

# SYDNEY-HOBART

## YACHT RACE



"RAINBOW II" WINNER, 1967

**1968**  
**official programme**

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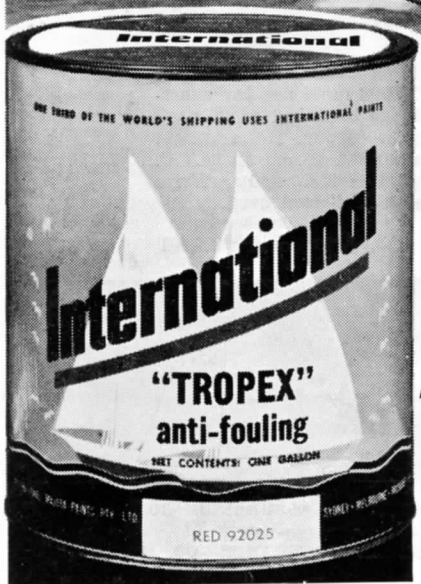
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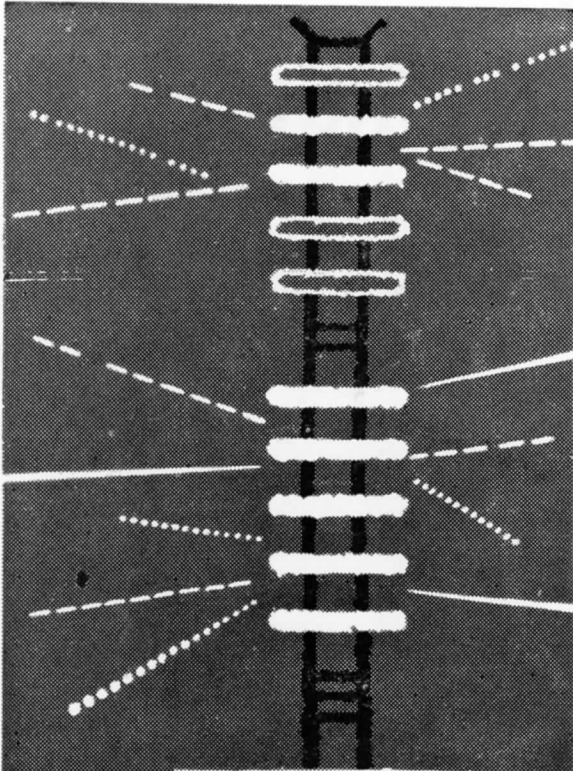
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When the lights are:  
 Rising ..... Becoming warmer  
 Falling ..... Becoming cooler  
 Steady ..... No change

## WEATHER FORECAST

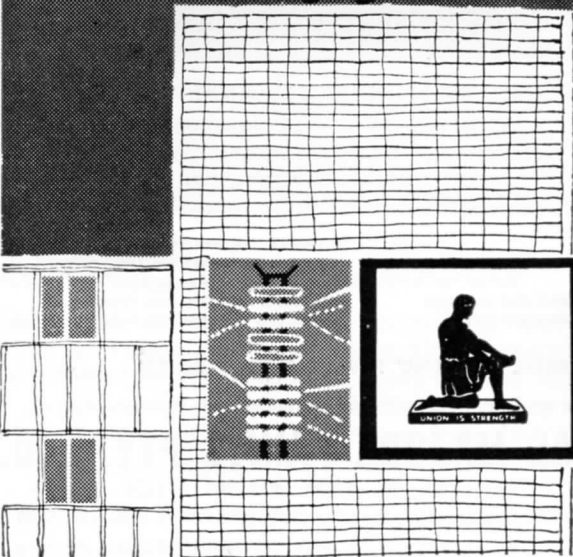
**WHITE:**  
 Steady ..... Fine  
 Two Sec. Flashes ..... Clearing  
 Half Sec. Flashes ..... Windy

**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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THE TWENTY-FOURTH  
**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

**1968**



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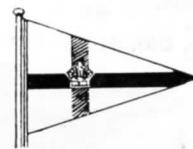
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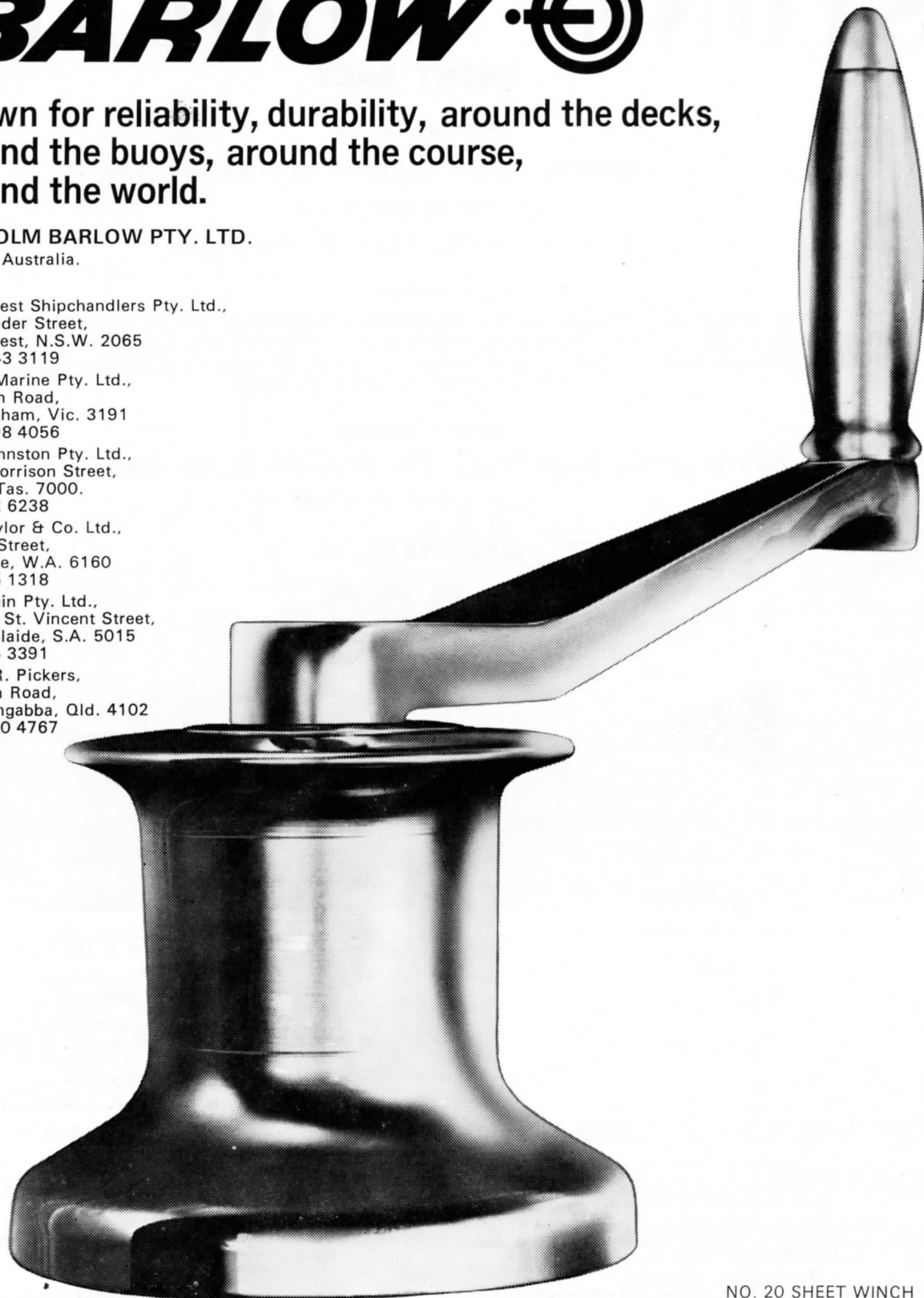
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NO. 20 SHEET WINCH





**CRUISING  
YACHT CLUB  
OF AUSTRALIA**

Commenced in 1945 and now being held for the 24th consecutive time, the annual Sydney to Hobart Race acts as the ultimate test in Australia for yacht designers and the combined skill and experience of owners and crew.

That this test has been well met is seen in the growing number of yachts competing each year, in the sophistication of their design, gear and equipment and in the ever-increasing confidence of each captain, navigator and crew member.

That this forward progress has now reached the highest of international standards is seen by the fact that in England last year a Cruising Yacht Club team of three ocean racing boats met with eight other countries to determine the international ocean racing championship of the world. Called the Admiral's Cup, this series was convincingly won by Australia — it is obvious that the lessons that have been learned by the young and vigorous Australian fleet since it first raced to Hobart in 1945 have been well learned and put to good use.

The Hobart Race is now a public affair of great interest, witnessed by over 100,000 people grouped both in and around Sydney Harbour and along the shores of the Derwent River, Tasmania. For the four or five days the yachts are at sea press, radio and television carry the story of the race to millions more. The pre-race arrangements and the actual conduct of the race itself is a great test of organisation and I would like to publicly thank all those who are responsible for seeing that this race remains the success that it always has been in the past.

