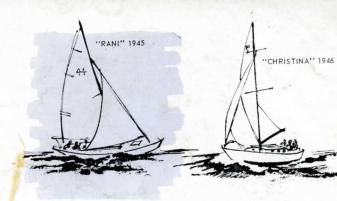
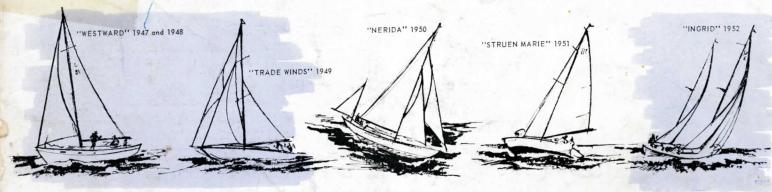
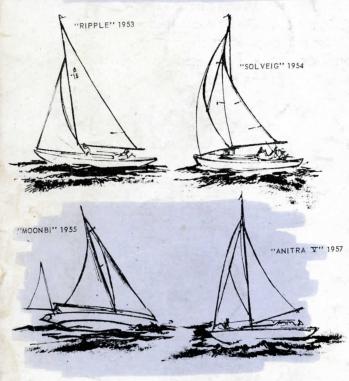
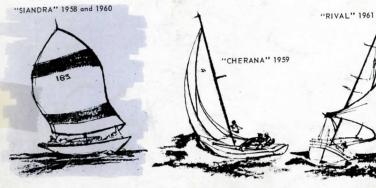
# SYDDEY - HOBART











official programme

26





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#### Good sailing to all Sydney-Hobart yachtsmen.



All news reports on this year's Sydney-Hobart race will come from the Cruising Yacht Club of Australia's official Caltex Radio Relay Ship, "Tahuna", R.S.A.Y.S. Caltex will also bring you expert comment three times daily on 2GB.

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THE

# SYDNEY - HOBART

YACHT RACE

**DECEMBER 26** 

organized by the

CRUISING YACHT CLUB OF AUSTRALIA

with the co-operation of

THE ROYAL YACHT CLUB OF TASMANIA

C.Y.C.A. Affiliated Clubs

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#### OFFICIAL STARTER:

His Excellency the Governor of New South Wales Lieut-Gen. SIR ERIC WOODWARD, K.C.M.G., K.C.V.O., C.B., C.B.E., D.S.O.

Time of start: 11.00 a.m.



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# Message from the Commodore CRUISING YACHT CLUB OF AUSTRALIA

Looking at Sydney Harbour, the Derwent or any other waterway in Australia, it would soon be apparent that more people are becoming aware of the joys of boating.

In recent years ocean-racing has participated in this boom, and here this year, we have another record fleet of well-found boats accepting the challenge of a race to Hobart.

The race obviously has its place in Australian yachting, for it can be safely said that most new yacht designs conform with the R.O.R.C. formula. Through this race our standards have been improved with new powerful ocean going yachts being built, and the old-timers modified and brought up to modern standards.

"Solo's" effort last year in defeating the North American ocean-racing champion, the superbly designed and fitted "Ondine", is indicative of Australia's place in this field.

The next step would seem to be to send our yachts to the other two major ocean races of the world, the

Fastnet and Bermuda, and it is hoped that out of this year's field there may emerge a yacht and crew able to compete against the world's best.

This year creates another record in that every State of the Commonwealth is represented. We welcome the fiirst ever Western Australian entrant "Narani", look forward to competing against our old opponents from South Australia, Victoria and Tasmania, and with some apprehen-



sion welcome the Brisbane-Gladstone winner, "Mouse of Malham", from Queensland.

A lot of time and effort has gone into preparing every yacht in this race. They all deserve to perform creditably. Of course, those that can best cope with the prevailing conditions will gain the honours for this 19th Sydney-Hobart Yacht Race.

B. C. PSALTIS,

Commodore

#### \* \* \*

# Message from the Commodore THE ROYAL YACHT CLUB OF TASMANIA

Undoubtedly the 1963/64 Yachting Season is proving the greatest in the history of sailing on the Derwent. We have already witnessed the spectacular International Dragon Class Series for the English Speaking Union Cup and another main highlight, of course, will be the 19th Sydney to Hobart Yacht Race, with its record field of contestants.

The Sydney to Hobart fixture has emerged as a great blue-water classic and a major sporting event on the Australian sporting calendar — due to the untiring work and wonderful promotion that has been displayed by the Cruising Yacht Club of Australia.

Yachting, in which men pit their wits against the elements and against each other, has probably done

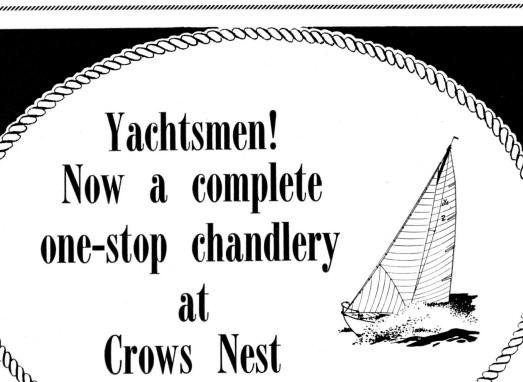
more to build up the craft of interstate friendship throughout Australia than any other sport.

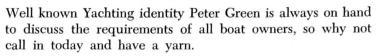
There is a lustre about the Sydney to Hobart Race that attracts young men to sailing, and The Royal Yacht Club of Tasmania has been happy to co-operate with the founding body in ensuring the continuance of the traditional high standards that have come to be associated with this event.



May I extend the best of luck to skippers and crews of all yachts taking part in 1963, and my Club looks forward to the pleasure of their company while they are at anchorage in Hobart.

M. D. GEEVES, Commodore





Hobart Race Competitors can phone Peter Green after business hours at XJ 4597.

Joe Pearce & Co. can also supply all safety equipment as specified by the Cruising Yacht Club of Australia and the Yachting Association of N.S.W. for ocean races over 50 miles, including the inspection and certifying of inflatable life rafts.

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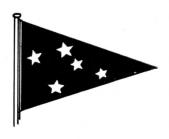
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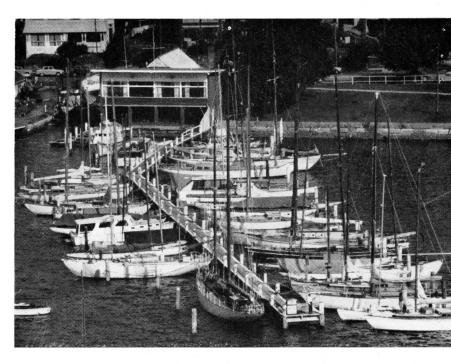
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#### History of the

# CRUISING YACHT CLUB OF AUSTRALIA





C.Y.C.A. Clubhouse, Marina and Slipway.

MOST of the best yacht clubs seem to have come in to existence by chance, and this is certainly the case with the Cruising Yacht Club. Till 1944 cruising was carried out on a rather restricted scale. A handful of yachtsmen were keen on ocean sailing but they enjoyed their cruising individually. Like all good yachtsmen they found it more congenial to be unorganised in their sailing and it was not till the October holiday weekend of 1944 that they had an impromptu cruising race to Broken Bay and later discussed forming a cruising club.

Early meetings of the club were held at Monte Luke's city photographic studio and later at Sue's Cafe, a congenial eating rendezvous at the Quay end of town. Perhaps we may still be meeting there if it were not for the advent of Commander Illingworth who attended a meeting and convinced members who had planned a joint cruise to Hobart at Christmas to make a race of it. The story of that race is so well known it hardly needs comment here, except that from that moment the C.Y.C. was firmly established.

It is perhaps worth recording that it is rare for a new club to stage a major race such as the Sydney-Hobart event instead of struggling along for several years without a particular classic to call its own.

It takes more than a race, however, to keep a club together, and it was here that the C.Y.C. has been fortunate. Ever since its inception the club has been endowed with clear thinking, progressive flag officers and it is to their credit that the club has advanced to its pre-eminent place in yachting in such a short period of years. The acquisition of the premises we now have at Rushcutter Bay was, no doubt, the turning point for the club, though at the time there were those who disagreed with the purchase and were sure we would never be able to pay for them. At times it seemed they were going to be proved only too right for it was a struggle in the beginning, but today the club has improved the premises to be one of the

finest yacht clubs in Australia, with its own yacht yard and every modern facility. Perhaps there are those of us who recall with some nostalgia the enjoyable times of "Coasters Retreat" when it constituted the entire club and we all took turns to be barman for the night. There are those memorable occasions, too, when we used to stumble down the tottering wooden steps in the blackness of the night. Working bees and all that, too! Those were the days.

"Those were the days" you will hear said, but I doubt if any of us would change for our present situation.

But while all this social activity was going on the sailing side was progressing even quicker. Dauntless members like Jack Earl went of tripping around the world carrying our burgee to distant lands. Phil Davenport did much the same on a lesser scale, and there have been many others since. Local racing progressed at a fine pace. Races like the "deepfreeze" to Bird Island and return took the yachtsman's imagination and before we knew what had happened there was a full year-round season of ocean races—and no time for cruising! Suddenly yachts were being specially designed for ocean racing and more and more entries were rolling in to boost the racing fleet.

As a sideline winter harbour races were introduced, also lighthearted events such as the "Mug's Jug", but the less said about that the better. Then for good measure an enthusiastic group commenced the Junior Offshore Group and began racing with the C.Y.C. As if it's not uncomfortable enough to ocean race in the big yachts! This group has progressed well in a short period and has added to the good all round racing within the club.

For a club as young as 20 years, the C.Y.C. has influenced yacht racing in Australia to a very marked degree and this is bound to continue for the future. Our overseas reputation is well established and we are pleased to be "home" to all yachts that visit our shores.



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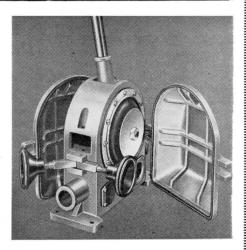


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The hard fought 23rd Trans-Pacific Yacht race this year was a triumph for Australia's sole representative the big schooner Astor. She helped further increase the healthy world-wide respect for Australian "sailsmanship."

The glamour boat of the Hobart race again this year, the 73 feet schooner Astor, was an outstanding competitor in the 2,800 mile Trans-Pacific Race last July. Popularly known as the Trans-Pac, this race is held every two years between Los Angeles and Honolulu and is regarded as one of the toughest races in the world.

While Astor didn't manage to win it, she certainly added another notable score to Australia's tally of world yachting achievements by taking out a creditable 4th place in Division A from a fleet of 31 crack yachts.

Astor, nee Ada, was designed by the Scottish architect Fife on the commission of the great Australian surgeon, Sir Alexander McCormack, who sailed her to Australia in 1927.

Warner, the dashing young Sydney-Melbourne businessman, took her over only in 1960 after she had passed through several hands and he carried out the formidable work of converting her to a modern ocean racer.

When she streams across the finishing line in the Derwent River again this race (and unless something like a world war intervenes, she will be first across), Astor will have put nearly 100,000 miles under her belt. That's not bad for a yacht going on for its fortieth birthday. The secret, of course, is in good building and proper maintenance — both of which

She left the Cruising Yacht Club marina in Sydney on March 9 this year and cruised to San Francisco via Whangaroa, Auckland, Rapa Iti, Tahiti, Bora Bora and Honolulu.

For the small crew of seven which sailed her over for the race it was the trip of a lifetime.

The race started at 1200 hours on July 4th - American Independence Day — and a coolish Thursday.

On board Astor were fourteen men: Peter Warner (the skipper), R. McKenzie (the American navigator), Max Crafoord, D. Harrel, S. Fisher, Garry Wheatley, B. Lancaster, S. Hulton, R. Ratten, W. Cole, J. Sandison, R. McAuley, S. Schofield and B. Perry.

### A TRIUMPH FOR **ASTOR** IN THE TRANS-PACIFIC

Working on the theory that there's more wind in the trades on the longer southerly course to Honolulu, Astor was put down in the light north westerly to start the long curved course to the finish line. About eight or nine other yachts joined her. The theory is that towards the south, the north easterly trades are stronger than the north westerlies in the north.

As a schooner, Astor benefits more from a reaching breeze because it enables her to get the most from her rig particularly the giant secret weapon, a 3,500 square foot Gollywobbler. For the uninitiated, the Gollywobbler is a whacking great quadrilateral sail set between the masts.

By the third day out, Astor had sailed more miles than any other boat in the fleet but the direction of her course put her only in third place behind the swift 72ft. ketch Ticonderoga and the similarly swift 72ft. Audacious, both of whom were to the north.

It was here that things began to go against Astor. She

ran out of wind.

By July 8th Astor was in fourth place on distance to travel but 50 miles ahead of the leader Audacious; on July 10th she was still in fourth place but now 82 miles behind.

The only major trouble Astor encountered was the ripping of the Gollywobbler. Early on July 14th it split at the head when it wrapped around the foremast. It was repaired but later in the day it split again, this time more seriously. It took 15 precious hours to replace a whole terylene panel in the sail.

Big Tee finished at 1.46 a.m. on the 16th, Audacious finished about 61 hours later and Astor crossed the line at 9.15 that

Astor's elapsed time was 12 days, nine hours, 15 minutes and 20 seconds.

On corrected time, Astor came in 4th in Division A and 24th overall. The handicap winner overall was a C Division boat — the 40ft. sloop Islander.

Some members of Astor's crew said they had hoped to do lot better, but their showing in such company was no

disgrace.

Because the Trans-Pac is downhill, several factors were against Astor even before the start. Firstly she was at a disadvantage as a schooner. A short foremast cannot carry the area of sail for running like the big ketches can. Secondly she was not specially designed for the Trans-Pac like so many of this year's fleet were.

