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SYDNEY HOBART

1967 YACHT RACE
OFFICIAL PROGRAMME



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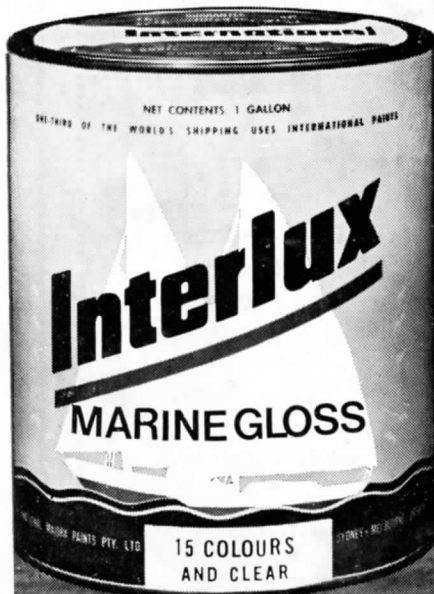


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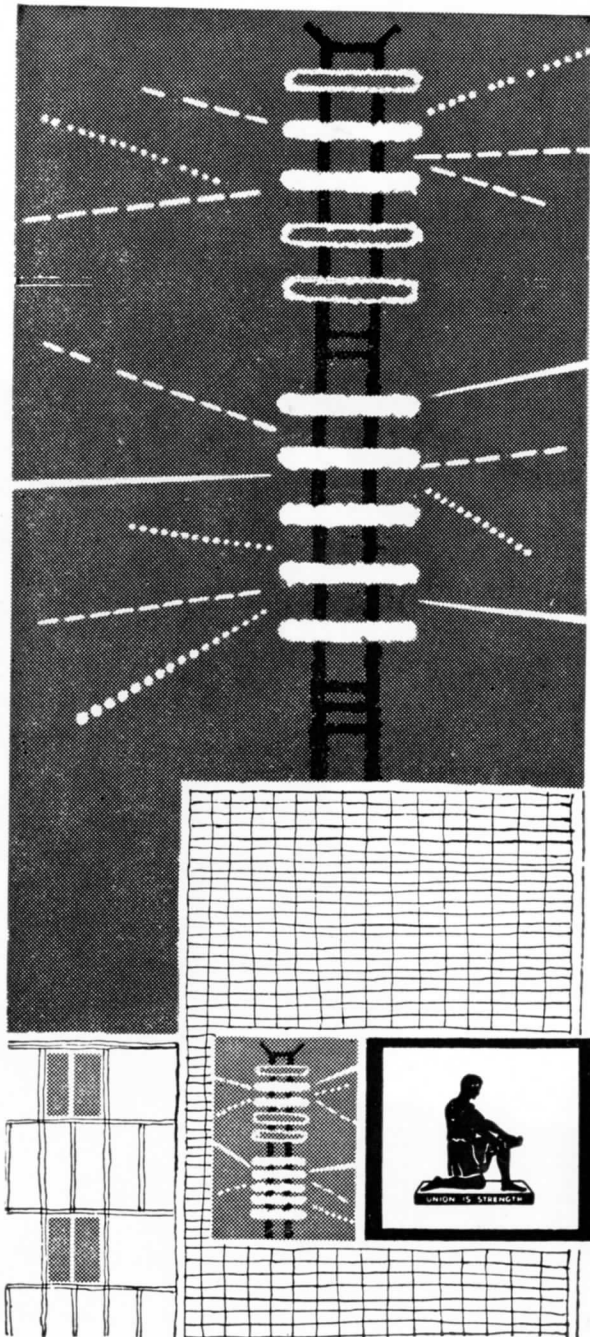
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PAGE ONE

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.

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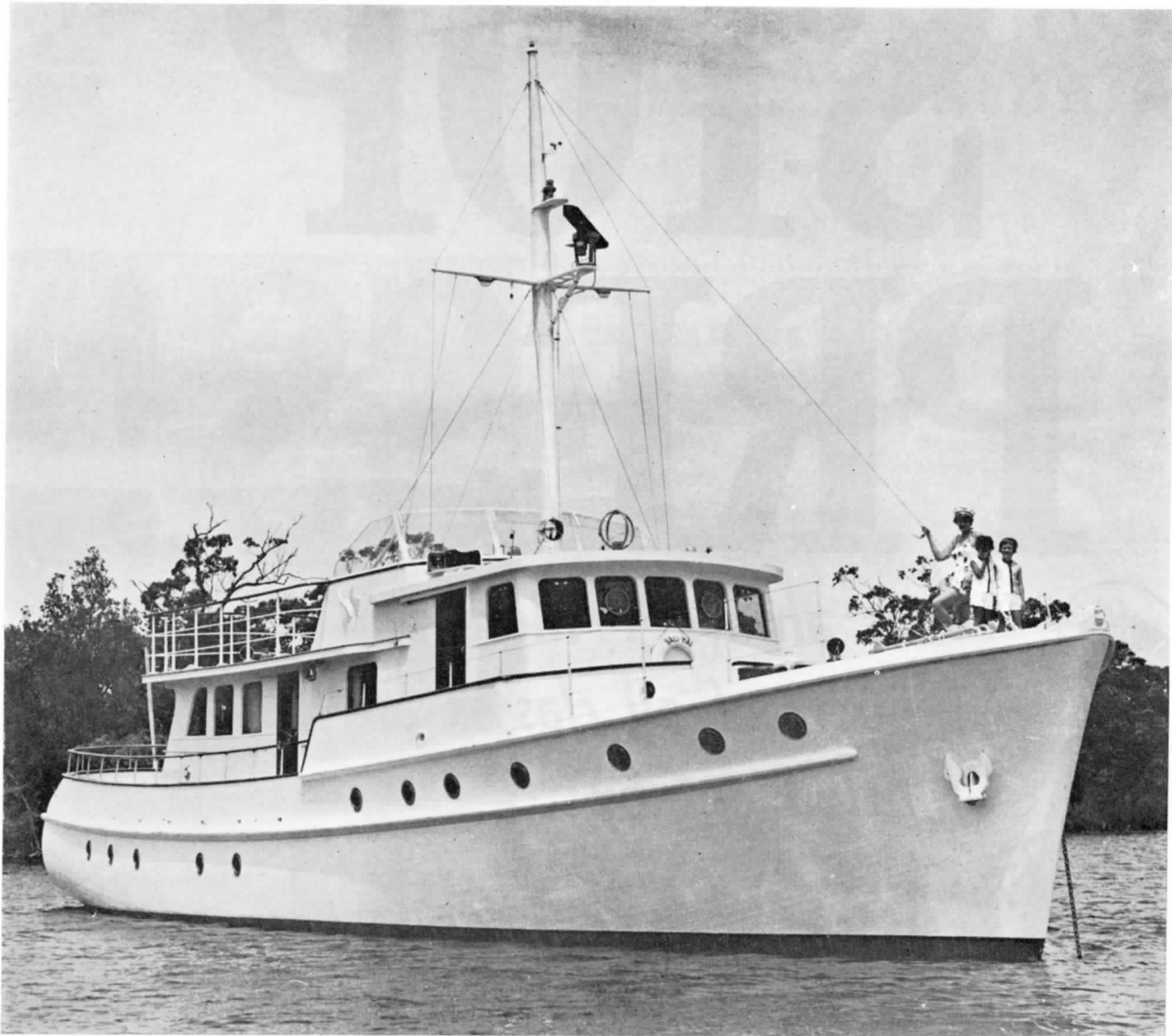
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SYDNEY — HOBART
YACHT RACE

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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CRUISING YACHT CLUB OF VICTORIA

OFFICIAL STARTER:

The Premier of New South Wales, The Honorable R. W. ASKIN, M.L.A.

Time of start: 11.00 a.m.

DECEMBER 26

1967



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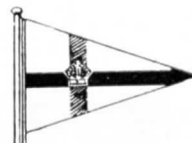
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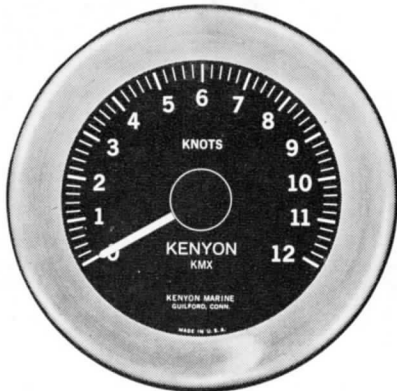
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**CRUISING
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OF AUSTRALIA**



N. B. RYDGE, Commodore.

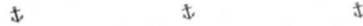
On Boxing Day, 1967, will commence the 23rd Annual Ocean Race from Sydney to Hobart. This race is the most important so far; firstly, because of the record number of entries and secondly, as it is the last of a series of four races in the Southern Cross Cup. This Southern Cross Cup is competed for by teams of three yachts from each state in Australia — winning the Southern Cross Cup denotes supremacy in the fast growing sport of racing at sea.

Australian ocean racing dates back to the 1800s, but may be said to have really commenced in earnest with the first race to Hobart in 1945. We are the youngest country engaging in this sport, yet by the success of our yachts in England this year in winning the Admiral's Cup we have achieved world domination.

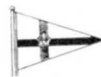
Ocean racing in Australia is a democratic sport in that it attracts and caters for people in all walks of life, and to be at sea for five days in varying conditions of weather imposes a test of character and personality that is not often met with in ordinary life. This, to many of the skippers and crews, is the real importance of sailing annually to Hobart. This race gives men the opportunity to prove themselves, creates comradeship with men of like interests and also gives an opportunity to participate in what is the most democratic sport in Australia — the sea knows no differences of rank or status.

One of the great pleasures in racing to Hobart is one's arrival. On behalf of all the skippers and crews I would like to thank the people of Tasmania for the wonderful welcome and hospitality that they always give to each yacht as she enters Constitution Dock. This is most gratefully appreciated by us and the stay in Hobart is a pleasure that will be looked back on for many years ahead.

To all yachts, to their skippers and crews I wish a safe and happy trip both to Hobart and return. I don't wish them good luck because I am sure that those who win would rather do so by their own skill and endurance than by any vagaries of wind or weather.



THE ROYAL YACHT CLUB OF TASMANIA



J. M. HICKMAN, Commodore.

This year we congratulate the Cruising Yacht Club of Australia on the ultimate achievement in ocean racing, Australia's magnificent victory in the Admiral's Cup, a victory which developed from the Sydney-Hobart Race. While we are disappointed that the British Challenge team cannot be with the fleet on this occasion, Hobart will be pleased to be host to a record group of International competitors, especially Lieutenant Eric Tabarly with his famous yacht Pen Duick III from France and the strong team from New Zealand.

Our New Zealand friends are making a major contribution to the predicted explosion in the number of race competitors and although the accommodation in our Constitution Dock will be pressed to the limit, every effort will be made to bring all the competitors together in this unique harbour. Whatever the size of the fleet every yacht and every competitor can rest assured of a comfortable berth and a sincere welcome at the Southern end of the race.

61.287 m.p.h.!



and every little ripple like a solid wall!

That's the way it was for Des Hughes on the Brisbane River, Milton Reach, Saturday, 22nd July . . . when he broke the Australian 100 cu. in. water speed record in "Wild Thing"!

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OVERSEAS EYES ON HOBART RACE



"Fidelis" R.N.Z.Y.S.

- ENGLAND
- FRANCE
- U.S.A.
- ITALY
- NEW ZEALAND
- SOUTH AFRICA
- HONG KONG
- NEW GUINEA
- MALAYA

IT takes a lot of money, time, effort and courage to bring a yacht half way around the world to compete in the Sydney-Hobart, blue-water ocean racing classic, but, the challenge of this tough-fought race has captured the imagination of yachtsmen all over the world.

In recent years we have raced against top-class yachts from England, America, New Zealand, Italy, New Guinea, Malaya and Hong Kong as well as yachts from all Australian states.

This year we meet a French competitor for the first time. The renowned French naval officer Eric Tabarly is bringing out "Pen Duick III", the crack 59 ft. schooner. This yacht was one of the outstanding competitors in the recent Admirals Cup series at Cowes, England. She brilliantly won the Channel Race and the Fastnet race.

No doubt she must be considered as a top contender for line honours and possibly handicap honours.

Her appearance in the Hobart race presents a great challenge to local ocean racing skippers and crews and they'll be flat out to give her a tough fight over the course.

Unfortunately, the three British entries nominated for the Southern Cross Cup, "Clarionet", "Fireband" and "Noryema VI", have been unable to reach here in time to compete because of shipping difficulties.

"Pen Duick III"



Following his great run in last year's race Jim Davern, skipper of the crack New Zealander "Fidelis", is returning with the strongest team yet from his homeland.

"Satanita", a sister ship of the famous "British Fireband", is returning again and from all reports has been performing well in her home waters.

Other New Zealanders coming are "Sea Witch" (C. Forbes) a 39 ft. sloop, "Southern Star" (E. R. Harold) a 40 ft. sloop, "Rainbow II" (Chris Bouzard) the winner of the Whangarei-Noumea race, "Carol Ann" (P. Battersby) a 36 ft. sloop and "Kahurangi" (L.D. Nathan) a racing 12 meter.

From New Guinea is the 43 ft. ketch "Kathleen Gillett", previously the "Kathleen" which Jack Earl took on his many overseas adventures some years ago.

Some of the noteworthy entrants in previous years include the American ocean-racing yacht "Ondine" owned by Mr. S. A. "Huey" Long and Geoffrey Pattinson's British yacht "Fanfare".

"Ondine", of all aluminium construction, is a 57 foot yawl, and she set the race record of 3-03-46-16 in 1962. No doubt Eric Tabarly will be out to smash this record in his fast moving "Pen Duick" this year. And, if anyone can do it, "Pen-Duick" can. Her overseas racing record is more than formidable. She won the R.O.R.C. Class I championship with a record score of 100%.

In 1965 the South African yawl "Stormvogel" sailed here from the overseas racing circuit and tried to crack "Ondine's" record. "Stormvogel" took out line honours but due to light conditions early in the race failed to break the record.

When Geoffrey Pattinson brought out "Fanfare", a 45-foot masthead sloop last year, it was his third attempt at a Hobart race.

His first attempt was with "Uomie" in the 1958 Hobart race, when she put up a creditable performance in flukey airs to come home fifth on handicap.

The next yacht he brought out was the "Sparkman" and Stephens designed "Zarabanda", which competed in the 1960 Hobart race.

These visits by Geoffrey Pattinson certainly helped spark off considerable interest in our race in British ocean-racing circles.

Following our success at Cowes this year in the Admiral's Cup series there's no doubt that in future years we will be seeing more and more of these overseas yachts.

We certainly hope so, because they are always welcome and it's a big thrill for our local sailors to compete against them, especially when they are considered among the world's best.

PLANNING THE 1967



ADMIRAL'S CUP CHALLENGE by RON ADAIR Team Captain

In February, 1966, the Organising Committee for the 1967 challenge was formed. From that moment the dedication of a number of people was directed to one result — to organise a team of three yachts — the best of the ocean racing elite — to get these yachts to Cowes on time, and to assist the chosen yachts and crews to do their best to win the Admiral's Cup.

ORGANISING COMMITTEE

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President*

Sir James Kirby, C.B.E.

B. C. Psaltis

Norman B. Rydge Jr.

Ronald S. Adair

MERCEDES III

Ted Kaufman—owner/skipper

Dick Hammond—navigator

Bob Wallace

Fred Thomas

Gordon Dunn

Peter Brown

Dick Norman

Neil Bennetts

BALANDRA

Bob Crichton-Brown—owner/skipper

Stan Darling—navigator

Peter Green

Anthony Crichton-Brown

Bruce Gould

Peter Doran

Colin Burnell

John Maynard

Bill Bold

Peter Hemery

CAPRICE OF HUON

Gordon Reynolds—skipper

Bill Fesq—navigator

Graham Newland

George Julius

Doug Patterson

Bruce Perry

John Wigan

SPECIAL ASSISTANTS

David Rowell

Neville Cottee

The first of the many problems to overcome was finance. Because of the distance to be travelled, a sum in excess of \$40,000 had to be found to get the yachts and crews to Cowes and back to Australia. The Organising Committee formed, gave an undertaking to raise this money in cash and kind.

We are indebted to three major sources of assistance.

- (1) Rothmans, for acting as official sponsors and a cash donation of \$10,000, for making a fine colour film and for providing the launch at Cowes for photographic and press purposes.
- (2) QANTAS Airways, for providing assistance in every possible way to reduce our travel burden.
- (3) The Shipping Conference, in agreeing to take the yachts to the U.K. and return them to Australia.