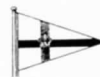
There are times when racing at sea can hardly be called enjoyable; stimulating, perhaps, but pleasurable very doubtful; but what does make the whole thing worthwhile from the competitor's point of view is the sense of personal achievement involved and, most important, the open-handed and generous welcome given to every individual skipper and crewman in Hobart. On behalf of all entrants, I would most sincerely like to thank the Executive and Committee of the Royal Yacht Club of Tasmania and all the citizens of Hobart for making our annual race down south an event which we all look back on with a great deal of pleasure for many years after its conclusion.



N. B. RYDGE, Commodore.



**THE ROYAL YACHT CLUB OF TASMANIA**



To the competitors and visitors associated with the race — welcome to Hobart.

As our obligation increases to ensure the success of not only the finish, but also the festive part of this world-famous event, so also does our pleasure in being host club. Just as each year a number of competitors again enter the race out of nostalgia for its atmosphere, so more of our members request to be hosts to the crews whom they previously entertained.

Despite the prediction that the biennial Southern Cross cup series would reduce the field in the alternate year, we shall again have with us a record fleet, together with a record number of international competitors and a record number of competing nations.

The elapsed time for the last two races have been good in spite of wind and weather.

If the race is faster this year we again hope to entertain the fleet at the Royal Yacht Club of Tasmania on New Year's Eve.

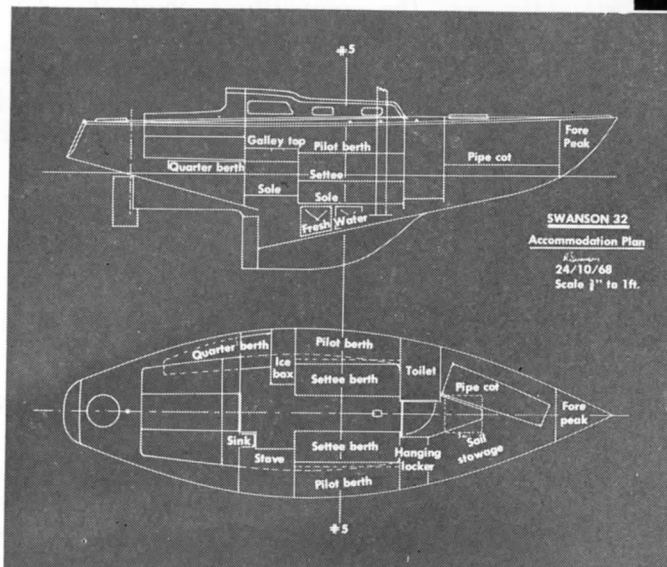
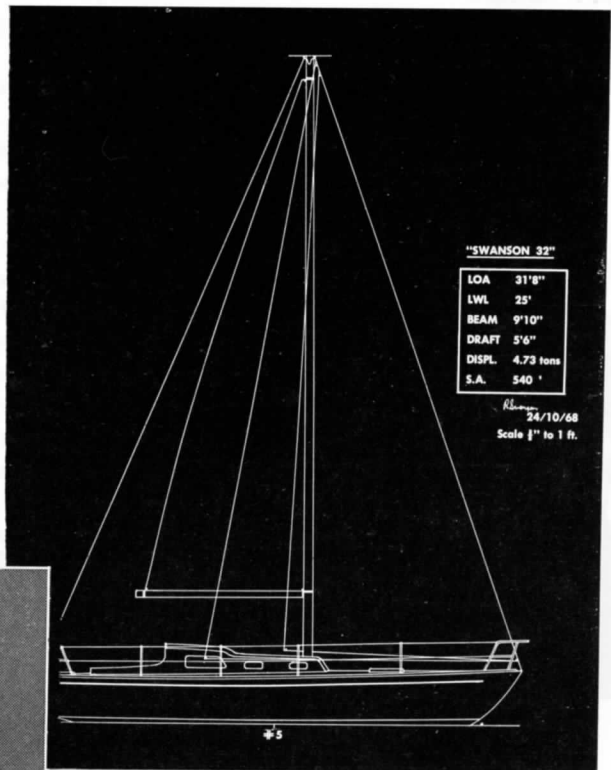


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SAIL AREA (sq. ft.) .....	540



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Triumphant crew of New Zealand's Rainbow II after their victory in last Sydney-Hobart race. Front row, left to right: Jack Allen (navigator), Chris Bouzaid (owner-skipper). Back row: Ian Kissen (visitor from New Zealand yacht Myth of Arran), Gil Littler, Fred Andrews and Mait. Hillson. Missing from picture is crewman Steve Armitage.

# MY RACING YEAR

Chris Bouzaid

**W**HEN we decided to bring "Rainbow II" over for the Southern Cross Cup and the Sydney-Hobart race I had no idea of the competition, or just how major this task was. Luckily for us we had the three Southern Cross Races first and this gave us the opportunity we needed to tune ourselves and "Rainbow II" and to get an idea of the condition off the Australian Coast.

The start was a real spectacle and we spent most of the first 10 minutes taking photos and movies of all the boats in the race until all of a sudden we realised a shambles was in the making with the drifting buoy. We ran down with the bulk of the fleet but as "Pen Duick" was rounding the buoy we could see a gap widening between her and the buoy so in we slipped and we managed to get out through the Heads with the first three or four. From here we stood out to sea and by nightfall we were still with the big boys and well out to sea. I guess somewhere near the mythical southerly set ??????

The night was very light and the following morning we were still in company with "Pen Duick", "Fidelis", "Kahurangi" and "Bacchus". As the day wore on these boats left us and we were all alone. The wind was light NNE and during the next 24 hours our distance made was only 92 miles. **Thursday, December 28.** The morning radio sked made us feel very unhappy to find we were back in the tail end of the fleet and still one of the only boats well out off the coast. Throughout the day and that night, we had light NE winds and we improved our position up towards the middle of the fleet.

**Friday, December 29.** We had a very peaceful sail across Bass Strait, carrying our Floater spinnaker during the night. The wind was slowly freshening from the NW as we approached the top of Tasmania Bay and by now we had worked our way back onto the Rumb Line and we had decided to stick fairly close to the Tasmanian Coast.

**Saturday, December 30.** By morning we had a good fresh breeze and we were carrying our big spinnaker down the Coast of Tasmania with the wind just aft of the beam. We were having a great ride and glad to see a bit of wind for a change. The wind freshened all day until just before reaching Tasman Island it suddenly switched from the NW around to the SW and really started to pipe up. We were now lying about 18th and we had worked out that we had to finish by 0730 the next morning to beat the "Pen Duick". We carried our No. 3 Genoa and full main into Storm Bay and "Rainbow II" loved it. We occasionally saw the odd light around us but we were in a hurry and didn't stop to see who they were. By dawn on Sunday we were well in towards the Iron Pot and were giving it all we had. By now the wind had eased a bit and we had put

our big genoa back on again. Then we were practically becalmed at John Genow Shoal for nearly half an hour until finally the breeze picked us up again and carried us over the line at 0659. Nobody was more surprised than we were when we were told we were seventh boat home and that we were sure to have won. All I can say about Hobart is that it was really a fabulous place and the people were really good to us.

