as does the start of the Sydney-Hobart race, a distance of 680 miles.

Valuable trophies are at stake in this blue-water classic of the Southern Hemisphere. They have been presented by clubs and followers of the great sport of ocean racing.

Luck plays her part in the race, as she does whenever man battles the elements; danger will be there, too, in this dour test of man's sailing knowledge and the qualities of yachts, small and large.

Records show race crews must possess endurance above average; if necessary working round the clock. The title of winner is not one that is easily won.

The following special trophies have been presented:—

R.O.R.C. Trophy: Presented by the Royal Ocean Racing Club of England. To be held by the winner on corrected time for twelve months.

Tattersall's Cup: Presented by the Executors of the Estate of the late George Adams. To be held for twelve months by the club nominating the winning yacht on corrected time. A replica of the Derwent light is presented annually to the owner of the winning yacht.

J. H. Illingworth Cup: Presented by Captain John H. Illingworth, R.N. To be held for twelve months by the first yacht across the line. A replica is presented to the owner.

100 Guineas: Presented by the Government of Tasmania for winner on corrected time.

£50: Presented by the Hobart Municipal Council for the yacht placed second on corrected time.

Navigator's Trophy: Presented by Mr. G. W. Rex for the navigator of the first yacht on corrected time.



The principal trophies prize giving—1953.

The Royal Tasmanian Yacht Club has arranged for the presentation of prizes to take place in Hobart on Thursday evening, 3rd January, 1957.

The history of the magnificent Tattersall's Cup is interesting. Back in 1913 the late Mr. Proud, of Prouds Ltd., had a solid silver trophy cup made. His idea was that it should be a trophy for an ocean race starting from Sydney. However, World War I intervened and for many years the trophy cup was on display at Prouds Ltd. as being the finest piece of workmanship in fine silver ever to have been done in Australia.

When the Hobart race was inaugurated at the end of World War II Prouds consented to sell this trophy as it was thus carrying out the original wishes of the late Mr. Proud. So it came into the hands of the Executors of the Estate of the late George Adams who presented it to the Club to become one of the world's finest yachting trophies.

Additional effort went into the organisation of this, the Olympic Year Sydney-Hobart Yacht Race, and if all the present entrants, numbering 29 face the gun on the 26th inst., it will be a record fleet.

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"RANI'S" GREAT VICTORY

—1945



The first Hobart race was a spectacular success for "Rani's" owner-skipper, Captain J. Illingworth, R.N., who taught Australians what ocean racing means. Despite a thrilling passage, in which "Rani" nearly foundered off Montagu Island, Illingworth finished a day ahead of his nearest rival. Sometimes his crew were bailing half the night, with water bunk high in the cabin, but, though men dropped from exhaustion, Illingworth sailed "Rani" hard, day and night.

Illingworth sailed the shortest course, and made meticulous preparations, obtaining local information on all stages from fishermen, pilots and sea captains.

"Rani's" log was made up every half hour and the Dead Reckoning position plotted every watch, so any change in wind or conditions enabled the skipper to decide without delay on the proper course of action.

While other yachts sheltered near Eden, "Rani" sailed on.

Although small for an ocean-going yacht (she was only 34 ft. 9 ins. overall), "Rani" carried on through every blow, while rivals hove to, or lay to a sea anchor. By Gabo Island, she had a five-hour lead on the larger "Winston Churchill."

On board "Rani" they used the naval system of four-hourly watches, alternating with evening dog watches. The innovation proved its worth, enabling proper rest every four hours for all seven crew members, and avoiding deceleration of speed due to crew fatigue.

A strong SSW gale hit the nine yachts two days out of Sydney, scattering them far and wide. Despite poor visibility, an R.A.A.F. Liberator located all yachts except "Horizon" and "Rani." "Horizon" was eventually reported 50 miles off the Tasmanian coast, but "Rani" was not traced until the fifth day, when she was becalmed off Tasman Island, at the entrance to Storm Bay. She crossed the line first, taking 6 days 14 hours. Eight of the nine yachts completed the course.

OFFICIAL PLACINGS

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Rani"	Capt. J. Illingworth, R.N.	158-22	.6670	105-38
2	"Ambermerle" ..	J. R. Colquhoun, C. Kiel	200-19	.6722	134-39
3	"Winston Churchill"	P. Coverdale	175-38	.7706	135-20
4	"Kathleen"	J. Earl	198-20	.6856	135-59
5	"Horizon"	J. R. Bartlett	199-47	.6977	139-23
6	"Saltair"	R. M. Walker	205-48	.6859	141-09
7	"Mistral"	R. F. Evans	204-55	.9039	185-13
8	"Wayfarer"	P. M. Luke	270-21	.6916	187-43
9	"Archina"	P. Goldstein	Retired		

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"CHRISTINA'S" **SUCCESS** **IN 1946**

Second Sydney-Hobart race, even more successful than the first, was sailed in conditions ranging from gales to flat calms, and provided a gruelling test of the qualities of every craft. The fleet of 19 boats was double that of the first race, and included some of Australia's finest sea-going yachts.



With the fleet strung out from Wollongong to Bateman's Bay, the wind came in fresh from E.N.E. A searching Liberator located only four craft—"Saga," "Ilex," "Sirius," "Fegmhr." That evening a fresh to squally nor'easter helped the leaders along; "Merlan" closed with "Mistral" and engaged her in a six-hour luffing match, which ended at night, when "Mistral's" crew temporarily switched off navigation lights and altered course in the dark.

On 28th December most of the race area was fog bound.

By next noon most yachts were experiencing the worst of the gale, with seas estimated by some skippers at 25 ft. "Fegmhr" sprang a bad leak and retired; "Connella" withdrew from the race and ran for shelter in Twofold Bay, while "Kalua" sheltered at Gabo Island. Leading yachts reached the lee of the Tasmanian coast by nightfall.

After the gale "Mistral" was becalmed for 14 hours off St. Helen's Point. "Winston Churchill" was then 10 miles, "Matthew Flinders" 25, and "Southern Maid" 50 miles astern of "Mistral."

On 31st December "Morna" was sighted at the head of Storm Bay, with "Mistral" 15 miles astern.

Claude Plowman's "Morna," sailing in very light weather, crossed the finish line at 2 p.m. that day, winning the coveted Illingsworth Trophy and setting a record for the course of 5 days 2 hrs. 53 mins. "Christina," the eventual winner, was then 26 miles N.N.E. of Schouten Island. "Winston Churchill" was in Falmouth Harbour, partially dismantled by an unlucky gust which parted her backstay runner.

On 1st January, 1947, "Mistral" crossed the line in second place. "Christina" was then becalmed off Tasman Island, but next day picked up the breeze and finished at 5.51 a.m., winning on handicap.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	Rating	El. Time	Cr. Time
1	"Christina"	J. R. Bull	22.10	162-51-15	107-53-57
2	"Saga"	B. J. Halvorsen	26.64	153-52-00	110-11-02
3	"Morna"	C. Plowman	51.22	122-53-33	111-52-53
4	"Defiance"	F. A. Bullock	38.22	139-19-25	113-58-00
5	"Matthew Flinders"	A. Palfreyman	38.60	142-05-20	114-40-48
6	"Trade Wind"	M. Davey	25.37	169-00-45	117-37-58
7	"Southern Maid"	C. Philp	36.07	150-44-45	119-14-24
8	"Active"	H. M. Tate	35.79	151-08-47	120-36-53
9	"Mistral"	R. F. Evans	46.99	138-51-40	122-57-41
10	"Wayfarer"	P. Luke	25.68	180-21-15	125-53-14
11	"Kurrewa III"	F. & J. Livingston	38-87	175-30-30	144-31-52

Retired: "Ilex" (N. W. Thomas), "Sirius" (J. S. Booth), "Connella" (B. R. O'Brien), "Winston Churchill" (P. Coverdale), "Merlan" (W. L. Curtis), "Unis J." (B. W. Davies), "Kalua" (D. McAllister), and "Fegmhr" (F. A. Harris).

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HONOURS FOR TASMANIA—1947

Victory in third Sydney-Hobart race went to a Tasmanian entry for the first time, when G. D. Gibson's "Westward," skippered by her designer-builder, Jock Muir, took the prize from a record fleet of 28 craft.

That year the C.Y.C. split contestants into two divisions, with prizes for the first three in each section, and the George Adams Cup for the overall winner. Dividing line was set at 32 rating, and the first eight places on handicap were filled by small-division craft.

Overcrowding at the windward end of the start line led to a collision between "Christina," "Morna," "Defiance" and the starter's launch; "Christina's" backstay was damaged, and her top starboard spreader broken. Later "Christina" and "Defiance" were disqualified.

"Defiance" was the first to reach Gabo, with "Morna" 12 miles behind. The wind swung to N.N.E. and freshened to a 40-knot gale. Muir in "Westward" made his winning stroke on clearing Gabo, when he set a more westerly course than the other yachts, to gain a beam wind across the Strait. While others were slugging it out in a confused sea, "Westward" logged her best day's run of 168 nautical miles.

"Morna," under reduced canvas, came home first in 5 days three hours, three minutes and 54 secs., only ten minutes slower than her 1947 record.

