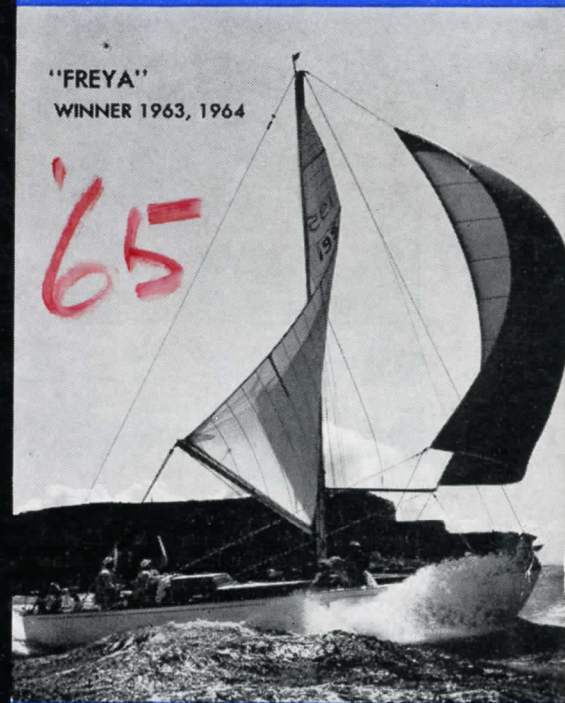


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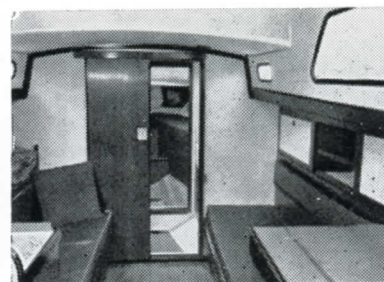
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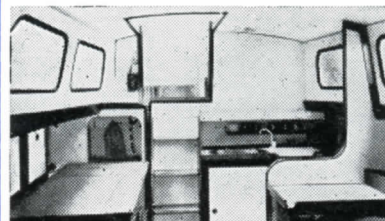
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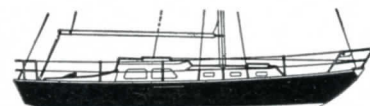
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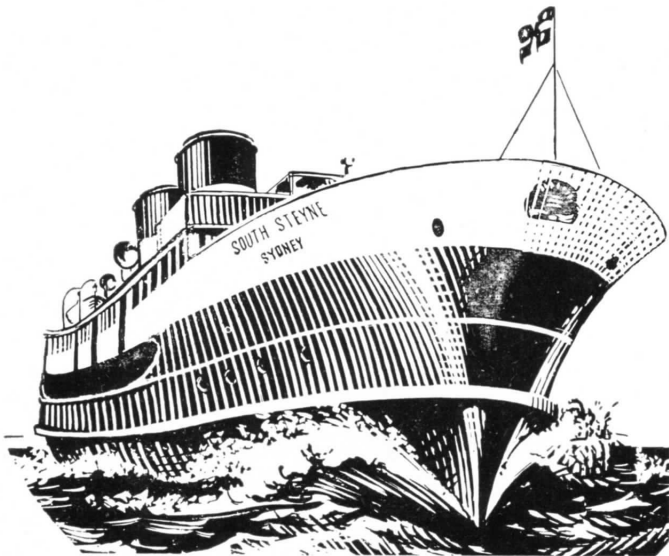


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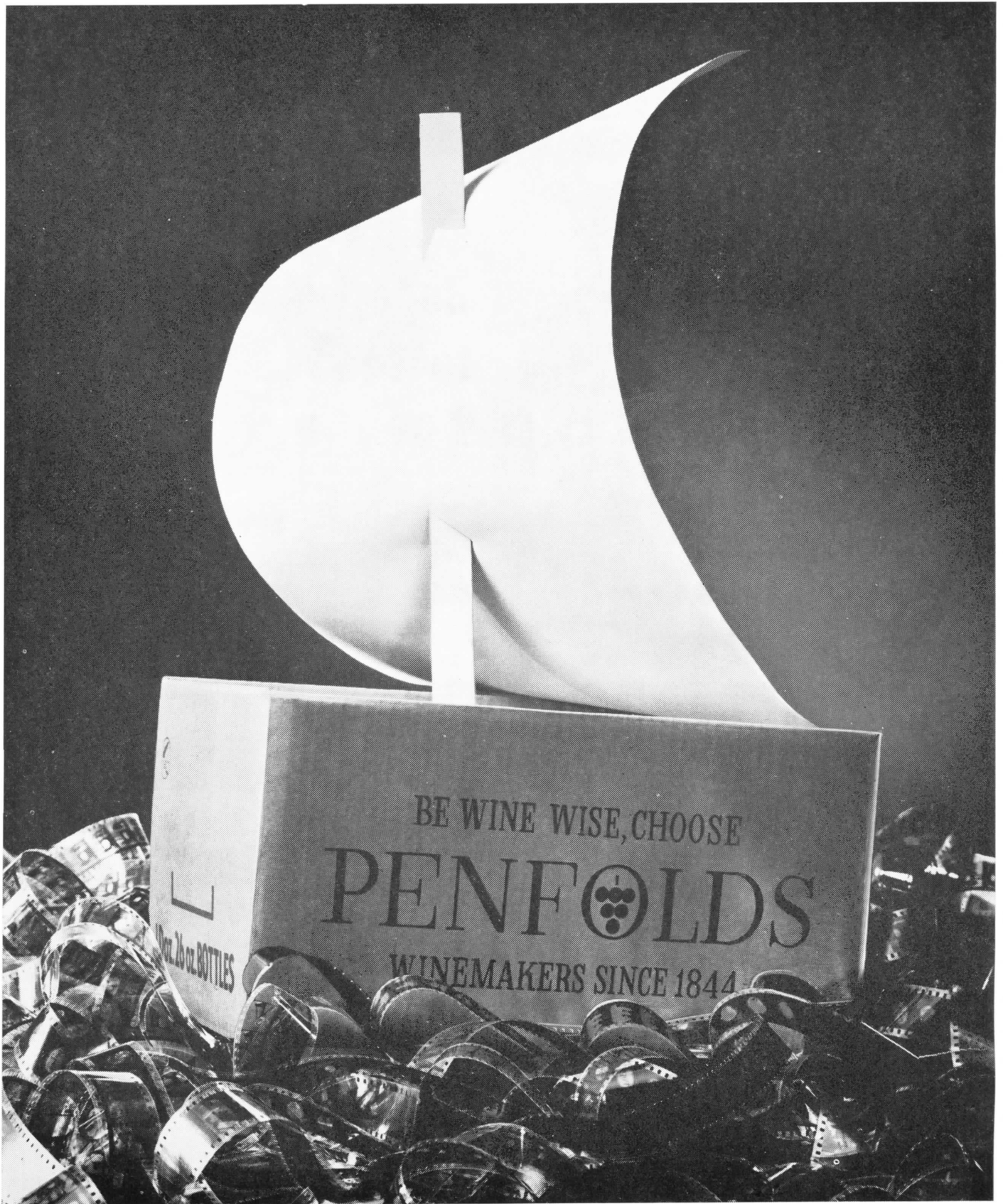
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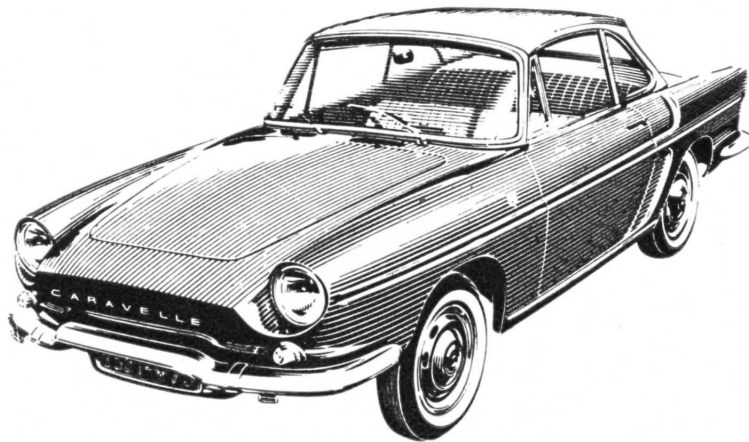




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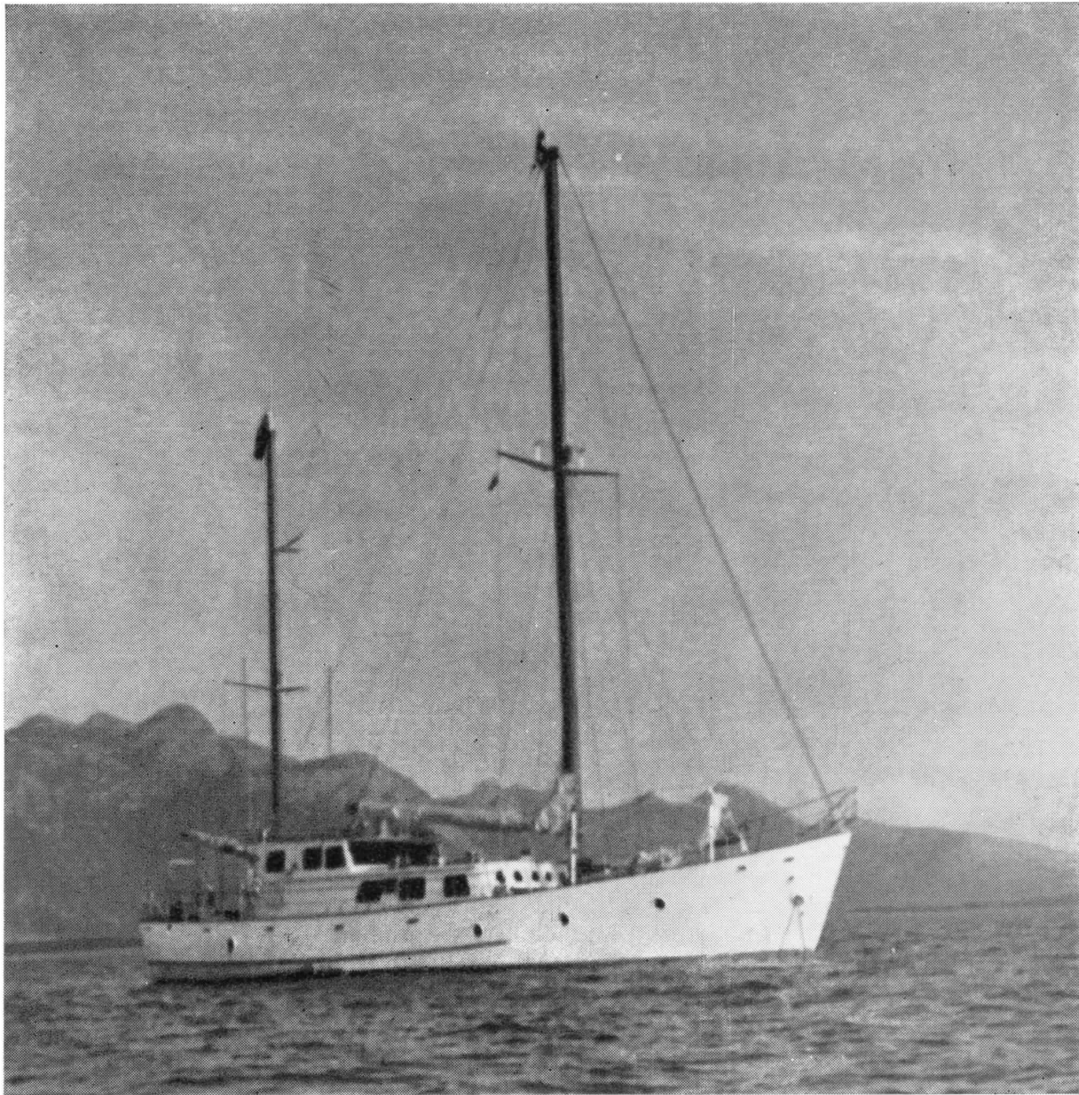


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SYDNEY - HOBART
YACHT RACE

DECEMBER 26
1965

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THE ROYAL YACHT CLUB OF TASMANIA

C.Y.C.A. Affiliated Clubs

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CRUISING YACHT CLUB OF VICTORIA

OFFICIAL STARTER:

The Prime Minister of Australia,
The Rt. Hon. SIR ROBERT MENZIES, K.T., P.C., C.H., Q.C., LL.M.
Time of start: 11.00 a.m.



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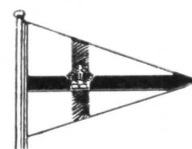
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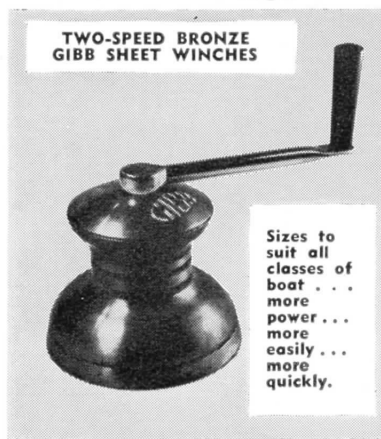
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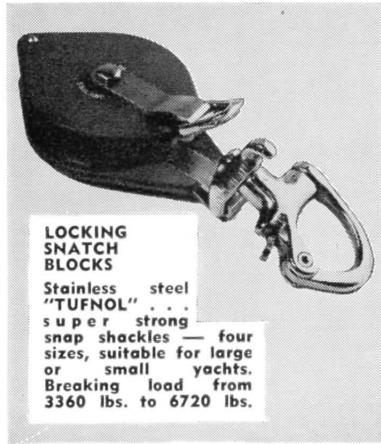


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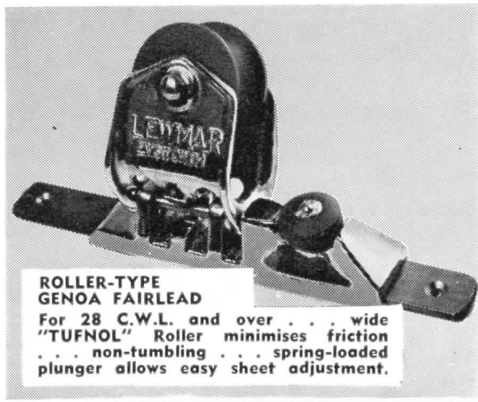
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Message from the Commodore

CRUISING YACHT CLUB OF AUSTRALIA

The 26th of December, 1965 will be a memorable day for the Cruising Yacht Club of Australia. Not only will it see the start of the 21st Sydney-Hobart Race but it represents 21 years of success in developing the sport of Ocean Racing in Australia. Records have been broken not only in the number of starters but in the number of entries from overseas and interstate.

This is indicative of the National and International prestige of the big race and the Cruising Yacht Club of Australia is justly proud of this achievement.

The course record set by the American yacht "Ondine" three years ago should also be broken. The 74ft. South African ketch "Stormvogel" is recognised as the fastest ocean racing yacht in the world today and the 69ft. Italian Naval Training Yacht "Corsaro II" has an impressive ocean racing record and should not be far behind. The time of three days to Hobart like the four minute mile could easily be bettered.

Whilst we are considering the big fellows we must not forget the middle sized yachts or the small ones from which the real winner will probably come. The British "Fanfare" will be racing against "Balandra" a sistership of "Quiver



IV", "Freya", twice winner is out for the hat-trick and "Cadence" only 31 feet overall has been a most consistent winner in shorter races.

The race can be easy or gruelling conditions can make it a test of endurance enough to test the stamina of the hardiest.

But no matter how the race goes the competitors can be sure of the warmest of welcomes by the people of Tasmania and this is one of the pleasures that can be shared by the first and the last.

To all contestants I wish them good luck, fair sailing and a safe trip back to their many home ports.

R. A. COTTEE,
Commodore



Message from the Commodore

THE ROYAL YACHT CLUB OF TASMANIA

When the Starting Gun fires to start the Sydney-Hobart race this year, it will mark the coming of age of the race, as the race this year will be the

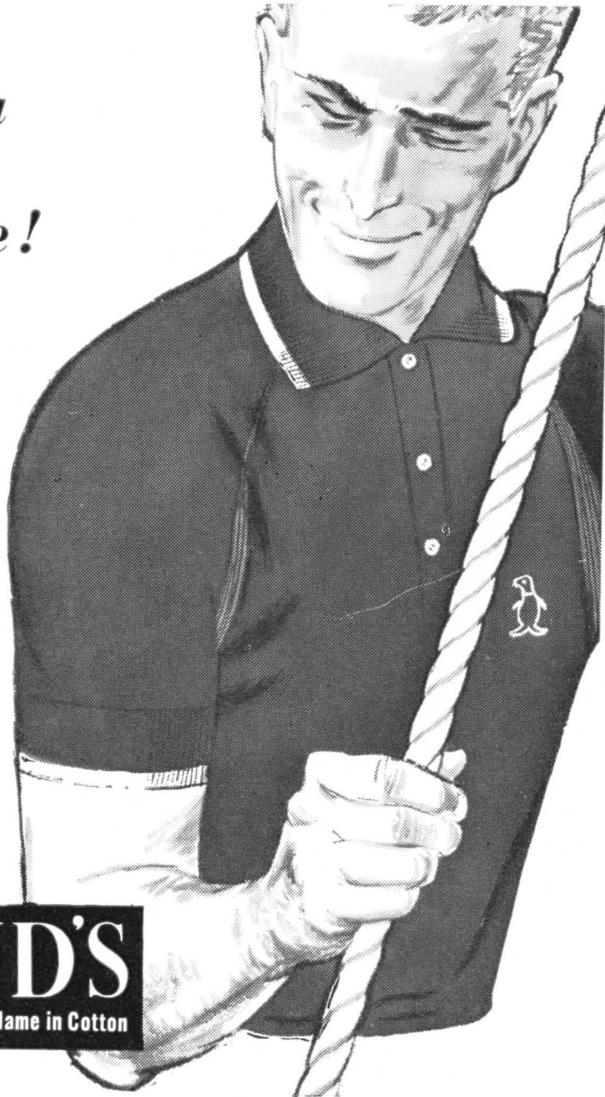


21st that has been conducted. The Royal Yacht Club of Tasmania and indeed the people of our beautiful Island State have come to recognise the race as the most important yachting event in Australia and the recent brilliant performances by the Australian Admiral's Cup Team, which

included a former Tasmanian yacht, "Caprice of Huon", has shown the world that Australian yachts and yachtsmen are among the world's best. This fact has been brought home by the greatest number of overseas entries ever having entered for the race, and we will watch with interest to see how these yachts and crews compare with the Australian fleet on our own waters. Only one thing is certain, and that is that all competitors, should they come on large yachts or small, or from Australia or overseas, will be assured of a typical Tasmanian welcome, and the wonderful hospitality for which the State is justly renowned.