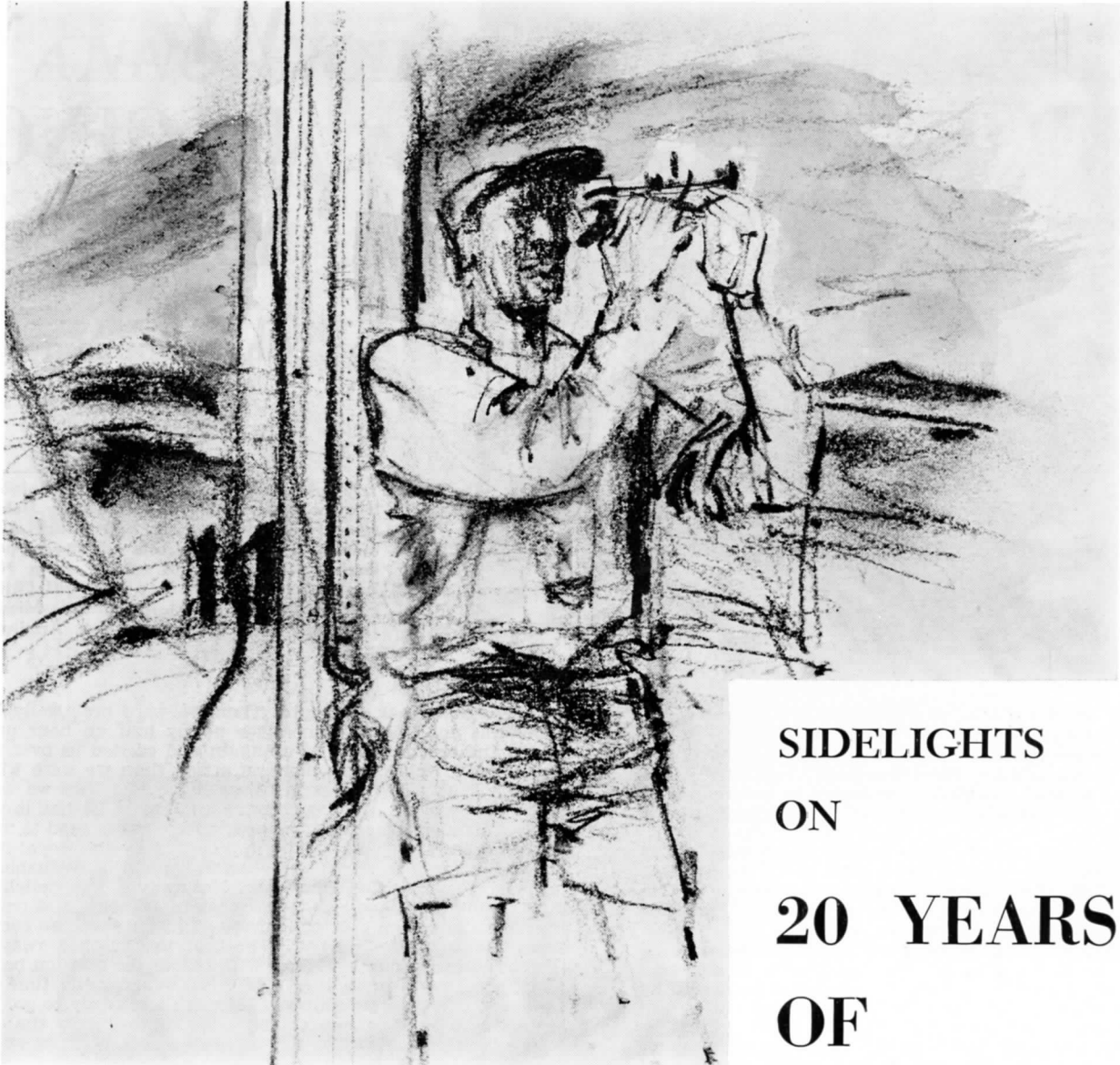
On my arrival home I was approached by the Royal N.Z. Yacht Squadron to see if "Rainbow II" would be available to make a One Ton Cup Challenge. Naturally I was delighted and we immediately set about the task of selecting and training a crew and then practising every night until we had everything working like clockwork. The boat was shipped away to Germany in the middle of May with two of the crew on board and we followed on in the middle of June. By the time we arrived at Heligoland "Rainbow II" was there ready to go. We spent the next two weeks sailing every day until by the day before the first race we figured we were as ready as we would ever be.

In the first race "Rainbow II" was second most of the way round the track but was pipped on the post by "Kirkira" and finished third. The next race, a very light fluky which took over eight hours to complete, turned out to be a procession and "Rainbow II" finished sixth — only 35 seconds behind "Optimist" who was second.

The 320 mile ocean race was shortened down to 220 miles and "Rainbow II" finished second after making up five places during the second half of the race when the wind freshened. The final two races were very close with "Rainbow II" leading for over two thirds of the course in both cases but in the lightening breeze of the afternoons the boats with more sail area managed to beat her home. Consequently in both of these races we finished third. The final points were: "Optimist" 115, "Rainbow II" 109, "Kirkira" 101, "Morningtown" 99.

After leaving Germany we went to England to sail the British One Tonner "Morningtown" during Cowes Week. It was great to be in the relaxed atmosphere of the social racing at Cowes after the hot-house competition of the One Ton Cup and we thoroughly enjoyed racing "Morningtown". We only raced in the first six races and we managed to win the Queens Cup and finish up with four firsts, a second and a disqualification. We also won the Honeywell Trophy for the best performance of Cowes Week.

There is no doubt about the English yachting, it really was a lot of fun. I am very sorry I will not be over for the Sydney-Hobart this year but we are looking forward to the Southern Cross in 1969.



SIDELIGHTS  
ON  
**20 YEARS  
OF  
YACHT  
NAVIGATION**

● *Stan Darling*

**W**AY back in the early thirties, a bunch of very young and inexperienced Naval Reserve Officers in Hobart were learning the rudiments of practical navigation by spending the weekend in Storm Bay and thereabouts in a 35' ketch called the "Connella" busily fixing their position by taking sun sights. Their instructor, who was only a short nose in front of them in the matter of experience, at least had the initiative, and by taking the precaution of plotting a curve giving the precomputed sun altitudes for the whole duration of the exercise, he was able at a glance to recognise a good sight from a bad one, and which ones when worked out would give the right answer. He was thought by his companions to be very wise in the mysteries of navigation.

During the early part of World War II, the C.O.s of ocean going trawlers did not enjoy the luxury of having navigators in their crews, so they had plenty of opportunity to brush up their practical navigation in what was a fairly tough school. Even in the later Frigates, the navigators were usually make-learn Sub Lieutenants, so the C.O.s still got their practice in.

*Illustration by Peter Harrigan*

Nevertheless, when Magnus Halvorsen invited me to join them in "Peer Gynt" for the 1947 Hobart race, I suspected (correctly) that this wasn't quite the same thing, and indeed, it was a very green (in more ways than one) navigator who fumbled his way to Hobart on that occasion. In the 18 years which followed, I was to learn a lot from Trygve and Magnus Halvorsen — it was a good school.

A highlight of that first trip was a hairy ride across Bass Strait in a near gale from the North East with true seas, down which the 36', 12' wide, 16 ton, long keeled "Peer Gynt" surfed like a two year old. Aided by a strong southerly set, "Peer Gynt" clocked from the noon sight, which could not have been too far out, to a sighting of Eddystone Light at 11 p.m., 110 miles.

"Peer Gynt's" solid construction was very welcome in the Auckland to Sydney race of the same season when, south of Lord Howe Island, with the aid of a small stay-sail, she carried a SSE storm broad on the quarter which for well over 24 hours was of hurricane force, and during which she made 5-6 knots ahead, a leeway through the water of 2-3 knots and a surface drift down wind of over two knots. In the clearing weather at the end of the storm I was able to get a sun moon fix, and was feeling rather smug about the short intercepts, when my private gloating was shattered by Tryg calling from the cockpit "I can see a lighthouse". This is a very disconcerting experience for a navigator supposedly at sea. In my enthusiasm for guessing and calculating distances run, I had paid scant attention to the chart itself, and we were in fact only about 12 miles off Norah Head, with the land still hidden in the haze.

It was unfortunate for the tailenders of the fleet that they were on the other side of the storm centre, because they were driven back to the South East. So, although it is generally true that the Trans-Tasman is a fair race, it certainly was not on this occasion. The New Zealand "Rangi", of light construction, was in the middle of the fleet, and apparently had a taste of the eye of the storm. "Kurrewa III" and "Peer Gynt" were very heavily dumped by steep seas when passing over a shoal patch south of Lord Howe Island. "Peer Gynt" went close to being vertical (the wrong way up) but suffered no damage other than a horrible mess of provisions broken loose. "Rangi" also took a dumper and sustained such an extensive split in her cabin top, that the crew had to bail solidly and without respite until the end of the storm,

Deprived of all the instruments of navigation, she limped to the Australian coast, and then spent some time cruising up and down trying to identify it.

In the following Trans-Tasman, "Peer Gynt", despite her bulkiness, in light weather surprisingly out-drifted New Zealand's classy drifter, "Ghost".

In 1950, the Halvorsens sold "Peer Gynt" and went to the other end of the scale with the five ton light displacement "Solveig". On the return from the 1954 Hobart race, we learned a new lesson the hard way. In a freshening southerly just north of Eden, we thought to drop the main instead of taking off the spinnaker. With the spinnaker only the yacht was completely uncontrollable and danced about like a mad thing for some minutes while we solved the problem how to get the spinnaker in. With a staysail only, the southerly took us all the way to Sydney, an armchair ride, at eight knots.

For the 1951 Trans-Pacific race, the "Solveig" was shipped on the deck of the Swedish ship "Mattawunga", and four of the crew worked their passage in the same ship, sleeping on board the "Solveig", working with the hands during working hours, and eating and relaxing with the passengers for the rest of the time.

Gunnar Oberg, the Chief Officer, a short, heavy, powerful man was quite a character who seemed to sur-

vive happily on about 2½ hours sleep in the 24, working the ship during the day, dallying with the passengers to about 1 a.m. and then standing the morning watch from 4 a.m. One of my jobs as temporary acting quartermaster was occasionally to wash down the paint work round the bridge, which, despite the credentials of the wielder of the cleaning gear, was the worst treatment that paintwork had ever received.

In the 1951 Trans-Pacific from Los Angeles to Honolulu race, at 8 o'clock one morning, a big sloop, "l'Apache" lost a man overboard, and when she had got her sail in, she couldn't find him. Fortunately, a group of six Coast Guard cutters were exercising in the vicinity, and they set up a search.

Although the weather was perfect, with a breeze about 15 knots, the ships searched for 30 hours without seeing him. Within five minutes of the search being called off, he was seen at only a few hundred yards range, and was picked up, none the worse for his experience. Hence the dan buoys all the yachts carry these days.

In the 1955 race, which is a 2200 mile down hill ride in the Trade Winds, a 40' catamaran, the "Waikiki Surf" (not accepted as a starter) pranced round the fleet like a fox terrier dog, skating down the waves at better than 20 knots until she developed a split in one of her hulls. Thereafter for the rest of the trip she kept sedately well in sight of one of the leading yachts.

