

1966

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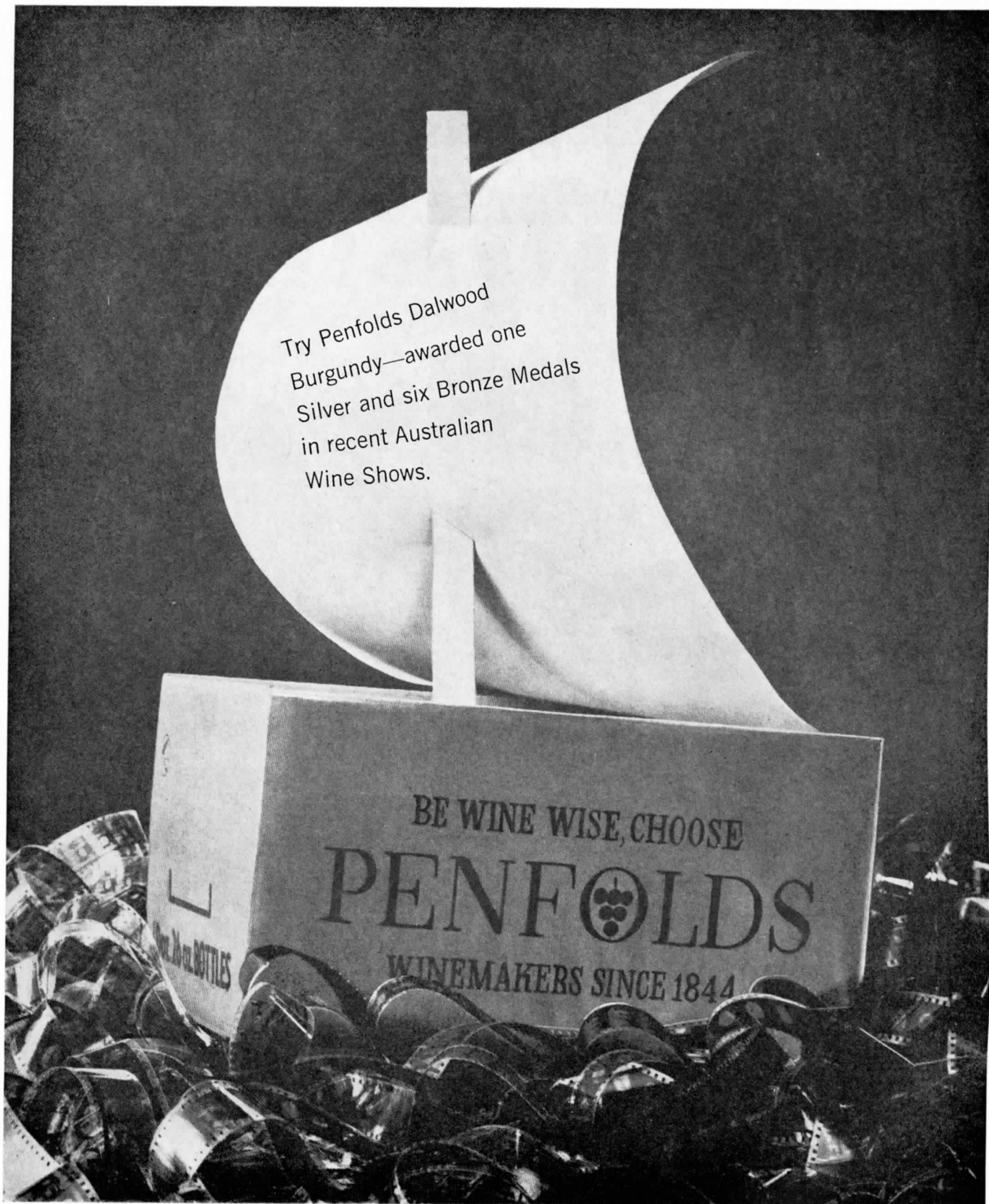
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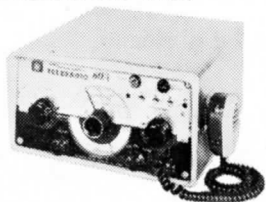
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Good sailing to all Sydney-Hobart yachtsmen.



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THE TWENTY-SECOND
SYDNEY - HOBART
YACHT RACE

DECEMBER 26
1966

organised by the
CRUISING YACHT CLUB OF AUSTRALIA
with the co-operation of
THE ROYAL YACHT CLUB OF TASMANIA

C.Y.C.A. Affiliated Clubs

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QUEENSLAND CRUISING YACHT CLUB • ROYAL AUSTRALIAN NAVAL COLLEGE SAILING CLUB
CRUISING YACHT CLUB OF VICTORIA

OFFICIAL STARTER:

His Excellency, the Governor of New South Wales
SIR RODEN CUTLER, V.C., C.B.E.

Time of start: 11.00 a.m.



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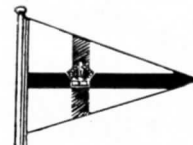
P. J. Amos, G. Barton, P. S. Cosgrave, R. A. Cottee, G. Hammond, J. S. Harrison, R. C. Hobson, N. F. Milne, J. J. McLaren, N. B. Rydge.

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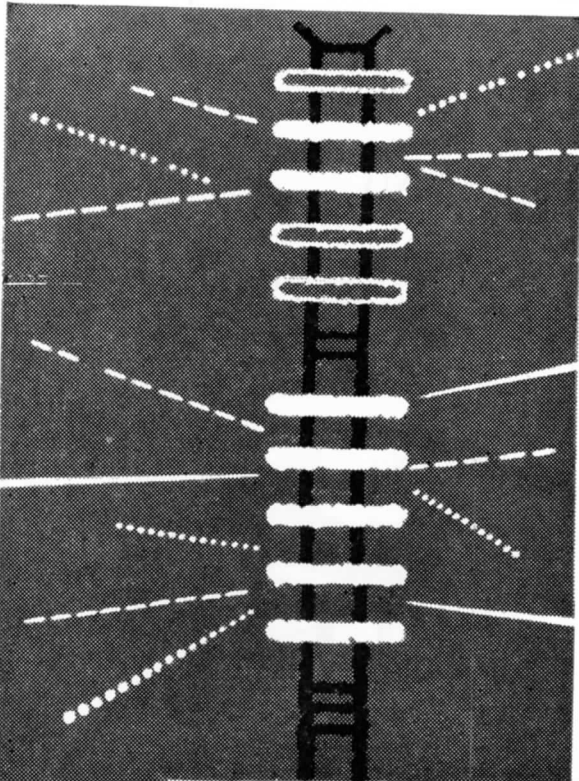
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The weather at a glance... from the M.L.C. Weather Beacon



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

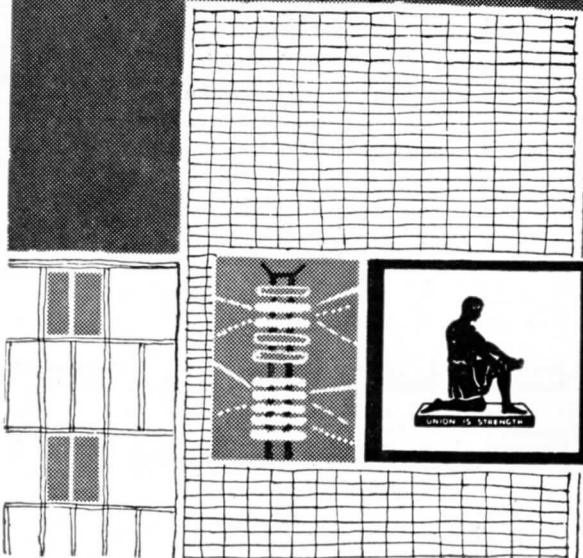
RED:

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



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CRUISING YACHT CLUB OF AUSTRALIA

The Sydney-Hobart Race came of age last year and has established itself as the greatest annual ocean race in the world. The very satisfactory performance of our Australian yachts overseas in the Admiral's Cup Races last year and the Bermuda Race, Trans-Atlantic Race and the One-Ton Cup Races in Denmark in 1966 have demonstrated that our yachts and the men that sail them are on a par with the world's best.

Again we welcome several yachts from overseas including the Honolulu Race winner "Nam Sang" and a strong team from New Zealand.

These with another 10 fine yachts from other States will put the local boys on their metal.

Interest in ocean racing is increasing all over the world as it is here. Ocean racing is in many ways different from other competitive sports as one's skill and stamina are pitted against the elements as well as against the competitors. The sea shows no mercy to those who are ill-equipped or ill-advised and must always be treated with respect.

More than 20 years of ocean racing in these waters have shown a vast improvement in the type of yacht which has developed and in the gear and equipment carried aboard.

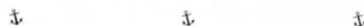
It has also provided a host of very experienced skippers and crews and this is reflected in the generally shorter elapsed times recorded for the race.

Perhaps the greatest charm that the race has had since its inception has been the tremendous welcome that all the yachts receive when they arrive in Hobart.

I wish all the competitors good sailing and a happy time, both during the race and on the return passage to their home ports.



R. A. COTTEE, Commodore.



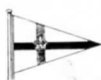
THE ROYAL YACHT CLUB OF TASMANIA

Isolation could be the prime handicap of yachtsmen on a small Island in the Roaring Forties, but, thanks to the Cruising Yacht Club of Australia, the "Sydney Race" has made Hobart the New Year mecca of Australia's ocean racing men.

It presents to us the best of the country's yachts and yachtsmen, together with some fine international competitors. It is a privilege to gather these ships together in Constitution Dock and to know the yachtsmen personally.

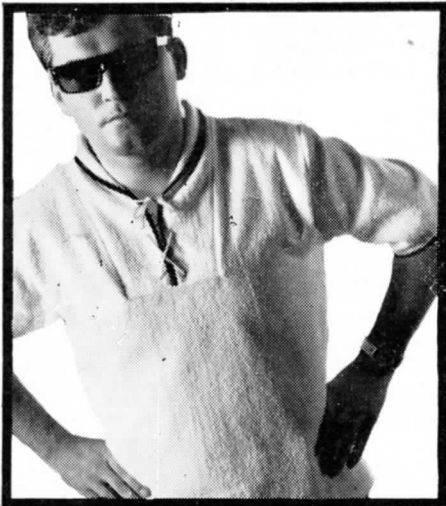
As the host club to such a magnificent event, we will be delighted to welcome the old hands again and to meet the newcomers to the race.

Years ago it was a feat to make Hobart by New Year's Eve but, in recognition of the progress of Australia's ocean racing, we anticipate with pleasure your company on that night.

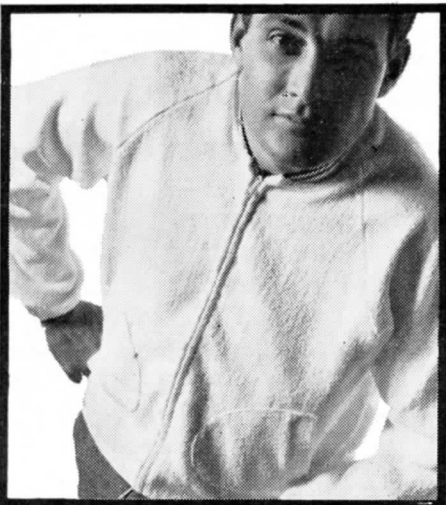


J. M. HICKMAN, Commodore.

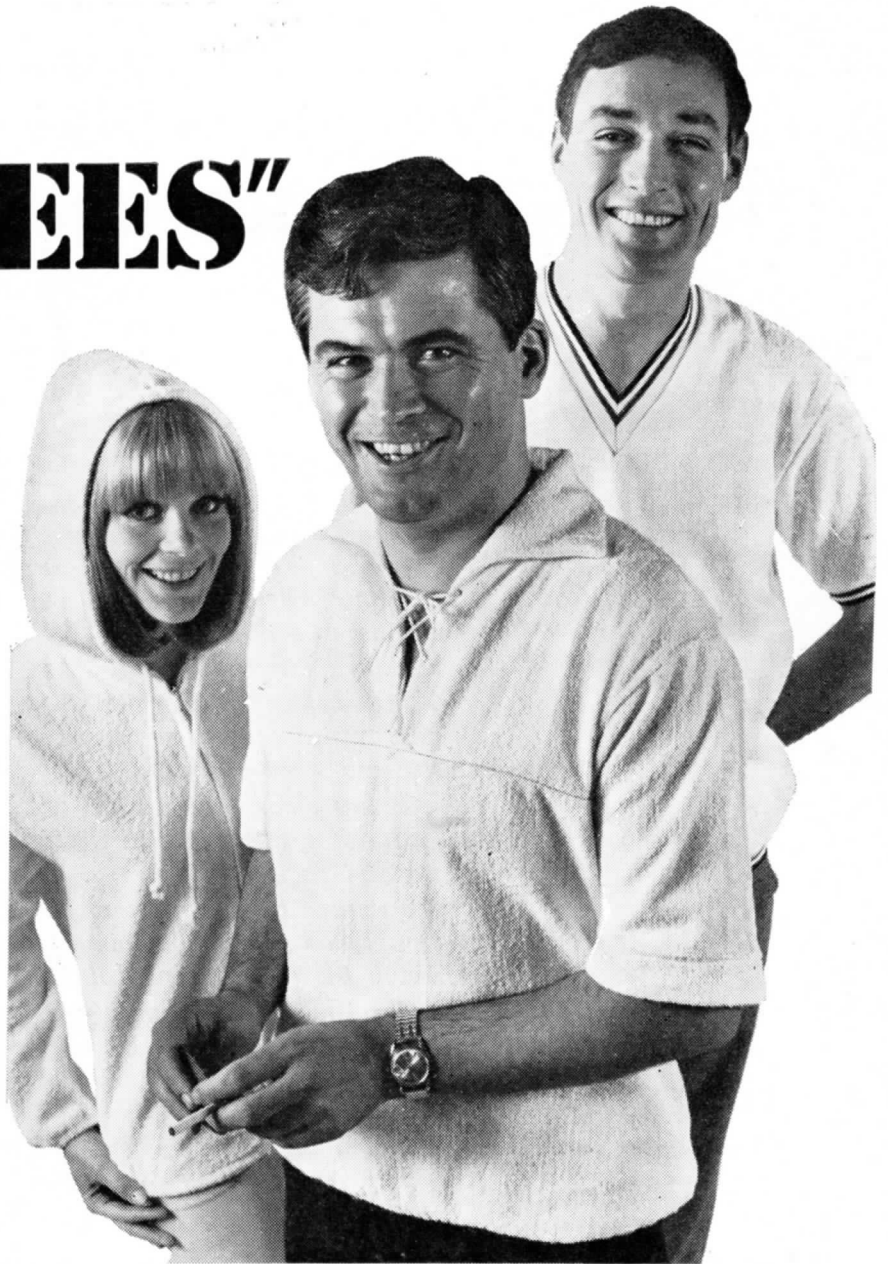
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Unique new towelling fabric won't shrink, can't lose shape

Only Bond's can make this "Yachtees" fabric. It's the newest idea in towelling — a rugged woven cloth with a soft pile that will never snag, shrink or lose shape. There's a "Yachtees" style for you in sizes SM to OS now at all good stores. The prices make real value as you might expect from Bond's.



"Yachtees"

Quite a few Hobart crews will wear "Yachtees".
More will wear them next year.

B264.

THE C.Y.C.A. OCEAN RACING YEAR

MONTAGU ISLAND ● CABBAGE TREE ISLAND
JERVIS BAY ● BIRD ISLAND ● TOM THUMB
LION ISLAND ● PORT HACKING ● THE BASIN
COOGEE ● HOBART



THE Sydney to Hobart Yacht Race is the most important event in the Australian yachting calendar. The length of the race, the size and number of participants and the resulting publicity ensure this but to much of the public this is the only ocean race, for from the time the results are announced about December 31 till gunfire on December 26, 51 weeks later very little is heard of our ocean racing fleet by the public in general.

Yet scarcely a week-end passes that there is not an offshore event being contested irrespective of conditions of wind and sea. In all there are 35 offshore races of varying lengths and on eight Friday nights during the year a fleet of yachts slips silently out through Sydney Heads bound for a mark off the coast which they round and return to Sydney, arriving in ones and twos so that only the keenest observer would detect them as ocean racers.