M. D. GEEVES,
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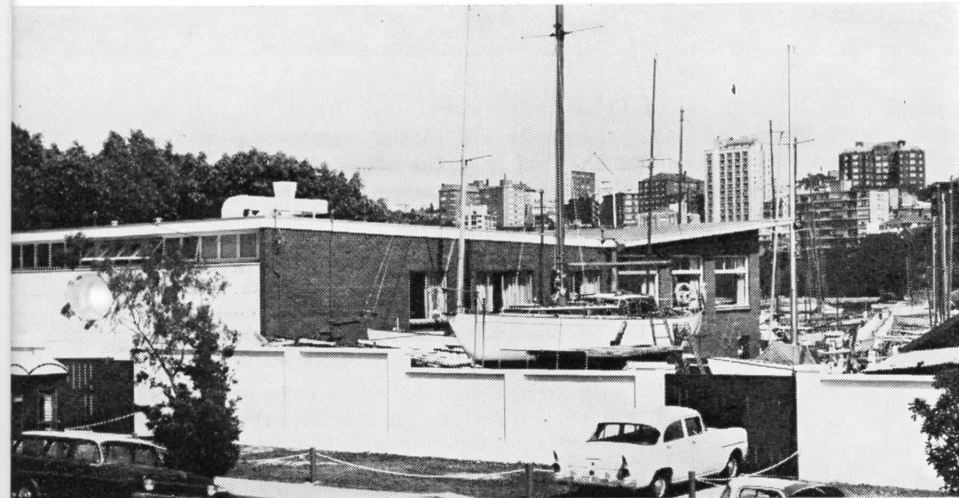
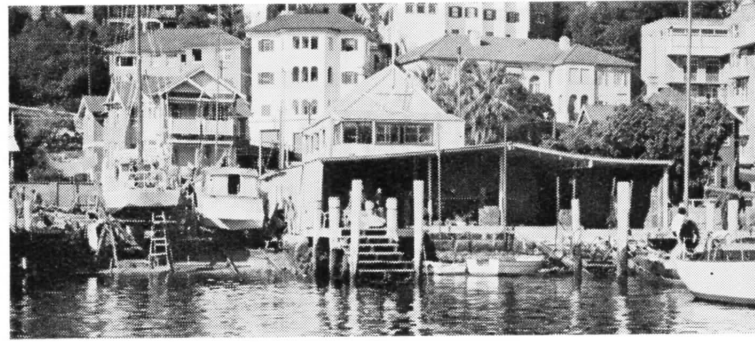
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Boys'

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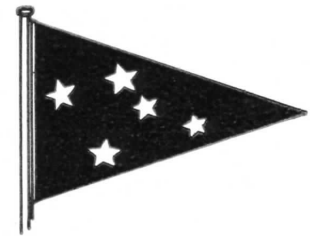
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The first 21 years of
**THE CRUISING YACHT CLUB
OF AUSTRALIA**



Top: The early CYCA clubhouse and slipway.

Above: The present modern premises and marina.



LUSTY infant, mature adult — the pattern of most normal persons or associations was ever thus. None the less with the Cruising Yacht Club of Australia whose majority was reached this year.

Who would have thought those years ago, to see John Illingworth's Hobart Race become one of the major classics on the International Callendar or the Club so pre-eminent in matters appertaining to ocean racing? I doubt if the founders looked that far ahead.

With many far less partisan persons, I believe the Club to be one, if not the leading ocean racing group in today's world, with many of our ideas and innovations accepted and adopted overseas.

In retrospect, the voyage of 21 years has not always been on seas of tranquility — of doldrum and crisis we have had our share, even a period where life expectancy was not considered good. Care and nutrition by a series of persons dedicated to the club and ocean racing, has seen us through so that today we can look back with justifiable pride.

Enough has been published as to the club's founding, by that small band of servicemen, civilians and members of the N.A.P. who wanted, not only to go to sea, but race there under all conditions of wind and weather.

Probably few clubs have produced so many competent seamen and navigators whilst our safety record is without parallel. Over the years approximately 189 major ocean races have been conducted, coupled with about the same number of short events there has not been a fatality or serious accident. Whilever common sense and safety regulations prevailed, this record should remain unblemished.

Down the years the club has progressed, gone fortunately are the days when to be tough, rough and scruffy were considered pre-requisites of ocean racing. Membership and facilities have grown, the movement always ahead, generally without trumpet blast.

We have aided and abetted the formation of other ocean racing bodies at home and abroad. Apart from racing at sea, courses in navigation, meteorology, radio and first aid have been regularly conducted — a busy and active club.

Members were in "Gretel's" crew, others, as with not a few of our yachts have taken part in almost every major ocean race from the Aegean to the Baltic, North Sea, Pacific and Atlantic. Not the least effort being the club's recent team participation in the English Admiral's Cup series where a credible second place was recorded.

Yachts, wearing the Southern Cross Burgee have circum-navigated the globe and shown the flag in many an exotic port.

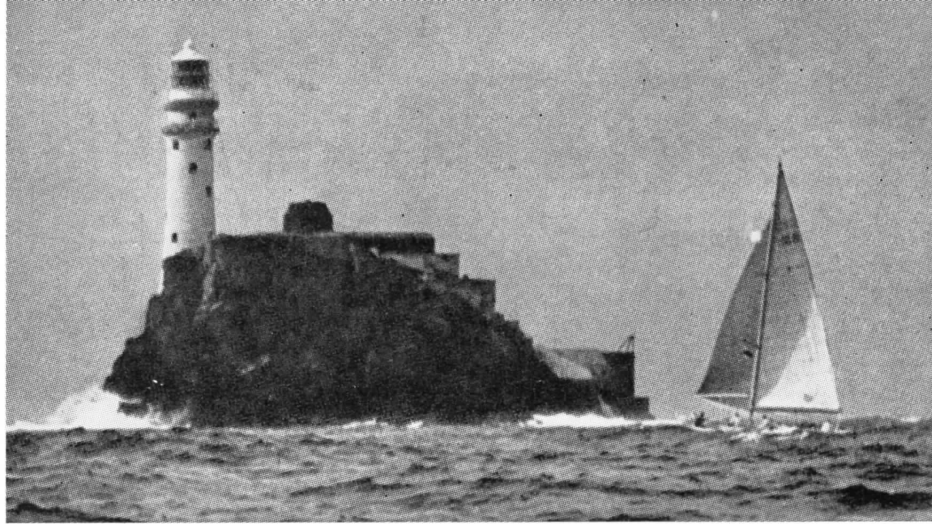
Resultant from our introduction of two-way-radio as a compulsory safety facet, has come the wide reader, listener and viewer interest in the Sydney-Hobart Race, a sporting event second only to "The Cup" as regards mass media coverage.

Born in the Monty Luke Studio, venue of the first meeting, the Club purchased the Rushcutter Bay site in 1951 and recently completed a modern but unpretentious clubhouse to cater for the domestic needs of members. Marina, yacht-yard, engineering and shipwrighting facilities provide all those things required by sailors.

Today the Club really holds, not only the key to the door, but a key to the future of ocean racing in Australia.

Footnote: It is difficult in this short space to do justice to the growth and achievements of the Cruising Yacht Club of Australia. Many incidents, trials and tribulations have been deliberately overlooked for to tell the complete story would run into many, many pages.

THE AUSTRALIAN CHALLENGE FOR THE ADMIRAL'S CUP



THE 1963 Sydney to Hobart Race had just finished. In a small "pub" on a Hobart waterfront, Tryg Halvorsen, 1st in "Freya" and Norman Rydge, 3rd in "Lorita Maria," were discussing experiences with Bill Psaltis, Commodore of the Cruising Yacht Club of Australia. It had been a hard race, but the yachts, gear and men had been the equal of the gale-force weather conditions encountered. The calibre of the fleet was excellent. How would it compare against overseas competition?

There, the first Australian challenge for the Admiral's Cup was conceived and now, two years later, we know the answer. Of the nine nations competing, only the powerful English team withstood the challenge, beating Australia into second place. "Camille" sixth, "Lorita Maria" 13th, "Caprice" 15th and "Freya" 22nd in a Fastnet field of 157, was truly indicative of the Australian standard, while the seven major English yachting trophies now resting in the Cruising Yacht Club of Australia trophy case — amongst them:— The Britannia Cup, The New York Yacht Club Challenge Cup, The Household Brigade Queen Victoria Cup and the Royal Thames Yacht Club Queen Victoria Cup are further evidence of Australians' ability in the field.

These results were not achieved without effort. Early in 1964, a committee was formed, chaired by Sir James Kirby, consisting of the three who had conceived the Challenge in Hobart with the addition of Mervyn Davey, the Cruising Yacht Club secretary. Budgets were prepared, estimating the cost of this venture and negotiations were successfully concluded regarding finance, shipping and travelling concessions. With Sir James Kirby guaranteeing the venture, Qantas, Rothmans of Australia Limited, and the Overseas Shipping Representatives' Association, committing themselves to support, yacht clubs throughout Australia were advised that a series of evaluation races would be held late in 1964 to select a team to represent Australia.

The trials, held in strong to gale force conditions, resulted in "Freya" (T. and M. Halvorsen), "Camille of Seaforth" (R. Swanson) and "Caprice of Huon" (G. Ingate) being selected. As Norman Rydge intended taking "Lorita Maria", the 1964 Blue Water Champion, to England, she was also included in the team to compete in the Fastnet Race.

The four yachts left Australia on the "South African Star" late in May. The crews were carried by Qantas Jetliner to London at the end of June. The team members were selected by the respective skippers and proved their ability in the evaluation trials. Their average age of 40 indicated their depth of experience in ocean racing which was amply matched by enthusiasm and dedication to the task ahead. Even more important, this was a completely amateur team, meeting their own living costs in England and sacrificing six weeks of their working time for the reward of representing Australia.

Mervyn Davey was selected team captain with Bill Psaltis asked to accompany the team as Cruising Yacht Club of Australia Commodore. Whenever the Australian effort was criticised as another example of a subsidised "Australian

sporting machine" in action, Commodore Psaltis was quick to point out the sacrifice of each team member and the respective yacht owners and that the sponsorship was purely to transport the yachts and crews to England so as they would be on an equal footing with local yachtsmen.

Immediately upon arrival, the team was met by magnificent hospitality, but a condescending attitude. "Sporting of you fellows to bring your old yachts over here", was a phrase often heard whilst Press statements such as "If any other country was to undertake such a venture, it would be considered a piece of sporting eccentricity", only strengthened the team's resolve to perform with credit. On the other hand, contact with English yachtsmen increased the respect for each other and many firm friendships were made.

As the yachts were unloaded at Dunkirk, the team travelled across the Channel to sail them southwest to Cowes. The sight of the Australian flag flying from the stern of four yachts sailing from France down the southeast coast of England and into the Solent, was quite inspiring to those on board.

Cowes and the Solent fascinated the members of the team. A broad strength of water bounded by the coast of England and protected from the Channel by the Isle of Wight. A wonderful area of water to sail upon if you eliminated the three to four knot tides and various sandbanks and shoals placed strategically across the sailing course. The team quickly commenced training and within days began to learn to harness and put to their use the hazards of these waters.

The first test of strength came the weekend after the team's arrival in Cowes. The Southern Yacht Club 90 miles around the Island race with England's top yachts competing. The Australian team was apprehensive as "Caprice" and "Camille" manoeuvred at the start, but with the firing of the starting cannon, all doubts were dispelled. They were equal to their competitors, keeping up with the larger English yachts. The English yacht "Firebrand" won the handicap honours, but only seconds ahead of "Camille" with "Caprice" third and the other English Admiral's Cup yachts "Quiver" and "Noryema" well back. With two weeks to the Admiral's Cup, the attitude towards the Australian team had changed to one of respect.

At the Australian team headquarters, a small four-storey home converted into dormitory type accommodation, there was elation and a sense of relief in the knowledge that the team was equal to the occasion. Honours and invitations were showered upon the Australians, as the English yachtsmen

extended the hand of fellowship and goodwill. In turn, the team's headquarters was a focal point for yachtsmen of every nationality to meet each other and enjoy Australian hospitality. In this atmosphere of friendly rivalry with men of many countries freely fraternising and exchanging thoughts and experiences, it was an honour to be known as an Australian. Members of the team and their wives were granted honorary membership of many of the yacht clubs in Cowes, including the magnificent Royal Yacht Squadron, and it is to their credit that these honours were treated with the respect that enhanced their reputations.

The weekend before the start of the series, the team competed on the Solent over Admiral's Cup courses. Unfortunately the English team withdrew from these races. Still, against formidable opposition, the Australian team gained the first three places on both Saturday and Sunday.

The following Friday, 30th July, the team, confident following earlier successes, started in the first Admiral's Cup event, the 225 miles Channel Race from Southampton, up the southeast coast of England to the Royal Sovereign Light Vessel, across the Channel and south to the Le Havre Light Vessel off the French coast and back to the entrance of the Solent. The Australian team was jubilant as winds strengthened to gale force just prior to the race. As the starter's gun fired, the wind died completely and the stage was set for a 225-mile harbour race with the buoys spaced out a little further than usual.

the Admiral's Cup from the English team, whose confidence was by now slightly shaken. One of the world's most gruelling ocean races, 605 miles through stormy and treacherous water. This is the reputation of "The Fastnet" and the Australian yachts were selected with this in mind, yet this was the calmest race on record. Rarely did the leaders experience winds exceeding 20 knots. In the main from the start at Cowes down the coast of England past the Lizard, Lands End into the Irish Sea and to the Fastnet Rock, the seas were slight to calm with following to beam winds. In spite of this, the Australian yachts were well placed at the Rock. "Caprice of Huon" rounded ahead of her English rivals whilst "Freya" was well up, with "Camille" and "Lorita Maria" in an excellent position. Here, the English team gained their winning break by sailing out into the Atlantic while the Australian yachts stood into the Irish Sea expecting a wind shift which, contrary to forecasts, did not eventuate. Instead the wind veered back into the south east, giving the British yachts an advantage for the sail back to Plymouth. "Quiver" and "Noryema" beat "Camille" and "Caprice", then came "Firebrand" and "Freya", giving England the Admiral's Cup by 44 points from Australia, with Holland third and United States of America fourth.

In retrospect the following submissions can be made. Australia was ably represented and was beaten by a powerful English team of dedicated yachtsmen. Australia, through this venture, left a profound impression overseas.

Australia is rich in natural yachting facilities and, because of this, her yachtsmen are the equal of those overseas. Australia must challenge again for the Admiral's Cup.



The Britannia Cup



The Royal Thames Yacht Club Queen Victoria Cup.



The New York Yacht Club Challenge Cup.

"Caprice of Huon" shone in these conditions, gaining first place for Australia, but the English team asserted their strength by gaining the major placing ahead of "Camille" and "Freya" and England led by eight points.

The second race, 30 miles around the Solent, the Britannia Cup, was again a triumph for "Caprice of Huon". In light to moderate weather, she stayed with the bigger English yachts to win this coveted trophy. Australian hopes received a setback when "Freya" and "Camille", who had been well placed at the time, made an error in identifying a buoy and lost valuable points. The English team, again sailing superbly, forged further ahead.

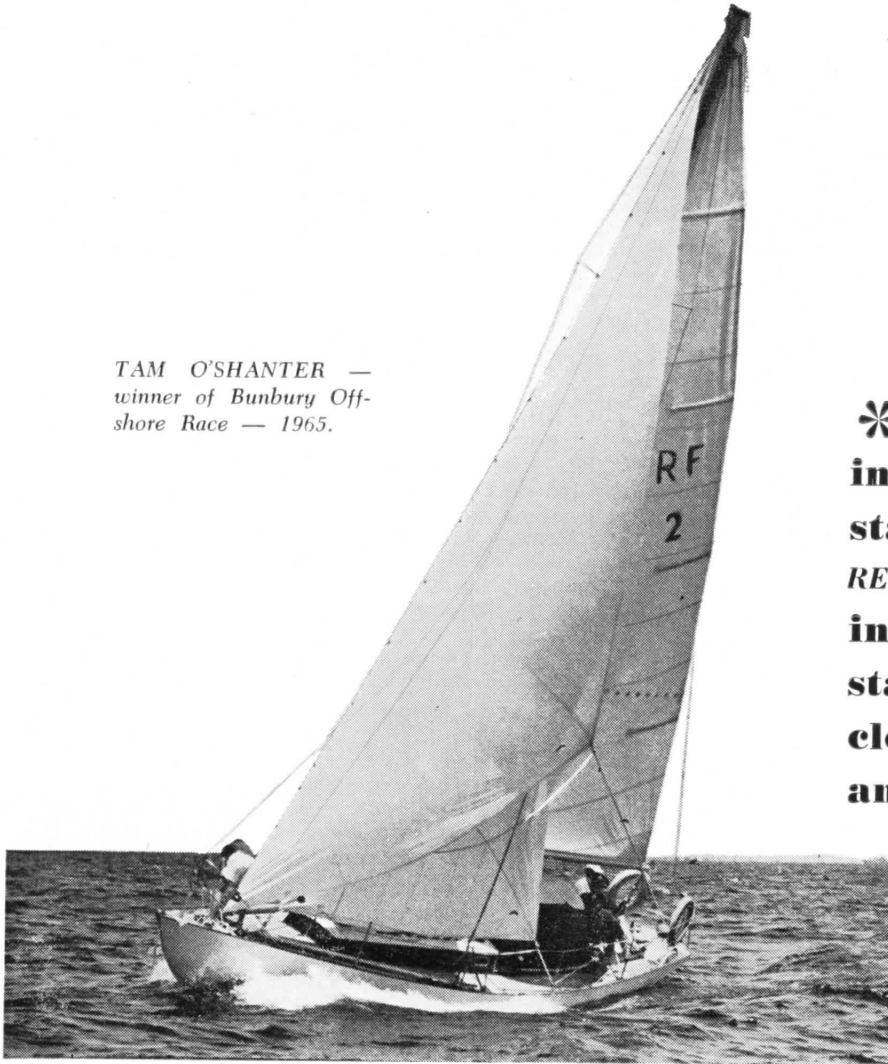
The New York Yacht Club Challenge Race was perhaps "Caprice of Huon's" greatest triumph. In moderate to strong conditions, she was sailed and navigated superbly, again around the buoys on the Solent for another win to Australia. The English contender "Firebrand" withdrew after being forced onto a rounding mark. With "Camille" and "Freya" sailing well, the margin between England and Australia was reduced.

The Fastnet Race was, therefore, decisive and Australia was certainly the only nation with a good chance of taking



The Household Brigade Queen Victoria Cup.

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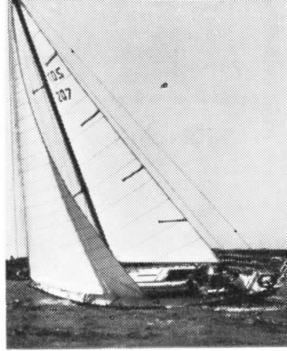


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FINAL ENTRIES



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"Birrahlee"



"Bindaree"

(The figures in parenthesis following a crew member's name denotes the number of Sydney-Hobart races sailed.)

"AKALA" — Sail No. 207.

L.O.A. 37ft. 4in., L.W.L. 26ft., Beam 9ft. 6in., Draft 5ft. 10in.

A Princess Class, designed by Arthur Robb, creator of former Hobart winners. This yacht has been extensively refitted and re-gearred. Her second time to Hobart, she should perform creditably. The skipper, John Bleakley, has been sailing for many years.