In 1956 the Halvorsens produced "Anitra" by "Peer Gynt" out of "Solveig", as was said at the time, and she proceeded to clock up a win and three seconds in the Hobart race for them.

We are fortunate in this part of the world in that we do not have many fogs. However, in the 1962 Hobart race we had fog and a fitful north to north-easterly all the way from Freycinet. "Norla" had an echo sounder, but the contours of the bottom north of Tasman Island did not give us a firm position soon enough to close the berth on the island, but we were able to cut close to Cape Raoul.

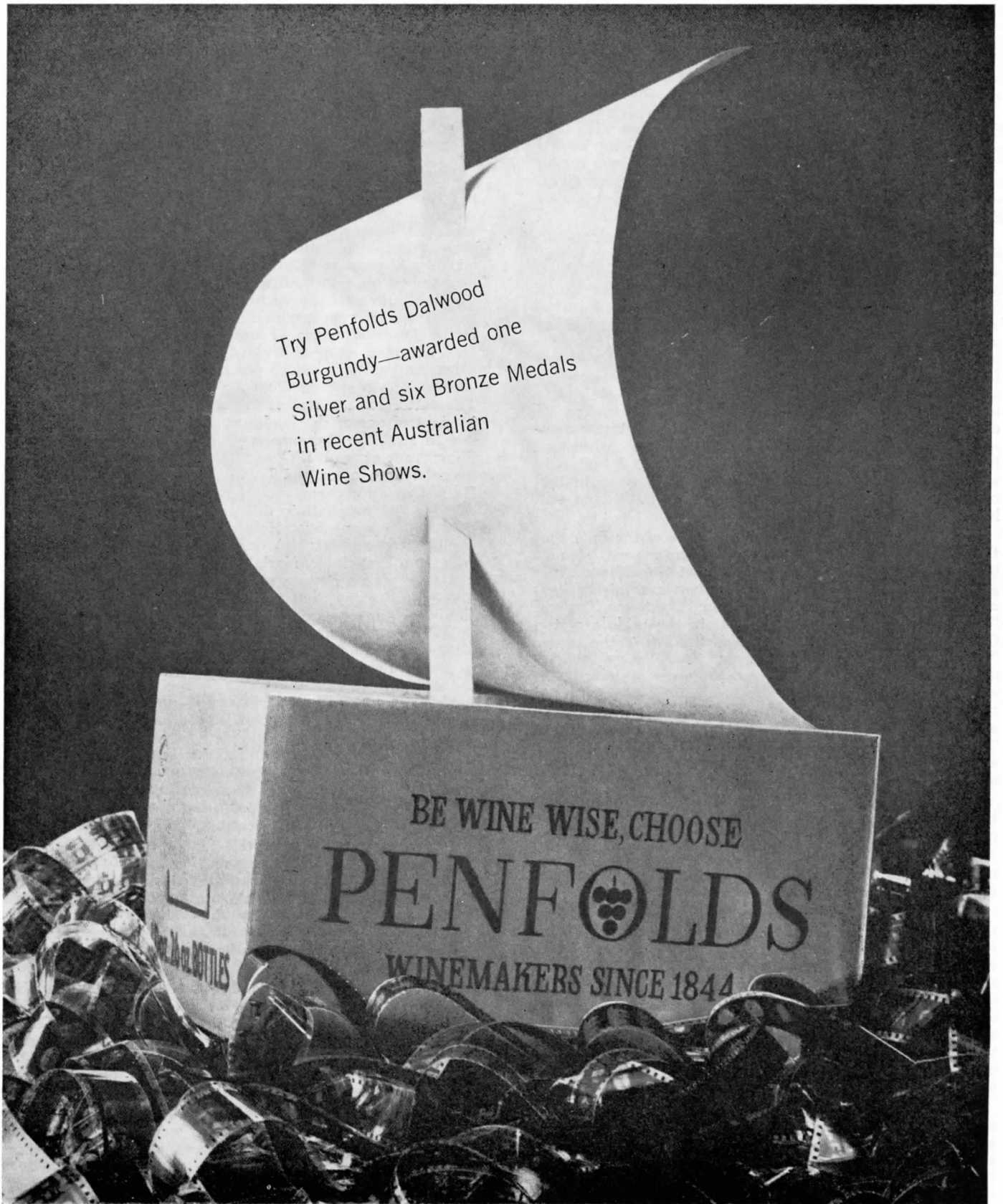
One aspect of navigation for which there is no substitute is local knowledge, and even this is suspect when it is second hand. Despite assurances of plenty of water at the east end of Blackman Bay — the favoured route for yachts returning from Hobart — the number of times we have made acquaintance with the bottom there is plain embarrassing.

In fact, I was getting an inferiority complex about the thing, until on one occasion we saw a medium draft yacht nudge the bottom while it was actually following a local fisherman who was leading him out. Needless to say, the fisherman only drew 4ft. Presumably, the previous week, there would have been enough water for the yacht.

For dicey passages, the king of these in my experience, was the Pot Boil, east of Flinders Island in the Vansittart Shoals. Returning from the 1962 race, "Norla", "Southern Maid" and "Janzone" called at Lady Barren on the south side of Flinders Island, and when they left, instead of going miles round the island were led by a local boat straight to sea through the Pot Boil.

This is a not too wide and quite unmarked channel in the middle of very extensive shoals over which the tide through Franklin Sound runs at five and six knots. Even though the day was calm the yachts pitched around as in a heavy sea, with the bottom close under us and slipping by at over 10 knots. It was not soothing to the nerves to contemplate the consequences if we had not found, or were to stray, from that channel.

The past 20 years has been a wonderful time to be involved in ocean yacht racing, because during that time it has grown in Australia from a minor recreation to a major sport of international stature. The developments in yacht design and sailing techniques have been relatively enormous, and we are all still learning. In this game, school never ends.



Good luck—good sailing from Penfolds family of five Dalwood Table Wines.

PW1288

# RADIO RELAY SHIP

Motor Vessel "NUNNIONG",  
owner Jack Ezzard.



Crew: Skipper O. Cropp,  
N. F. Milne, D. R. Goode,  
E. Le Brun, B. Oliver,  
R. Young, R. Blake,  
P. Warrington, N. Casey,  
T. Hackett.

The Sydney-Hobart Race is unique amongst the major ocean races of the world in that there is a continuous stream of information available as to the positions of the yachts for the duration of the Race.

For the past 11 years the Cruising Yacht Club has made two-way radio compulsory on all yachts and requires them to give their positions three times a day. Although this is primarily a safety measure, the news and interest value is tremendous as it allows millions of readers and listeners to follow the progress of the yachts. No less interested are the competitors who have the opportunity of determining how the opposition is faring.

This whole procedure is made possible by certain generous gentlemen who have made their fine vessels available to the C.Y.C.A. as "Radio Relay Ships" to sail the course with the yachts, pick up the yacht positions by radio and relay it back to the shore.

This year the Club is indebted to Mr. Jack Ezzard, of Bairnsdale, Victoria, for making his 63ft. motor yacht "Nunniong" available for the race. He also made her available for the race in 1959. This seaworthy vessel has cruised extensively in the Pacific Islands and has a range of 4000 miles without refuelling. The Club is also indebted to Caltex Oil (Aust.) Pty. Ltd. who, for the ninth time, 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 on TV, in theatres and clubs all over Australia and many parts of the world and provides a permanent record of each race.

At the Cruising Yacht Club in Sydney and the Royal Yacht Club of Tasmania in Hobart a special Press Centre is set up and the positions of all yachts are plotted on a large scale chart. These centres are manned by experienced yachtsmen and the story of the race at each stage is made available to all news media. Normally progress reports are available by 9 a.m., 4 p.m. and 9.30 p.m.

The race is a handicap event, as described elsewhere, and the fleet positions of the yachts do not give a complete position. Last year an innovation was introduced. By the courtesy of General Electric Time Sharing Computer Service the C.Y.C.A. Press Centre was connected to their computer in the City. The positions in latitude and longitude of each yacht were fed into the computer and, by special programming, the positions of all the yachts were available in order on handicap within a few minutes.

This was an immediate success and of intense interest and the Club is pleased to report that General Electric are generously making the same facilities available again this year.

A final plea. If on occasions, due to bad radio conditions, news is delayed or incomplete, we ask friends of the crews and interested public to be patient and wait for reports from the Press, radio and TV, but please, don't phone the Clubs concerned as the duty officers have their hands full.

## Broadcast Times — 2BL Progress reports — Australian Eastern Time

Thursday, December 26:	6.28-6.32 p.m. — Regional Stations also.
	9.50-10.00 p.m. — Regional Stations also.
Friday, December 27:	10.45-10.55 a.m. — Regional Stations also.
	6.42-6.45 p.m. — Regional Stations also.
	9.50-10.00 p.m. — Regional Stations also.
Saturday, December 28:	10.45-10.55 a.m. — Regional Stations also.
	6.32-6.35 p.m. — Regional Stations also.
	9.50-10.00 p.m.
Sunday, December 29:	10.45-10.55 a.m. — Regional Stations also.
	6.20-6.23 p.m. — Regional Stations also.
	9.50-10.00 p.m.
Monday, December 30:	10.30-10.40 a.m.
	6.39-6.42 p.m. — Regional Stations also.
	9.50-10.00 p.m. — Regional Stations also.
Tuesday, December 31:	10.30-10.40 a.m.
	6.34-6.38 p.m. — Regional Stations also.
	9.50-10.00 p.m.

