

OFFICIAL PROGRAMME

EIGHTH HOBART RACE

1952-53

ORGANISED BY
**THE CRUISING YACHT CLUB
 OF AUSTRALIA**

with which is affiliated

The Royal Yacht Club of Tasmania
 The Royal South Australian Yacht Squadron
 The Royal Yacht Club of Victoria
 The Royal Freshwater Bay Yacht Club, W.A.

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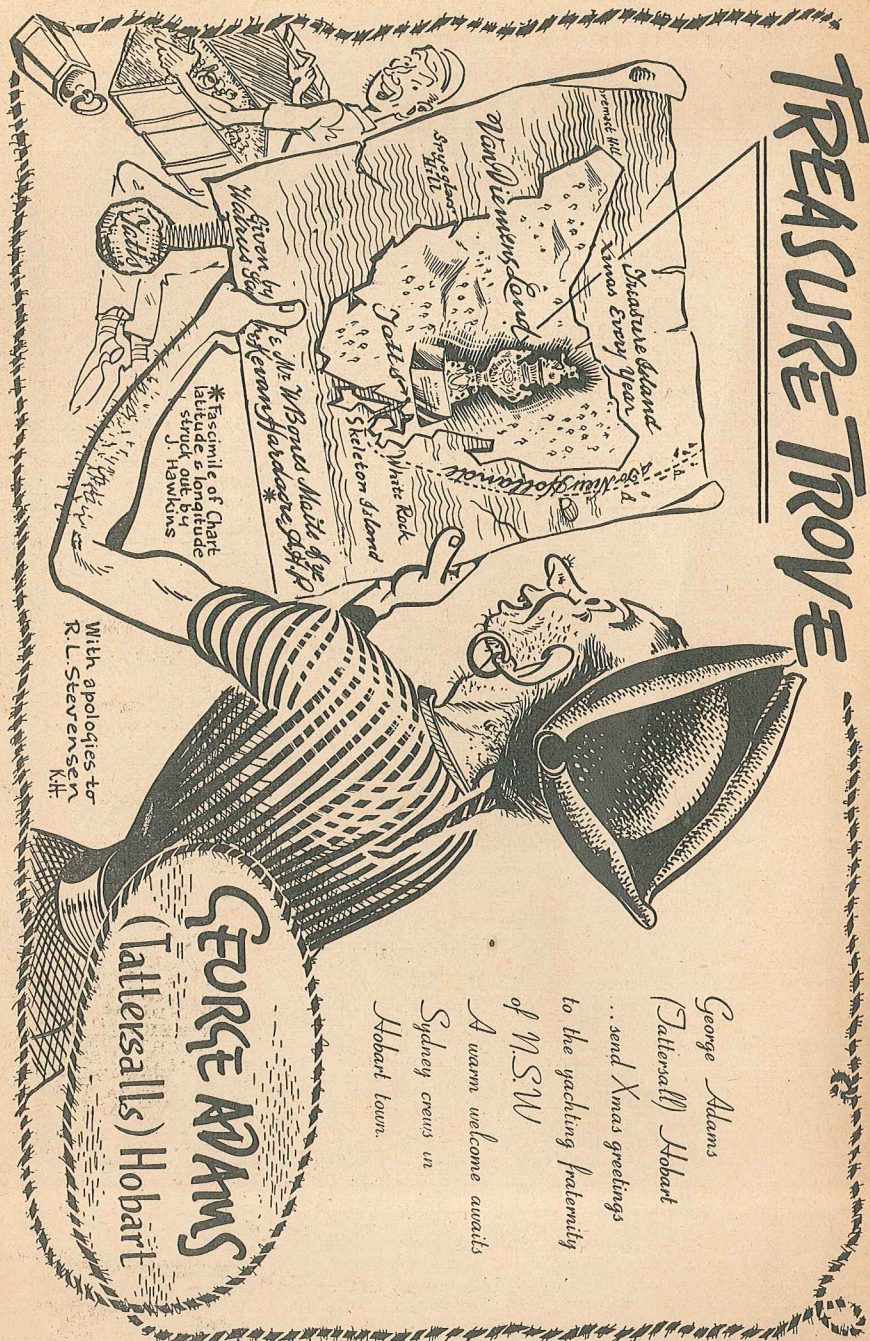
H. S. Evans, F. A. Harris, R. B. Campbell.

CONTENTS

HOBART RACE IS TOUGH .. 3	TRADEWINDS, 1949	25
HOW IT ALL BEGAN	NERIDA'S NARROW MARGIN	26
FOLLOW RACE CHART	RECORDS GO IN 1951-2	27
ILLINGWORTH	OCEAN RACING REVIEW	28
TROPHIES	HOBART ENTERTAINMENT	30
PREVIOUS WINNERS	HANDICAP SYSTEM	31
PERSONALITIES	WHERE TO WATCH RACE	32
RAN'S GREAT VICTORY	YACHT IDENTIFICATION	35
CHRISTINA'S SUCCESS	OCEAN RACING RECORDS—	
HONORS FOR TASMANIA	TRANS-TASMAN, BER-	
THIS YEAR'S ENTRIES	MUDA, FASTNET, TRANS-	
WESTWARD AGAIN	ATLANTIC	37

COVER: 'Margaret Rintoul', lee rail under,
 taken during 1950-1 race by Norman O. Hudson.

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George Adams
Tattersalls Hobart
... send Xmas greetings
to the yachting fraternity
of NSW
A warm welcome awaits
Sydney crews in
Hobart town.

HOBART RACE IS TOUGH

★ By SVERRE BERG ★

Commodore of the Cruising Yacht Club of Australia



THE story of the Sydney-Hobart race goes back to 1945, when the C.Y.C. was founded to promote cruising and blue-water racing. Since the inception of the C.Y.C., ocean racing in Australian waters has come to the fore in no uncertain manner. The club started off with a couple of cruises, then overnight offshore races. These proved very successful, so they launched their plan for an annual race to Hobart.

Although yachting was somewhat punch-drunk from war's impact, the boating fraternity lent their support. The Tasmanian government presented a cheque for 100 guineas to the winner, and have repeated the gesture ever since. Tattersalls donated a magnificent silver cup as a perpetual trophy, and the R.O.R.C. of England gave a fine challenge shield.

The start of the race, at 11 a.m. on Boxing Day, is a wonderful spectacle on Sydney Harbor. Hundreds of craft of all shapes and sizes carry thousands of spectators to see the race fleet off.

At the other end, there is that splendid welcome which Hobart gives to every yacht as she crosses the line. Those are brief impressions that come to mind when my thoughts go back over the ocean classics in which I have sailed.

Apart from course times registered in the big race, there is no known official sailing record for the Sydney-Hobart passage, although quite a number of yachts have been known to make better time unofficially than the record-holder *Margaret Rintoul*.

Margaret Rintoul last year broke *Morna's* course record of 4 days 5 hours 1 minute 21 seconds, set up in 1948. The new time is 4 days 2 hours 29 minutes 1 second.

Several yachts have claimed to make a three-day passage from Sydney to Hobart, but the only other records to go on are those of the sailing ships. The record for this category belongs to the 430-tonner *George Horne*, which made a run from Hobart to Sydney in 58 hours back in 1828, averaging 11 knots, but of course, no small yacht could hope to compete against a big sailing ship.

The Sydney-Hobart race is a "downhill" one, the prevailing wind being the nor-easter, but the Australian coast is a tough proposition, with the weather always uncertain and often boisterous.

Sudden changes may transform a spanking spinnaker run into a hard thrash to windward against a black southerly—all in the twinkling of an eye.

But all these risks are grist to the mill of the ocean racer; good seamanship, fair winds and Dame Fortune may favor some competitors, but to all skippers and crews engaged in this years classic. I say "Bon voyage, good sailing and a very happy New Year in old Hobart Town."

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in the 1952 Sydney Hobart Race
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HOW IT ALL BEGAN . . .

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



Peter Luke

ONE evening in the year 1944 a bunch of cruising yacht enthusiasts gathered for a dinner and pow-pow 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 harbor, 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 205, 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. Each, 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."