Crew: Owner/Skipper J. H. Bleakley (1), Navigator R. Jackson (1), J. S. Harrison (4), R. Mische (2), Dr. I. Dawson (5), M. Sommerton.

"ALCHERINGA" — Sail No. 493.

L.O.A. 50ft. 6 in., L.W.L. 33ft., Beam 13ft. 9in., Draft 7ft. 2in.

This new steel sloop is a sister ship to the Payne designed "Bacchus D". Though she has not raced to date she can be expected to be well up with the leaders.

Crew: Owner/Skipper J. N. Bridgland (1), Navigator R. Nossiter (2), S. Nossiter, H. Nossiter, T. Nossiter, J. Weekes, P. Weekes, R. Balkwell, G. Precians.

"ARUNTA PRINCESS" — Sail No. 14.

L.O.A. 37ft. 4in., L.W.L. 26ft., Beam 9ft. 6in., Draft 5ft. 10in.

This Princess Class yacht, from the board of Arthur Robb, was built in Hong Kong and has competed in the China Sea Race.

Crew: Owner/Skipper Mr. and Mrs. A. Mark, B. Downing, C. Carlton, other crew members to be named.

"ASTELOT" — Sail No. SM 38.

L.O.A. 36ft., L.W.L. 26ft. 3in., Beam 10ft., Draft 5ft. 11in.

This fibreglass sloop from Victoria is one of Van de Stadt's Exalibur class. Forced to retire in Storm Bay due to rigging trouble in last year's race she should, with better luck this time, be well placed. She has an excellent racing record in Victoria.

Crew: Owner/Skipper/Navigator A. G. Croft (1), A. J. Collins (2), C. F. Smith (6), R. C. Allen (1), E. Freeman (1), A. E. Smith, G. Watt (1).

"ATHENA" — Sail No. R 37.

L.O.A. 32ft., L.W.L. 25ft. 9in., Beam 10ft., Draft 5ft. 9in.

A Melbourne entry that is starting in her third Hobart race, "Athena" retired in 1962 and was well down the placings in 1964. Her experienced crew should be capable of bettering her performance, particularly if the wind is fresh.

Crew: Owner/Skipper/Navigator J. Jarrett (4), B. Case (2), G. Ewisson, N. Bowman, J. Sheridan.

"BACCHUS D" — Sail No. 337.

L.O.A. 50ft., L.W.L. 35ft., Beam 13ft. 9in., Draft 7ft. 6in.

In her first Hobart Race start last year "Bacchus" performed extremely well and led the fleet much of the way only to be dismasted in Storm Bay within 30 miles of the finish. Re-rigged with a stronger and slightly shorter mast "Bacchus" will be hard driven to show her mettle in the big company with whom she will be vying for line honours.

Crew: Owner/Skipper P. Deaton (2), D. Jones (11), M. Crafoord (11), J. Wiggen (9), J. Hunter (5), G. Wheatley (4), S. Schoefield (4), J. Burgess (3), M. Tostevin (10), P. Warner (10).

"BALANDRA" — Sail No. —

L.O.A. 46ft. 2in., L.W.L. 35ft., Beam 12ft., Draft 7ft. 6in.

Built for R. Crichton-Brown, who sailed "Saracen II" in last year's race, this yacht is from the board of famous English designer, Peter Nicholson, and is the same class as "Quiver", U.K. Ocean Racer and member of the successful Admiral's Cup Team. Great interest will be shown in this yacht's performance.

Crew: Owner/Skipper R. Crichton-Brown (1), Navigator J. Craven, J. Muir (13), H. H. Green (14), T. Dawson (9), R. A. Crichton-Brown (1), B. Gould (2), D. Flakelar, N. Batt (2).

"BARANNE" — Sail No. C 20.

L.O.A. 31ft. 6in., L.W.L. 24ft. 9in., Beam 8ft. 1in., Draft 5ft. 4in.

One of the smallest in the race, "Baranne" is a new boat and so far has not started in any off-shore events. Her progress will be watched with interest, especially as generally speaking the handicapping rule has a slight bias in favour of the smaller entrants, particularly if the weather is light.

Crew: Owner/Skipper J. Wedd, Navigator L. Rex, J. Taylor, W. Reid, P. Hutchison, R. Hall.

"BINDAREE" — Sail No. C 5.

L.O.A. 31ft. 7in., L.W.L. 24ft. 6in., Beam 8ft. 6in., Draft 4ft. 8in.

From Tasmania and starting for the second time, this Van de Stadt Dogger Class sloop had the misfortune last year to lose her rudder in Bass Strait and was forced to retire. To skipper Graham Blackwood, go wishes for better luck this time.

Crew: Owner/Skipper/Navigator G. G. Blackwood (2), Navigator D. K. Donnelly (1), D. A. P. Bannerman (1), V. Bannerman (1), J. B. Blackwood.

"BIRRAHLEE" — Sail No. 205.

L.O.A. 32ft. 6in., L.W.L. 25ft. 9in., Beam 9ft. 2in., Draft 4ft. 9in.

A small but powerful sloop designed by Jack Savage, "Birrahlee" will be starting in her fourth Hobart race this year. She was well up near the finish in 1962, but was unlucky in the closing stages of the race. Although possibly now outclassed, she could upset a lot of calculations.

Crew: Owner/Skipper G. Jones (3), G. McDonald (1), P. Luns-mann, M. Esdaile.

"CADENCE" — Sail No. MH 157.

L.O.A. 30ft. 9in., L.W.L. 24ft., Beam 8ft. 6in., Draft 5ft. 6in.

Undoubtedly a favourite for this race, "Cadence" has had a brilliant run of successes, including winning second division in the last Hobart race, and winning overall in the recent Montagu Island race. Although one of the lowest rating boats in the fleet, she outsails most of her less favoured and larger rivals and is sure to be up amongst the placegetters.

Crew: Owner/Skipper/Navigator H. S. Mason (5), F. Maclure (5), C. Middleton (3), P. Kaill (6), J. Maynard (2).

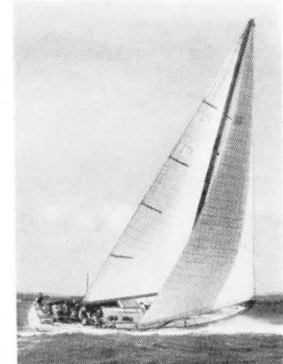
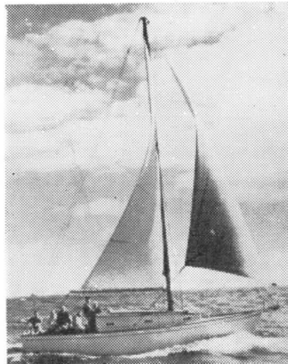
"Astelot"

"Athena"

"Bacchus D"

"Balandra"

"Baranne"



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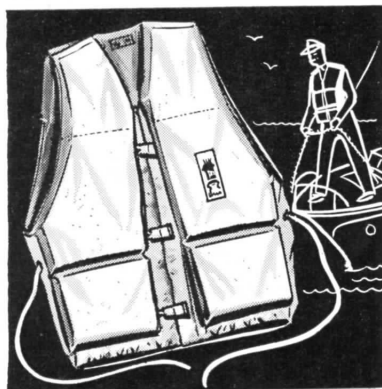


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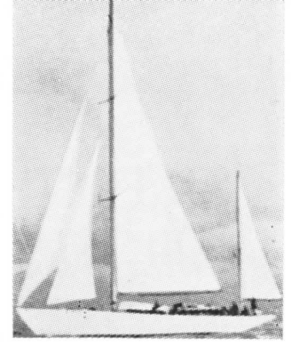
"Cadence"



"Carina"



"Corroboree"



"Corsaro II"

"CAMELOT" — Sail No. CYC 62.

L.O.A. 36ft. 8in., L.W.L. 30ft., Beam 9ft. 9in., Draft 6ft.

A sister ship to "Mister Christian", "Camelot" is a modified version of the highly successful Ron Swanson yacht, "Camille", which they both resemble closely in appearance, the main changes being an increased sail plan, more beam, fuller ends and a planked keel instead of a fin. Though only launched on November 22, "Camelot" will be a favoured contender for the handicap prize with "Camille's" expert crew aboard.

Crew: Owner/Skipper J. G. Borrow, Navigator R. Swanson (8), F. Likeley (8), J. L. Swanson (2), J. O'Rourke (2), L. Reilly (3).

"CARINA" — Sail No. 40.

L.O.A. 40ft., L.W.L. 30ft., Beam 11ft., Draft 5ft. 6in.

One of the three New Zealand entrants, this fine ketch is among the larger boats. Launched in November, 1964, she is designed by John Alden, the great American designer renowned for his solid cruising yachts. Given medium to hard breezes on the beam, "Carina" should be well placed.

Crew: Owner/Skipper R. Holford, Navigator D. Carnie, L. McKenzie, G. McKenzie, B. Millar, W. McQueen, G. Hughes.

"CAROUSEL" — Sail No. C 6.

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

A Pilot class yacht, designed by Sparkman and Stephens and very popular in America. Launched in Cygnet, Tasmania, in 1963, she is in the Hobart race for the first time.

Crew: Owner/Skipper L. E. Gabriel, Navigator C. J. Macdonald, P. J. Garde, N. R. Howard, G. Purves, one to be named.

"CORROBOREE" — Sail No. 350.

L.O.A. 40ft., L.W.L. 29ft. 3in., Beam 10ft. 1in., Draft 6ft. 9in.

Designed by Sparkman and Stephens, to the RORC rule, this yacht is characterised by low-wetted surface and slack bilges. Particularly good in light conditions, she is capably sailed and has performed very well in her racing starts to date. This yacht must be given a good chance on handicap.

Crew: Owner/Skipper K. A. Gray, Navigator J. McDonnell (2), G. E. Marshall, G. Smith, D. Luks, C. Fraser (1).

"CORSARO II" — Sail No. 1643

L.O.A. 68ft. 3in., Beam 15ft. 11in., Draft 9ft. 6in.

This beautiful big yacht from Italy will be watched with great interest. Used to gaining line honours in most of the races in which she has sailed, her seasoned crew will be straining every muscle to down the redoubtable "Stormvogel".

Crew: Skipper, Capt. G. Alberini, Navigator Sub-Lieut. M. Minervini, Lieut. R. Colombo, Lieut. P. Mavignani, Lieut. G. Pietragalla, Cadets E. Bolongaro, A. Franzosi, C. Mostacci, L. Dassatti, R. Storti, G. Miovich, Steerman F. Malzone, S.C./Rt. C. Anulli, Steerman L. Loffredo.

"CUTTY SARK" — Sail No. A 31.

L.O.A. 59ft., L.W.L. 40ft., Beam 12ft. 9in., Draft 8ft. 3in.

A big cutter from Auckland, N.Z., she finished fifth across the line in last year's N.Z. to Noumea race and should go well in hard running conditions. Crew list not available.

"ENID" — Sail No. CYC 38.

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

At present holding the race records for the Montagu Island race, the Sydney-Brisbane race and the Brisbane-Gladstone race, this powerful Alden ketch will be a serious threat in the battle for line honours. Extremely strong and heavily geared, "Enid" is capable of being driven hard in any conditions. Her rating is not favourable for a handicap position.

Crew: Owner/Skipper J. Cockle (2), Navigator C. Scriber (1), A. Hancock (3), R. Hellyer (1), R. Pysden (2), P. Ziems (1), L. Mardell, J. Loftus, R. Brading, J. Curlewis, E. Cockle, Carl Scriber, C. Cain, I. Skeels, D. Skeels, B. Woods.

"FANFARE" — Sail No. 659.

L.O.A. 48ft., L.W.L. 35ft., Beam 11ft. 9in., Draft 7ft. 6in.

This third yacht shipped to Australia for the Hobart race by Geof Pattinson is considered by our Admiral's Cup team, who saw her in England, to be his best yet. With an impressive racing record in English waters culminating in a third in the Fastnet, she should do well, especially as she likes a breeze of wind.

Crew: Owner/Skipper/Navigator G. Pattinson (2), D. Patterson, R. Garnham, G. Newland (8), G. Reynolds (4), F. Thomas (7), L. Hedges (1), A. Weld.

"FARE-THREE-WELL" — Sail No. 1.

L.O.A. 40ft., L.W.L. 30ft., Beam 12ft., Draft 6ft. 6in.

Only recently launched this Alan Payne designed sloop is still being tuned. Russ Williams, her owner, has already won a Hobart race in "Cherana" and will be trying hard to repeat this performance in this race. An experienced crew and immaculate gear will ensure that this boat is driven hard all the way.

Crew: Owner/Skipper R. Williams (4), Navigator D. Burridge (14), G. Pearce (8), J. Lockwood (3), P. Hill (4), W. Ridding (1), A. Cable (3).

"FRANKLIN" — Sail No. RANC 2.

L.O.A. 42ft. 10in., L.W.L. 31ft. 6in., Beam 9ft. 6in., Draft 6ft. 2in.

This Morgan Giles designed sloop belonging to the Naval College at Jervis Bay has sailed frequently in offshore events but has been plagued by gear troubles and a mast which was eventually lost. Now entered in the Hobart race for the first time, she has a new alloy spar with which she has been sailing more impressively, particularly in light airs. Her crew is drawn from the Naval College.

Crew: Skipper/Navigator Lt. Cdr. G. Tilly, R.A.N. (3); Lt. G. Lynch, R.A.N.; Lt. R. Sutton, R.A.N.; C.P.O. J. Dun, R.A.N.; Cadet Midshipmen R.A.N.: C. J. Oxenbould (1), A. D. Carter, P. B. Gashler, J. G. J. Newman.

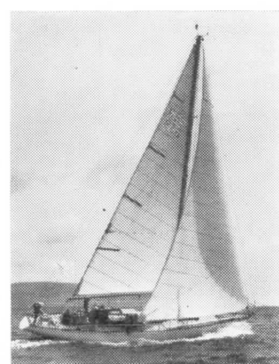
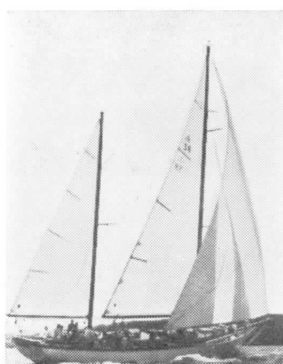
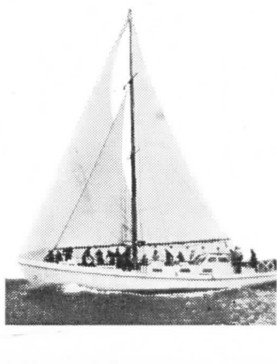
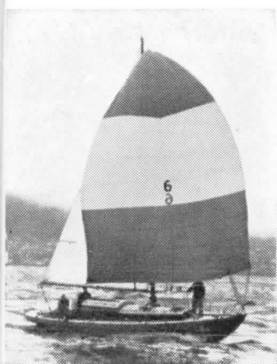
"Carousel"

"Cutty Sark"

"Enid"

"Fanfare"

"Franklin"



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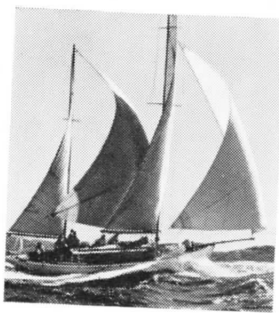




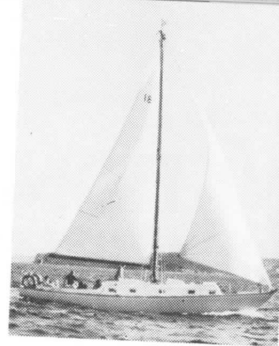
"Freya"



"Ilina"



"Ingrid"



"Janzoon II"



"Julie O"

"FREYA" — Sail No. 195.

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

Will be the greatest Australian ocean racing yacht if this year, the Halvorsen Bros. can win their third Hobart race in a row. Tuned up to the minute after her success as a member of the Admiral's Cup Team, "Freya" has probably the keenest competition ever from local and overseas entries in this year's race. She will be superbly handled and must be a favourite to win.

Crew: Co-Owner/Skipper T. Halvorsen (17) and M. Halvorsen (16) (Navigator), T. Gowland (12), C. Betts (9), J. Pearce, D. Ryan, N. Hyett.

"ILINA" — Sail No. CYC 37.

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

One of the biggest and most comfortable yachts in the race, "Ilina" has been extensively modernised recently. Not handicapping well under the RORC rule, her crew will be trying very hard to be the first to Hobart. With extensive racing and cruising experience behind her, this ketch should make a fast passage if conditions suit.

Crew: Owner/Skipper K. R. Murdoch (4), Navigator J. Epstein (7), E. C. "Boy" Messenger (11), R. Burton (3), R. Boulton (7), K. Caldecott (8), J. Sandler, D. Hogan (1), S. Brown (4), G. Dunn (7), N. Wright Jnr. (1), one to be named.

"INGRID" — Sail No. 281.

L.O.A. 37ft. 6in., L.W.L. 30ft., Beam 11ft. 4in., Draft 5ft. 6in.

One of the race veterans, this sturdy ketch won the race in 1952 and gained sixth place in 1956. She still races consistently and with her experienced crew will certainly put up a good performance.

Crew: Owner/Skipper/Navigator C. M. Earl, W. Chick, T. McMahon, R. Bellamy, B. Robinson, M. Delaney, T. Franks, S. Barret (1), B. Anstey (1).

"JANZOON II" — Sail No. 185.

L.O.A. 41ft. 7in., L.W.L. 29 ft., Beam 11ft. 10in., Draft 6ft. 3in.

With a second and a third place already in the Hobart race, this boat needs only a first place to complete her score. This will be her fourth attempt and she will be driven as hard as usual by her most experienced crew. Although light conditions do not favour her, she is a force to be contended with in fresh to strong winds.

Crew: Owner/Skipper W. R. Slade (9), Navigator R. Hammond (12), R. Norman (10), D. Munro (6), R. Logan (3), M. Polkinghorn (6), J. Fizzell (7), P. Browne (8).

"JULIE O" — Sail No. 484.

L.O.A. 36ft. L.W.L. 24ft. 9in., Beam 9ft. 6in., Draft 4ft. 8in.

One of the two Tasman Seabirds contesting this year's event, "Julie" started once previously in 1962, sailed by Jock Sturrock, to take fourth place in the fastest race on record. Sailing out of Sydney now she has shown herself closely matched with the other Seabirds in offshore events.

Crew: Owner/Skipper D. J. O'Neil, C. Scott, R. Wardlaw, other crew members to be named.

"KARINGAL" — Sail No. 181.

L.O.A. 39ft. 10in., L.W.L. 33ft., Beam 10ft. 10in., Draft 6ft.

A new yacht in steel, modelled on twice winning Hobart winner, "Freya". Well handled by her crew, she should be up amongst the leaders, and great interest will be shown by all yacht owners in her performance in this race.

Crew: Owner/Skipper A. Berns (1), Navigator B. Young (6), M. Barlow, M. Delaney, D. Freer, P. Pinnock, one to be named.