# FINAL ENTRIES



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

✓ **"ATHENA" — Sail No. SM 137.**

**L.O.A. 32ft., L.W.L. 26ft. 6in., Beam 10ft., Draft 4ft. 9in.**  
An entrant from Melbourne, "Athena" is a small steel masthead sloop which has competed in four previous Hobart Races, her best performance being eighteenth in 1965. She has changed hands since then and will be skippered by her new owner.

**Crew:** Owner/Skipper A. E. Frieze, P. Bath, Ida M. Frieze, A. S. McCracken, W. Muller, C. Hunting, D. Hutchen. **45**

✓ **"BACCHUS D" — Sail No. 337.**

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

A steel sloop to the design of Australian architect Alan Payne, "Bacchus" is an immensely strong yacht and favours heavier conditions. She has always been towards the front of the fleet and has come close to line honours in the Hobart race. With a very able and experienced owner and crew, "Bacchus" again should be one of the first yachts to Hobart, although her handicap does not particularly favour her for a placing on corrected time.

**Crew:** Owner/Skipper P. E. Deaton (5), Sailing Master M. Crafoord (14), rest to be named. **49**

✓ **"BALANDRA" — Sail No. 496.**

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

One of the three boats that in England last year won for Australia international ocean racing supremacy, "Balandra" is one of the fastest and most consistently sailed yachts in the fleet. She will start as one of the favourites and under the able command of the C.Y.C. Vice-Commodore, it would not surprise if she won a handicap place. Always expertly sailed and hard driven, "Balandra" is definitely one of the yachts to beat.

**Crew:** Owner/Skipper R. Crichton-Brown (4), Navigator S. Darling (19), P. Green (17), W. Bold (10), R. A. Crichton-Brown (4), G. Ewing (2), B. Gould (5), P. Hemery (4), D. Monro (9), C. R. Burnell (1). **4**

✓ **"BOAMBILLEE" — Sail No. 655.**

**L.O.A. 36ft., L.W.L. 26ft., Beam 10ft. 6in., Draft 6ft.**

Only launched on November 16, this yacht will have little time for tuning and assessment of her potential, but as a near sister ship to last years winner, "Rainbow" and sailed by Vince Walsh, who has raced "Mistral VIII" offshore for many years, she should give a good account of herself.

**Crew:** Owner/Skipper V. M. Walsh (1), Navigator A. E. Ratcliff (6), J. Harrison (6), P. Pinnock (3), F. George, D. Mutton. **24**

✓ **"BOMERANG VII" — Sail No. 653.**

**L.O.A. 42ft., L.W.L. 36ft. 6in., Beam 13ft. 2in., Draft 6ft. 2in.**

Designed by Peter Joubert, of Melbourne, and of fibreglass foam sandwich construction, this yacht was still under construction at the time of going to press and is consequently untried. She is, however, of advanced design and will prove interesting.

**Crew:** Owner/Skipper G. Baker, Navigator G. Garrett (3), B. Jeffreys, P. Joubert, J. Weeks, T. Kay. **2**

✓ **"ADRIA" — Sail No. SA 10.**

**L.O.A. 48ft. 1in.; L.W.L. —; Beam 11ft. 7in.; Draft 7ft. 6in.**

This powerful steel sloop from South Australia has recently completed an exhaustive racing programme in Sydney. Strongly built, with an able crew, she is better in heavier weather. If strong winds prevail, then she should put up a good performance and be up among the leaders.

**Crew:** Owner/Skipper J. Grubic (1), crew to be named. **23**

✓ **"ALCHERINGA" — Sail No. 493.**

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

This big steel yacht is making its third trip to Hobart but this time in a new guise as owner Jim Bridgland has fitted a taller mast and re-rigged her as a cutter. This should greatly enhance her performance as previously she was somewhat undercanvassed and her low placings are no reflection on the skill and determination with which she has been sailed.

**Crew:** Owner/Skipper J. N. Bridgland (3), R. Rossiter (4), G. Preciens (2), D. Wall, L. Pollard (1), M. Keeting, R. Stirling, R. Warren. **40**

✓ **"ANITRA V" — Sail No. 77.**

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

A magnificently kept veteran yacht, "Anitra" won the race some years ago. She has always been a good, consistent performer and is still capable of coming well up in the fleet. Skippered by the President of the Admiral's Cup Committee, her performance will be watched with close interest, particularly as she has been racing well lately.

**Crew:** Owner/Skipper Sir Garfield Barwick (1), Sailing Master D. Stewart (1), rest to be nominated. **R**

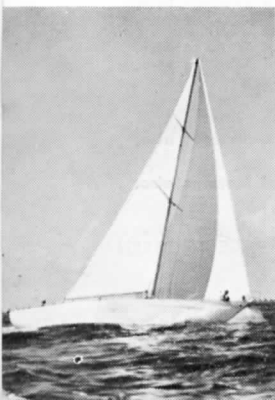
✓ **"ARAPAWA" — Sail No. A 60.**

**L.O.A. 47ft.**

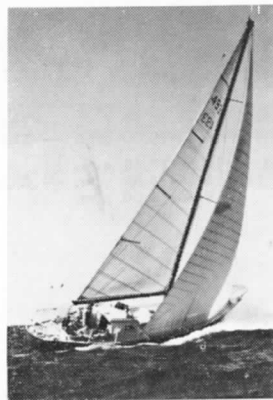
Designed by the famous John Alden and built by J. A. Morgan in Picton, N.Z., this sloop looks a thoroughbred. She has not previously been seen in N.S.W. but her owner and one crew member are no strangers to the Sydney-Hobart race and will be sailing her to her best advantage.

**Crew:** Owner/Skipper B. A. Millar (2), Navigator W. Edwards, L. McKenzie (1), O. E. Foote, R. Telford, M. Masters, N. Shepherd, D. Ongley. **51**

"Adria"



"Alcheringa"



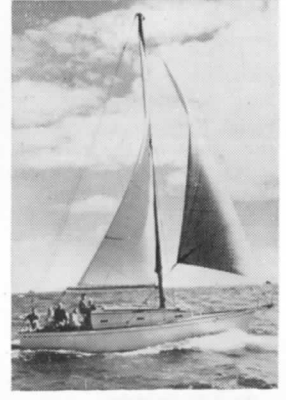
"Anitra V"



"Arapawa"



"Athena"







"Bacchus D"



"Calliope"



"Corroboree"



"Camelot"

X **"CALLIOPE" — Sail No. MH 80.**  
L.O.A. 31ft., L.W.L. 24ft., Beam 9ft., Draft 5ft. 6in.

One of the smallest yachts in the race, "Calliope" is a very fine performer, having recently won the Montagu Island event in arduous conditions. This boat, designed in Sydney by Ron Swanson, must be considered one of the favourites for the race. She is particularly well handicapped and would most appreciate light weather. Consistently this type of yacht has beaten over the line boats which are bigger than herself.

Crew: Owner/Skipper C. Middleton (6), H. Mason (7), F. MacLure (7), P. Mounsey, D. Kellet. 21

**"CALYPSO" — Sail No. A3.**  
L.O.A. 37ft., L.W.L. —; Beam 9ft. 10in.; Draft 4ft. 10in.

Another of the successful and beautifully designed Tasman Seabirds from the board of Alan Payne, this is the newest, having been launched in September, 1966. She has an experienced crew and will be all out for handicap honours.

Crew: Owner/Skipper G. G. Wignall (6), Navigator R. L. Laing (5), C. L. Nicholas, D. L. Burrige (16), J. L. Honeysett (3), M. A. Connor. 43

X **"CAMELOT" — Sail No. CYC 62.**  
L.O.A. 38ft. 8in.; L.W.L. 30ft. 6in.; Beam 9ft. 6in.; Draft 6ft.

Another design by Ron Swanson, of Sydney, "Camelot's" progress will be watched with interest. Previous results do not particularly favour this yacht to do well on handicap; however, if the conditions suit her she and her owner and crew are well capable of putting in an excellent performance. "Camelot" has always been consistently raced and may be up among the leaders.

Crew: Owner/Skipper J. G. Borrow (3), Navigator K. Dalton (5), B. Catters (2), M. Hogan (1), M. Lemon (4), two to be named. R

**"CAROUSEL" — Sail No. 468.**  
L.O.A. 36ft., L.W.L. 25ft. 2in., Beam 9ft. 6in., Draft 4ft. 10in.

"Carousel" is a Tasman Seabird which raced to Hobart once before in 1966, when she finished well down in the fleet. She has raced consistently since and should give an improved performance this year.

Crew: Owner/Skipper M. Brakell (1), Navigator K. Hatcher (1), M. Clifton (1), P. Maloney, M. O'Hehir. R

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

This yacht is a sister ship to the 1966 winner "Cadence" and has performed very well in the three Hobart Races she has contested, her best performance being a second in 1963. During the last two seasons she has been a regular starter in all off-shore events and will no doubt be well to the fore in this race.