‡ ‡

Each season the first ocean race is the Royal Prince Alfred Yacht Club's 350 mile Montagu Island Race which starts at 5 p.m. on the Friday evening of the Eight Hour Day long week-end. It takes the yachts southward to the island which is marked by a prominent lighthouse three miles off the fishing resort of Narooma and return. "Enid" holds the course record, arriving back in Sydney in 1964 on the Sunday morning — the slowest? — well, hard to say but some years the yachts were still drifting in on Wednesday and Thursday.

One of the most popular courses is that around Cabbage Tree Island, one of a group of small islands off the entrance to Port Stephens 100 miles north of Sydney. Each season there are two races over this course starting at 9.30 p.m. on Friday evening. In average conditions the leaders finish on Sunday morning and not infrequently the stragglers have trouble making work on Monday morning. Oddly the course record was set in 1951 in the inaugural event when Bob Bull's diminutive ocean racer "Nocturne" surprised everyone by turning up back in the harbour 25 hours later — a performance not even approached in subsequent years.

Once each season the fleet races to Jervis Bay and are the guests of the Royal Australian Naval College. This is an 87 mile event and is one of the four races which do not finish back in Sydney. After a 9 p.m. start on Friday "Anitra" finished at 10.30 a.m. the following day in 1960.

One of the earliest rounding marks used by the C.Y.C.A. was Bird Island, a sheer rocky crag projecting from the sea just clear of the surf three miles north of Norah Head. At first the races finished in the Basin giving a course around Bird Island and return to Broken Bay of 70 miles which

"Solo" covered in 1959 in 9 hours 20 minutes. Sometimes the course was extended to Sydney on the return journey making the course 90 miles and in 1956 "Solo" made the round trip in 11 hours 30 minutes. All Bird Island races now finish in Sydney.

Tom Thumb is one of a group of five islands lying off Port Kembla and two races yearly are round this course. It is similar in length to the Bird Island course and the finish has always been in Sydney. It has always proved a relatively slow course and "Solo's" time of 14½ hours in 1966 is 3½ hours longer than her Bird Island course record.

Lion Island in the mouth of Broken Bay provides the turning point for two events yearly, the length of the course being 50 miles. These are always day starts, generally 10.10 a.m. and the fastest time was recorded by "Kurrewa IV" finishing back in Sydney at 5.41 p.m. in 1959.

A similar race is the Port Hacking Race and return. There is only one of these each season and a rounding mark is laid off Gibbon Beach by the Port Hacking Branch of the Royal Motor Yacht Club. It is a day race of about 35 miles and the best time 7 hours 17 minutes was recorded by "Solo" in 1957. Also once a year a short race is held to Port Hacking where the evening is spent at the R.M.Y.C.

Sydney to the Basin was the course of the first C.Y.C. race ever in 1945 and one event for the Paul Royle Memorial Trophy is held over this course annually. In 1959 "Kurrewa IV" after a 10.10 a.m. start finished at 12.49 p.m. Very popular in recent years have become the Coogee races. The island off Coogee Beach is not a suitable rounding mark as it is quite shallow to the south so the Surf Club lays a buoy nearby which the yachts round after a harbour start at mid-day, Saturday. There are 21 of these races each season and they provide the general public with the best opportunity of watching the ocean racers in action. The course is close inshore and the many headlands provide excellent vantage points. The course is of 14 miles and the best recorded finishing time was 2.16 p.m. by "Caprice of Huon" in 1966.

‡ ‡

These events coupled with the winter harbour races provide a full year long programme of varied racing for the enthusiast with the Sydney to Hobart race the apex in the middle of the season. Added interest is generated by the inclusion of season point scores, the length of the race and number of competitors all having a bearing on points allocated.

So as you watch those fifty-odd yachts heading south on Boxing Day remember they are not off on their one annual jaunt but off on an important race in a very full calendar.

THE CRUISING YACHT CLUB OF AUSTRALIA

JULY 1965 marked a milestone in Australian international yacht racing. In this year, the Cruising Yacht Club of Australia sent to England a team of three Sydney ocean racing yachts to compete in the Admiral's Cup. Accompanying them was "Lorita Maria", the 1963-64 C.Y.C. Ocean Racing Champion. Results were excellent—Australia was narrowly beaten into second place for the Admiral's Cup, and "Lorita Maria" came fourth in her division in the Fastnet Race.

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With the full co-operation of the Cruising Yacht Club, "Lorita Maria", owned and skippered by Norman B. Rydge Jr., the Club's present Rear Commodore, on her return from England in late 1965 commenced to make arrangements to enter the 1966 world-famous Bermuda Race and to follow this with the Transatlantic Race — the longest organised event for ocean racing yachts in the world.

It was expected that the yacht would be away from Sydney, her home port, for approximately six months, and during this period would have to face the rigours of being artificially supported by a steel cradle on the deck of a ship from Sydney to New York, as well as the severe deterioration suffered by yachts exposed continually to sun and salt spray. On top of this, the yacht would sail 600 miles from Rhode Island, U.S.A., to Bermuda, and after spending a week in Bermuda would then start out on the 3,600 mile Transatlantic Race, taking "Lorita Maria" around the north of Scotland, across the North Sea, through the Skagerrak and into the Kattegat and thence to Copenhagen, Denmark.

From here she would have to be again put on the deck of a steamer, shipped to New York, there off-loaded to a lighter in the East River, where she would spend three weeks waiting for a homeward vessel to bring her back to Sydney via the Panama Canal. This involved 25,000 miles as deck cargo, and 4,200 miles ocean racing.

PRE-RACE PREPARATIONS

For a venture of this nature it was obvious that the first requirement was a most experienced and reliable crew and, secondly, the yacht would have to be in as good a condition as human effort and forethought could make her.

Regarding crew; here "Lorita Maria" was unusually fortunate in that nearly all the crew who took her to England last year were available to go to America in 1966. The Mate and Sailing-Master was Peter Green, a long time member of the C.Y.C. and one of the most experienced ocean racing hands in Australia. The Navigator was Graham Newland, who was Mate on "Caprice of Huon" when she performed so sensationally in England last year; Mr. Newland has also twice won the Sydney to Hobart Race in his own yacht, "Siandra". Fred Maclure, Tom Dawson and Sandy Schofield, all expert hands, completed the crew, bringing the total number to six.

Sandy Schofield was to accompany the yacht while she was being transported to and from Sydney by ship, and he alone had to take charge of her loading and off-loading in various foreign ports, her safety while on board ship and the regular checking and preservation of gear, spars and sails to make sure that when the yacht arrived in America she was in a condition ready to race.

The voyage to America went without a hitch, and in May, 1966, "Lorita Maria" was off-loaded into New York Harbour from the Farrell Line ship "Australia Surf". The yacht's mast was put on deck, and Sandy Schofield subsequently stepped this and then, unaided, took the boat to the Seawanhaka Corinthian Yacht Club, at Long Island Sound. Here he was joined by the rest of the crew, who flew direct from Sydney.

After staying at the Seawanhaka Club for some few days, completely checking all gear, etc., the boat was then sailed fifty miles to Bridgeport on the Connecticut shore, where she was slipped and her bottom finally smoothed for the Bermuda Race.

The 100 miles between Bridgeport and the commencement of the Bermuda Race at Newport, Rhode Island was sailed in approximately a day, and the crew arrived in Newport three days before the start of the Bermuda event, so as to give them a chance to meet their competitors, finally check up on the latest rules and conditions and allow Mr. Newland, the navigator, to attend briefing sessions.



"Lorita Maria" sailing in the English Channel, 1965.

IN INTERNATIONAL OCEAN RACING



UNIQUE HONOUR TO C.Y.C.

A feature of "Lorita Maria's" entry in the Bermuda Race, the first for any Australian yacht, was that she had to be measured and handicapped to the Cruising Club of America's rating rule. This Club conferred a signal honour on the Cruising Yacht Club by appointing Mr. Mervyn Davey, Measurer for the C.Y.C.A., to be an official C.C.A. Measurer. This allowed "Lorita Maria" to be measured in Australia before she was shipped to New York — this was the first time that the Americans have ever allowed a boat to be handicapped outside their own country.

The Bermuda Race itself was comparatively calm and uneventful, except towards the finish when the record fleet of 176 boats was harassed by violent squalls and rain. Fourteen yachts retired due to various gear failures; however, "Lorita Maria" was fortunate not to suffer any damage, and eventually crossed the finishing line off St. David's Head at midnight on June 23, to be placed ninth in her class and forty-fourth overall.

The Transatlantic Race, over 3,600 miles of the roughest ocean in the world, started off Bermuda on June 29 in very adverse conditions — the wind was approximately thirty miles an hour, with a large, unpleasant sea running. These conditions improved after the first day and from then until the yacht reached the north of Scotland, sailing was fast, exhilarating and comparatively easy. The record day's run was 212 miles, which for a 29-ft. waterline boat is famous going.

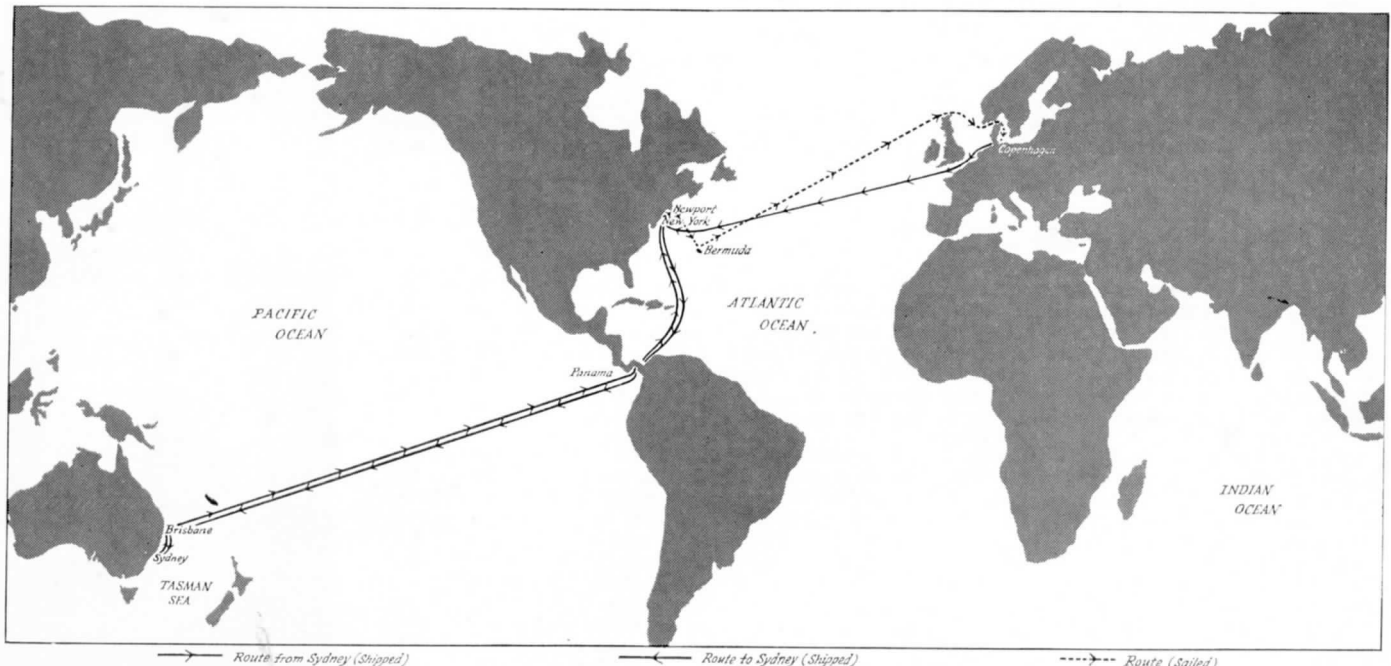
From the north of Scotland to a finish off the Skagen Light Vessel, 700 miles away, conditions were very patchy, with light fickle winds predominating. However, "Lorita Maria" made the crossing in the fast time of 23 days, to be placed third in her class — a performance considered by her crew to be very creditable, especially as the fleet consisted of the most modern and expensive ocean racing yachts in the world.

"Lorita Maria" has thus become the only Australian yacht to sail the recognised four ocean racing classics — the Hobart Race, the Fastnet Race, the Bermuda Race and the Transatlantic Race. Great credit is due to her designer, Alan Payne, and her Sydney builder, Jeff Clist.

At no stage has the yacht leaked or suffered any damage, it has always been under complete control, and at all times has given those who sail in her a feeling of complete confidence. Most importantly, all "Lorita Maria's" races have been happy events, not marred by any feeling of crew antagonism. So as well as making Australian ocean racing history, those who sailed in "Lorita Maria" have had wonderful fun together and developed an enduring sense of comradeship and a recollection of shared adventures to look back on.

The owner and crew of "Lorita Maria" are particularly proud to have carried the flag of the Cruising Yacht Club of Australia to places where it has not been before, and to have had the opportunity of pitting an Australian designed, built and crewed ocean racing yacht against their overseas contemporaries. In 1968 they hope to again fly the C.Y.C. flag abroad, when the yacht is shipped to South America for the Buenos Aires to Rio de Janeiro event, to be followed by a further Bermuda and Transatlantic Race.

Track chart showing "Lorita Maria's" movements — 25,000 miles as deck cargo — 4,200 miles ocean racing.



AUSTRALIA COMPETES AGAIN FOR THE ADMIRAL'S CUP

IN 1965, Australia, for the first time sent away a team of three yachts to compete for the Admiral's Cup, recognised as the world's premier ocean racing trophy. Sponsored by the Cruising Yacht Club of Australia, our first venture was magnificently successful — Australia was narrowly beaten by England into second place, we in turn beating the other six nations competing.



*Caprice of Huon
in the Solent, English Channel*



*Mercedes III
off Sydney Heads*

Stimulated by the success of our first effort in organised international ocean racing, the Cruising Yacht Club decided again to sponsor a team for the next series commencing in England in July, 1967. Rothmans of Pall Mall (Aust.) Ltd., who made a now famous film of last year's racing, contributed very generously to the venture of this forthcoming challenge; indeed, they have made it possible.

An organising committee of club members, headed by Sir Garfield Barwick as President, assisted by Sir James N. Kirby, B. C. Psaltis, Norman B. Rydge Jr. and Ronald Adair was formed. This Committee's first task was to organise a series of trials off the Sydney coast, designed to select our team of three yachts to be sent to England next year. To assist in the evaluation of these races, known as the Rothman's Ocean Trophy, a committee of experienced skippers was formed, consisting of Mr. Horrie Godden, Mr. Bill Fesq and Mr. Graham Newland.

Twelve first-class ocean racing yachts offered themselves for selection, and in October and November this year, a series of five evaluating races were held off the N.S.W. coast. As a result of these races, the evaluation committee recommended that "Mercedes III", "Balandra" and "Caprice of Huon" comprise the Australian team. On behalf of the organising committee, Sir Garfield Barwick accepted this recommendation and the team of three yachts was announced at the Cruising Yacht Club on November 30.

OUR CHANCES OF SUCCESS.

The Admiral's Cup is a series of four races to be held in England in mid-1967. These are: 1. July 28, 1967, the Channel Race (200 miles) from Cowes to Le Harvre and back to Cowes. 2. August 1, 1967, the Britannia Cup (30 mile inshore race) around a course in the Solent, Isle of Wight. 3. August 3, 1967, the New York Yacht Club Cup (30 mile event) in the Solent. 4. August 5, 1967, the Fastnet Race (600 miles) taking competitors from the start off Cowes through the western approaches of the English Channel, across to the Fastnet Rock off the southern coast of Ireland and back to the English naval port of Plymouth.

Will Australia better her 1965 effort? One of the disadvantages of sending ocean racing yachts from Australia to England is that our team has to be picked very much before the event, without any knowledge of what one's competitors are doing, whether they are building new boats, or the likely composition of their teams. However, it can be fairly said that in "Mercedes", "Balandra" and "Caprice", we have a really excellent and well balanced team. The first two are entirely new yachts while "Caprice" achieved sensational victories in England last year. All three boats are characterised by skippers of great determination and crews of a very wide and mixed experience. Forecasting results is impossible, but it is reasonable to say that the Cruising Yacht Club feels certain that the team of three yachts which it is sending to England next year will acquit themselves well and, like their predecessors in 1965, will leave behind them a marvellous impression and a large fund of goodwill.

*Balandra
down the east coast of Tasmania*



FINAL ENTRIES



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.**

Designed by Arthur Robb in England, creator of many first class ocean racers, this yacht has been consistently sailed by her owner for some seasons now. So far, she has not been among the prize-winners, but her owner and crew are very keen to do as well as possible, and her performance will be watched with interest.