"KURURA" — Sail No. 51.

L.O.A. 35ft. 6in., L.W.L. 30ft., Beam 10ft., Draft 4ft. 9in.

"Kurura's" skipper, Norman Milne, is a Hobart veteran of many years standing, crewing on a previous ocean racing point score winner, "Joanne Brodie". He and his crew are very keen and with her low rating this boat is capable of performing well, especially in weather conditions to suit her.

Crew: Owner/Skipper N. F. Milne (3), Navigator R. H. Lamplough (2), A. D. Campbell (13), N. L. Danvers (5), J. North (11), J. M. Brooks (3), G. F. Campbell.

"MENABILLY" — Sail No. CYC 94.

L.O.A. 33ft. 3in., L.W.L. 27ft. 6in., Beam 9ft. 5in., Draft 4ft. 2in.

A Herreshoff sloop built in 1950 by John Dingle in W.A. In 1962 she changed to masthead rig and this has improved her performance, especially reaching and downwind.

Crew: Owner/Skipper J. Kelty, Navigator Capt. D. White, L. Grahame, J. Pike, J. Sutcliffe, R. Brown.

"MISTER CHRISTIAN" — Sail No. 11.

L.O.A. 36ft. 9in., L.W.L. 30ft., Beam 9ft. 9in., Draft 6ft.

A development of "Camille", with more beam and more sail area this boat could prove to be a serious threat. Only recently launched, there is little to indicate her capabilities, but like other boats of this class, she is likely to have her name in the placegetters.

Crew: Owner/Skipper P. Kurts, P. Wadley, C. Culverhouse, M. Conlon (2), C. Noble, one to be named.

"NARRANDA" — Sail No. SA 8.

L.O.A. 34ft. 6in., L.W.L. 24ft., Beam 10ft. 3in., Draft 5ft. 9in.

From South Australia, this welded aluminium hulled yacht, designed by Warwick Hood, and owned and skippered by Jim Polson, is having her second Hobart start. Fourth in Division 2 and 11th overall last year, she will no doubt show up well this year.

Crew: Owner/Skipper/Navigator J. Polson (2), D. King (2), I. Polson (1), D. Furnis, W. Williams (1).

"NORLA" — Sail No. 167.

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

A Halvorsen built yacht launched in time for the 1960 Hobart race "Norla" has become a regular, having started in each event since. For the last two years she has been owned by Tasmanian, John Bennetto, who has been racing her regularly. With a little more luck than she has had previously she could do well on handicap.

Crew: Owner/Skipper J. Bennetto (13), Navigator D. E. Innes (1), D. J. Muir (10), J. M. Lucas (2), K. R. Ratcliffe (3), B. Malone (7).

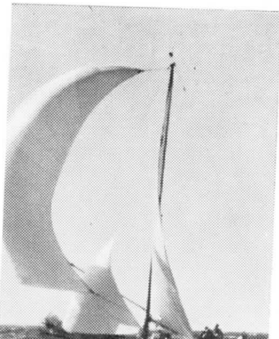
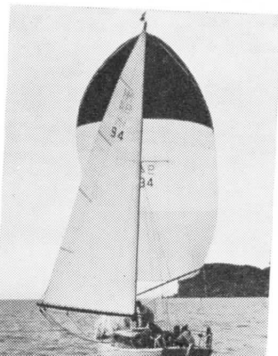
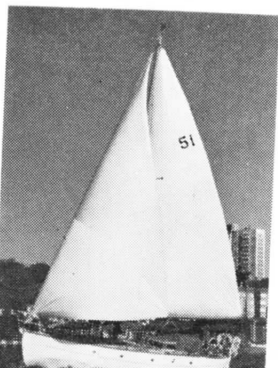
"Karingal"

"Kurura"

"Menabilly"

"Mister Christian"

"Norla"



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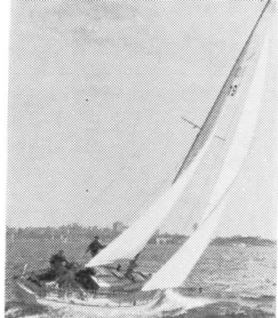
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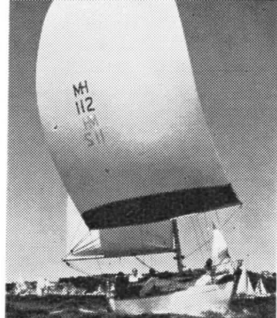




"Odin"



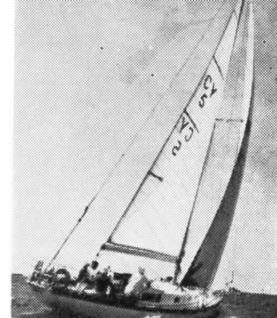
"Salacia"



"Sarda of Burnham"



"Seawind"



"Sequana"

"ODIN" — Sail No. B 28.

L.O.A. 39ft., L.W.L. 32ft., Beam 11ft., Draft 6ft. 2in.

Another new steel yacht modelled on famous "Freya". From Victoria, this boat has winning potential and will be sailed hard to try and achieve honours against this first class fleet.

Crew: Owner/Skipper L. J. Abrahams, Navigator D. Lang (4), R. Evans (5), G. Warner (7), A. Black (6), L. Nicholls (3), R. Ratten (5).

"PALANA" — Sail No. C 12.

L.O.A. 37ft. 6in., L.W.L. 26ft., Beam 10ft. 4in., Draft 3ft. 11in. (c/b up), 6ft. 8in. (c/b down).

Designed by Arthur Robb, a well respected English architect, "Palana" is the only yacht in the race with a centreboard — a feature common in the U.S.A., but rare in Australia. She went to Hobart in 1962 and 1963, coming 13th and 23rd. With a keen owner and crew, it is quite possible that this could be her best race yet.

Crew: Owner/Skipper R. J. Shield (2), Navigator A. C. Goodfellow (3), B. Wilson (3), P. Creese (2), V. D. Chadwick (2), G. C. Wignall (5), C. Criggs (1).

"POITREL" — Sail No. 347.

L.O.A. 35ft. 7in., L.W.L. 24ft. 6in., Beam 9ft. 6in., Draft 5ft. 11in.

Hobart bound for the second time, this steel sloop designed by Dick Taylor has a well-knit and capable crew. She is expected to perform well despite the rather high T.C.F. she carries for her size.

Crew: Owner/Skipper J. S. Robson-Scott (3), Navigator M. Desmarchelier (7), G. L. Andrews, D. A. Coleman (7), G. P. Cook (1), P. W. Tierney (1).

"RIVAL" — Sail No. M 2.

L.O.A. 37ft. 3in., L.W.L. 26ft. 6in., Beam 9ft. 6in., Draft 6ft. 2in.

Having already won a Hobart race in 1961 and with a fourth place in 1960, this boat is a proven performer that always keeps up with the leaders. She will be racing also for the Gordon Ingate Trophy, which will make her crew work extra hard for success. Her name could easily appear in the placetters again.

Crew: Owner/Skipper/Navigator A. G. Burgin (6), A. Mitchell (5), P. Hopwood, P. Rundle (7), N. Bennetts (5), W. Russell.

"RONITA" — Sail No. CYC 26.

L.O.A. 36ft. 1in., L.W.L. 25ft. 2in., Beam 9ft. 6in., Draft 4ft 10in.

CYCA Commodore Ron Cottee will be racing "Ronita" to Hobart for the fourth time and judging by her performances recently with new gear she could well improve on her previous best effort, a sixth in 1962. As with the other yachts of the Tasman Seabird class "Ronita" shows at her best in moderate to fresh weather.

Crew: Owner/Skipper R. Cottee (4), Navigator D. Coulam (1), W. Bold (8), N. Cottee (2), W. Ratcliffe, R. Buchanan (2), T. Dubois.

"SAGA" — Sail No. 32.

L.O.A. 36ft. 1in., L.W.L. 26ft. 5in., Beam 10ft., Draft 5ft.

Forced to retire during last year's race, owner-skipper, L. Little, has "Saga" ready again for the trip down. Although not sailed in many ocean races, this season, skipper and crew are confident, given right conditions, "Saga" could feature well.

Crew: Owner/Skipper/Navigator L. Little (1), J. Lingard (1), J. Phorris, R. Brown (1), G. Thompson (1), R. Slatter, P. Clarke, K. Johnson (2).

"SALACIA" — Sail No. 190.

L.O.A. 40ft. 10in., L.W.L. 30ft., Beam 11ft. 9in., Draft 6ft.

One of Sparkman and Stephens' most successful designs in Australia, "Salacia" very narrowly missed going to England with the 1965 Admiral's Cup team. Always a difficult boat to beat, she has performed very well in all major ocean racing events. "Salacia" must be considered as one of the yachts likely to win on handicap; she will be well and keenly sailed and this season has acquired a considerable amount of new sails and equipment.

Crew: Owner/Skipper A. Byrne (1), W. Thompson (5), H. Van Wyhe, P. Howes (2), R. Shaw, D. Sticpewich (3), D. Robertson (14).

"SARDA OF BURNHAM" — Sail No. MH 112.

L.O.A. 34ft. 9in., L.W.L. 24ft. 6in., Beam 9ft. 8in., Draft 4ft. 8in.

A new sloop built in fibreglass to a Buchanan design. She finished third in this year's Montagu Island race and should have an excellent chance for a place on handicap.

Crew: Owner/Skipper/Navigator D. L. Gilling, J. Granger (1), P. Hopwood (1), P. Duffield (2), M. Hunter.

"SEA BEE" — Sail No. CYC 32.

L.O.A. 44ft. 3in., L.W.L. 32ft., Beam 10ft. 10in., Draft 6ft. 6in.

A consistent starter in the Hobart race since 1961, this boat has not yet had any great success. She is capable of improved performance, and could do well this year. She was forced to retire in last year's race when in a good position.

Crew: Owner/Skipper/Navigator J. Ashton-Martin (4), A. W. Evans (6), H. McLelland (2), J. S. Maddox (2), C. Dunn (2), P. Bleek (1), R. Hill, K. Paul, R. Campbell.

"SEAWIND" — Sail No. MH 10.

L.O.A. 43ft., L.W.L. 31ft. 9in., Beam 12ft., Draft 7ft.

A Sparkman and Stephens' designed sloop, "Seawind" has been racing offshore for just over two years and has contested both Hobart races in that time, her best performance being a fourth in 1963. A most competent yacht, ably crewed, "Seawind" sails well in all conditions generally being up with the leaders and always a threat on handicap.

Crew: Owner/Skipper/Navigator N. Brooker (3), D. H. Linton (6), P. J. Tierney (2), A. Ellis (2), D. W. Linton, P. Lawson, G. Julius.

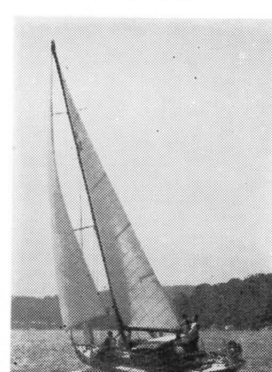
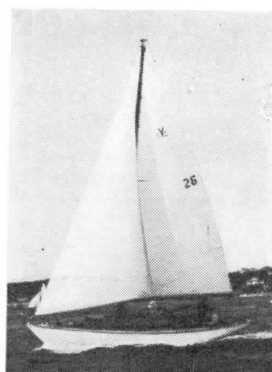
"Palana"

"Poitrel"

"Rival"

"Ronita"

"Sea Bee"





**P. Cole
Sailmaker.**

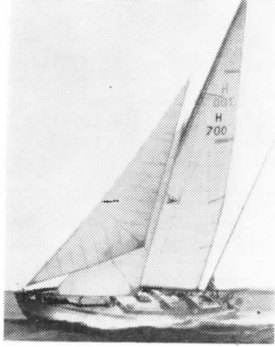


"CADENCE" Hot Favourite for Handicap Honours

1965 SYDNEY-HOBART YACHT RACE

Entirely fitted out with Peter Cole sails

P. Cole — Sailmakers — 23 Smith Street, MARRICKVILLE, N.S.W. — Phone 51-3070, 51-7410



"Stormvogel"



"Tahuna"



"Theme"



"Valhalla"

"SEQUANA" — Sail No. QCYC 5.
L.O.A. 34ft. 10in., L.W.L. 24ft., Beam 9ft. 6in., Draft 4ft. 10in.

Queensland entry, "Sequana", is of steel construction from designer Alan Buchanan. Not a great deal is known of her performances up north, but her class design, Vashti, is well in the fore in ocean racing. Should do well with owner, M. J. Tilley and crew, driving her along.

Crew: Owner/Skipper M. J. Tilley, Navigator T. L. Hammond, J. Hattrick, L. Hendy, A. Love, P. Harris, one to be named.

"SOUTHERLY" — Sail No. 38.
L.O.A. 34ft. 9in., L.W.L. 25ft. 7in., Beam 8ft. 9in., Draft 5ft. 3in.

A veteran of previous races, this yacht will be sailed by a skipper of considerable Hobart experience. Not a regular ocean racing starter and so not a great deal is known of her present form. Her performance will be watched by boats of a similar size.

Crew: Owner/Skipper/Navigator D. Mickleborough (7), P. Musgrave (3), B. Jackson (7), B. Gowland (2), one to be named.

"SOUTHERN MYTH" — Sail No. SA 6.
L.O.A. 41ft., L.W.L. 30ft., Beam 9ft. 6in., Draft 6ft. 4in.

An old friend returns — "Southern Myth" did not start last year after 10 consecutive starts. Quite an impressive effort when it is considered that Norm Howard has to sail the round trip Adelaide-Sydney-Hobart-Adelaide to compete. A third placing in 1958 was the best performance. In more recent years she has been dogged by misfortunes and has not shown up as well in the results as this yacht is capable of doing.

Crew: Owner/Skipper/Navigator N. C. Howard (10), P. Facy (3), J. Bonnin (1), J. Stokes (2), A. McArthur (1), W. Holmes, K. Wallis.

"STORMVOGEL" — Sail No. H 700.
L.O.A. 74ft. 6in., L.W.L. 58ft. 8in., Beam 16ft., Draft 9ft. 6in.

"Stormvogel" is after the race record and given reasonable conditions she should get it. She has many race records to her credit and she will have Australian, Bill Fesq as navigator to show the way. Bill was navigator on the record holder "Ondine" and also on "Caprice of Huon" in the Admiral's Cup races.

Crew: Owner C. Bruynzeel, Skipper P. Lindeberg, Navigator W. L. Fesq (Aust.) (11), P. Cosgrave (Aust.) (6), H. Garnham (Aust.) (7), further crew to be named.

"TAHUNA" — Sail No. CYC 31.
L.O.A. 44ft., L.W.L. 31ft., Beam 11ft. 3in., Draft 6ft. 6in.

Although a fast and well sailed boat, "Tahuna" is not particularly favoured by the handicap rule, and does not figure among the place getters as often as she should. Winds on the beam would especially favour her, and could put her up with the leaders.

Crew: Owner/Skipper E. A. Hales (3), Navigator K. S. Moss (2), Dr. H. L. Hughes (2), Dr. N. G. Arnott (3), E. D. Roberts (4), R. A. McAuley (4), B. G. Hutcheson, M. I. Lemon.

"TAIRERE" — Sail No. F 149.
L.O.A. 33ft. 4in., L.W.L. 28ft., Beam 8ft. 6in., Draft 5ft. 4in.
This sloop is coming over from New Zealand for the race and though little is known of her racing record, her crew will no doubt benefit from the training they get on the trans-Tasman passage.

Crew: Owner/Skipper A. W. Adams (1), Navigator J. Allan, R. Robinson (1), M. Brown, B. Carmichael (1).

"TAMBOO" — Sail No. SM 88.
L.O.A. 35ft. 4in., L.W.L. 25ft. 6in., Beam 9ft. 8in., Draft 6ft.
This Hestia class design by Sparkman and Stephens, U.S.A., is a Victorian entry. Ably crewed and well handicapped, she should emulate others of her class which have been very consistent in European waters.

Crew: Owner/Skipper/Navigator R. J. Green, R. A. Green, H. A. Foster, L. V. Goldman, P. M. Hooks, P. Millsom.

"TAM O'SHANTER" — Sail No. RF 2.
L.O.A. 37ft. 6in., L.W.L. 24ft. 6in., Beam 9ft., Draft 5ft. 10in.

Another new boat, "Tam O'Shanter II" has only raced once before off-shore, winning the Bunbury (W.A.) 1965 event. One of the Maica class designed by famous English architects, Illingworth and Primrose, she is a typical British ocean racing cutter. This type of yacht is not often seen in Australia, so her performance will be watched with keen anticipation.

Crew: Owner/Skipper K. MacGregor (1), Navigator M. Finn (2), I. MacGregor, R. Argyle (1), R. Vincent (1), R. V. Howell.

"THEME" — Sail No. MH 140.
L.O.A. 35ft. 1in., L.W.L. 26ft., Beam 9ft. 8in., Draft 5ft. 1in.

A new steel yacht making her first appearance this year, "Theme" was designed for Keith Brigstocke by Alan Gurney, U.S.A., and built in Sydney. In the few races she has entered "Theme" has shown herself to be an efficient sailer particularly in light to moderate conditions.

Crew: Owner/Skipper K. E. Brigstocke (3), Navigator W. Rutherford (3), I. McKellar (4), R. Wallace (6), K. Brooks, R. Day.

"VALHALLA" — Sail No. M 52.
L.O.A. 37ft. 4in., L.W.L. 27ft., Beam 9ft. 5in., Draft 6ft.

A sister ship of "Rival", of the famous Vashti design, this boat could well be up in the results. Starting in her first Hobart, she has been well tried in ocean races this season, and is capable of a good performance. She won the last Brisbane-Gladstone race, and could repeat the performance in this race.

Crew: Owner/Skipper P. Hanklin, Navigator M. Hickey (2), J. Morgan (3), D. Coulter, R. Schroder (2), R. Scott.

"ZILVERGEEST" — Sail No. 224.
L.O.A. 29ft., L.W.L. 25ft. 7in., Beam 8ft. 5in., Draft 4ft. 7in.

Designed by Van de Stadt, this Plymt class sloop was well placed in the Montagu Island race this year and was a point score winner in a R.P.A.Y.C. Pittwater division. She has undergone several modifications this year that have improved her rating and performance.

Crew: Owner/Skipper/Navigator A. J. Murray (1), J. Akehurst (1), H. R. Vallance, C. Davis, J. Johnston.