Crew: Owner/Skipper J. Roche (1), Navigator K. Moss (4), P. Kurts (2), P. Shipway, P. Wardrip (1). 29

X **"CEDALION" — Sail No. SA 11**  
L.O.A. 32ft., L.W.L. 24ft., Beam 9ft. 7in., Draft 5ft. 10in.

Designed by E. Van de Stadt and launched April, 1967, this yacht is of raised deck double chine design. This is her first Hobart Race but she has taken part in South Australian off-shore races, winning the R.S.A.Y.S. Points Score for the 1967-68 season, and with a first in the Island Cup, Ardraisan Race and Neptune Island Race. She carries a very experienced skipper and crew who will be out to win.

Crew: Owner/Skipper R. H. Fidock (4), Navigator D. Cooper, J. D. Judell (5), Dr. A. Cotton (1), L. Barrey. 32

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

A very easily driven hull to the design of the New York firm Sparkman and Stephens, this boat has always been very hard to beat. With a new owner, her progress southward will be closely watched by many competitors, particularly if the weather is light to medium. She is capable of sailing very fast and at the end of the race could well prove a surprise.

Crew: Owner/Skipper J. W. While (1), Navigator J. Epstein (8), N. O'Brien (1), C. Fraser (3), J. Morgan (9), M. Clarke (2), H. Atkinson (1). R

X **"DORADO" — Sail No. C 8.**  
L.O.A. 35ft. 6in.; L.W.L. 25ft. 3in.; Beam 10ft.; Draft 4ft. 6in.

A steel yacht launched in 1967 she is the first of the Temptress class to take part in local competition and has done so with some success. Will be watched carefully by other competitors in yachts of similar size.

Crew: Owner/Skipper J. I. Lake (1), Navigator G. C. B. Humphreys, P. G. Hildyard, J. Purvis, P. Zalos, R. Cosgrove.

X **"FOUR WINDS II" — Sail No. RANCSC 3.**  
L.O.A. 38ft., L.W.L. 32ft. 6in., Beam 12ft., Draft 4ft. 8in.

Stan Gibson has sailed this sturdy steel sloop to Hobart three times previously. She is much more the cruising yacht than the racing machine, but her crew should have a comfortable dry sail irrespective of weather.

Crew: Owner/Skipper S. W. Gibson (3), crew to be named. 42

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

An English designed yacht sailed by the Royal Naval College, "Franklin" has been a sporadic starter in ocean racing events. The handicap system does not suit her, nor does the fact that by Service demands her crew is constantly changing. Still, she has always been keenly well surprised.

Crew: Skipper Lt. R. F. Hulford, R.N.Z.N. (1), Sailing Master D. J. Dickson (1), Navigator Lt. A. Le Rutte, R.A.N.U.R. (1), J. Fortier (1), Cadet Midshipmen T. Ogg (1), D. Webb (1), C. Jones, D. Stevens. R

"Carousel"



"Cedalion"



"Calypso"



"Dorado"





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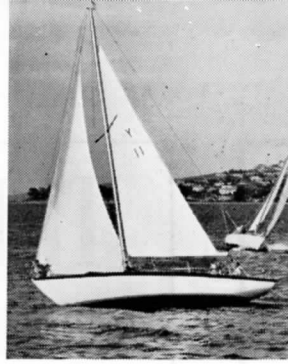
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"Franklin"



"Gabrielle III"



"Huon Lass"



"Jupiter"



"Maria Van Diemen"

✓ **"GABRIELLE III" — Sail No. 401**  
L.O.A. 53ft., L.W.L. 35ft. 9in., Beam 12ft.,  
Draft 6ft. 11in.

This masthead sloop, designed by Sparkman and Stephens and built in the Scottish yard of McGruer in 1967, is the first Canadian entry into the Sydney Hobart Race. Her Canadian crew members have raced in Transpac and Norpac Races and a lively performance can be expected from this craft and her crew.

**Crew:** Owner/Skipper P. R. Sandwell, Navigator W. L. Fesq (12), R. Rea, G. C. Hyatt, G. R. Anderson, H. Bell-Irving, E. S. Poulsson, M. Tostevin (12), R. Wallace, P. Gunnensen. 30

✓ **"GILLAWA" — Sail No. MH 44.**  
L.O.A. 36ft., L.W.L. 27ft., Beam 10ft. 6in., Draft 6ft.

"Gillawa" is an Aboriginal word meaning "fast" and if this new fibreglass Swanson 36 takes after its sisters it will truly live up to its name. Brand new and as yet untried, it could well shake several larger yachts.

**Crew:** Owner/Skipper A. J. Wildman (2), Navigator D. Hocking (2), C. Wildman (4), K. Wildman, I. Hughes (2), N. Davidson. 33

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

This able Tasmanian yacht has graced the Sydney scene for three months this year, sailing in the Admiral's Cup trials. She has done well in her two previous Hobart Race starts and after the keen racing in the trials will be set to further improve her record.

**Crew:** Owner/Skipper H. D. Calvert (2), Navigator R. Ashlin (2), H. Coad (2), J. Sharp (2), P. Price (2), N. Tall, O. Geeves. 17

**"JUPITER" — Sail No. A 49.**  
L.O.A. 42ft. 7in., L.W.L. 30ft., Beam 11ft. 3in.,  
Draft 6ft. 9in.

Although a newcomer to the Sydney—Hobart race, this Sparkman and Stephens designed sloop built by T. K. Atkinson, of Auckland, is no newcomer to offshore racing and comes with the 1967 N.Z. Offshore Gold Cup points prize and a long list of good placings. Modified underwater to incorporate some of "Intrepid's" features, this yacht could well be the spearhead of the Kiwi attack on two Hobarts in a row.

**Crew:** Owner/Skipper P. S. Yates, Navigator D. J. Bone, D. Cooper, D. J. Craig, A. I. Littler, D. N. Sturt, B. R. Woolley, F. R. Duder. 22

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

Another of the famous Tasman Seabirds designed by Alan Payne, this one has been somewhat modified but still retains all the desirable Seabird qualities. In the hands of the well-known Horrie Godden, she will be making the more favourably handicapped yachts work hard to prevent her catching them with their spinnaker down.

**Crew:** Owner/Skipper/Navigator H. E. Godden (7), H. Tillinglast (4), A. J. Birtles (4), G. Burgess (5), C. J. Susans, A. Norman. 36

**"KARAWA" — Sail No. 167**  
L.O.A. 35ft. 10in., L.W.L. 24ft. 3in., Beam 9ft. 6in.,  
Draft 5ft. 3in.

A Sparkman and Stephens design and built by Cathay Yachts, Hong Kong, this fine looking yacht has sailed in a China Sea Race and a Brisbane - Gladstone Race. Business commitments have prevented her owner from taking part in the full local programme but he is no stranger to hard competitive racing and will get the best out of her.

**Crew:** Owner/Skipper/Navigator L. J. Kloster, D. L. Kloster, B. Primrose, R. Bailey, K. E. Stiepwich, Dr. H. L. Hughes. R

**"KIMWANDA" — Sail No. 1203**  
L.O.A. 41ft. 11in., L.W.L. 31ft. 3in., Beam 12ft.,  
Draft b/u 4ft. 11in., b/d 9ft. 11in.

One of our visitors from the U.S.A. this yacht is yawl rigged, of fibreglass construction and designed by W. H. Tripp. She features a centreboard which gives her a maximum draft of 9ft. 11in., a design which is popular in the States but extremely rare here among racing yachts. Her record in the American field is 68th out of 153 starters in the last Bermuda Race and a list of firsts in her club racing with the New York Yacht Club.

**Crew:** Owner/Skipper Admiral G. Wauchope, U.S.N., G. Sustendal, G. Manley, G. Nock, A. Scott, J. Byrne, R. Smith, others to be named. 8

**"KOOMOOLOO" — Sail No. 73.**  
L.O.A. 41ft., L.W.L. 33ft., Beam 11ft. 4in., Draft 6ft. 6in.

This beautiful sloop was designed by Ted Kaufman, of Mercedes III fame and built by Quilkey, of Sans Souci. She has been a powerful contender for Admiral's Cup team selection and with her varnished hull is an eye-catching vision.

**Crew:** Owner/Skipper D. J. O'Neil, Navigator R. L. Hammond (14), Sailing Master C. G. Betts (12), G. Wheatley (8), R. Norman (14), J. Burke (2), M. Ingram (5), one to be named. 1

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

This beautifully prepared Alan Payne sloop is making her fifth trip to Hobart under the guidance of her owner, C.Y.C. Commodore, Norman Rydge. With previous experience in the Bermuda, Fastnet and Trans Atlantic races and a third in the 1963 race, she will be capably handled and will sail well.

**Crew:** Owner/Skipper N. B. Rydge, Jr. (5), Navigator K. Laker (3), A. Grey (9), T. Dawson (12), M. Delaney (3), J. Quinn (3), D. Garland. 26

**"MARIA VAN DIEMEN" — Sail No. 135.**  
L.O.A. 36ft., L.W.L. 28ft., Beam 10ft. 6in., Draft 6ft.

This Sparkman and Stephens One Ton Cup design is a consistent starter in all local offshore events and her usual position is towards the top of the result sheet. Unfortunately dsmasted last year, owner Peter Hill will be out to prove that her consistent record can be maintained.