Crew: Owner/Skipper J. H. Bleakley (2), R. E. Mische (3), R. L. Jackson (2), M. Summerton (1), N. Kolosov (2), S. Shaw.

"ALCHERINGA" — Sail No. 493.

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

This big steel sloop is having her second race to Hobart. Untried last year she finished 24th in No. 1 Division. She has been a consistent starter in club races throughout the year.

Crew: Owner/Skipper J. N. Bridgland (2), Navigator R. Nossister (3), G. Precians (1), W. Humel, T. Nossister (1), P. Myerson, L. Pollard.

"ALTAIR" — Sail No. 48.

L.O.A. 50ft., L.W.L. 40ft., Beam 12ft. 8in., Draft 7ft.

From Wellington, N.Z., this double-ended ketch will be one of the larger entrants. She was designed by Cox (Christchurch, N.Z.), has a fin keel and long waterline which should give her a high speed potential.

Crew: Owner/Skipper G. W. Moore, Navigator J. McMillan, R. Parkin, T. Gillespie, A. Bates, B. Champion, B. Barraclough, S. Brown (5).

"ANTIGUA" — Sail No. MH 87.

**L.O.A. 40ft. 1in., L.W.L. 30ft. 2in., Beam 10ft. 8in.,
Draft 5ft. 11in.**

An owner-designed and built yawl, this boat is new to ocean racing and so her capabilities are not accurately known. However, in some short ocean races she has performed well, showing a good turn of speed. Light to moderate weather would provide conditions most to "Antigua's" liking.

Crew: Owner/Skipper F. Hogarth, Navigator D. Henry, R. Sproats, H. Lindstrom, B. Stafford, P. Winegot, M. Baxter, A. Fenwick.

"ASTELOT" — Sail No. SM 38.

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

A Victorian entry this Excalibur Class fibreglass sloop is making her third Sydney to Hobart start. In 1964 she led the fleet out the Heads but was eventually forced to retire with rigging troubles in Storm Bay. Last year she finished eleventh in Division I, a performance she could well better in conditions more to her liking.

Crew: Owner/Skipper/Navigator A. G. Croft (2), A. J. Collins (3), G. N. Watt (2), R. C. Allen (2), J. A. Bennett (1), E. L. Freeman (2), A. E. Smith (1).

"BACCHUS D" — Sail No. 337.

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

A powerful steel Alan Payne sloop starting in her third Hobart Race — "Bacchus D" began the season well by finishing in second place in the Montague Island Race. Her experienced crew appear to have tuned her thoroughly and she is capable of a good performance, particularly in strong winds. She will be favoured by down wind conditions.

Crew: Owner/Skipper P. Deaton (3), Sailing Master M. Crafoord (12), Navigator J. Burgess (4), G. Wheatley (5), J. Hunter (6), S. Schofield (5), R. Logan (4), M. Ingram (3), J. Lockwood (4), B. Lancaster (4).

"BALANDRA" — Sail No. 496.

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

Sister to "Quiver IV", crack U.K. ocean racer designed in England by Charles Nicholson, this yacht is one of the favourites for the race, both for line honours and handicap. She has a most experienced crew, will be hard driven all the way, and further has the distinction of being a member of Australia's 1967 Admiral's Cup team.

Crew: Owner/Skipper R. Crichton-Brown (2), Navigator J. Craven (1), W. Bold (8), R. A. Crichton-Brown (2), M. Tostevin (11), P. S. Cosgrove (7), J. Maynard (3), B. D. Gould (3), P. Doran (1), C. Burnell.

"CADENCE" — Sail No. MH 157.

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

Under the competent hand of Jim Mason this tiny sloop has set up a most enviable record, having won Division II of the Sydney-Hobart Race in her two starts, a Montagu Island Race and many shorter off-shore events in a great variety of conditions. A favourite last year she will no doubt be well to the fore again.

Crew: Owner/Skipper/Navigator H. S. Mason (6), F. Maclure (6), C. Middleton (4), P. Kaill (7), J. Mason.

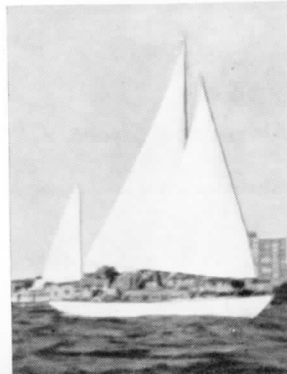
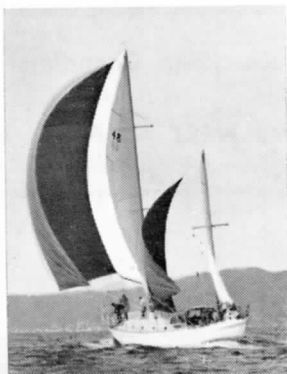
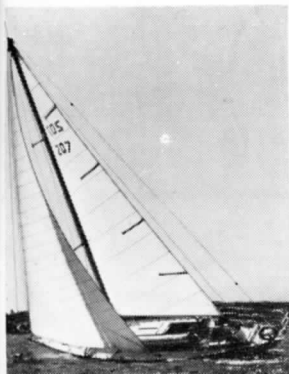
"Akala"

"Altair"

"Antigua"

"Astelot"

"Bacchus D"



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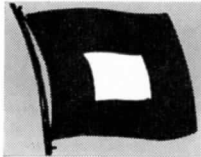
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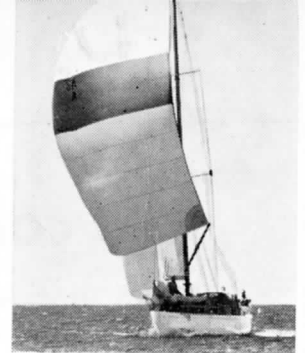
"Camelot"



"Carmen"



"Corroboree"



"Canopus"

"CAMELOT" — Sail No. CYC 62.

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

A development of Ron Swanson's highly successful "Camille", "Camelot" showed herself worthy of her lineage in her first Sydney-Hobart Race start last year when she was second only to "Freya". During the year she had the misfortune to be dismasted while leading the fleet in the Brisbane-Gladstone Race. An able yacht in any conditions she should be well up in Division I.

Crew: Owner/Skipper J. G. Borrow (1), Navigator K. Bourke (2), C. Kane (2), A. Cody (2), V. Bolton, B. Cattern.

"CANOPUS" — Sail No. SA 4.

L.O.A. 37ft., L.W.L. 27ft., Beam 9ft., Draft 6ft. 3in.

This yacht from South Australia is of the improved "Vasti" class similar to "Rival" which won this race in 1961. She won the last Queenscliff to Port Lincoln race and has the class to take the Trophy back to South Australia.

Crew: Owner/Skipper J. K. Williams, G. Williams, J. Howell (4), C. Smith (5), T. Inkenharg, C. Nye.

"CARINA" — Sail No. 40.

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

This Alden designed ketch has cruised Australian waters since last Hobart Race. Owner Bob Holford feels that the experience gained in the last race should be a benefit to help improve her performance this year.

Crew: Owner/Skipper R. Holford (1), Navigator G. McKenzie (1), B. Millar (1), R. Williamson, O. G. Oliver, B. Davis, I. Larkin.

"CARMEN" — Sail No. MH 57.

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

Her return to the Hobart Race after an absence of 3 years will be followed with interest. She did well in her previous Hobart races and has been well up in her division in this year's ocean races. She has the lowest rating in this year's race.

Crew: Owner/Skipper J. H. Edmunds, Navigator D. A. Hocking, J. H. Gibb-Maitland, H. C. Sycamore, R. H. Tucker (1).

"CAROUSEL" — Sail No. 468.

L.O.A. 37ft., L.W.L. 24ft. 9in., Beam 9ft. 6in., Draft 4ft. 9in.

An Alan Payne Tasman Seabird starting in her first Hobart Race — "Carousel" has been a regular starter in the local ocean races during this season. She has shown up well, particularly amongst the second division yachts and could be up in the place-getters if conditions favour the smaller yachts.

Crew: Owner/Skipper M. Brakell, Navigator B. Stewart, M. Clifton, R. Johnston, M. Muir, one to be named.

"CATRIONA" — Sail No. CYC 25.

L.O.A. 40ft., L.W.L. 30ft., Beam 12ft., Draft 7ft.

Designed by Warwick Hood, who is responsible for the new 12 metre "Dame Pattie", this yacht was built for a former C.Y.C. Commodore prominent in ocean racing some years ago with a yacht of the same name. Although she tried for selection in next year's Admiral's Cup team, it is felt that "Catriona" has not yet shown her best form, and so her progress in this year's race will be quite interesting.

Crew: Owner/Skipper D. M. Brown (7), Navigator R. G. Lamplough (3), Dr. R. D. Phillips (5), R. G. Pysden (3), R. J. Hellyer (2), B. A. Anstee (2), B. F. Innes.

"CORROBOREE" — Sail No. 350.

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

This modern Sparkman and Stevens sloop raced to Hobart for the first time last year and though the fresh following winds did not suit her particularly she made a fast passage. Her performance will be best remembered for the fine display of seamanship in retrieving the man overboard from "Corsaro II". A light-weather race this year could see her up with the place-getters.

Crew: Owner/Skipper K. A. Gray (1), Navigator G. E. Marshall (1), G. Smith (1), D. Luks (1), C. Fraser (2), N. G. O'Brien, W. F. Webb.

"FIDELIS" — Sail No. A 45.

L.O.A. 61ft., L.W.L. 48ft., Beam 10ft., Draft 8ft.

A racing type of yacht from the board of Knud Reimers' reminiscent of the Square Metre type. Built in 1965 she was first yacht to finish in the Auckland-Suva Race last May when five yachts retired and one sank, so she seems to be able to handle heavy weather.

Crew: Owner/Skipper J. V. Davern, Navigator M. Williams, T. N. Perry, C. J. Pugh, B. G. Graham, J. McCormack, two to be named.

"FRANKLIN" — Sail No. RANC 2.

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

Owned by the Royal Australian Naval College at Jervis Bay, her crew is drawn from the college. Extensively refitted for the Sydney-Hobart Race last year she was well up in the first few days. She should be much improved this year.

Crew: Skipper Lt. Cdr. C. H. Spurgeon, R.A.N. (4), Navigator Lt. W. S. Bateman, R.A.N., Lt. R. R. Sutton, R.A.N. (1), Midshipman C. J. Oxenbould, R.A.N. (2), Cadet Midshipmen R. Spencer, R. Lamcraft, M. Gahan, D. Oliver.

"HUON LASS" — Sail No. HYC 11.

L.O.A. 38ft. 7in., L.W.L. 28ft., Beam 10ft., Draft 6ft. 5in.

A recent Robert Clark design for H. D. Calvert, of Tasmania, who was the original owner of the famous "Caprice of Huon". We understand she has performed well in local racing, and is expected to put up a good showing in this year's Hobart.

Crew: Owner/Skipper H. D. Calvert, Navigator L. Rex (1), J. Price, H. Coad, O. E. Geeves, I. Smith, R. Ashlin, N. Tall.

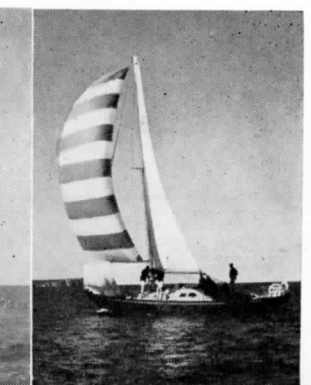
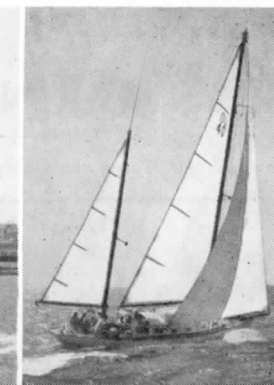
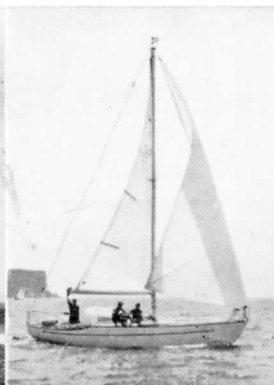
"Balandra"

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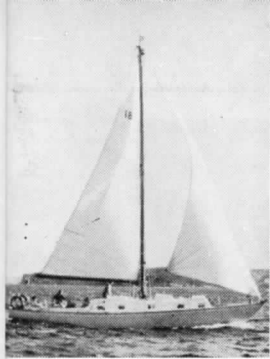
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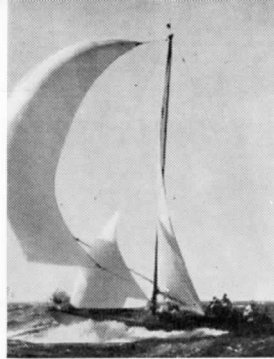
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"JANZOON II" — Sail No. 185.
L.O.A. 41ft. 7in., L.W.L. 29ft., Beam 11ft. 10in.,
Draft 6ft. 3in.

This blue fibreglass yacht from the board of Alan Payne is having her fifth trip south. Second in the race in 1961 and third in 1964. She is always well up especially in fresh conditions.

Crew: Owner/Skipper W. Russell Slade (10), Navigator R. Hammond (13), R. Norman (11), D. Monro (7), J. Fitzell (8), P. Slade, B. Jackson (8).

"KALEENA" — Sail No. MH 22.
L.O.A. 36ft. 8in., L.W.L. 25ft. 6in., Beam 9ft. 6in.,
Draft 5ft.

Owned and skippered by one of Australia's most experienced ocean racing men, "Kaleena" is a modification of the famous Tasman Seabird class yacht. She is always a hard boat to beat and could do well, particularly if she gets the rough weather that this type of boat likes best. However, her handicap is not very favourable by today's standards.

Crew: Owner/Skipper/Navigator H. E. Godden (6), D. M. Jones (2), W. Regan (6), H. Tillinghast (1), I. Cowie (1), A. J. Birtles (1).

"KARINGAL" — Sail No. 181.
L.O.A. 39ft. 10in., L.W.L. 33ft., Beam 10ft. 10in.,
Draft 6ft.

A steel sister ship to three times Hobart winner "Freya", "Karingal" must be a serious contender for handicap honours. Although well down in the placings in her first start last year, a subsequent year of ocean racing has improved her capabilities and she will undoubtedly be a yacht to watch in this race.

Crew: Owner/Skipper A. Berns (2), Navigator B. Young (7), M. Delaney (1), P. Pinnock (1), G. Ewing, R. Brooks (5), one to be named.

"LORITA MARIA" — Sail No. 173.
L.O.A. 39ft., L.W.L. 29ft. 3in., Beam 11ft. 3in.,
Draft 6ft. 2in.

This much travelled yacht has her recent exploits described elsewhere. Apart from this she has been to Hobart twice before gaining third overall in 1963. She won the C.Y.C.A. Point Score in 1964. Rear-Commodore Rydge always has an excellent crew and she is a most consistent yacht.

Crew: Owner/Skipper N. B. Rydge (3), Navigator J. Ross, P. Green (15), A. Gray (7), T. Dawson (10), T. Nobbs (4).

"MALOHI" — Sail No. 70.
L.O.A. 35ft. 3in., L.W.L. 24ft., Beam 8ft. 8in.,
Draft 5ft. 7in.

This Lion Class yacht has performed very well in previous races a few years ago. Given lightish conditions she has the class to do well this year.

Crew: Owner/Skipper S. Fischer (2), P. Rundle (8), B. C. Psaltis (7), K. Johnson, I. Lewis.

"MARIA VAN DIEMEN" — Sail No. 135.
L.O.A. 35ft., L.W.L. 25ft. 6in., Beam 9ft. 7in., Draft 6ft.

Designed by Sparkman & Stephens this yacht is a sister ship to the winner of the One-Ton Cup in 1965. A constant place-getter in shorter races with the C.Y.C., she should do very well especially to windward.

Crew: Owner/Skipper P. Hill, Navigator J. Epstein (3), I. Sands (2), J. Hill, two to be named.

"MISTER CHRISTIAN" — Sail No. 11.
L.O.A. 36ft. 9in., L.W.L. 30ft., Beam 9ft. 9in., Draft 6ft.

Representing Queensland again this year she is a much improved yacht. With a modified sail plan she performed remarkably well in the recent Admiral's Cup evaluation races and should run a place this year.

Crew: Owner/Skipper P. Kurts (1), Navigator D. Browne, C. Culverhouse (1), I. Hughes, J. Sturrock, one to be named.