The New Year was 19 mins. 4 secs. old when "Westward" came in—second boat home and an easy winner on handicap.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	Div.	Rating	El. Time	T.C.F.	Cr. Time
1	"Westward"	G. D. Gibson	2	27.37	5-13-19-4	.7232	4-0-24-56
2	"Moonbi"	H. S. Evans	2	23.82	5-22-46-2	.6807	4-1-10-54
3	"Peer Gynt"	T. Halvorsen	2	24.40	6-1-18-15	.6853	4-3-34-37
4	"Kintail"	D. McCrae	2	28.72	5-20-0-56	.7359	4-7-2-15
5	"Fortuna"	Dr. R. Whishaw	2	25.54	6-5-13-9	.6965	4-7-55-52
6	"Trade Winds"	M. E. Davey	2	29.41	5-23-15-1	.7342	4-9-10-28
7	"Saltair"	A. E. Walker	2	24.48	6-6-23-20	.7024	4-9-37-59
8	"Gymea"	G. L. Carter	2	23.37	6-13-53-51	.6785	4-11-8-0
9	"Morna"	C. Plowman	1	49.55	5-3-3-54	.8986	4-14-35-10
10	"Winston Churchill"	P. G. Coverdale	1	33.54	5-22-2-55	.7991	4-14-40-12
11	"Eolo"	T. A. Giuffre	1	34.37	5-22-12-54	.7863	4-15-49-25
12	"Southern Maid"	C. Philp	1	36.07	5-22-31-50	.791	4-16-44-30
13	"Benecia"	F. A. Harris	2	27.15	6-13-21-12	.7211	4-17-28-3
14	"Mat. Flinders"	A. E. Palfreyman	1	38.60	5-22-35-6	.8071	4-19-4-49
15	"Sirius"	J. S. Booth	1	35.94	6-2-51-7	.79	4-20-0-47
16	"Josephine"	B. C. Penton	1	40.16	5-20-33-37	.834	4-21-13-38
17	"Horizon"	F. Livingston	1	38.87	6-1-19-26	.8140	4-22-17-37
18	"Mistral II"	S. Berg	2	27.87	6-23-46-36	.7199	5-0-46-57
19	"Aloha"	R. F. Evans	1	46.89	5-19-56-45	.8848	5-3-51-13
20	"Stormbird"	J. A. Clark	2	19.47	8-3-19-48	.6343	5-3-53-52
21	"Disqualified: "Christina," "Defiance."	J. H. A. Herford	2	25.01	7-11-16-40	.6938	5-4-22-59

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SMART UNDERSHORTS



"WESTWARD" AGAIN— 1948

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

Once again the Hobart cutter, "Westward," sailed this time by owner George Gibson, won the main trophy, breaking her previous time by 23 hours 1 min. 32 secs., and beating the second placegetter, South Australian cutter "Seevogel," by a little more than 3 hours on corrected time.

Big Sydney cutter, "Morna," skippered by her recently-knighted owner, Sir Claude Plowman, broke all known sailing records to cross the line first, 4 days 5 hours 1 minute 21 seconds out from Sydney; this record was to stand until Xmas 1951.

First thrills came less than two hours after the start, when a freshening nor'-easter split "Morna's" long spinnaker and snapped eight-metre "Sandra's" spinnaker pole.

All contestants made Eddystone Light in record time, and the leaders found themselves racing neck and neck from there on. "Mistral V" was doing well when a bad leak forced her crew to abandon the race.

From Eddystone to Tasman Light was a heavy thrash into head winds and rising seas. The larger vessels benefited greatly from their size. "Morna" forged ahead to take the final lead and rounded Tasman Island before noon with her spinnaker set for the home run, finishing one minute after 4 p.m. and breaking her previous record by 21 hours 52 minutes 12 seconds.



"Waltzing Matilda," near sister ship
to "Westward."

OFFICIAL PLACINGS

Pl.	Yacht	Owner	Div.	El. Time	T.C.F.	Cr. Time
1	"Westward"	G. O. Gibson	2	110-17-32	.7232	79-45-48
	(Winner, Division 2.)					
2	"Seevogel"	W. Harris	2	110-24-3	.7597	83-52-17
3	"Archina"	P. G. Goldstein	1	107-28-10	.7900	84-54-3
	(Winner, Division 1.)					
4	"Moonbl"	H. Evans	2	125-1-53	.6807	85-6-32
5	"Nerida"	C. P. Haselgrove	2	115-45-10	.7415	85-48-20
6	"Sandra"	M. M. Creese	1	104-58-25	.8278	86-53-50
7	"Peer Gynt"	T. Halvorsen	2	131-52-21	.6853	90-22-20
8	"Mistral II"	R. F. Evans	1	104-20-13	.8945	93-19-46
9	"Morna"	C. Plowman	1	101-1-21	.9243	93-22-30
10	"Merlan"	W. L. Curtis	2	124-11-58	.7560	93-53-41
11	"Southern Maid"	W. Trautwein	1	124-11-48	.7964	98-41-12
12	"Gynea"	G. Carter	2	147-31-0	.6721	99-8-45
13	"Alice"	J. Callahan	1	192-10-15	.8327	160-1-14

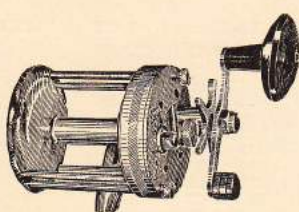
Retired: "Lass O' Luss," "Wanderer," "Aloha," "Mistral V," "Nell Gwynn."

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"TRADE WINDS" —1949

Fifth Sydney-Hobart race brought no stirring sagas of the sea, but the fleet was more evenly matched than ever, with the issue in doubt every foot of the 680-mile course. There was a grim tussle for line honours, with the three leaders playing tag all the way up the Derwent, which kept Hobart on its toes.

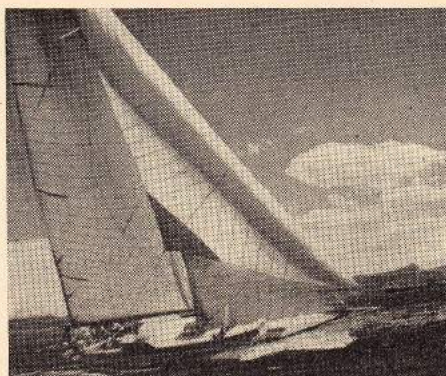
The fleet of 15 entries was slimmer than usual, the absence of the 65-ft. cutter "Morna," first home in the previous three races giving rise to tremendous rivalry between skippers of the smaller yachts, who in previous years had little hope of being first to hear the finish gun.

All competitors enjoyed glorious moonlight across the Strait, "Trade Winds" sneaking into the lead, "Waltzing Matilda" was second and "Margaret Rintoul" third, but at the height of a big blow the latter's crew were forced to throw out a sea anchor.

The three leading yachts then engaged in a ding-dong battle which lasted 48 hours; the lead kept passing from one craft to another until they reached the estuary of the Derwent. Finally, "Waltzing Matilda" got away from the rest to burst across the line, on New Year's Eve, illuminated by the glare of car headlights.

But victory on handicap went to "Trade Winds," a 43-ft. steel cutter designed and owned by skipper Mervyn Davey, then Commodore of the Cruising Yacht Club of Australia. "Trade Winds" was unique in that Davey planned his accommodation, and then drew the hull lines around it. All-steel construction made her as dry as a bone, and she proved she could take any sort of weather. Davey shipped a hand-picked crew and the craft never wanted for hard driving.

Runner-up was the 46-ft. cutter, "Waltzing Matilda," another brain child of Tasmania's Jock Muir; carrying "Westward's" old crew, she was expertly handled. John Halliday's "Ellida," a 33-ft. raised-deck cutter, sailed well to take third place. She was crewed by lads with an average age of 19.



OFFICIAL PLACINGS

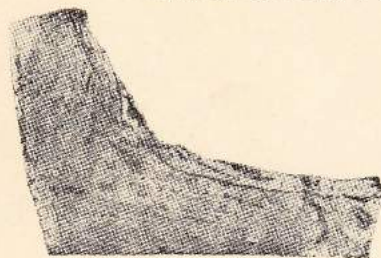
(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	Rating	El. Time	T.C.F.	Cr. Time
1	"Trade Winds"	M. E. Davey	27.96	5-11-15-34	.7288	3-23-39-43
2	"Waltzing Matilda"	P. R. Davenport	28.86	5-10-33-10	.7406	4-0-41-15
3	"Ellida"	J. Halliday	21.18	6-5-26-10	.6603	4-2-40-22
4	"Margaret Rintoul"	A. Edwards	31.96	5-10-35-1	.7652	4-3-55-21
5	"Fortuna"	W. Fesq	24.48	6-2-5-7	.6948	4-5-30-0
6	"Seasalter"	D. H. Jarvis	23.39	6-4-51-30	.6831	4-5-41-6
7	"Lass O' Luss"	J. Colquhoun	24.82	6-2-7-35	.6982	4-6-1-32
8	"Gypsy Queen"	A. C. Eden	25.57	6-0-45-24	.7056	4-6-8-25
9	"Peer Gynt"	M. & T. Halvorsen	23.51	6-5-26-35	.6849	4-6-21-13
10	"Nocturne"	J. R. Bull	28.78	6-2-8-2	.7364	4-11-36-47
11	"Horizon"	S. Berg	27.03	6-6-12-43	.7199	4-12-8-15
12	"Independence"	E. C. Messenger	39.37	6-0-5-13	.8274	4-23-13-3
13	"Mistral II"	R. F. Evans	48.24	6-2-0-54	.8945	5-10-44-31

Retired: "Suzanne II," "Wanderer."

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TRAVEL AND TRAVELERS CHEQUES

"NERIDA'S" **NARROW** **MARGIN** **—1950**

For five years yacht club experts had been saying that one day the Hobart Race fleet would find itself sailing into a howling southerly from the crack of the starting gun. In 1950 their prediction proved correct; for the first time in the history of the contest, crews bore into headwinds for two-thirds of the southward course.



From this long beat the South Australian yawl, "Nerida" emerged as handicap winner, earning the cup for her fine sailing qualities and the sound seamanship of her owner-skipper Colin Haselgrove, who had sailed her 1,300 miles from Adelaide for the race.

From the gun the sixteen starters ran into a 30-knot headwind. The fierce blow took heavy toll of canvas and running gear. "Kintail," an early sufferer, had her best jib torn to tatters, as though riddled with buckshot. "Bachelor's Wife," sole American entry, had her crew down with mal-de-mer; others were in no better plight.

First major casualty in the slog south was the 35-ft. sloop "Ellida," second smallest in the fleet. She sprang a leak five miles out and limped back to Sydney for repairs, without, however, abandoning the race. A crewman aboard Tassie schooner, "Wanderer," was knocked unconscious by the boom when attempting to reef the main. "Wayfarer" fell out of the race, victim of an untraced leak, and headed for Jervis Bay.