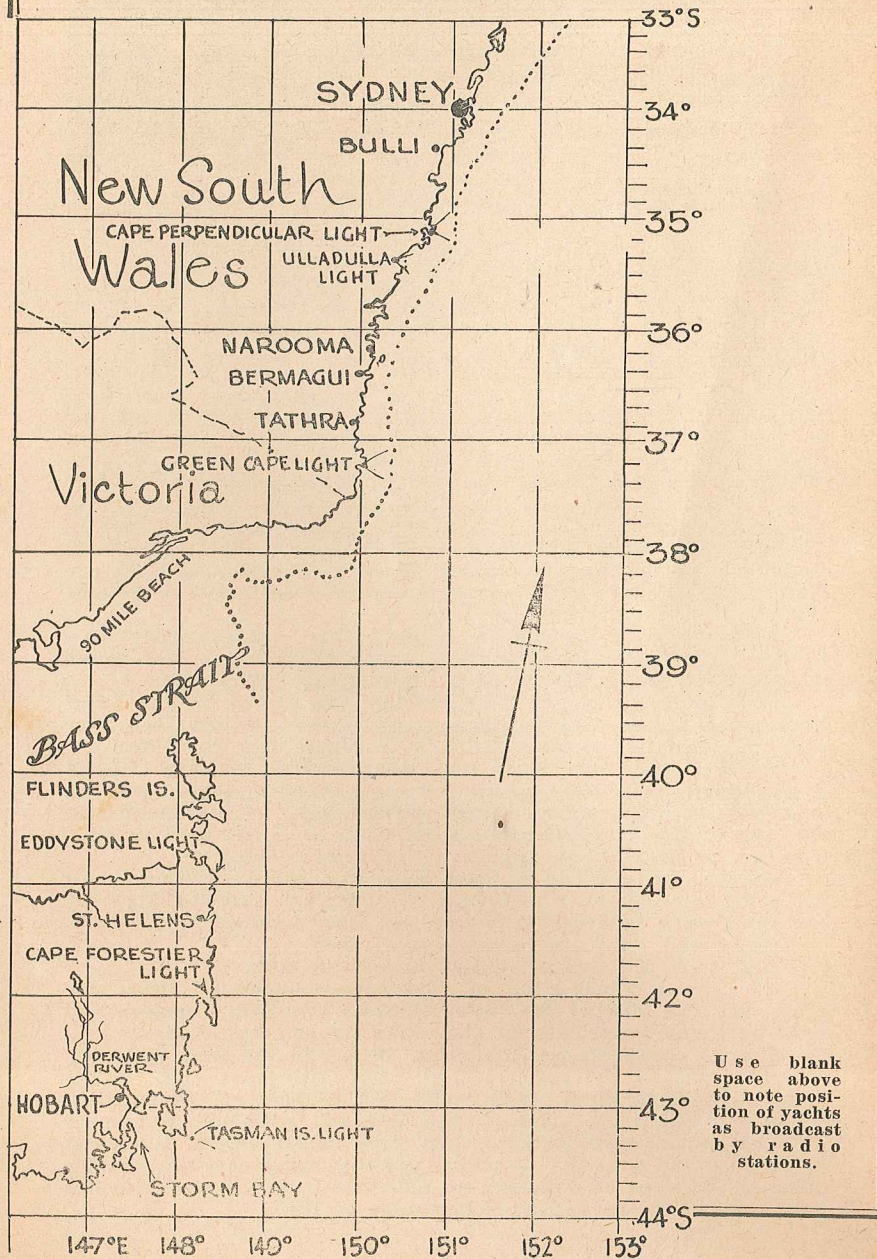
And thus the Sydney-Hobart Race was born.

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 December 1st, 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.

FOLLOW THE RACE DAY-BY-DAY

Distance Sydney-Hobart 680 Miles



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.

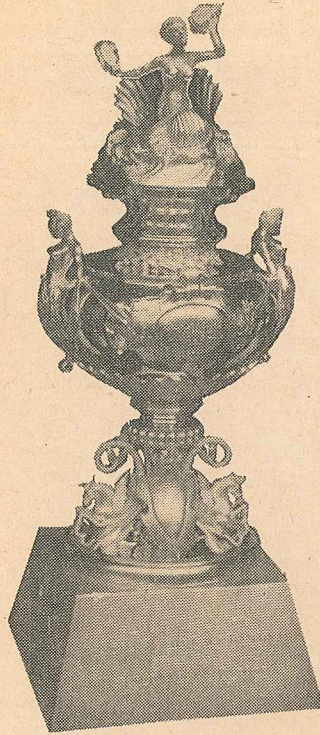
Illingworth's success may be attributed to his thoroughness in detail and the energy with which he puts his theories into practice. He was a stranger to Australian waters in 1945, but, with no previous race data to go on, Illingworth spent evenings studying the course ahead. He also sought out and talked 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.

HOBART RACE



Tattersall's Cup



R.O.R.C. Trophy

No other sporting event of the Xmas 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:

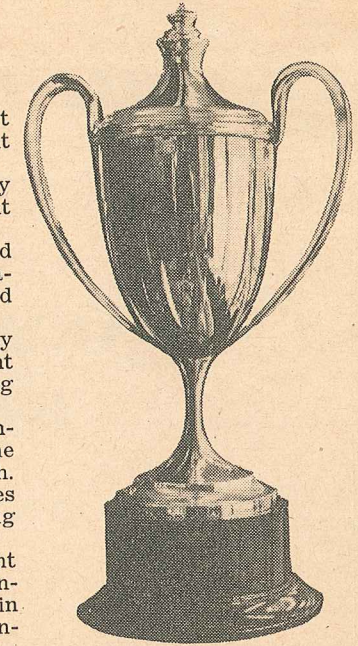
R.O.R.C. Trophy: Presented by the Royal Ocean Racing Club. To be held by the winner on corrected time for twelve months.

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.

One hundred guineas: Presented by the Government of Tasmania for winner on corrected time.

TROPHIES



Illingworth Cup

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

"Archina" Cup: Presented by Mr. P. G. Goldstein for the yacht placed third on corrected time.

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

"Horizon" Trophy: Presented by Mrs. Sverre Berg for the yacht logging the best day's run during the race.

"Galley Slave's Trophy: Presented by Mr. M. E. Davey for the cook on the last yacht to finish.

There will be additional prizes donated by the C.Y.C. according to the number of entrants.

The Royal Tasmanian Yacht Club has arranged for the presentation of prizes to take place in Hobart on Monday evening, January 5, 1953.

WINNERS AND FASTEST TIMES FROM 1945 to 1952

Sydney-Hobart 680 miles

- 1945-46—*Rani* (Capt. J. Illingworth, R.N.). 1st across the line and 1st on handicap. Elapsed time 6 days 14 hours 22 mins.
- 1946-47—*Christina* (J. R. Bull), El. time 6 days 18hr. 51m. 13m. 49s. 1st across line *Margaret Rintoul* (A. W. Edwards). 2hr. 53m. 33s.
- 1947-48—*Westward* (George Gibson). El. time 5 days 13hr. 19m. 4s. 1st across line *Morna* (C. Plowman). El. time 5 days 3hr. 3m. 54s.
- 1948-49—*Westward* (G. Gibson). El. time 4 days 14hr. 17m. 32s. 1st across line *Morna* (C. Plowman). El. time 4 days 5hr. 1m. 21s.
- 1949-50—*Trade Winds* (M. Davey). El. time 5 days 11hr. 15m. 34s. 1st across line *Waltzing Matilda* (P. Davenport). El. time 5 days 10hr. 33m. 10s.
- 1950-51—*Nerida* (C. P. Haselgrove). El. time 5 days 6 hr. 13m. 49s. 1st across line *Margaret Rintoul* (A. W. Edwards). El. time 5 days 5 hr. 28m. 35s.
- 1951-52—*Struen Marie* (T. Williamson). El. time 4 days 3 hr. 38m. 35s. 1st across line *Margaret Rintoul* 4 days 2 hr. 29m. 1s.