With these major problems settled, the next stage of the planning proceeded. A series of evaluating races were held, and Sir Garfield Barwick, President of the Committee, announced the team as BALANDRA, CAPRICE OF HUON and MERCEDES III. It was a triumph for "Caprice of Huon" and her crew — the oldest yacht in the 1965 challenge, to be chosen for the 1967 team.

For the next few months a planned effort was made to weld the 25 crew members into thinking as a "team" and not as a "yacht". This was done with a series of crew dinners, where specialists were brought in to give lectures on sail handling, navigation, medical supplies, conditions on the Solent, tides, etc., etc.

The owners were busy bringing their crews and yachts to a peak of efficiency before the yachts were packed up, and planning the thousand details which had to be attended to before loading date. The navigators formed themselves into a special study group and met fortnightly to pool their knowledge, and practise their navigation, using the 1963 and 1965 races as case studies.

Offers of assistance in kind had to be collated for the three yachts. Arrangements were planned for stays in London, Cowes and Plymouth, schedules for shipping of the yachts, adjustments to instruments, and numerous other details were next on the programme. Many decisions had to be reached well in advance, and co-ordinated in an overall master plan.

After months of planning, suddenly it was May, 1967, and the yachts were packed in their cradles, ready to be shipped.

"We did it!" Victory smiles from R. Crichton-Brown (third from left) and some of "Balandra's" crew.

Wilhelmsens had agreed to take the ships from Sydney to Flushing and the yachts finally left in May. However, great drama followed with the Suez crisis and it appeared the yachts would not arrive until after the Channel Race. The Union Castle line offered to take the yachts on their fast mail freighter, the "Southampton Castle" from Cape Town to Southampton, providing the yachts could be transhipped before the departure date of this ship. Wilhelmsens specially put their freighter into Cape Town to unload the yachts. The dock authorities allowed the "Tysla" priority to go to a berth ahead of many other ships waiting. The South African Government, through the South African Port Authorities, gave every possible assistance to make sure that the yachts were transhipped in time.

The crews arrived at Cowes on 10th July — seven days before the arrival date of the yachts at Southampton. These seven days were spent profitably in sailing on borrowed yachts, assessing the tide factors and peculiarities of the Solent. Navigators and crew visited the research laboratory at Southampton University, with its vast model of the Solent (300 feet), simulating a complete change of tide every six minutes. The navigators made very practical use of trying out various ideas and theories during their training-up period.

The planning that had gone into the crew assimilation was now apparent. The crews at "The Quarterdeck" were well integrated, helping each other, and their fellowship and sportsmanship was evident at all times. The yachting fraternity in Australia can be very proud of the high regard in which the Admiral's Cup team was held by all who met them abroad. They were there to do their best to win and had no illusions about the abilities of the other competing crews.

On 17th July the yachts were unloaded, tuned and sailing with minimum delay. Practise races were held and at times the three yachts sailed spread right across the Solent, to find the best course in certain tide conditions.

A tremendous boost to the morale of our owners and crews was their success in the Queen Victoria Cup. On Saturday, 22nd July, the three yachts raced for the Queen Victoria Cup. As they "held" the English yachts over the course, all felt that come what may, the trip to Cowes was not a waste of time. By coincidence, the official Australian party was held the night of this race, and what a night it was!

The weather during our entire training was kind to the Australians — we were told it was the best summer since 1959.

Simulated starts were practised across the Squadron line. Two days prior to the Channel race, after racing across to Portsmouth, the three yachts participated in a simulated Channel race start, to the very time and point of tide they would encounter in the actual start. The only factor we could not guarantee was the weather.

The final 10 days prior to the Channel Race passed all too quickly. Sailing, slipping, instrument adjustments, wining and dining, and the keen interest evidenced in a group foolhardy enough to travel 12,000 miles to compete in the Admiral's Cup, filled our time to capacity.

The end of the story is now history. The team brought back to Australia the Admiral's Cup, plus five other trophies. If anyone is to be singled out for special mention, we can go no further than the three skippers. If it were not for their dedication to sailing and their generosity in spending the money necessary to enable three yachts of the calibre of MERCEDES, BALANDRA and CAPRICE to set off on a round trip of 25,000 miles, there would not have been an Australian Challenge for 1967. Even now, of the three yachts, MERCEDES has only recently arrived back in Australia, CAPRICE is still on the high seas, and BALANDRA is lying at the London Docks awaiting the outcome of the dock strike.

So to Ted Kaufman, Bob Crichton-Brown and Gordon Reynolds, goes the thanks of The Cruising Yacht Club and all in Australia vitally interested in ocean racing.

Concentration. "Mercedes III's" skipper, H. T. Kaufman (foreground) and "Caprice of Huon's" skipper, G. Reynolds (behind him) appear to be cooking up fresh tactics against the opposition.



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1966 SYDNEY - HOBART TO CADENCE by the Navigator

AS I have never been noted for either memory or literary ability, I decided to rely heavily on the log book when the C.Y.C.A. asked for a resume of the '66 race. Having always discouraged entries in the "Remarks" column of the log, what follows may seem a little sparse in human interest. Yet re-reading the pencilled notations brings back so much of the excitement and tension that the heart beats quicker and the familiar dryness in the throat prompts the reflex action of reaching for a "nervous Scotch", as though one was sailing the race instead of trying to re-call it.

If our log book had a title page, it would be something like this:—

"Cadence". 30' L.O.A. x 24' L.W.L. x 9' 0" beam, 5' 6" Draft. Designed by Wally Ward. Built by Swanson Bros. Launched December, 1963.

For the '66 race, the watches were Fred Maclure and Jon Mason, Chas. Middleton and Peter Kaill. All except Jon had quite a few thousand miles of ocean racing experience. Jon makes up for lack of experience by height—he is 6' 4" and Fred reckons him to be a ready made mizzen mast.

Settling down after the start, after all the yelling of "good luck", "STARBOARD", "How's THAT for a bikini", "too high", "Watch the rocks" (South Reef), etc., was more difficult than usual. Breeze was light N.E., so up spinnaker, stream the log, and point her south. Black mark No. 1 to navigator, who guides "Cadence" into a hole in the breeze. We sit becalmed while yachts to sea disappear.

From here on, literary effort ceases and its over to the watch keeper's log entries.

Monday afternoon. Ran with spinnaker until Southerly came in at 1750. During the night worked the gaining legs as breeze dropped from 15 to 5 knots.

Tues. noon to Wed. noon logged 30.4 miles. Must be lowest day's run ever for Cadence. But good weather for low handicaps!

Wed. noon. At last a nor-easter. "Salome" ahead. "Salome" abeam with "Tamboo" and "Satanita". At 3 p.m. "Salome" 1½ miles ahead. Spots and "Salome" before my eyes! Off with navigator's head for letting "Salome" through.

By 10 p.m. the nor-easter was up to 15 knots and freshening. "Salome's" stern light disappeared ahead and "Gabo" light dropped below the horizon astern. Bass Strait makes navigators melancholy—even morose—and said navigator carelessly breaking a bottle of Tia Maria at supper time did nothing to enhance the reputation of the profession. But facts are facts, the wind still freshens, so we change to small spinnaker and settle down for what promises to be a typical hard run across the Straight. With all the big boats going like demons away from us. Salvage operation on Tia Maria a success—canvas and cream flavour very soothing to the palate.

Results of salvage operation are miraculous.

By 0345 Thursday morning the breeze is dropping, so up with old favourite red and black spinnaker, wash and change clothes. For the first time. Repair of navigation lights by mast electrical logged 10 a.m. Change to cutter gear. Electrical repairs inspected and condemned by P.B.O. who drills holes in deck and bow to run new wires. Protests from crew over ruled.

(Have you ever drilled holes in your boat in mid Bass Straight).

Inspection Report: Excellent.

Thursday evening. Cutter gear and Tia Maria. "Mr. Christian" 81 miles ahead at Sked time. Hell. "Malohi" not far away. Skeds with "Mia Mia" are excellent, but wish the Lion would get "Mr. Christian".

Friday 0200. Skipper shot moon. No retaliation.

0800 Land. Navigator hopes it is Tassy. And a westerly 20 knots. Cutter gear works like a train, with and without staysails now. At Sked time all boats respond to request to give wind direction and strength. Reports vary from 0 to 35 knots. "Salome" 4 miles ahead. "Christian" 56 ahead. VERY interesting.

11 a.m. Up with red Kite. Is the blob of land Freycinet or Maria Island? Pros and cons of navigational pronouncements result in Black mark No. 99 for navigator.

1900. "Kaleena" 300 yards port bow. "Maria van Diemen" close by. "Christian" 33 miles ahead. STILL interesting!

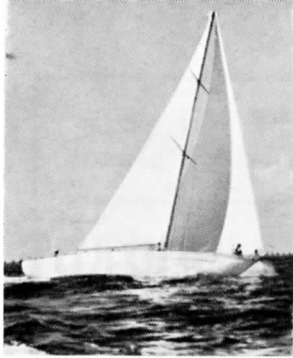
Saturday. Should be a big day. And it is. "Salome" at first light is in clear view ½ mile ahead. By 8 a.m. "Salome's" bearing is 320° ASTERN—at 9 a.m. 350°. At 10 a.m. the Hippolite Rocks are abeam, and 19 (nineteen) yachts in sight. So GO "Cadence" go little boat!

At noon we are becalmed off Tasman light. "Fidelis" has led the big boats over the finish line but is no danger on handicap. "Christian" was only 30 miles ahead on the morning Sked, and by Charles' calculations we surely have a big chance.

But alas, Black mark 100 for the navigator is coming up. "Salome" sails straight through the lot of us. All 19 yachts. Swanno and Co. gave us all a sailing lesson at Tasman Island. They take "Salome" within a few yards of the rocks and work the down draught from the cliffs. In an hour she is almost out of sight ahead, while we drift becalmed, also to the navigator's shame, in adverse current.

Finally, merciful heavens relent with a breeze and the fleet run up the Bay into the Derwent. The log entries cease. Feverish calculations upset again by calm. The Derwent—black, fickle and windless. Four hours to finish to beat "Christian". Where is "Salome"? Should we anchor? When does the tide change? Up spinnaker. Down spinnaker. Up reacher. Up genoa. Down reacher. Tack and tack again. She moves! Tide changes. Where's that buoy? Drifting. How long to go? WHEN DID "SALOME" FINISH? A zephyr. Nearly over. Hell, here come five yachts at us. All on STARBOARD! Can we toss and make it? We must or "Cadence" will drift the wrong side of the line, under the bridge and out of the race. A nameless navigator's body will be found drifting on the morning tide. Ten minutes past midnight we cross, with two feet to spare between hull and finishing mark. Down sails. Start motor and into dock. And YES, it's TRUE! The mickey mouse boat has made it.

The navigator admits to his sins and drowns them in black label. Sorry, Horrie, if he spilt some in "Kaleena's" cabin. Salutations to Fred, Charles, Peter, Jon and to "Cadence" for a wonderful race.



"Adria"



"Akala"

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

"ADRIA" — Sail No. 10.

L.O.A. 48ft. 1in., Beam 11ft. 7in., Draft 7ft. 6in.

A newcomer from South Australia "Adria" should be treated with respect. South Australia now has two Hobart winners to its credit—this could be the third.

Crew: Owner/Skipper/Navigator J. Grubic, C. Wallsmith, C. Smith, P. Balnaves, R. Stevens, P. Colebatch, S. Morgan, J. Wray, J. Harrington.

"AKALA" — Sail No. 207.

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

This yacht of English design by Arthur Robb is a consistent starter in all CYCA ocean races. This will be her fourth start in the Sydney-Hobart Race and with the keenness of her skipper and crew is certain to be reasonably placed.

Crew: Owner/Skipper J. B. Bleakley (3), D. Jackson (3), C. Caine (4), M. Summerton (2), P. Duffield (4), R. Mische (4).

"ANITRA V" — Sail No. 77.

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

It has been rumoured that our High Court Chief Justice has sentenced this lovely Halvorsen designed and built yacht to a fine performance in this race. Equipped with a new aluminium mast and wardrobe of sails she will definitely be raring to go and we can expect a good performance in this her 8th trip to Hobart.

Crew: Owner/Skipper Sir Garfield Barwick, Sailing Master D. Stewart, G. Johnson, J. Hopkins, S. Smith, two to be named.

"ASTELOT" — Sail No. SM 38.

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

An "Excalibur" Class fibreglass sloop designed by Van de Stadt of Holland this fine Victorian entry is having her fourth trip to Hobart. A good 19th overall last year and an improved rating since RORC fibreglass penalty has been lifted should ensure a good performance again this year, especially if light to moderate windward conditions are encountered.

Crew: Owner/Skipper A. G. Croft (3). Crew to be named.

"ATAMAN" — Sail No. PD 36.

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

This yacht is a Kim Holman designed "North Sea 24". She was launched late in 1966 and was placed 2nd overall on handicap in the 1966 Queenscliff-Devonport race in which she was third over the line. A yacht to watch in Division 2.

Crew: Owner E. Brodie, Skipper G. Teesdale, Navigator R. U'Ren, R. Dornauf, J. Illingworth.

FINAL ENTRIES



"BACCHUS D" — Sail No. 337.

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

Designed by Alan Payne this steel sloop has been finishing well among the leaders in CYCA ocean races. Her position last year is no indication of her potential and with medium to heavy weather she will be a power to be reckoned with.

Crew: Owner/Skipper P. Deaton (4), Sailing Master M. Craford (13), G. Betts (11), J. Burgess (5), G. Wheatley (6), J. Hunter (7), S. Schoefield (6), D. Logan (5), J. Lockwood (5), W. Thompson (7), K. Caldecott (12).

"CALLIOPE" — Sail No. MH 80.

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

One of the four "Carmen" Class yachts competing this year, "Calliope" is a sister ship to "Cadence" but carries the 180 percent genoa, and small, loose-footed main sail giving her a definite handicap advantage. Has been racing consistently well and has a good chance on handicap particularly if the race is prolonged by light airs.

Crew: Owner/Skipper/Navigator C. H. Middleton (5), C. J. Wildman (3), J. A. Burke (1), I. R. Hughes (1), A. Moncrief (1).

"CAMELOT" — Sail No. CYC 62.

L.O.A. 38ft. 8in., L.W.L. 30ft. 6in., Beam 9ft. 9in., Draft 6ft.

Sister ship to "Mr. Christian" who won Division I in 1966, "Camelot" came 2nd in Division I in 1965 when crewed by Ron Swanson, her designer, and his crew.

She has been finishing in the middle of the field in recent local races and could easily show up near the lead this year.

Crew: Owner/Skipper/Navigator J. G. Borrow (2), J. Harrison (5), P. Pinnock (4), G. Ewing (1), B. Catterns (1), A. Colas.

"CARINYA" — Sail No. MH 127.

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

"Carinya" is one of the Carmen Class yachts and is a sister ship to "Cadence". Built in 1965 has successfully raced since that time, her best performances include 1st CYC winter point score, 1965; 4th CYC winter point score 1967; 2nd Sydney-Brisbane race 1967. "Carinya" was designed and built by Ron Swanson and has aluminium spars.

Crew: Owner/Skipper W. Burnes (1), Navigator D. Hocking (1), V. Bolton (1), G. Pix.

"Anitra V"



"Astelot"



"Ataman"

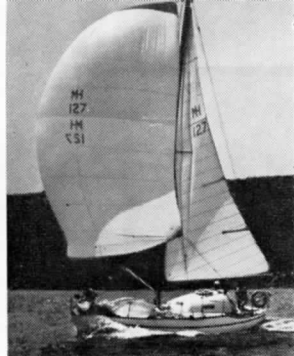


"Bacchus D"



"Calliope"





"Carinya"



"Carmen"



"Castanet"



"Catriona"



"Corroboree"

✓"CARMEN" — Sail No. MH 57.
L.O.A. 30ft., L.W.L. 24ft., Beam 8ft. 8in., Draft 4ft. 8in.

The forerunner of the successful "Carmen" class of yachts, this boat rates well and should improve on her 12th position in Division 2 last year which was after an absence of three years from this race.
Crew: Owner/Skipper/Navigator J. H. Edmunds, J. Gibb-Maitland (1), A. Carson (2), J. McDonnell (3), G. Walker (3).

"CAROL-ANNE" — Sail No. F 187.
L.O.A. 36ft.

This fine New Zealand yacht is a newcomer to the Australian racing scene and comes bearing a formidable reputation. She is definitely a yacht to watch.
Crew: Owner/Skipper P. R. Battersby, Navigator D. Anderson, C. V. Godfrey, M. Godfrey, E. Wing, G. Jones.