"Margaret Rintoul" led the fleet into the Strait, with a 12-mile lead on "Mistral V," and with "Nerida" also within striking distance. The fleet battled on to a thrill-a-minute finish, the three leading yachts being bunched together in Storm Bay within sight of Hobart. Conditions were fickle and any of the three might have got home first.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Nerida"	C. P. Haselgrove	5-6-15-49	.7597	3-20-17-13
2	"Margaret Rintoul"	A. W. Edwards	5-5-28-35	.7606	3-23-26-14
3	"Mistral V"	G. W. Rex	5-5-47-1	.7704	4-1-21-23
4	"Fortuna"	W. Fesq	6-2-50-26	.6923	4-5-39-28
5	"Solweig"	T. & M. Halvorsen	6-1-41-29	.7149	4-8-8-25
6	"Kintail"	D. Macrae	6-4-2-23	.7048	4-8-20-25
7	"Gypsy Queen"	A. C. Eden	6-6-53-20	.7056	4-10-28-2
8	"Jasnar"	A. E. Saafeld	6-16-16-10	.6676	4-10-59-45
9	"Seevogel"	W. Harris	6-6-0-26	.7597	4-17-57-39
10	"Benicia"	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11	"Mistral II"	R. F. Evans	5-17-0-54	.8829	5-0-58-14
12	"Wanderer"	E. Massey	7-2-8-35	.7505	5-7-41-33
13	"Bachelor's Wife"	Byron Tanner	8-14-10-0	.6455	5-13-5-0
14	"Seaward"	P. Benson	9-7-30-20	.6359	5-22-7-38
Retired: "Ellida" (J. Halliday), "Wayfarer" (P. Luke).					

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RECORDS GO IN 1951

This race made yachting history, for the first three boats to finish—"Margaret Rintoul," "Lass O' Luss" and "Struen Marie"—all broke the course record set by "Morna" in 1948. All the boats sailed over the finish line within an hour of each other. First home was "Margaret Rintoul," and had she carried her spinnaker as often as weather conditions permitted, she might have easily clipped more hours off the record passage. As it was, she clocked 4 days 2 hours 29 minutes 1 second—clipping 3 hours 32 minutes 20 seconds off "Morna's" record.



The 35-ft. Sydney sloop/cutter, "Struen Marie," owned and skippered by Tom Williamson, was superbly handled throughout the race, to win the George Adams (Tattersall) Cup on corrected time, with an hour to spare from the runner-up. This was the 33-ft. sloop "Lahara," skippered by owner Des Ashton, and flying the flag of Port Moresby Aquatic Club. Third place went to 41½-ft. cutter, "Lass O' Luss," skippered by owner John Colquhoun.

"Struen Marie," built specially for the Hobart race in 1951, to the Robert Clark design, did remarkably well to snatch Australia's coveted yachting trophy in her first season. Actually this race was won and lost on the Derwent. "Lahara" was there in a winning position, but became becalmed and fell back to second place.

Yachts were escorted for the first time by a radio mother ship, the 57-ft. ketch, "Kurrewa III," a veteran of Trans Tasman and Honolulu races as well as the Hobart race. "Kurrewa" provided the most dramatic episode of the whole race when her co-skipper Frank Livingston contracted blood poisoning in the middle of Bass Strait. After an unsuccessful attempt to drop drugs to her from a flying boat, Livingston was put ashore at St. Helens and rushed by ambulance plane to Melbourne for treatment.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Struen Marie"	T. Williamson	4-3-38-35	.6805	2-19-48-26
2	"Lahara"	D. Ashton	4-7-24-59	.6652	2-20-47-33
3	"Lass O' Luss"	J. Colquhoun	4-3-12-5	.7509	2-22-1-35
4	"Fortuna"	W. Fesq	4-5-54-38	.6923	2-22-33-10
5	"Ellida"	J. Halliday	4-14-51-58	.6603	3-1-13-18
6	"Solweig"	T. & M. Halvorsen	4-7-24-25	.7081	3-1-13-21
7	"Nocturne"	J. R. Bull	4-5-33-34	.7337	3-2-30-51
8	"Margaret Rintoul"	A. W. Edwards	4-2-29-1	.7606	3-2-54-24
9	"Irene"	H. Hughes	4-10-46-10	.7105	3-3-51-35
10	"Nimbus"	A. T. Cohen	5-3-25-10	.6564	3-9-0-45
11	"Wanderer"	E. Massey	4-10-46-35	.7679	3-9-59-37
12	"Pavana"	G. Mayne	4-7-43-1	.8166	3-12-41-43

Retired: "Wayfarer" (P. M. Luke), "Katwinchar" (E. Mossop).

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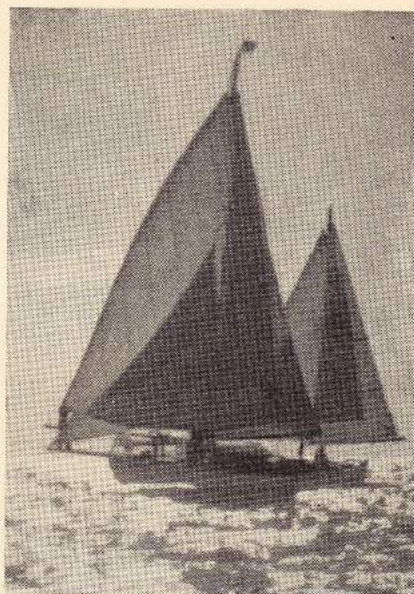
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LIGHT WEATHER

Unlike all other events, light variable winds, interspersed with flat calms, plagued contestants over most of the 680-mile course resulting in a slow, nerveracking race. It was the South Australian yacht "Ingrid," owned by J. S. Taylor, that emerged well to the fore in the fleet and her low rating saw Bob Bull's "Nocturne," which had been first to finish, ousted from first place.



In pleasant sailing conditions, seventeen yachts crossed the line and worked their way out the heads, led by "Ruthean," "Pavana" and "Landfall." The nor'easter did not live up to its earlier promise and faded out, leaving the yachts becalmed off Bulli and beset by thunder storms. Strong southerlies came in early the following day but dropped again.

So it went on, with the wind shifting from north-east to south-east and all the time very light. "Lauriana" was Radio Relay Ship and was keeping close contact with the yachts and reporting their slow progress. Off the north coast of Tasmania "Nocturne" led the fleet ahead of "Nirvana" and "Wraith of Odin," but "Ingrid" was close behind.

On rounding Tasman Island, "Landfall" was leading from "Nocturne" and "Ruthean." However, sailing wider than the others, "Nocturne" took the lead and still plagued by the light, fickle airs they had experienced throughout the race retained it to cross the line first, 6 days 2 hours 34 minutes and 47 seconds out of Sydney. Then followed "Landfall," "Ruthean" and "White Cloud."

"Ingrid" and "Moonbi" had been in close company and both looked capable of beating "Nocturne" for the handicap prize. Only half a mile from the finish, "Ingrid" had overhauled "Moonbi" and beat her by three minutes over the line. Placings were: First, "Ingrid"; second, "Moonbi"; and third, "Nocturne."

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

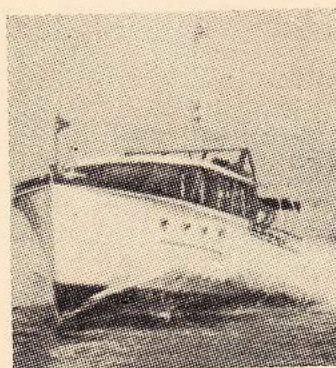
Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Ingrid"	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2	"Moonbi"	H. S. Evans	6-17-10-23	.6654	4-11-14-40
3	"Nocturne"	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4	"Ripple"	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5	"Kintail"	D. MacRae	6-11-15-01	.7048	4-13-25-13
6	"Kurura"	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7	"Landfall"	J. Richardson	6-03-00-25	.7539	4-14-49-43
8	"Solweig"	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9	"Terra Nova"	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10	"Fortuna"	W. Fesq	6-18-03-14	.6923	4-16-11-24
11	"White Cloud"	G. Brenac	6-06-20-56	.7694	4-19-40-42
12	"Ruthean"	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13	"Wraith of Odin"	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14	"Wanderer"	E. Massey	6-23-27-40	.7505	5-05-40-46
15	"Pavana"	G. Mayne	6-17-40-13	.7834	5-06-39-09
16	"Kurrewa"	F. J. Livingston	6-17-05-27	.8445	5-16-02-28
17	"Nirvana"	S. G. Heaton	6-20-29-29	.8432	6-18-41-57



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"RIPPLE"—DIMINUTIVE WINNER, 1953

Twenty-four yachts, the second largest fleet ever, started in the Ninth Sydney to Hobart Race. Out of all these yachts, "Ripple," competing in her second race, took the handicap trophies with a course time of 5 days 12 hours 58 minutes and 36 seconds.

A mishap at the start, involving "Wild Wave," "Josephine," "Kurrewa III," "Horizon" and "Nimbus," caused considerable consternation but no serious damage was done and the fleet got on their way, "Josephine" leading from "Wraith of Odin" and "Ruthean" at the Heads. For the next 24 hours all yachts made excellent time in the medium north-easterly breeze.

Shortly after mid-day on the second day a viscious southerly gale hit the fleet with very little warning. The leaders, "Wild Wave," "Ruthean" and "Neil Cywn" were the first to experience it. Shortened down to storm canvas the fleet battled south between Montague Island and Eden. The wind held till soon after midnight when it began to ease allowing more sail to be carried. The wind lightened off more as the day wore on till later it went to the north-east, backing to north-west then veering again. Crews were kept busy gybing all night long.

Well down the Tasmanian coast, "Wild Wave" was leading with "Solveig" and "Kurrewa III" about 90 miles to seaward of her. However, only twenty miles behind was "Ripple," one of the babies of the fleet, in fourth position. These placing remained unchanged till Tasman Island was rounded when the light weather flyer, "Josephine," passed first of all "Ripple" and then "Kurrewa III" but could not get the leaders, "Wild Wave" and "Solveig." Before "Ripple" crossed the line she was passed by "Ruthean" and "Horizon" but had enough time up her sleeve to beat "Solveig" on handicap by 1 hour 27 minutes and 25 seconds.

"Wild Wave," first to the finish, was disqualified for a breach of the rules at the start and "Solveig" was declared first home.