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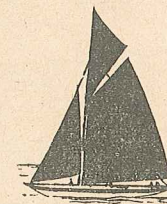
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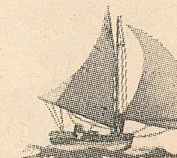
Merv. Davey, famous skipper of Trade Winds.



Sir Claude Plowman, "Knight of Sail."

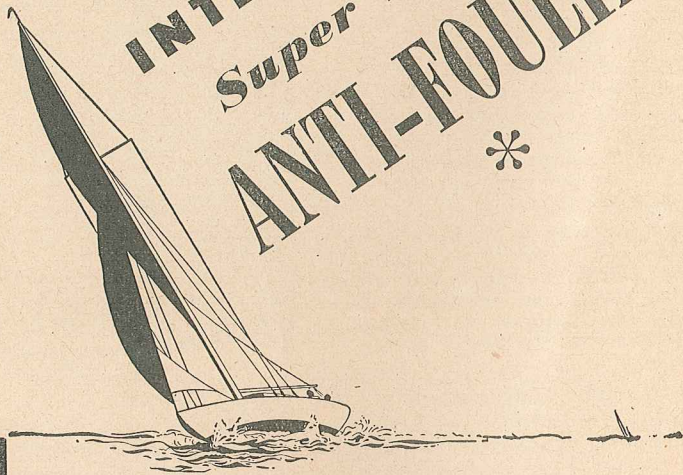


John and Frank Livingston—Hobart race veterans—'Kurrewa III'.



Rani's winning crew, 1945. Front l. to r.: W. P. Mewes (nav.), Capt. J. Illingworth (skipper), R. Richmond, N. O. Hudson (mate). Back row: J. Hogard, K. Vaughan, J. Colahan.

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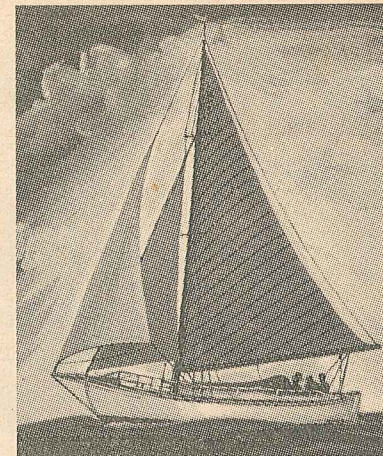
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**CHRISTINA'S
 SUCCESS
 IN 1947**



SECOND Sydney - Hobart race, even more successful than the first, was sailed in conditions ranging from gales to flat calms, and provided a grueling 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 seagoing 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*, *Hex*, *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 December 28 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 December 31 *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 Illingworth 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 Harbor, partially dismasted by an unlucky gust which parted her backstay runner.

On January 1, 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

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: *Hex* (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).



Jock Muir

HONORS FOR TASMANIA

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

ing, 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 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.

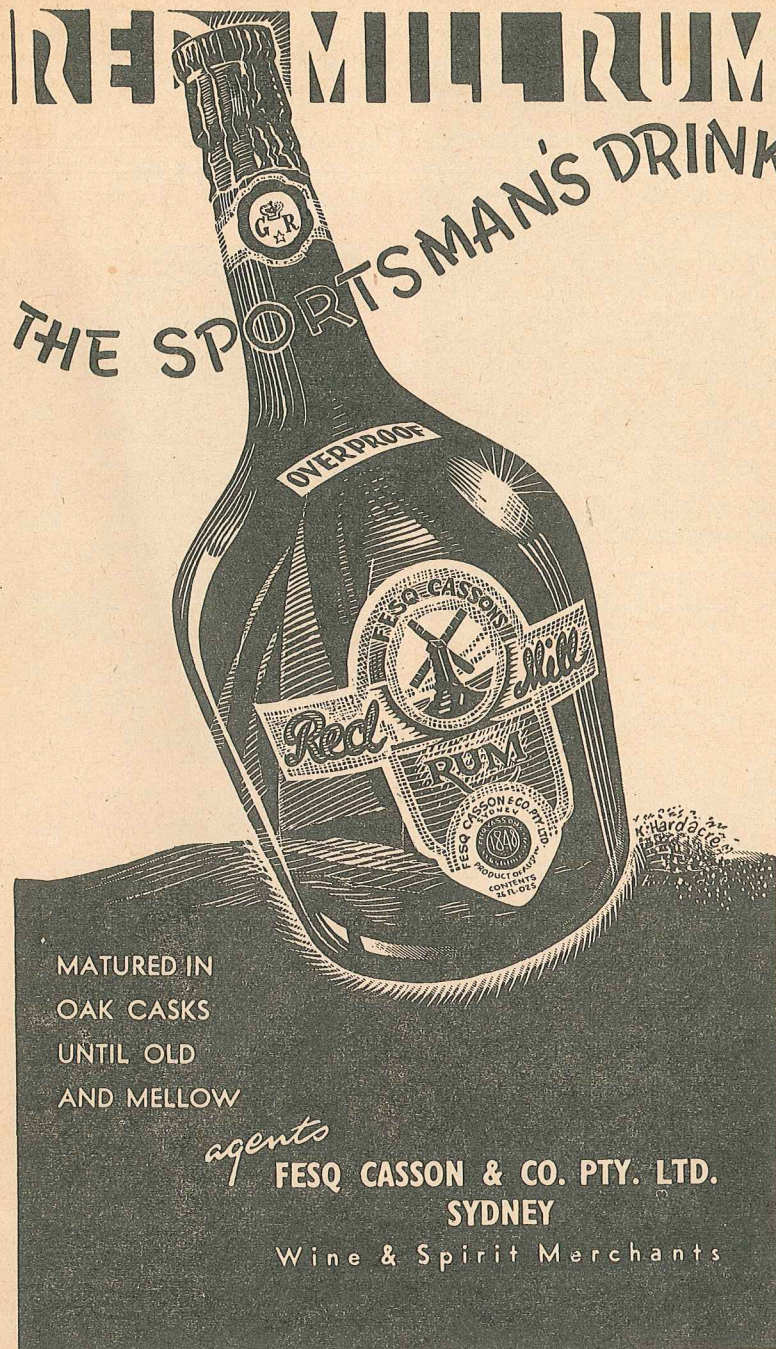
The New Year was 19 mins. 4 secs. old when *Westward* came in—second boat home and an easy winner on handicap.

OFFICIAL PLACINGS

Pl.	Yacht	Owner	Div.	Rat.	El. Time	T.C.F.	Cr. Time
1	<i>Westward</i>	G. D. Gibson	2	27.37	5-13-19-4	.7232	4-0-24-56
	Winner, Division 2						
2	<i>Moonbi</i>	H. S. Evans	2	23.82	5-22-46-2	.6807	4-1-10-54
	2nd, Division 2.						
3	<i>Peer Gynt</i>	T. Halvorsen	2	24.40	6-1-18-15	.6853	4-3-34-37
4	<i>Kintail</i>	D. McCrae	2	28.72	5-20-0-56	.7359	4-7-2-15
5	<i>Fortuna</i>	Dr. R. Wishaw	2	25.54	6-5-13-9	.6965	4-7-55-52
6	<i>Trade Winds</i>	M. E. Davey	2	29.41	5-23-15-1	.7342	4-9-10-28
7	<i>Saltair</i>	A. E. Walker	2	24.48	6-6-23-20	.7024	4-9-37-59
8	<i>Gynea</i>	G. L. Carter	2	23.37	6-13-53-51	.6785	4-11-8-0
9	<i>Morna</i>	C. Plowman	1	49.55	5-3-3-54	.8986	4-14-35-10
	Winner, Division 1.						
10	<i>Win. Churchill</i>	P. G. Coverdale	1	33.54	5-22-2-55	.7991	4-14-40-12
	2nd, Division 1.						
11	<i>Eolo</i>	T. A. Giuffre	1	34.37	5-22-12-54	.7863	4-15-49-25
12	<i>Southern Maid</i>	C. Philp	1	36.07	5-22-31-50	.791	4-16-44-30
13	<i>Benezia</i>	F. A. Harris	2	27.15	6-13-21-12	.7211	4-17-28-3
14	<i>Mat. Flinders</i>	A. E. Palfreyman	1	38.60	5-22-35-6	.8071	4-19-4-49
15	<i>Sirius</i>	J. S. Booth	1	35.94	6-2-51-7	.79	4-20-0-47
16	<i>Josephine</i>	B. C. Penton	1	40.16	5-20-33-37	.834	4-21-13-38
17	<i>Kurrewa III</i>	F. Livingston	1	38.87	6-1-19-26	.8140	4-22-17-37
18	<i>Horizon</i>	S. Berg	2	27.87	6-23-46-36	.7199	5-0-46-57
19	<i>Mistral II</i>	R. F. Evans	1	46.89	5-19-58-45	.8848	5-3-51-13
20	<i>Aloha</i>	J. A. Clark	2	19.47	8-3-19-48	.6343	5-3-53-52
21	<i>Stormbird</i>	J. H. A. Herford	2	25.01	7-11-16-40	.6938	5-4-22-59
	Disqualified: <i>Christina</i> , <i>Defiance</i> ;	Retired: <i>Active</i> , <i>Wanderer</i> ,					<i>Nautilus</i> ,
	<i>Sea Tang</i> , <i>Mannara</i> .						