And how does the Trans-Pac compare, from the crew's

point of view, with the Sydney-Hobart?
Garry Wheatley says: "Frankly, I'd prefer to do the Hobart every year. The six months away was a wonderful experience and we had a good race. But it's not the sort of race you'd want to go on every year.

"The length and the time it takes makes it a little boring because you don't have much to do — you don't get called up very often, you just sail and sail. The Hobart takes more out of a crew.

This years Hobart may be the last for Astor under her present owner.

Peter Warner says he will keep her in Tasmania after the event while he contemplates her future.

If Astor is retired, a large hunk of the excitement of big boat duels will go out of east coast ocean racing.







# SOME NEW ENTRIES THIS YEAR

AS usual, there are a number of yachts entered for their first Hobart race this year. Some of them have been especially designed for the race, others just built to good ocean-going designs.

FREYA. Designed and built by T. & M. Halvorsen. Freya measures just less than 39ft, and is about 27ft. L.W.L. with a beam of 11ft, and draft of 6ft. She is quite a departure from the Halvorsen's previous yacht Norla, being more like a development from the highly successful Anitra, but with greater beam and appearing to be a more powerful type. Planked with oregon over Queensland maple frames she was launched on November 3 and it is likely this will be her first ocean race. The hull features a "knuckled" canoe stern and an almost perpendicular rudder hung in the normal fashion with propeller aperture, unlike Anitra whose rudder was separately attached. Auxiliary power is a B.M.C. diesel installed horizontally and driving forward and thence via a vee drive, down to the propeller shaft, an unusual arrangement. The sail plan is designed by Joe Pearce, who is also supplying the sails, which will be set on an alloy spar specially fabricated by Peter Cole. The design is intended to give good all-round performance, but critics tip her as a real flyer.

ENID. Designed by John Alden, of Boston, and built by owner John Cockle. Enid is one of the largest yachts built in recent years, displacing nearly 40 tons and measuring 62ft. x 52ft. x 15 ft. 8in. x 6ft. 9in. She is ketch rigged and has Chevron-Hilton accommodation for 10. Enid was officially launched last August and has had a couple of shakedown races, but none with full racing gear. She has shown a better than expected performance to windward and appears to relish reaching and running. She ghosts well in light weather and is a powerful ship when it blows.

The design was originally tank tested and one other has been built in U.S.A. John Cockle intends to cruise extensively in Enid and will winter next year in the Barrier Reef after joining in the Sydney-Brisbane and Brisbane-Gladstone races. Her crew to Hobart will number about 15.

SEAWIND. Designed by Sparkman and Stephens and built by Ron Swanson for owner Norman Brooker, of M.H.Y.C., Seawind is built to a specially commissioned design from Sparkman and Stephens, by Ron Swanson. Her dimensions are 43ft, x 31ft. 9in. x 12ft. x 7ft. Rig is conventional masthead sloop. Most striking feature is the flush deck arrangement with large doghouse, as owner Brooker reckons coach houses are "built-in leaks" and in yachts of this size ample headroom is obtained without the necessity of a coach house. Launched only in July last, Seawind, has an already impressive list of wins and placings in short ocean races. She has a proved light weather performance, but has yet to race in a blow, so her performance is unknown in these conditions. Norm reckons the Huon pine in her planking will be eager to get back to Hobart and he is expecting a fast passage south. Seawind is well crewed and will be one of the favourites for handicap honours.

# **FINAL ENTRIES**







"Aqua Bleu"

The figure in parenthesis following a crew member's name denotes the number of Sydney-Hobart Races sailed.

"ANITRA V" — Sail No. 77.

L.O.A. 38ft., L.W.L. 32ft., Beam 9ft. 6in., Draft 6ft.

This beautiful yacht, built and raced so successfully by the Halvorsen brothers, is having her third trip under the ownership of Jim Samson. "Anitra" is still performing well and must be considered among the favourites.

Crew: Owner/Skipper J. S. Samson (7), M. Tostevin (8), B. Eisenhuth (7) (3 to be named).

"AOTEA II" — Sail No. 209.

L.O.A. 36ft., L.W.L. 25ft., Beam 9ft. 6in., Draft 5ft. 9in.

Designed by Dick Taylor and built of steel, "Aotea II" will be having her second run to Hobart. Owner R. K. Hunt has her right up to racing peak and could show up well.

Crew: Skipper/Navigator R. K. Hunt (4), C. Hird (1), R. Stillgoe (2), E. Nobbs (2), K. Brigstocke (2), M. Greenwell (1).

"AQUA BLEU" — Sail No. S 25.

L.O.A. 54ft., L.W.L. 40ft., Beam 13ft., Draft 7ft.

This new steel ketch from Victoria is a consistent starter in Victorian ocean events and is having her first race to Hobart. She will be well up among the leaders if the conditions are medium to strong.

Crew: Skipper/Navigator F. Parsons, R. Smith (4), P. Berry, J. Kerr, T. Kent, R. Ross, J. Ross.

"ASTOR" -- Sail No. 88.

L.O.A. 73ft. 6in., L.W.L. 56ft. 6in., Beam 15ft. 4in., Draft

This famous schooner covered herself in glory last year in a dramatic duel in the Derwent River with American "Ondine" line honours. Since then she has raced and cruised over the Pacific, and once again will no doubt be favourite for line honours.

Crew: Owner/Skipper P. R. Warner (8), J. Burgess (1), M. Crafoord (9), G. Wheatley (3), D. Munro (4), E. Roberts (3), S. Schofield (2), J. Lockwood (1), B. Rosenberg (4), S. Browne (2), J. Sanderson (1), Dr. W. Hughes (2), P. Nicholls (1), A. Simpson, J. Kilroy.

"BIRRAHLEE" — Sail No. 205.

L.O.A. 32ft., L.W.L. 25ft. 9in., Beam 9ft. 2in., Draft 4ft. 9in.

Active and well sailed throughout the ocean racing season, was among the first twelve in the ocean racing point score for this year. She will be a tough competitor in the handicap section.

Crew: Skipper C. Jones (1), G. Jones (1), M. Desmarchelier (5), J. Scott (1), D. Coleman (6), P. Stone, G. McDonald.

"BOONGOWN" — Sail No. 144.

L.O.A. 34ft. 5in., L.W.L. 26ft. 8in., Beam 9ft. 10in., Draft 6ft. 2in.

Back in again this year, "Boongown", always dramatically skippered by Dr. J. Molesworth, will give a good account of herself especially if weather is anyway consistent.

Crew: Skipper Dr. J. Molesworth (3), Navigator K. Clarke (5), Dr. I. Dawson (4), K. McGregor, Dr. G. Pritchard, P. Moxham.

"CADENCE" — Sail No. MH 127.

L.O.A. 30ft. 10in., L.W.L. 24ft., Beam 8ft. 8in., Draft 5ft. 6in. Similar to "Carmen", "Cadence" is one of the best rated yachts and, although her first Hobart Race, is expected to show the superiority of her design in the handicap section.

**Crew:** Skipper/Navigator J. Mason (3), N. Hopkinson, F. Maclure (3), I. Likely (1), G. Dolliman.

"CANOPUS" — Sail No. SM 1.

L.O.A. 30ft., L.W.L. 26ft. 6in., Beam 7ft., Draft 6ft.

This Van de Stadt designed yacht known as the Black Soo class will be watched with interest by all competitors especially in the handicap section. This yacht is well found and will make the best in all conditions.

Crew: G. Owen, D. Wappet, R. Reeves, P. Millsom.

"CAPRICE OF HUON" - Sail No. 13.

L.O.A. 45ft., L.W.L. 30ft., Beam 10ft., Draft 6ft. 5in.

Since raced by owner G. Ingate, this lovely Robert Clarke designed yacht has performed creditably during the ocean racing season for seventh in the point score. She will be up with the leaders all the way and must be considered.

**Crew:** Skipper G. Ingate (2), T. Butler (5), J. Saalfeld (1), Navigator D. E. Ross (6), L. Sustenance (5), B. Branson, F. Thomas (6).

"CARMEN" - Sail No. MH 57.

L.O.A. 30ft., L.W.L. 24ft., Beam 8ft. 8in., Draft 4ft. 8in.

Winner of the ocean racing point score for 1963 season, "Carmen" has proved her design and will undoubtedly be one of the favourites for honours this year.

**Crew:** Owner/Skipper R. Swanson (6), Navigator P. Mouncey (2), L. Reilly (1), J. Swanson.

"Astor"



"Birrahlee"



"Boongown"



"Canopus"



"Carmen"

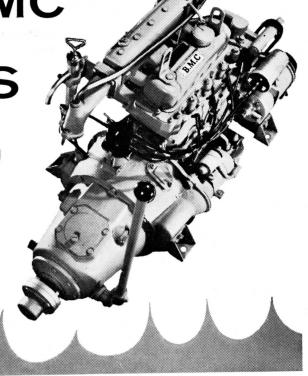








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BMC.M.3



"Caprice of Huon"



"Carol I"



"Enid"



"Four Winds II"



"Freya"

"CAROL J" — Sail No. 69.

L.O.A. 39ft., L.W.L. 27ft. 8in., Beam 10ft., Draft 5ft. 8in.

This will be the seventh Hobart Race for "Carol J". With two previous third places to her credit she will make the pace hard for all her rivals irrespective of the conditions, and is always a likely placeaetter.

Crew: Owner/Skipper J. Halliday (12), Navigator W. Rutherford (1), J. Derrick (3), H. Garnham (2), M. Ingram (1), I. Parker, K. Newsted.

"CAROUSEL" — Sail No. C 6.

L.O.A. 35ft., L.W.L. 24ft. 3in., Beam 9ft. 6in., Draft 4ft. 9in.

This mast head sloop was launched 12 months ago for Tasmanian owner L. E. Cabriel to a design by Sparkman and Stevens of the U.S.A. With the mark of a thoroughbred she should be capable of giving a good account of herself.

Crew: (to be nominated).

"CAVALIER" — Sail No. 106.

L.O.A. 30ft., L.W.L. 24ft., Beam 8ft. 8in., Draft 5ft. 6in.

This is a new design to the Carmen class and was launched early December. This will be its first real race and it has no previous form to judge by. All details will be the same as for "Carmen".

**Crew:** Skipper Dr. L. McDonnell, Navigator J. McDonnell, G. Burgess (3), G. Reynolds (1), R. Petherick (1).

"ENID" - Sail No. CYC 38.

L.O.A. 62ft. 4in., L.W.L. 52ft. 6in., Beam 15ft. 8in., Draft 6ft. 9in.

"Enid" was officially christened in August and has raced in a number of the shorter ocean races as a tune up for this event. She has raced without full racing gear, but has shown extremely good form, particularly running and reaching. She will be a definite contender for line honours.

**Crew:** Owner/Skipper J. Cockle (1), J. Ormiston, H. Johnston (3), A. Hancock (1), Navigator C. Schrieber, R. Pye, C. Christaman, N. Kolosov (1), B. Hellier, C. Sheldon, B. Byrd (1), P. Ridgeway, P. Ziems.

"FOUR WINDS II" - Sail No. RANCSC 3.

L.O.A. 38ft., L.W.L. 32ft. 6in., Beam 12ft., Draft 4ft. 8in.

"Four Winds" is a steel sloop from Melbourne having its third start in a Hobart Race. In the previous two years she has finished towards the tail of the field, but she is capable of much improved performance. Her owner, Stan Gibson, has sailed many Hobart Races in this boat and his previous boat, also called "Four Winds".

Crew: Skipper S. Gibson (7), Navigator Cdr. W. Rourke, R.A.N. (5), C. Oxenbould, R. Wood, B. Morgan (2), B. Case (2), M. Festing (2), P. Hanson (1).

"FREYA" — Sail No. 195.

L.O.A. 38ft. 10in., L.W.L. 33ft., Beam 11ft., Draft 6ft.

"Freya" will no doubt start as one of the favourites for handicap honours in this year's event. She is a new yacht designed and built by the Halvorsen Brothers and launched only November this year. She has not raced seriously to date, but critics praise her as one of the real dangers in this fleet.

Crew: Joint Owner/Skipper T. Halvorsen (15), Joint Owner/ Skipper M. Halvorsen (14), Navigator S. Darling (14), T. Gowland (10), S. McRae (4), K. Brown (2), B. Gowland.

"GEMINI" — Sail No. MH 92.

L.O.A. 29ft. 9in., L.W.L. 28ft., Beam 7ft., Draft 6ft. 1in.

A Black Soo plywood design by E. G. Van de Stadt, built by her owner. Although this class was not designed to suit the R.O.R.C. rule they perform well in the lighter conditions.

Crew: Owner/Skipper P. Zalai, Navigator D. Horne, K. Rice, P. Duffield.

"GIA GINDA" - Sail No. C 11.

L.O.A. 30ft. 7in., L.W.L. 24ft., Beam 9f. 6in., Draft 5ft. 6in.

This is one the three Blythe Spirit design sloops racing in this year's event. She is designed by Len Randell of Western Australia and has raced in a number of events in Hobart with pleasing results. She will be easily identified by her varnished hull, and has good prospects in the handicap section.

**Crew:** Skipper K. Pryor (1), Navigator G. Blackwood (1), B. Reid, B. Donaldson, P. Cody, G. Edward, D. Bannerman.

"GIP" — Sail No. SA 8.

L.O.A. 37ft., L.W.L. 25ft. 2in., Beam 9ft. 6in., Draft 4ft. 9in.

"Gip" is one of the latest of the Tasman Seabird designs from the board of Alan Payne. "Cherana," a sister ship, won the event in 1959 and other sister ships, "Kaleena" and "Joanne Brodie" were placed in the 1960 and '61 events. have an undeniable chance in the handicap section.

Crew: Skipper/Navigator J. Polson, C. Smith (1), D. Judell (4), M. Sarah (3), J. Russell (6), I. Godfrey.

"GLENSHIEL" — Sail No. CYC 53.

L.O.A. 32ft., L.W.L. 24ft 4in., Beam 8ft., Draft 5ft. 9in.