OFFICIAL PLACINGS

Pl.	Yacht	Owner	Div.	El. Time	T.C.F.	Cr. Time
1	"Ripple"	R. Hobson	2	5-12-58-36	.6633	3-16-12-12
2	"Solveig"	T. & M. Halvorsen	2	5-7-12-50	.7048	3-17-39-37
3	"Horizon"	S. Berg	2	5-10-41-46	.7016	3-19-41-47
4	"Kurrua"	J. A. Clark	2	6-0-25-6	.6426	4-0-39-32
5	"Nimbus"	A. L. Cohen	2	6-5-23-15	.6571	4-2-9-45
6	"Brilliant"	B. Warming	1	5-21-59-7	.7130	4-5-14-15
7	"Josephine"	R. A. Houghton	1	5-7-25-51	.8068	4-6-48-40
8	"Gypsy Queen"	A. C. Eden	2	6-5-7-10	.7013	4-8-34-39
9	"Kurrewa III"	F. & J. Livingston	1	5-7-27-20	.8258	4-9-15-10
10	"Ellida"	J. Halliday	2	6-15-6-14	.6620	4-9-19-36
11	"Nocturne"	J. R. Bull	1	6-0-52-46	.7319	4-10-2-14
12	"Ruthean"	A. V. & I. Toll	1	5-8-58-9	.8252	4-10-25-31
13	"Wraith of Odin"	B. R. O'Brien	1	5-21-8-32	.7744	4-13-18-2
14	"Onrust"	D. Tober	2	7-5-18-30	.6574	4-17-55-58
15	"Warana"	P. R. Warner	1	7-0-13-0	.7195	5-1-1-55
16	"Neil Gwyn"	F. Hickman	1	7-2-16-57	.7306	5-4-24-30
17	"Flamingo"	W. Carthy	2	8-2-9-16	.6590	5-7-21-16
18	"Isis"	R. May	2	8-21-16-0	.6359	5-15-36-58
19	"Wanderer"	E. Massey	1	7-11-1-59	.7679	5-17-28-46
20	"Patience"	A. B. Wilson	2	8-18-45-0	.6684	6-7-15-7

Disqualified: "Wild Wave" (Tasmania). Retired: "Mistral II" (Tasmania), "Pavana" (S.A.), "Janzoan" (N.S.W.).

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Race Officials

A. B. Wilson

Dr. F. Bellingham

M. E. Davey

R. B. Morgan

ENTRIES

Sail No.	Yacht	*T.C.F.	Division	Yacht Club	Owner	Rig
77	"Anitra"			C.Y.C.A.	T. Halvorsen	Cutter
69	"Carol J"			R.S.Y.S.	J. Halliday	Sloop
CYC25	"Catriona"			C.Y.C.A.	D. M. Brown	Yawl
C3	"Fantasy"			R.Y.C.T.	D. Burridge	Sloop
RANC3	"Four Winds"			R.A.N.C.	R.A.N.C.	Sloop
SA5	"Ingrid"			R.S.A.Y.S.	J. S. Taylor	Ketch
40	"Janzon"			C.Y.C.A.	W. R. Slade	Sloop
4	"Kurewa IV"			R.Y.C. of V.	F. and J. Livingston	Cutter
51	"Kurura"			C.Y.C.A.	J. A. Clark	Cutter
CYC22	"Lahara"			C.Y.C.A.	D. Ashton	Sloop
SM14	"Lorraine"			S.Y.C.	D. G. Nicholls	Sloop
C8	"Niripa"			R.Y.C.T.	G. E. Peacock	Cutter
PA10	"Nirvana"			R.P.A.Y.C.	Dr. K. Lawes	Sloop
CYC26	"Phalarope"			C.Y.C.A.	R. K. Lawes	Cutter
MH61	"Ranstor"			M.H.Y.C.	A. Roper	Cutter
H23	"Renene"			R.Y.C.T.	P. S. Parry	Schooner
CYC35	"Ripple"			C.Y.C.A.	R. C. Hobson	Sloop
B16	"Roama"			R.Y.C. of V.	R. G. Tilley	Cutter
605	"Romava"			R.B.Y.C.	R. J. Mercer	Sloop
12	"Samuel Pepys"			R.N.S.A.	R.N.S.A.	Sloop
MH46	"Serenade"			R.P.A.Y.C.	L. Estalle	Sloop
CYC15	"Sandra"			M.H.Y.C.	G. Newland	Sloop
SA6	"Solo"			C.Y.C.A.	V. Meyer	Cutter
RANC1	"Southern Myth"			R.S.A.Y.S.	N. Howard	Sloop
C7	"Tam O'Shanter"			R.A.N.C.	R.A.N.C.	Sloop
CYC23	"Tarni"			R.Y.C.T.	G. Wignall	Sloop
B3	"Vallima"			C.Y.C.A.	J. McLaren	Cutter
CYC55	"Winston Churchill"			R.B.Y.C.	Sir Arthur Warner	Cutter
	"Wraith of Odin"			C.Y.C.A.	Dr. B. R. O'Brien	Ketch

*T.C.F. of yachts not computed at time of printing.

SAILING INSTRUCTIONS

RULES

The race will be sailed under R.Y.A. Rules subject to modifications imposed by C.Y.C.A. Special Regulations, 1956, with which competitors should make themselves thoroughly familiar. Ratings to be applied shall be those calculated in accordance with the R.O.R.C. Rule of Measurement, 1957.

SIGNALS

A Blue Peter (supplied by the owner) must be shown in the port and starboard rigging from the preparatory gun at 10.50 a.m. and until after clearing the Heads.

START

10.50 a.m.	C.Y.C. official flag will be broken out and a gun fired.
10.55 a.m.	Three flags hoisted and a gun fired.
10.58 a.m.	First flag falls.
10.59 a.m.	Second flag falls.
11.00 a.m.	Starting gun. Third flag falls.

RECALLS

Attention is drawn to Special Regulation No. 5.

STARTING LINE

The starting line will be between the Starter's Boat and the Motor Cruiser "Steady Hour." The Starter's Boat (R.A.N. Search and Rescue vessel) will bear 000 T. from the fixed red light on Point Piper and about 500 yards distant from it. "Steady Hour," marking the other end of the line, and exhibiting a C.Y.C. flag will be about 400 yards N.W. (T.) of the Starter's Boat; line to be crossed from south to north.

COURSE

Across the starting line from south to north, thence direct to Hobart, Tasmania, leaving Tasman Island to starboard and the John Garrow Shoal Light to port.

FINISH

The finishing line will be between a red and yellow flag mark by day and buoy with white flashing light by night placed approximately 100 yards off the Judge's Box and the flag pole on the box. The buoy will be placed with a bearing on the red light on the end of Prince's Pier lining with the two red lights on the end of the Elizabeth Street Pier.

In clear weather it is visible from the Derwent Light ("Iron Pot") bearing N. 20 W. magnetic, nine miles.

Blinking Billy Light on One Tree Point has been replaced by the John Garrow Shoal Light which is three cables to the east of the old light. It is a square iron tower on four concrete piles flashing red every three seconds, visible 10 miles. On rounding this light the finishing line bears N.W. magnetic 2 miles.

Times will be taken by the watchkeeper at the Judge's Box. When finishing at night a white flare should be burned, making sure the sail number is illuminated while crossing the line and the yacht's name and sail number reported to the watchkeeper. Yachts must also take their own finishing times and report these to the Secretary, Royal Yacht Club of Tasmania, Hobart.

AFTER THE FINISH

Yachts are invited to bring up in Constitution Dock. Skippers are requested to moor their craft by bow anchor and stern lines to the dock.

EQUIPMENT

Equipment as follows must be included:—

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

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

Crew: No more paid hands are permitted than when normally cruising. Water: 5 gallons of fresh water per man must be carried, not more than two-thirds in any one container.

WIRELESS

(See separate radio schedule.) Any yachts sighting the Radio Relay Vessel, "Lauriana," are requested to identify themselves if possible.

DECLARATIONS

Declarations must be made within 24 hours of arrival, to the Secretary, Royal Yacht Club of Tasmania. If no declaration is made a yacht may be treated as having failed to complete the course.

PROTESTS

Protests arising out of the race must be made in writing to the Secretary, Royal Yacht Club of Tasmania, and in accordance with Rule 38, within 12 hours of the finish of the protesting yacht.

SIGNALS

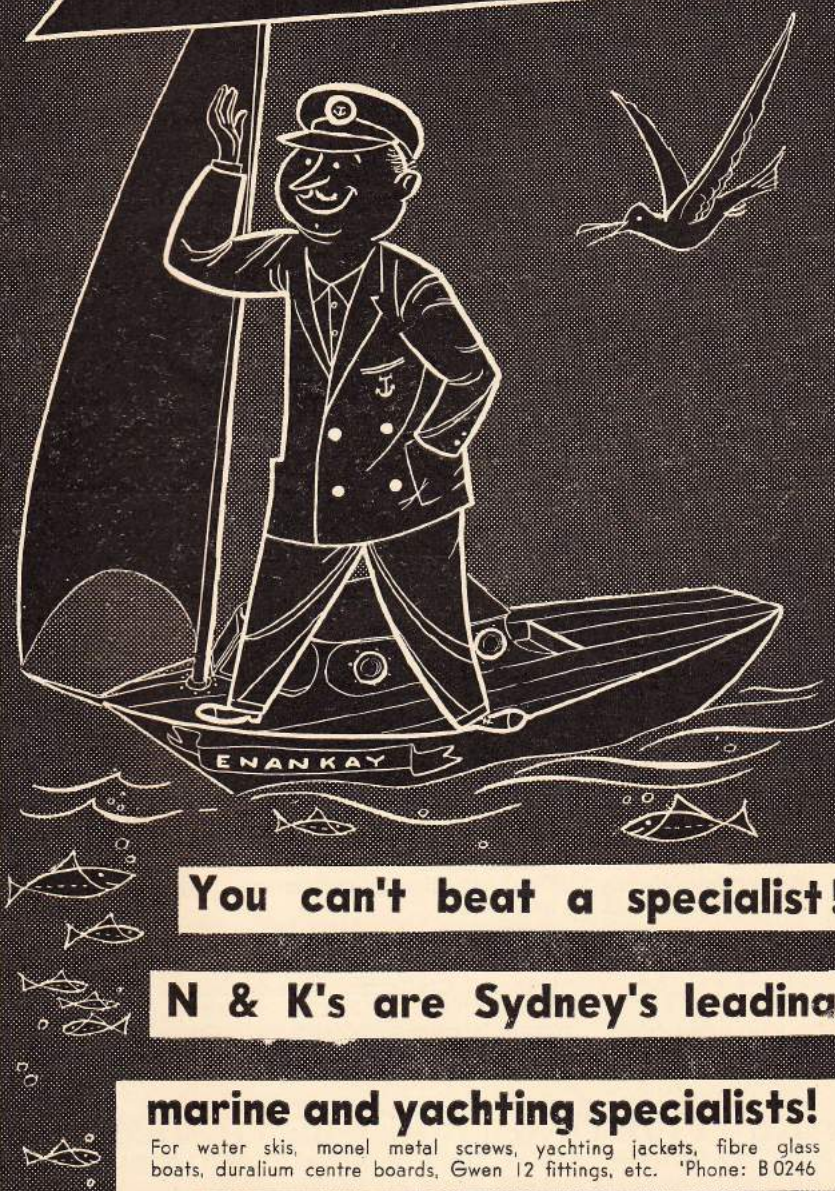
Competing yachts are to signal their sail number and prefix, if any, to Tasman Island Light and the Signal Master at Mount Nelson Signal Station when in the vicinity.