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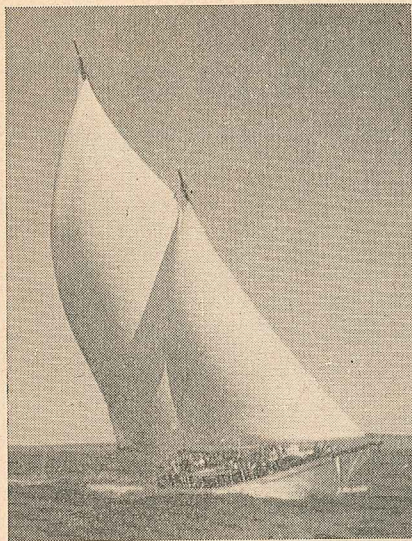
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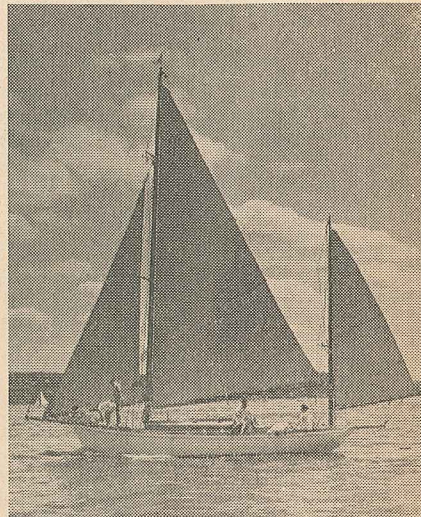
Wine & Spirit Merchants

THIS YEAR'S ENTRIES

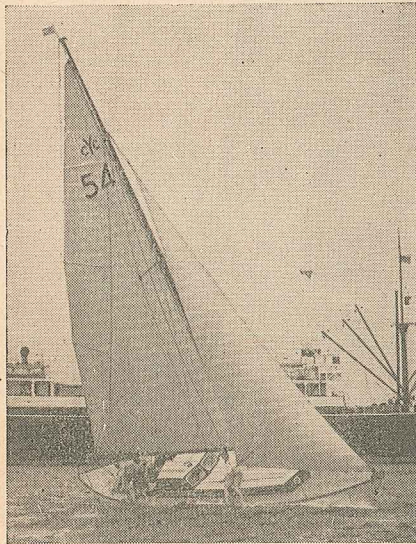
Close Fight Predicted



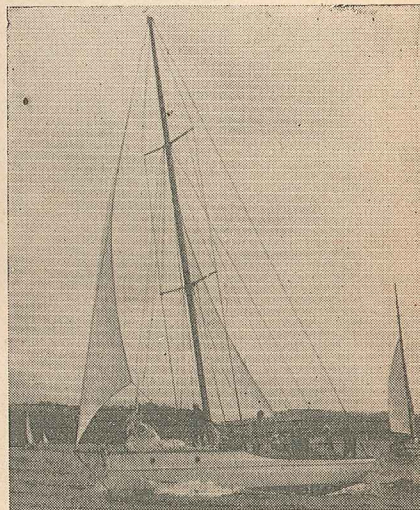
"PAVANA" (G. Mayne) 52 ft. stay-sail schooner will represent Royal South Australian Yacht Squadron. Has reasonable chance of line honors.



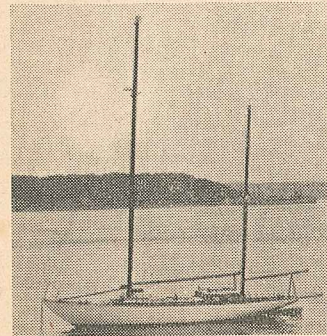
"MOONBI" (H. S. Evans). 34 ft. yawl of Sydney. Placed 2nd in 1948. Will be well in the picture.



"SOLVEIG" (T. & M. Halvorsen) 35 ft. sloop. Won 1951 Trans-Tasman but placed only 5th and 6th in list two Hobart Race starts.



"KINTAIL" (D. McRae). 40 ft. cutter from Hobart. Placed fourth in 3rd Hobart Race.



"WRAITH OF ODIN" (B. R. O'Brien). One of the largest and finest vessels in the race. New, untried and untuned.



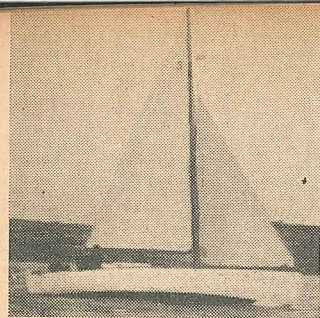
"TERRA NOVA" (K. Gourley). Similar design to Nocturne but slightly improved version. Has good wardrobe of sails and should do well.



"LANDFALL" (D. Richardson) from Melbourne. First time in; is Bass Strait Race Champion.



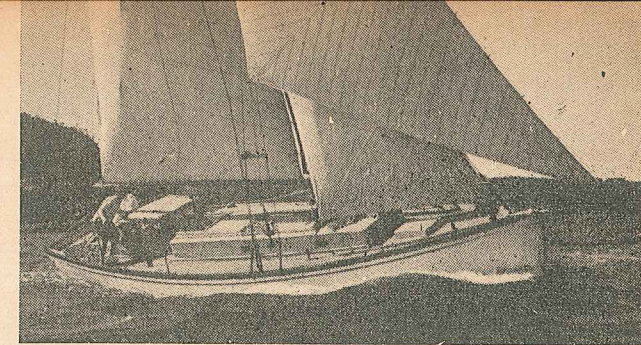
"KURREWA III" (F. & J. Livingston). Has represented Australia in Honolulu Race. A greatly improved craft since she sailed in the 1947 and 1948 events.



THEY'LL FACE THE STARTER

Yachts and Crews in 1952-3 Race

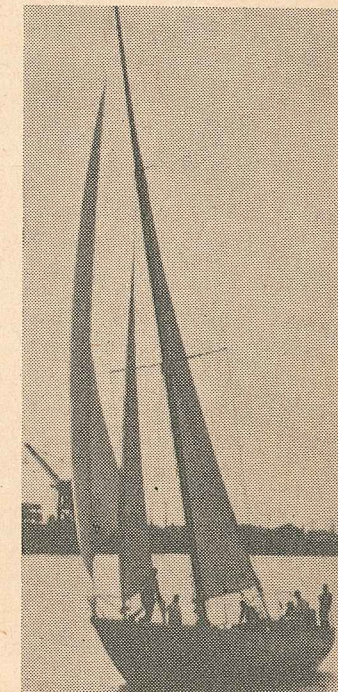
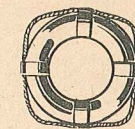
At 11 a.m. on Boxing Day, December 26, the crack of the starter's gun off Clark Island will send off yachts competing in the Eighth Hobart Race. Though the veterans 'Morna' and 'Margaret Rintoul' are missing from the fleet, experts say the field is more open than ever before. Yachts in 1952-53 are as fast and lively as in previous years. With first-class newcomers in the fleet, it's considered anyone's race.