This light displacement sloop from the board of Illingworth and Primrose, was built by Hugh Garnham at Hobart in 1959. This will be her second start in the race.

Crew: Skipper C. Dolling, K. Dolling, M. Barlow (3), L. Fox,

"Gemini"



0



"Gia Ginda"



"Gip"





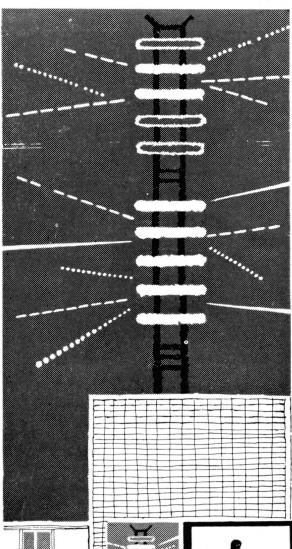
"Joy Too"





"Glenshiel"

# The weather at a glance... from the M.L.C. Weather Beacon



#### TEMPERATURE FORECAST

When the lights are:
Rising ..... Becoming warmer
Falling ..... Becoming cooler

Steady ...... No change

#### WEATHER FORECAST

#### WHITE:

SteadyFineTwo Sec. FlashesClearingHalf Sec. FlashesWindy

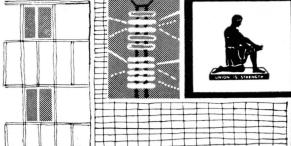
RED:

Steady ..... Rain
Two Sec. Flashes ..... Showers
Half Sec. Flashes, Strong winds and rain

The forecasts come from the Weather Bureau by remote control. The signals are for short-range forecasts and are adjusted at 6 a.m., noon, 4.30 p.m., 10 p.m. (8 p.m. Hobart) and when a change is imminent. Keep an M.L.C. Weather Beacon Signal Guide handy. Write or telephone for the pocket-sized card.

Sydney: XB 0433

Hobart: 3.3261



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"Ilina"



"Kaleena"



"Lass O'Luss"



"Lorita Maria"



"Malohi"

#### "ILINA" - Sail No. CYC 37.

#### L.O.A. 58ft. 10in., L.W.L. 42ft. 8in., Beam 14ft. 3in., Draft 7ft. 4in.

"Ilina," a fine ketch from the board of John Alden of Boston, is having her third race to Hobart and is a yacht that appreciates heavier breezes, particularly if they are reaching or running. She will be right up with the leaders and has a good chance for line honours.

Crew: Owner/Skipper K. R. Murdoch (2), J. Harrison (2), T. Beed (2), R. Boulton (3), J. Braidwood (3), G. Pearce (6), H. Kerslake (8), W. Muir (7), D. Muir (3), P. McNickle (1), R. Lamplough (1), H. Brydon (2).

#### "JOY TOO" - Sail No. CYC 23.

#### L.O.A. 37ft. 4in., L.W.L. 25ft. 7in., Beam 9ft. 6in., Draft 4ft. 10in.

"Joy Too," another of the Tasman Seabird class was built by her owner Jim McLaren and has been gradually tuned up and brought to her top for this event. She has performed creditably in shorter races during the last year and is certainly not without prospects for handicap honours.

**Crew:** Skipper J. McLaren (3), Navigator J. Robinson (1), K. Dickson (1), H. Locke (1), K. Rooke.

#### "KALEENA" - Sail No. MH 22.

#### L.O.A. 36ft. 8in., L.W.L. 25ft. 6in., Beam 9ft. 6in., Draft 5ft.

"Kaleena" is probably favourite for the race, having won the Montagu Island event in October and the Port Stephens and return race in November. She is sailing much faster with her larger sail plan and slightly increased ballast and is bound to be up amongst the leaders when handicaps are adjusted.

**Crew:** Skipper/Navigator H. Godden (4), D. Browne (6), R. Norman (8), P. Kershaw (3), T. Cutmore, F. Johnston.

#### "LASS O' LUSS" - Sail No. 89.

#### L.O.A. 41ft., L.W.L. 28ft. 6in., Beam 9ft., Draft 6ft. 6in.

"Lass O' Luss" owned by C.Y.C. Commodore Bill Psaltis has been re-rigged from a sloop to yawl especially for this event and is a much improved boat. The conversion was carried out by the owner and his crew and they are very well satisfied with her much improved performance, particularly to windward and her new rig will give her much greater speed when reaching and running. She could be a surprise packet for this event.

**Crew:** Owner/Skipper B. C. Psaltis (3), A. D. Campbell (12), J. Christoferson, W. Regan, D. Keating, K. Johnson, C. Cain.

#### "LOLITA" - Sail No. CYC 11.

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

"Lolita" was sailed in three previous Hobart races by the late John Leahy. New owner J. Farren-Price will have an experienced crew on board this year and will not doubt get the best out of her.

**Crew:** Owner J. F. Price, Skipper/Navigator R. Young (4), H. Tomlinson (3), J. Scott (2), H. Singleman, R. Young, Jr. (1), J. Price, Jr.

#### "LORITA MARIA" - Sail No. 173.

#### L.O.A. 39ft., L.W.L. 28ft., Beam 11ft. 3in., Draft 6ft. 3in.

A new mast head rigged sloop launched in August was built to a design by Alan Payne. She has raced twice in light weather events finishing 6th and 5th against strong opposition. It is expected she will do even better in heavy conditions.

Crew: Skipper N. Rydge, Jr., Navigator J. Bruton (2), P. Green (12), A. Gray (6), Lieut. E. Mentz, R.A.N. (6), P. Briggs, R.A.N., G. Wallicker.

#### "MALOHI" — Sail No. 70.

#### L.O.A. 38ft. 8in., L.W.L. 24ft., Beam 8ft. 8in., Draft 5ft. 7in.

This Lion class sloop is a sister ship to "Siandra," winner of two Hobart races. "Malohi" has had 3rd, 4th and 5th placings in three previous Hobart starts and must be considered a possible winner.

**Crew:** Skipper S. Fischer (1), Navigator J. Epstein (5), B. Burton T. Hill (3), (1 to be named).

#### "MERCEDES II" — Sail No. CYC 20.

#### L.O.A. 42ft. 3in., L.W.L. 29ft., Beam 10ft. 8in.,. Draft 6ft.

Virtually untuned for last year's race, "Mercedes" did not do as well as expected. However she has had considerable success in some of the shorter races this season and has a crew capable of getting the best out of her.

**Crew:** Skipper/Navigator T. Kaufman (1), P. Browne (6), J. Jenkins (3), G. Dunn (6), N. Danvers (3), D. Lucky (1), N. Bennetts (3), S. Kaufman.

#### "MOUSE OF MALHAM" - Sail No. Q59.

#### L.O.A. 32ft., L.W.L. 24ft. 4in., Beam 8 ft., Draft 5ft. 9in.

This Queensland entrant designed by Capt. J. Illingworth, R.N., is the winner of the Brisbane to Gladstone race. In the very capable hands of famous 18-footer skipper Norm Wright she will be a force to be contended with.

**Crew:** Skipper N. Wright (1), D. Belcher, G. Williams (5), M. Conlan (1), N. Wright, Jr.

"Mercedes II"



"Mouse of Malham"



"Narani"

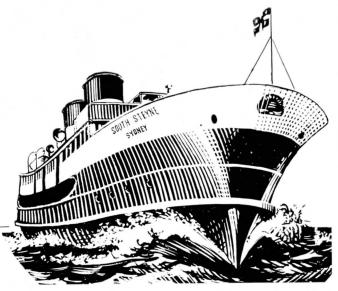


"Norla"



"Palana"





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#### "SOUTHERLY" - Sail No. 38.

L.O.A. 34ft. 9in., L.W.L. 25ft. 7in., Beam 8ft. 9in., Draft 5ft. 3in.

"Southerly" owned by popular Don Mickleborough is having her fifth start in a Hobart Race. In 1959 she was placed third to "Cherana" and "Anitra" and has finished in the prize-winners in most of the shorter ocean races. This year she has been \*e-rigged with larger sail area for the event and at her first start with this new rig won the race to Coogee and back in November. Her rating is slightly higher than in previous years, but, apparently she is sailing much faster and certainly is not without a chance for handicap placing.

**Crew:** Skipper D. Michleborough (5), D. Lintern, P. Musgrave (2), W. Ratcliff, B. Jackson (5), Capt. N. White (1).

#### "SOUTHERN MAID" - Sail No. CYC 36.

L.O.A. 54ft. 9in., L.O.A. 44ft., Beam 12ft. 6in., Draft 7ft. 6in.

This handsome steel cutter is having her fifth start, having previously started in 1946, '47, '48 and last year. Between last year's race and this year she has sailed particularly well in the shorter events and should be right up with the leaders at the finishing line. Her rating to date has not given her much chance against the smaller boats on handicap, but, she is not without good chances for line honours.

Crew: Skipper P. Deaton (1), Navigator D. Finlayson, D. Jones (8), D. Bryden (8), L. Johnson (6), P. Cosgrove (4), D. Sticpewich (1), D. Logan (1), A. Von Strom, E. Gould.

#### "SOUTHERN MYTH" - Sail No. SA 6.

L.O.A. 41ft., L.W.L. 30ft., Beam 9ft. 6in., Draft 6ft. 4in.

"Southern Myth" designed by the British architect Laurent Giles, is having her tenth start in a Hobart race. Her best year to date was 1958 when she was placed third on handicap. She is a beautifully equipped yacht and given the right conditions can sail extremely well, though as the years go by her chances of winning on handicap are not improving.

Crew: Skipper/Navigator N. Howard (9), P. Facey (2), T. Chapman (1), J. Stokes (1), P. Hill (1), J. Bonnin, A. McArthur.

#### "STRUEN MARIE" - Sail No. 117.

L.O.A. 35ft., L.W.L. 27ft., Beam 9ft. 2in., Draft 6ft.

Winner in 1951, a race which set a record for corrected time which stood until last year. Now owned by A. J. Wildman and with her new masthead rig she should go well up if running conditions prevail.

Crew: Owner/Skipper A. Wildman, Navigator C. Middleton (1), C. Wildman, F. Covey, L. Usher, K. Dunn.

#### "SYLPH VI" - Sail No. CYC 51.

L.O.A. 41ft., L.W.L. 28ft. 6in., Beam 10ft. 9in., Draft 5ft. 7in. A multi-chine steel yacht from the board of Alan Payne, owned and sailed by the Lawson brothers. A constant competitor in ocean races, she will sail well up to the others in her class.

Crew: Skipper A. Lawson (2), B. Lawson (2), A. Cable (1), W. Schoe, D. Dorrington.

#### "SYLPHIDE" — Sail No. MH 96.

L.O.A. 31ft. 7in., L.W.L. 24ft., Beam 9ft. 6in., Draft 5ft. 6in.

This yacht is a new yacht of the well-known Blythe Spirit class designed by West Australian Len Randell. This will be her first Hobart race and her performance will be watched with interest.

Crew: Owner/Skipper W. Boetcher, J. Terret, R. Leslie, J. Edmunds, K. Hughes.

"TAHUNA" — Sail No. CYC 31.

L.O.A. 44ft., L.W.L. 31ft., Beam 11ft. 3in., Draft 6ft. 6in.

A handsome yawl, sister ship to "Margaret Rintoul," built to a design by Phil Rhodes of the U.S.A. Skipper Ernie Hales is hoping for a "third time lucky" this year.

Crew: E. Hales (2), G. Newland (6), D. Patterson (3), (4 to be

named)

"TRIDENT" — Sail No. CYC 9.

L.O.A. 39ft. 3in., L.W.L. 31ft., Beam 9ft. 10in., Draft 5ft. 3in.

Owner A.-B. Wilson will be trying his new yacht in its first Hobart race. Previously owner of "Patience" and with many Hobart race. Previously owner of "Patience" and with many years of ocean racing behind him he has with "Trident" an efficient and well-found yacht which could be well up at the finishing time.

Crew: Skipper/Navigator A. Wilson (7), G. Hoskin (6), J. Burley

(3), C. Somer (1), A. Way, T. Cowperwaite. "WINSTON CHURCHILL" - Sail No. B 3.

L.O.A. 52ft 5in., L.W.L. 45ft. 6in., Beam 12ft. 6in., Draft 7ft.

This famous Victorian yawl always first over the line in the race from Melbourne to Sydney just prior to Hobart, will be one of the contenders for line honours. Her 12th race to Hobart will find her up with the leaders and if running conditions prevail

Crew: Skipper R. Evans (4), Navigator C. Patterson (4), D. Lang (2), R. Binning (2), A. Black (5), R. Brown (2), T. Cormack (5), J. Grant (1), T. McInnerheney (4), A. Nelson (4), R. Ratten (4).

"ZILVERGEEST" — Sail No. 224.

L.O.A. 29ft., L.W.L. 24ft. 8in., Beam 8ft .6in., Draft 4ft. 7in.

This Plymyt class plywood sloop designed by E. G. Van der Stadt was built by John Bott for owner A. Murray. She has performed very well in recent ocean races despite the penalties incurred in rating due to her carrying a large over-lapping headsail.

**Crew**: A. Murray, A. Wall, P. Jennings, J. Akehurst, P. Bardner, R.A.N., G. Scown, R.A.N.

#### PLANNING A SYDNEY-HOBART RACE

A race of the magnitude of the Sydney-Hobart Race does not organise itself, nor can it be organised in a couple of weeks.

The Cruising Yacht Club of Australia convenes two additional sub-committees especially for this race.

The Planning Committee has its first meeting in March of each year, when a "post mortem" is held on the last race and any suggestions for improvement in the organisation are recorded.

At subsequent meetings a suitable Radio-Relay Ship has to be lined up and starting boats organised. Representations have to be made to the P.M.G. Radio Branch for the allocation of some 10 frequencies for the Radio Ship and co-operation sought from the Overseas Telecommunications Commission, the Australian Broadcasting Commission, and the Weather Bureaus in Sydney, Melbourne and Hobart.