"NAM SANG" — Sail No. 161.
L.O.A. 66ft. 3in., L.W.L. 51ft., Beam 14ft. 4in., Draft 9ft.

Built in 1934 as a ketch and converted in 1957 to a cutter, this powerful and beautifully equipped American entry is capable of taking line honours and handicap honours in almost any conditions. She was the overall winner in the 1961 Trans-Pacific Race, won Class A and was placed 3rd overall in the 1957 Trans-Pacific Race. She recently defeated "Stormvogel" in the 1965 Honolulu-Hanali Bay race and holds the elapsed time record for the Ensenata Race. Her performance will be watched with great interest.

Crew: Owner/Skipper/Navigator J. W. Thompson, Sailing Master Miss P. Slater, Miss S. Milbert, V. Todd, W. Nelson, P. Munch, D. Gooch, B. Berriman, D. Jones (12), G. Shields (6), R. Ratten, A. Black.

"ODIN" — Sail No. SM 28.
L.O.A. 39ft., L.W.L. 32ft., Beam 11ft., Draft 6ft. 2in.

The first of the steel versions of "Freya", "Odin" is a Victorian participant. She raced to Hobart last year and though new and relatively untried she gained a very creditable sixth place in Division I. With a year's working up topped off by the Melbourne-Sydney Race she should be in form for this event.

Crew: Owner/Skipper L. J. Abrahams (1), Navigator D. Lang (5), R. Evans (6), L. Nicholls (4), J. Allen (2), F. Warner, M. Symes.

"POITREL" — Sail No. 347.
L.O.A. 35ft. 7in., L.W.L. 24ft. 8in., Beam 9ft. 7in.,
Draft 5ft. 11in.

Designed by Dick Taylor and built in steel — this yacht is starting for the third time to Hobart. She was placed 14th in the 1965 race and modifications to sail-plan and underwater shape should improve her performance. She has an experienced crew and will be favoured by light to moderate headwinds.

Crew: Owner/Skipper J. Robson-Scott (4), M. Desmarchelier (8), D. Coleman (8), D. O'Connell (7), G. Andrews (1), P. Tierney (2.)

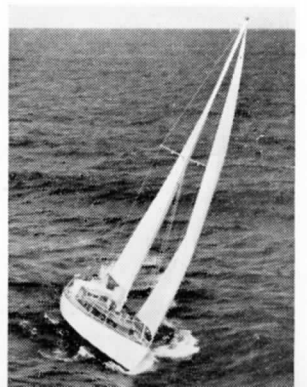
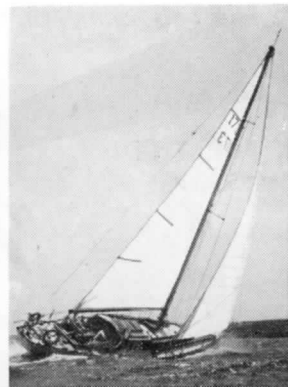
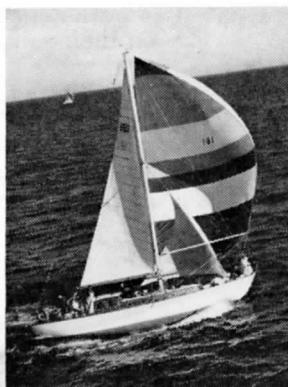
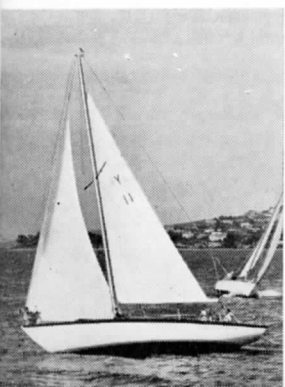
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"Kaleena"

"Karingal"

"Lorita Maria"

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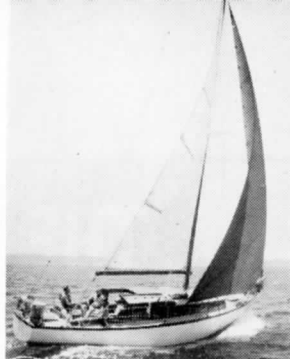
"Poseidon"



"Rivoli"



"Salome"



"Saga"



"Salacia"

"POSEIDON" — Sail No. 13.

L.O.A. 34ft., L.W.L. 31ft., Beam 10ft. 2in., Draft 5ft. 7in.

One of the 20-strong Patiki class (a Stewart design) from Auckland, N.Z. Very fast in lighter running conditions.

Crew: Owner/Skipper Dr. Milton Miller, Navigator R. Green, G. Goodman, R. Holland, G. Littler, W. Smith.

"RIVOLI" — Sail No. 431.

L.O.A. 32ft., L.W.L. 24ft, Beam 9ft. 3in., Draft 5ft. 6in.

An entry from South Australia, this yacht belongs to the very popular Nicholson 32 class and is a good example of a fast cruising type. This class has not been prominent in Australian ocean racing although there is a large fleet of these boats racing in the shorter events — not particularly well handicapped, many will watch this yacht's progress as an example of its class.

Crew: Owner/Skipper/Navigator F. F. Varcoe, R. Hill (1), R. G. Swanson, K. Mills, R. Connelly.

"RONITA" — Sail No. CYC 26.

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

This will be the fifth time C.Y.C.A. Commodore Ron Cottee has raced his Tasman Seabird sloop "Ronita" to Hobart. In the hard going last year she put up one of her best performances to be placed fifth in Division II. Always constant she will be driven hard seeking those few extra miles that may boost her into the ranks of the place-getters.

Crew: Owner/Skipper R. A. Cottee (5), Navigator N. Arnott (4), M. Lemon (1), J. B. Christoffersen (4), T. Dubois (3), C. Dunn (3).

"ROPAWE" — Sail No. 388.

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

This powerful double-ender just launched was designed by well known Sydney yachtsman Trevor Gowland. She is expected to perform very well but could lack the benefit of a few shakedown races.

Crew: Owner/Skipper R. K. Brown (4), Navigator S. Darling (17), B. Moxham (3), B. Gowland (3), D. Mickleborough (7), G. Brear, R. Cater.

"SAGA" — Sail No. 32.

L.O.A. 36ft. 1in., L.W.L. 25ft. 5in., Beam 10ft., Draft 5ft.

This yacht has twice started for Hobart and both times was continually beset by an array of troubles with hull and gear which resulted in her retirement. Strengthened and improved during the year "Saga" should now be able to cope with the conditions.

Crew: Owner/Skipper/Navigator L. Little (2), G. Thompson (2), G. Deihl (1), R. Slatter (1), P. Clarke (1), J. Meyer, J. Lingard (2).

"SALACIA" — Sail No. 190.

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

Designed by the famous American firm of Sparkman and Stephens, "Salacia" is one of Australia's best prepared and best known yachts. She was entered in the Admiral's Cup evaluation trials in 1964 and 1966, doing well in both years. Light weather favours this yacht and in such conditions she is very difficult to beat. Recent alterations to her keel have left her current performance somewhat doubtful, but with her experienced owner and crew she should be well up with the leaders.

Crew: Owner/Skipper A. Byrne (2), Navigator W. Thompson (6), D. Robertson (17), D. Sticpewich (4), H. Van Wyke (1), P. Howes (3), R. Shaw (1), D. Boorman.

"SALOME" — Sail No. MH 15.

L.O.A. 33ft. 3in., L.W.L. 26ft. 8in., Beam 9ft. 4in., Draft 5ft. 9in.

Ron Swanson's latest brain-child is entered for the first time. Built specifically for the One-Ton Cup Series "Salome" went overseas and represented Australia earlier this year in Denmark. Well tuned and organised "Salome" will be a yacht to watch and a strong contender for the Division II prize.

Crew: Owner/Skipper/Navigator R. Swanson (9), F. Likely (9), L. Reilly (4), J. O'Rourke (3), J. F. Swanson (3), K. J. Swanson.

"SATANITA" — Sail No. B 59.

L.O.A. 43ft. 2in., L.W.L. 30ft., Beam 11ft. 3in., Draft 6ft. 8in.

From Auckland, N.Z., this sloop is a sister to "Firebrand" designed by Sparkman & Stephens. She can be expected to be close up with the best of the similar sized Australian entrants.

Crew: Owner/Skipper D. H. R. Wilkie, crew to be named.

"SEAWIND" — Sail No. MH 10.

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

Under new ownership, "Seawind" is starting in her fourth Hobart Race. She is a powerful raised-deck Sparkman and Stephens design that always has had great potential. She has been a consistent starter in ocean races over the years and will not be daunted by any conditions that may prevail in this race.

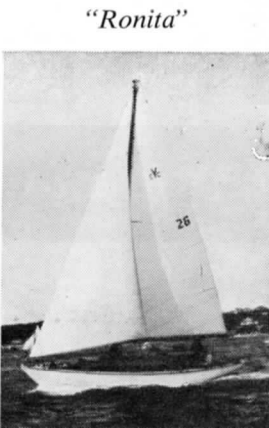
Crew: Owner/Skipper P. A. Wilde, Navigator N. F. Brooker (4), D. H. Linton (7), P. Tierney (3), J. David, J. Diacopoulos, R. K. Woods.

"SERIFA" — Sail No. R 3.

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

This Victorian yacht was designed by Jack Savage and is similar to "Birralee" which has raced to Hobart several times. Having her first season of ocean racing has performed well in Victorian waters.

Crew: Owner/Skipper/Navigator B. J. Case (4), G. Enwson (1), I. McCutcheon, W. Neale, R. Nordblom, J. Sheridan (1).

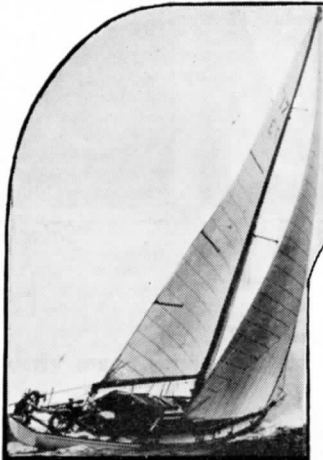


"Ronita"



"Seawind"

THE LEADERS LOOK TO...

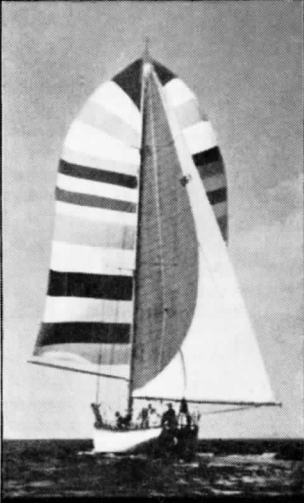


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"SHIMAAL" — Sail No. CYC 50.

L.O.A. 42ft. 6in., L.W.L. 30ft., Beam 10ft. 9in., Draft 6ft.

This steel yacht was raced to Hobart three times by her previous owner as "Mercedes II". She has raced consistently for the last six months and has an experienced crew. Light weather suits her best. **Crew:** Owner/Skipper C. M. Earl (1), H. B. Vaughan (4), T. Franks (1), T. McMahon (1), W. Chick (1), J. Quinn, B. Mahony, T. Curtis.

"SYLPH VI" — Sail No. CYC 51.

L.O.A. 41ft., L.W.L. 28ft. 6in., Beam 10ft. 9in., Draft 5ft. 6in.

This steel yacht from the board of Alan Payne will be racing to Hobart for the fifth time. She rates very well and loves heavy weather and given these conditions could do very well.

Crew: Owner/Skipper J. Lawson (1), Navigator/Co-Owner D. Lawson (2), A. L. Cable (4), M. Barker, G. McNeil (2), N. Lowndes, G. Campbell (1).

"SYLPHIDE" — Sail No. 462.

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

A Blithe Spirit Class yacht "Sylphide" was brand new when she competed in the Sydney-Hobart Race in 1963, finishing about the middle of the fleet. In the interim she has raced regularly though only occasionally offshore. These are husky little ocean racers that can give a good account of themselves.

Crew: Owner/Skipper/Navigator J. F. Beaumont, Co-Owner C. M. Sullivan, R. Whereat, F. Hall, E. Tame.

"TAMBOO" — Sail No. SM 88.

L.O.A. 35ft. 4in., L.W.L. 25ft. 6in., Beam 9ft. 8in., Draft 6ft.

A Sparkman & Stephens Hestia design that has been well proven overseas — this yacht is making the round trip from Melbourne for her second Hobart start. Placed 13th overall in the 1965 race, she could well improve this performance with the additional experience gained since then. A yacht to watch, particularly if head winds prevail.

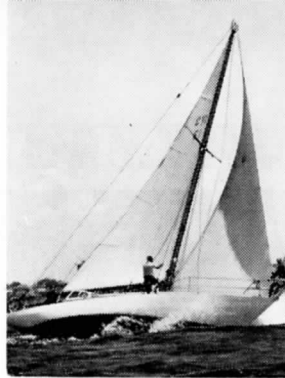
Crew: Owner/Skipper R. J. Green (1), Navigator W. H. Perrin (2), R. A. Green (1), L. V. Goldman (1), C. F. Smith (7), one to be named.

"TAONUI" — Sail No. B 49.

L.O.A. 40ft. 4in., L.W.L. 31ft., Beam 10ft. 9in., Draft 5ft. 11in.

A New Zealand entry designed and built by owner John Lidgard. She finished first in her division of this year's Auckland-Suva Race.

Crew: Owner/Skipper J. Lidgard, Navigator B. Carmichael (2), L. Carmichael (1), B. Pollock, S. Barrett, J. Burke.



"Sylph VI"



"Valhalla"

"THEKLA" — Sail No. SM 32.

L.O.A. 58ft., L.W.L. 40ft., Beam 13ft. 1in., Draft 7ft. 8in.

This steel yacht from Victoria is a modified design of the famous "Solo". Barely finished in time she was a late entry last year but was forced to retire. This year her performance will be watched with interest.

Crew: Owner/Skipper E. Eggers, Navigator D. Brodbear, W. Eggers, P. Mills, R. Jenye, W. Jessbeck, R. Daseagh, H. Pohlmann, H. Kuhne, J. de Jonghe.

"VALHALLA" — Sail No. M 52.

L.O.A. 37ft. 4in., L.W.L. 27ft., Beam 9ft. 5in., Draft 6ft.

This yacht from Lake Macquarie is similar to the 1961 winner "Rival". She won the Brisbane-Gladstone race two years ago but finished in the middle of the Hobart fleet last year. They are an experienced crew and could do very well.

Crew: Owner/Skipper P. Hankin (1), A. Mithcell (7), W. Turnbull (6), J. Morgan (4), R. Scott (1), one to be named.

"WAITERE" — Sail No. F 79.

L.O.A. 31ft., L.W.L. —, Beam —, Draft —.

This is the second entry of an American yacht in the race. Other than LOA we have no particulars of the yacht which at the time of writing is on passage here from New Zealand. She is owned by Downie D. Muir, of Lake Arrowhead Yacht Club, in California. She will be measured for the R.O.R.C. Rule when she arrives in Sydney.

Crew: Owner/Skipper D. Muir, F. Fraser, M. Neale, one to be named.

"ZILVERGEEST" — Sail No. 224.

L.O.A. 29ft., L.W.L. 25ft. 6in., Beam 8ft. 5in., Draft 4ft. 7in.

Probably the smallest entrant, "Zilvergeest" is a modified Plymt Class designed by Van de Stadt. Owner Alan Murray sailed her into 4th place, Division 2, last year and given the right weather conditions could be well up in the second division again this year.

Crew: Owner/Skipper/Navigator A. J. Murray (2), H. R. Vallance (1), C. Davis (1), W. Kitching, G. F. Jones.