Cutter 'Fortuna' (W. L. Fesq) always performs best with following winds. Should be hard to beat on handicap, if wind is free.

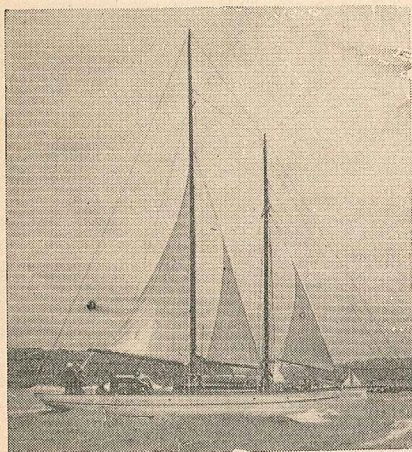
"KURURA" (A. Clarke). This Sydney sloop performed well in recent Montagu Island Race. Might surprise.

Sail No.	Yacht	Club	Owner	Rig	L.O.A.	Skipper, Crew
2	<i>FORTUNA</i>	R.P.A.Y.C.	W. Fesq	cutter	37	W. Fesq, J. Lees, W. Bold and others.
SA5	<i>INGRID</i>	R.S.A.Y.S.	J. S. Taylor	B. ketch	38	J. S. Taylor, M. Tostevin (Mate), I. Smith, J. Wray, R. Linklater, R. D. Lumb, B. Dinham, R. Kemp (Cook).
C21	<i>KINTAIL</i>	Tas. R.Y.C.	D. MacRae	cutter	40	D. MacRae, J. Bennetto (Nav.), D. MacRae Sen., B. Vout, C. Hudson, D. Hawkes, H. Wells, R. Cuthbert.
Kangaroo	<i>KURREWA III</i>	R.Y.C.V.	F. & J. Livingston	ketch	58	F. Livingston, J. Livingston, Ron Robertson, R. Kellaway, J. Palmer, J. Croft, D. Scholley, R. Price.
51	<i>KURURA</i>	R.P.A.Y.C.	A. Clarke	sloop	35	A. Clarke, R. Du Chateau (Mate), H. Harper, C. King, E. L. Thompson, B. Heal, T. Hormann.
B9	<i>LANDFALL</i>	Royal Geelong	D. Richardson	yawl	44	N. McAllister (skipper), E. Wilson, Lt.-Col. K. Wylie, D. Lang, P. Melody, A. Heggie, I. Richardson, R. Dobbie, E. Watson (N.).
CYC1	<i>MOONBI</i>	C.Y.C.	H. Evans	yawl	35	H. Evans, G. Manley (Mate), P. Monaghan, P. Green, H. Shephard, C. Carroll.
CYC14	<i>NIRVANA</i>	C.Y.C.	S. G. Heaton	cutter	64	S. G. Heaton, L. Iredale (mate), D. Rowell, D. Quirk (Navigators), D. Bliss, W. Watson, D. McAlister, H. Griffiths, A. Hall, A. Bristowe, M. Ewing, L. Sustenance (Cook), M. Johnstone, Norman O. Hudson.
CYC3	<i>NOCTURNE</i>	C.Y.C.	J. R. Bull	cutter	35	J. R. Bull, B. Sloman, J. and M. Earle.
SA4	<i>PAVANA</i>	P.L.Y.C.	G. Mayne	schooner	52	G. Mayne, G. Richardson, L. Wiseman, K. Sutton, S. Watherston, E. Smith, D. McPherson, P. Warrington, R. Thomas, J. Bennett.
CYC35	<i>RIPPLE</i>	C.Y.C.	R. C. Hobson	sloop	35	R. C. Hobson, T. Cooper (Nav.), G. Jackson, W. Wright, J. Jackson.
M1	<i>RUTHEAN</i>	Lake Macquarie	A. V. Toll	yawl	54	I. Toll, C. England, J. Fletcher, W. Turnbull, L. Long, P. Royle, W. Carroll, E. Morgan, D. Wood, H. Freeman, S. Martin.
CYC54	<i>SOLVEIG</i>	CYC	T. & M. Halvorsen	sloop	34	T. & M. Halvorsen, joint skippers, S. Darling, G. Garland, J. Burke.
B12	<i>STORMY WEATHER</i> <i>TERRA NOVA</i>	R.St.K.Y.C. Tas. R.Y.C.	L. M. Markey K. Gourlay	yawl cutter	35 35	K. Gourlay, M. Creese, D. Gates, A. Campbell, A. Payne.
B18	<i>WANDERER</i>	Tas. R.Y.C.	E. Massey	s. schooner	47	E. Massey, W. Massey, T. Claridge, G. Claridge, W. Stewart, D. Hanlan, D. Percy, P. Browne, A. Brigden.
CYC24	<i>WHITE CLOUD</i>	C.Y.C.	G. Brenac	cutter	48	J. Halliday (skipper), D. Bryden (Mate), L. Johnston, (ass. nav.), N. Alexander, D. Dickson, M. Halliday, P. Mecham, P. Welch, D. O'Conner.
CYC55	<i>WRAITH OF ODIN</i>	C.Y.C.	B. R. O'Brien	ketch	57	G. Creighton, P. Greenwood, G. Birt, P. Westaholm, E. Dahlen, D. Langerchek, I. Kaldar, D. O'Brien.

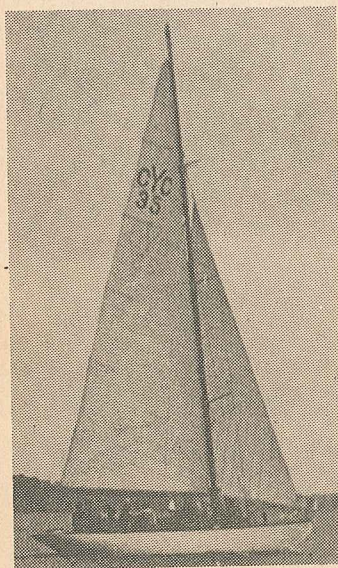


'Nirvana', (S. G. Heaton), 64-ft. cutter, representing Lake Macquarie Yacht Club, Newcastle, will have largest crew in race; is favourite for line honours.

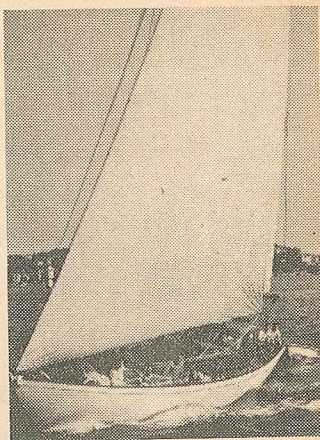
The above entries had been received by the C.Y.C. by December 10, the official closing date, but, according to the circumstances, entries may be admitted between this date and Christmas Day at the discretion of the club authorities. In addition to the fleet, V. Meyer's 62-ft. motor-sailer 'Lauriana' will accompany the racers as radio mother-ship. This will ensure that the public is kept well-informed of the position of all yachts along the course, and it will also give Hobart residents an idea as to when the different yachts can be expected to finish. The Lloyd Triestino liner, Australia, 13,000 tons, will follow the race fleet down the coast to Wollongong. There will be 500 holidaymakers aboard.



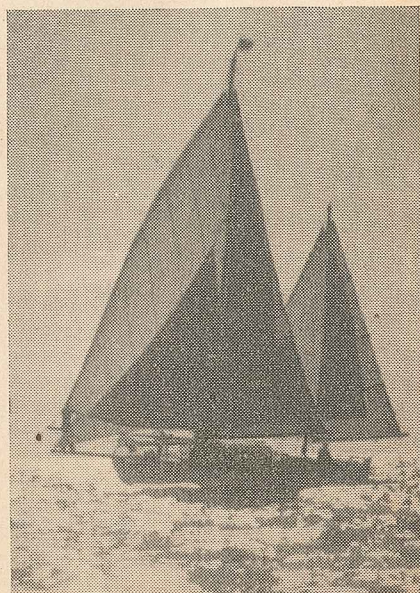
"WANDERER" (E. Massey). This old schooner is competing in her fifth Hobart Race. Was well handled last year.