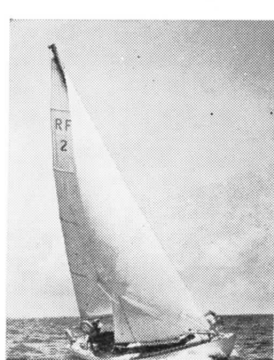
"Southerly"

"Southern Myth"

"Tamboo"

"Tam O'Shanter"

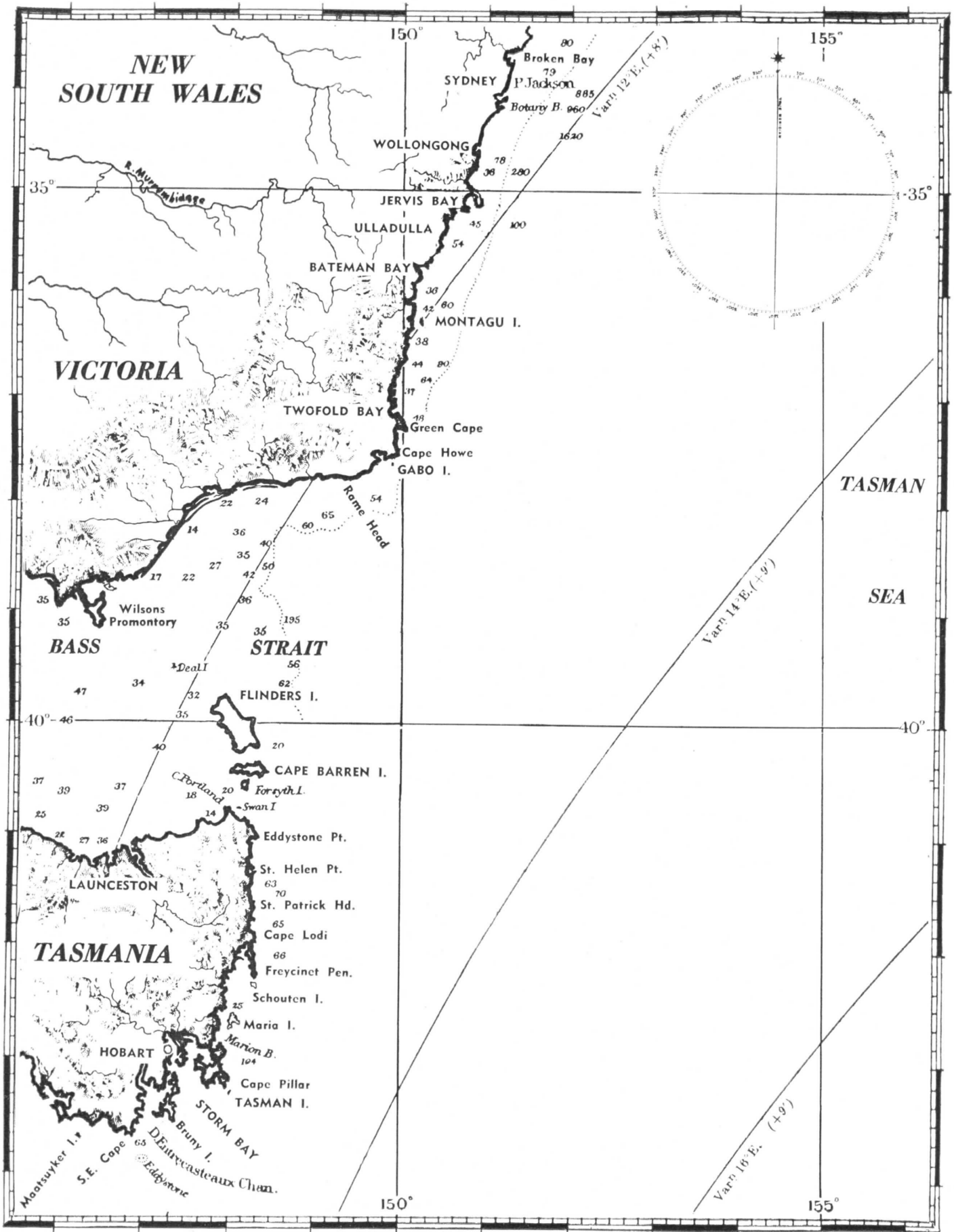
"Zilvergeest"



21st SYDNEY-HOBART YACHT RACE, 1965

Record Sheet

YACHT	SAIL No.	RIG	CLUB	OWNER	Corrected Time				PLACE
					D.	H.	M.	S.	
"AKALA"	207	37' Sloop	C.Y.C.A./N.S.W.	J. H. Bleakely					
"ALCHERINGA"	493	50' Sloop	C.Y.C.A./N.S.W.	J. N. Bridgeland					
"ARUNTA PRINCESS"	14	37' Sloop	R.H.K./Hong Kong	A. Mark					
"ASTELOT"	SM 38	36' Sloop	S.Y.C./Vic.	A. G. Croft					
"ATHENA"	R 37	32' Sloop	R.Y.C.V./Vic.	J. Jarrett					
"BACCHUS D"	337	50' Sloop	C.Y.C.A./N.S.W.	P. E. Deaton					
"BALANDRA"		47' Sloop	C.Y.C.A./N.S.W.	R. Crichton-Brown					
"BARANNE"	C 20	31' Sloop	B.Y.C./Tas.	J. Wedd					
"BINDAREE"	C 5	31' Sloop	D.S.S./Tas.	G. G. Blackwood					
"BIRRAHLEE"	205	32' Sloop	R.P.A.Y.C./N.S.W.	G. S. Jones					
"CADENCE"	MH 157	30' Sloop	M.H.Y.C./N.S.W.	H. S. Mason					
"CAMELOT"	CYC 62	36' Sloop	C.Y.C.A./N.S.W.	J. G. Borrow					
"CARINA"	40	40' Ketch	E.B.Y.C./N.Z.	R. L. Holford					
"CAROUSEL"	C 6	35' Sloop	R.Y.C.T./Tas.	L. E. Gabriel					
"CORROBOREE"	350	40' Sloop	R.S.Y.S./N.S.W.	K. A. Gray					
"CORSARO II"	1643	69' Yawl	M.R./Italy						
"CUTTY SARK"	A 31	59' Cutter	R.A.Y.C./N.Z.	W. R. Bradley					
"ENID"	CYC 38	62' Ketch	C.Y.C.A./N.S.W.	J. Cockle					
"FANFARE"	659	48' Sloop	R.O.R.C./G.B.	G. P. Pattinson					
"FARE-THEE-WELL"	1	40' Sloop	R.P.A.Y.C./N.S.W.	R. T. Williams					
"FRANKLIN"	RANC 2	43' Sloop	R.A.N.S.C.S./A.C.T.	Lt. G. R. Paul, R.A.N.					
"FREYA"	195	38' Sloop	C.Y.C.A./N.S.W.	T. & M. Halvorsen					
"ILINA"	CYC 37	59' Ketch	C.Y.C.A./N.S.W.	K. R. Murdoch					
"INGRID"	281	37' Ketch	R.P.A.Y.C./N.S.W.	C. M. Earl					
"JANZOOM II"	185	42' Sloop	C.Y.C.A./N.S.W.	W. Russell-Slade					
"JULIE O"	484	37' Sloop	C.Y.C.A./N.S.W.	D. J. O'Neil					
"KARINGAL"	181	39' Sloop	R.P.A.Y.C./N.S.W.	A. Berns					
"KURURA"	51	35' Sloop	C.Y.C.A./N.S.W.	N. F. Milne					
"MENABILLY"	CYC 94	33' Sloop	C.Y.C.A./N.S.W.	J. Keelty					
"MISTER CHRISTIAN"	11	36' Sloop	Q.C.Y.C./Qld.	P. Kurts					
"NARRANDA"	SA 8	34' Sloop	R.S.A.Y.S./S.A.	I. A. R. Polson					
"NORLA"	167	38' Cutter	R.Y.C.T./Tas.	J. Bennetto					
"ODIN"	B 28	39' Sloop	R.B.Y.C./Vic.	L. Abrahams					
"PALANA"	C 12	38' Yawl	R.Y.C.T./Tas.	R. J. Shield					
"POITREL"	347	35' Sloop	R.P.A.Y.C./N.S.W.	J. S. Robson-Scott					
"RIVAL"	M 2	37' Sloop	L.M.Y.C./N.S.W.	A. G. Burgin					
"RONITA"	CYC 26	37' Sloop	C.Y.C.A./N.S.W.	R. A. Cottee					
"SAGA"	32	36' Sloop	R.S.Y.S./N.S.W.	L. Little					
"SALACIA"	190	41' Sloop	C.Y.C.A./N.S.W.	A. W. Byrne					
"SARDA OF BURNHAM"	MH 112	34' Sloop	M.H.Y.C./N.S.W.	D. L. Gilling					
"SEA BEE"	CYC 32	44' Sloop	C.Y.C.A./N.S.W.	J. Ashton-Martin					
"SEAWIND"	MH 10	43' Sloop	M.H.Y.C./N.S.W.	N. F. Brooker					
"SEQUANA"	QCYC 5	36' Sloop	R.Q.Y.S./Qld.	M. J. Tilley					
"SOUTHERLY"	38	35' Sloop	C.Y.C.A./N.S.W.	D. Mickleborough					
"SOUTHERN MYTH"	SA 6	41' Sloop	R.S.A.Y.S./S.A.	N. C. Howard					
"STORMVOGEL"	H 700	73' Ketch	R.C.Y.C./S. Africa	C. Bruynzeel					
"TAHUNA"	CYC 31	44' Yawl	C.Y.C.A./N.S.W.	E. A. Hales					
"TAIRERE"	F 149	33' Sloop	O.N.Z./N.Z.	A. Adams					
"TAMBOO"	SM 88	35' Sloop	S.Y.C./Vic.	R. J. Green					
"TAM O'SHANTER"	RF 2	37' Cutter	R.F.B.Y.C./W.A.	K. MacGregor					
"THEME"	MH 140	35' Sloop	M.H.Y.C./N.S.W.	K. E. Brigstocke					
"VALHALLA"	M 52	37' Sloop	L.M.Y.C./N.S.W.	A. & P. Hankin					
"ZILVERGEEST"	224	29' Sloop	R.P.A.Y.C./N.S.W.	A. Murray/A. Hunter					



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, overhangs at each end, beam, depth of hull and total draught, freeboards, weights of the yachts' structural components, areas of sails, details of engines and propellers.

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 .9000, takes 100 hours to finish the course, her corrected time is $100 \times .9000$, equals 90 hours. Whereas yacht "B", with a T.C.F. of .8000, takes 110 hours to finish the course, her corrected time is $110 \times .8000$, equals 88 hours. Thus yacht "B" has beaten yacht "A" by 2 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.

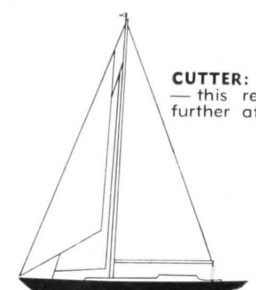


NOTE: Since 1964, all T.C.F.s have been increased by .1000 and this difference should be kept in mind when perusing the results of previous races.

RIGS



SLOOP: One mast, one headsail.



CUTTER: One mast, two or more headsails — this requires the mast to be stepped further aft than in a sloop.



SCHOONER: Two masts, of which the taller (mainmast) is stepped a distance of at least 55% of the waterline aft from the bow.



KETCH: Two masts with the shorter after mast (mizzen) being stepped forward of the rudder-post.



YAWL: Two masts with the shorter after mast (mizzen) being stepped aft of the waterline.

SYDNEY-HOBART YACHT RACE TROPHIES



R.O.R.C.
Plaque

● FOR THE SECOND YACHT ON CORRECTED TIME

Perpetual Trophy: Presented by the Hobart Municipal Council. To be held for one year by the owner. And replica.

C.Y.C.A. Trophy: Presented by the Cruising Yacht Club of Australia.

● FOR THE THIRD YACHT ON CORRECTED TIME

C.Y.C.A. Trophy: Presented by the Cruising Yacht Club of Australia.

● OTHER TROPHIES

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: Presented to the first yacht to cross the finishing line.

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 .78 or lower. To be held for one year.

Sir Arthur Warner Trophy: Presented by Sir A. Warner to the first yacht on Corrected Time with a T.C.F. of .85 or higher. To be held for one year.



J. H. Illingworth
Cup

GALLEY SLAVE'S TROPHY: Presented by R. S. Adair to the cook of the last yacht to finish.

PRESENTATIONS: Trophies will be presented by His Excellency the Governor of Tasmania, Lieut.-General Sir Charles Gairdner, K.C.M.G., K.C.V.O., K.B.E., C.B. at a function held in Hobart by the Royal Yacht Club of Tasmania.



Perpetual
Trophy

● 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.

Perpetual Trophy: Presented by the Government of Tasmania. To be held for one year by the owner of the winning yacht. And replica.

Navigator's Trophy: Presented by Mr. G. W. Rex to the navigator of the first yacht.

C.Y.C.A. Trophy: Presented by the Cruising Yacht Club of Australia.
Medallion: Presented by Mr. G. Pattinson, of England, to each crew member.

Tattersall's
Cup



F. & J. Livingston Trophy

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

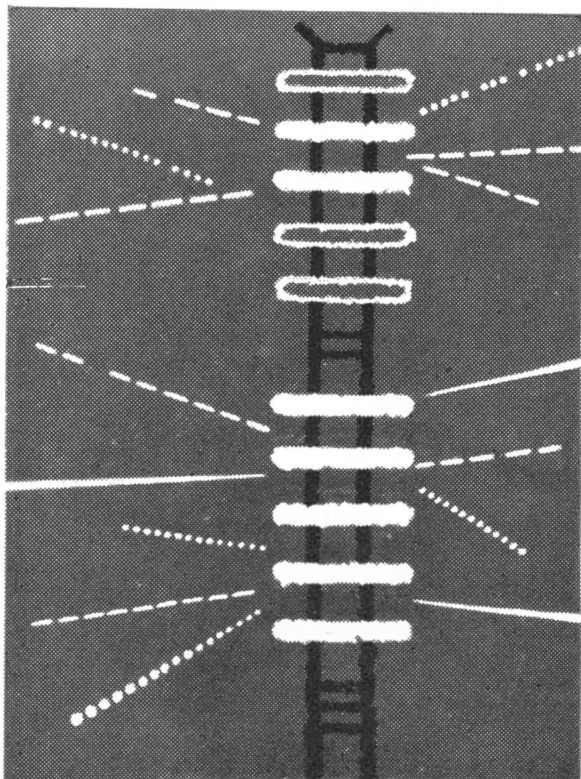
Peter Allsopp Memorial Trophy: Presented to the first yacht on Corrected Time in No. 1 Division. To be held for one year.

George Barton Trophy: Presented by G. Barton for the first yacht on Corrected Time in No. 2 Division. To be held for one year.

C.Y.C.A. Plaque: Presented by the C.Y.C.A. to each yacht starting.

Providing that two divisions are raced, C.Y.C.A. trophies will be presented to first, second and third on Corrected Time in each division.

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:

Steady Fine
Two Sec. Flashes Clearing
Half Sec. Flashes Windy

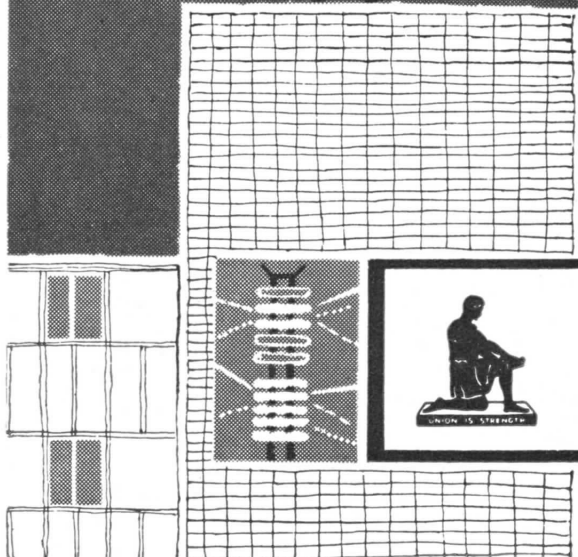
RED:

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



THE M.L.C.

THE MUTUAL LIFE AND CITIZENS' ASSURANCE CO. LIMITED
and for fire and general insurance
THE M.L.C. FIRE AND GENERAL INSURANCE CO. PTY. LTD.
MLC1606.FPR

"Mia Mia" RADIO RELAY SHIP

AS THE yachts race to Hobart, daily in your newspapers and over the radio stations, you receive detailed reports of their positions. Behind all of this information reaching the public is an elaborate and carefully worked out plan which involves months of preparation.

The most important part of this plan is the radio-relay ship which sails to Hobart with the racing fleet. This year the Victorian ketch "Mia Mia" has been selected for this most important task. She is of steel construction, built by her owner, Jeff Hammond, from a design by Ted Slater, of Melbourne. She is 66ft. 8in. overall with a beam of 17ft. 4in. and draws 7ft. 6in.

"Mia Mia's" role will be to call the yachts on three schedules a day and then report their positions back to the Press Centre at the Cruising Yacht Club of Australia in Rushcutters Bay, Sydney.

In the early days of the Sydney-Hobart Race there was only one occasion when a radio-relay vessel was made available and that was "Lauriana" in 1951. She accompanied the yachts to Hobart, but her use was limited as radios were not compulsory and few craft carried them.

However, in the last 10 years there has been a radio-relay vessel provided each year and her role has become increasingly important. These vessels have usually been large seaworthy cruising vessels whose owners have gone to considerable trouble and expense to meet all the Club's stringent requirements.

Although this will be Jeff Hammond's first year as skipper of the radio-relay vessel, he has shown that he is a very patient and co-operative owner and is as anxious as the Club to make a success of the vital job assigned to his yacht.

The C.Y.C.A. wishes to place on record its appreciation

✂ ✂

News Coverage

C.Y.C. PRESS CENTRE

THE Sydney-Hobart Race has probably the most comprehensive news coverage of any ocean yacht race in the world; this has not come about by chance.

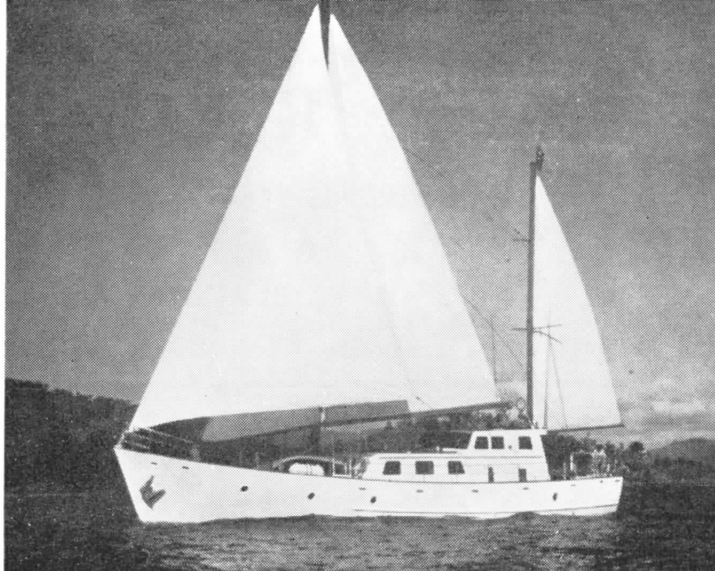
After the yachts have been at sea for two or three days the fleet is often spread out over an area of 10,000 square miles of ocean. It is impossible to survey this area by sea or by air, so the only answer is radio.