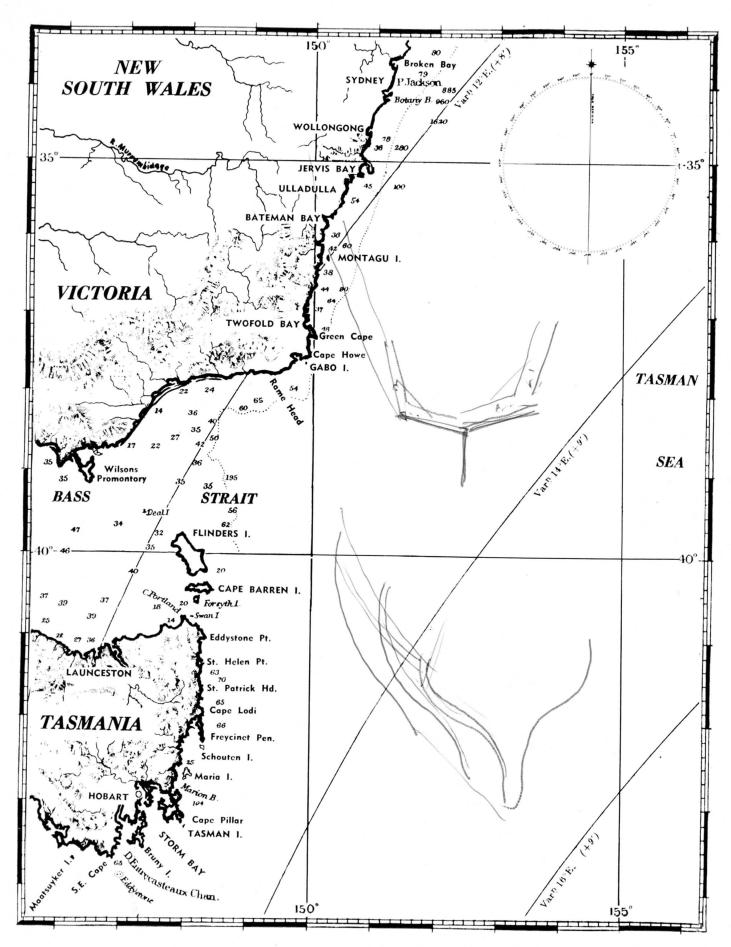
This programme is compiled by another committee. New articles have to be written and others brought up to date. Photographs and crew lists of all entries have to be

collected and their form written up.

All this means many hours of voluntary work by members of the Club and to them we record our thanks

and congratulations.

YACHT	SAIL No.	RIG	CLUB	OWNER	Corrected Time D. H. M. S.	PLACE
"ANITRA V"	77	38' Sloop	C.Y.C.A./N.S.W.	J. S. Samson		
"AOTEA II"	209	35' Sloop	R.P.A.Y.C./N.S.W.	Rex K. Hunt		
"AQUA BLEU"	S 25	54' Ketch	R.M.Y.S./Vic.	J. F. Parson		
"ASTOR"	88	73' Schooner	C.Y.C.A./N.S.W.	P. R. Warner		
"BIRRAHLEE"	205	32' Sloop	R.P.A.Y.C./N.S.W.	C. V. Jones		
"BOONGOWN"	144	34' Sloop	R.P.A.Y.C./N.S.W.	Dr. J. Molesworth		
"CADENCE"	MH 127	30' Sloop	M.H.Y.C./N.S.W.	H. S. Mason		
	SMI	30' Sloop	S.Y.C./Vic.	G. G. Owen		
"CANOPUS"	13	45' Sloop	R.S.Y.S./N.S.W.	G. Ingate		
"CAPRICE OF HUON"	MH 57	30' Sloop	M.H.Y.C./N.S.W.	R. Swanson		
"CARMEN"	69	40' Sloop	C.Y.C.A./N.S.W.	J. Halliday		
"CAROL J"	C 6	35' Sloop	R.Y.C.T./Tas.	L. E. Gabriel		
"CAROUSEL"	106	30' Sloop	M.H.Y.C./N.S.W.	L. E. McDonnell		
"CAVALIER"	CYC 38	62' Ketch	C.Y.C.A./N.S.W.	J. C. A. Cockle		
"ENID"	RANCSC 3	39' Sloop	R.A.N.C.S.C./Vic.	S. W. Gibson		
"FOUR WINDS II"	195	39' Sloop	R.S.Y.S./N.S.W.	T. & M. Halvorsen		
"FREYA"		29' Sloop	M.H.Y.C./N.S.W.	P. Zalai		
"GEMINI"	MH 92		C.Y.C.A./N.S.W.	C. Dolling		
"GLENSHIEL"	CYC 53	29' Sloop	D.S.S./Tas.	K. N. Pryor		-
"GIA GINDA"	C 11	30' Sloop	,	I. A. R. Polson		
"GIP"	SA 8	37' Sloop	R.S.A.Y.S./S.A.	K. R. Murdoch		
"ILINA"	CYC 37	59' Ketch	C.Y.C.A./N.S.W.			
"JOY TOO"	CYC 23	37' Sloop	C.Y.C.A./N.S.W.	J. & J. McLaren		
"KALEENA"	MH 22	36' Sloop	M.H.Y.C./N.S.W.	H. E. Godden		
"LASS O'LUSS"	89	41' Yawl	C.Y.C.A./N.S.W.	B. C. Psaltis		
"LOLITA"	CYC 11	35' Sloop	C.Y.C.A./N.S.W.	J. Farren-Price		
"LORITA MARIA"	173	39' Sloop	R.S.Y.S./N.S.W.	N. B. Rydge, Jnr.		
"MALOHI"	70	35' Sloop	M.H.Y.C./N.S.W.	S. Fischer		
"MERCEDES II"	CYC 50	42' Sloop	C.Y.C.A./N.S.W.	H. T. Kaufman		
"MOUSE OF MALHAM"	Q 59	32' Yawl	Q.C.Y.C./Qld.	N. Wright, D. Belcher		
"NARANI"	RF 17	30' Sloop	R.F.B.Y.C./W.A.	A. Williams		
"NORLA"	167	38' Cutter	R.Y.C.T./Tas.	J. Bennetto		
"NIRIPA"	156	36' Cutter	R.P.A.Y.C./N.S.W.	J. W. White		
"PALANA"	C 12	38' Yawl	R.Y.C.T./Tas.	R. J. Shield		
"RONITA"	CYC 26	36' Sloop	C.Y.C.A./N.S.W.	R. Cottee		
"RUTHEAN"	M 1	54' Yawl	L.M.Y.C./N.S.W.	A. V. & I. T. Toll		
"SALACIA"	190	41' Sloop	C.Y.C.A./N.S.W.	R. F. Rusk		
"SEA BEE"	CYC 32	44' Cutter	C.Y.C.A./N.S.W.	J. Ashton-Martin		
"SEA WIND"	MH 10	43' Sloop	M.H.Y.C./N.S.W.	N. F. Brooker		
"SIANDRA"	183	35' Sloop	R.S.Y.S./N.S.W.	D. M. Boyden		
	38	34' Sloop	C.Y.C.A./N.S.W.	D. Mickleborough		
"SOUTHERLY"	CYC 36	54' Cutter	C.Y.C.A./N.S.W.	P. E. Deaton		
"SOUTHERN MAID"	SA 6	41' Sloop	R.S.A.Y.S./S.A.	N. C. Howard		
"SOUTHERN MYTH"	117	35' Sloop	M.H.Y.C.7N.S.W.	A. J. Wildman		
"STRUEN MARIE"	CYC 51	41' Sloop	CY.C.A./N.S.W.	Lawson Bros.		
"SYLPH VI"		31' Sloop	M.H.Y.C./N.S.W.	W. Boetcher		
"SYLPHIDE"	MH 96	44' Yawi	C.Y.C.A./N.S.W.	E. A. Hales		
"TAHUNA"	CYC 31		C.Y.C.A./N.S.W.	A. B. Wilson		
"TRIDENT"	CYC 9	39' Yawl		Graham Warner		
"WINSTON CHURCHILL"	B 3	52' Yawl	R.B.Y.C./Vic.	A. J. Murray, A. Hunter		
"ZILVERGEEST"	224	29' Sloop	R.P.A.Y.C./N.S.W.	A. J. Maridy, A. Hamer		
Y						



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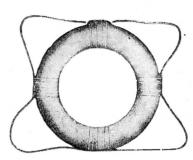


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R.O.R.C. Plaque

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#### FOR THE SECOND YACHT ON CORRECTED TIME

City of Hobart Trophy and Replica.

C.Y.C.A. Trophy: To the value of £22.

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**J. H. Illingworth Cup:** Presented by Captain John H. Illingworth, R.N., Rtd. To be held for one year by the owner of the first yacht to cross the finishing line. A replica is presented to the owner.

**C.Y.C.A.** Trophy: To the value of £20. Presented to the first yacht to cross the finishing line.



F. & J. Livingston Trophy: Presented to the first yacht rounding Tasman Island, to be held for one year. A replica is presented to

Peter Allsopp Memorial Trophy: Presented to the first yacht on Corrected Time in No. 1

**George Barton Trophy:** Presented to the first yacht on Corrected Time in No. 2 Division.

#### FOR THE FIRST YACHT ON CORRECTED TIME

**R.O.R.C. Plaque:** Presented by the Royal Ocean Racing Club of England. To be held for one year by the owner of the winning yacht.

Tattersall's Cup: Presented by the Executors of the Estate of the late George Adams. To be held for one year by the Yacht Club which was nominated by the winning yacht. A replica of the Derwent Light is presented to the owner of the winning yacht.

Tasmanian Government Trophy and Replica.

 $\mbox{\bf Navigator's Trophy:}$  Presented by Mr. G. W. Rex to the navigator of the first yacht.

C.Y.C.A. Trophy: To the value of £22.

Medallion: Presented by Mr. G. Pattinson, of England, to each crew

#### FOR THE THIRD YACHT ON CORRECTED TIME

C.Y.C.A. Trophy: To the value of £20.







Samuel Pepys Trophy

Samuel Pepys Trophy: Perpetual Trophy presented by the R.N.S.A. to the first yacht on Corrected Time with a T.C.F. of .68 or lower.

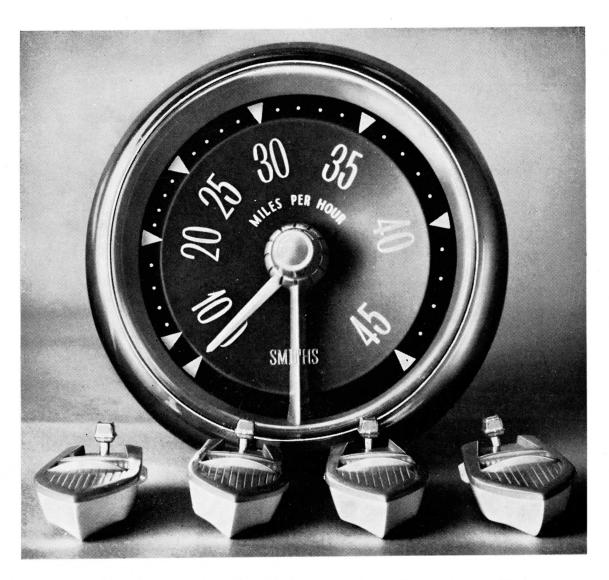
**Sir Arthur Warner Trophy:** Presented to the first yacht on Corrected Time with a T.C.F. of .75 or higher.

C.Y.C.A. Plaque: An engraved plaque is presented by the C.Y.C.A. to each yacht. Providing that two divisions are raced, C.Y.C.A. prizes to the value of £20, £15 and £5 will be presented to first, second and third on corrected time in each division.

#### PRESENTATION

Prizes and Trophies will presented at function held by Royal Yacht Club Tasmania in Hobart.

Tattersall's



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ranges, varing from 0-35 to 0-70 m.p.h. Each Seaswift comes complete with plinth for bulkhead mounting, flexible tubing, transom masking plate and the unique Seaswift Pitot.

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# How Yachts are Handicapped R.O.R.C. FORMULA

MANY people ask: "Why are the yachts handicapped, why is not the first yacht to finish the race the winner?"

The answer is that yachts vary considerably in their speed. This is no reflection on their design or quality. All other things being equal, a large yacht is faster than a small one, but this is subject to many variable factors.

Even yachts which sail races of 2 or 3 hours in short Saturday afternoon races are handicapped. Their performance, however, is well known and yacht clubs nominate a man of wide experience to handicap them who says, "This yacht shall be scratch, another shall have five minutes' handicap, another 25 minutes," etc. Even then, owing to the differences in type, he usually varies the handicap for light weather and heavy weather.

However, for races which may take up to a week to complete in all classes of weather, such as the Sydney-Hobart race and other long-distance events, the arbitrary method of handicapping is unsatisfactory.

Long-distance ocean racing has only become popular in Australia since the war, but in England and America it has been a popular sport for several decades, and the problems outlined above have been solved by a system of handicap based on measurement of yachts.

Ocean races in England are handicapped by the formula developed by the Royal Ocean Racing Club, whilst in American waters the Cruising Club of America Rule is used. These formulae, although different in application, have the same objects and produce much the same results.

The R.O.R.C. rule was adopted by the C.Y.C.A. for the first Sydney-Hobart Race in 1945, and has since been used by all Australian and New Zealand clubs for ocean races of over 50 miles.