Ripple, another newcomer, is a Sydney sloop, owned by R. C. Hobson.



G. Brenac's 48-ft. cutter White Cloud.



Ingrid, newcomer to the race, is owned by South Australian J. S. Taylor.

Westward Again!

RECORD-BREAKING passages, breath-taking 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.

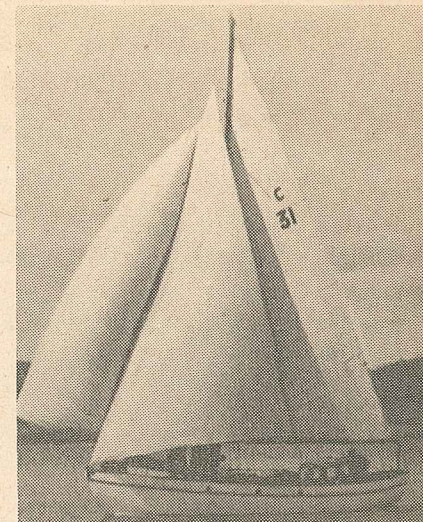
Once again the Hobart cutter *Westward*, sailed this time by owner George Gibson, won the main trophy breaking her previous time by 23 hours 1 min. 32 secs., and beating the second place-getter, South Australian cutter *Seevogel*, by a little more than 3 hours on corrected time.

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* large spinnaker and snapped eight metre *Sandra's* spinnaker pole. home run, finishing one minute after 4 p.m. and breaking her previous record by 21 hours 52 minutes 12 seconds.

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.

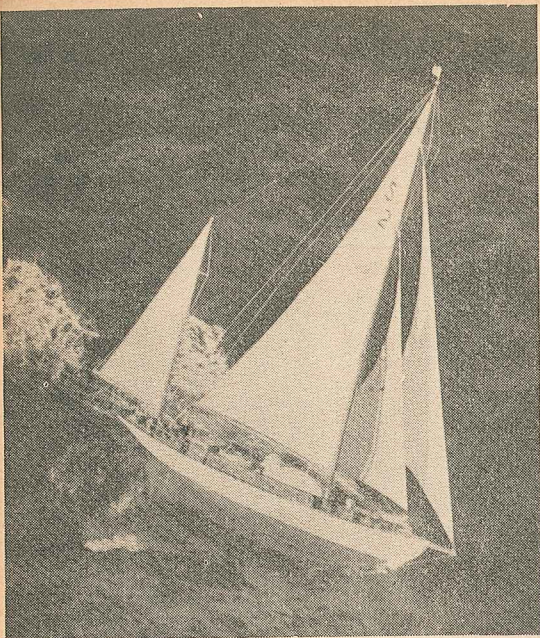
From Eddystone to Tasman Light was a heavy thrash into head winds and rising seas. The larger vessels benefited greatly from their size. *Morna* forged ahead to take the final lead and rounded Tasman Island before noon with her spinnaker set for the



OFFICIAL PLACINGS

Pl.	Yacht	Owner	Div.	El. Time	T.C.F.	Cr. Time
1	Westward	G. O. Gibson	Win. 2	110-17-32	.7232	79-45-48
2	Seevogel	W. Harris	2	110-24-3	.7597	83-52-17
3	Archina	P. G. Goldstein	Win. 1	107-28-10	.7900	84-54-3
4	Moonbi	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 Gwyn.



Nerida's Narrow Margin

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 1951 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 by her fine sailing qualities and the sound seamanship of her owner-skipper Colin Haselgrove, who had sailed her 1300 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

Pl.	Yacht	Owner	El Time	T.C.F.	Cr. Time
1	<i>Nerida</i>	C. P. Haselgrove	5-6-15-49	.7597	3-20-17-13
2	<i>Margaret Rintoul</i>	A. W. Edwards	5-5-28-35	.7606	3-23-26-14
3	<i>Mistral V</i>	G. W. Rex	5-5-47-1	.7704	4-1-21-23
4	<i>Fortuna</i>	W. Fesq	6-2-50-26	.6923	4-5-39-28
5	<i>Solveig</i>	T. & M. Halvorsen	6-1-41-29	.7149	4-8-8-25
6	<i>Kintail</i>	D. Macrae	6-4-2-23	.7048	4-8-20-25
7	<i>Gipsy Queen</i>	A. C. Eden	6-6-53-20	.7056	4-10-28-2
8	<i>Jasnar</i>	A. E. Saafeld	6-16-16-10	.6678	4-10-59-45
9	<i>Seevogel</i>	W. Harris	6-6-0-26	.7597	4-17-57-39
10	<i>Benicia</i>	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11	<i>Mistral II</i>	R. F. Evans	5-17-0-54	.8829	5-0-58-14
12	<i>Wanderer</i>	E. Massey	7-2-8-35	.7605	5-7-41-33
13	<i>Bachelor's Wife</i>	Byron Tanner	8-14-10-0	.6455	5-13-5-0
14	<i>Seaward</i>	P. Benson	9-7-30-20	.6359	5-22-7-38

Retired: *Ellida* (J. Halliday), *Wayfarer* (P. Luke).

RECORDS GO IN 1951-52



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 Trantasman 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 to Melbourne for treatment.

OFFICIAL PLACINGS

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

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

OCEAN RACING REVIEW

THE 1952 Sydney-Hobart ocean race, eighth of the series, carries on the great tradition of deep-water sailing, which dates back to the historic day when an unknown man first tied a rag to a pole, and pushed out to sea on a raft. Ever since that day the fascination of sail has had an irresistible appeal, though the history of deep-water racing is not much more than a hundred years old, and the owners of pleasure craft took it up at an even later date.

No review of ocean racing would be complete without mention of the first classic Transatlantic race—from New York to England, in 1837. The prize was £5000 sterling, and the contenders were two crack sailing ships—*Columbus*, of the Black Ball Line, and *Sheridan*, of the Dramatic Line. *Columbus* made the passage in 16 days, two days ahead of her rival.

The success of Commodore Stevens' schooner *America*, in a race against the best yachts of the Royal Yacht Squadron around the Isle of Wight, in 1851, put ocean racing well and truly on the map. This was followed by a race across the Atlantic 16 years later for a prize of 80,000 U.S. dollars, which then would have been close to £20,000.

This memorable dash was between three schooners—*Henrietta*, owned by Gordon Bennett, of the N.Y. Herald, *Fleetwing*, owned by George Osgood, and P. Loorillard's *Vesta*, the latter being a centre-board type, then banned in England but popular in the United States.

The yachts were similar in size, and this toughest of races was staged in midwinter, through the ice and gales of the North Atlantic. Five of *Vesta's* crew were washed overboard, but on Xmas Day 1866 *Henrietta* dashed up the Channel and was first to cross the line. She was followed only eight hours later by *Fleetwind*. *Vesta* missed her way at the Needles through the error of a local pilot, and took third place 40 minutes later. There has not been another winter race across the Atlantic.

Though not a yacht race, perhaps the greatest ocean race last century was the famous 1866 race of the China Clippers. From Foochow, China, to London, five Clipper ships—*Fiery Cross*, *Ariel*, *Taeping*, *Serica* and *Taitsing*—raced a distance of 16,000 miles. They sailed within two days of each other, and each skipper wished to get home first with the new season's tea crop. The Clippers were rigged with lofty masts and high flying sails to grab every inch of breeze. The seamen called these sails "cloud-scrappers" and "moon-rakers."

Around the Malayan Peninsula, across the tropic Indian Ocean tore the Clippers, hard on one another's tails. On the 99th day out from Foochow, three Clippers berthed in London within two hours, and all finished within two days.