**ANY YACHT GIVING UP THE RACE MUST NOTIFY THE C.Y.C.A.,
C/- THE ROYAL YACHT CLUB OF TASMANIA, IMMEDIATELY BY
URGENT TELEGRAM.**



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"SOLVEIG" **NEARLY TAKES** **DOUBLE** **—1954**

This was a rugged race and, like the 1950 event, started in a blustering southerly that dampened even the most fervant ardour the first day. However, after the initiation the weather moderated somewhat and the 17 starters, representing five States of the Commonwealth, enjoyed some more pleasant conditions.



"Solveig," competing in her fifth Hobart race, with a first home, second, fifth, sixth and eighth placings to her credit, won on handicap and came very close to carrying off the double—first home and first on handicap—a feat that has eluded competitors since John Illingworth showed them how in 1945-6 in the inaugural race. In fact "Solveig" led by 8½ miles at Tasman Island, only 38 miles from the finishing line. However, light fickle airs in Storm Bay and the Derwent River saw her fourth to finish behind "Kurrewa IV," "Kintail" and "Carol J."

"Solveig" had revelled in the hard going down wind and lumping full gear through the squalls had indulged in sustained planing bursts which enabled her to outrun her larger rivals across Bass Strait. Seventh yacht to finish was "Gypsy Queen" which might well have ousted "Solveig" from first place had it not been for a jury rigged tiller for the last 200 miles. However, second place was within her grasp but owing to difficulty in manoeuvring she fouled the finishing mark and was disqualified. An appeal to England was upheld so "Gypsy Queen" retained second place and "Carol J" third while "Kurrewa IV" took line honours for her new owners, F. and J. Livingston, just as she had done for her previous owner, the late Sir Claude Plowman, on three previous occasions under her original name, "Morna."

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Yacht	Fin. Time	El. Time	Cr. Time
"Kurrewa IV"	5-9-47	5-6-9-47	4-19-54-22
"Kintail"	6-22-34	5-7-23-34	3-20-52-10
"Carol J."	6-37-37	5-7-37-37	3-18-14-6
"Solveig"	6-38-56	5-7-38-56	3-17-58-1
"White Cloud"	6-42-29	5-7-42-29	4-2-11-41
"Southern Myth"	6-47-53	5-7-47-53	3-22-5-52
"Defiance"	7-9-51	5-8-9-57	4-10-37-57
"Gypsy Queen"	8-26-33	5-9-26-33	3-18-41-15
"Wraith of Odin"	8-36-36	5-9-36-36	4-4-22-12
"Laurabada"	6-49-18	5-19-49-18	4-3-19-46
"Tam O'Shanter"	11-16-7	6-0-16-7	4-2-58-58
"Niripa"	5-40-34	6-6-50-34	4-10-27-53
"Brilliant"	6-38-48	6-7-38-48	4-12-7-27
"Patience"	5-9-0	6-18-9-0	4-12-22-52
"Wandere"	10-34-15	7-23-34-15	5-18-37-14

Retired: "Landfall" and "Bissy Girl."

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A QUIET EVENT —1955

Light, fickle breezes dogged the fleet of seventeen yachts almost throughout the race. The lead changed from yacht to yacht and "Kurrewa IV," "Even," "Solo" and "Moonbi" all had their share. The widely scattered fleet were doing most unpredictable things. Between radio skeds some of the larger yachts would improve their positions by as little as six miles while smaller competitors, like "Moonbi" and the South Australian, "Cooroyba," would forge ahead, covering some 40 to 50 miles in the same time. So it was that these two latter yachts led the fleet off the Tasmanian coast and after being overtaken by the larger yachts as they all came to experience the same conditions went on to be first and second on handicap.

Considerable interest was centred on the "battle of the giants"—"Kurrewa IV" (ex-"Morna") had taken line honours in all of her four previous starts; Even, her Harbour racing rival, competing in her first Hobart event; and the new, but formidable "Solo," praying all the time for a good thrash to windward. However, the only hard breeze that eventuated was a northerly blow on the fourth day out in which the yachts closer in shore fared better than those that were wide of the land. Off Maria Island, "Even" had a slight lead over "Kurrewa IV" and hot on their heels was "Nell Gwyn," a Tasmanian yacht that in previous races had not impressed, but here she was close to home and right up with the leaders.

"Kurrewa IV" and "Even" had a battle royal up the Derwent with Jock Muir on "Even" trying every trick he knew to gain line honours. At first light in drifting conditions "Even" crossed first, followed 20 minutes later by "Kurrewa IV." "Nell Gwyn" finished 3 hours and 44 minutes later with a big lead on corrected time. "Solo" was next to finish, followed by "Cooroyba," "Moonbi" and "Janzoon." These three latter yachts all beat "Nell Gwyn" on corrected time with "Moonbi" winning from "Cooroyba" and "Janzoon." A fine record for "Moonbi," in four starts to Hobart—a first, two seconds and a third.

In spite of the light weather this was a fast race, particularly for the smaller yachts as 14 of them were all tied up in Constitution Dock before the New Year arrived.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	H.C.F.	El. Time	Cr. Time
1	"Moonbi"	H. S. Evans	.6697	5-1-28-24	3-9-21-5
2	"Cooroyba"	C. Haselgrove	.6782	5-0-14-42	3-9-33-1
3	"Janzoon"	W. R. Slade	.6939	5-2-41-21	3-13-8-2
4	"Nell Gwyn"	R. Hickman	.7306	4-21-57-5	3-14-10-31
5	"Fantasy"	D. Burridge	.6768	5-8-59-37	3-15-18-10
6	"Carol J."	J. Halliday	.7086	5-3-50-53	3-15-45-31
7	"Lass O' Luss"	J. Colquhoun	.6991	5-5-52-29	3-15-59-57
8	"Patience"	A. B. Wilson	.6684	5-13-10-0	3-16-57-54
9	"Southern Myth"	N. Howard	.7274	5-3-11-8	3-17-36-19
10	"Trade Winds"	M. E. Davey	.7139	5-6-58-42	3-18-39-0
11	"Solo"	V. Meyer	.7801	4-23-10-31	3-20-58-7
12	"Winston Churchill"	A. G. Warner	.7795	5-4-57-17	4-1-24-9
13	"Tam O'Shanter"	Naval College	.6672	6-5-58-0	4-4-3-15
14	"Even"	F. J. Palmer	.8836	4-18-13-14	4-4-55-31
	(First home.)				
15	"Kurrewa IV"	F. & J. Livingston	.9185	4-18-33-42	4-9-13-30
16	"Defiance"	N. D. Rundle	.8320	5-6-44-12	4-9-26-42
	Retired: "Wanderer."				



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PROGRAMME

RADIO

While all yachts will have ordinary broadcast radios only some will have transmitters as well. These latter yachts will be in contact with the Radio Relay Ships daily in accordance with the schedule at:—

0830 Hours
1330 "
1930 "

The information thus collected will be passed on to the A.B.C. through O.T.C. stations at the following times:—

1000 Hours
1500 "
2100 "

The A.B.C. will broadcast progress reports of the race from 2FC daily as follows:—

Wednesday, 26th December:

9.05 a.m.—Preview.
10.55-11.30 a.m.—Description of the start.
10.57 p.m.—Progress reports and summary.

Thursday, 27th December:

11.00 a.m.—Progress reports and summary.
10.57 p.m.— " " " "

Friday, 28th December:

11.00 a.m.—Progress reports and summary.
6.35 p.m.— " " " "
10.57 p.m.— " " " "

Saturday, 29th December:

Afternoon Sporting Survey.
6.36 p.m.—Progress reports and summary.
10.57 p.m.— " " " "

Sunday, 30th December:

10.57 p.m.—Progress reports and summary.

Monday, 31st December:

11.00 a.m.—Progress reports and summary.
6.36 p.m.— " " " "
10.57 p.m.— " " " "

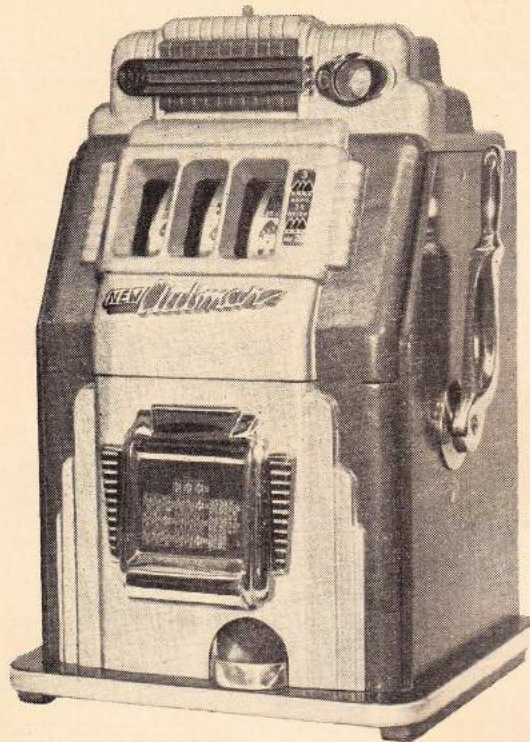
For the competing yachts Special Weather Forecasts will be broadcast by the undermentioned A.B.C. broadcasting stations at the following times:—

	2FC (610 kcs.)	VLI (6090 kcs.)
A.M.	Monday to Saturday	0800 Hours
	Sunday	0843
P.M.	Monday and Tuesday	1858 "
	Wednesday	1802 "
	Thursday and Friday	1755 "
	Sunday	1758 " (2FC only.)
		1727 " (VLI only.)