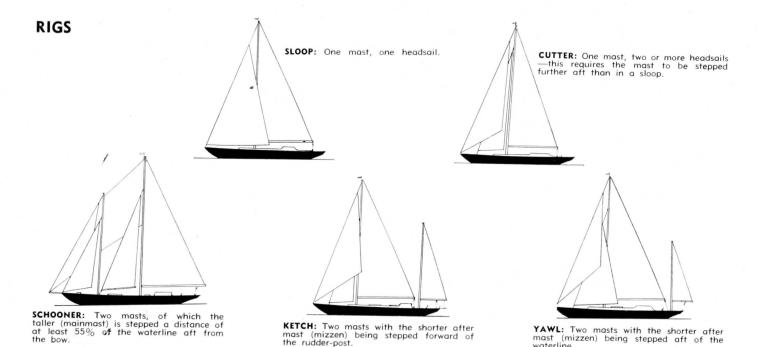
The R.O.R.C. Formula has two purposes in view: (a) to give all types and sizes of yachts a fair chance of winning a race; and (b) to encourage the designing, building and racing of good, safe, seaworthy types of yachts, which are also fast. It does not take into account poor design or incompetent navigation or seamanship, nor are penalties incurred by previous successes.

In brief, the formula takes into account sailing length, beam, depth of hull and total draught, freeboards at each end, amidships, weights of the yacht's structural components, areas of sails, details of engines and propeller, if carried. Right through the calculation a standard is struck, and if the particular yacht being measured is on the safe seaworthy side, bonuses are given, or if tending towards unseaworthiness, penalties are taken.

The R.O.R.C. Formula or "Rule", as it is usually called, resolves down to a decimal figure called the Time Correction Factor, or T.C.F. This T.C.F. multiplied by the total Elapsed Time a yacht takes to finish the course gives a corrected time. The yacht which has the shortest corrected time is proclaimed the winner.

For example, if yacht "A", with a T.C.F. of .8000, takes 100 hours to finish the course, her corrected time is 100 x .8000, equals 80 hours. Whereas yacht "B", with a T.C.F. of .7000, takes 110 hours to finish the course, her corrected time is 110 x .7000, equals 77 hours. Thus yacht "B" has beaten yacht "A" by 3 hours, although she finished 10 hours later.

However, the course from Sydney to Hobart is famed for weather conditions as variable as can be found, and luck, navigational skill and meteorological knowledge are sometimes just as important as the handicap; twice in the short history of this race, one of the smallest yachts has finished first across the line.



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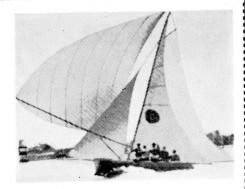
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Yacht Toilet nous dial and sweep seconds hand. Has a graduated rotating bezel for taking elapsed time readings. Tested to 600 ft. depth and available from only £27.10.0. HERMES MARINE SPEEDOMETER. An electronic speedometer for yachts. This instrument is highly sensitive to speed changes (0.1 kt. change is easily discernible). The underwater unit, of low drag, is easily replaceable if damaged. This instrument is by far the most sensitive marine speedometer now available in Australia. For further information and illustrated literature on these or any other nautical equipment, contact Peter Jackson or John Tanner at:

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# "Tahuna RSAYS" RADIO RELAY SHIP

OCEAN yacht racing is essentially a sport without spectators.

When dark falls on December 26, the 49 yachts will disappear from view and most of them will not be again sighted from land until they converge on Tasman Island several days later.

During the race they can easily be scattered over 10,000 square miles of ocean as they sail their diverse ways to Tasmania.

How then can the thousands of friends and relations and the hundreds of thousands of the general public who take such a tremendous interest in this annual classic follow the progress of the race.

We live in a modern age and radio is the answer. For the last ten years certain public spirited yachtsmen have generously made their vessels available to the club to act as Radio-Relay Vessels, and now that it is compulsory for all yachts to carry two-way radios, a complete news coverage is possible.

The vessel which will serve in the important role of Radio-Relay Ship for this year's race is Mr. Henry Wilckens' motor yacht "TAHUNA RSAYS", whose home port is Adelaide. She is a steel vessel, 61 feet overall, with a beam of 18 feet, a draft of 7 feet, and a displacement of 65 tons in full cruising trim.

Designed by Alan Payne, of "Gretel" fame, for extended cruising in both South Australian and tropical waters, "TAHUNA RSAYS" is fitted with stabilising fins and engine noise and vibration have been reduced to a minimum. She is powered with two 6LX Gardner diesel engines of 120 h.p. each and fitted with five bladed propellers. Eight tons of fuel give her a range of 2000 miles at a speed of 10 knots.

Provisions and fuel are being supplied by the generosity of Caltex Oil.



EACH year, as the ocean fleet races through gales and calms from Sydney to Hobart, the public throughout Australia closely follows the varying fortunes of their favourite yachts.

Three times a day for each day of the race, up-to-the-minute news bulletins on the progress of the yachts are broadcast throughout Australia. This, to the outside observer, has become an accepted part of the race, but behind the scenes it has required intense organization and development of special communications channels.

Probably the hardest sporting event to obtain a news coverage on is a long ocean race as the yachts scatter over thousands of square miles of ocean soon after leaving port. The Cruising Yacht Club of Australia has long been aware that it has an obligation to the public to maintain regular and accurate reports of the progress of the race.

In Sydney, the Cruising Yacht Club of Australia clubrooms at Rushcutters Bay are turned into a Press Centre. On duty are C.Y.C. officials who have sailed in Sydney-Hobart races and have navigating experience. Three times a day positions of every yacht in the race will be sent by morse code from the relay vessel "Tahuna RSAYS" through the Overseas Telecommunications Services direct to the C.Y.C. Press Centre at Rushcutters Bay. The C.Y.C. officers will then plot on a large chart the positions forwarded to them from the radio ship. Within two hours of the commencement of each radio schedule the progress of the race will be in the hands of press, radio and television reporters at the C.Y.C. Press Centre.

Every metropolitan newspaper accredits a correspondent to the Centre.



On board are representatives of the Cruising Yacht Club, a first class radio operator, an Australian Broadcasting Commission sporting commentator and a Cinesound photographer.

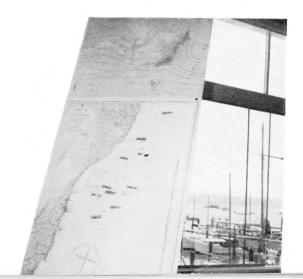
Radio schedules with the yachts are held three times daily. Each yacht is called in turn by the Radio-Relay Ship and its position as reported is plotted on a chart. A radio script is prepared giving the positions of all reporting yachts, the race tactical situation and the prevailing weather. As soon as this is completed, a direct voice broadcast is passed through O.T.S. to the A.B.C. recording studios for later rebroadcast over the Australian National Network.

Crew: Owner/Skipper Henry Wilckens, 1st Mate Merv Davey, Peter Warrington, John Wilburs, John Amos, Bill Watson, Howard Ruby, George Barton, Bert Oliver, Earl le Brun.

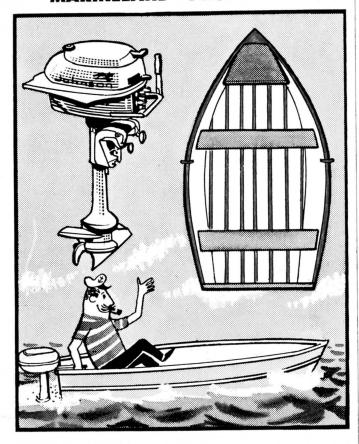
It's a long day for the boys in the Press Centre during the course of the race as they are on duty from 8 a.m. until midnight.

In Hobart, a similar Press Centre is established by the Royal Yacht Club of Tasmania. This Press and Information Centre is located on Constitution Dock, right on the finishing line and is managed by competent R.Y.C.T. yachtsmen with navigating experience. They receive the same morse-coded position information as that received by the C.Y.C. Press Centre and they plot the positions on a large chart so that members of the Press and the public in Hobart can follow the progress of the race. Last year this Information Centre handled nearly 5000 enquiries during the course of the race.

Public interest has never been so high in the race as it is now and the C.Y.C. is determined to make sure that the public receives the most up-to-date information available on the progress of the race, as speedily as possible.



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#### Race Record \_ 1945-1962

#### OFFICIAL PLACINGS

#### 1945

	(Times are given in	days, hou	rs and T.C.F.	Corrected
PI.	Yacht Owner	Time		Time
1. 2. 3. 4. 5. 6. 7. 8.	RANI Capt. J. Illingworth, R.N. AMBERMERLE J. Colquhoun, C. Kiel WINSTON CHURCHILL P. Coverdale KATHLEEN J. Earl HORIZON J. R. Bartlett SALTAIR R. M. Walker MISTRAL R. F. Evans WAYFARER P. M. Luke	6-14-22 8-08-19 7-07-38 8-06-20 8-07-47 8-13-48 8-12-55 11-06-20	.6670 .6722 .7706 .6856 .6977 .6859 .9063	4-09-38 5-14-39 5-15-20 5-15-59 5-19-23 5-21-09 7-17-13 7-19-43

Fastest Time: RANI.

Retired: ARCHINA (P. Goldstein).

Weather: Strong S.S.W. gale on the second day out of Sydney scattered the fleet, and all except Rani hove to or sought shelter. Calms later.

#### 1946

	(Times are given in da	Elapsed	T.C.F.	Corrected
PI.	Yacht Owner	Time		Time
1. 2. 3. 4. 5.	CHRISTINA J. R. Buli SAGA B. J. Halvorsen MORNA C. Plowman DEFIANCE F. A. Bullock	6-18-51-15 6-09-52-00 5-02-53-33 5-19-19-25	.7161	4-11-53-27 4-14-11-02 4-15-52-53 4-17-58-00
6. 7.	MATTHEW FLINDERS  A. Palfreyman TRADE WINDS	5-22-05-20 7-01-00-45 6-06-44-45	:6960 .7910	4-18-40-48 4-21-37-58 4-23-14-24
8. 9. 10. 11.	ACTIVE H. M. Tate MISTRAL R. F. Evans WAYFARER P. M. Luke KURREWA III, F. & J. Livingston	6-07-08-47 5-18-51-40 7-12-21-15 7-07-30-30	.7980 .8855 .6980 .8235	5-00-36-53 5-02-57-41 5-05-53-14 6-00-31-52

Fastest Time: MORNA.

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), KAULA (D. McAllister), and FEGMHR (F. A. Harris).

Weather: Light North East winds for the first two days, then a 65 m.p.h. Sou'westerly hit the fleet in Bass Strait with seas up to 25 feet. Calms following made for a slow race.

"Rani" 1945



"Christina" 1946



PAGE TWENTY-EIGHT

	(Times	are given i	n days, hours,		and seconds) Corrected
PI.	Yacht	Owi			Time
1.	WESTWARD	G. D. Gibs	on 5-13-19-0		
2.	MOONBI				
3.	PEER GYNT				
4.	KINTAIL			6 .7359	4-07-02-15
5.	FORTUNA			9 .6965	
6.	TRADE WINDS	M. E. Dav	rey 5-23-15-0	1 .7342	4-09-10-28
7.	SALTAIR	. A. E. Wall	cer 6-06-23-2	0 .7024	4-09-37-57
8.	GYMEA			.6785	4-11-08-00
9.		C. Plowm	an 5-03-03-5	.8986	4-14-35-10
10.	WINSTON CHURCI				
	EOLO	P. Coverdo	ale 5-22-02-5		4-14-40-12
11.	EOLO	T. A. Guif	fre 5-22-12-5		4-15-49-25
12.	SOUTHERN MAID	C. Ph	ilp 5-22-31-5		4-16-44-30
13.	BENECIA	F. A. Har	ris 6-13-21-1	2 .7211	4-17-28-03
14.	MATTHEW FLINDS				
		A. Palfreym			4-19-04-49
15.		J. S. Boo			4-20-00-47
16.		. B. C. Pent			4-21-13-38
17.		<ul> <li>F. Livingst</li> </ul>			4-22-17-37
18.		SBe			5-00-46-57
19.		R. F. Eva			5-03-51-13
20.		J. A. Cla			5-03-53-52
21.	STORMBIRD J.	H. A. Herfo	ord 7-11-16-4	0 .6938	5-04-22-59

Fastest Time: MORNA.

Disqualified: CHRISTINA (J. R. Bull), DEFIANCE (F. A. Bullock).

Retired: ACTIVE (H. M. Tate), WANDERER (E. Massey), NAUTILUS (W. M. Lawson), SEA TANG (D. Drouyn), MANNARA (R. Godsall).

Weather: Fleet subjected to a hard 40-50 m.p.h. Northerly across Bass Strait. Some yahcts trailed sea anchors or hove to, others logged 9 to 10 knots.

#### 1948

	(Times are given in de			ind seconds)
PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD G. D. Gibson	4-14-17-32	.7232	3-07-45-48
2.	SEEVOGEL W. Harris	4-14-24-03	.7597	3-11-52-17
3.	ARCHINA P. G. Goldstein	4-11-28-10	.7900	3-12-54-03
4. 5.	MOONBI H. S. Evans	5-05-01-53	.6807	3-13-06-32
	NERIDA C. P. Haselgrove	4-09-45-10	.7415	3-13-48-20
6. 7.	SANDRA M. M. Creese PEER GYNT T. Halvorsen	4-08-58-25 5-11-52-21	.8278 .6853	3-14-53-50
	MISTRAL II R. F. Evans	4-08-20-13	.8945	3-18-22-20 3-21-19-46
8. 9.	MORNA C. Plowman	4-05-01-21	.9243	3-21-22-30
10.	MERLAN W. L. Curtis	5-04-11-58	.7560	3-21-53-41
11.	SOUTHERN MAID, W. Trautwein	5-04-11-48	.7964	4-02-41-12
12.	GYMEA G. Carter	6-03-31-00	.6721	4-03-08-45
13.	ALICE J. Callhan	8-00-10-15	.8327	6-16-01-14

Fastest Time: MORNA.

Retired: LASS O' LUSS (J. Colquhoun), WANDERER (E. Massey), ALOHA (J. A. Clark), MISTRAL V (G. W. Rex), NELL GWYNN (F. Hickman.