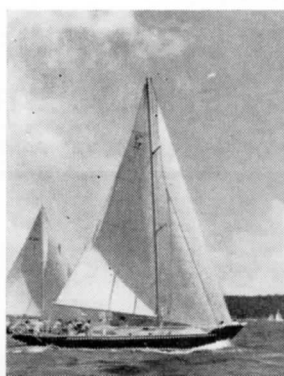
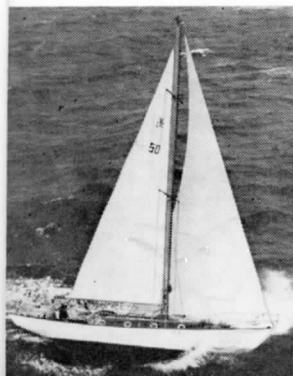
"Shimaal"

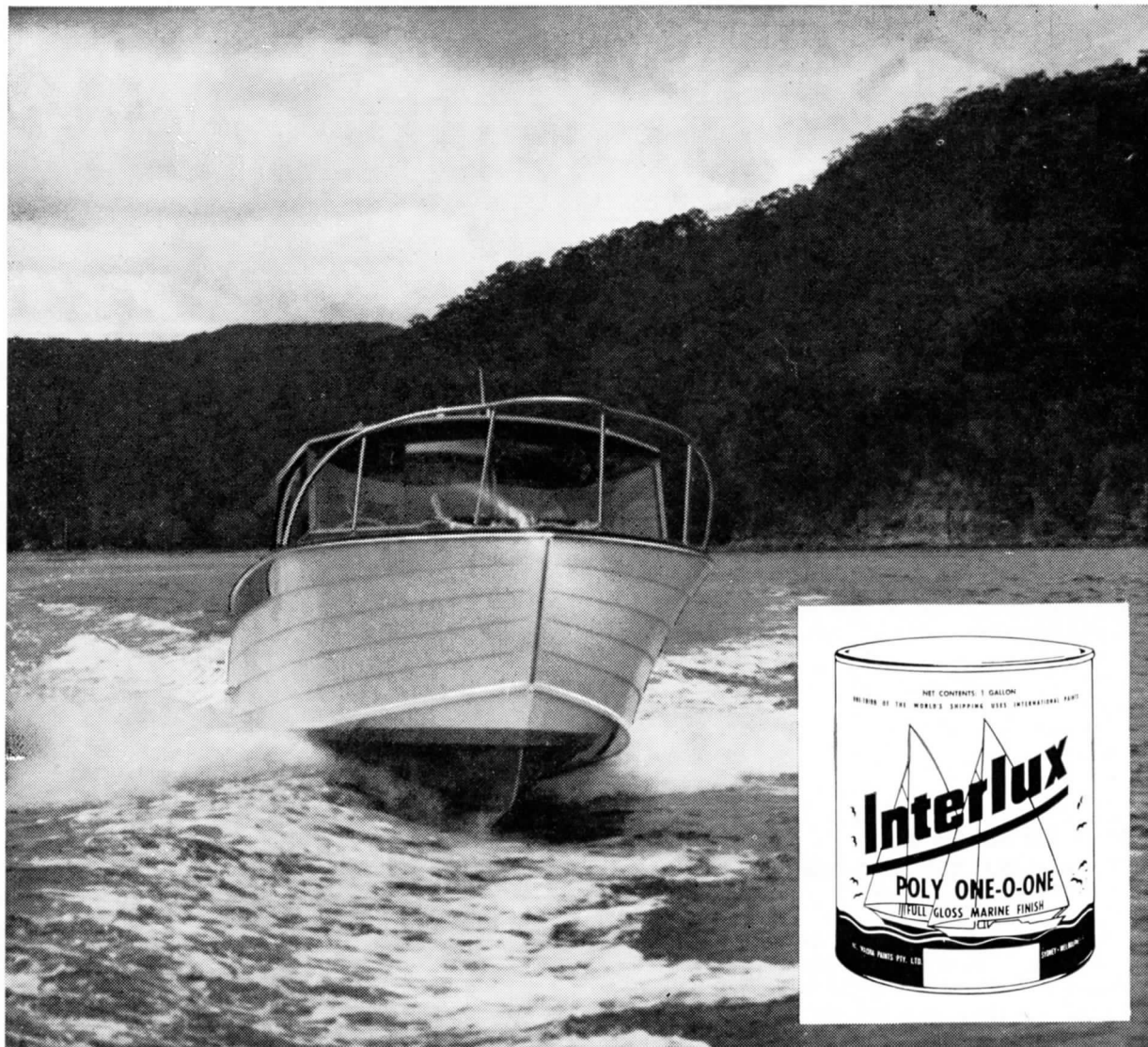
"Sylphide"

"Tamboo"

"Thekla"

"Zilvergeest"





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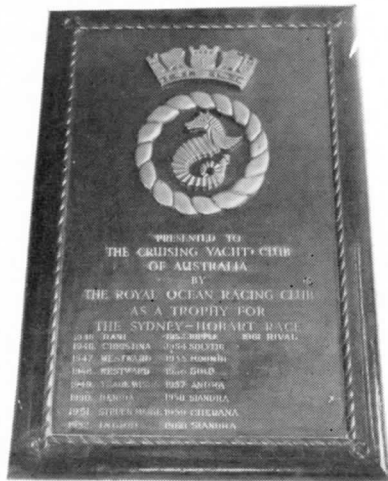


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IMP—25

SYDNEY-HOBART YACHT RACE TROPHIES



R.O.R.C.
Plaque



Perpetual
Trophy

Tattersall's
Cup



● 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.

● 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.



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.

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 the late 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

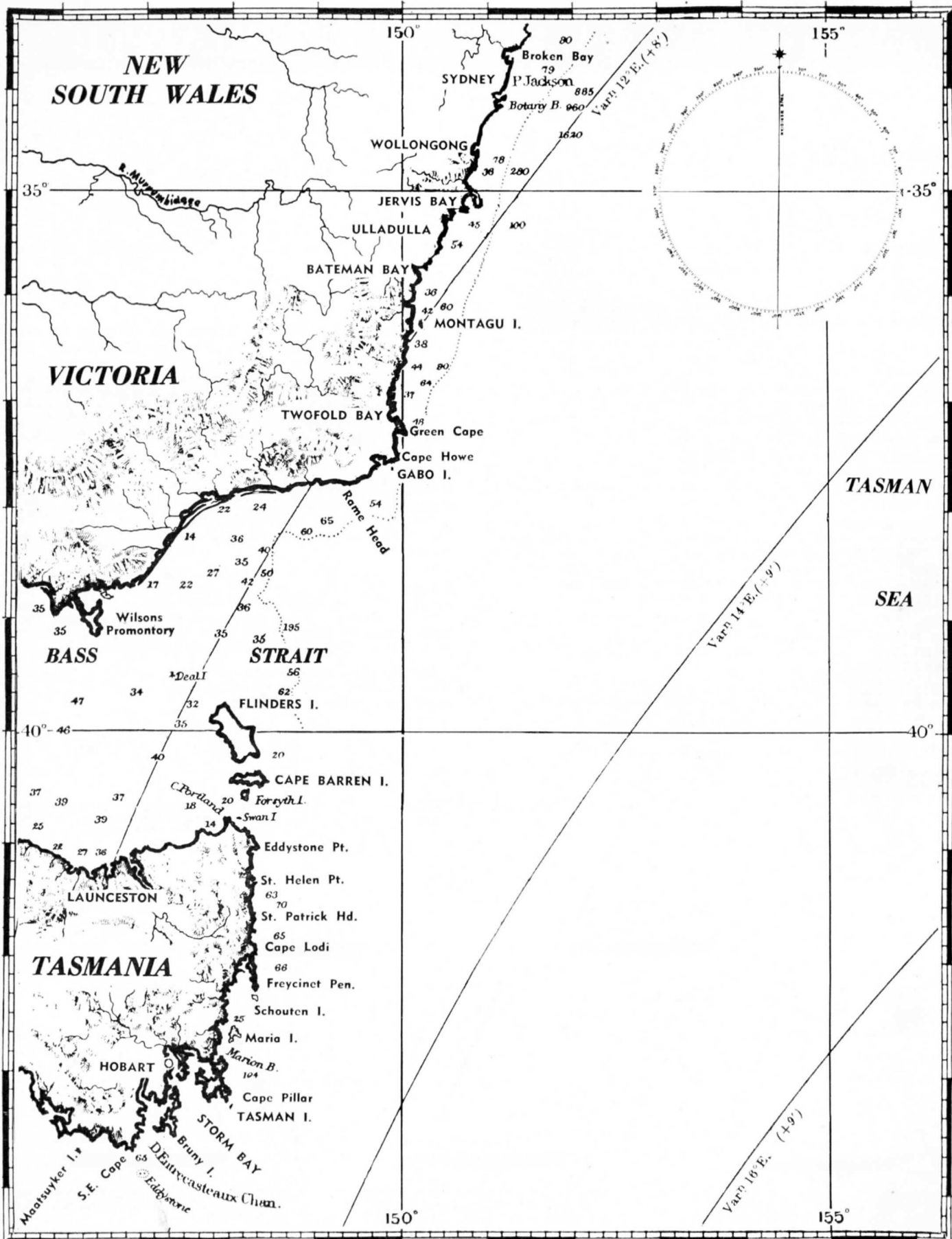
Galley Slave's Trophy: Presented by R. S. Adair to the cook of the last yacht to finish.

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.

22nd SYDNEY-HOBART YACHT RACE, 1966

RECORD SHEET

YACHT	SAIL No.	RIG	CLUB	OWNER	Corrected Time				PLACE
					D.	H.	M.	S.	
"AKALA"	207	37' Sloop	RSYS/NSW	J. H. Bleakley					
"ALCHERINGA"	493	50' Sloop	CYCA/NSW	J. N. Brigdland					
"ALTAIR"	48	50' Ketch	RPNYC/NZ	G. W. Moore					
"ANTIGUA"	MH 87	40' Yawl	MHYC/NSW	F. A. Hogarth					
"ASTELOT"	SM 38	36' Sloop	SYC/VIC	A. G. Croft					
"BACCHUS D"	337	50' Sloop	CYCA/NSW	P. E. Deaton					
"BALANDRA"	496	46' Sloop	RSYS/NSW	R. Crichton-Brown					
"CADENCE"	MH 157	30' Sloop	MHYC/NSW	H. S. Mason					
"CAMELOT"	CYC 62	36' Sloop	CYCA/NSW	J. G. Borrow					
"CANOPUS"	SA 4	37' Sloop	RSAYS/SA	J. K. Williams					
"CARINA"	40	40' Ketch	EBYC/NZ	R. L. Holford					
"CARMEN"	MH 57	30' Sloop	MHYC/NSW	J. H. Edmunds					
"CAROUSEL"	468	37' Sloop	CYCA/NSW	M. R. Brakell					
"CATRIONA"	CYC 25	40' Yawl	CYCA/NSW	D. M. Brown					
"CORROBOREE"	350	40' Sloop	RSYS/NSW	K. A. Gray					
"FIDELIS"	A 45	61' Sloop	RNZYS/NZ	J. V. Davern					
"FRANKLIN"	RANC 2	43' Sloop	RANCSC/ACT	Lt. F. D. Arnott, RAN					
"HUON LASS"	HYC 11	38' Sloop	HYC/TAS	H. D. Calvert					
"JANZOOM II"	185	42' Sloop	RSYS/NSW	W. Russell Slade					
"KALEENA"	MH 22	36' Sloop	MHYC/NSW	H. E. Godden					
"KARINGAL"	181	39' Sloop	RPAYC/NSW	A. Berns					
"LORITA MARIA"	173	39' Sloop	CYCA/NSW	N. B. Rydge					
"MALOHI"	70	36' Sloop	CYCA/NSW	S. Fischer					
"MARIA VAN DIEMEN"	135	35' Sloop	CYCA/NSW	P. Hill					
"MISTER CHRISTIAN"	11	36' Sloop	QCYC/QLD.	P. Kurts					
"NAM SANG"	161	66' Cutter	SMYC/USA	J. W. Thompson					
"ODIN"	SM 28	39' Sloop	SYC/VIC	L. J. Abrahams					
"POITREL"	347	35' Sloop	RPAYC/NSW	J. Robson-Scott					
"POSEIDON"	13	34' Sloop	RAYC/NZ	M. W. Miller					
"RIVOLI"	431	32' Sloop	RSAYS/SA	F. F. Varcoe					
"RONITA"	CYC 26	36' Sloop	CYCA/NSW	R. A. Cottee					
"ROPAWE"	388	36' Sloop	CYCA/NSW	R. K. Brown					
"SAGA"	32	36' Sloop	RSYS/NSW	L. S. Little					
"SALACIA"	190	41' Sloop	CYCA/NSW	A. W. Byrne					
"SALOME"	MH 15	33' Sloop	MHYC/NSW	R. Swanson					
"SATANITA"	B 59	43' Sloop	OYC/NZ	D. H. R. Wilkie					
"SEAWIND"	MH 10	43' Sloop	MHYC/NSW	P. Wilde					
"SERIFA"	R 3	32' Sloop	RYCV/VIC	B. J. Case					
"SHIMAAL"	CYC 50	42' Sloop	CYCA/NSW	C. M. Earl					
"SYLPH VI"	CYC 51	41' Sloop	CYCA/NSW	Lawson Bros.					
"SYLPHIDE"	462	31' Sloop	RANSA/NSW	J. Beaumont/C. Sullivan					
"TAMBOO"	SM 88	35' Sloop	SYC/VIC	R. J. Green					
"TAONUI"	B 49	40' Sloop	RNZYS/NZ	J. Lidgard					
"THEKLA"	SM 32	60' Cutter	SYC/VIC	E. Eggers					
"VALHALLA"	M 52	37' Sloop	LMYC/NSW	P. Hankin					
"WAITERE"	F 79	31' Sloop	LAYC/USA	D. D. Muir					
"ZILVERGEEST"	224	29' Sloop	RPAYC/NSW	A. J. Murray					



WHY OCEAN RACERS ARE HANDICAPPED

First to finish doesn't always win

WHY are the yachts handicapped, why is not the first yacht across the finishing line the winner?

The answer is that the yachts vary considerably in their speed potential. All other things being equal, a large yacht is faster than a small one, but this is subject to many variable factors.

Except in one design and other restricted classes all yacht races are handicapped. In short races such as around Sydney Harbour and thereabouts where performance is well known the clubs nominate a man of wide experience as handicapper and he allocates handicaps on either a time or percentage basis. These are varied from time to time according to performance.

In long distance events where all classes of weather may be experienced, like the Sydney-Hobart Race, the arbitrary method of handicapping is unsatisfactory. Also new yachts are always being built and yachts arrive from other States and overseas whose performance is not known.

These problems are solved by a system of handicaps 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 yacht's structural components, areas of sails, details of engines and propellers. No rule is perfect and clever designers often find loopholes in the rule which gives a yacht certain advantages. To keep pace with this and to discourage any unhealthy trends, the rule makers revise the rule from time to time. But no rule can be framed, or should be, to turn a donkey into a racehorse.

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.

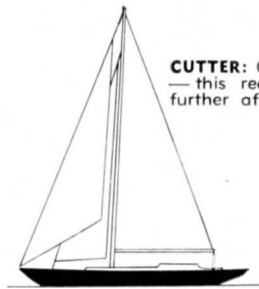
For example, if yacht "A", with a T.C.F. of .9000 takes 100 hours to finish the course, her corrected time is $100 \times .9000$ equals 90 hours. Whereas yacht "B" with a T.C.F. of .8000 takes 110 hours to finish the course, her corrected time $110 \times .8000$ equals 88 hours. Thus yacht "B" has beaten yacht "A" by 2 hours, although she finished 10 hours later.

In long races where yachts get widely separated, helmsmanship, sail trim, navigation and meteorology can play a more important role than handicap.

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.



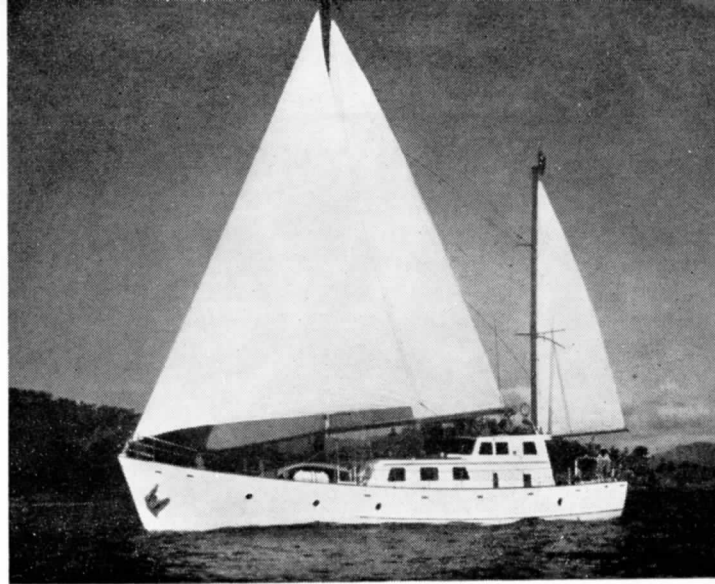
YAWL: Two masts with the shorter after mast (mizzen) being stepped aft of the waterline.