Reports from Hobart will be given on three stations:—

	7QN (540 kcs.), Queenstown	7ZL (600 kcs.), Hobart	7NT (710 kcs.), Launceston
A.M.	Wednesday to Saturday	0807 Hours	
	Sunday	0843	"
P.M.	Wednesday	1800	"
	Thursday and Friday	1755	"
	Saturday	1855	"
	Sunday	1758	" (7ZL only.)
		1828	" (7NT, 7QN only.)

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WHERE TO WATCH THE START

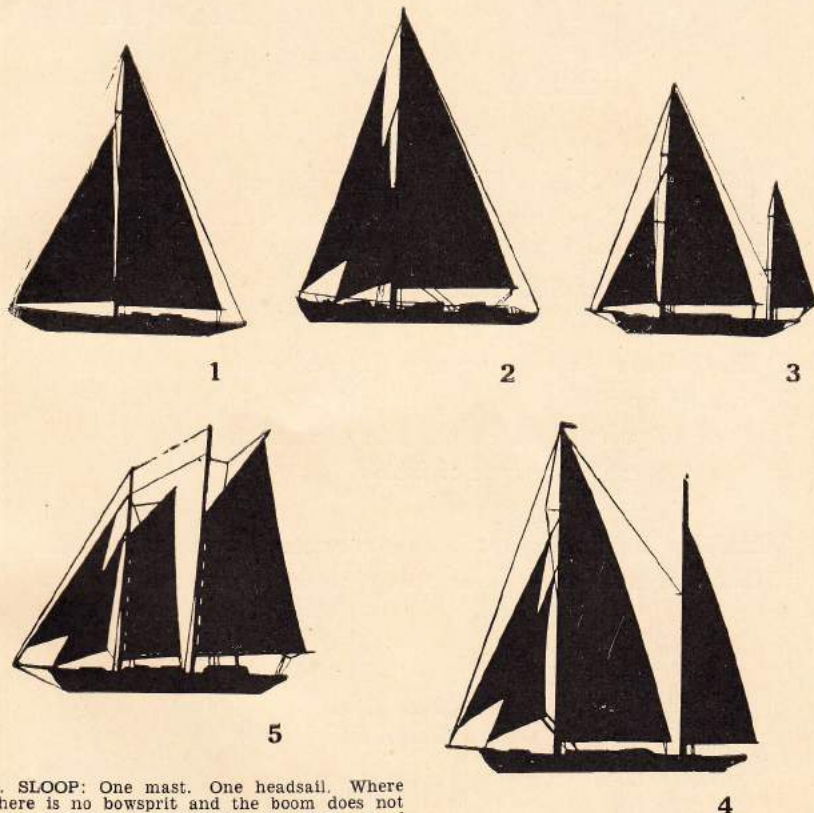
If a southerly is blowing, the fleet will make straight for the Heads; if a north-easterly, yachts will tack across the Harbour.

Good vantage points to see the start are.—North side: Bradley's Head, Middle Head, Dobroyd Point. South side: Point Piper, Nielsen Park, The Gap, and further south, Ben Buckler. From The Gap, yachts can be watched going out to sea.

For those spectators who wish to view the start from the water, two excellent opportunities are offered.

SHOWBOAT: Departing No. 2 Jetty, Circular Quay, at 10.30 a.m. Adults, 6/-; children, 2/-. Will accompany the yachts down the Harbour, returning at 12.30 p.m.

SOUTH STEYNE: Departing No. 3 Jetty, Circular Quay, at 10.30 a.m. Adults, 7/6; children 3/9. Will accompany the yachts through the Heads, returning at 1 p.m.



1. **SLOOP:** One mast. One headsail. Where there is no bowsprit and the boom does not extend over the stern, permitting the use of a permanent backstay, the rig is referred to as being "inboard," which applies to all types of vessels, not only sloops.

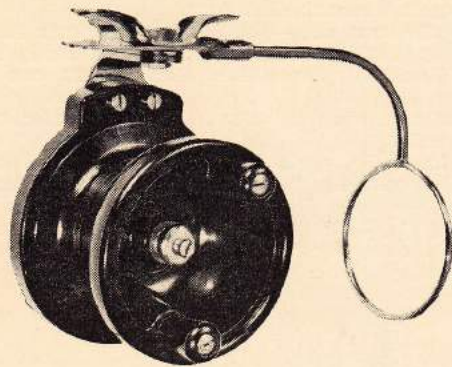
2. **CUTTER:** One mast. Two or more headsails—this requires mast to be stepped further aft than in a sloop.

3. **YAWL:** Two masts. Main (forward) mast being taller than the mizzen, or jigger, which is stepped aft of the waterline. R.O.R.C. rule of measurement requires that the area of the mizzen be not less than 9 per cent. of total sail area.

4. **KETCH:** Similar to a yawl except the mizzen is stepped forward of the rudderpost. R.O.R.C. rule requires that the area of the mizzen be at least 18 per cent. of the total sail area.

5. **SCHOONER:** Two masts, of which the larger (mainmast) is stepped a distance of at least 55 per cent. of the waterline aft from the bow.

6. **STAYSAIL SCHOONER:** Two masts as schooner. Difference is in sail between masts, which is carried on a stay.



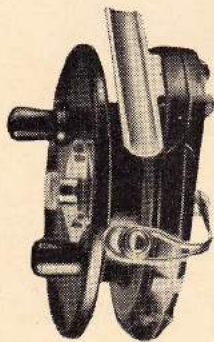
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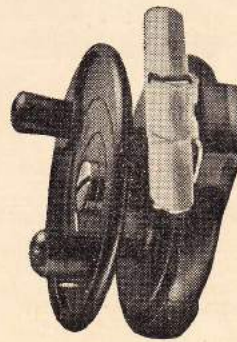
STEELITE Reels grew so popular that today there are available 28 models from which to choose. Embodied in each reel is the result of 26 years of design and study to find the ideal need for all fishermen and every type of fishing.

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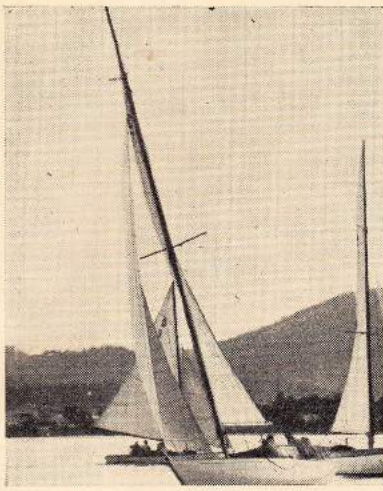


STEELITE 51

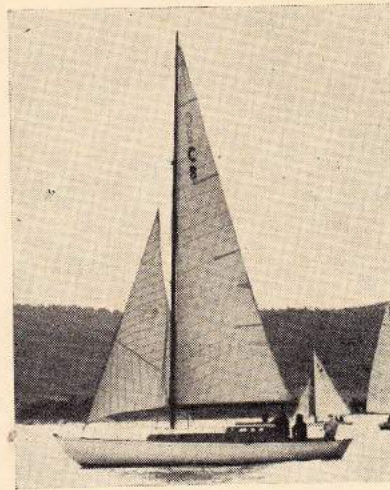
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STEELITE 23



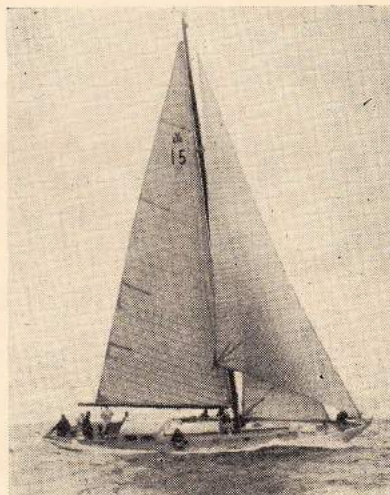
"Tarni"—Owner: G. Wignall. This yacht, from the "Apple Isle," is designed by Englishman Robert Clark and her sister ship "Favona" has performed most impressively in England. Sail No.—C7.



"Niripa"—Owners: The Peacock brothers. This Tasmanian yacht is one of a class designed by Naval Architect, Colin Philp. She competed in the 1954 Race. Sail No.—C8.



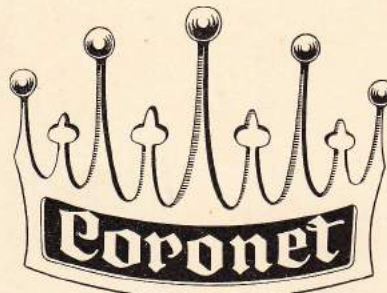
"Fantasy"—Owner: D. Burrige. This yacht came up from Tasmania last year taking off fifth placing and will be racing up from Melbourne as well this year. A very able little vessel which with a little more of that elusive quantity, luck, than she had last year could be well to the front. Sail No.—C3.



"Solo"—Owner: Vic. Meyer. Winner and line honours 1956 Montagu Is. Race. This all-steel yacht by Australian designer, Alan Payne, is surely one of the outstanding yachts of the post-war era. A force to contend with in all conditions she revels in hard going, particularly to windward. Sail No.—CYC15.