Debates have raged for years on the actual speed of the sailing ships of the glorious Clipper era. *Cutty Sark*, *Ariel*, *Taeping*, *Lightning*, *Thermopylae*—all have their fans, who claim they were the fastest of all time. It is usually *Lightning's* day's run of 436 nautical miles of March 1, 1854, which gets the mention, but credit for the best sail should go to the lesser-known *Champion of the Seas*. On her maiden voyage from Liverpool to Melbourne in 1854 this wonderful ship of the Black Ball Line did a day's run of 465 nautical miles, which works out an average of about 20 knots.

FROM 1837 TO 1952

Interest in ocean racing was intensified by another transatlantic race in 1870 and a further one in 1887, but it was not until 1905, when the three-masted schooner *Atlantic* raced from Sandy Hook to the Lizard at a pace that swept her to imperishable fame, that the sporting world rubbed its eyes and awoke to welcome the newcomer.

About this time Kaiser Wilhelm of Germany who had been racing against his uncle King Edward VII of England, sought to gain international prestige, and presented a magnificent shining silver vase for a race over the time-honored North Atlantic course. Eleven yachts flying British, American and German colors started from Sandy Hook Light. *Atlantic* led the fleet to the Needles by nearly a day, making the total distance in 12 days 4 hours 1 minute, at an average speed of 10.5 knots, which is still a record for the course.

This race had an interesting sequel a few years later, when the Kaiser's magnificent trophy was offered for auction for war charities in New York and netted £65,000. When an official broke up the cup to see the color of its metal, it was found to be made of pewter worth less than £17.

The upsurge of interest in ocean racing at the beginning of this century saw the first Bermuda race, held in 1906 over a 600-mile course from New London, Connecticut to Hamilton, Bermuda. Other races were then staged over this course by the Cruising Club of America and the Royal Bermuda Yacht Club.

Interest in ocean racing slumped during World War I, but revived again soon afterwards. In 1926 Great Britain was represented for the first time in the Bermuda classic. Her entry, *Jolie Brise*, finished fifth to Alden's winning schooner, *Malabar VII*, out of 16 starters.

Weston Martyr, famous British author and deep-water sailor, returned from Bermuda after crewing in the schooner *Northern Light*, filled with enthusiasm for the sport. Despite opposition from conservative yachting circles, he formed a committee of well-known sportsmen and initiated a race from Cowes down the English Channel, to and around Fastnet Light, off Cape Clear, S.W. Ireland, and back to Plymouth Sound.

Competitors in the Fastnet race formed the Ocean Racing Club of Great Britain, membership being limited to those who had crewed in the 600-mile race to Fastnet and back.

The Fastnet, now Britain's major off-shore event, is sailed biennially. The race attracts great international interest, and American yachts, after competing in the Transatlantic race, have often taken part in it. French, Dutch and German yacht clubs have also been strongly represented.

Another great ocean classic was the San Francisco-Tahiti race in 1925, for a trophy presented by Sir Thomas Lipton, of *Shamrock* fame. The race was over a distance of 3700 miles and competitors spent over four weeks at sea in moderate-sized boats—the schooners *Mariner*, *Eloise*, *Italia* and *Shawnee*. *Mariner* finished a clear week ahead of her rivals. This is the longest race that has ever been sailed.

In 1953, yachtsmen look forward optimistically to the inauguration of a new ocean classic, from Sydney to Noumea, in New Caledonia.

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WHEN IN HOBART

The following arrangements have been made for race competitors in Hobart by the Royal Yacht Club of Tasmania:

Civic reception by the Lord Mayor of Hobart, on Monday, January 5, 1953, at 11 a.m.

Presentation of trophies at the R.S.S. & A.I.L.A. Rooms, 147 Macquarie Street, Hobart, at 8 p.m. on Monday, January 5, followed by an At Home at the Club House, 57 Harrington St., Hobart, and a dance at the Continental Ballroom.

Arrangements for the yachts to moor in Constitution Dock. They will be towed into the dock upon arrival.

Arrangements made for crew members to have showers and baths daily at nearby establishments. A laundry service will be available.

Daily newspaper and mail deliveries each morning to the yachts; all crews will be made Honorary members of the Royal Yacht Club of Tasmania.

Arrangements for daily food supplies to the yachts.

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 equalized.

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, heights 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 harbor-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 x .8000 equals 80 hours.

Yacht B, with a T.C.F. of .7000 takes 110 hours. Her corrected time is 110 x .7000 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.

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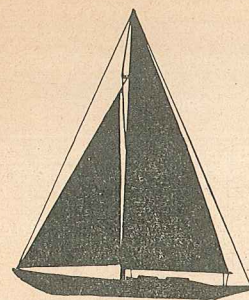
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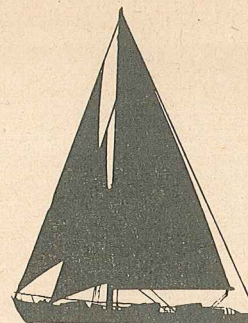
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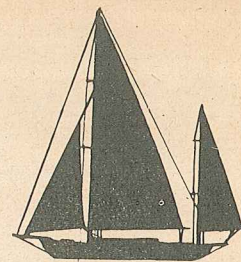
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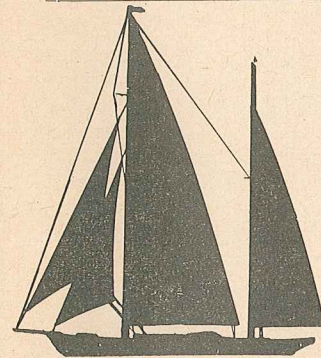


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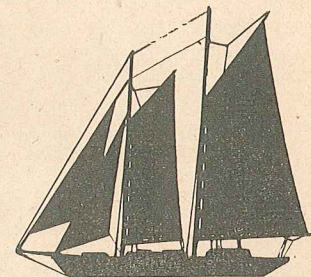


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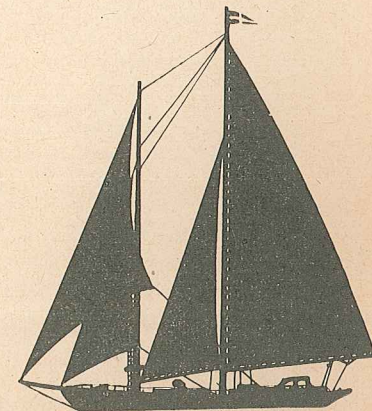
ONE RIG FROM ANOTHER



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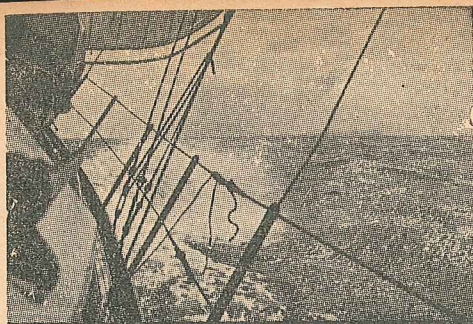


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(6)

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



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OCEAN RACING

TRANSTASMAN RACES

Trophy presented by Royal Akarana Yacht Club of New Zealand for challenge ocean races across Tasman.