Auxiliary ketch "MIA MIA".

Crew: Owner/Skipper G. A. Hammond, L. Caithness, N. F. Milne, E. le Brun, W. Watson, D. Close, H. Ruby, J. North, R. O'Grady, P. Jordan-Hill, M. Creese.

FROM the start of the race on Boxing Day until New Year's Eve when most of the yachts will have reached Hobart, a progress report on the race will be available to the public through the press, T.V. and radio, with fresh news three times daily.

This does not come about without tremendous organisation. As the yachts vary considerably in speed they soon spread out and after a few days can cover as much as 10,000 square miles of ocean. It is quite impossible to sight them all from the air.



RADIO SHIP SENDS RACE PROGRESS TO YOU

The Radio Relay Ship this year is again the auxiliary ketch "Mia Mia", owned by Geoff Hammond, of Victoria, which performed this function so successfully last year. Built of steel she has had 10 feet added to her stern which has brought her length up to 75' 6" and improved her speed by nearly a knot.

For safety reasons the Cruising Yacht Club makes two-way radio compulsory on all the yachts and three times daily the yachts must give their positions in latitude and longitude to the Radio Relay Ship. These positions are then immediately transmitted in code to O.T.C. Stations in Sydney and Hobart where they are phoned to the Cruising Yacht Club and the Royal Yacht Club of Tasmania.

At both of these Clubs a Press Centre is established manned by experienced yachtsmen and the positions are plotted on a wall chart of the race.

When the plotting is completed a progress report on the race is prepared, the Press, T.V. and Radio organisations appoint representatives to these centres and the progress reports and comments are quickly made available to the public. Most

newspapers print a copy of the chart showing the positions of all yachts which have been reported.

The Australian Broadcasting Commission, each year, sends down an announcer who makes a voice broadcast from the Radio Relay Ship three times a day. The Club is indebted to Caltex Oil (Aust.) Pty. Ltd. who many times and again this year have undertaken the fuelling and victualling of the Radio Relay Ship for the round trip. They also sponsor the shooting of the official Sydney-Hobart Race Film which is shown later on T.V., in the theatres and clubs and provides a permanent record of each race.

Race progress reports are broadcast at the times shown below. Normally progress reports are received by 9 a.m., 2 p.m. and 9.30 p.m. and are on the air shortly after this.

If on occasion, due to bad radio conditions, news is delayed or incomplete, we ask friends of the crew and the interested public to be patient and wait for reports from your favourite newspaper, radio or T.V. station, but, please, don't phone the clubs concerned, the duty officers have their hands full.

BROADCAST TIMES

Station	
A.B.C.	1st and 3rd Networks
	Normal News Sessions and Special Broadcasts from "MIA MIA"
Monday, 26th December	10.55 a.m. 6.15 p.m. 9.55 p.m.
Tuesday, 27th December	10.50 a.m. 6.15 p.m. 9.55 p.m.
Wednesday, 28th December	10.30 a.m.
Thursday, 29th December	6.20 p.m.
Friday, 30th December	9.55 p.m.
Saturday, 31st December	10.50 a.m. 6.20 p.m. 9.55 p.m.

Station	
2 GB	News Sessions 7.30 a.m. 12 Noon 6.00 p.m. 10.00 p.m.
2 UE	News bulletins on the hour News flashes as soon as received.
2 UW	News Sessions 12.00 Noon 6.00 p.m. News flashes as soon as received.
2 SM	News bulletins on the hour Special Hobart Race reports 8.15 a.m. 11.15 a.m. 2.15 p.m. 6.15 p.m. 9.15 p.m.

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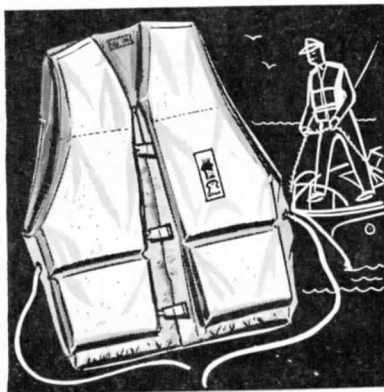


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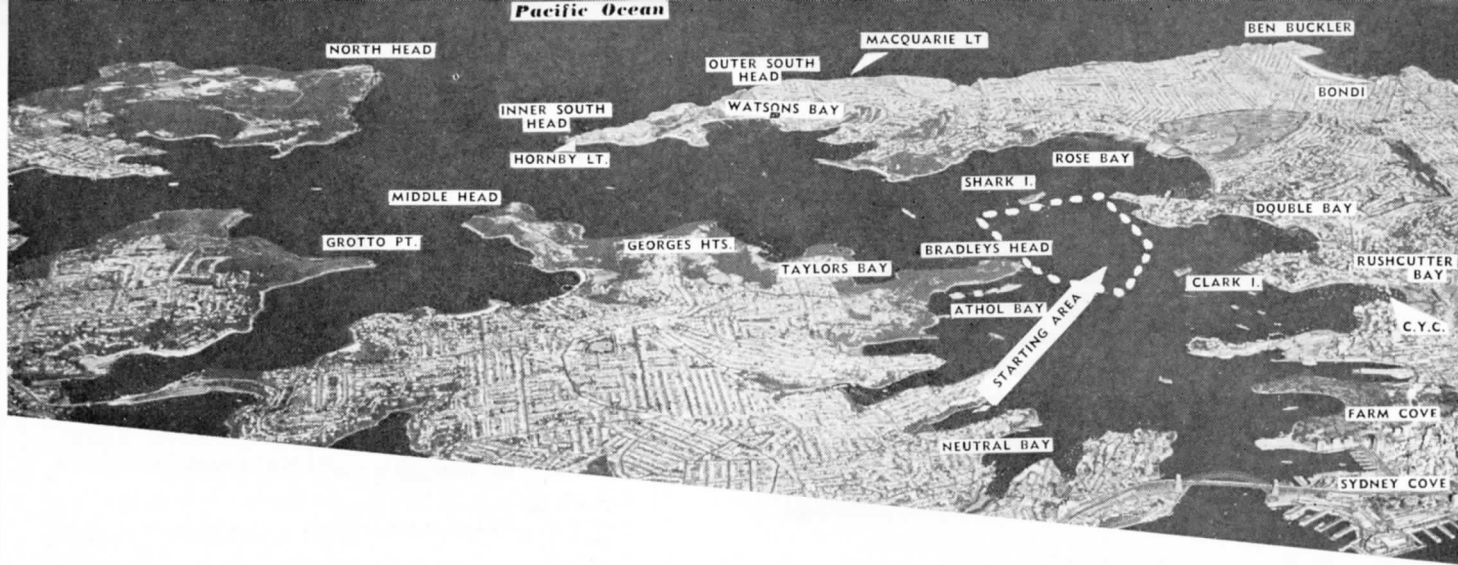
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The Start

SYDNEY



FROM 5 a.m. on the morning of Boxing Day the scene at the C.Y.C. Marina, Rushcutters Bay, will be one of increasing activity. The jetty will be crammed with the finest selection of ocean racing yachts to be found anywhere in the world. Crews will be busy loading last minute stores, taking time to gaze skywards to study cloud movements which may herald the day's weather.

By 9 a.m. the scene changes to one of gay excitement as friends call to offer good wishes, radio-operators make final

test calls to the radio relay vessel, and skippers run a careful eye over sails and rigging. Young lovers hold hands and a few die-hards gather at the bar for a farewell drink and lay private wagers with rival crews.

Just after 10 a.m. these giants of the sea leave their haven with Blue Peters flying, and head for the starting area off Double Bay, threading their way through the fleet of craft which gather to see the big race start.

The vantage points around the Harbour will be crowded with spectators.

At 11 a.m. The Governor of N.S.W., Sir Roden Cutler, will fire the starting gun to send the fleet on their way to Hobart, 640 miles away.

Sheet winches clatter, sails fill as the fleet gets under way, and many an old salt and all with a love for the sea will say—"Wish that I were with 'em"

Back at the C.Y.C. the Club's cat gives a relaxed yawn as she selects the best chair in the place, hardly a soul to disturb her except those fellows busy at the Press Centre.

AFTER travelling nearly 600 miles due south from Sydney, the yachts will round Tasman Island and start their "run to the finish" across Storm Bay. Cape Raoul is the next land mark to pass and this can be either the stormiest or the quietest part of the race. Thirty-five miles from the Tasman Light the famous "Iron Pot" lighthouse guards the entrance to the Derwent River and when this is put astern most crews will heave a sigh of relief, particularly if they have experienced the strong south westerly winds that batter them across Storm Bay.

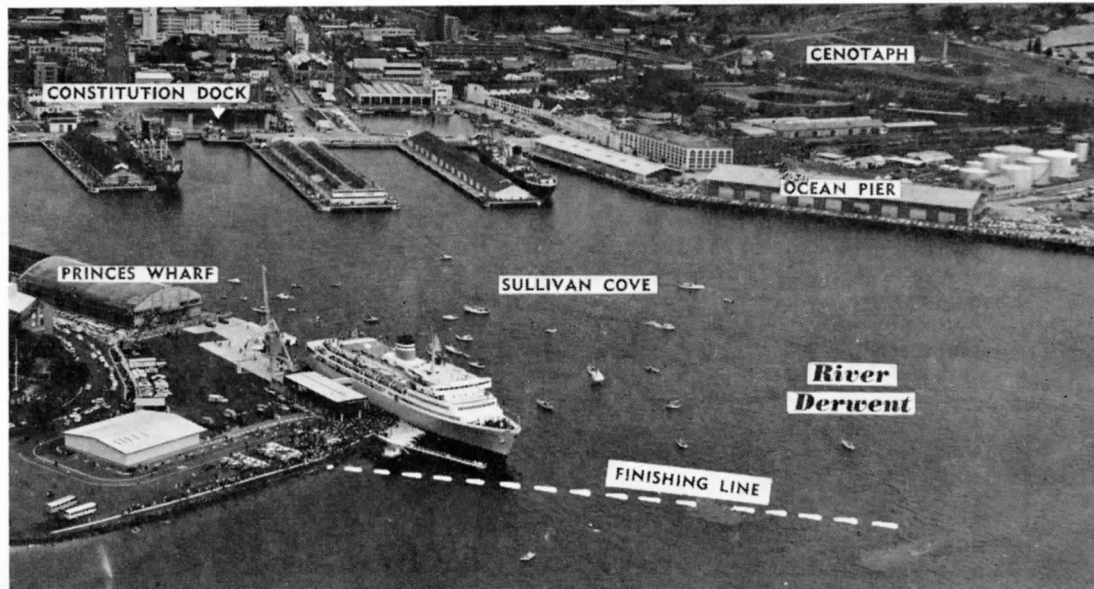
But there is still another eleven miles to sail up the Derwent River before the race is over for another year and these miles can be the most frustrating of the race. Gusty winds coming down over the hills can make the crews work hard

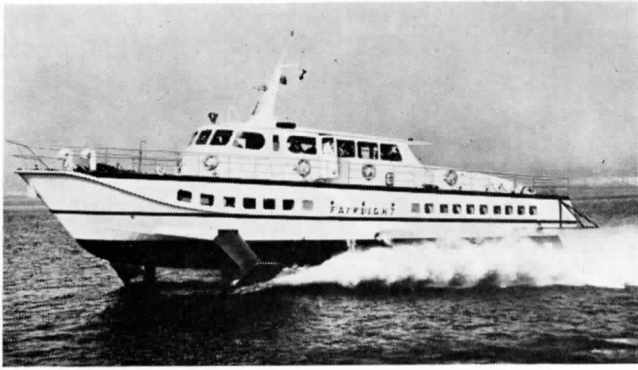
all the way up the river, or light and fickle breezes can make an almost hopeless task of stemming the flow of the river and the run of the tide. Yachts have sat all night within sight of the finishing boat, unable to move through lack of wind, waiting for the "sea breeze" to carry them along later in the morning.

Once across the finishing line the yachts will be towed into the haven of Constitution Dock where the crews will join their comrades in re-sailing this race, and past races, innumerable times. Every yacht receives a tumultuous and heart-warming reception from competitors and spectators alike, and the unpleasant and uncomfortable parts of the race are soon forgotten in the overwhelming hospitality that is Hobart.

The Finish

HOBART





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HAWKESBURY RIVER



The ferry leaves Palm Beach Wharf at 11.30 a.m. daily, cruises up the magnificent Hawkesbury River, stops for lunch at Bobbin Head, and returns to Palm Beach about 4 p.m. Buses from Sydney and Manly. **Adults \$1.65, Children 80c.** Phone: 27 9251.

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An Appreciation

THE Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation extended by the Royal Yacht Club of Tasmania, without which this race could not exist. Apart from organising the 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., the V.C.P., and the Royal Australian Navy for their contribution towards making this race the success that it always is.

PHOTO CREDITS WITHIN THIS PROGRAMME ARE DUE TO:

- Norman L. Danvers, Sydney.
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Personalities

EARL LE BRUN

MUCH has been written about the history of the Cruising Yacht Club but little is known now of the man who, in the early days, practically WAS the Cruising Yacht Club.

Earl le Brun, accountant, of Martin Place, was Honorary Secretary of the Club from 1945 until 1954.

Prior to 1952 when the present premises were acquired in Rushcutter Bay, Earl's office was the Club's only address.

The various committees met in his conference room, most of the organisation of the Club rested on his broad shoulders and was handled through his office. The many visitors to Sydney were usually entertained by Earl in the Saloon Bar of the Australia at his expense.

You may think that in those days there was not much to do but in 1947 we had 28 starters in the Sydney-Hobart Race and during the year the Club conducted eight other ocean races. Earl and one of his mates would hire a put-put from Double Bay, start a Bird Island Race at 9.30 p.m. on Friday night then get up at 4 a.m., drive to Palm Beach and hire another boat to take the finish of the race in the Basin.

Amongst all these duties and his own affairs, Earl found time occasionally to go to sea. He raced to Hobart in "Bernicia" in 1950 and several other races in "Defiance".

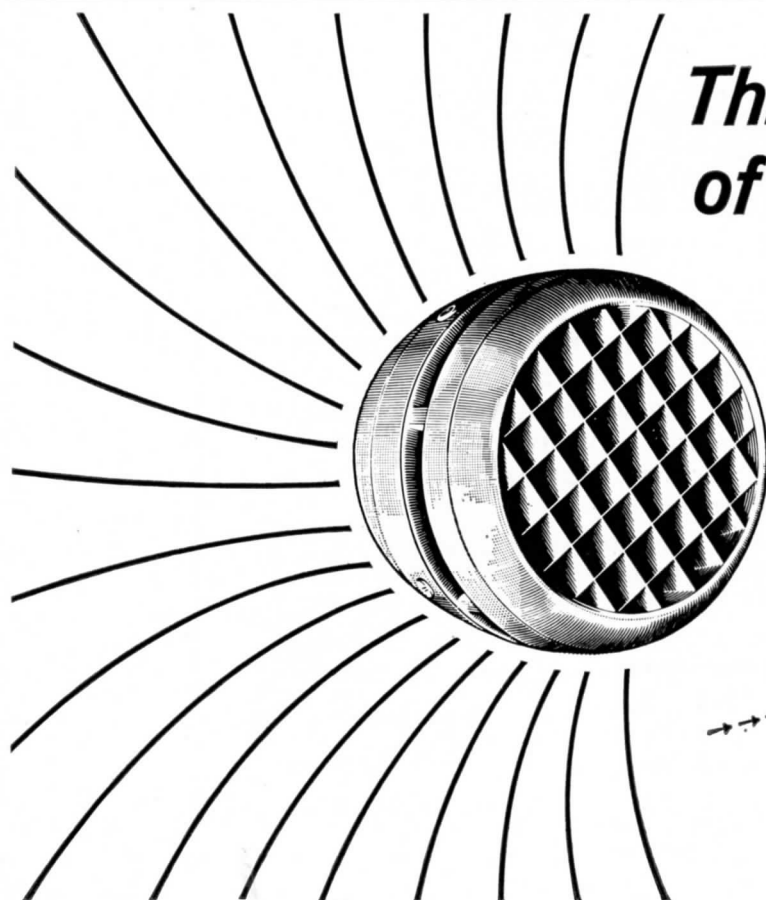
Always keen on good food, and being one of those who never get seasick under any conditions, Earl has the reputation



of being the best sea cook afloat. Since 1951 Earl has made ten passages to Hobart as cook on the various Radio Relay Ships, and as one who has been shipmates with him several times, I can say the meals that he prepares are nothing short of miraculous.