Weather: Hard running down the N.S.W. Coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

#### 1949

	(Times are given in de	ays, hours, m		
PI.	Yacht Owner	Elapsed	T.C.F.	Corrected
1.	TRADE WINDS M. E. Davey	Time 5-11-15-34	.7288	Time 3-23-39-43
2.	WALTZING MATILDA,			
	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA J. Halliday	6-05-26-10	.6603	4-02-40-22
4.	MARGARET RINTOUL,			
	A. Edwards	5-10-35-01	.7652	4-03-55-21
5.	FORTUNA W. Fesq	6-02-05-07	.6948	4-05-30-00
6.	SEASALTER D. H. Jarvis	6-04-50-30	.6831	4-05-41-06
7.	LASS O' LUSS J. Colquhoun	6-02-07-35	.6982	4-06-01-32
8.	GIPSY QUEEN A. C. Eden	6-00-45-24	.7056	4-06-08-25
9.	PEER GYNT, M. & T. Halvorsen	6-05-26-35	.6849	4-06-21-13
10.	NOCTURNE J. R. Bull	6-02-08-02	.7364	4-11-36-47
11.	HORIZON S. Berg	6-06-12-43	.7199	4-12-08-15
12.	INDEPENDENCE E. Messenger	6-00-05-13	.8274	4-23-13-03
13.	MISTRAL II R. F. Evans	6-02-00-54	.8945	5-10-44-31
		00 0 1		

Fastest Time: WALTZING MATILDA.

Retired: SUZANNE II (R. A. Terrill), WANDERER (E. Massey).

Weather: Mainly light and variable winds, but with a 40 knot Northerly in Bass Strait on the third day.



"Westward" 1947 and 1948



"Trade Winds"

1950

#### (Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1,	NERIDA C. P. Haselgrove	5-06-15-49	.7597	3-20-17-13
2.	MARGARET RINTOUL,			
	A. W. Edwards	5-05-28-35	.7606	3-23-26-14
3.	MISTRAL V G. W. Rex	5-05-47-01	.7704	4-01-21-23
4. 5.	FORTUNA W. Fesq	6-02-50-26	.6923	4-05-39-28
	SOLVEIG T. & M. Halvorsen	6-01-41-29	.7149	4-08-08-25
6.	KINTAIL D. Macrae	6-04-02-23	.7048	4-08-20-25
7.	GIPSY QUEEN A. C. Eden	6-06-53-20	.7056	4-10-28-02
8.	JASNAR A. E. Saafield	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA F. A. Harris	6-21-46-29	.7159	4-22-40-41
11.	MISTRAL II R. F. Evans	5-17-00-54	.8829	5-00-58-14
12.	WANDERER E. Massey	7-02-08-35	.7505	5-07-41-33
13.	BACHELOR'S WIFE B. Tanner	8-14-10-00	.6455	5-13-05-00
14.	SEAWARD P. Benson	9-07-30-20	.6359	5-22-07-38

Fastest Time: MARGARET RINTOUL.

Retired: ELLIDA (J. (Halliday), WAYFARER (P. Luke).

Weather: Started in the teeth of a Southerly gale which blew for two and a half days. Another blow off Tasmania made it 4 days to windward out of 5½ for the leaders.

1951

#### (Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1.	STRUEN MARIE T. Williamson	4-03-38-35	.6805	2-19-48-26
2.	LAHARA D. Ashton	4-07-24-59	.6652	2-20-47-33
3.	LASS O' LUSS J. Colguhoun	4-03-12-05	.7059	2-22-01-35
4. 5.	FORTUNA W. Fesq	4-05-54-38	.6923	2-22-33-10
5.	ELLIDA J. Halliday	4-14-51-58	.6603	3-01-12-18
6.	SOLVEIG T. & M. Halvorsen	4-07-24-25	.7081	3-01-13-21
7.	NOCTURNE J. R. Bull	4-05-33-34	.7337	3-02-30-51
8.	MARGARET RINTOUL,			
	A. W. Edwards	4-02-29-01	.7606	3-02-54-24
9.	IRENE H. Hughes	4-10-46-10	.7105	3-03-51-35
10.	NIMBUS A. T. Cohen	5-03-25-10	.6564	3-09-00-45
11.	WANDERER E. Massey	4-10-46-35	.7679	3-09-59-37
12.	PAVANA G. Mayne	4-07-43-01	.8166	3-12-41-43

Fastest Time: MARGARET RINTOUL.

Retired: WAYFARER (P. M. Luke), KATWINCHAR (E. J. Mossop).

Weather: Virtually a run from start to finish. All records to that date broken, and Struen Marie's Corrected Time of 2-19-48-26, a record until 1962.

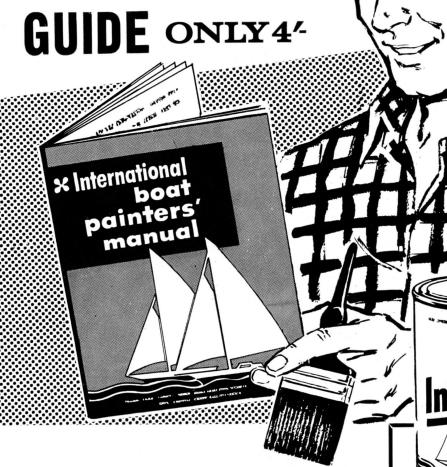
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"Ripple"



"Solveig" 1954



"Moonbi" 1955



"Solo" 1956 and 1962

#### 1952

#### (Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner INGRID J. S. Taylor	Elapsed Time	T.C.F.	Corrected 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.	SOLVEIG 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 III, F. & J. Livingston	6-17-05-27	.8445	5-16-02-28
17.	NIRVANA S. G. Heaton	6-20-29-29	.8432	5-18-41-57

Fastest Time: NOCTURNE.

Weather: Light fickle winds and flat calms made luck a major factor, and gave the small boats the edge. Nocturne, a 35 footer, beat much larger yachts over the line.

#### 1954

#### (Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	E!apsed Time	T.C.F.	Corrected Time
1.	SOLVEIG T. & M. Halvorsen	5-07-38-56	.7048	3-17-58-01
2.	GIPSY QUEEN A. C. Eden	5-09-26-33	.7006	3-18-41-15
3.	CAROL J J. Halliday	5-07-37-37	.7112	3-18-46-06
4.	KINTAIL D. Macrae	5-07-23-34	.7290	3-20-52-10
5.	SOUTHERN MYTH N. Howard	5-07-47-53	.7363	3-22-05-52
6.	WHITE CLOUD G. Brenac	5-07-42-29	.7689	4-02-11-41
7.	TAM O' SHANTER, R.A.N. College	6-00-16-07	.6861	4-02-58-58
8.	LAURIBADA I. Hoim	5-19-49-18	.7104	4-03-19-46
9.	WRAITH OF ODIN, Dr. B. O'Brien	5-09-36-36	.7744	4-04-22-12
10.	NIRIPA G. Peacock	6-06-50-34	.7058	4-10-27-53
11.	DEFIANCE N. D. Rundle	5-08-09-51	.8320	4-10-37-57
12.	BRILLIANT M. Forster	6-07-38-48	.7130	4-12-07-27
13.	PATIENCE A. B. Wilson	6-18-09-00	.6684	4-12-22-52
14.	KURREWA IV, F. & J. Livingston	5-06-09-47	.9187	4-19-54-22
15.	WANDERER E. Massey	7-23-34-15	.7236	5-18-37-14

Fastest Time: KURREWA IV.

Retired: LANDFALL (J. Richardson), BISSY GIRL (T. Dawson).

Weather: Blustering Southerly at the start, moderating on the following days. Squally conditions from the North in Bass Strait. Fickle airs at the finish.

#### 1953

#### (Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIPPLE R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3.	HORIZON S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS A. L. Cohen	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT B. Warming	5-21-59-07	.7130	4-05-14-15
7.	JOSEPHINE R. A. Houghton	5-07-25-51	.8068	4-06-48-40
8.	GIPSY QUEEN A. C. Eden	6-05-07-10	.7013	4-08-34-39
9.	KURREWA III, F. & J. Livingston	5-07-27-20	.8258	4-09-15-10
10.	ELLIDA J. Halliday	6-15-06-14	.6620	4-09-19-36
11.	NOCTURNE J. R. Buíl	6-00-52-46	.7319	4-10-02-14
12.	RUTHEAN A. & T. Toll	5-08-58-09	.8252	4-10-25-31
13.	WRAITH OF ODIN B. O'Brien	5-21-08-32	.7744	4-13-18-02
14.	ONRUST D. Tober	7-05-18-30	.6574	4-17-55-58
15. 16.	WARANA P. R. Warner	7-00-13-00	.7195	5-01-01-55
17.	NELL GWYNNF. Hickman	7-02-16-57	.7306	5-04-24-30
18.	FLAMINGO W. McCarthy ISIS R. May	8-02-09-16	.6590	5-07-21-16
19.	WANDERER E. Massey	8-21-16-00 7-11-01-59	.6359 .7679	5-15-36-58 5-17-28-46
20.	PATIENCE A. B. Wilson	8-18-45-00	.6684	6-07-15-07
20.	PATIENCE A. D. WIISON	0-10-45-00	.0084	0-07-13-07

Fastest Time: SOLVEIG.

Retired: MISTRAL II (J. Payne), PAVANA (G. Mayne), JANZOON (W. R. Slade).

Disqualified: WILD WAVE (L. & G. Keats).

Weather: Started in a good N.E. breeze. Southerly gale on second day, then wind swung back to N.E. and N.W. and held to the finish.

#### 1955

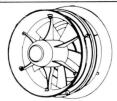
#### (Times are given in days, hours, minutes and seconds)

		Elapsed	T.C.F.	Corrected
PI.	Yacht Owner	Time		Time
1.	MOONBI H. S. Evans	5-01-28-24	.6697	3-09-21-05
2.	COOROYBA C. Haselgrove	5-00-14-42	.6782	3-09-33-01
3.	JANZOON W. R. Slade	5-02-41-21	.6939	3-13-08-02
4.	NELL GWYNN R. Hickman	4-21-57-05	.7306	3-14-10-31
5.	FANTASY D. Burridge	5-08-59-37	.6768	3-15-18-10
6.	CAROL J J. Halliday	5-03-50-53	.7086	3-15-45-31
7.	LASS O' LUSS J. Colquhoun	5-05-52-29	.6991	3-15-59-57
8.	PATIENCE A. B. Wilson	5-13-10-00	.6684	3-16-57-54
9.	SOUTHERN MYTH N. Howard	5-03-11-08	.7274	3-17-36-19
10.	TRADE WINDS M. E. Davey	5-06-58-42	.7139	3-18-39-00
11.	SOLO V. Meyer	4-23-10-31	.7801	3-20-58-07
12.	WINSTON CHURCHILL,			
	A. G. Warner	5-04-57-17	.7795	4-01-24-09
13.	TAM O' SHANTER, R.A.N. College	5-05-58-00	.6672	4-04-03-15
14.	EVEN F. J. Palmer	4-18-13-14	.8836	4-04-55-31
15.	KURREWA IV, F. & J. Livingston	4-18-33-42	.9185	4-09-13-30
16.	DEFIANCE N. D. Rundle	5-06-44-12	.8320	4-09-26-42

Fastest Time: EVEN.

Retired: WANDERER (E. Massey).

Weather: Light, fickle breezes throughout the race, except for a Northerly blow on the fourth day. Drifting conditions in the Derwent River.



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"Siandra"
1958 and 1960

#### 1956

#### (Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1.	Yacht Owner SOLO V. Meyer	4-05-03-33	.7927	3-08-33-52
2.	ANITRA T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3.	CAROL J J. Halliday	4-20-31-58	.7069	3-10-22-37
4.	JANZOON W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH, N. C. Howard	5-00-28-46	.7252	3-15-22-18
8.	RIPPLE R. C. Hobson	5-13-29-55	.6621	3-16-23-22
. 9.	CATRIONA D. M. Brown	4-20-39-07	.7656	3-17-18-32
10.	KURREWA IV, J. & F. Livingston	4-04-31-14	.9114	3-19-36-52
11.	FANTASY D. Burridge SAMUEL PEPYS R.N.S.A.	5-17-47-05	.6701	3-20-19-46
12. 13.	SAMUEL PEPYS R.N.S.A.	5-17-17-41	.6779	3-21-04-20
14.	LAHARA D. N. Ashton	6-04-55-48	.6556	4-01-37-24
14.	WINSTON CHURCHILL, Sir A. Warner	F 0F 10 10	7040	1 00 5/ 0/
15.	ROMAVA R. J. Mercer	5-05-49-49	.7942	4-03-56-04
16.	TARNI G. Wignall	6-16-01-06 6-15-04-03	.6616 .6722	4-09-53-01 4-10-55-29
17.	KURURA J. A. Clark	6-17-46-10	.6642	4-11-26-48
18.	LORRAINE D. G. Nicholls	6-16-21-00	.6798	4-11-20-48
19.	TAM O' SHANTER, R.A.N. College	6-22-38-27	.6808	4-17-26-55
20.	NIRIPA G. E. Peacock	6-21-04-24	.7048	4-20-19-37
21.	PHALAROPE R. Cottee	7-09-03-10	.6753	4-23-33-48
22.	FOUR WINDS R.A.N. College	8-10-18-00	.6359	5-08-37-20
23.	VAILIMA J. McLaren	7-22-03-00	.6881	5-10-45-15
24.	NIRVANA Dr. K. Laws	6-19-27-33	.8173	5-13-42-44
25.	SERENADE L. Esdaile	7-18-27-40	.7291	5-15-58-00
26.	RENENE P. S. Parry	9-20-57-00	.6630	6-13/05-52

Fastest Time: KURREWA IV.

Retired: WRAITH OF ODIN (Dr. B. O'Brien), RANSTON (A. Roper).