"CASTANET" — Sail No. F 200.
L.O.A. —, L.W.L. —, Beam —, Draft —.

This yacht is making her first appearance in the Sydney-Hobart race and is a possible contender for handicap honours in Division II. A yacht well worth watching.
Crew: Owner/Skipper L. Carmichael, Navigator B. Carmichael, J. Lidgard, T. Gillespie, R. Holland.

✓"CATRIONA" — Sail No. CYC 25.
L.O.A. 40ft., L.W.L. 30ft., Beam 12ft., Draft 7ft.

To a design of Australia's Warwick Hood, ex-Commodore Mac Brown's yawl is making her second trip to Hobart. After the experience gained last year this yawl should make a good showing and, given some fresh reaching conditions enabling her to set her mizzen staysail to effect, she should give a few of the larger boats a bit of a shake up.
Crew: Owner/Skipper D. M. Brown (8), Navigator R. G. Pysden (4), Dr. R. D. Phillips (6), B. Innes (1), D. Bryden (11), A. L. Cohen (8), B. Anstee (3), R. Hellyer (3).

✓"CAVALIER" — Sail No. 106.
L.O.A. 30ft. 9in., L.W.L. 24ft., Beam 8ft. 11in., Draft 5ft. 6in.

Built alongside "Cadence" and finished in first Hobart start 2nd to "Freya" in 1963 with "Cadence" 7th, 7th following year and "Cadence" 4th. Did little further racing until sold to present owner in middle of this year, finished 2nd to "Cadence" in this year's Montagu Island Race at first start for new owner.
Crew: Owner/Skipper J. Riche, E. C. Messenger (12), K. S. Moss (3), others to be named.

✓"CORROBOREE" — Sail No. 350.
L.O.A. 40ft., L.W.L. 30ft., Beam 10ft 0½in., Draft 6ft. 9in.

This fast sloop was designed by Sparkman & Stephens and launched in 1964 since when she has been consistently raced with considerable success. Recently she has been fitted with a separate skeg-rudder and the old rudder, modified and reduced, will have a trim tab effect which should considerably improve down wind performance in hard conditions.
Crew: Skipper/Navigator G. Marshall (1), J. Morgan (5), D. Luks (1), C. Fraser (2), W. F. Webb, N. G. O'Brien, W. Turnbull.

"ELEKTRA" — Sail No. —
L.O.A. 36ft., L.W.L. 27ft. 6in., Beam 10ft., Draft 6ft. 2in.

At time of writing, this Graham Shields designed One Ton Cup class sloop was still building at Quilkey's shed at Taren Point, NSW. Featuring a novel 9/10 rig instead of the normal masthead rig this yacht has aroused considerable interest as greater control of mast bend should be possible with this rig. If this yacht is launched and sailing in time to allow tuning before the race we can expect an interesting performance.
Crew: Owner/Skipper G. Shields, crew to be named.

✓"ENID" — Sail No. CYC 38.
L.O.A. 62ft. 4in., L.W.L. 52ft. 6in., Beam 15ft. 8in., Draft 6ft. 9in.

Completed in August 1963 this beautiful ketch holds the Montagu Island race record and in winds abeam or abaft the beam could give "Pen Duick" and "Fidelis" trouble for line honours, especially if strong winds are encountered.
Crew: Owner/Skipper J. Cockle (3), Navigator Capt. I. Risk, A. Burgin (9), J. Morris (5), A. Hancock (4), P. Hankin (2), R. Scott (2), R. Schroeder (1), W. Russel (1), E. Cockle (1), R. Bull, J. Wiley, W. Hughes, J. Tavener, H. O. Scott, P. Ziems (2).

✓"FARE-THEE-WELL" — Sail No. 1.
L.O.A. 40ft., L.W.L. 30ft., Beam 12ft., Draft 6ft. 6in.

Owner Russ Williams has already won this event in "Cherana" in 1959. Alterations recently to Fare-Thee-Well's underbody have caused an improved performance. Well crewed and geared she could give handicap honours a shake.
Crew: Owner/Skipper R. T. Williams (5), Navigator W. Jeffries, D. Burrige (16), W. Ratcliff (4), T. Cable (5), P. Hill (5), R. Bolton (9), R. Ratten (7).

✓"FIDELIS" — Sail No. A 45.
L.O.A. 61ft., L.W.L. 48ft., Beam 10ft., Draft 8ft.

Speedy New Zealander who took line honours last year. She performed extremely well in the light conditions and should be the main danger to "Pen Duick" for line honours this year.
Crew: Owner/Skipper J. V. Davern (2), Navigator P. S. Kingston, R. Kingston, M. Orchard (2), S. Brown (6), R. Andrewartha, D. Pountney, R. Dickson.

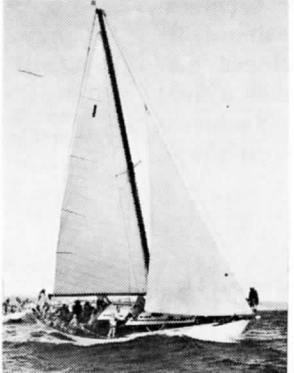
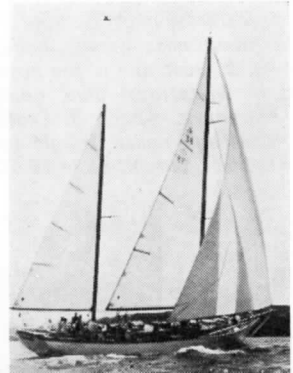
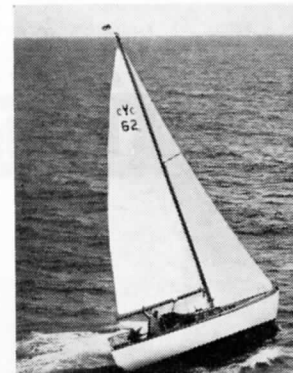
"Carol-Anne"

"Camelot"

"Enid"

"Fare-Thee-Well"

"Fidelis"





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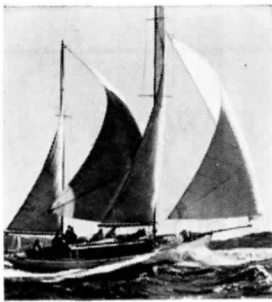
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4. Strong contrast check. New style collar with lace-up tie. In white/royal blue, gold/brown, light blue/navy \$4.99. 5. Stand-out smart in 'Yachtees' jacket of plain colours. Milano collar, lace-up front. In white, royal blue, lettuce green, light blue \$4.50.

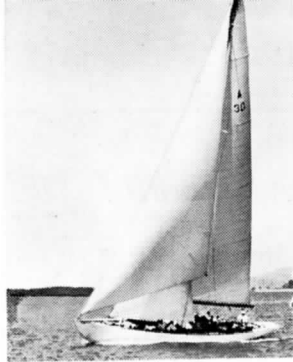


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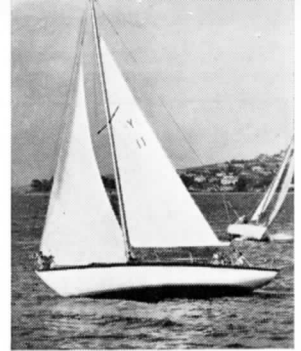
"Ingrid"



"Kahurangi"



"Maid Rosalinde"



"Huon Lass"

✓ **"FRANKLIN" — Sail No. RANC 2.**
L.O.A. 42ft. 10in., L.W.L. 31ft. 6in., Beam 9ft. 6in.,
Draft 6ft. 2in.

Has been off the racing scene for some time but prior to this was performing quite well. Modifications to sail plan have improved her rating and with her crew of Naval College members could show to advantage in light airs.

Crew: Skipper Lt. Cdr. C. H. Spurgeon, R.A.N. (5), Navigator Lt. Cdr. J. N. Lattin, R.A.N., Lieut. D. G. Taylor, R.A.N., Lieut. H. P. Berger, R.A.N., Cadet Midshipmen D. Oliver, R. Hunt, B. Robertson, T. Ogg.

"HUON LASS" — Sail No. HYC 11.
L.O.A. 38ft. 9in., L.W.L. 28ft., Beam 10ft., Draft 6ft. 5in.

Like all Robert Clark designed yachts this beautiful Tasmanian entry is a fine all round performer. A great performance to finish 8th overall last year has armed this vessel with the experience and confidence necessary to do even better this year and a Tasmanian celebration in Hobart will be no surprise.

Crew: Owner/Skipper H. D. Calvert (1), Navigator L. Rex (2), H. Coad (1), J. Price (1), I. Smith (1), J. Sharp (1), R. Ashlin (1).

✓ **"INGRID" — Sail No. MH 6.**
L.O.A. 37ft. 6in., L.W.L. 30ft., Beam 11ft. 4in.
Draft 5ft. 6in.

Designed by Bill Atkin of the U.S.A. and built in Melbourne this classically designed ketch has raced in four prior Hobart races, winning the event in 1952. She has undergone a substantial refit and had extensive modifications to her sail which is expected to greatly increase her performance. One to watch.

Crew: Owner/Skipper C. R. L. Montgomery, Navigator C. S. Haynes (1), P. S. Kennedy (1), W. M. Rixon, M. W. Montgomery, G. A. Montgomery, G. N. Evans.

✓ **"JOY TOO" — Sail No. CYC 23.**
L.O.A. 36ft., L.W.L. 25ft. 7in., Beam 9ft. 6in.,
Draft 4ft. 10in.

This popular Tasman Seabird class sloop will be making her third start in this race. She put up good performances in the Sydney-Brisbane and Brisbane-Gladstone races this year and will be driven hard whatever the conditions.

Crew: Owner/Skipper J. J. McLaren (5), Navigator K. Rooks (3), L. Lawler, P. Stewart, E. Frost (6), J. Sheridan (2).

"KAHURANGI" — Sail No. A 30.
L.O.A. 62ft., L.W.L. —, Beam 12ft. 3in., Draft 8ft. 9in.

Cruising 12 metre designed by Arthur Robb and built by P. Vos Ltd. in Auckland. Has a mast 70ft. from deck level. Won Auckland A class race 1962 and was fourth in the 1967 Whangarei-Noumea race. Will give "Pen-Duick", "Mercedes" and "Fidelis" a run if conditions suit her.

Crew: Owners L. D. Nathan, Scott Colville, Skipper W. J. Wilson, Navigator D. Scott, W. Sunde, D. Jamieson, D. Stormont, I. McHutchinson, P. T. Gillespie, J. A. K. Spicer.

✓ **"KATHLEEN GILLET" — Sail No. RB 1.**
L.O.A. 43ft., L.W.L. 37ft. 6in., Beam 14ft. 9in.,
Draft 6ft. 6in.

This yacht is the first Hobart entry from New Guinea but she is no stranger to the race, having gained fourth place in the first Sydney-Hobart in 1945 under the command of CYCA member Jack Earl. Ketch rigged, she does not have a favourable handicap but her determined skipper and crew are certain to acquit themselves with credit.

Crew: Owner/Skipper R. Stephenson, Navigator W. Gibson, Peter Hood, M. Jennings, B. Wyborn, T. Cook.

✓ **"LASS O'LUSS" — Sail No. 89.**
L.O.A. 41ft., L.W.L., 28ft. 6in., Beam 9ft., Draft 6ft. 6in.

Sailed by past C.Y.C.A. Commodore Bill Psaltis, this yawl is making her first Hobart appearance since 1963. She is a consistent starter in C.Y.C.A. offshore events and her recent performances suggest that she will give a good account of herself.

Crew: Owner/Skipper B. C. Psaltis (4), crew to be named.

"LOLITA" — Sail No. A 156.
L.O.A. 35ft., L.W.L. 27ft., Beam 9ft. 9in., Draft 6ft.

This will be "Lolita's" second Hobart race under the command of her present owner Nick Cassim. Unfortunately compelled to retire in her last two starts she can, this time, be expected to give the Tasman Seabirds a run for their money.

Crew: Owner/Skipper N. Cassim (1), Navigator K. Dalton (1), D. Gowan (1), P. Jennings (1), C. Abercrombie, one to be named.

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

Sailed by CYCA Commodore Norman Rydge, this yacht, designed by Alan Payne, has raced in the Bermuda Race, the Transatlantic Race and the Fastnet Race as well as the Sydney-Hobart and is always a consistent performer. She is expected to finish well up in her Division.

Crew: Owner/Skipper N. B. Rydge, Jr. (4), Navigator J. Ross (1), T. Dawson (11), G. Newland (10), K. Laker (2), A. Gray (8).

✓ **"MAID ROSALINDE" — Sail No. 408.**
L.O.A. 32ft. 4in., L.W.L. 25ft., Beam 8ft. 10in.,
Draft 5ft. 7in.

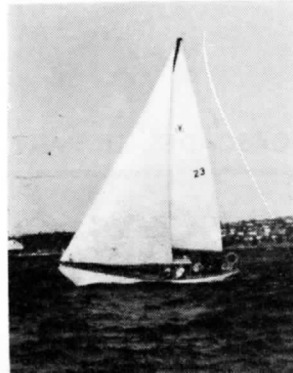
Designed by the famous Warwick Hood this yacht is of cold moulded timber construction, completely sheathed in epiglass. Designed and built to the most up-to-date thoughts in yacht design she will be well worth watching. Unfortunately an injury caused her retirement in her first serious long race.

Crew: Owner/Skipper/Navigator B. C. Finch (1), G. Garrett (1), S. W. Alldritt (1), R. Dummett, D. Finch, B. Finch, Jnr.

"Franklin"



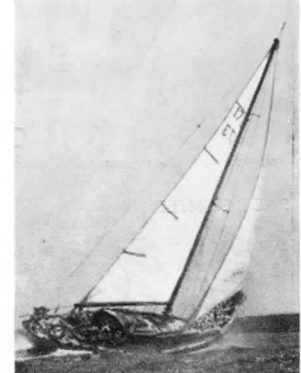
"Joy Too"



"Lass O'Luss"



"Lorita Maria"





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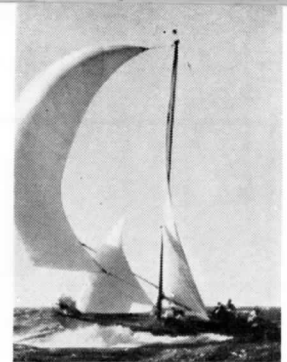
"Maria Van Diemen"



"Moonbird"



"Matika"



"Mister Christian"

"MALOHI" — Sail No. 70.

L.O.A. 35ft. 3in., L.W.L. 24ft., Beam 8ft. 8in., Draft 5ft. 7in.

A Lion Class sloop which can perform well as was proved by her 4th place in Division 2 last year. Given light to moderate conditions this yacht could be among the leaders.

Crew: Owner/Skipper S. Fischer, crew to be named.

"MALVEENA" — Sail No. 46.

L.O.A. 33ft., L.W.L. 24ft., Beam 9ft. 6in., Draft 5ft. 9in.

Launched September 1966 this sloop is making her first appearance in the Sydney-Hobart race. She took second place in the 1966-67 seas Point Score and is one of Queensland's team for the Southern Cross Cup series.

Crew: Owner/Skipper R. Masters, crew to be named.

"MARIA VAN DIEMEN" — Sail No. 135.

L.O.A. 35ft., L.W.L. 25ft. 6in., Beam 9ft. 7in., Draft 6ft.

A Sparkman & Stephens designed sloop which was one of the Australian team in the One Ton Cup races at Le Havre this year. A consistent performer in the C.Y.C. offshore races she is expected to be well among the leaders in Division 2, having won the C.Y.C. Short Ocean Point Score 1966.

Crew: Owner/Skipper/Navigator P. M. Hill (2), J. M. Hill (2), J. Gallagher, B. Bjornsson, R. Terrett, one to be named.

"MATIKA" — Sail No. 528.

L.O.A. 36ft., L.W.L. 28ft., Beam 10ft. 6in., Draft 6ft.

This new Swanson 36 in fibreglass is based on the One Ton Cup yacht Wathara II. Already she has notched up an impressive record of overall line honours in the Montagu Island Race and first in Division II and second overall in the Cabbage Tree Island Race. Her skipper and crew will be sparing no effort to maintain this performance.

Crew: Owner/Skipper N. H. Long, Navigator/Sailing Master R. Swanson (10), J. Swanson (4), L. Reilly (6), F. Likely (9), J. O'Rourke (5).

"MERCEDES III" — Sail No. 450.