- 1931—*Course, Auckland to Sydney (1281 miles):* Teddy (Erling Tambs), Norway, 1; Oimara (F. J. Bennell), Victoria, 2; Rangi (A. Leonard), New Zealand 3.
- 1934—*Course, Auckland to Melbourne (1630 miles):* Te Rapunga (Captain Geo. Dibbern), Germany, 1; Ngataki (J. Wray), New Zealand, 2.
- 1938—*Course, Auckland to Hobart (1530 miles):* Aurora Star (H. E. Terry) and Wayfarer (K. G. Reid) competed but race abandoned after severe gales. Wayfarer returned to New Zealand, Aurora Star reached Sydney, after calling at Lord Howe Island.
- 1948—*Course, Auckland to Sydney (1281 miles):* Peer Gynt (T. and M. Halvorsen), New South Wales, 1; Wayfarer (P. Luke), New South Wales, 2; Kurrewa III (J. and F. Livingston), Victoria, 3. Kurrewa III, first across line, set record of 9 days 23 hours 24 minutes for course. Drifter, Te Hongi, Seaward (P. Benson), N.Z., 3; Te Hongi, (J. Markwalder), N.Z. 4; started.
- 1949—*Course, Sydney to Auckland (1281 miles):* Peer Gynt (T. and M. Halvorsen), N.S.W., 1; Ghost (K. Brown), N.Z., 2; Seaward (P. Benson), N.Z., 3; Te Hongi (J. Markwalder), N.Z. 4.
- 1951—*Course, Auckland to Sydney (1281 miles):* Solveig (T. and M. Halvorsen), N.S.W., 1; White Squall (R. Norgrove), N.Z., 2; Hope (F. Norris), N.Z., 3; Ghost (K. Brown), 4. Leda, Tara, Southern Maid, Rangi, Sea Wolf, also started.
- 1952—*Course, Hobart-Auckland (1530 miles):* Ladybird (J. Wool-lacott), N.Z., 1; Lahara (D. Ashton), Papua, 2; M. Rintoul (A. Edwards), N.S.W., 3. Kurrewa III, Gesture, Bounty, also started.

FASTNET RACE WINNERS

1925

Start: August 15.

Course: Isle of Wight-Fastnet-Plymouth, 615 miles.

Jolie Brise (Lt. Cdr. W. E. G. Martin) Seven started.
1926

Start: August 14.

Ilex (Royal Engineers) Nine started
1927

Tally Ho (Lord Stalbridge) Nineteen started
1928

Start: August 15.

Nina (P. Hammond)
1929

Jolie Brise (R. Somerset)
1930

Jolie Brise (R. Somerset)
1931

Start: August 11.

Dorade (O. J. Stephens) Nineteen started

1933

Start: July 22.
Dorado (R. & O. J. Stephens) Six started
 1935

Course: 585 miles.
 Start: August 7.
Stormy Weather (P. le Boutillier) El. Time 4-16-43. 17 started.
 1937
Zeearend (C. Bruynzeel)
 1939

Start: August 5.
Bloodhound (I. Bell)
 1947

Start: August 8.
Myth of Malham (J. Illingworth) El. Time 6-10-17-29
 Winner, Class 2; Fastnet Cup.
Latifa (M. H. Mason) El. Time 5-7-24-30
 Winner, Class 1.
Bloodhound El. Time 5-22-08-37
 2nd, Class 1. 25 started.
 1949

Start: August 6.
Myth of Malham (J. Illingworth) El. Time 4-18-32-36
 Winner, Class 2 Fastnet Cup.
Bloodhound (M. Wyatt) El. Time 4-12-40-40
 Winner, Class 1.
Latifa (M. Mason) El. Time 4-07-13-03
 2nd, Class 1. 29 started.
 1951

Yeoman (O. A. Aisher) El. Time 5-10-26-05
 Winner, Class 1. Fastnet Cup.
Zeevalk (C. Bruynzeel) El. Time 5-12-47-45
 2nd, Class 2.
Waltzing Matilda (P. Davenport) El. Time 6-20-23-56
 Fifth.
Waltzing Matilda was first Australian yacht to enter Fastnet.

BERMUDA RACE WINNERS

Except for the year 1866, the year 1906 is considered the most important date in the history of ocean racing, for in this year small boat racing to Bermuda was started.

1906

Course: Gravesend Bay to Bermuda. 660 miles.
 Start: May 26.
Tamerlane (F. Maier) El. Time 5-6-9. 3 started
 1907

Start: June 2.
 LARGE CLASS.
Dervish (H. A. Moss)
 SMALL CLASS.
Lila (R. D. Floyd) 12 started.
 1908

LARGE CLASS.
Dervish (H. A. Moss)
 SMALL CLASS.
Venona (E. J. Bliss)
Venona, 43½ft. waterline beat *Dervish*, 56ft. waterline, by ten hours, first step in the popularisation of small boats versus large boats in ocean racing).

1909

Start: June 5.
Amorita (Dr. W. L. Baum) El. Time 3-6-19. (Line honors)
Margaret (Dr. G. S. Runk). Won by two minutes on corr. time.
 Five started.
 1910

Start: July 9.
Vagrant (H. S. Vanderbilt) El. Time 3-18-42
 1922
 Cruising Club of America founded.
 1923
Malabar IV, (John G. Alden), finished 45 mins. behind *Seafarer*, (Samuel B. Coffin), but won on corr. time. Twenty three started.
 1924

Start: June 21.
Memory (Bob Bavier). Fourteen started.
 1926

Start: June 20.
Malabar VII (John G. Alden). Sixteen started.
 1928
Rugosa II (R. Grinnell) El. Time 4-7-14
 1930

Start: June 22.
Malabar X (John Alden) won on corr. time, finishing 38 minutes behind *Yankee Girl* (Dr. G. W. Warren), line honors. 42 started.
 1932

Course: Montauk Point to Bermuda. 628 miles.
 Start: June 25.
Highland Light (Frank C. Paine) El. Time 2-23-35. 27 started (record time).
 1934

Start: June 24.
Edu (Bob Bavier) won on corr. time.
 Fastest Time: *Vamarie* (V. Makaroff). El. Time 3-3-33. 29 starters
 1936

Start: June 22.
Vamarie (V. Makaroff) El. Time 4-18-50-3. 23 started
 1938

Start: June 21.
Baruna (H. C. Taylor) El. Time 3-19-5-42. 43 started
 1946
Gesture (H. Fuller) El. Time 5-1-21-05. Winner Class A
Suluan (B. De Coppet) El. Time 5-15-59-48. Winner Class B
 1948

Course: Newport to Bermuda.
 Start: June 19.
Baruna (H. C. Taylor) El. Time 3-15-9-45. Bermuda Trophy winner, Class A.
Royono (J. B. Ford) El. Time 3-18-30-58. 2nd Class B
Malabar XIII (M. Butler) El. Time 4-07-11-45. Winner Class C
 1950
Argyll (W. T. Moore) El. Time 3-11-47-25. Winner Class A
Merry Maiden (H. I. Pratt) El. Time 3-17-03-49. Winner Class B
Loki (G. B. Pinchot) El. Time 4-10-37-57. Winner Class C
 1952
Royono (U.S. Naval Acad.) El. Time 4-1-16-28. Winner Class A
Mustang (R. Stephens, Jr.) El. Time 4-7-56-14. Winner Class B
Carina (R. S. Nye) El. Time 4-10-12-46. Winner Class C

TRANSATLANTIC RACE WINNERS

1950

Course: Bermuda to Plymouth. 2886 miles.

Start: July 2.

Under R.O.R.C. Rule:

<i>Cohoe</i> (K. A. Coles)	El. Time 21-09-14
<i>Samuel Pepys</i> (R.N.S.A.)	El. Time 21-04-17
<i>Mokoia</i> (James Murray)	El. Time 18-03-02

Four started.

1951

Course: Morro Castle, Cuba, to San Sebastian, Spain. 4080 miles.

Start: June 17.

Malabar XIII (K. Jewett) El. Time 28-26-00. Four started.

1952

Course: Bermuda-Plymouth. 2886 miles.

Start: July 2.

Under R.O.R.C. Rule:

CLASS I

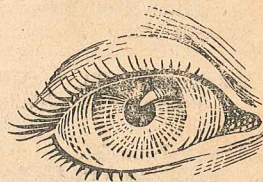
<i>Caribbee</i> (Carleton Mitchell)	El. Time 21-03-19-40
<i>Marabu</i> (Lt. Cmdr. S. Brooks)	El. Time 21-07-12-00
<i>Janabel</i> (Jacques Barbou)	El. Time 21-20-44-10

CLASS III

<i>Samuel Pepys</i> (Lt. Cmdr. E. Bruce)	El. Time 25-11-35-05
<i>Joliette</i> (F. W. Morgan)	El. Time 25-00-11-20

Samuel Pepys won, finishing 6 hrs. inside her time allowance.

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