Earl, a foundation member was made a Life Member of the Cruising Yacht Club 10 years ago for services to the Club beyond the ordinary, and although, no longer a young man he is fronting up again this year on the "Mia Mia".

Apart from all this Earl has been President of the Woollahra Golf Club for 25 years. He is thus no idle man and long may he be with us.



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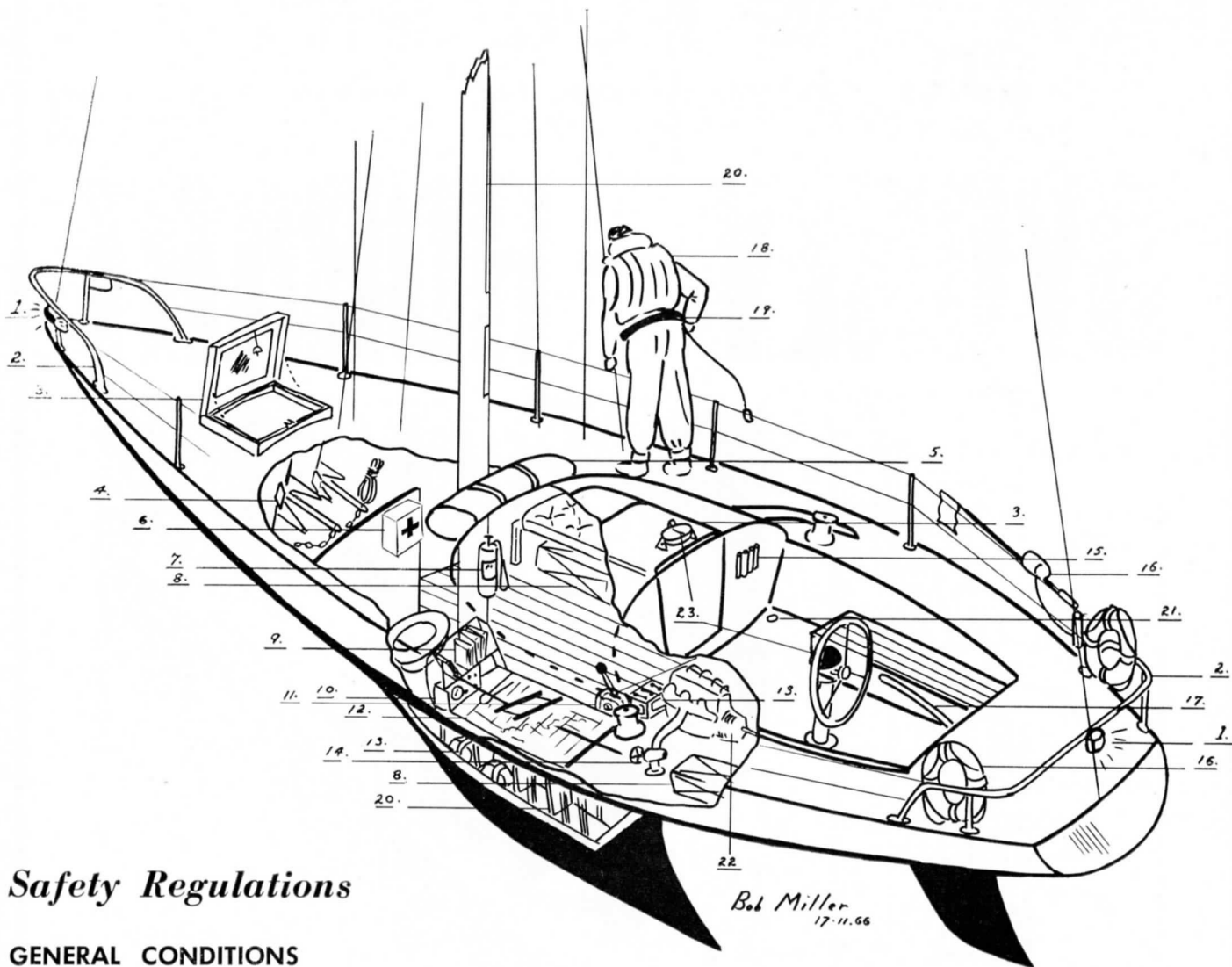
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Safety Regulations

GENERAL CONDITIONS

ALL YACHTS starting in ocean races of more than 50 miles must carry certain safety equipment which is nominated in the Cruising Yacht Club of Australia "General Conditions". These are shown here as fitted to an ocean racing yacht.

1. Navigation lights as required by the International Regulations for Preventing Collisions at sea, fitted at bow and stern.
2. Adequate "pulpits", fitted bow and stern, and guard rails rigged on rigid stanchions.
3. Hatches must be watertight and securely fastened.
4. Two anchors and adequate anchor warps appropriate to the size of the yacht.
5. A fully certified self inflatable rubber life-raft with emergency survival equipment which must be carried on deck.
6. A comprehensive first aid kit with minimum requirements to cater for any emergency.
7. Adequate fire extinguishers, appropriate for the size of the yacht and fire hazards involved. Tanks containing inflammable fuels must be adequately ventilated.
8. Two water tanks and a minimum quantity of water to be carried, depending on the number of crew and the length of the race.
9. Books covering basic medical treatments, navigation and signalling.
10. Radio transmitter, capable of ship-to-ship and ship-to-shore communication.
11. Two bilge pumps and two buckets.

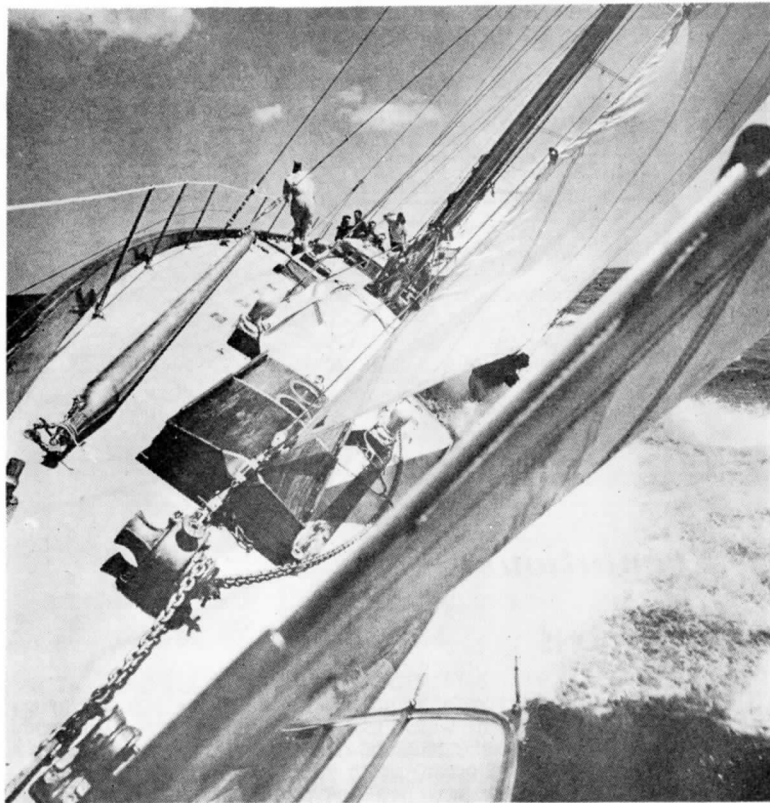
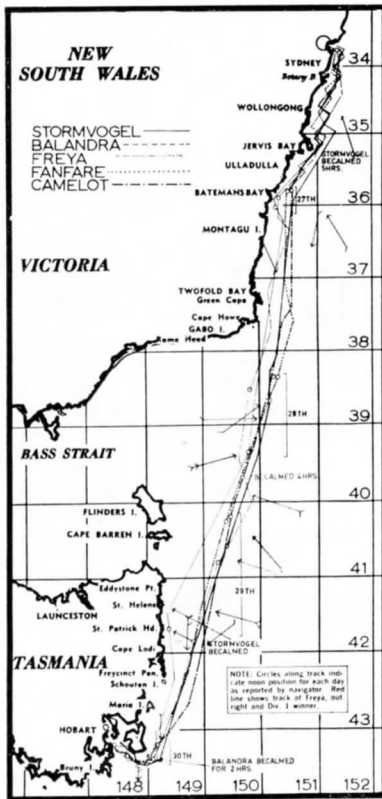
12. Navigation charts covering the area in which the race is held.
13. Internal ballast, batteries, gas bottles and other heavy equipment securely fastened.
14. All hull openings fitted with sea cocks.
15. Emergency flares.
16. Two life rings, one of which is fitted with a dan-buoy, light and dye marker, within easy reach of the helmsman.
17. An emergency tiller, for yachts normally fitted with wheel steering.
18. Life jackets, one for each crew member. The minimum number of crew is four.
19. Safety belts, one for each crew member.
20. Basic construction and rigging must be considered sufficiently strong and the yacht seaworthy.
21. Cockpit must be watertight and self-draining.
22. An engine, capable of driving the yacht at a nominated speed. (The propeller must not be removed for racing).
23. Two compasses.



General

There is much additional emergency equipment recommended by the safety committee which is normally carried. This includes spare rigging wire, turnbuckles, shackles, blocks and winch handles. Adequate storm-sails are also required.

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RECENT TRENDS IN YACHT DESIGN

by
Ron Swanson
Recently returned from
the One-Ton Cup Races
in Denmark

OCEAN racing has made vast strides in recent years in popularity while design of suitable yachts has changed little, though with the advent of the One-Ton Cup as a proving ground changes can be expected to follow.

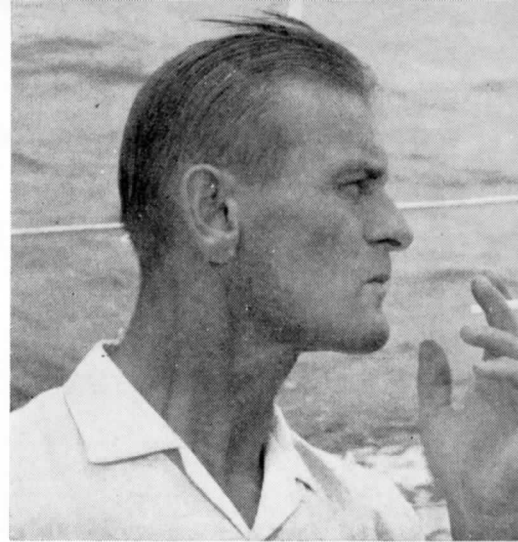
Probably the world's most famous and prolific naval architect Olin Stevens has for many years favoured the heavy displacement type yacht with much success. Recently, however, his designs have changed to round bilged light moderate displacement boats, due probably to his research and testing of hulls for the 5.5 metre rule which in my opinion produces a far more efficient hull than the old metre rule which has so influenced his designs in the past.

The wisdom of this trend is borne out in Australia by the very successful "Freya" and the newly launched "Mercedes III" and as the first and second places in the last One-Ton Cup were filled by this type of boat one can expect more designers to follow this trend.

One of the problems in these boats is the increase in wetted surface over the heavy type boat so at the moment we are seeing a race to find how much of the appendage can be cut away and still retain windward qualities and the ability to control the boat on a hard run.

Rudder design is all important and all types are being tried, balanced, and trailing both with or without skegs, also appearing is the use of trim tabs.

Another feature of this type of boat is stability through hull form rather than high ballast ratio, this is due to large beam and high centre of buoyancy so we will see less emphasis placed on ballast ratio in the future.



Recent designs show that overseas designers are growing more aware of the large part that scantlings play in the R.O.R.C. rating rules, a fact that has been exploited in Australia for some years.

The most significant change in the R.O.R.C. rule in recent years has been the lessening of the penalty for excess overlap on headsails in an endeavour to get a little closer to the American C.C.A. rule. Most designers, including myself, have been slow to capitalise on this change but are now quickly realizing the advantages. Modern overseas designs show the trend to short-footed mainsails with large fore-triangles and carrying a penalty on overlap. The large fore-triangle ensures a large spinnaker to offset the small mainsail off the wind while the large headsail and small mainsail for less rating is vastly superior on the wind, this fact having been proved so many years ago by the 30 square metre yacht.

From a designing point of view at least, the next few years are going to prove most significant.



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RACE RECORD

1945-1965

OFFICIAL PLACINGS

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 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 hove to or sought shelter. Calms later.

1946

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

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. Livingston		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, Elapsed T.C.F. Corrected Time)

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.	EOLO	T. A. Guiffre	5-22-12-54	.7863	4-15-49-25

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. Livingston	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, Elapsed T.C.F. Corrected Time)

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.

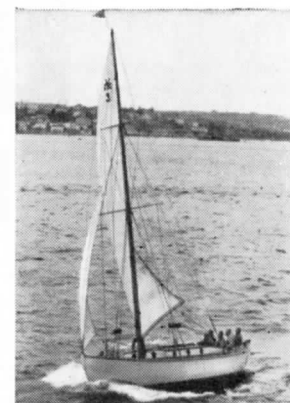
Retired: LASS O' LUSS (J. Colquhoun), WANDERER (E. Massey), F.I.C.H. (J. A. Clark), MISTRAL V (G. W. Rex), NELL GWYNN (F. Hickman).

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

"Rani"
1945

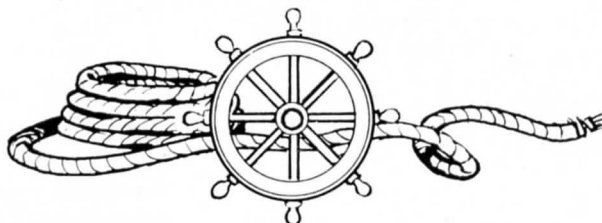


"Christina"
1946

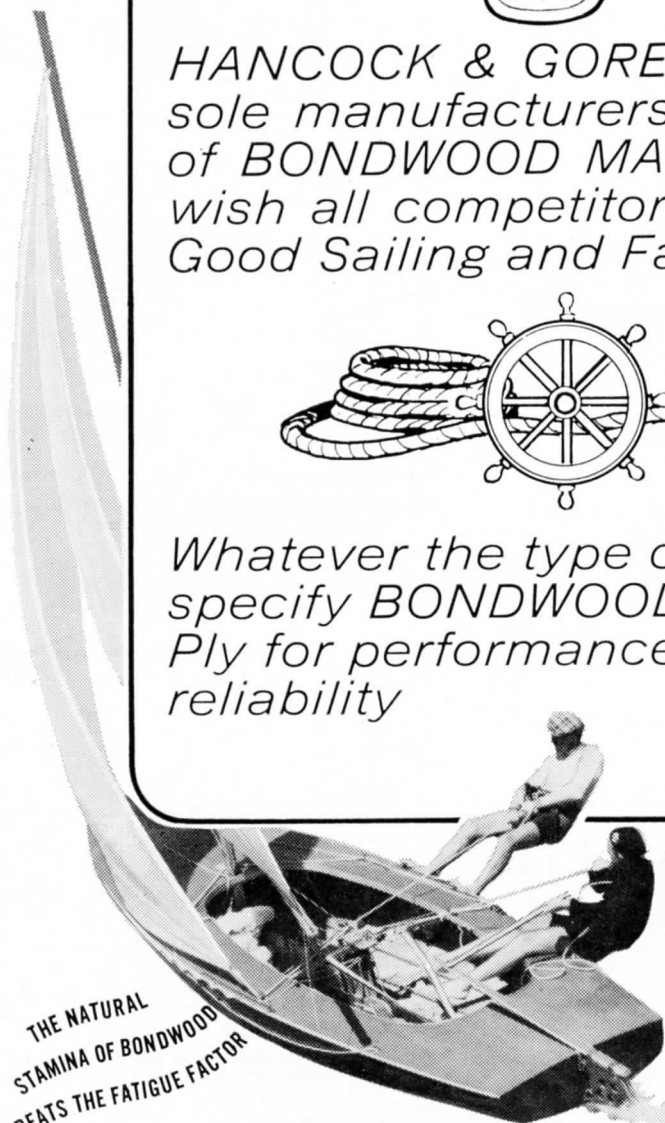




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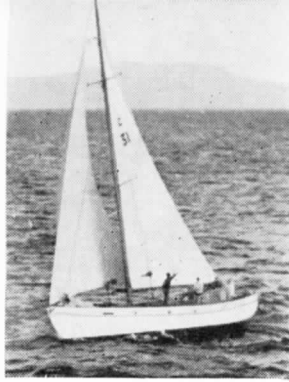
HANCOCK & GORE LIMITED

IPSWICH ROAD, WOOLLOONGABBA, BRISBANE.