L.O.A. 40ft., L.W.L. 31ft. 6in., Beam 11ft. 5in., Draft 6ft. 8in.

Ted Kaufman is determined that this fine yacht's reputation of top point scorer in the Admirals Cup series this year and a place-getter in every race she has started in will continue. She will again be meeting her rival "Pen Duick III" in this race and the contest between them will be most interesting. Since returning from England "Mercedes III" has gained line honours, 1st overall and first in Division I in the CYCA Port Hacking Race on her first outing.

Crew: Owner/Skipper/Navigator H. T. Kaufman (4), P. Browne (9), G. Dunn (8), B. Wallace (9), F. Thomas (8), N. Bennetts (7), S. Kaufman (3), W. Bold (9).

"MISTER CHRISTIAN" — Sail No. 11.

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

One of Queensland's Southern Cross Cup team, this fast yacht scored an excellent 4th last year under difficult conditions being first in Division I and has also won the 1966 Brisbane-Gladstone race and Sydney-Brisbane race. Owner Peter Kurts will be after handicap honours this year and will take a good deal of stopping.

Crew: Owner/Skipper P. Kurts (2), Navigator D. Browne (7), M. Jones (4), J. Birtles (3), R. Norman (13), R. Manning.

"MOANA" — Sail No. 168.

L.O.A. 38ft., L.W.L. 27ft., Beam 10ft. 4in., Draft 5ft. 6in.

Making her first appearance in the Sydney-Hobart for some years this Alan Payne designed sloop is being modified to increase her performance and will bear watching.

Crew: Skipper F. McNulty (1), Navigator Dr. N. Arnott (5), Owner J. Easdon, C. Dunn (4), O. W. Karlsen, F. Bourke, T. Harvey, B. Stannard.

"MOONBIRD" — Sail No. MH 31.

L.O.A. 36ft., L.W.L. 28ft., Beam 10ft., Draft 6ft.

Another Swanson 36 of wooden construction she is the first of this class. Owner-skipper Norm Brooker is a most consistent starter in all CYCA events with great success and this yacht will be a strong contender for Division 2 handicap honours.

Crew: Owner/Skipper/Navigator N. F. Brooker (5), D. H. Linton (8), P. J. Tierney (4), I. Trehearne, D. Christie.

"MYTH OF ARRAN" — Sail No. A 74.

L.O.A. 46ft., L.W.L. 37ft. 6in., Beam 11ft. 2in., Draft 6ft. 2in.

This sloop was designed by R. L. Stewart of Auckland, who has designed several successful N.Z. classes notably the "Patiki" and "Carmen" classes. This yacht is a modified "Carmen" and, being only launched in October her performance cannot be evaluated.

Crew: Owner/Skipper D. Reid, Navigator T. Lowe, J. Peterson, P. Arkley, I. Kissen, L. Parker, P. Hay, R. Hargreave.

"NELL GWYN" — Sail No. B 3.

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

Making a welcome reappearance after a gap of several years this sloop designed by Colin Philp of Hobart was third across the line and 4th on corrected time in the 1955 race. She now sports an aluminium mast and will give a good account of herself.

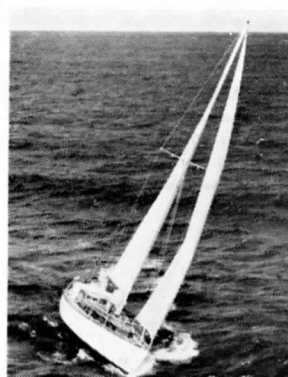
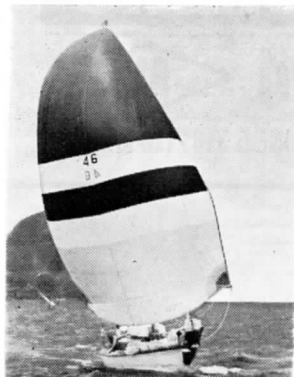
Crew: Owner/Skipper R. F. Hickman (3), Navigator L. Kula, G. Doolan (2), P. Hunt (1), K. Peterson, G. DeClerk, R. Young, G. Forster, J. Maseraki.

"Mercedes III"

"Malveena"

"Odin"

"Nell Gwyn"



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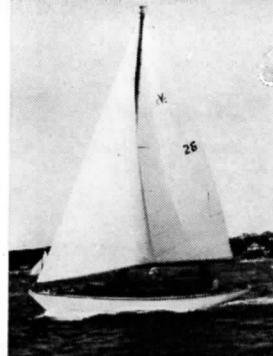
"Norla"



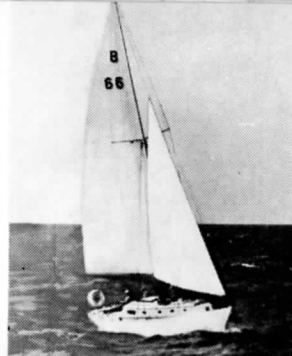
"Poitrel"



"Rivoli"



"Ronita"



"Rovama"

"NORLA" — Sail No. 16.

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

Norla is no stranger to the Sydney-Hobart race, this being her 7th start in 8 years and the fourth in the hands of her present owner. Halvorsen designed and built, her best performance in this race was 5th in her first start in 1960, but she has always finished well up the list. With her experienced crew and improved rating, this year will be no exception to her previous excellent performances.

Crew: Owner/Skipper J. Bennetto (14), crew to be named.

"ODIN" — Sail No. SM 28.

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

Built by Halvorsen, Monson & Gowland this sloop is the first of the steel yachts built on the lines of the famous "Freya". This will be "Odin's" third Hobart race having performed extremely creditably in the last two. She has also raced consistently in Victorian offshore events with success.

Crew: Owner/Skipper L. Abrahams (2), Navigator D. Lang (6), R. Evans (7), L. Nichols (5), F. Warner (1), A. Butler (14).

"PEN-DUICK III" — Sail No. 4279.

L.O.A. 59ft. 1in., L.W.L. 42ft. 8in., Beam 13ft. 10in., Draft 9ft. 2in.

This unconventional French schooner is making her first visit to Australia and brings with her the formidable reputation of having won the RORC 1967 Class I Championship with the record score of 100%. In achieving this she won the Morgan Cup, Channel Race, Gotland (Sweden) Race, Plymouth-La Rochelle, La Rochelle-Benodet Race and Fastnet Race. She is of aluminium construction and will be a strong contender for both line honours and a win on handicap.

Crew: Owner/Skipper E. Tabarly, Navigator G. Petepas, seven to be named.

"PHANTOM OF BRIGHTON" — Sail No. B 30.

L.O.A. 39ft. 10in., L.W.L. 27ft. 6in., Beam 10ft. 6in., Draft 5ft. 8in.

Built in 1960 in Melbourne to a design by C. R. Holman of England, this yacht competed in the 1961 Hobart race. Recently altered from yawl to sloop rig with an alloy spar, her performance has been improved.

Crew: Owner G. E. Maxted, Skipper J. D. Attwood (3), Navigator W. K. Mooney (1), I. C. Richardson (3), R. Amos, R. Bertram, G. Hicks (2), C. Dowd (1).

"POITREL" — Sail No. 347.

L.O.A. 35ft. 7in., L.W.L. 24ft. 8in., Beam 3ft. 7in., Draft 5ft. 11in.

A steel sloop designed by Dick Taylor this yacht is making her fourth Hobart trip. "Poitrel" won the 1967 Jervis Bay race, surprising many more favoured boats and has kept up the good work by obtaining placings in Division 2 in three other races this season. Her experienced owner and crew will give an excellent account of themselves.

Crew: Owner/Skipper/Navigator J. Robson-Scott (5), G. Andrews (2), A. Goad (4), G. Jones (5), one to be named.

"RAINBOW II" — Sail No. C 96.

L.O.A. 37ft.

One of New Zealand's strong Southern Cross Cup team, "Rainbow II" earned her place in that team by hard and consistent sailing and her performance in Australia is awaited with considerable interest.

Crew: Owner/Skipper C. B. Bouzaid, Navigator J. E. Allen, F. G. Andrews, G. Littler, S. Armitage, M. Hillson.

"RIVAL" — Sail No. M 2.

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

A Buchanan designed "Vashti" class sloop, "Rival" was built in 1960 and came fourth in the Hobart Race of that year. In 1961 she won the event and with her experienced crew this year will be trying very hard.

Crew: Owner/Skipper/Navigator: A. G. Burgin (9), A. Mitchell (9), W. Russel (1), R. Bull, W. Hughes, J. Wylie.

"RIVOLI" — Sail No. 431.

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

This yacht belongs to the Nicholson 32 class which is becoming popular in Australia. Although she does not have an advantageous handicap she will be sailed hard and will give a good account of herself.

Crew: Owner/Skipper/Navigator F. F. Varcoc (1), R. Connelly (1), C. Pratt, M. Campbell, one to be named.

"RONITA" — Sail No. 562. *CYC. 26.*

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

Immediate past CYCA Commodore Ron Cottee with Alan Payne designed Tasman Seabird "Ronita", will be making her 6th trip to Hobart. Light conditions were against her last year and a place in Division 2 is well within the calculations of yacht, skipper, and crew.

Crew: Owner/Skipper R. Cottee (6), D. Lawson (3), R. Buchanan, T. Dubos (4), B. Thomas, one to be named.

"ROPAWE" — Sail No. 388.

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

Designed by well known Trevor Gowland, this yacht was launched only a short time before the last Sydney-Hobart and her performance on that occasion, although creditable, is expected to be well improved upon this year.

Crew: Owner/Skipper K. Brown (5), Navigator D. Coulam (2), B. Gowland (4), B. Moxham (4), R. Cater (1), V. Martison, P. Cosgrove (8).

"ROVAMA" — Sail No. B 66.

L.O.A. 38ft. 2in., L.W.L. 27ft. 7in., Beam 10ft. 6in., Draft 5ft. 1in.

Untried and untuned at her first and only other attempt in 1964, this Robert Clark designed yacht did not have a chance to show her best. However, owner-skipper Bob Mercer is no stranger to the Hobart Race, having made the passage from Victoria on four previous occasions and we feel sure "Rovama" is now all set to give her best.

Crew: Owner/Skipper R. J. Mercer (5), Navigator C. Paterson (5), R. Walters, R. Stuart, J. Binstead, C. Lovelock, W. Pringle (1).

"SAGA" — Sail No. 32.

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

This will be her fourth start in the Sydney-Hobart, having retired in the first two starts due to gear trouble. Last year conditions were not in her favour and her performance this year will be interesting given more favourable conditions.

Crew: Owner/Skipper L. S. Little, crew to be named.

"SALACIA" — Sail No. 190.

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

This powerful Sparkman & Stephens sloop is currently at the top of her racing form and is leading the ocean racing point score. She will be a definite challenger for a place in this year's event.

Crew: Owner/Skipper A. W. Byrne (3), Navigator B. Clark (1), D. Robertson (16), D. Sticpovich (4), H. van Whye (1), P. Howes (4), G. Rouvray, R. Shaw (1).

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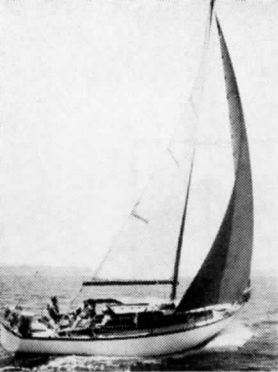
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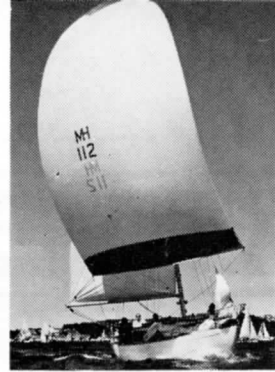
"Saga"



"Salacia"



"Satanita"



"Sarda of Burnham"



"Sequana"

"SATANITA" — Sail No. B 59.
L.O.A. 43ft. 2in., L.W.L. 30ft., Beam 11ft. 3in.,
Draft 6ft. 8in.

A sister ship to "Firebrand," this extremely fast yacht is making her second successive trip to Hobart. Conditions were against her last year and she finished halfway down the list. However, it is certain that the owner and crew will be making her go this year.

Crew: Owner/Skipper D. H. R. Wilkie, Navigator R. C. Ansley, J. E. Smith, D. E. Stewart, D. E. Hurst, I. R. Forsyth, H. J. McCormick, S. Brown.

"SARDA OF BURNHAM" — Sail No. SM 112.
L.O.A. 44ft. 9in., L.W.L. 24ft. 6in., Beam 9ft. 6in.,
Draft 4ft. 8in.

A fibreglass "Bonito" class yacht designed by Alan Buchanan and built in England, 1964. During the 1966-67 season in Melbourne she won A Division aggregate, Sandringham Yacht Club, won the B Division and line honours Queenscliff—Portland Race (second overall) and was first (handicap and line honours) B Division in the 1967 Queenscliff—Portland Race.

Crew: Owner/Skipper/Navigator G. Fox (1), R. Jeavons, G. Stewart (1), D. Bowen, H. Halliburton.

"SARINA" — Sail No. SM 52.
L.O.A. 42ft., L.W.L. 30ft. 1in., Beam 11ft. 1in.,
Draft 6 ft. 8in.

This steel sloop was designed by Van de Stadt specially for the Hobart Race and was only launched in early October. In her only race to date—Queenscliff to Portland—"Sarina" was placed second on corrected time and was a close second in elapsed time. With the most up-to-date equipment she should be up among the leaders.

Crew: Owner/Skipper/Navigator E. J. Jones, Sailing Master B. Case (5), A. Black (7), T. Cormack (7), R. Newman, A. Nelson (7), K. Elliott, J. Sheridan (2).

"SEA BEE" — Sail No. CYC 32.
L.O.A. 44ft. 3in., L.W.L. 32ft., Beam 10ft. 10in.,
Draft 6ft. 6in.

Carrying a very heavy handicap "Sea Bee" was beset with light variable winds last year and under the conditions she did well for a big heavy boat. Given more favourable conditions she is certain to improve greatly on last year's placing.

Crew: Owner/Skipper/Navigator J. R. D. Ashton-Martin (5), R. K. Barnes, Dr. R. Benn, P. Bleeck (3), B. Gregor, Dr. W. Harvey-Smith, Dr. J. N. Matheson, Dr. J. Uther, one to be named.

"SEA WITCH" — Sail No. B 76.
L.O.A. 38ft. 6in., L.W.L. 30ft. 6in., Beam 10ft.,
Draft 5ft. 6in.

This fine New Zealand yacht is making its first visit to the Australian racing scene and local yachtsmen will be keeping a wary eye on her performance.

Crew: Owner/Skipper C. R. Forbes, Navigator W. Smith, K. Jones, J. Spencer, A. Grant, R. Scherer, R. Brown.

"SEAWIND" — Sail No. MH 10.
L.O.A. 43ft., L.W.L., 31 ft. 9in., Beam 12ft., Draft 7ft.

Starting in her fifth Sydney-Hobart Race and the second under new ownership, this fast Sparkman & Stephens sloop is leading "Salacia" by a short head in the CYCA Short Ocean Point Score and in turn being a close second to "Salacia" in the Ocean Point Score. Her performance is sure to put her well among the leaders.

Crew: Owner/Skipper P. Wilde (1), Navigator R. Whereat (1), R. K. Woods (1), J. Diacopolous (1), J. David, M. Baxter (1), S. Primrose, B. Smart.

"SEPTEMBER SONG" — Sail No. CYC 11.
L.O.A. 37ft., L.W.L. 26ft., Beam 11ft. 2in.,
Draft 6ft. 2in.

Taking part in her first Hobart race this sloop has been raced consistently since she was built in 1966 to a design by Alan Payne. She rates well and with alterations to underbody and trim completed will be close to the front in Division II.

Crew: Owner/Skipper T. Palmer, Navigator Dr. W. Hughes (3), C. Pollock (1), J. Noakes, R. Palmer, T. Palmer, T. Houghton.

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

A great 5th overall in 1965 has encouraged Maurie Tilley to have a second crack at the Hobart classic. Of steel construction she was designed by Alan Buchanan of England and is of sister design to previous Hobart winner "Rival". A member of the strong Queensland Southern Cross Cup team she should do very well.

Crew: Owner/Skipper M. J. Tilley (1), crew to be named.

"SHIMAAL" — Sail No. CYC 50.
L.O.A. 42ft. 6in., L.W.L. 30ft., Beam 10ft. 9in.,
Draft 6ft.