**Crew:** Owner/Skipper P. Hill (3), Navigator Dr. W. Webb (2), G. Edgerton, R. Quinn (2), B. Crowe (1), J. Goldsmith. R

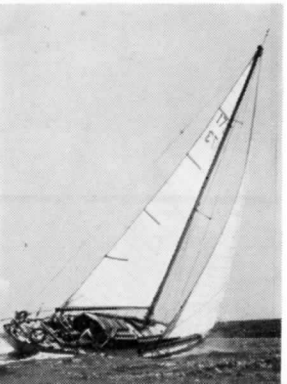
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"Kimwanda"

"Koomooloo"

"Kaleena"

"Lorita Maria"



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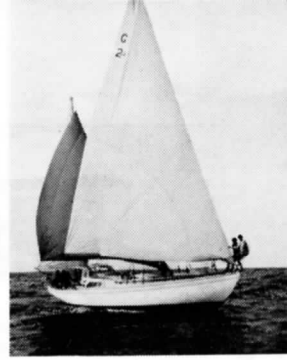
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"Matuku"



"Metung"



"Moonbird"



"Natani"

**"MATIKA" — Sail No. 528**

**L.O.A. 36ft., L.W.L. 28ft., Beam 10ft. 5in., Draft 6ft.**

A fibreglass version of the famous Swanson 36 class, "Matika" was placed last year and should be well up with the leaders again this time. This is a very fast yacht with an excellent handicap and seems to sail well in all types of weather. She, like her sisters, is a dangerous rival to the rest of the fleet—definitely a boat to watch.

**Crew:** Owner/Skipper N. H. Long (1), W. C. Rowsell, D. Braidwood (2), D. Sturrock, J. Braidwood (4), R. Long.

**"MATUKU" — Sail No. A 68.**

**L.O.A. 45ft., L.W.L. 39ft., Beam 10ft. 6in., Draft 6ft. 6in.**

This is a new yacht launched in March, 1968, and a sister ship to "Sirius". She is of hard chine light displacement design by John Spencer. She has not yet competed in racing but certain modifications to her original design will all tend to make her a good sea boat.

**Crew:** Owner/Skipper K. L. Cox, Navigator S. Satre, B. Champion (1), P. Prendiville, F. Johnson, E. Williams, E. Barrie.

**"METUNG" — Sail No. MYC 26.**

**L.O.A. 48ft. 4in., L.W.L. 35ft. 7in., Beam 12ft. 2in., Draft 6ft. 7in.**

Designed by Alan Payne, of Tasman Seabird and 12-metre fame, and built by J. C. Bull, of Metung, Victoria, this yacht is competing in her seventh Hobart race. Her best effort was a fifth in 1957 and her new owner will be looking for moderate to fresh reaching conditions to make full use of her waterline length.

**Crew:** Owner/Skipper W. Holmes, Owners/Navigators R. Holmes and B. Holmes, S. Holmes, R. Epps, C. Barnes, D. Ferris, K. Grossman.

**"MOONBIRD" — Sail No. MH 31**

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

"Moonbird", the first of the Swanson 36 class, has sailed most impressively in the two seasons she has been racing. She has dominated Division II and invariably finds herself up amongst the Division I yachts. The big prize in the Hobart Race has eluded Norm Brooker despite several concerted attempts but this year "Moonbird" is really going and could well pull it off.

**Crew:** Owner/Skipper N. F. Brooker (6), D. Christie (1), I. Treharne (1), H. Treharne, P. Croll.

**"NATANI" — Sail No. 22.**

**L.O.A. 30ft. 7in., L.W.L. 24ft., Beam 9ft. 2in., Draft 5ft. 3in.**

This fine little sloop from South Australia is a Blythe Spirit design from the board of L. A. Randell and built by her owner. She has not appeared in N.S.W. previously and her performance will be watched with interest.

**Crew:** Owner/Skipper/Navigator O. B. Trewartha, J. H. Howell, C. D. T. Howell, J. R. Green, W. J. Tedmanson.

**"NELL GWYN" — Sail No. A 13.**

**L.O.A. 41ft. 10in., L.W.L. 30ft., Beam 11ft., Draft 6ft. 9in.**

This Hobart designed and built yacht came a creditable 18th in her class last year, but given suitable conditions could repeat her 1955 time of third across the line and fourth on handicap. She carries an experienced skipper and crew who will drive her hard.

**Crew:** Owner/Skipper F. Hickman (4), Navigator L. Kula (1), G. Doolan (3), K. Peterson (1), R. Young (1), L. Nibbs (1), R. Hickman, D. Blackwell.

**"ODIN" — Sail No. SM 28.**

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

This steel version of "Freya" has sailed up from Melbourne for the last three Hobart races in which she performed creditably. She races regularly offshore from her home port with considerable success and will be racing up to Sydney prior to the race south.

**Crew:** Owner/Skipper L. Abrahams (3), Navigator D. Lang (7), R. Evans (8), L. Nichols (6), A. Butler (15), F. Warner (2), R. Hose.

**"ONDINE II" — Sail No. 281.**

**L.O.A. 73ft., L.W.L. 65ft., Beam 16ft. 9in., Draft 10ft. 9in.**

This fine aluminium ketch is the largest yacht in the fleet and has every chance of line honours. Given the right conditions, Huey Long could well better the race record he established in 1962 in the old "Ondine". He has a highly experienced crew who have experience in the Buenos Aires—Rio, Bermuda and Trans Atlantic races.

**Crew:** Owner/Skipper/Navigator S. A. (Huey) Long (1), S. Joffs (1), N. Hylton, N. McElroy, D. Kearns, H. Wulff, Kokichi Ohsawa, H. Seyde, D. Parkinson, B. C. Psaltis (9), J. R. T. Binning, R. Daniel, R. E. Turner, Cy Gillette, D. K. Elwell, Jr., H. Whall, J. Sanderson (3), M. Mitchell.

**"OPHIR" — Sail No. MH 3.**

**L.O.A. 36ft., L.W.L. 28ft., Beam 10ft. 5in., Draft 6ft.**

Another of the famous Swanson 36s, which almost form a class of their own, "Ophir" will be going to Hobart for the first time. Her owner and crew are very keen and she, like her sisters, should be well towards the front when the final results are known. A good performer in all types of weather, "Ophir" is a boat many yachts would be pleased to beat.

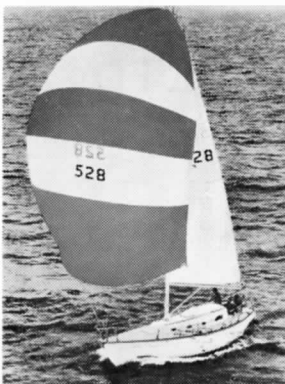
**Crew:** Owner/Skipper/Navigator D. M. Jones (4), J. Sturrock (1), P. Cox (1), C. W. Fredericks, R. Manning (1), J. Wiley (1).

**"OPTIMIST"**

The first representative from West Germany for the Sydney - Hobart Race will be one of our most formidable overseas challenges for handicap honours. Winner of the 1968 One Ton Cup in which she beat New Zealand's "Rainbow II", the winner of last years Hobart Race. Her arrival in Australia and her participation in the race is awaited with great interest and anticipation.

**Crew:** Owner/Skipper H. Beilken, G. Kohler, H. Klahr, H. Schaedla, R. Miller, R. Bull (15).

"Matika"



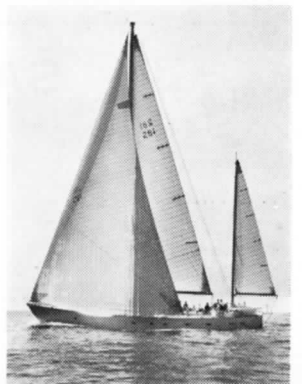
"Nell Gwyn"



"Odin"



"Ondine II"



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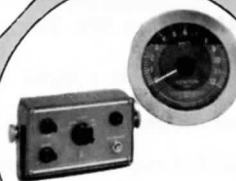
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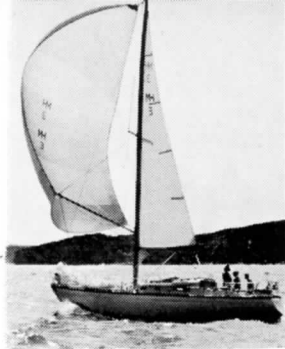
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"Ophir"

**"PATSY" — Sail No. 137.**  
L.O.A. 46ft., L.W.L. 31ft., Beam 10ft. 6in., Draft 7ft. 9in.

Built in Hobart by Jock Muir to a Laurent Giles design in 1950, this yacht is no stranger to the C.Y.C., though she has never contested a Hobart race before. Though old by today's standards, she is an able ocean going yacht and in the hands of her new owner, who in the early days did four Hobart races in "Mistral II" and "Gipsy Queen", could give many of the newer boats a surprise.