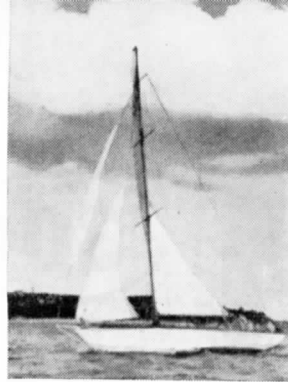
SYDNEY
68 4406

BRISBANE
91 0121

MELBOURNE
33 0391



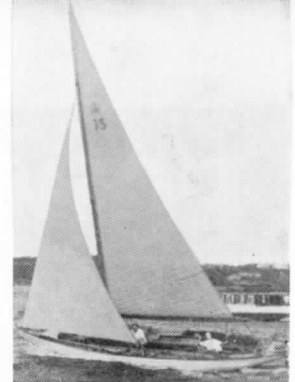
"Westward"
1947 and 1948



"Trade Winds"
1949



"Nerida"
1950



"Ripple"
1953

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				
3.	ELLIDA	P. Davenport	5-10-33-10	.7406	4-00-41-15
4.	MARGARET RINTOUL	J. Halliday	6-05-26-10	.6603	4-02-40-22
		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. Massey	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.

1950

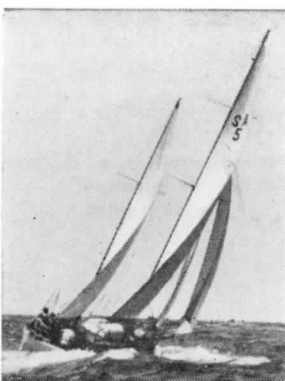
(Times are given in days, hours, minutes and seconds)

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. Saafeld	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11.	MISTRAL II	R. F. Evans	5-17-00-54	.8829	5-00-58-14
12.	WANDERER	E. Massey	7-02-08-35	.7505	5-07-41-33
13.	BACHELOR'S WIFE	B. Tanner	8-14-10-00	.6455	5-13-05-00
14.	SEAWARD	P. Benson	9-07-30-20	.6359	5-22-07-38

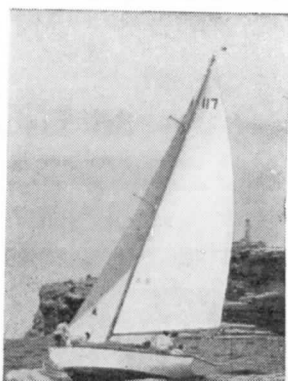
Fastest Time: MARGARET RINTOUL.

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

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



"Ingrid"
1952



"Struen Marie"
1951

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.

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.	RIPPLE	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5.	KINTAIL	D. Macrae	6-11-15-01	.7048	4-13-25-13
6.	KURURA	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	G. Brenac	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13.	WRAITH OF ODIN	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14.	WANDERER	E. Massey	6-23-27-40	.7505	5-05-40-46
15.	PAVANA	G. Mayne	6-17-40-13	.7834	5-06-39-32
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.	RIPPLE	R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG	T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3.	HORIZON	S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohen	6-05-23-15	.6571	4-02-09-45
6.	BRIILLIANT	B. Warming	5-21-59-07	.7130	4-05-14-15

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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	6-00-52-46	.7319	4-10-02-14
12.	RUTHEAN	A. & T. Toll	5-08-58-09	.8252	4-10-25-31
13.	WRAITH OF ODIN	B. O'Brien	5-21-08-32	.7744	4-13-18-02
14.	ONRUST	D. Tober	7-05-18-30	.6574	4-17-55-58
15.	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), JANZOOM (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.

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.	BRILLIANT	M. Forster	6-07-38-48	.7130	4-12-07-27
13.	PATIENCE	A. B. Wilson	6-18-09-00	.6684	4-12-22-52
14.	KURREWA IV, F. & J. Livingston		5-06-09-47	.9187	4-19-54-22
15.	WANDERER	E. Massey	7-23-34-15	.7236	5-18-37-14

Fastest Time: KURREWA IV.

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

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

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.	JANZOOM	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. Burrige	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

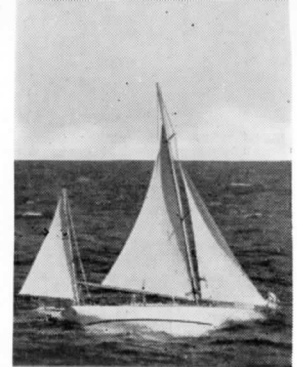
Fastest Time: EVEN.

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.



"Solweig"
1954



"Moonbi"
1955

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.	JANZOOM	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH, N. C. Howard		5-00-28-46	.7252	3-15-22-18
8.	RIPPLE	R. C. Hobson	5-13-29-55	.6621	3-16-23-22
9.	CATRIONA	D. M. Brown	4-20-39-07	.7656	3-17-18-32
10.	KURREWA IV, J. & F. Livingston		4-04-31-14	.9114	3-19-36-52
11.	FANTASY	D. Burrige	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	6-15-04-03	.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.	PHALAROE	R. Cottee	7-09-03-10	.6753	4-23-33-48
22.	FOUR WINDS	R.A.N. College	8-10-18-00	.6359	5-08-37-20
23.	VAILIMA	J. McLaren	7-22-03-00	.6881	5-10-45-15
24.	NIRVANA	Dr. K. Laws	6-19-27-33	.8173	5-13-42-44
25.	SERENADE	L. Esdaile	7-18-27-40	.7291	5-15-58-00
26.	RENEE	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).

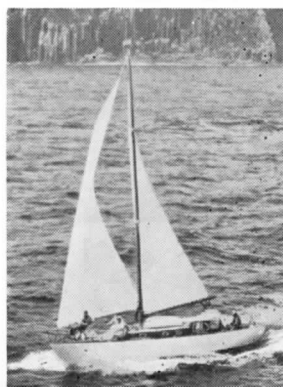
Weather: Hard Southerly blow on first night out followed by a light North East breeze to Bass Strait. A 50 m.p.h. Sou'Westerly across the Strait to the lee of Tasmania and a Southerly gale off Storm Bay reaching a recorded 86 m.p.h.

1957

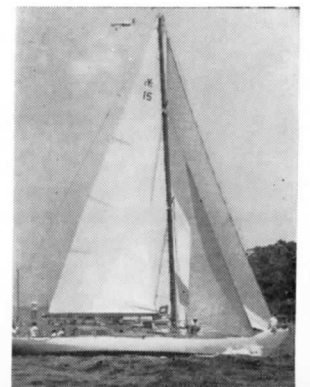
(Times are given in days, hours, minutes and seconds)

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

"Anitra V"
1957



"Solo"
1956 and 1962





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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
		N. D. Rundie	4-20-24-13	.8273	4-00-18-08
16.	DEFIANCE	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
17.	NIRVANA	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.

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
		T. O. Beatty	6-02-34-41	.7235	4-10-02-57
11.	METUNG	A. A. Robilliard	7-02-39-19	.7276	5-04-10-07
12.	WESTWARD	J. S. Howie	6-14-13-34	.7860	5-04-21-56
13.	ARCHINA	Dr. J. Molesworth	8-05-02-17	.6390	5-05-54-26
14.	BOONGOWN	J. B. Griffin	7-18-50-35	.6952	5-09-53-35
15.	FORTUNA	S. W. Gibson	8-14-11-13	.6372	5-11-22-57
16.	FOUR WINDS	C. H. Hill-Willis	8-14-10-43	.6616	5-16-24-32
17.	RESTLESS	M. D. Greeves	8-04-42-57	.7120	5-20-03-40
18.	TERRA NOVA	A. Raisbeck	8-19-00-00	.6722	5-21-50-03
19.	SAILMAKER				

Fastest Time: SOLO.

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

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

1959

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

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.	AILSAL	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

"Cherana"
1959



"Siandra"
1958 and 1960



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. Savage	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
		J. S. Howie	5-00-55-29	.7995	4-00-40-46
20.	ARCHINA	A. & T. Toll	4-23-04-53	.8336	4-03-15-58
21.	RUTHEAN	R.A.N. College	6-09-45-00	.6673	4-06-35-41
22.	TAM O' SHANTER,	G. Glen Carr	6-09-23-30	.6786	4-08-05-30
23.	SOLANO	S. W. Gibson	7-01-39-05	.6376	4-12-10-11
24.	FOUR WINDS				

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	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. Rundie	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.	AILSAL	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV, F. & J.	Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.8480	3-20-00-18
21.	SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22.	ARCHINA	J. Howie	4-22-58-28	.7853	3-21-25-50
23.	TAM O' SHANTER,	R.A.N. College	5-20-32-41	.6673	3-21-46-16
24.	SOUTHERN MYTH, N. C.	Howard	5-10-15-04	.7252	3-22-28-17
25.	SOUTHERLY BUSTER				
26.	EOS	K. R. Gourlay	6-03-58-34	.6387	3-22-30-34
27.	WINSTON CHURCHILL,	M. T. Flower	5-23-33-42	.6762	4-01-03-43
		G. A. Warner	5-00-13-14	.8082	4-01-09-44
28.	BRILLIANT	M. C. Forster	5-20-26-18	.7194	4-05-01-53
29.	KINTAIL	G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30.	FOUR WINDS	S. W. Gibson	7-03-13-55	.6376	4-12-32-24

Fastest Time: KURREWA IV.

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

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

1961

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL	A. Burgin & N. Rundie	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. Psaltis	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



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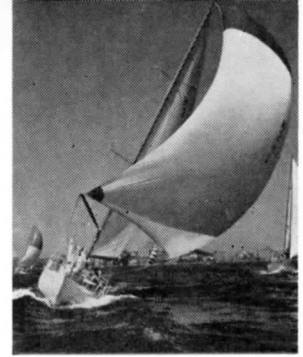
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"Rival"
1961

17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	.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. Bovden	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	4-09-26-36
30.	GALATEA M	N. W. Kestel	7-09-23-41	.6270	4-15-13-35
31.	JOLLY ROGER	A. J. Sutton	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: Southerly at 20-30 knots for the first day, then light N.E. winds. A line squall, 70 miles long, passed over the fleet in Bass Strait, and was followed by a moderate Sou'Westerly. A Nor'Easter along the Tasmanian coast and a Southerly near Tasman Island altered the potential placings.

1962

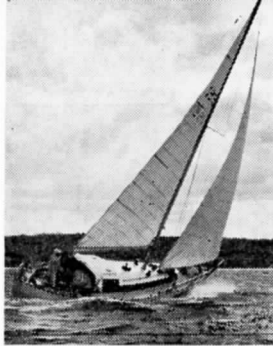
(Times are given in days, hours, minutes and seconds)

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. Cettie	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, 1964 and 1965

"Freya"

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. Cottee	5-16-19-01	.6563	3-17-27-53
17.	MALOH	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	4-00-40-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27.	RUTHEAN	A. V. & J. T. Toll	5-01-05-40	.8065	4-01-39-46
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. Cottee	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.	ROVAMA	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.

1965

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	.7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	.7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	.7475	3-15-46-20
6.	NARANDA	I. A. R. Polson	4-21-25-12	.7522	3-16-19-24
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	.8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	.7563	3-16-30-06
10.	KURURA	N. F. Milne	4-21-00-08	.7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gilling	4-21-21-58	.7562	3-16-45-09
12.	FANFARE	G. P. Patterson	4-08-05-23	.8536	3-16-51-03
13.	TAMBOO	R. J. Green	4-21-30-53	.7566	3-16-54-42
14.	POITREL	J. Robson-Scott	4-20-57-20	.7607	3-16-58-05
15.	PALANA	R. J. Shield	4-20-54-27	.7613	3-17-00-06
16.	BINDAREE	G. G. Blackwood	4-20-58-18	.7617	3-17-05-50
17.	ODIN	L. Abrahams	4-16-17-52	.7940	3-17-09-51
18.	ATHENA	J. Jarrett	4-22-05-04	.7553	3-17-11-21
19.	TAM O'SHANTER	K. MacGregor	4-20-58-10	.7626	3-17-12-03
20.	JANZOON II	W. Russell-Slade	4-18-09-09	.7823	3-17-18-05
21.	CAROUSEL	L. E. Gabriel	4-21-27-28	.7639	3-17-43-33
22.	RIVAL	A. G. Burgin	4-20-57-27	.7681	3-17-50-06
23.	MISTER CHRISTIAN	P. Kurts	4-18-13-59	.7955	3-18-52-20
24.	KARINGAL	A. Berns	4-18-11-25	.7966	3-18-57-50
25.	SOUTHERLY	D. Mickleborough	4-22-04-06	.7710	3-19-01-51
26.	VALHALLA	A. & P. Hankin	4-20-44-56	.7805	3-19-07-21
27.	ASTELOT	A. G. Croft	4-20-45-55	.7804	3-19-07-25
28.	AKALA	J. H. Bleakley	4-21-31-04	.7792	3-19-34-10
29.	SEAWIND	N. F. Brooker	4-16-06-50	.8184	3-19-45-15
30.	FARE-THEE-WELL	R. T. Williams	4-20-46-51	.7874	3-19-57-11
31.	THEME	K. Bridgestocke	5-00-45-10	.7625	3-20-04-26
32.	TAIRERE	A. Adams	4-20-46-38	.7893	3-20-10-20
33.	SALACIA	A. Byrne	4-19-57-46	.8035	3-20-22-21
34.	BACCHUS D	P. E. Deaton	4-14-23-32	.8458	3-21-22-10
35.	CORROBOREE	K. A. Gray	4-20-37-11	.8036	3-21-42-55
36.	FRANKLIN	R.A.N.	4-19-01-42	.8189	3-22-11-48
37.	CARINA	R. L. Halford	4-22-49-38	.7981	3-22-50-11
38.	SOUTHERN MYTH	N. C. Howard	4-20-59-43	.8250	4-00-31-16
39.	TAHUNA	E. A. Hales	4-20-36-52	.8314	4-00-57-12
40.	SEA BEE	J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41.	STORMVOGEL	C. Bruynzeel	3-20-30-09	1.0645	4-02-28-08
42.	ALCHERINGA	J. N. Bridgeland	5-01-48-13	.8226	4-04-11-45
43.	INGRID	C. M. Earl	5-08-42-41	.7840	4-04-54-35
44.	BARANNE	J. Wedd	5-13-25-00	.7654	4-06-07-03
45.	ILINA	K. R. Murdoch	4-18-27-15	.9097	4-08-07-06
46.	ENID	J. Cockle	4-12-48-05	.9577	4-08-11-56
47.	CUTTY SARK	W. R. Bradley	4-23-39-29	.9231	4-14-27-23
48.	CORSARO II	Italian Navy	4-20-53-45	.9777	4-18-17-20
49.	ARUNTA PRINCESS	A. Mark	6-12-28-12	.7696	5-00-25-10

Fastest Time: STORMVOGEL.

Retired: BIRRAHLEE (C. Jones), MENABILLY (J. Keelty), SAGA (L. Little), THEKLA (E. Eggers).

Weather: Starting with a 10-15 knot South East breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the N.S.W. coast. A good 20 knot Northerly helped the yachts across Bass Strait and down to Tasman Island. Variable winds and calm patches were the order to the finish.

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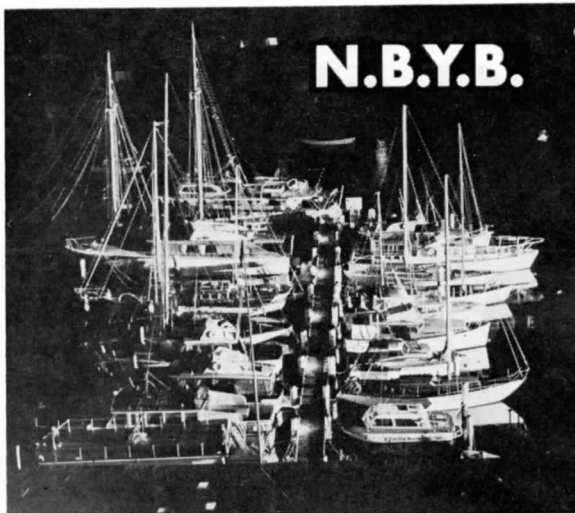
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