Formerly "Mercedes II" this is a steel sloop which is raced consistently in C.Y.C.A. events and is a consistent performer—well up in the list of finishers. The light variable conditions last year were not to her liking but this year she should be among the leaders if the winds blow strong.

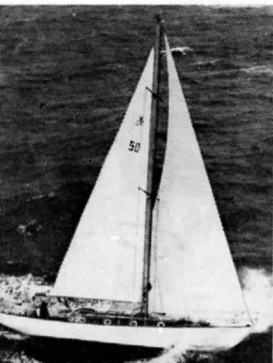
Crew: Owner/Skipper C. M. Earl (2), Navigator B. Young (8), M. Delaney (2), P. Delaney (2), R. Day (2), K. Bellamy, J. de Vere (2).

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

This yacht has been a consistent starter in this race over a number of years and is always sailed creditably. Her last performance was a third in 1959 and it is certain that this year her experienced crew will be sailing her to her best advantage.

Crew: Owner/Skipper/Navigator D. Mickleborough (9), B. Jackson (9), R. McAuley (5), R. Eldridge, P. McNichol (3).

"Shimaal"



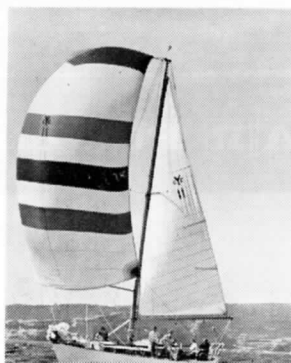
"Sea Bee"



"Seawind"



"September Song"



"Southerly"



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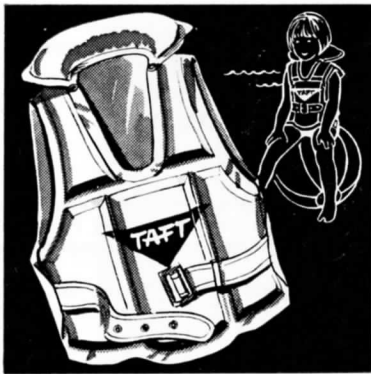
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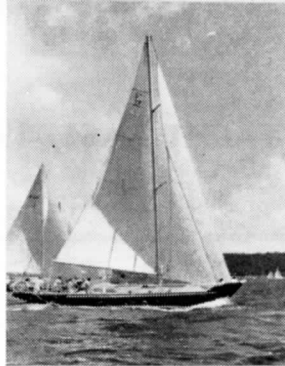
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"SOUTHERN MYTH" — Sail No. SA 6.
L.O.A. 41ft., L.W.L. 30ft., Beam 9ft. 6in., Draft 6ft. 4in.

This is this yacht's 12th start and coming from Adelaide, at the completion of the race "Southern Myth" will have sailed 40,000 miles in order to compete in Sydney-Hobart races. Her best result was a fine third in the 1958 race.

Crew: Owner/Skipper/Navigator N. C. Howard (11), K. Wallis (1), W. Holmes (1), R. Hamilton, A. Blackburne, A. Sage, J. Taylor.

"SOUTHERN STAR" — Sail No. B 44.
L.O.A. 40ft., L.W.L., 34ft. 6in., Beam 9ft. 6in.,
Draft 5ft. 9in.

Designed and built in New Zealand, this sloop has been raced extensively and successfully in Auckland events. Of Light displacement with a fin keel and hanging rudder on a skeg, her performance in this her first Hobart Race will be worth watching.

Crew: Owner/Skipper E. R. Harold, Navigator W. McKinlay, M. Lane, E. Quill, P. Schultz, P. Wardrop.

"SYLPHIDE" — Sail No. 462.
L.O.A. 31ft. 7in., L.W.L. 24ft., Beam 9ft. 6in.,
Draft 5ft. 6in.

Launched in 1963 "Sylphide" has raced consistently in C.Y.C.A. events and is now starting in her third Hobart race and her second with her present owners. She is a Blythe Spirit class sloop and renowned for rugged construction and seaworthiness.

Crew: Owner/Skipper J. F. Beaumont (1), Owner/Navigator C. M. Sullivan (1), M. Cull, E. Tame (1), K. Northwood.

"TAMBOO" — Sail No. SM 88.
L.O.A. 35ft. 4in., L.W.L. 25ft. 6in., Beam 9ft. 8in.,
Draft 6ft.

The best performer from Victoria in the previous 2 races, this Sparkman & Stephens design earned her State's first placing with a magnificent 3rd overall last year. She will be meeting stiffer competition this year from a large number of new boats of her size but, despite this, a fine performance is anticipated.

Crew: Owner/Skipper R. J. Green (2), Navigator L. Chennell, R. A. Green (2), C. Smith (8), W. Stockdale (2), L. Shirley.

"THEKLA" — Sail No. SM 32.
L.O.A. 58ft., L.W.L. 40ft., Beam 13ft. 1in., Draft 7ft. 8in.

A steel cutter designed basically along the lines of the famous "Solo," this will be her third start. No true indication of her performance can be gauged as she was forced to retire in her first start and the weather last year was most definitely not to her liking. Moderate to strong conditions should see her much higher up at the finish on handicap.

Crew: Owner/Skipper E. Eggers (1), Navigator D. Broadbear (1), W. Eggers (1), C. Jessbeck, W. Jessbeck (1), P. Winber, R. von Harber, J. Gnaks, B. Somtag, B. Dassow, R. Singer.

"TUI MANU" — Sail No. CYC 4.
L.O.A. 36ft. 10in., L.W.L. 26ft., Beam 9ft. 7in.,
Draft 5ft. 1in.

Another of the ubiquitous Seabirds, this one is built of steel and also has raced both as a sloop and a yawl. Mick York is a most experienced skipper and under his guidance "Tui Manu" will be giving the other Seabirds a bit of hurry up.

Crew: Owner/Skipper M. York (11), crew to be named.

"WATHARA II" — Sail No. A 2.
L.O.A. 36ft., L.W.L. 28ft., Beam 10ft. 5in., Draft 6ft.

One of Australia's team in the One Ton Cup series at Le Havre, this Swanson designed sloop is a sister to Moonbird and Matika. She finished equal 15th at Le Havre against the toughest opposition and immediately after came 6th in her class in the 1967 Fastnet. The three cornered duel between Wathara, Matika and Moonbird will be worth following.

Crew: Owner/Skipper B. Cameron, Navigator W. Lawlor, A. Furse (2), P. Cox, others to be named.

"WEATHERLY" — Sail No. 390.
L.O.A. 40ft., L.W.L. 33ft. 6in., Beam 11ft., Draft 6ft 3in.

One of the three steel versions of "Freya" sailing this year. She was launched December 1966 and has competed with credit in CYCA offshore and harbour events. She is fitted with wooden mast and boom and is rigged and fitted out for extensive cruising. In spite of this it is expected that she will finish well in the first half of the fleet.

Crew: Owner/Skipper J. Gilliam, Navigator/Sailing Master J. Muir (13), J. Scott, G. Gilliam, P. Clarke (1), B. Davies (1), G. Campbell (2).

"ZILVERGEEST" — Sail No. 224.
L.O.A. 29ft., L.W.L. 25ft. 6in., Beam 8ft. 5in.,
Draft 4ft. 7in.

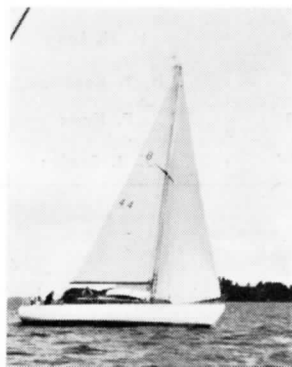
This little Van de Stadt designed sloop is a consistent starter in all CYCA ocean races. Placed 7th overall and 4th in Division 2 in the 1965 Sydney—Hobart Race, she was compelled to withdraw last year and is worth watching this year with new modifications to her hull shape and sail area.

Crew: Owner/Skipper/Navigator A. J. Murray (3), H. R. Vallance (2), C. D. Davis (2), W. P. Kitching (1), M. J. Hesse (1).

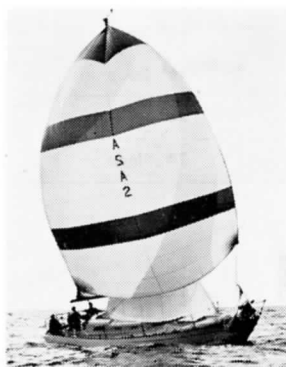
"Tamboo"



"Southern Star"



"Wathara II"



"Zilvergeest"



23rd SYDNEY-HOBART YACHT RACE, 1967

RECORD SHEET 1

YACHT	SAIL No.	RIG	CLUB	OWNER	CORRECTED TIME D.H.M.S.	PLACE
"ADRIA"	10	48' Sloop	RSAYS/SA	J. Grubic	4 03 32 50	19
"AKALA"	207	37' Sloop	CYCA/NSW	J. H. Bleakley	Retired	
"ANITRA V"	77	38' Sloop	CYCA/NSW	Sir Garfield Barwick	4 07 50 23	32
"ASTELOT"	SM 38	36' Sloop	SYC/VIC	A. G. Croft	4 07 07 43	27
"ATAMAN"	PD 36	31' Sloop	PDYC/TAS	E. A. Brodie		60
"BACGHUS D"	337	50' Sloop	CYCA/NSW	P. Deaton	4 10 26 17	37
"CALLIOPE"	MH 80	31' Sloop	MHYC/NSW	C. H. Middleton	4 00 34 37	11
"CAMELOT"	CYC 62	36' Sloop	CYCA/NSW	J. Borrow	4 09 18 17	35
"CARINYA"	MH 127	31' Sloop	MHYC/NSW	V. J. Burnes	4 13 37 15	42
"CARMEN"	MH 57	30' Sloop	MHYC/NSW	J. Edmunds	4 14 04 58	43
"CAROL-ANNE"	F 187	36' Sloop	RAYC/NZ	P. Battersby	4 22 08 52 3 22 13 4	57
"CASTANET"	F 200	—	RAYC/NZ	L. Carmichael	3 22 13 47	8
"CATRIONA"	CYC 25	40' Yawl	CYCA/NSW	D. M. Brown	4 03 50 28	21
"CAVALIER"	106	31' Sloop	CYCA/NSW	J. Roche	4 02 16 28	14
"CORROBOREE"	350	40' Sloop	RSYS/NSW	K. A. Gray	3 23 19 17	9
"ELEKTRA"	—	36' Sloop	CYCA/NSW	G. Shields	Did not start	
"ENID"	CYC 38	62' Ketch	CYCA/NSW	J. Cockle	4 14 03 24	44
"FARE-THREE-WELL"	1	40' Sloop	RPAYC/NSW	R. T. Williams	4 03 18 59	18
"FIDELIS"	A 45	61' Sloop	RNZYS/NZ	J. V. Davern	4 04 47 49	22
"FRANKLIN"	RANC 2	43' Sloop	RANCSC/ACT	R.A.N. College	4 11 59 06	40
"HUON LASS"	HYC 11	38' Sloop	RYCT/TAS	H. D. Calvert	3 20 20 19	6
"INGRID"	MH 6	37' Ketch	MHYC/NSW	C. R. L. Montgomery	Did not start	
"JOY TOO"	CYC 23	37' Sloop	CYCA/NSW	J. J. McLaren	4 11 09 17	38
"KAHURANGI"	A 30	62' Cutter	RNZYS/NZ	L. D. Nathan	4 04 15 48	45
"KATHLEEN GILLETT"	RB 1	43' Ketch	RAC/TNG	R. R. Stephenson	Retired	
"LASS O'LUSS"	89	41' Yawl	CYCA/NSW	B. C. Psaltis	4 07 29 18	29
"LOLITA"	A 156	35' Sloop	SASC/NSW	N. Cassim	5 05 00 09	59
"LORITA MARIA"	173	39' Sloop	CYCA/NSW	N. B. Rydge Jr.	4 02 45 11	17
"MAID ROSALINDE"	408	32' Sloop	MHYC/NSW	B. C. Finch	4 15 32 42	51
"MALOHI"	70	36' Sloop	CYCA/NSW	S. Fischer	4 02 36 31	16
"MALVEENA"	46	33' Sloop	QCYC/QLD	R. Masters	4 14 49 50	47
"MARIA VAN DIEMEN"	135	35' Sloop	CYCA/NSW	P. Hill	Retired	
"MATIKA"	528	36' Sloop	MHYC/NSW	N. H. Long	3 19 10 40	3
"MERCEDES III"	450	40' Sloop	CYCA/NSW	H. T. Kaufman	3 20 08 56	5
"MISTER CHRISTIAN"	11	36' Sloop	QCYC/QLD	P. Kurts	3 21 10 31	7
"MOANA"	168	38' Sloop	RPEYC/NSW	J. R. Easdon	4 15 20 38	49

23rd SYDNEY-HOBART YACHT RACE, 1967

RECORD SHEET 2

YACHT	SAIL No.	RIG	CLUB	OWNER	CORRECTED TIME D.H.M.S.	PLACE
"MOONBIRD"	MH 31	36' Sloop	MHYC/NSW	N. F. Brooker	4 01 12 38	12
"MYTH OF ARRAN"	A 74	46' Sloop	RNZYS/NZ	D. Reid	4 07 28 56	28
"NELL GWYN"	B 3	42' Sloop	RYCT/TAS	R. S. Hickman	4 07 33 41	30
"NORLA"	16	39' Cutter	RYCT/TAS	J. Bennetto	4 06 18 03	25
"ODIN"	SM 28	39' Sloop	SYC/VIC	L. Abrahams	Retired	
"PEN-DUICK III"	4279	59' Schooner	UNC/FRANCE	E. Tabarly	3 17 37 0	2
"PHANTOM OF BRIGHTON"	B 30	40' Sloop	RBYC/VIC	G. Maxted	4 10 12 28	36
"POITREL"	347	36' Sloop	RPAYC/NSW	J. Robson-Scott	4 05 19 16	24
"RAINBOW II"	C 96	37' Sloop	RAYC/NZ	C. B. Bouzaid	3 16 39 15	1.
"RIVAL"	M 2	37' Sloop	LMYC/NSW	A. G. Burgin	Did not start	
"RIVOLI"	431	32' Sloop	RPAYC/NSW	F. F. Varcoe	4 17 39 34	52
"ROPAWE"	388	36' Sloop	CYCA/NSW	R. K. Brown	Retired	
"RONITA"	CYC 26	36' Sloop	CYCA/NSW	R. A. Cottee	4 06 56 28	26
"ROYAMA"	B 66	38' Sloop	RBYC/VIC	R. J. Mercer	4 19 09 48	54
"SAGA"	32	35' Sloop	RSYS/NSW	L. S. Little	Did not start	
"SALACIA"	190	41' Sloop	CYCA/NSW	A. W. Byrne	3 20 02 19	4
"SARDA OF BURNHAM"	SM 112	35' Sloop	SYC/VIC	G. L. Fox	4 12 30 38	41
"SARINA"	SM 52	42' Sloop	SYC/VIC	E. J. Jones	4 03 41 19	20
"SATANITA"	B 59	43' Sloop	RAYC/NZ	D. H. R. Wilkie	4 02 19 39	15
"SEA BEE"	CYC 32	44' Sloop	CYCA/NSW	J. Ashton-Martin	4 21 09 05	56
"SEAWIND"	MH 10	43' Sloop	MHYC/NSW	P. Wilde	4 01 31 47	13
"SEA WITCH"	B 76	39' Sloop	RAYC/NZ	C. R. Forbes	4 22 43 24	58
"SEPTEMBER SONG"	CYC 11	37' Sloop	CYCA/NSW	T. Palmer	4 15 26 43	50
"SEQUANA"	5	34' Sloop	QCYC/QLD	M. J. Tilley	4 15 03 41	48
"SHIMAAL"	CYC 50	43' Sloop	CYCA/NSW	C. M. Earl	4 07 33 41	34
"SOUTHERLY"	38	35' Sloop	CYCA/NSW	D. Mickleborough	4 07 42 11	31
"SOUTHERN MYTH"	SA 6	41' Sloop	RSAYS/SA	N. C. Howard	4 20 12 06	55
"SOUTHERN STAR"	B 44	40' Sloop	RNZYS/NZ	E. R. Harold	Retired	
"SYLPHIDE"	462	32' Sloop	RANSA/NSW	J. Beaumont/C. Sullivan	4 17 53 53	53
"TAMBOO"	SM 88	35' Sloop	SYC/VIC	R. J. Green	4 07 53 59	33
"THEKLA"	SM 32	60' Cutter	SYC/VIC	E. Eggers	Retired	
"TUI MANU"	CYC 4	37' Yawl	CYCA/NSW	M. York	Did not start	
"WATHARA II"	A 2	36' Sloop	SASC/NSW	B. Cameron	4 00 12 13	10
"WEATHERLY"	390	40' Sloop	CYCA/NSW	J. Gilliam	4 05 06 22	23
"ZILVERGEEST"	224	29' Sloop	CYCA/NSW	A. J. Murray	4 11 32 22	39
<i>Saracen</i>				<i>R. Crichton Brown</i>	4 14 16 29	46



the ATLANTIC Console combines
a meter type depth indicator, Knotmeter and digital 6-figure log.