Weather: Hard Southerly blow on first night out followed by a light North East breeze to Bass Strait. A 50 m.p.h. Sou'Westerly across the Strait to the lee of Tasmania and a Southerly gale off Storm Bay reaching a recorded 86 m.p.h.

#### 1957

#### (Times are given in days, hours, minutes and seconds)

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1.	ANITRA V T. & M. Halvorsen	4-06-38-30	.7105	3-00-55-37
2.	SOLO V. Meyer	3-20-19-16	.7973	3-01-36-37
3.	CATRIONA D. M. Brown	4-07-42-45	.7596	3-06-46-48
4.	KURREWA IV, F. & J. Livingston	3-18-30-39	.9114	3-10-29-31
5.	METUNG Dr. T. Beatty	4-19-01-40	.7264	3-11-33-22
6.	KISMET K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS S. W. Gibson	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH, N. C. Howard	5-02-58-10	.7250	3-17-09-10
13.	JANZOON W. R. Slade	5-07-20-07	.7064	3-17-56-59
14.	TAHUNA H. Wilckens	5-07-06-53	.7384	3-21-51-47
15.	WINSTON CHURCHILL,	0 07 00 00	., 00 1	0 21 31 47
	Sir A. Warner	5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE N. D. Rundle	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG, M. Hill-Willis	7-05-13-12	.7800	5-15-06-41

Fastest Time: KURREWA IV

Retired: TRADE WINDS (M. E. Davey), CAPRICE OF HUON (W. H. Northam).

Weather: Strong westerly at the start then North East to Cape Barren Island. Hard West winds followed and then light headwinds and calms along the Tasmanian coast. Leaders had the most breaks, and Kurrewa IV set the record time for the course to that date.

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

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA G. P. Newland	5-10-02-37	.6596	3-13-46-35
2.	ANITRA T. & M. Halvorsen	5-04-08-57	.7037	3-15-21-50
3.	SOUTHERN MYTH, N. C. Howard	5-04-00-06	.7250	3-17-54-04
4.	CAPRICE OF HUON,			
	W. H. Northam	5-03-32-00	.7302	3-18-12-15
5.	UOMIE G. Pattinson	5-03-43-05	.7405	3-19-36-27
6.	TARNI G. C. Wignall	5-20-54-46	.6672	3-22-01-00
7.	SAMUEL PEPYS R.N.S.A.	5-20-55-52	.6779	3-23-32-15
8.	SOLO V. Meyer	5-02-32-52	.7973	4-01-42-26
9.	ROMAVA R. J. Mercer	6-08-36-47	.6643	4-05-22-51
10.	WINSTON CHURCHILL,	E 00 44 00	0000	4 00 12 27
11.	METUNG Sir A. Warner	5-02-46-30 6-02-34-41	.8082 .7235	4-08-13-37 4-10-02-57
12.	WESTWARD A. A. Robilliard	7-02-39-19	.7276	5-04-10-07
13.	ARCHINA J. S. Howie	6-14-13-34	.7860	5-04-21-56
14.	BOONGOWN Dr. J. Molesworth	8-05-02-17	.6390	5-05-54-26
15.	FORTUNA J. B. Griffin	7-18-50-35	.6952	5-09-53-35
16.	FOUR WINDS S. W. Gibson	8-14-11-13	.6372	5-11-22-57
17.	RESTLESS C. H. Hill-Willis	8-14-10-43	.6616	5-16-24-32
18.	TERRA NOVA M. D. Greeves	8-04-42-57	.7120	5-20-03-40
19.	SAILMAKER A. Raisbeck	8-19-00-00	.6722	5-21-50-03

Fastest Time: SOLO.

Retired: SOUTHERLY (D. E. Mickleborough), KURREWA IV (J. & F. Livingston), RUTHEAN (A. & T. Toll).

Weather: Light S.E. breeze at the start, varying during the day, fresh Nor-Easter on the second day. Hard S.W. gale across Bass Strait. Vague winds and calms along Tasmanian coast. but fair wind out to sea. Fickle conditions in the Derwent River.

#### 1959

#### (Times are given in days, hours, minutes and seconds)

PI. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18.	Yacht CHERANA R. T. Williams ANITRA V T. & M. Halvorsen SOUTHERLY, D. E. Mickleborough MALOHI N. H. McEnally KALEENA H. E. Godden JANZOON W. R. Slade PEGASUS N. F. Brooker SOUTHERN MYTH, N. C. Howard AILSA J. Marion LASS O' LUSS J. Colquhoun SOLO V. Meyer SYLVENA S. H. Moray LOLITA J. Leahy METUNG Dr. T. O. Beatty LORRAINE R. F. Rusk CATRIONA D. M. Brown BIRRAHLEE J. & T. Savaae KURREWA IV, F. & J. Livingston WINSTON CHURCHILL	Elapsed Time 5-02-13-53 4-18-01-47 5-03-59-11 5-04-43-42 5-06-06-39 5-00-55-23 5-06-35-15 4-21-56-32 5-02-04-03 4-13-33-12 5-05-47-11 5-10-42-33 5-01-52-22 5-12-08-28 5-02-66-30 5-20-23-00 4-15-13-29	T.C.F6590 .7094 .6612 .6615 .6993 .6697 .7250 .6181 .7983 .6981 .6722 .7270 .6846 .7617 .6595	Corrected Time 3-08-33-02 3-08-53-34 3-09-58-47 3-10-30-28 3-10-47-30 3-12-33-14 3-12-46-32 3-13-30-31 3-13-18-18-28 3-14-32-24 3-15-51-46 3-15-51-46 3-16-36-05 3-18-44-30 3-20-07-17 3-20-34-58 4-00-13-14
18.	KURREWA IV, F. & J. Livingston WINSTON CHURCHILL,	4-15-13-29	.8651	4-00-13-14
20. 21. 22. 23. 24.	ARCHINA J. S. Howie RUTHEAN A. & T. Toll TAM O' SHANTER, R.A.N. College SOLANO G. Glen Carr FOUR WINDS S. W. Gibson	4-23-27-47 5-00-55-29 4-23-04-53 6-09-45-00 6-09-23-30 7-01-39-05	.8084 .7995 .8336 .6673 .6786	4-00-34-26 4-00-40-46 4-03-15-58 4-06-35-41 4-08-05-30 4-12-10-11

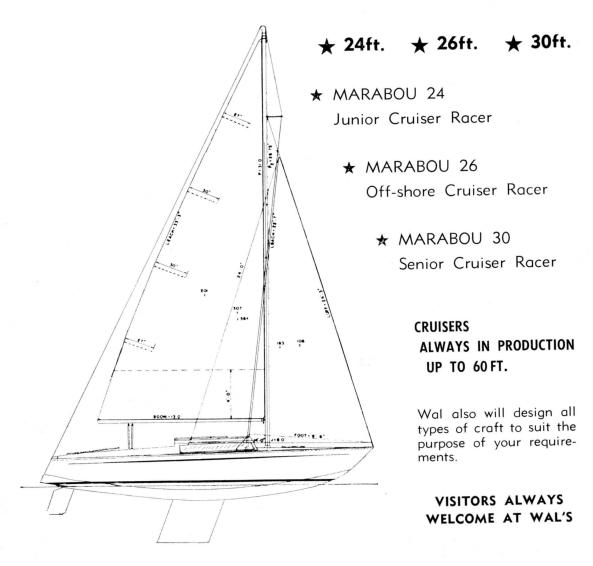
Fastest Time: SOLO.

Retired: BOONGOWN (Dr. J. Molesworth), GLENSHIEL (H. F. Garnham), JINDIVIK (J. G. Walsh), LARNTARNI (W. Wakefield), PATIENCE (A. B. Wilson), ALCYONE (W. H. Burke).

Weather: Nor-Easterly breeze at the start, followed by a vicious S.W. squall, moderating over the next four days. S.W. wind at 20 knots across Bass Strait, then S.E. breeze and calms along Tasmanian coast. Nor'Easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a S.E. breeze carried a large group to the finish.

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

ъ.	Vt-	Elapsed	T.C.F.	Corrected
Pi.	Yacht Owner SIANDRA G. P. Newland	<b>Time</b> 5-00-59-03	.6596	Time 3-07-48-04
2.		5-01-59-03	.6565	3-00-04-57
3.	KALEENA H. E. Godden	5-10-58-04	.6609	3-08-37-19
	MALOHI			
4.	RIVAL A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5.	NORLA T. & M. Halvorsen	4-19-57-03	.7177	3-11-13-04
6.	JOANNE BRODIE R. C. Hobson	5-09-19-41	.6501	3-12-03-48
7.	JANZOON W. R. Slade	5-00-21-03	.6993	3-12-09-41
8.	SOLO V. Meyer	4-10-23-42	.7973	3-12-49-43
. 9.	PATIENCE A. B. Wilson	5-08-30-47	.6665	3-13-38-28
10.	ROMAVA R. J. Mercer	5-11-22-20	.6565	3-14-13-57
11.	CAROL J J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV, F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR P. R. Warner	4-12-29-47	.8480	3-20-00-18
21.	SOUTHERLY D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22.	ARCHINA J. Howie	4-22-58-28	.7853	3-21-25-50
23.	TAM O' SHANTER, R.A.N. College	5-20-32-41	.6673	3-21-46-16
24.	SOUTHERN MYTH, N. C. Howard	5-10-15-04	.7252	3-22-28-17
25.	SOUTHERLY BUSTER,			
	K. R. Gourlay	6-03-58-34	.6387	3-22-30-34
26.	EOS M. T. Flower	5-23-33-42	.6762	4-01-03-43
27.	WINSTON CHURCHILL,			
	G. A. Warner	5-00-13-14	.8082	4-01-09-44
28.	BRILLIANT M. C. Forster	5-20-26-18	.7194	4-05-01-53
29.	KINTAIL G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30.	FOUR WINDS S. W. Gibson	7-03-13-55	.6376	4-12-32-24

Fastest Time: KURREWA IV.

Retired: ILE-OLA (G. Wood), THURLOO (E. Merrington).

Weather: Light Nor'Easter at the start and light favourable breezes for several days. Breeze turned to South off Tasmanian coast and continued until finish.

#### 1961

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

PI.	Yacht Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2.	JANZOON II W. R. Slade JOANNE BRODIE R. C. Hobson	4-16-25-35 5-00-05-39	.6803 .6501	3-04-29-01 3-06-04-24
4.	ANITRA V J. S. Samson	4-15-58-59	.6989	3-06-15-54
5. 6.	MARIS J. Earl NORLA J. S. Howie	4-22-51-06 4-16-29-04	.6590 .7061	3-06-19-24 3-07-25-31
7.	SOLO V. Mever	4-05-30-03	.7912	3-08-18-27
8.	KALEENA	5-02-50-07 4-20-43-16	.6540 .7085	3-08-20-03 3-10-41-49
9. 10.	KINTAIL G. A. Horniman	4-20-43-16	.7282	3-10-41-49
11.	TAHUNA E. A. Hales	4-19-25-40	.7368	3-13-02-50
12. 13.	SILHOUETTE R. Swanson SOUTHERN MYTH, N. C. Howard	5-02-39-53 4-23-38-57	.7040 .7252	3-14-21-21 3-14-46-10
14.	LOLITA J. Leahy	5-10-20-58	.6722	3-15-37-15
15. 16.	ASTOR P. R. Warner WINSTON CHURCHILL,	4-04-42-11	.8671	3-15-52-31
	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17. 18.	CAROL J J. Halliday	4-18-18-11 5-09-06-00	.7985 .7077	3-19-16-16 3-19-21-51
19.	SOUTHERLY D. Mickleboroug's	5-18-56-05	.6608	3-19-48-29
20. 21.	AILSA J. Marion SYLPH, J., A. G. & G. D. Lawson	6-06-03-28 5-20-35-26	.6174 .6653	3-20-30-44 3-21-32-06
22.	SIMBA C. Dorman	6-01-26-33	.6575	3-23-37-42
23. 24.	ATHENA J. Jarrett SYLVENA S. H. Moray	6-02-33-07 5-21-14-48	.6689	4-02-01-42 4-02-36-15
25.	BOONGOWN J. Molesworth	6-09-14-30	.6475	4-03-13-26
26. 27.	PHANTOM W. K. Mooney SIANDRA D. M. Boydén	6-00-40-38 6-08-50-11	.6863 .6596	4-03-17-31 4-04-48-39
28.	MISTRESS W. Pettingell	6-06-41-07	.6698	4-04-55-44
29. 30.	SEA BEE J. Ashton-Martin	6-02-06-15 7-09-23-41	.7217	4-09-26-36 4-15-13-35
31.	GALATEA M N. W. Kestel JOLLY ROGER A. J. Sutton	7-09-23-41	.6767	4-13-13-33
32.	FORTUNA J. B. Griffen	7-02-17-37	.6951	4-22-22-16
33.	FOUR WINDS II S. W. Gibson	7-20-11-16	.6904	5-09-55-28

Fastest Time: ASTOR.

Retired: TARNI (G. C. Ormiston), PATIENCE (A. B. Wilson).

Weather: Southerly at 20-30 knots for the first day, then light N.E. winds. A line squall, 70 miles long, passed over the fleet in Bass Strait, and was followed by a moderate Sou'Westerly. A Nor'Easter along the Tasmanian coast and a Southerly near Tasman Island altered the potential placings.