The C.Y.C.A. makes serviceable two-way radios compulsory equipment aboard the competing yachts and they are required to make contact with the Radio Relay Ship at three scheduled times each day to give their positions. These positions are then transmitted in code from the Radio Relay Ship direct to the Cruising Yacht Club of Australia in Sydney and to the Royal Yacht Club of Tasmania in Hobart, via the Coastal Radio Station maintained by the Overseas Telecommunications Commission.

At both of these centres experienced yachtsmen plot the positions of the yachts on a large-scale chart of the course and from this form a picture of the yacht fleet in relation to a well-known coastal point — how the leaders are faring and the tactical situation in relation to the individual yacht's handicap.

Newspapers, radio and television stations appoint representatives in attendance at these centres and this information is made available to all who require it.

All of this has required months of preparation and organisation, and for the duration of the race a band of enthusiasts



of Mr. Jeff Hammond's actions in making available his fine craft for this essential task.

With the record fleet and compulsory radio schedules this is a most exacting assignment and the whole routine of the ship is centred around these radio schedules.

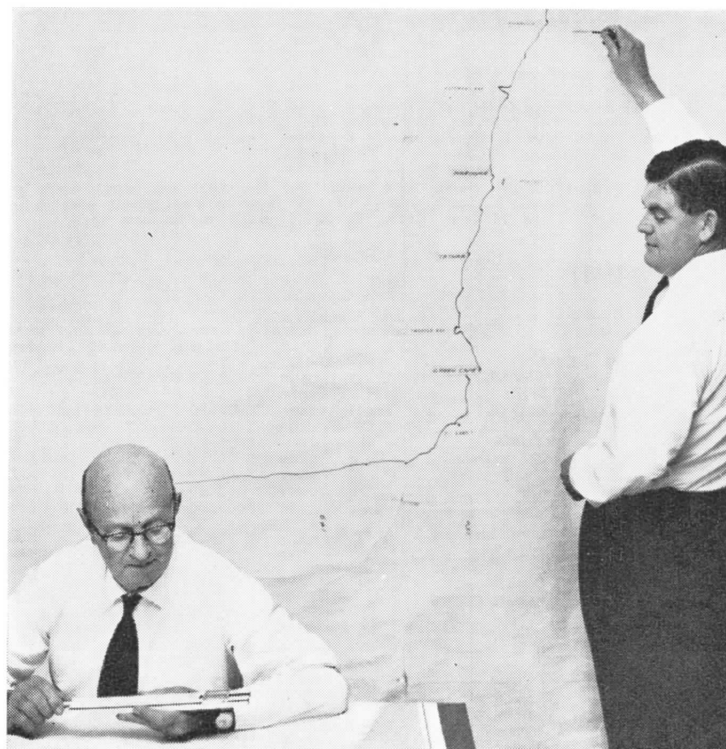
Also, of considerable assistance in the organisation of the radio-relay vessel is Caltex Oil (Aust.) Pty. Ltd. who again are most generous in seeing to the fueling and victualling of the round trip. Aboard "Mia Mia" also will be a Cinesound cameraman who will be shooting the official C.Y.C.A. film of the race for Penfolds Wines Pty. Ltd.

CREW: Owner/Skipper J. Hammond, F. Parsons, L. Caithness, J. Hammond Jnr., P. Nilssen, S. Darling, R. Hobson, J. Amos, D. Closs, H. Rugby, A. Neilson.

✂ ✂

man these centres for long hours. The results, they feel, are worthwhile, as news of the race is disseminated through all available channels.

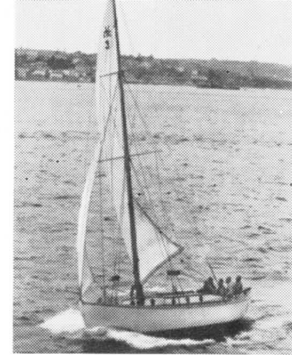
Sometimes, however, due to bad radio conditions, news is delayed or is incomplete, so — we ask friends of the crews and the interested public to be patient and wait for progress reports from your favourite newspaper, radio or TV station, but, please don't ring clubs concerned, the duty officers have their hands full.



RACE RECORD

1945-1964

OFFICIAL PLACINGS



"Rani"
1945

"Christina"
1946

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

1945

(Times are given in days, hours and minutes, Elapsed Time T.C.F. Corrected Time)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RANI	Capt. J. Illingworth, R.N.	6-14-22	.6670	4-09-38
2.	AMBERMERLE	J. Colquhoun, C. Kiel	8-08-19	.6722	5-14-39
3.	WINSTON CHURCHILL	P. Coverdale	7-07-38	.7706	5-15-20
4.	KATHLEEN	J. Earl	8-06-20	.6856	5-15-59
5.	HORIZON	J. R. Bartlett	8-07-47	.6977	5-19-23
6.	SALTAIR	R. M. Walker	8-13-48	.6859	5-21-09
7.	MISTRAL	R. F. Evans	8-12-55	.9063	7-17-13
8.	WAYFARER	P. M. Luke	11-06-20	.6916	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 have to or sought shelter. Calms later.

1946

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHRISTINA	J. R. Bull	6-18-51-15	.6625	4-11-53-27
2.	SAGA	B. J. Halvorsen	6-09-52-00	.7161	4-14-11-02
3.	MORNA	C. Plowman	5-02-53-33	.9104	4-15-52-53
4.	DEFIANCE	F. A. Bullock	5-19-19-25	.8180	4-17-58-00
5.	MATTHEW FLINDERS	A. Palfreyman	5-22-05-20	.8071	4-18-40-48
6.	TRADE WINDS	M. E. Davey	7-01-00-45	.6960	4-21-37-58
7.	SOUTHERN MAID	C. Philp	6-06-44-45	.7910	4-23-14-24
8.	ACTIVE	H. M. Tate	6-07-08-47	.7980	5-00-36-53
9.	MISTRAL	R. F. Evans	5-18-51-40	.8855	5-02-57-41
10.	WAYFARER	P. M. Luke	7-12-21-15	.6980	5-05-53-14
11.	KURREWA III, F. & J. Livingstone		7-07-30-30	.8235	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.

1947

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD	G. D. Gibson	5-13-19-04	.7232	4-00-24-56
2.	MOONBI	H. S. Evans	5-22-46-02	.6807	4-01-10-54
3.	PEER GYNT	T. Halvorsen	6-01-18-15	.6853	4-03-34-37
4.	KINTAIL	D. Macrae	5-20-00-56	.7359	4-07-02-15
5.	FORTUNA	Dr. R. Wishaw	6-05-13-09	.6965	4-07-55-52
6.	TRADE WINDS	M. E. Davey	5-23-15-01	.7342	4-09-10-28
7.	SALTAIR	A. E. Walker	6-06-23-20	.7024	4-09-37-57
8.	GYMEA	G. L. Carter	6-13-53-51	.6785	4-11-08-00
9.	MORNA	C. Plowman	5-03-03-54	.8986	4-14-35-10
10.	WINSTON CHURCHILL	P. Coverdale	5-22-02-55	.7791	4-14-40-12
11.	ELO	T. A. Guiffre	5-22-12-54	.7863	4-15-49-25

PAGE TWENTY-EIGHT

12.	SOUTHERN MAID	C. Philp	5-22-31-50	.7910	4-16-44-30
13.	BENECIA	F. A. Harris	6-13-21-12	.7211	4-17-28-03
14.	MATTHEW FLINDERS	A. Palfreyman	5-22-35-06	.8071	4-19-04-49
15.	SIRIUS	J. S. Booth	6-02-51-07	.7900	4-20-00-47
16.	JOSEPHINE	B. C. Penton	5-20-33-37	.8340	4-21-13-38
17.	KURREWA III	F. Livingstone	6-01-19-26	.8140	4-22-17-37
18.	HORIZON	S. Berg	6-23-46-36	.7199	5-00-46-57
19.	MISTRAL II	R. F. Evans	5-10-58-45	.8848	5-03-51-13
20.	ALOHA	J. A. Clark	8-03-19-48	.6343	5-03-53-52
21.	STORMBIRD	J. H. A. Herford	7-11-16-40	.6938	5-04-22-59

Fastest Time: MORNA.

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

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

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

1948

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

Pl.	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.	MOONBI	H. S. Evans	5-05-01-53	.6807	3-13-06-32
5.	NERIDA	C. P. Haselgrove	4-09-45-10	.7415	3-13-48-20
6.	SANDRA	M. M. Creese	4-08-58-25	.8278	3-14-53-50
7.	PEER GYNT	T. Halvorsen	5-11-52-21	.6853	3-18-22-20
8.	MISTRAL II	R. F. Evans	4-08-20-13	.8945	3-21-19-46
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), ALOH' (J. A. Clark), MISTRAL V (G. W. Rex), NELL GWYNN (F. Hickman).

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

1949

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	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

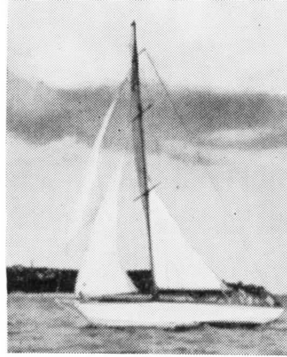
Fastest Time: WALTZING MATILDA.

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"
1949



"Nerida"
1950



"Struen Marie"
1951

1950

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

Pl.	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.	FORTUNA	W. Fesq	6-02-50-26	.6923	4-05-39-28
5.	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. Scafield	6-16-16-10	.6676	4-10-59-45
9.	SEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENEZIA	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 5 1/2 for the leaders.

1951

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

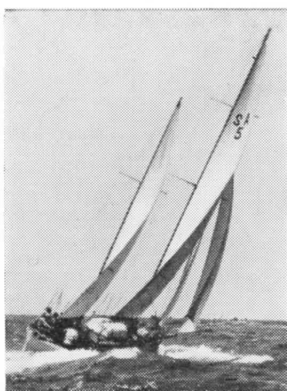
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	STRUEN MARIE	T. Williamson	4-03-38-35	.6805	2-19-48-26
2.	LAHARA	D. Ashton	4-07-24-59	.6652	2-20-47-33
3.	LASS O' LUSS	J. Colquhoun	4-03-12-05	.7059	2-22-01-35
4.	FORTUNA	W. Fesq	4-05-54-38	.6923	2-22-33-10
5.	ELLIDA	J. Halliday	4-14-51-58	.6603	3-01-12-18
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.

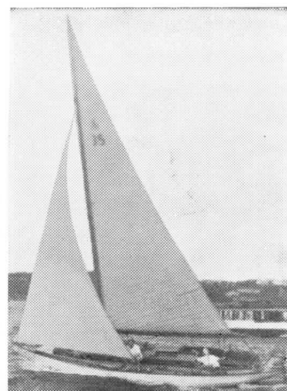
Retired: WAYFARER (P. M. Luke), KATWINCHAR (E. J. Mossop).

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.

"Ingrid"
1952



"Ripple"
1953



1952

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

Pl.	Yacht	Owner	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.	RIFFLE	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.

1953

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIFFLE	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.	BRIILLIANT	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. Bull	6-00-32-46	.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.	WARANA	P. R. Warner	7-00-13-00	.7195	5-01-01-55
16.	NELL GWYNN	F. Hickman	7-02-16-57	.7306	5-04-24-30
17.	FLAMINGO	W. McCarthy	8-02-09-16	.6590	5-07-21-16
18.	ISIS	R. May	8-21-16-00	.6359	5-15-36-58
19.	WANDERER	E. Massey	7-11-01-59	.7679	5-17-28-46
20.	PATIENCE	A. B. Wilson	8-18-45-00	.6684	6-07-15-07

Fastest Time: SOLVEIG.

Retired: MISTRAL II (J. Payne), PAVANA (G. Mayne), JANZON (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.



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"Solweig"
1954



"Moonbi"
1955

1954

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

Pl.	Yacht	Owner	Elapsed 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. Holm	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.	BRIILLIANT	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.

1955

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected 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.

1956

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	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

PAGE THIRTY-ONE

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	5-17-47-05	.6701	3-20-19-46
12.	SAMUEL PEPYS	R.N.S.A.	5-17-17-41	.6779	3-21-04-20
13.	LAHARA	D. N. Ashton	6-04-55-48	.6556	4-01-37-24
14.	WINSTON CHURCHILL	Sir A. Warner	5-05-49-49	.7942	4-03-56-04
15.	ROMAVA	R. J. Mercer	6-16-01-06	.6616	4-09-53-01
16.	TARNI	G. Wignall	6-13-04-03	.6722	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	4-12-45-21
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. Coffee	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)

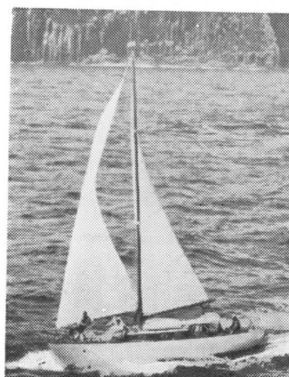
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	ANITRA V	T. & M. Halvorsen	4-06-38-30	.7105	3-00-55-37
2.	SOLO	V. Meyer	3-20-19-16	.7973	3-01-36-37
3.	CATRIONA	D. M. Brown	4-07-42-45	.7596	3-06-46-48
4.	KURREWA IV	F. & J. Livingston	3-18-30-39	.9114	3-10-29-31
5.	METUNG	Dr. T. Beatty	4-19-01-40	.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	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.

"Anitra V"
1957



"Solo"
1956 and 1962



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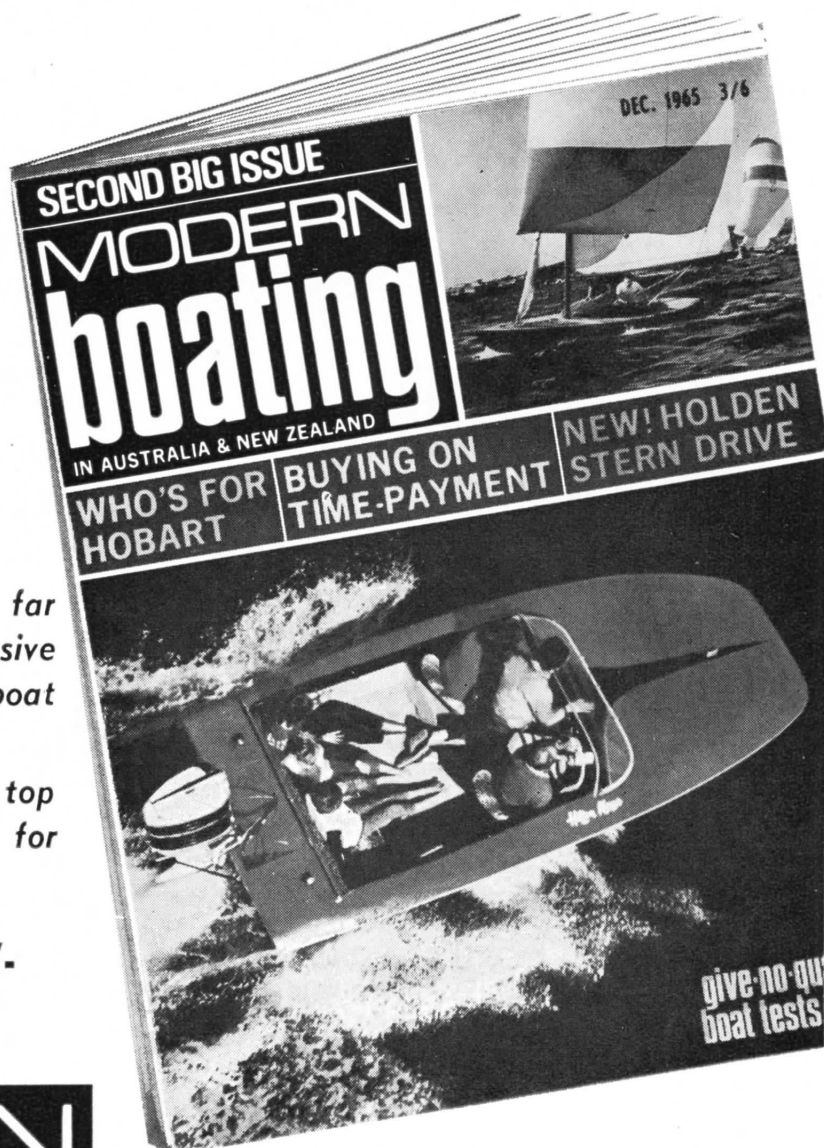
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1958

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

Pl.	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,	Sir A. Warner	5-02-46-30	.8082	4-08-13-37
11.	METUNG	T. O. Beatty	6-02-34-41	.7235	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.

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	4-01-07-44
28.	BRIILLANT	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)

Pl.	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	4-16-25-35	.6803	3-04-29-01
3.	JOANNE BRODIE	R. C. Hobson	5-00-05-39	.6501	3-06-04-24
4.	ANITRA V	J. S. Samson	4-15-58-59	.6989	3-06-15-54
5.	MARIS	J. Earl	4-22-51-06	.6590	3-06-19-24
6.	NORLA	J. S. Howie	4-16-29-04	.7061	3-07-25-31
7.	SOLO	V. Meyer	4-05-30-03	.7912	3-08-18-27
8.	KALEENA	H. E. Godden	5-02-50-07	.6540	3-08-20-03
9.	LASS O' LUSS	B. C. Psalfis	4-20-43-16	.7085	3-10-41-49
10.	KINTAIL	G. A. Horniman	4-18-37-40	.7282	3-11-28-19
11.	TAHUNA	E. A. Hales	4-19-25-40	.7368	3-13-02-50
12.	SILHOUETTE	R. Swanson	5-02-39-53	.7040	3-14-21-21
13.	SOUTHERN MYTH, N. C. Howard		4-23-38-57	.7252	3-14-46-10
14.	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-15
15.	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16.	WINSTON CHURCHILL,	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J	J. Halliday	5-07-06-00	.7077	3-19-21-51
19.	SOUTHERLY	D. Mickleborough	5-18-56-05	.6608	3-19-48-29
20.	AILSA	J. Marion	6-06-03-28	.6174	3-20-30-44
21.	SYLPH, J., A. G. & G. D. Lawson		5-20-35-26	.6653	3-21-32-06
22.	SIMBA	C. Dorman	6-01-26-33	.6575	3-23-37-42
23.	ATHENA	J. Jarrett	6-02-33-07	.6689	4-02-01-42
24.	SYLVENA	S. H. Moray	5-21-14-48	.6981	4-02-36-15
25.	BOONGOWN	J. Molesworth	6-09-14-30	.6475	4-03-13-26
26.	PHANTOM	W. K. Mooney	6-00-40-38	.6863	4-03-17-31
27.	SIANDRA	D. M. Boddin	6-08-50-11	.6596	4-04-48-39
28.	MISTRESS	W. Pettingell	6-06-41-07	.6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-07-26-36
30.	GALATEA M	N. W. Kestel	7-09-23-41	.6270	4-15-13-35
31.	JOLLY ROGER	A. J. Suttton	7-06-21-22	.6767	4-21-59-12
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: Snrtherly 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.