The Atlantic is ideal for the cruising yachtsman with remote control of knotmeter and depth indicator available.

The unit displays matching clearview cirscale meters for varied measurement functions. Distance is logged on a 6-figure digital counter in steps of 1/100 nautical miles.

The depth indicator includes an audible depth alarm which gives warning when depth falls below a preset figure.

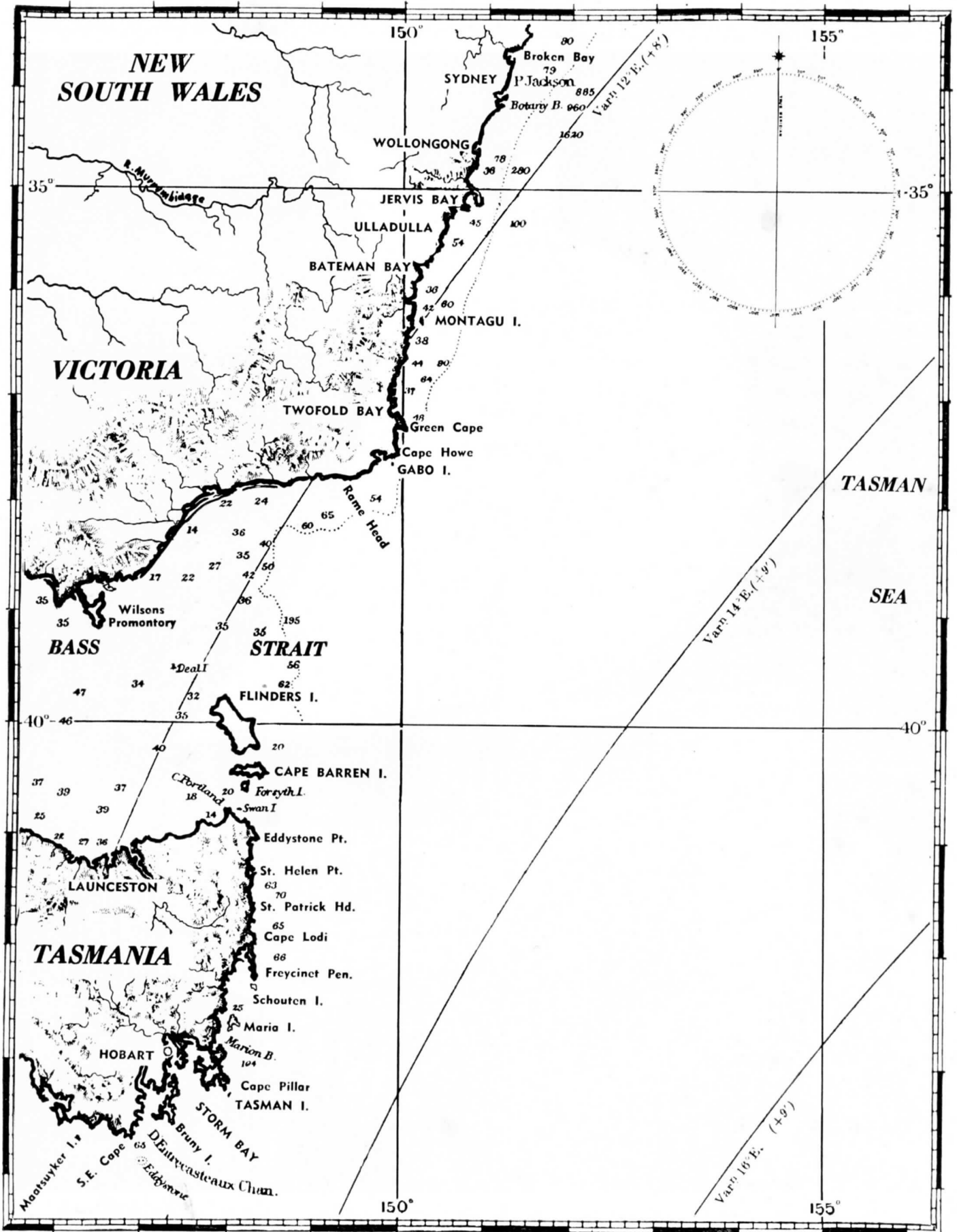
The depth indicator or knotmeter can be used independently of the other units.

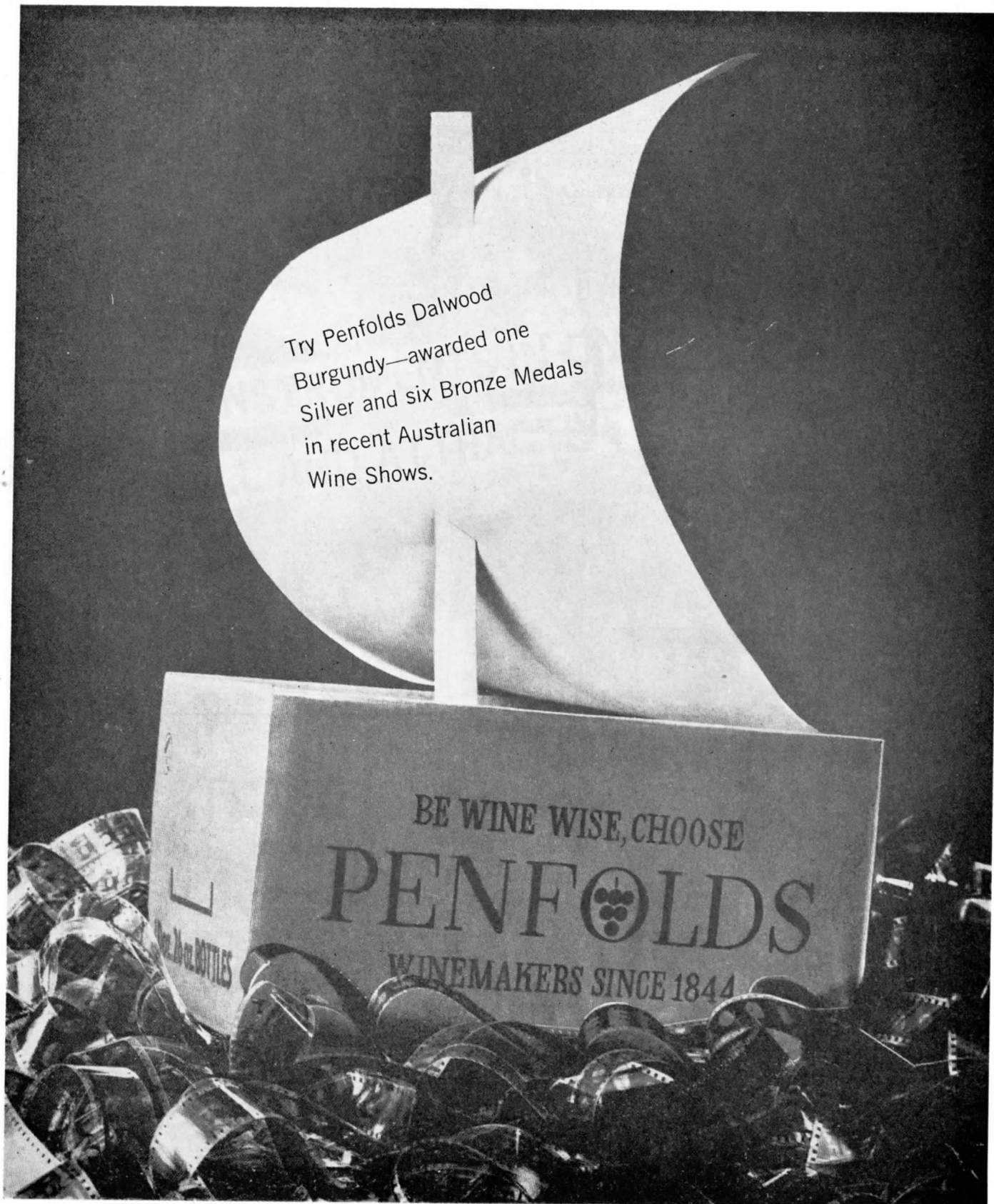
The Atlantic is supplied with transducer and wooden fairing block, retractable underwater unit for knotmeter, universal mounting stirrup and complete fitting and operating instructions.

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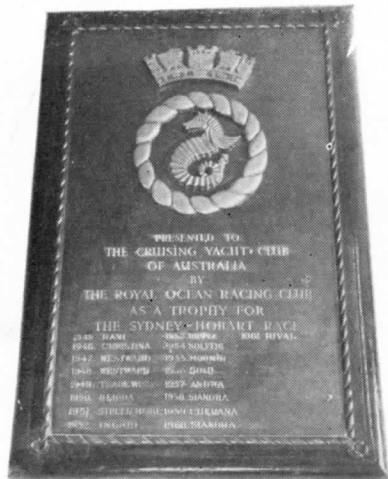
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SYDNEY-HOBART YACHT RACE TROPHIES



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.

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.

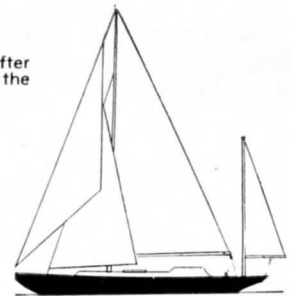
RIGS

SLOOP: One mast, one headsail.



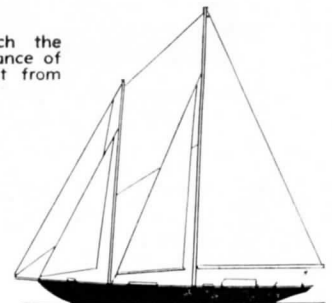
CUTTER: One mast, two or more headsails — this requires the mast to be stepped further aft than in a sloop.

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



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

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





Motor Vessel "BALI H'AI", owner Lindsay Mee.

Crew: Skipper P. Barnes, M. E. Davey, E. Le Brun, B. Oliver, R. Blake, H. Gregg, W. Watson, A. Goodfellow, R. Norbloom.

RADIO SHIP REPORTS

RACE PROGRESS

AS THE yachts race to Hobart news of their progress is available to the press, radio and TV throughout Australia, three times daily. The Sydney-Hobart race is the only major ocean-race in the world that organises such a full coverage.

This, of course, does not come about without tremendous organisation and effort.

Once clear of Sydney Heads on Boxing Day the yachts spread out over an area as much as 10,000 square miles of ocean. It is quite impossible to keep track of them from the air.

Therefore the Cruising Yacht Club of Australia devised an elaborate radio communications system using a radio relay ship, which accompanies the yachts on their journey.

This year the Radio Relay Ship is the 75 ft. motor vessel "Bali H'ai", owned by Trade Ships Pty. Ltd. and registered in Melbourne. The principal of the company, Mr. Lindsay Mee, uses her as a floating showroom.

Two-way radio is compulsory on all competing yachts for safety reasons, and three times daily the yachts must give their positions in latitude and longitude to the Radio Relay Ship.

Aboard the radio ship is a C.Y.C.A. representative who collates this information which is then passed in code to O.T.C. stations in Sydney and Hobart. The information is then phoned to the C.Y.C.A. and Royal Yacht Club of Tasmania where press centres have been established.

The club representatives in these centres plot the positions of the yachts on large charts of the course and media representatives are able to see the progress of the race.

One of the key men aboard the radio relay ship is the radio operator. This year it is Bill Watson from the O.T.C. station at Rockhampton in Queensland. Bill, who is no newcomer to Hobart races, went down on the radio ship "Mia Mia" last year and broke all records with the speedy handling of reports throughout the race.

Media representatives can have full race reports in newspapers and on radio and TV within a matter of a few hours from the time of the radio schedules with the yachts at sea. Most newspapers print a copy of the chart plotted in the press centres 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 has 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 TV, 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 available in the press centres by 9 a.m., 2 p.m. and 9.30 p.m.

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 the press, but please, don't phone the clubs concerned, the duty officers have their hands full.

Station	BROADCAST TIMES
2BL Tuesday, December 26,	10.55-11.25 a.m. 6.40-6.44 p.m. 9.50-10.40 p.m.
Wednesday, December 27,	10.30-10.40 a.m. 6.40-6.44 p.m. 9.50-10.00 p.m.
7ZR Thursday, December 28,	10.30-10.40 a.m. (e.s.t.) 6.38-6.42 p.m. (e.s.t.) 9.50-10.00 p.m. (e.s.t.)
Friday, December 29,	10.30-10.40 a.m. (e.s.t.) 6.20-6.630 p.m. (e.s.t.) 9.50-10.00 p.m. (e.s.t.)
Saturday, December 30,	10.45-10.55 a.m. (e.s.t.) 6.20-6.30 p.m. (e.s.t.) 9.50-10.00 p.m. (e.s.t.)
2GB Daily news sessions	6.00 a.m., 7.30 a.m. 12 noon, 6.00 p.m., 10.00 p.m.
Additional session, Sunday, December 31	9.00 a.m.
2UW Daily news sessions	12 noon 6.00 p.m.
	News flashes as soon as received.
2SM Daily news bulletins on the hour.	
Special broadcasts	7.14 a.m., 8.14 a.m. 11.15 a.m., 2.13 p.m., 5.14 p.m., 6.12 p.m., 9.30 p.m.
Special broadcast, Saturday, December 30	9.15 a.m.



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The Start

SYDNEY



AT 10.30 on the morning of the 26th December on a vessel moored off Point Piper a small group of men will be making the final preparations to send the greatest ocean racing fleet ever seen on Sydney Harbour over 640 miles of open sea to Hobart.

At 10.50 exactly a gun fires and on every yacht a stop watch starts ticking off the seconds. Exactly five minutes later there is another gun and the black ball already hoisted in the starting boat's rigging is joined by a black triangle.

The concentration on both starting boat and yachts becomes intense — no room for mistakes here. The starting gun must be fired exactly on time and any yacht, even one second early, must return and re-start or be disqualified.

At 10.59 the starter commences counting seconds, the crew stand by the halyards and watch the yachts intently as they move up to the line. Then, at exactly 11 o'clock the Hon. R. W. Askin, Premier of N.S.W., fires the gun, the triangle and ball drop from the rigging and for the 23rd time the fleet surges across the line — next stop — Hobart.

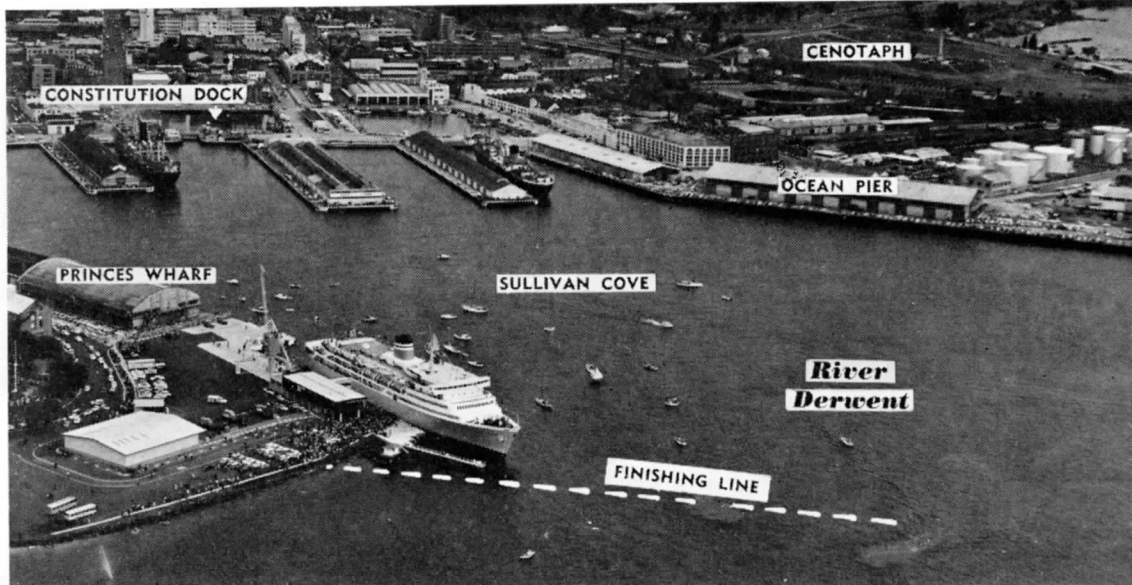


AS the yachts proceed south the reports on their positions are de-coded and their positions marked on a chart three times each day. At the Royal Yacht Club of Tasmania these reports are watched closely and as the yachts work their way down the Tasmanian coast the finishing crew stand by to time the yachts as they cross the line. At last the news comes through that the leader is in the Derwent and from that time on, the finishing line is manned day and night to record each

yacht as she crosses until the last of the fleet is safely berthed in Constitution Dock. To the leader, the bang of the gun as he crosses the line means the end of 640 miles of some of the toughest ocean racing in the world. To the officials manning the line it commences hours of watching, recording times and calculations of handicaps until the last yacht arrives and the winner on handicap is at last definitely confirmed and the celebrations can commence.