"Rival"

1962

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

		Elapsed	T.C.F.	Corrected
PI.	Yacht SOLO V. Meyer	Time		Time
1.	SOLO V. Meyer	3-04-29-15	.7943	2-12-45-14
2.	ONDINE S. A. Long GALATEA M N. W. Kestel	3-03-46-16	.8105	2-13-24-45
3.	GALATEA M N. W. Kestel	4-03-53-00	.6323	2-15-09-22
4.	JULIE A. & J. Sturrock	4-01-11-38	.6571	2-15-51-58
5.	MALOHI S. Fischer	4-02-58-19	.6555	2-16-52-34
6.	RONITA R. A. Cottee	4-02-56-54	.6563	2-16-56-23
7.	KALEENA H. E. Godden	4-03-04-39	.6566	2-17-03-15
8.	CARMEN R. Swanson	4-06-28-26	.6358	2-17-09-10
9.	CHERANA W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
10.	JOANNE BRODIE R. C. Hobson	4-04-15-55	.6530 .6893	2-17-28-24
12.	JANZOON II W. R. Slade RIVAL.	3-23-05-19	.0893	2-17-32-40
12.	A. G. Burgin & N. D. Rundle	4-02-51-18	.6694	2-18-10-25
13.	PALANA R. J. Shield	4-04-41-35	.6604	2-18-29-52
14.	SYLPH Lawson Bros.	4-04-27-24	.6653	2-18-50-02
15.	ASTOR P. R. Warner	3-03-47-16	.8836	2-18-57-58
16.	BIRRAHLEE C. V. Jones	4-06-18-14	.6562	2-19-07-55
17.	CHRISTINA A. Berns	4-05-36-06	.6628	2-19-20-30
18.	SALACIA R. F. Rusk	4-00-18-46	.7046	2-19-51-43
19.	DU-MA-LEE L V Reilly	4-04-27-32	.6809	2-20-24-09
20.	DU-MA-LEE L. V. Reilly ANITRA V J. S. Samson	4-02-29-54	.6999	2-20-53-20
21.	NORLA J. S. Howie	4-02-34-49	.7060	2-21-35-52
22.	SEAMAN J. Leahy	4-07-16-00	.6743	2-21-37-58
23.	MISTRAL III M. C. Dowd	4-06-46-52	.6779	2-21-40-31
24.	MOANA R. H. G. Lamplough	4-09-30-05	.6622	2-21-51-47
25.	MERCEDES II H. T. Kaufman	4-02-32-38	.7130	2-22-15-42
26.	CAPRICE G. Ingate	4-01-06-39	.7278	2-22-40-38
27.	WINSTON CHURCHILL,			
	G. A. Warner CAROL J J. Halliday	3-11-17-19	.8498	2-22-46-43
28.	CAROL J J. Halliday	4-04-07-08	.7077	2-22-51-15
29.	SEA BEE J. Ashton-Martin	4-02-57-53	.7217	2-23-25-22
30. 31.	TAHUNA E. A. Hales SOUTHERN MYTH, N. C. Howard	4-01-08-21	.7368	2-23-34-20
31.	SOUTHERN MYTH, N. C. Howard	4-02-43-14	.7260	2-23-40-16
33.	FOUR WINDS II	4-08-12-42 3-20-00-14	.6968 .7977	3-00-36-53
34.	MAISTRESS MANY W/ W/ Pottingall	4-15-13-08	.6695	3-01-23-29
35.	MISTRESS MAY, W. W. Pettingell METUNG T. Beatty	4-07-38-09	.7265	3-02-27-40 3-03-17-29
36.	LARNTARNI W. Wakefield	4-01-45-59	.7708	3-03-17-29
37.	AOTFA II R K Hust	4-20-09-57	.6523	3-03-21-30
38.	AOTEA II R. K. Hunt RUTHEAN A. V. & I. T. Toll	3-20-13-11	.8339	3-04-54-07
39.	GOODEWIND K. Laws	4-08-04-24	.7546	3-06-32-01
40.	ILINA K. R. Murdoch	4-03-31-37	.7985	3-07-28-20
	- Tharacerr		.,,,,,	- J. LU 20

Fastest Time: ONDINE.

Retired: ATHENA (J. Jarrett), MENABILLY (J. J. Brown).

Weather: A moderate South East wind at the start backed East then North East and carried the fleet, in record time, to Tasman Island. Calms and heavy fog in Storm Bay upset many calculations.

RACE RECORDS			
Elapsed Time	Corrected Time		
*	*		
"ONDINE"	"SOLO"		
S. A. Long	V. Meyer		
N.Y.Y.C./U.S.A.	C.Y.C.A./N.S.W.		
3-03-46-16	2-12-45-14		
1962	1962		

#### Safety Regulations

#### GENERAL CONDITIONS

THE Cruising Yacht Club of Australia has, since its inception, been closely concerned with safety at sea in small vessels, and is justifiably proud of its outstanding safety record-no major accident to any crew member or to the racing fleet in eighteen years of throughout-the-year ocean racing.

The Club is the recognised authority in Australia on ocean racing and publishes its "General Conditions" which sets down the minimum safety equipment to be carried on board all yachts competing in its ocean races.

The current issue of "General Conditions" is as strict as any in the world and is the basis of safety regulations as used throughout Australia.

All yachts entered in the Sydney-Hobart race are inspected by the Club's officers and, to quote from the regulations, "Any yachts not complying may have their entry rejected." Our present regular ocean-racing yachts are in many cases equipped better than the minimum requirements as laid down.

An ocean-racing yacht, or for that matter, any vessel that proceeds to sea, is a self-contained unit and it must carry on board all the essential services that one takes for granted ashore; among these essentials are drinking water, means for heating and lighting, food and medical supplies. The Cruising Yacht Club's safety regulations state "Owners are reminded that they must anticipate spending long periods at sea where there may be no harbour or refuge within easy reach and no means of obtaining assistance." It is emphasised that only the minimum requirements are specified and it is the responsibility of the owner to make sure that the yacht "is fully and thoroughly seaworthy".

All yachts are equipped with rigid bow and stern pulpits with guard rails extending around the vessel near the edge of the deck; these rails are to help prevent crew members from falling or being washed overboard. Also for this same purpose safety belts must be carried for each person on board.

To be used in case a man goes overboard you will notice that the yachts all carry on deck at least two orange-coloured lifebuoys, one of which has attached an electric buoy light, a fifteen foot flag marker together with a package of yellow dye-marker.

An inflatable life raft, manufactured for that purpose and capable of providing buoyancy for the whole crew above water and in protected fashion must be carried ON DECK and ready for immediate use. Each life raft is equipped with signalling flares, etc., and at least one lifejacket of an approved type is to be carried for each person on board the yacht.

All engine installations using petrol or kerosene as fuel have efficient flame traps at carburettor air intakes and also many other specified safety features.

Each yacht must be fitted with fire extinguishing apparatus commensurate with the fire risk involved; fire extinguishers which release poisonous gas or foam are not to be carried. Every yacht carries at least two portable fire extinguishers of a specified minimum size.

Among the other safety gear that all the yachts carry are: A serviceable two-way radio, two permanently-secured bilge pumps, two magnetic compasses and the appropriate charts and pilot books, two anchors and anchor lines of specified weight and size, a very comprehensive first aid kit, one gallon of water per man for each 100 miles of the course to be sailed. Water tanks must be so diivded that at the start of the race not more than two-thirds of the water supply is in any one tank.

The Cruising Yacht Club of Australia is ever vigilant on safety matters and makes additions and alterations to its safety regulations as further experience and prudence dictates.



# salety matters and makes additions and produce dictates. 32-2128 32-3936 RUSHCUTTER YACHT SERVICE PTY. LTD. NEW BEACH ROAD, RUSHCUTTERS BAY Fully owned and controlled by the C.Y.C. of A. All facilities for yachts and motor cruisers. \* Marine Service. \* Mooring and Tender Service. \* Mooring and Tender Service. \* Mooring and Tender Service. \* Maintenance Service—interior and exterior. \* Anti-fouling, Varnishing, Enamelling—interior and exterior. ALL WORK GUARANTEED 32-2128 RUSHCUTTER YACHT SERVICE PTY. LTD. NEW BEACH ROAD, RUSHCUTTERS BAY Fully owned and controlled by the C.Y.C. of A. All facilities for yachts and motor cruisers. \* Marine Service. \* Mooring and Tender Service. \* Mooring and Tender Service. \* Masts and Motors Lifted. \* Mill Engineering and Shipwright Work. \* Masts and Motors Lifted. \* Maintenance Service—interior and exterior. ALL WORK GUARANTEED

#### **Personalities**

#### THE HALVORSEN BROTHERS

THE name Halvorsen would ring a bell with anybody who had been associated with Sydney Harbour in the last 40 years.

Lars Halvorsen emigrated to Australia in 1924 from the town of Arendal in Norway where his ancestors had been building boats for generations. With his sons he built up the largest boat building business in Australia and became famous for designing and building luxury motor cruisers.

Sailing was in their Norse blood, however, and with the advent of ocean racing after the war, Trygve and Magnus built the little "SAGA" with which they made second place in the rugged second Sydney-Hobart Race of 1946.

For the next Sydney-Hobart Race they built the husky "PEER GYNT". She was a double ender, 36 feet long and 12 feet beam. Very heavily rigged, she was at home in heavy going. She was third in the 1947 Hobart Race and won the Trans-Tasman Race twice before they sold her to an American yachtsman. "SOLVEIG" was their next yacht and took line honours and second in 1953 and won the race outright in 1954. The Halvorsen brothers entered "SOLVEIG" in the Honolulu Race twice and sold her there on the second occasion.

"ANITRA", the honey of them all, was launched just in time for the 1956 Sydney-Hobart Race and was second by 12 minutes. She won outright in 1957 and followed this by



two more seconds in 1958 and 1959, making a win and three seconds in four starts. She also competed in the Honolulu Race.

The Halvorsen Brothers next yacht, "NORLA", was well up in the 1960 Sydney-Hobart Race, won the 1961 Auckland-Sydney Race giving these brothers their fourth Trans-Tasman win in four races.

The Halvorsens then sold "NORLA" and concentrated on building Australia's America's Cup Challenger "GRETEL" which was acknowledged in America as a masterpiece of workmanship.

Their new yacht, "FREYA", launched on November 3rd and as yet untried, looks to be another thoroughbred and should keep up their record.

And what a record it is! Two wins, five seconds and a third in Sydney-Hobart Races and four wins in Trans-Tasman Races.

Some people say that luck wins ocean races. Trygve and Magnus Halvorsen, with Captain Stan Darling, the incomparable navigator and meteorologist, as their offsider, make their own luck.

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#### An Appreciation

THE Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation extended by the Royal Yacht Club of Tasmania, without which this race could not exist. Apart from organising the Prize-Giving at the Hobart Town Hall and the Ball at their Club House, their unstinted efforts cover the manning of the finishing line 24 hours of the day, a Flag Officer to welcome each yacht and tow it into Constitution Dock, and the organising of many other facilities that mean so much.

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OUR gratitude is also due to the Government of Tasmania, the Corporation of the City of Hobart, the Marine Board of Hobart, the Waterside Workers Federation, Australian Broadcasting Commission, The Overseas Telecommunications Commission, Caltex Oil (Australia) Pty. Ltd., The Maritime Services Board of N.S.W., the Water Police of N.S.W., D.C.A., and the Royal Australian Navy for their contribution towards making this race the success that it always is.

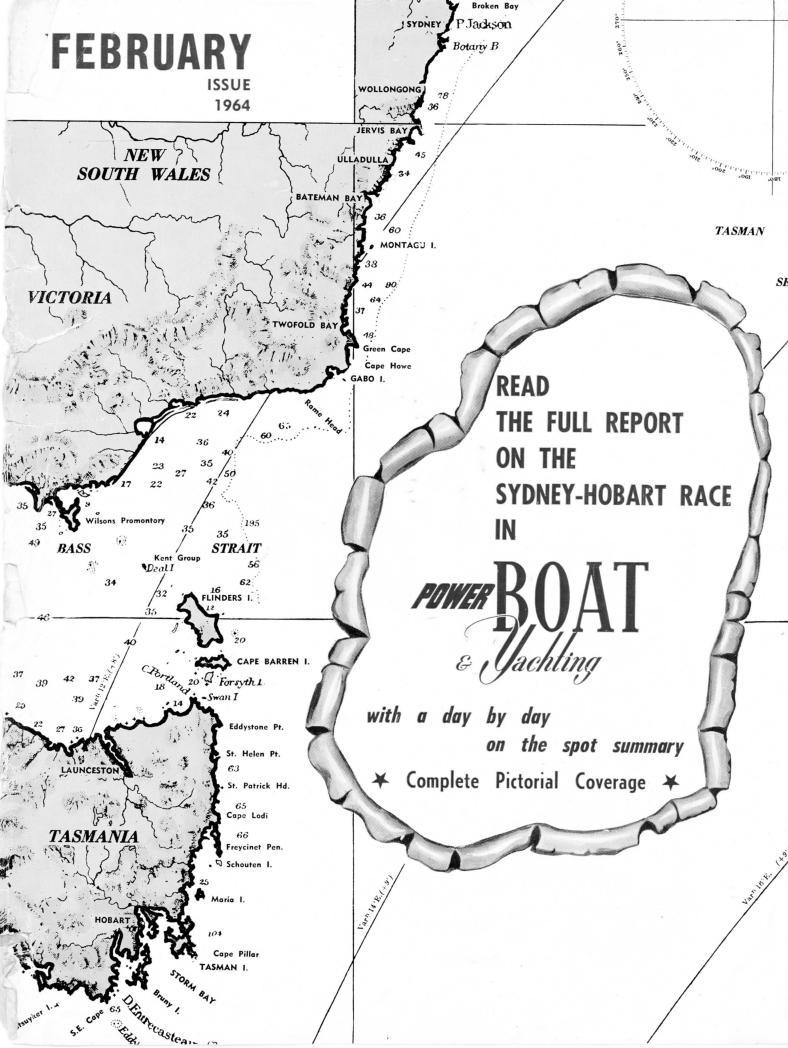
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AT ST. JAMES BUILDING, 109 ELIZABETH STREET — MARK FOYS, LIVERPOOL STREET — AND AT MOSMAN BALGOWLAH AND GRACE BROS — BROADWAY — BONDI — CHATSWOOD — PARRAMATTA