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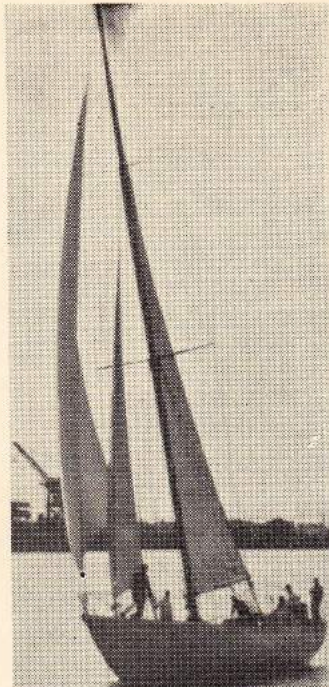
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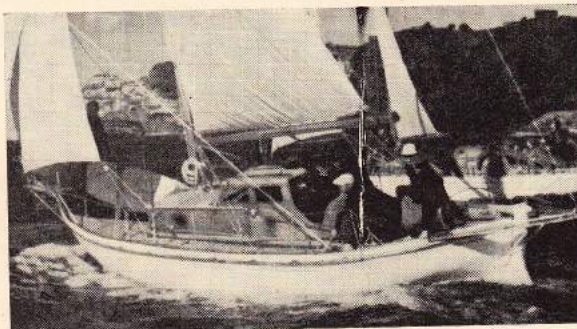


"Kurura"—Owner: J. A. Clark. Has competed in two Hobarts for sixth and fourth placings. She also won the 1953 Montagu Is. Race. One of the smaller yachts with a very low rating she is always near the winners in spite of her definitely cruising appearance. Sail No.—51.



"Nirvana"—Owner: Dr. K. Lawes. This yacht is little smaller than **"Kurrewa IV"** but is much lower handicapped. She competed in the 1952 Hobart Race and has raced in a few events offshore but they have all been in light conditions in which she could not have been expected to do well. Her Sail No. is PA10.

BELOW (left): "Kurrewa IV" — Owners: F. and J. Livingston. Australia's most famous racing yacht. She has competed in five Hobart Races taking line honours four times and won the 1954 Montagu Is. Race. She will be the heaviest handicapped yacht and will be favourite for line honours. She has just returned from a trip to Melbourne and competed in the Melbourne to Sydney Race on the return journey. Sail No.—4.



"Phalarope"—Owner: R. Cottee. This husky, Colin Archer-type cutter (originally ketch) is a cruising yacht that has raced occasionally offshore during last season. This will be her first long race. Sail No.—CYC26.

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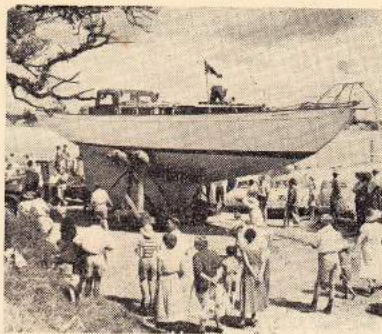
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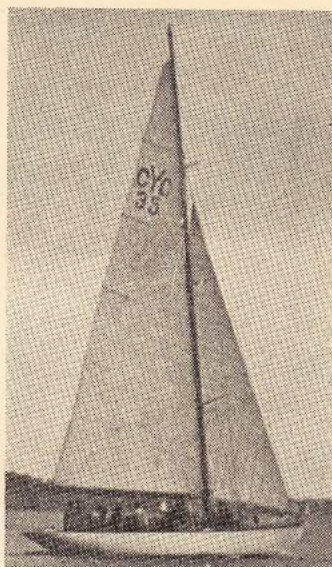
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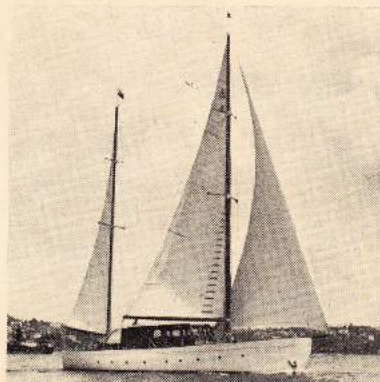
"Catriona"—Owner: D. M. Brown. He pronounces it "Catrina," and she is a brand new 45ft. yawl, designed by Laurent Giles and built at Forster. She had her maiden sail on 17th November so is untried but the stock from which she comes assures that she will be no sluggard. She is pictured prior to launching. Sail No. —CYC25.



"Winston Churchill"—Owner: Sir Arthur Warner. This well-known yacht is competing in her fifth Sydney to Hobart Race. An able sail carrier, she performs best in medium and heavy weather. Also she has just raced up from Melbourne, doing a double job as Mother ship. Sail No.—B3.



"Ripple"—Owner: Ron Hobson. Winner of the 1953 Hobart Race. She has recently been rerigged in view of the amended rule and should be well to the fore. Sail No.—CYC35.



"Lauriana"—Owner: J. Samson. This is the Radio Relay Ship and will use both motor and sail to cruise amongst the racing fleet keeping radio contacts with the yachts at set hours daily. As her size suggests her crew will have a "luxury" cruise. Sail No.—CYC30.

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"Carol J"—Owner: J. Halliday. Third place getter in the 1954 Hobart Race and sixth in 1955, she won the 1955 Montagu Is. Race and was second in 1956. One of Sydney's most consistent racers she is always well up in the fleet. Sail No.—69.

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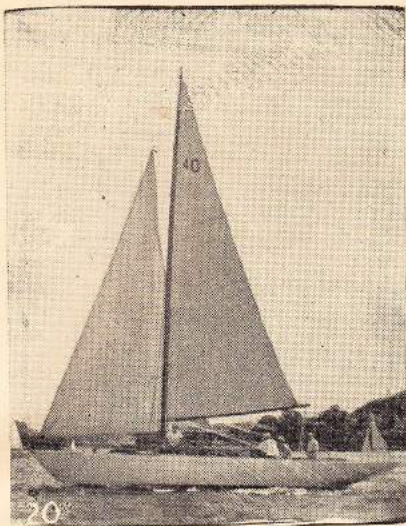
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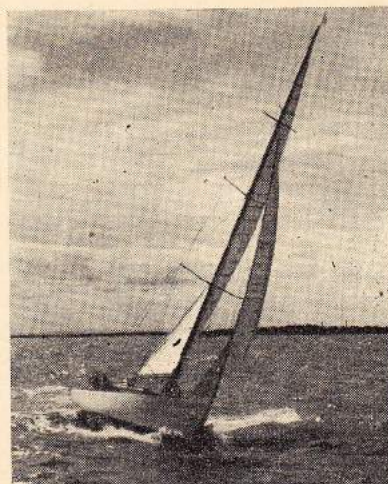
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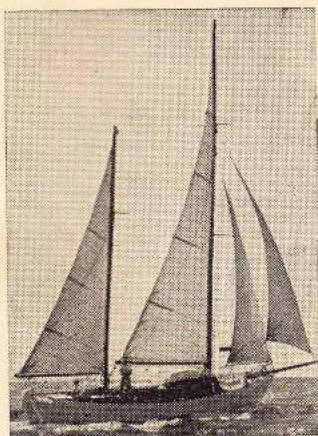
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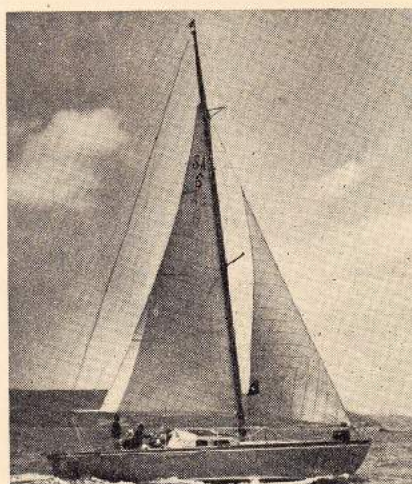
"Janzoon"—Owner: W. R. Slade. Mr. Slade was an avid skiff man but of late has "graduated" to the larger yachts with no small measure of success. This will be his fourth Hobart Race. In these he has had one third but his seven wins in seven consecutive Bird Is. races is a record that will take some beating. Sail No.—40.



"Tam O'Shanter"—Owner: Royal Australian Naval College. In third Sydney-Hobart Race this little vessel will be skippered by Commander G. V. Gladstone, R.A.N., and will be crewed by officers and cadets from the College at Flinders. Sail No.—RANC1.



"Ingrid"—Owner: J. Taylor. The second South Australian entry won the 1952 Hobart Race in fine style. Since then she has raced most successfully in her home State and is coming around again in the hope of repeating her earlier performance. Sail No. SA5.



"Southern Myth"—Owner: N. Howard. This lovely, modern South Australian ocean-racing yacht has competed in the last two Hobart Races and is sailing the odd 1,300 around to compete again. Sail No.—SA6.

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"Siandra"—Owner: G. Newlands. This yacht is one of Sydney's three "Lion" Class yachts and has performed very well so far in this, her first season. She won the first two events of the Cruising Yacht Club's programme this year and will be trying hard to maintain the record. Her Sail No. is MH46.



"Samuel Pepys"—Owner: R.N.S.A. Skipper, Lt.-Comdr. D. A. Ross, R.A.N. This is a club boat—Royal Naval Sailing Association—and has spent most of her life in England, where she was built. Her most outstanding success was her win in the TransAtlantic Race in 1952. Sail No. —605.



"Lahara"—Owner: Des. Ashton. Took out second place in 1951 Hobart Race. Has competed in the TransTasman Race and cruised to New Britain and back. Her very low rating, her undoubted ability under all conditions and very experienced crew make her one of this year's favourites. Sail No.—CYC22.



"Romava"—Owner: R. J. Mercer. This yacht, another representative from Melbourne, is also to a design by Robert Clark. She has performed impressively on Port Phillip and last year won the gruelling Bass Strait Race. Sail No.—B16.

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COMPETITORS NOT PICTURED

Owing to shortage of both time and space it is regretted that pictures of all the yachts could not be reproduced here. Here is a little information about the other yachts:—

"Anitra"—Owner: T. Halvorsen. This yacht is the baby of the fleet in years, having been launched less than four weeks prior to the start. No doubt she will prove a worthy successor to the brother's previous outstanding yachts, "Peer Gynt" and "Solveig." The latter yacht, which is pictured on Page 35, closely resembles "Anitra" but on a slightly smaller scale. Sail No.—77.