The Finish

HOBART



CONSTITUTION DOCK

CENOTAPH

OCEAN PIER

PRINCES WHARF

SULLIVAN COVE

River
Derwent

FINISHING LINE

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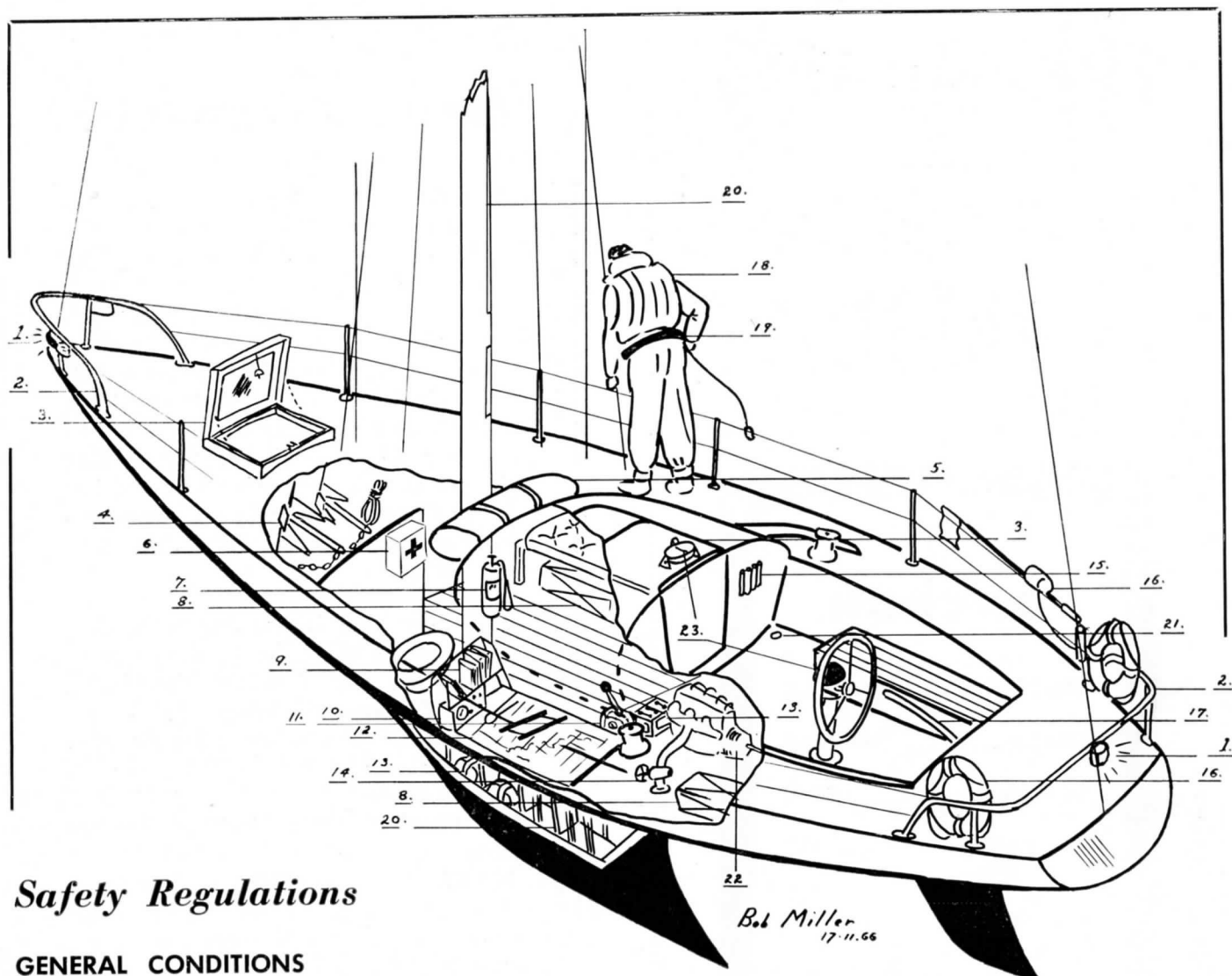
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Safety Regulations

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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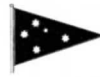
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An Appreciation

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., 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:

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- J. J. Noyce, Port Lincoln.
- Douglas Baglin, Sydney.
- Daily Mirror, Sydney.
- The Daily Mail, London.
- Modern Boating.
- Pierre Fouquin, Paris.
- Photo Patrol.

THE SOUTHERN CROSS CUP

During the last few years Australian yachtsmen have participated in various overseas ocean races. Preparations for the first Australian Admiral's Cup Challenge in 1965 were so intense that it was soon realised that the standard of the yachts of 30ft. water line and over, had improved considerably, to the extent that many of the major ocean races were now being won by these larger yachts whereas in the past the smaller yacht was usually gaining handicap honours.

Discussions with yachtsmen overseas indicated that yacht owners were not prepared to travel half way around the world to compete in only one race but that they would most certainly be interested in competing in a series of races around different courses and in varying weather conditions.

The strong contingent from New Zealand, competing in the 1967 Hobart Race, expressed a keen desire to compete against the top Australian yachts in such a series of races. Furthermore, England had now firmly established the Admiral's Cup Series, to be run in conjunction with their classic "Fastnet" race. America had commenced the "Onion Patch" series which ran in conjunction with the "Bermuda" race and now Australia has started the "Southern Cross Cup" along similar lines, culminating in the world famous Sydney to Hobart Race.

The Committee anticipated some interest from dedicated yachtsmen but most certainly did not expect the amazing entry of six teams, making in all a fleet of 18 yachts with a further entry of over 30 individual yachts, which means that there will be a minimum of 50 starters in each event.

The Southern Cross Cup series of races will be conducted

every two years in the December following the Fastnet and Honolulu Races.

1. Challenges are invited by teams of yachts from the states and territories of the Commonwealth of Australia, dominions, colonies and other countries, each of which can enter one team only.
2. A challenge shall be made in writing by a National or State Authority or by a yacht club authorised by the said Authority.
3. A team shall consist of three yachts having a waterline length of not less than 24 feet.
4. The Southern Cross Cup will be decided on the results of the following races conducted by the Cruising Yacht Club of Australia.
 - A. *Royal Sydney Yacht Squadron Cup*
Friday, 15th December, 1967, 5.00 p.m.
Sydney to Cabbage Tree Island and return, 200 miles.
 - B. *Royal Prince Alfred Yacht Club Centenary Bowl*
Tuesday, 19th December, 1967, 10.00 a.m.
Short Ocean Race. Approximately 30-40 miles.
 - C. *Middle Harbour Yacht Club Cup Race*
Saturday, 23rd December, 1967, 10.00 a.m.
Short Ocean Race. Approximately 30-40 miles.
 - D. *Cruising Yacht Club of Australia*
Sydney-Hobart Race. Tuesday, 26th December, 1967, 11.00 a.m. 640 miles.
5. Yachts will be handicapped on time allowance by R.O.R.C. rating as modified by the Cruising Yacht Club of Australia's Measurement Procedure and Amendments. Time on Time (T.C.F.s) will be used for races A and D, and Time on Distance (B.S.F.s) will be used for races B and C.
6. The winning team will be that which gains the most points awarded as follows:

In races B and C, the yacht with the best corrected time in the race will be awarded points equal to the number of teams multiplied by the number of yachts in each team. Each subsequent yacht will be awarded one point less than the yacht immediately preceding her on corrected time. Points awarded as above will be multiplied by two for race A and by three for race D. A yacht which does not finish the course will not gain a point.

Other yachts competing, which are not members of the Southern Cross Cup Teams, will be disregarded in the awarding of points.

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we can count.**

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RACE RECORD

OFFICIAL PLACINGS ● 1945-1966

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)

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)

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.

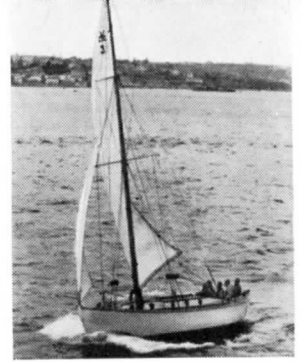
1947

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

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



"Rani"
1945



"Christina"
1946

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)

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), ALOHA (J. A. Clark), MISTRAL V (G. W. Rex), NELL GWYNN (F. Hickman).

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

1949

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

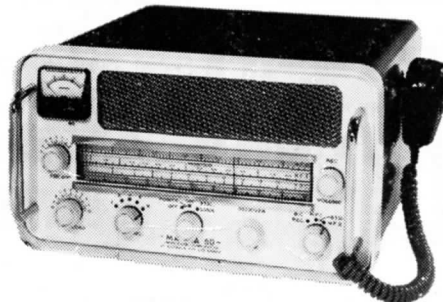
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	3-23-39-43
2.	WALTZING MATILDA	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA	J. Halliday	6-05-26-10	.6603	4-02-40-22
4.	MARGARET RINTOUL	A. Edwards	5-10-35-01	.7652	4-03-55-21
5.	FORTUNA	W. Fesq	6-02-05-07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

Fastest Time: WALTZING MATILDA.

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

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

HALF OF THE 1966 SYDNEY - HOBART FLEET WERE FITTED WITH **MARINA**



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Receiver: Fully transistorised (9 transistors). Sensitivity (50 M/W out) 1.5 μ V in. Tuning three bands variable. Broadcast, and 1.6 to 4.5 and 4.5 to 10.5 Mc/s high frequency. (Tuning can be crystal locked on any five frequencies). Dual 5" by 4" speakers for full quality reception. Transmitter: Power input to final amp.: 60 watts. High power transistorised modulation 100%. Valves: Oscillator 12BY7, Power Amplifier 6DQ6B. Total transistors, eight. Anode tuning meter for accurate setting. Flexible aerial loading suits any aerial. Five transmitting channels. Low distortion and noise.

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MARINA 30: Transistorised 30 or 60 watt rating. This unit may be operated from either 12 or 24 volts with single control for both reception and transmission.

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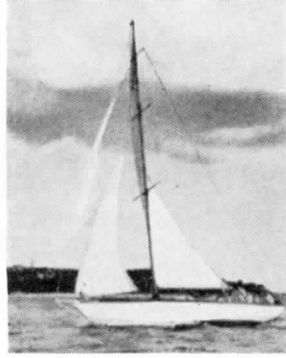
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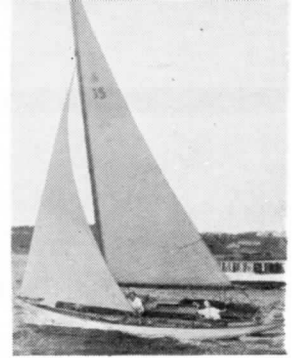
"Westward"
1947 and 1948



"Trade Winds"
1949



"Nerida"
1950



"Ripple"
1953

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

Fastest Time: MARGARET RINTOUL.

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

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

1951

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

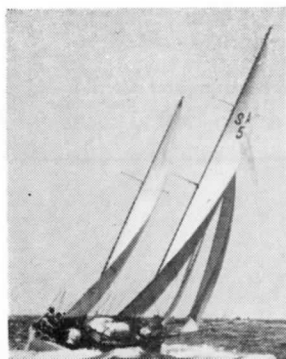
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	STRUEN MARIE	T. Williamson	4-03-38-35	.6805	2-19-48-26
2.	LAHARA	D. Ashton	4-07-24-59	.6652	2-20-47-33
3.	LASS O' LUSS	J. Colquhoun	4-03-12-05	.7059	2-22-01-35
4.	FORTUNA	W. Fesq	4-05-54-38	.6923	2-22-33-10
5.	ELLIDA	J. Halliday	4-14-51-58	.6603	3-01-12-18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

Fastest Time: MARGARET RINTOUL.

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

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

"Ingrid"
1952



"Struen Marie"
1951



1952

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	INGRID	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2.	MOONBI	H. S. Evans	6-17-10-23	.6654	4-11-14-40
3.	NOCTURNE	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4.	RIFFLE	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5.	KINTAIL	D. Macrae	6-11-15-01	.7048	4-13-25-13
6.	KURURA	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	G. Brenac	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13.	WRAITH OF ODIN	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14.	WANDERER	E. Massey	6-23-27-40	.7505	5-05-40-46
15.	PAVANA	G. Mayne	6-17-40-13	.7834	5-06-39-09
16.	KURREWA III, F. & J.	Livingston	6-17-05-27	.8445	5-16-02-28
17.	NIRVANA	S. G. Heaton	6-20-29-29	.8432	5-18-41-57

Fastest Time: NOCTURNE.

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

1953

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIFFLE	R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG	T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3.	HORIZON	S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohen	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT	B. Warminq	5-21-59-07	.7130	4-05-14-15
7.	JOSEPHINE	R. A. Houghton	5-07-25-51	.8068	4-06-48-40
8.	GIPSY QUEEN	A. C. Eden	6-05-07-10	.7013	4-08-34-39
9.	KURREWA III, F. & J.	Livingston	5-07-27-20	.8258	4-09-15-10
10.	ELLIDA	J. Halliday	6-15-06-14	.6620	4-09-19-36
11.	NOCTURNE	J. R. Bull	6-00-52-46	.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), JANZON (W. R. Slade).

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

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

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



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Wednesday

10.30 am, 6.40 pm, 9.50 pm

Thursday

10.30 am, 6.38 pm, 9.50 pm

Friday

10.30 am, 6.20 pm, 9.50 pm

Saturday

10.45 am, 6.20 pm, 9.50 pm



1967

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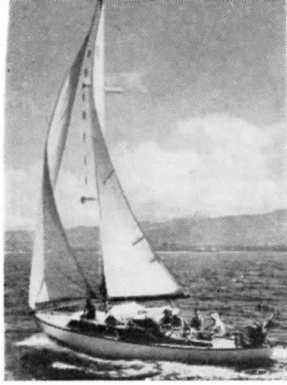
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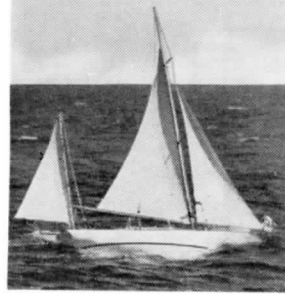
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"Solveig"
1954



"Moonbi"
1955

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.	JANZOON	W. R. Slade	5-02-41-21	.6939	3-13-08-02
4.	NELL GWYNN	R. Hickman	4-21-57-05	.7306	3-14-10-31
5.	FANTASY	D. Burridge	5-08-59-37	.6768	3-15-18-10
6.	CAROL J	J. Halliday	5-03-50-53	.7086	3-15-45-31
7.	LASS O' LUSS	J. Colquhoun	5-05-52-29	.6991	3-15-59-57
8.	PATIENCE	A. B. Wilson	5-13-10-00	.6684	3-16-57-54
9.	SOUTHERN MYTH	N. Howard	5-03-11-08	.7274	3-17-36-19
10.	TRADE WINDS	M. E. Davey	5-06-58-42	.7139	3-18-39-00
11.	SOLO	V. Meyer	4-23-10-31	.7801	3-20-58-07
12.	WINSTON CHURCHILL, Sir Arthur Warner		5-04-57-17	.7795	4-01-24-09
13.	TAM O' SHANTER, R.A.N. College		5-05-58-00	.6672	4-04-03-15
14.	EVEN	F. J. Palmer	4-18-13-14	.8836	4-04-55-31
15.	KURREWA IV, F. & J. Livingston		4-18-33-42	.9185	4-09-13-30
16.	DEFIANCE	N. D. Rundle	5-06-44-12	.8320	4-09-26-42

Fastest Time: EVEN.