1959

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHERANA	R. T. Williams	5-02-13-53	.6590	3-08-33-02
2.	ANITRA V	T. & M. Halvorsen	4-18-01-47	.7094	3-08-53-34
3.	SOUTHERLY, D. E. Mickleborough		5-03-59-11	.6612	3-09-58-47
4.	MALOHI	N. H. McEnally	5-04-43-42	.6615	3-10-30-28
5.	KALEENA	H. E. Godden	5-06-06-39	.6565	3-10-47-30
6.	JANZOON	W. R. Slade	5-00-55-23	.6993	3-12-33-41
7.	PEGASUS	N. F. Brooker	5-06-35-15	.6697	3-12-46-32
8.	SOUTHERN MYTH, N. C. Howard		4-21-56-35	.7250	3-13-30-31
9.	AILSA	J. Marion	5-19-38-02	.6181	3-14-18-28
10.	LASS O' LUSS	J. Colquhoun	5-02-04-03	.7080	3-14-32-23
11.	SOLO	V. Meyer	4-13-33-12	.7973	3-15-20-49
12.	SYLVENA	S. H. Moray	5-05-47-11	.6981	3-15-48-41
13.	LOLITA	J. Leahy	5-10-42-33	.6722	3-15-51-46
14.	METUNG	Dr. T. O. Beatty	5-01-52-22	.7270	3-16-36-05
15.	LORRAINE	R. F. Rusk	5-12-08-28	.6846	3-18-44-30
16.	CATRIONA	D. M. Brown	5-00-56-30	.7617	3-20-07-17
17.	BIRRAHLEE	J. & T. Savaae	5-20-23-00	.6595	3-20-34-58
18.	KURREWA IV, F. & J. Livingston		4-15-13-29	.8651	4-00-13-14
19.	WINSTON CHURCHILL,	Sir A. Warner	4-23-27-47	.8084	4-00-34-26
20.	ARCHINA	J. S. Howie	5-00-55-29	.7995	4-00-40-46
21.	RUTHEAN	A. & T. Toll	4-23-04-53	.8336	4-03-15-58
22.	TAM O' SHANTER, R.A.N. College		6-09-45-00	.6673	4-06-35-41
23.	SOLANO	G. Glen Carr	6-07-23-30	.6786	4-08-05-30
24.	FOUR WINDS	S. W. Gibson	7-01-39-05	.6376	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.

1960

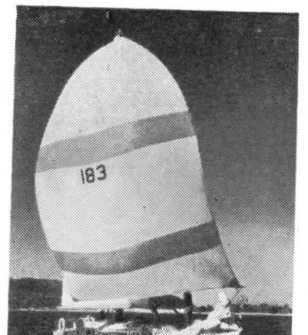
(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-00-59-03	.6596	3-07-48-04
2.	KALEENA	H. E. Godden	5-01-59-03	.6565	3-00-04-57
3.	MALOHI	N. H. McEnally	5-10-58-04	.6607	3-08-37-19
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

"Cherana" 1959



"Siandra" 1958 and 1960



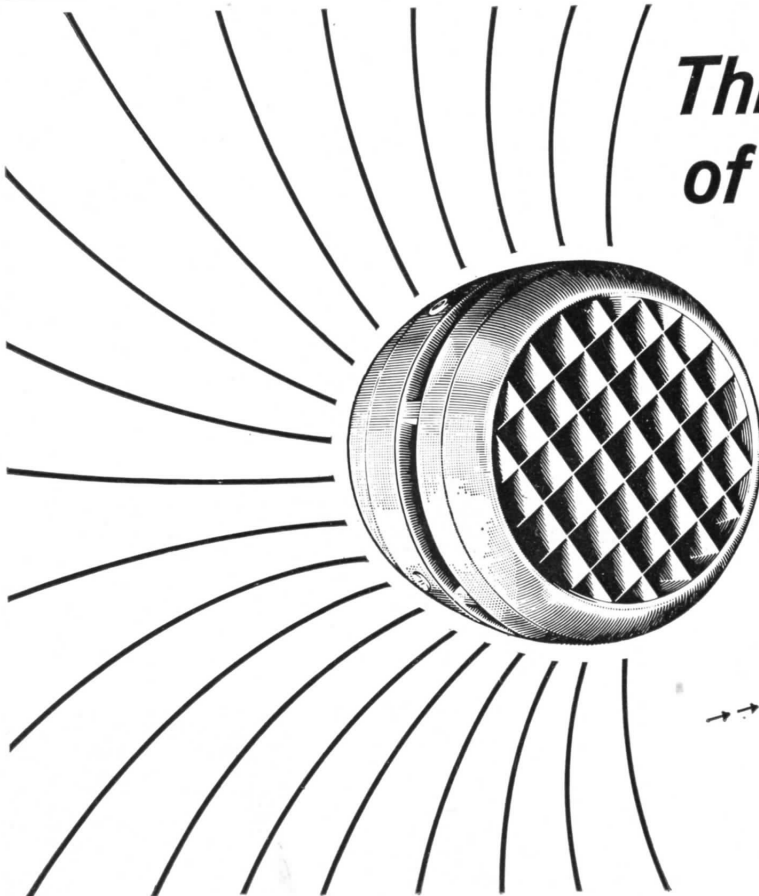
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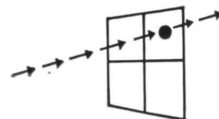
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1962

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	3-04-29-15	.7943	2-12-45-14
2.	ONDINE	S. A. Long	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. Coffee	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	2-17-28-24
11.	JANZOON II	W. R. Slade	3-23-05-19	.6893	2-17-32-40
12.	RIVAL	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.	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	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.	TAHUNA	E. A. Hales	4-01-08-21	.7368	2-23-34-20
31.	SOUTHERN MYTH, N. C. Howard		4-02-43-14	.7260	2-23-40-16
32.	FOUR WINDS II	S. Gibson	4-08-12-42	.6968	3-00-36-53
33.	SOUTHERN MAID	P. Deaton	3-20-00-14	.7977	3-01-23-29
34.	MISTRESS MAY, W. W. Pettingell		4-15-13-08	.6695	3-02-27-40
35.	METUNG	T. Beatty	4-07-38-09	.7265	3-03-17-29
36.	LARNTARNI	W. Wakefield	4-01-45-59	.7708	3-03-21-30
37.	AOTEA II	R. K. Hunt	4-20-09-57	.6523	3-03-46-30
38.	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

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.

1963

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-15-17-03	.7014	3-06-03-17
2.	CAVALIER	I. E. McDonnell	5-04-36-12	.6428	3-08-05-22
3.	LORITA MARIE	N. B. Rydge, Jr.	4-22-36-21	.6855	3-09-18-15
4.	SEA WIND	N. F. Brooker	4-17-02-54	.7194	3-09-19-37
5.	CARMEN	R. Swanson	5-08-11-57	.6362	3-09-33-37
6.	MOUSE OF MALHAM	N. J. Wright & D. Belcher	5-07-41-23	.6441	3-10-14-42
7.	CADENCE	H. S. Mason	5-09-11-51	.6371	3-10-18-42
8.	MERCEDES II	H. T. Kaufman	4-23-56-07	.7096	3-13-06-22
9.	CAPRICE OF HUON	G. Ingate	4-21-06-10	.7278	3-13-13-39
10.	GIP	I. A. R. Polson	5-11-56-57	.6493	3-13-40-29
11.	ANITRA V	J. S. Samson	5-03-42-00	.6999	3-14-34-39
12.	NORLA	J. Bennetto	5-03-25-22	.7060	3-15-08-11
13.	CAROL J	J. Halliday	5-04-20-13	.7065	3-15-50-39
14.	SALACIA	R. F. Rusk	5-05-08-58	.7033	3-16-01-03
15.	TAHUNA	E. A. Hales	5-01-18-25	.7363	3-17-19-06
16.	RONITA	R. Coffee	5-16-19-01	.6563	3-17-27-53
17.	MALOHI	S. Fischer	5-17-07-40	.6555	3-17-53-14
18.	LASS O'LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24.	SOUTHERLY	D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	.6613	4-00-02-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27.	RUTHEAN	A. V. & I. T. Toll	5-01-05-40	.8065	4-01-39-46



"Rival"
1961



"Freyo"
1963 and 1964

28.	WINSTON CHURCHILL	G. Warner	5-03-53-37	.8213	4-05-45-11
29.	NIRIPA	J. W. White	6-02-31-30	.7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31.	SOUTHERN MYTH, N. C. Howard		6-06-51-11	.7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	.6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

Fastest Time: ASTOR

Retired: AOTEA II (R. K. Hunt), AQUA BLEU (J. F. Parson), BIRRAHLEE (C. V. Jones), BOONGOWN (Dr. J. Molesworth), FOUR WINDS II (S. W. Gibson), GEMINI (P. A. Zalai), LOLITA (J. Farren Price), SIANDRA (D. M. Boyden), ENID (J. C. A. Cockle), ILINA (K. R. Murdoch).

Weather: Light Northerly winds and calm patches for the first few days upset many calculations. Then a fresh South Westerly down Tasmania way which reached 70 knots in Storm Bay caused many retirements.

1964

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-01-17-35	.8014	3-05-58-14
2.	CAMILLE	R. Swanson	4-04-09-22	.7901	3-07-08-00
3.	JANZOON II	W. Russel Slade	4-05-13-34	.7823	3-07-11-21
4.	CADENCE	H. S. Mason	4-11-58-09	.7371	3-07-35-03
5.	SALACIA	A. W. Byrne	4-04-08-38	.8035	3-08-27-56
6.	LORITA MARIA	N. B. Rydge Jr	4-07-16-47	.7852	3-09-05-43
7.	CAVALIER	Dr. L. E. McDonnell	4-13-25-13	.7418	3-09-10-04
8.	NORLA	J. Bennetto	4-05-07-34	.8051	3-09-25-00
9.	KAREELAH	R. H. Fidock	4-09-00-44	.7781	3-09-42-36
10.	SEAWIND	N. F. Brooker	4-04-16-50	.8194	3-10-10-12
11.	YAMPL	I. A. R. Polson	4-14-06-32	.7513	3-10-43-29
12.	STRUEN MARIE	A. J. Wildman	4-12-26-22	.7655	3-11-00-37
13.	SARACEN II	R. Crichton-Brown	4-11-59-18	.7754	3-11-44-03
14.	MERCEDES II	H. T. Kaufman	4-07-58-05	.8102	3-12-14-06
15.	KALEENA	H. E. Godden	4-12-59-16	.7739	3-12-20-44
16.	ILINA	K. R. Murdoch	3-22-33-51	.9097	3-14-01-30
17.	RONITA	R. A. Coffee	4-18-19-14	.7563	3-14-27-38
18.	TUI MANU	M. York	4-16-57-21	.7655	3-14-28-03
19.	PHYLLIS GRAHAM	R. Roxburgh	4-04-51-40	.8617	3-14-54-43
20.	POITREL	J. R. Robson-Scott	4-17-48-40	.7641	3-14-57-47
21.	ASTOR	P. R. Warner	3-20-05-05	.9564	3-16-04-11
22.	AKALA	J. Bleakley	4-17-35-00	.7792	3-16-30-14
23.	AWAY	F. Armstrong	4-19-43-20	.7872	3-19-05-47
24.	ATHENA	J. Jarrett	5-01-49-55	.7553	3-20-01-10
25.	SYLPH VI	Lawson Brothers	5-02-22-07	.7653	3-21-39-41
26.	SEAMAN	H. Vaughan	5-01-15-22	.7794	3-22-30-25
27.	JOY TOO	J. J. McLaren	5-05-21-37	.7575	3-22-57-37
28.	CHERANA	W. R. S. MacRae	5-06-37-15	.7567	3-23-48-50
29.	MARCO POLO	K. York-Syme	5-08-07-00	.7542	4-00-37-32
30.	ROYAMA	R. J. Mercer	5-06-43-08	.7808	4-02-56-31
31.	METUNG	T. O. Beatty	5-06-13-15	.8292	4-08-38-44

Fastest Time: ASTOR.

Retired: AILSA (J. Marion), ASTELOT (A. G. Croft), BACCHUS D (P. E. Deaton), BINDAREE (G. G. Blackwood), LOLITA (N. G. Cassim), SAGA (L. Little), SEA BEE (J. Ashton-Martin).

Weather: Sunny start in a light N.E., with a force 6 Southerly change first night, later backing to light S.E. and N.E. Fresh Northerly across Bass Strait, backing to N.W. down the Tasmanian coast, followed by force 7 S.W. in Storm Bay. Calm patches in the Derwent River.

FEBRUARY • 1966

2/6

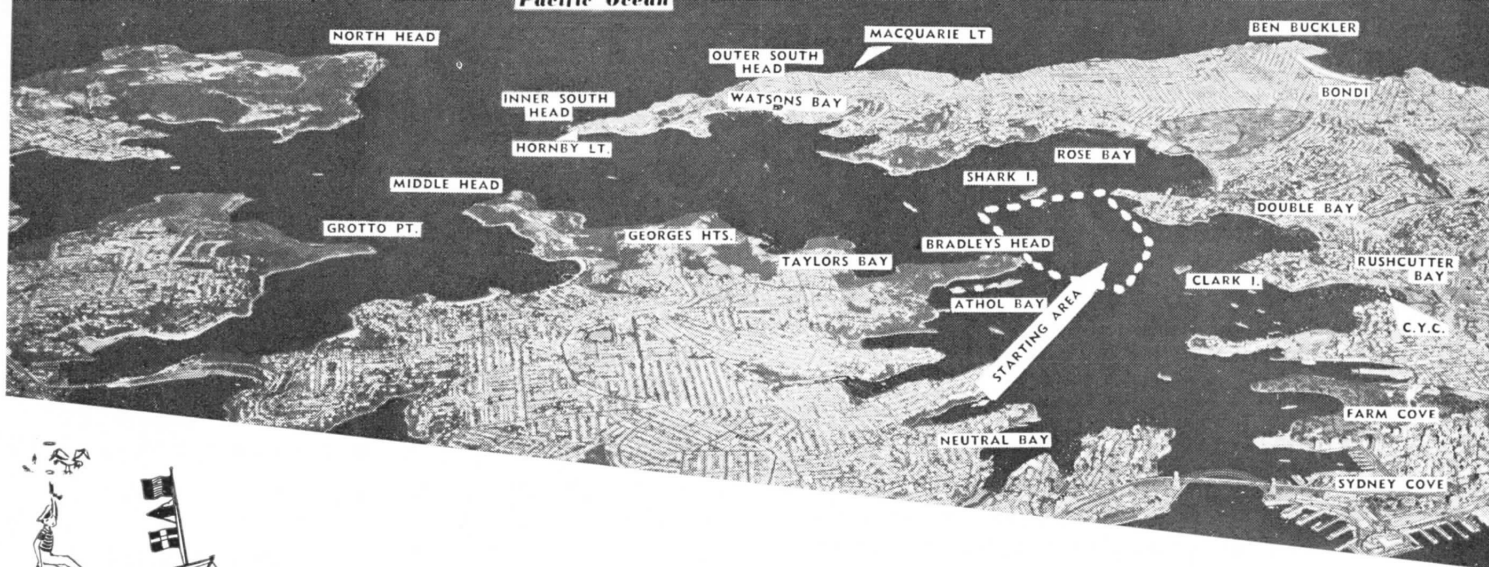
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The Start

SYDNEY

THE magnificent harbour of Sydney sees few spectacles as brilliant or colourful as the annual start of the Sydney-Hobart Yacht Race. Hundreds of pleasure craft line the harbour waiting for the yachts to start their long voyage to Hobart, while tens of thousands of people cover every vantage point on the shores. Movie and television cameras are set up at every possible point, on shore, on boats and even in the air, to cover this exciting event.

From the marshalling area behind the starting line at Clark Island a clear lane is left down the harbour, for the racing yachts to sail to the Heads. Patrol boats from the

Maritime Services Board, the Police and the Volunteer Coastal Patrol maintain this unobstructed area.

The starting boat fires warning guns 10 minutes and five minutes before the start and the apparent aimless and chaotic manouvring of the racing yachts settles down to a pattern, and all are headed for the line at maximum speed when the starting gun is fired at 11 o'clock.

From there it is "full speed to the Heads" and even seconds at this early stage of the race can make the difference in the places 640 miles away. A strong, westerly will see the boats heading straight for South Head at maximum hull speed, a light nor-easter sees them gracefully tacking across the harbour, making the most of every wind shift, and tidal eddy.

At last all clear the Heads and a procession of yachts has been formed that will be constantly changing all the way to Hobart, and the finishing line. But for yachtsmen and spectators alike, the start of the race will be the outstanding spectacle that will be remembered when many other aspects of the race are long forgotten.

The Finish

HOBART

THIRTY-FIVE miles across Storm Bay from Tasman Island and 12 miles from the finishing line is the Iron Pot, the sentinel that marks the entrance to the Derwent River. The river section of the race from the Iron Pot to the finishing line off Battery Point often presents crews with a certain amount of frustration with fickle winds and tidal currents that can reduce a yacht's speed to near zero. Many times yachts have been known to spend a night becalmed at the mouth of the Derwent.

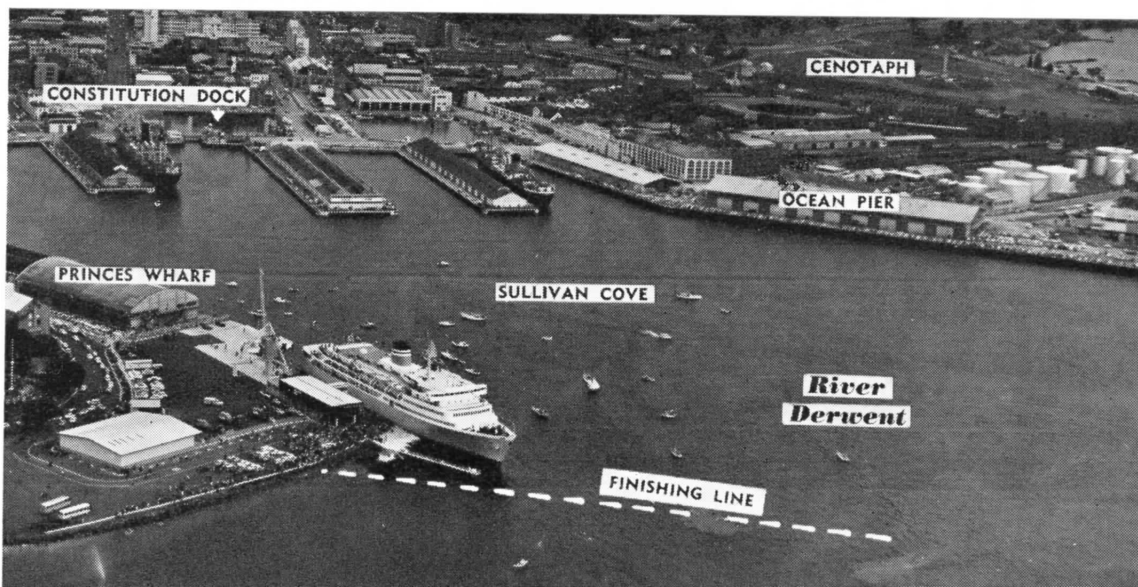
On the other hand this part of the course may provide hundreds of Hobart yachting enthusiasts with the thrilling spectacle of the ocean racing giants fighting it out to the

finishing line off Battery Point. Here the finishing times are recorded by officials of the R.Y.C.T.