"Four Winds"—Owner: Royal Australian Naval College. This is the smallest yacht in the fleet and with "Lahara," "Ripple" and "Kurura" should rate very close to the minimum of .6359. She will be skippered by Lt.-Cmdr. Rourke, R.A.N., and, like "Tam O'Shanter," will be crewed by officers and cadets from the College at Flinders. Sail No.—RANC3.

"Lorraine"—Owner: D. G. Nicholls. This Melbourne yacht began her career in no uncertain fashion by winning the Bass Strait Race in 1948 soon after her launching. She was in the news again last year, winning the Lady Nelson Trophy for the race around Port Phillip. Sail No.—SM14.

"Roama"—Owner: R. G. Tilley. This is a big yacht, being some 55ft. overall, that has raced little and her performance in the Melbourne to Sydney Race will be watched with interest.

"Renene"—Owner: P. S. Parry. This yacht was a proposed entry in last year's event but she was only recently launched and difficulties encountered with all the new gear prevented her reaching Sydney. Now with twelve months sailing behind her she should be all set and ready to go. Sail No.—H23.

"Ranston"—Owner: A. Roper. This is the only schooner entrant. The rig is a good cruising one but for racing has been mainly discarded in favour of rigs that are more efficient on a wind. "Ranston" will shine whenever the wind is free and there is some weight in it. Sail No.—MH61.

"Serenade"—Owner: L. Esdaile. A sister ship to "Nocturne" which took line honours in 1952. Only recently acquired by her present owner she has sailed in few offshore events but no doubt down wind she should be able to duplicate some of "Nocturne's" fabulous runs. Sail No.—12.

"Vailima"—Owner: J. McLaren. She has raced regularly on the coast for a season with a measure of success in the shorter events. Just over 30ft. long she is the second smallest competitor. Sail No.—CYC23.

"Wraith of Odin"—Owner: Dr. B. R. O'Brien. This handsome 57ft. ketch is from the board of American designer, John Alden, and is a near sister ship to "Malabar XIII" and "Chiriqui" in America. She is a family ship and has competed in three previous Hobart Races each time with the owner's family aboard. Sail No.—CYC55.

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HOW YACHTS ARE HANDICAPPED

In consultation with the Royal Ocean Racing Club of Great Britain, the Cruising Yacht Club of Australia framed the conditions for the first Hobart race. Credit for introducing the R.O.R.C.'s Rule of rating and measurement must be given to Captain John Illingworth, R.N., who was stationed in Sydney in the last year of the war. The R.O.R.C. Rule is now used in all leading races throughout Australia.

Yachts competing in races are often all shapes and sizes, and the difficulty of arriving at a satisfactory method of handicapping is obvious, but the R.O.R.C. has done much to overcome this.

By this measurement rule, the fast yacht gets a high rating and the slow yacht a low rating; thus the winning chances of yachts of various types and sizes are equalised.

The Cruising Yacht Club of America uses a rating rule very different in application. At the moment there seems little chance that British and American yachtsmen will agree on a standard rule. The main advantage of adopting the R.O.R.C. rule is that existing yachts may be measured afloat, whereas the C.C.A. rule is based on data difficult to obtain, except from the designer and the builder of each yacht.

To arrive at the R.O.R.C. rating, yachts are measured for length, beam, depth, freeboard, thickness, materials of construction, height of masts, areas of sails, etc. Allowances are made in the rule for iron ballast, and for "drag" of propellers of yachts with auxiliary engines.

Yachts with an excessive freeboard do not gain over yachts that have a reasonable seagoing freeboard; on the other hand, low-wooded harbour-type craft are severely handicapped. This means bonuses are given for seaworthy features, and penalties taken for undesirable ones.

The R.O.R.C. formula reduces all these measurements down to a figure called the Time Correction Factor. Each yacht in the Hobart race has a T.C.F., which serves as its handicap.

The T.C.F. is multiplied by the elapsed time of the yacht to obtain the corrected time, and the yacht with the lowest corrected time is the winner of the race.

For example: Yacht A, with a T.C.F. of .8000, takes 100 hours to sail to Hobart. Her corrected time is $100 \times .8000$, which equals 80 hours.

Yacht B, with a T.C.F. of .7000 takes 110 hours. Her corrected time is $110 \times .7000$, which equals 77 hours.

Thus yacht B has beaten yacht A by three hours on handicap, although she finished 10 hours later.

In recent years, development of offshore racing has brought increased skill to skippers and crews, with the result that faster times have been recorded every year in the Hobart race. Equipment has been improved, and new yachts have been specially built for the race. The Cruising Yacht Club has exercised rigid control of the measurement and ratings of the boats and the rules of racing. On the face of it, these may appear unnecessarily detailed and stringent, but experience in Europe and America indicates that any laxity in these respects lowers the whole standard of the sport, and the ultimate result is to discourage entries.

Competing in the Hobart race involves a good deal of hard work before and during the event, and the owner is entitled to feel that his rating and time allowance have been most meticulously calculated, and that he and other contenders are absolutely bound to the restrictions in sails and other necessary conditions of the contest.

ACKNOWLEDGMENTS

The Club gratefully acknowledges the assistance given by the following in loaning photographs and blocks used in the compilation of this programme:—

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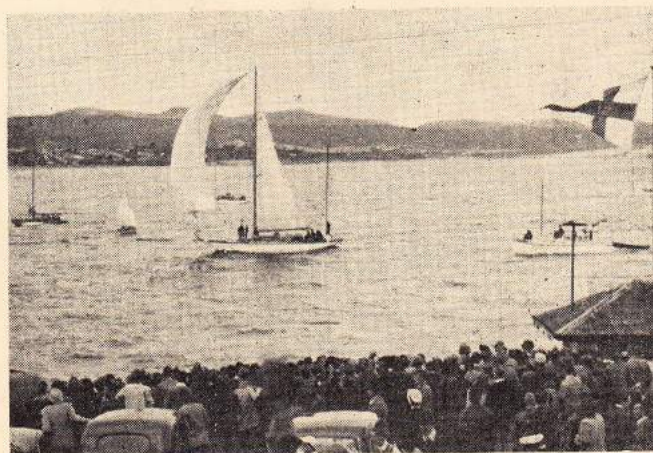
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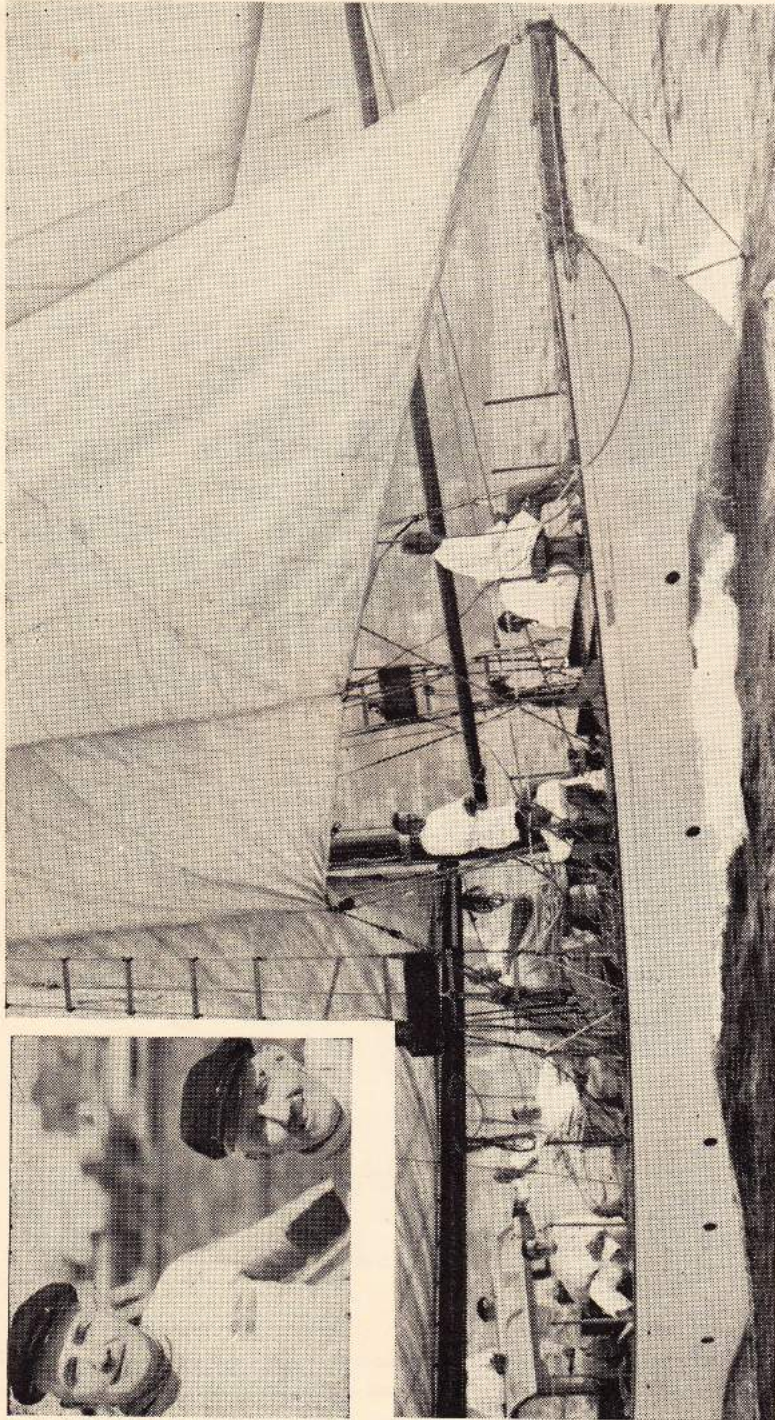
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THE START, 1947.—“Defiance,” “Morna” and “Christina” approaching the line. “Morna” and “Christina” collided and “Defiance” rammed the Starter’s Boat. “Morna” gained line honours but “Defiance” and “Christina” met with disqualification arising from this incident.



“Margaret Rintoul” (A. W. Edwards) is accorded a tumultuous welcome in Hobart after her record-breaking passage of 4 days 2 hours 29 minutes and 1 second in 1951.



"Kurrewa IV" and her owners, J. and F. Livingston.

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