Retired: WANDERER (E. Massey)

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

1956

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	4-05-03-33	.7927	3-08-33-52
2.	ANITRA	T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3.	CAROL J	J. Halliday	4-20-31-58	.7069	3-10-22-37
4.	JANZOON	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH, N. C. Howard		5-00-28-46	.7252	3-15-22-18
8.	RIPPLE	R. C. Hobson	5-13-29-55	.6621	3-16-23-22
9.	CATRIONA	D. M. Brown	4-20-39-07	.7656	3-17-18-32
10.	KURREWA IV, J. & F. Livingston		4-04-31-14	.9114	3-19-36-52
11.	FANTASY	D. Burridge	5-17-47-05	.6701	3-20-19-46
12.	SAMUEL PEPYS	R.N.S.A.	5-17-17-41	.6779	3-21-04-20
13.	LAHARA	D. N. Ashton	6-04-55-48	.6556	4-01-37-24
14.	WINSTON CHURCHILL, Sir Arthur 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.	PHALAROPE	R. Cottee	7-09-03-10	.6753	4-23-33-48
22.	FOUR WINDS	R.A.N. College	8-10-18-00	.6359	5-08-37-20
23.	VAILIMA	J. McLaren	7-22-03-00	.6881	5-10-45-15
24.	NIRVANA	Dr. K. Laws	6-19-27-33	.8173	5-13-42-44
25.	SERENADE	L. Esdaile	7-18-27-40	.7291	5-15-58-00
26.	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
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 Arthur Warner		5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE	N. D. Rundle	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG, M. Hill-Willis		7-05-13-12	.7800	5-15-06-41

Fastest Time: KURREWA IV

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

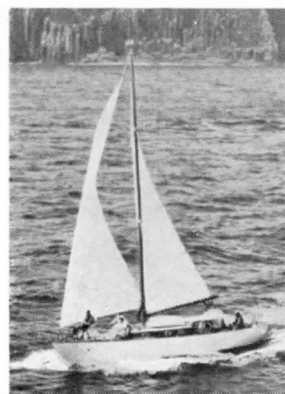
Weather: Strong westerly at the start then North East to Cape Barren Island. Hard West winds along the Tasmanian coast. Leaders had the most breaks, and Kurrewa IV set the record time for the course to that date.

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 Arthur Warner		5-02-46-30	.8082	4-08-13-37

"Anitra V"
1957



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

Fastest Time: SOLO.

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

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

1959

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

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

Fastest Time: SOLO.

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

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

1960

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-00-59-03	.6596	3-07-48-04
2.	KALEENA	H. E. Godden	5-01-59-03	.6565	3-00-04-57
3.	MALOHI	N. H. McEnally	5-10-58-04	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5.	NORLA	T. & M. Halvorsen	4-19-57-03	.7177	3-11-13-04
6.	JOANNE BRODIE	R. C. Hobson	5-09-19-41	.6501	3-12-03-48
7.	JANZOON	W. R. Slade	5-00-21-03	.6993	3-12-09-41
8.	SOLO	V. Meyer	4-10-23-42	.7973	3-12-49-43
9.	PATIENCE	A. B. Wilson	5-08-30-47	.6665	3-13-38-28
10.	ROMAVA	R. J. Mercer	5-11-22-20	.6565	3-14-13-57

"Cherana"
1959



"Siandra"
1958 and 1960



11.	CAROL J	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV	F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.8481	3-20-00-18
21.	SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22.	ARCHINA	J. Howie	4-22-58-28	.7853	3-21-25-50
23.	TAM O' SHANTER	R.A.N. College	5-20-32-41	.6673	3-21-46-16
24.	SOUTHERN MYTH	N. C. Howard	5-10-15-04	.7252	3-22-28-17
25.	SOUTHERLY BUSTER	K. R. Gourlay	6-03-58-34	.6387	3-22-30-34
26.	EOS	M. T. Flower	5-23-33-42	.6762	4-01-03-43
27.	WINSTON CHURCHILL	G. A. Warner	5-00-13-14	.8082	4-01-09-44
28.	BRILLIANT	M. C. Forster	5-20-26-18	.7194	4-05-01-53
29.	KINTAIL	G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30.	FOUR WINDS	S. W. Gibson	7-03-13-55	.6376	4-12-32-24

Fastest Time: KURREWA IV.

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

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

1961

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL	A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2.	JANZOON II	W. R. Slade	4-16-25-35	.6803	3-04-29-01
3.	JOANNE BRODIE	R. C. Hobson	5-00-05-39	.6501	3-06-04-24
4.	ANITRA V	J. S. Samson	4-15-58-59	.6989	3-06-15-54
5.	MARIS	J. Earl	4-22-51-06	.6590	3-06-19-24
6.	NORLA	J. S. Howie	4-16-29-04	.7061	3-07-25-31
7.	SOLO	V. Meyer	4-05-30-03	.7912	3-08-18-27
8.	KALEENA	H. E. Godden	5-02-50-07	.6540	3-08-20-03
9.	LASS O' LUSS	B. C. Psaltis	4-20-43-16	.7282	3-11-28-19
10.	KINTAIL	G. A. Horniman	4-18-37-40	.7368	3-13-02-50
11.	TAHUNA	E. A. Hales	4-19-25-40	.7040	3-14-21-21
12.	SILHOUETTE	R. Swanson	5-02-39-53	.7252	3-14-46-10
13.	SOUTHERN MYTH	N. C. Howard	4-23-38-57	.7252	3-15-37-15
14.	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-51
15.	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16.	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	.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.	W. R. Slade	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. Bodden	6-08-50-11	.6596	4-04-48-39
28.	MISTRESS	W. Pettingill	6-06-41-07	.6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-09-26-35
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.

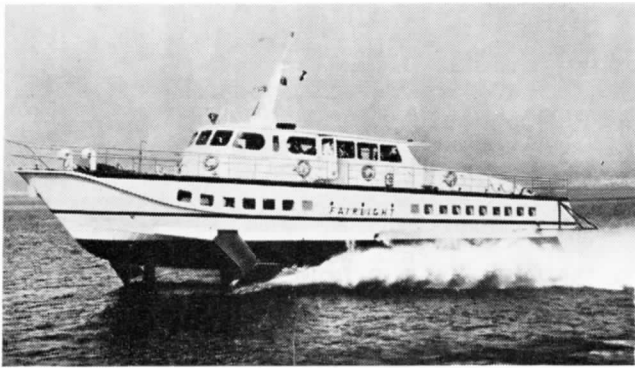
Retired: TARNI (G. C. Ormiston), PATIENCE (A. B. Wilson)

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. Cottee	4-02-56-54	.6563	2-16-56-23
7.	KALEENA	H. E. Godden	4-03-04-39	.6566	2-17-03-15
8.	CARMEN	R. Swanson	4-06-28-26	.6358	2-17-09-10
9.	CHERANA	W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
10.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	.6530	2-17-28-24



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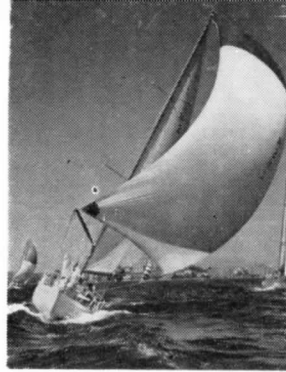
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"Rival"
1961



"Freya"
1963, 1964 and 1965

11.	JANZOON II	W. R. Slade	3-23-05-19	.6893	2-17-32-40
12.	RIVAL	A. G. Burgin & N. D. Rundle	4-02-51-18	.6694	2-18-10-25
13.	PALANA	R. J. Shield	4-04-41-35	.6604	2-18-29-52
14.	SYLPH	Lawson Bros.	4-04-27-24	.6653	2-18-50-02
15.	ASTOR	P. R. Warner	3-03-47-16	.8836	2-18-57-58
16.	BIRRAHLEE	C. V. Jones	4-06-18-14	.6562	2-19-07-55
17.	CHRISTINA	A. Berns	4-05-36-06	.6628	2-19-20-30
18.	SALACIA	R. F. Rusk	4-00-18-46	.7046	2-19-51-43
19.	DU-MA-LEE	L. V. Reilly	4-04-27-32	.6809	2-20-24-09
20.	ANITRA V	J. S. Samson	4-02-29-54	.6999	2-20-53-20
21.	NORLA	J. S. Howie	4-02-34-49	.7060	2-21-35-52
22.	SEAMAN	J. Leahy	4-07-16-00	.6743	2-21-37-58
23.	MISTRAL III	M. C. Dowd	4-06-46-52	.6779	2-21-40-31
24.	MOANA	R. H. G. Lamplough	4-09-30-05	.6622	2-21-51-47
25.	MERCEDES II	H. T. Kaufman	4-02-32-38	.7130	2-22-15-42
26.	CAPRICE	G. Ingate	4-01-06-39	.7278	2-22-40-38
27.	WINSTON CHURCHILL	G. A. Warner	3-11-17-19	.8498	2-22-46-43
28.	CAROL J	J. Halliday	4-04-07-08	.7077	2-22-51-15
29.	SEA BEE	J. Ashton-Martin	4-02-57-53	.7217	2-23-25-22
30.	TAHUNA	E. A. Hales	4-01-08-21	.7368	2-23-34-20
31.	SOUTHERN MYTH	N. C. Howard	4-02-43-14	.7260	2-23-40-16
32.	FOUR WINDS II	S. Gibson	4-08-12-42	.6968	3-00-36-53
33.	SOUTHERN MAID	P. Deaton	3-20-00-14	.7977	3-01-23-29
34.	MISTRESS MAY	W. W. Pettingell	4-15-13-08	.6695	3-02-27-40
35.	METUNG	T. Beatty	4-07-38-09	.7265	3-03-17-29
36.	LARNTARNI	W. Wakefield	4-01-45-59	.7708	3-03-21-30
37.	AOTEA II	R. K. Hunt	4-20-09-57	.6523	3-03-46-30
38.	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	.8339	3-04-54-07
39.	GOODEWIND	K. Laws	4-08-04-24	.7546	3-06-32-01
40.	ILINA	K. R. Murdoch	4-03-31-37	.7985	3-07-28-20

Fastest Time: ONDINE.

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

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

1963

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-15-17-03	.7014	3-06-03-17
2.	CAVALIER	I. E. McDonnell	5-04-36-12	.6428	3-08-05-22
3.	LORITA MARIE	N. B. Rydge, Jr.	4-22-36-21	.6855	3-09-18-15
4.	SEA WIND	N. F. Brooker	4-17-02-54	.7194	3-09-19-37
5.	CARMEN	R. Swanson	5-08-11-57	.6362	3-09-33-37
6.	MOUSE OF MALHAM	N. J. Wright & D. Belcher	5-07-41-23	.6441	3-10-14-42
7.	CADENCE	H. S. Mason	5-09-11-51	.6371	3-10-18-42
8.	MERCEDES II	H. T. Kaufman	4-23-56-07	.7096	3-13-06-22
9.	CAPRICE OF HUON	G. Ingate	4-21-06-10	.7278	3-13-13-39
10.	GIP	W. G. Polson	5-11-56-67	.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.	MALOHI	S. Fischer	5-17-07-40	.6555	3-17-53-14
18.	LASS O'LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24.	SOUTHERLY	D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	.6613	4-00-40-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27.	RUTHEAN	A. V. & I. T. Toll	5-01-05-40	.8065	4-01-39-46
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.

"Cadence"

1966



1964

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

Table with 5 columns: Pl., Yacht, Owner, Elapsed Time, T.C.F., Corrected Time. Lists 31 yachts including Freya, Camille, Janzoon II, Cadence, Salacia, Lorita Maria, Cavalier, Norla, Kareelah, Seawind, Yampl, Struen Marie, Saracen II, Mercedes II, Kaleena, Ilina, Ronita, Tui Manu, Phyllis Graham, Poitrel, Astor, Akala, Away, Athena, Sylph VI, Seaman, Joy Too, Cherana, Marco Polo, Rovama, and Metung.

Fastest Time: ASTOR.

Retired: AILSA (J. Marion), ATELOT (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)

Table with 5 columns: Pl., Yacht, Owner, Elapsed Time, T.C.F., Corrected Time. Lists 35 yachts including Freya, Camelot, Cadence, Balandra, Sequana, Naranda, Zilvergeest, Norla, Ronita, Kurura, Sarda of Burnham, Fanfare, Tambo, Poitrel, Palana, Bindaree, Odin, Athena, Tam O'Shanter, Janzoon II, Carousel, Rival, Mister Christian, Karingal, Southerly, Valhalla, Atelet, Akala, and Seawind.

Table with 5 columns: Pl., Yacht, Owner, Elapsed Time, T.C.F., Corrected Time. Lists 19 yachts including Fare-thee-well, Theme, Tairere, Salacia, Bacchus D, Corroboree, Franklin, Carina, Southern Myth, Tahuna, Sea Bee, Stormvogel, Alcheringa, Ingrid, Baranne, Ilina, Enid, Cutty Sark, Corsaro II, and Arunta Princess.

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.

1966

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

Table with 5 columns: Pl., Yacht, Owner, Elapsed Time, T.C.F., Corrected Time. Lists 44 yachts including Cadence, Salome, Tambo, Mister Christian, Malohi, Serifa, Marie Van Diemen, Huon Lass, Valhalla, Atelet, Canopus, Fidelis, Janzoon II, Akala, Kaleena, Camelot, Ronita, Odin, Balandra, Lorita Maria, Poitrel, Taonui, Salacia, Poseidon, Catriona, Franklin, Satanita, Karingal, Seawind, Waitere, Ropawe, Bacchus D, Shimaal, Carmen, Carousel T, and Sylphide.

Fastest Time: FIDELIS.

Retired: ANTIGUA (F. A. Hogarth), ZILVERGEEST (A. J. Murray).

Weather: Light Nor-Easter at the start with southerly change first night out. Light variable winds with a fresh Westerly across Bass Strait. Light and variable down Tasmanian coast.

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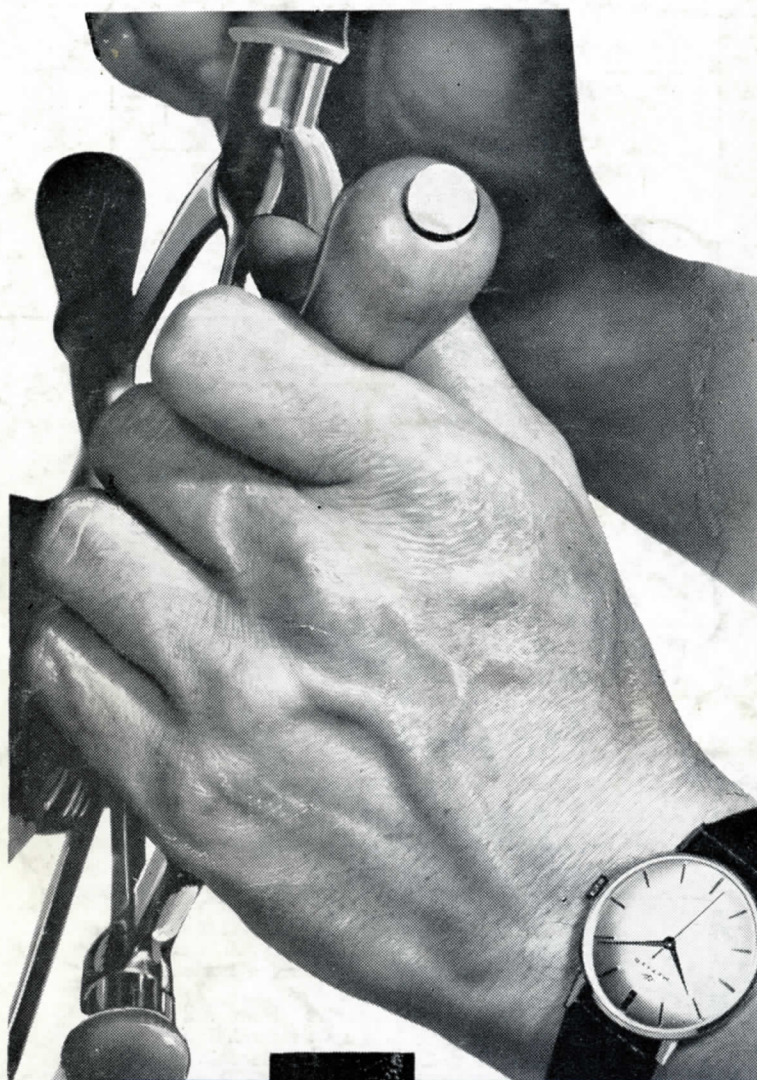
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