Once across the finishing line the yachts are escorted to allocated berths in Constitution Dock.

It has been tradition that each competing yacht down to the very last home receives a tumultuous welcome from the townfolk of Hobart as well as their rivals when entering the gateway to the dock.

The Dock, as seen in the photograph, is well situated near the centre of the city and provides excellent amenities for crews and a haven to relax and yarn over the adventures of the race.





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 Presentation of Trophies 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.

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., Penfolds Wines 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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Personalities

GEOFFREY PATTINSON



IN the many years since Geoffrey Pattinson was first bitten by the "Ocean Racing Bug" he has left an indelible mark on this sport in many countries.

This quiet man, an ex-naval officer of the First War, owner of a large apple orchard in England and breeder of horses for the hunt, has enjoyed being deeply involved in ocean racing for over 40 years.

The 58 foot Robert Clark designed cutter "Jocasta" brought him many of his earlier successes as an owner and also a

reputation of being a hard driving skipper. In this yacht he has at various times won the Fastnet Race. The Royal Ocean Racing Club's Class I Point Score and been a member of the first Admiral's Cup Team.

In 1958 he had the desire to participate in our Hobart Race. Typical of the man, he purchased the 38 foot Arthur Robb designed "Uomie" as being the best performer in England at that time and a yacht that would be suitable in our conditions.

After competing first in the Newport to Bermuda Race "Uomie" was shipped to Australia and, despite not sharing the best breaks of the flukey 1958 Hobart Race, put up a very creditable performance to come home fifth on handicap.

The next yacht in which we were again fortunate to see him here was the Sparkman and Stephens designed "Zarabanda".

After sailing "Zarabanda" in the 1960 Hobart Race he participated with her in the 1961 Buenos Aires to Rio Race.

His present yacht "Fanfare" is a 45 foot Masthead Sloop designed by Kim Holman and undoubtedly one of the best yachts in England today.

Due to being dismasted in one of the early Selection Races she was unfortunate to lose her chance of being chosen in England's Admiral's Cup Team this year.

Australia's top yachtmen look forward with great interest to Geoffrey's third attempt to win the Hobart Race. They know his ability and believe that no better yacht could be sent from England to compete in our premier race. Her performance against our best yachts is going to be an extremely valuable guide to those who are to choose our next Admiral's Cup Team for 1967.

Geoffrey Pattinson is the pioneer of what we hope in the future will be a regular entry of overseas yachts, particularly those from England, in our annual dash to Hobart.

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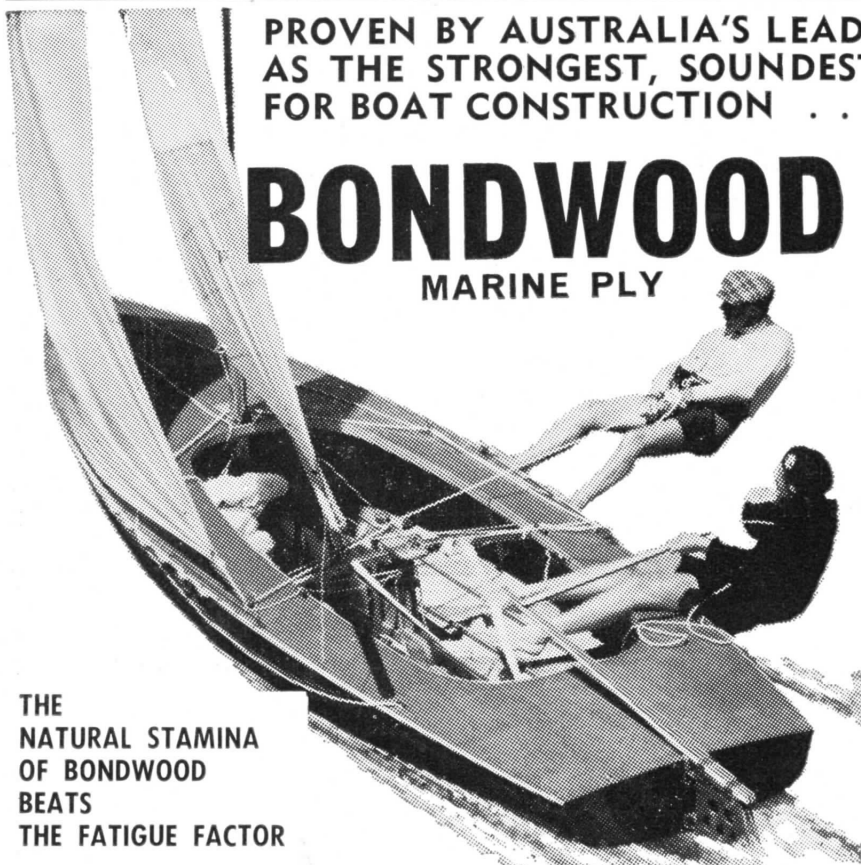
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Safety Regulations

GENERAL CONDITIONS

THERE are undoubtedly many factors that come into consideration to ensure success in ocean races such as the Sydney-Hobart race, but success lies not only in winning or being placed in the race but also in achieving a safe and comfortable sail, without damage or injury to the boat or the crew. To ensure that all competitors in ocean races are "capable of spending long periods at sea where there may be no harbour or refuge within easy reach, and no way of obtaining assistance", the Cruising Yacht Club of Australia has set down regulations to cover the minimum safety requirements that must be met by every yacht. The Club is a recognised authority on safety in ocean races, and is proud of its outstanding record of no major accident to any crew member or to the racing fleet in nearly twenty-one years of summer and winter ocean racing.

All yachts competing in the Sydney-Hobart races are inspected before the race by the Club's Officers and any boat not complying with these safety regulations would have her entry rejected.

The safety regulations may be divided into three sections, namely the seaworthiness of the yacht, the safety and security of the crew, and the survival of the crew in case of accident. Looking at these in turn, we can appreciate the thoroughness of the safety regulations, which have so far been vindicated in practice.

While the essential seaworthiness of the yacht has been considered in turn by the designer, the builder, and the owner, there are still certain conditions to be met. All cockpits must be watertight and self draining, all hatches must be secure and attached to the boat, and all ballast inside the yacht must be secured, as well as batteries, stoves, gas bottles, tanks, etc., to remain in position "with the yacht upside down". Emergency steering must be able to be fitted if necessary. Adequate spare parts such as wire, rigging screws, shackles, blocks, winch handles, etc., and emergency equipment such as rigging cutters, radar reflectors, and storm shutters for ports, are recommended.

There are minimum requirements for anchors and anchor cables, storm sails, bilge pumps, fire-fighting equipment, and the quantity of water to be carried. Stowage of water must be in at least two tanks to prevent total loss in the event of a leak developing in a tank. The methods of stowing inflammable fuels such as petrol, kerosene or gas are specified.

The regulations cover minimum navigational aids to be carried which include charts, pilot books, compasses and signalling equipment. Navigational lights must be fitted and used, according to the International Regulations. All yachts must also carry transmitting and receiving radios.

The safety and security of the crew is covered in a number of ways, the first being the minimum requirements for the first-aid kit which must be carried. This comprehensive kit was laid out by doctors conversant with ocean racing conditions, and is designed to cover all circumstances that may arise, from fractures, wounds, burns and other injuries, headaches, seasickness and constipation. Medical books to be carried aboard are specified, and regular lectures are given by the Club on first-aid at sea.

To ensure the maximum safety of the crew working on deck in bad weather, each yacht must be fitted with guard rails around the boat, attached to rigid bow and stern pulpits. Safety belts must be carried for every member of the crew and in practice these are more often used than not.

If, despite these precautions, a man is lost overboard, adequate rescue equipment must be carried to provide a speedy recovery. Two life rings must be stowed in easy

reach of the helmsman. To one of these is attached a dye marker, an automatic light, and a 15 foot pole with a flag, designed to float upright. Yachts must be fitted with engines, which are not sealed, and which may be used to recover a man lost overboard. A declaration would be made after the race if the engine was used for this purpose.

Survival of the crew in the event of them having to abandon the yacht is catered for in the safety regulations by the section dealing with rubber life rafts. Every yacht must carry on deck a rubber life raft capable of supporting all the crew. This life raft must be self inflating, and carry water, food, flares, dye markers, signalling equipment and usually a light, and provide shelter for the crew, either by means of a canopy or at least by providing sun hats. As well as the life raft, each yacht must carry approved life jackets for all the crew.

It can be seen that the safety regulations covered in the Cruising Yacht Club's "General Conditions" are not a hit and miss affair, but rather the result of a careful study of leading overseas ocean racing clubs rules (Cruising Club of America, Royal Ocean Racing Yacht Club, etc.) and conditions that may occur in local ocean races with adequate allowances made for the unexpected. These conditions are under constant review and any recommendation made that improve even further the safety of ocean racing are quickly adopted. In this way the Club hopes to maintain its record of safety and increase further the popularity of this sport.

It should be pointed out that the Club's safety regulations are now more thorough and complete than any other major ocean racing club in the world and are considered as a basis for many clubs that conduct ocean racing in Australia.

An example of this is that the Cruising Yacht Club of Australia was the first major ocean racing club in the world to insist upon the use of proper rubber life rafts whereas other clubs were still allowing rigid yacht type dinghies.

Those serving on the Safety Inspection Committee are all experienced ocean racing and cruising men and some have served on it since its inception and helped draw up the rules in their present form.

* * *

How and What they will eat

ONE of the prime considerations of every yacht skipper before the race starts is the provisioning of the ship.

On the larger yachts one of the crew is usually designated as cook and is then responsible for obtaining the provisions and preparing meals for the crew during the race. On smaller yachts the cooking is usually shared by various members of the crew, each taking it in turn.

As most crews have sailed together for some time their likes and dislikes are known. Usually pre-prepared dishes are made up ashore to be served on the first day out. These could consist of steak and kidney pie or cold lamb, corned beef, pork, etc.

Although the type of food served is often governed by weather conditions it is seldom that a hot meal cannot be prepared at least once a day. When bad conditions prevail, bread and butter, soup and coffee, are often the order of the day, particularly in the smaller boats.

When a yacht is racing, the crew are alternating continuously on and off watch, and it is the cook's job to see that there is always some hot soup or coffee and food available at all times, for if conditions on deck are cold and wet this helps to keep up their energy and morale.

Some crews say that they get better food at sea than they get at home. The weather is not always bad and three-course meals of soup, steak or roast beef and vegetables followed by dessert are not uncommon.

So next time you think of the crews of the yachts racing on the ocean towards Hobart or elsewhere, you can reasonably assume that the food position is good and that most are enjoying meals comparable to what they would have when ashore.

THE WAY HOME FROM HOBART

IT is often quoted that ocean racing is like bashing your head against a brick wall — it's so wonderful when you stop. However, the conviviality in Hobart after the race and the leisurely cruise home are two important factors that contribute to the overall enjoyment.

Rarely does anyone organise a party on board after the race — they just start, and the hardy soul who tries to visit every yacht that is having one at any particular time often finishes taking an unscheduled dip in Constitution Dock.

Hobartian hospitality is as famous as its Cascade beer, and rightly so. Complete strangers proffer hospitality, take crews for drives and rarely have I been in a Hobart pub after the race when someone hasn't wanted to buy me a drink.

One of the features eagerly looked forward to now is the Oxford Regatta. Timed to coincide with the departure of yachts for home, a special race is put on for Hobart entrants with prodigious quantities of cray fish for prizes and a monster barbecue afterwards. I haven't yet worked out how the results are calculated but no one seems to worry.

The next stop is usually Geographe Bay in the Schouten Passage. Crayfish abound here — and small sharks too, as we found to our dismay one time when we left our fishing net out overnight. Years ago someone left a 44 gallon drum on the beach, so the crayfish are thrown in, a fire lit underneath and they're soon cooked. Lying on the beach, sunbaking, with a crayfish in one hand and a bottle of beer in the other I wouldn't swap places with anyone.

For those with a bit more time, and those seeking shelter, Wineglass Bay is another favoured spot. In shape as in name, the inner section gives shelter in most weather on an otherwise rocky inhospitable coastline along the Freycinet Peninsula. Unspoilt and virginal one approaches the feelings of those earlier-day explorers when Sydney Harbour was discovered, its beauty untouched by man-made monuments.

Back across Bass Strait is like racing down — you usually get a dusting and Eden becomes Mecca. The thought of those lovely hot showers at the Fishermen's Club become almost an obsession and then it's line up at the bar to swap yarns about how hard it blew — the longer you stay the harder it blew! The luckier ones who have caught a tuna trolling on the way across, retire for their feast, whilst others, with a gleam in their eye, head for the biggest steak they can find.

As soon as the wind is favourable, water is topped up, fresh food taken on and up the coast we sail. The wind holds good and Montagu Island is soon abeam. If the southerly set is running well, five knots through the water and hardly a yard ahead is not unknown. If you decide then to anchor in the lee of the island, the fishing more than compensates.

Ulladulla, Batemans Bay, Jervis Bay — they're all there, lazily beckoning. The laconic friendliness of fishermen, the wide-eyed gaze of children, the cheery smiles of the townsfolk, they all say welcome if you decide to stop.

But bigger things now call — the lure of home and wife and things familiar. No more tarrying — put up the big spinnaker — what time do you reckon we'll be back on the mooring. It's going to be hard to go back to work on Monday morning but as we sit and work a little bit of us is still out there. The hard grind is forgotten, the disappointments mellow and time drags until the starting gun sends us on our way again.

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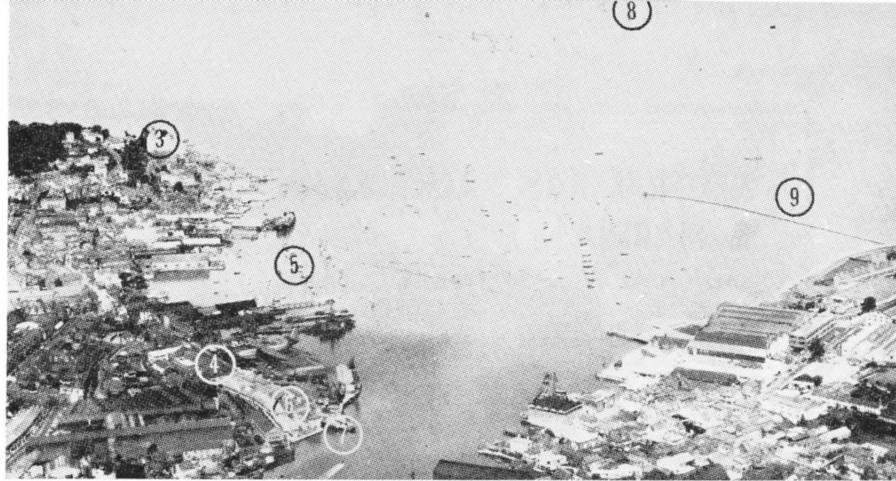
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COMING to Cowes, Isle of Wight, for the first time the thing that immediately strikes you is the people — there are a lot of them and all seem friendly.

In July, 1965, by their participation in the Admiral's Cup series, Australians enjoyed their first Cowes Week and helped swell the population of this charming old-world farming Island from 80,000 to 400,000.

In an atmosphere of fun and relaxation all the traditional British characteristics of reserve and aloofness, of which we had been so carefully warned, seemed to disappear. To be accepted, it was simply enough to be a yachtsman; better still, of course, if you were an ocean racing man. Best of all, however, was to be an Australian, for everywhere we went we were made most sincerely welcome.

It is the concentration of international society and sailing events into one week that makes Cowes so famous, rather than any inherent physical quality of the Island itself. Looked at through Australian eyes, Cowes is simply a town on an island in the English Channel deeply indented by a river. This river is rapidly silting up and its mouth provides extremely congested and rather precarious moorings for too

Cowes — 3 Royal Yacht Squadron, 4 Ratsey and Laphorn, 5 The Trots, 6 The Bell Inn, 7 Floating Bridge, 8 The Brambles, 9 The Shrape. The Australian team stayed at the Quarterdeck, opposite 5 to the W.

many yachts. The buildings and houses at Cowes are old and not especially charming. Plumbing is very British.

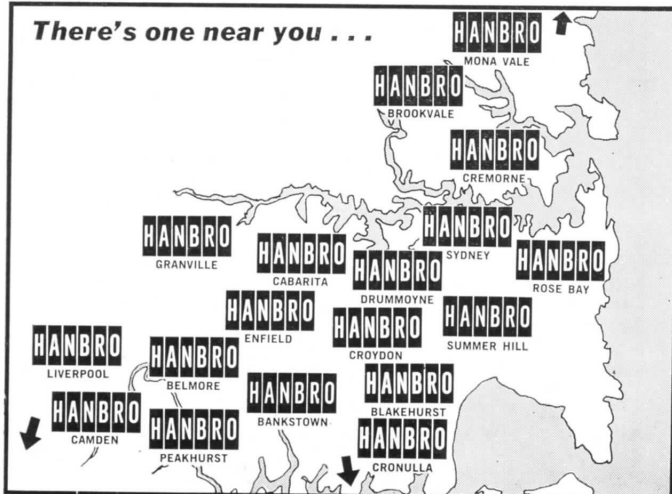
The sailing is done between the Island and the mainland — these exposed waters are known as the Solent — and here there are great differences between England and Australia. The weather is always chancy and while it can be beautiful we found it mainly overcast and drizzly. There was either too much wind or too little — always the water was cold. The tides are a very serious problem and can easily prevent a boat going forward at all. When sailing against the tide you have to use the shallow waters near the shore and on one side you can run into rocks or on the other go hard aground on the mud.

Still, notwithstanding these physical handicaps, Cowes is a wonderful place to sail a boat — the competition is keen and talented, while ashore it would be hard to find such concentrated and enthusiastic good cheer anywhere else.

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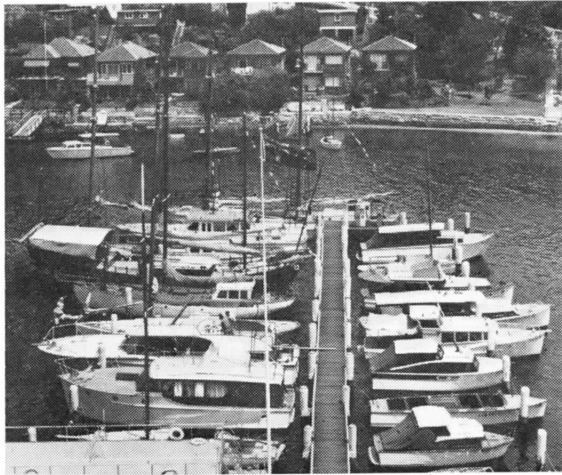
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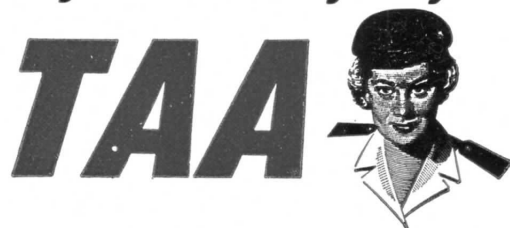
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