**Crew:** Owner/Skipper F. Russell Duffield (4), Navigator K. Ryman, A. Shaw, D. Gemmell, A. Johnston, J. Black, P. Nicholson, R. Smith. *R*

**"PORTIA" — Sail No. 665**  
L.O.A. 28ft., L.W.L. 24ft., Beam 9ft., Draft 5ft.

This fibreglass sloop, set up with aluminium mast and spars, was designed by Trygve Halvorsen and is the "baby" of the Hobart fleet. As yet untried in competitive racing, being but newly launched, a design from a Halvorsen can be worth watching.

**Crew:** Owner/Skipper/Navigator, J. Robertson (2), T. Halvorsen (18), M. Robertson, B. Robertson (1), one to be named. *38*

**"RAGAMUFFIN" — Sail No. 70.**  
L.O.A. 48ft., L.W.L. —, Beam 12ft. 6in., Draft —.

"Ragamuffin", of Sparkman and Stephens design and built by Quilkey, was launched in September, 1968, just in time for the Admirals Cup Evaluation Trials, which she proceeded to dominate with devastating efficiency. Extremely well sailed and crewed, she could well pull off the line honours/handicap double, which Pen Duick just missed out on last year.

**Crew:** Owner/Skipper S. Fischer (4), Navigator G. Newland (11), D. Patterson, J. Christopheson, T. Ellis, F. McNulty (2), P. Rundle. *3*

**"RAGE" — Sail No. 1983**  
L.O.A. 52ft. 10in., L.W.L. 37ft. 7in., Beam 12ft., Draft—

Launched in February, 1968, she was designed and built by Charles Morgan of St. Petersburg, Florida. In her six races sailed to date she has scored 1st in the fleet in two races and second in another; she won her class in the Bermuda Race and was 2nd overall. She took 2nd place in the recent Trans-Atlantic and is looking for the Hobart Trophy to add to her trophy cabinet.

**Crew:** Owner/Skipper Homer R. Denius, Navigator T. Gowland (13), N. Hyeatt, M. Hazelwood, F. Adams, P. Bowker, T. Young, P. Curry, C. Williams, J. Boulton. *R*



"Renegade"

**"RAPTURE" — Sail No. 8566.**  
L.O.A. 50ft., L.W.L. 34ft., Beam 11ft. 8in., Draft 7ft.

This big fibreglass sloop from the west coast of the U.S.A. arrived in Sydney after cruising the Pacific. She has raced in the La Paz (Mexico Race and taken part in the southern ocean racing circuit (east coast U.S.A.) with success. On the way here she took in the Los Angeles-Tahiti race, in which she came third.

**Crew:** Owner/Skipper Fuller E. Calloway, Sailing Master D. Elliott, P. Stanboro, E. McCarthy, N. Alexander (6), J. Matarengies, A. Simpson (1), P. Miller, R. Walton. *41*

**"REBEL" — Sail No. C94**  
L.O.A. 36ft. 8in., L.W.L. 26ft. 11in. Beam 10ft. 6in., Draft 6ft. 3in.

Another yacht with One Ton Cup rating. "Rebel" was launched 12 months ago being designed and built by her owner. She came 2nd in the 87 mile Balokovic Cup, 1st 200 mile Yates Cup, 2nd Icebreaker Race, 1st Len Heard Gulf Race and won her class in the Winter Series 1968.

**Crew:** Owner/Skipper B. Wilson, Navigator J. Forsdick, B. Wilson, R. Wilson, J. Smith (2), M. Aldridge, C. Robertson. *12*

**"RENEGADE" — Sail No. F215**  
L.O.A. 36ft. 2in., L.W.L. 29ft., Beam 10ft. 6in., Draft 6ft. 3in.

A new One Ton Cup class designed by her owner, who has sailed in two previous Hobart Races in "Castanet" in 1967 and his own yacht "Taoenui" in 1966. "Renegade" has rod rigging, bendy boom, alloy spar and electronic gear — she could give handicap honours a nudge.

**Crew:** Owner/Skipper J. Lidgard (2), Navigator Heather Lidgard (1), K. Eade, J. Coll, N. Angus, L. Clark. *27*

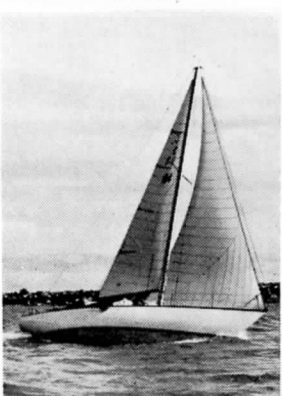
**"RIVAL" — Sail No. M 2.**  
L.O.A. 37ft. 3in.; L.W.L. 26ft. 6in.; Beam 9ft. 6in.; Draft 6ft. 2in.

For "Rival" this will be the sixth Sydney—Hobart race with a win to her credit in the hard race of 1961. Though her home port is Lake Macquarie, she spends much of the season racing out of Sydney and still giving a good account of herself.

**Crew:** Owner/Skipper/Navigator A. Burgin (10), A. Mitchell (8), W. Russel (1), J. Wylee (1) *34*



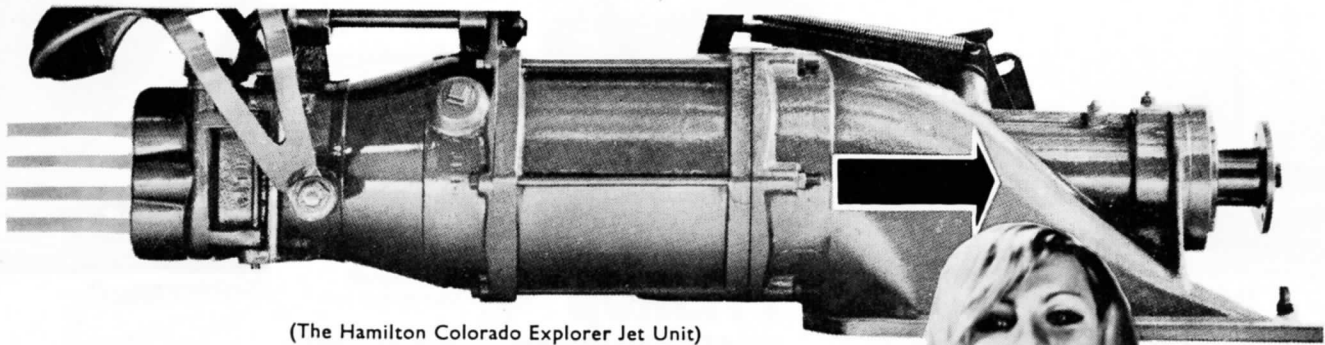
"Ragamuffin"



"Rebel"



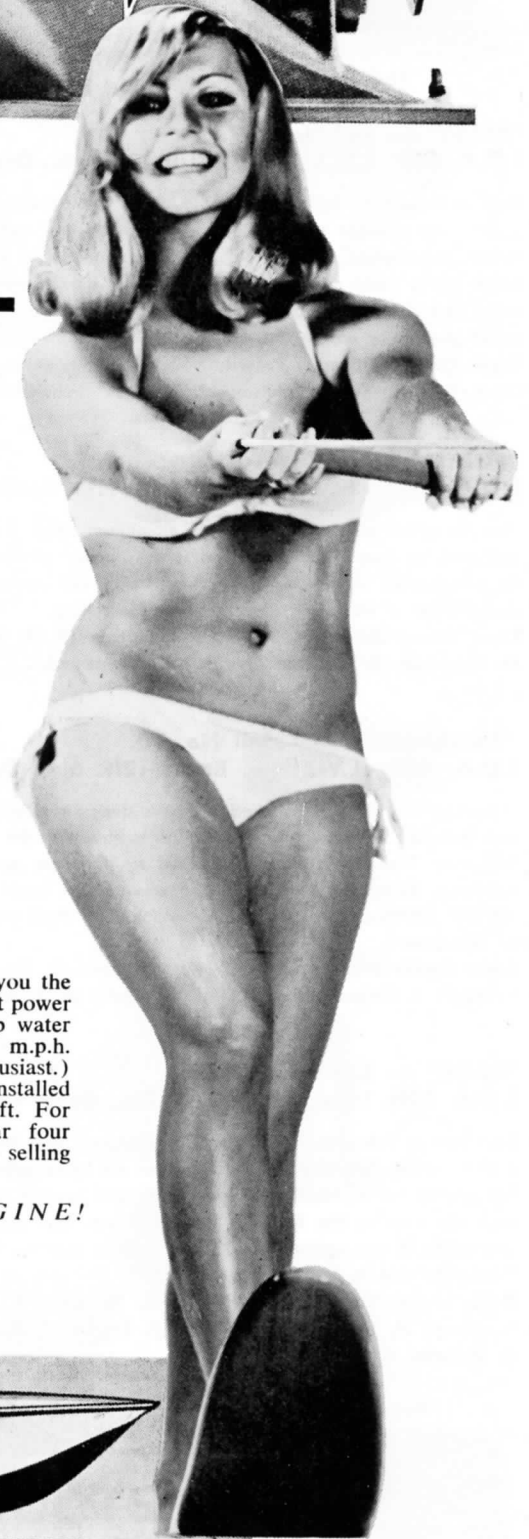
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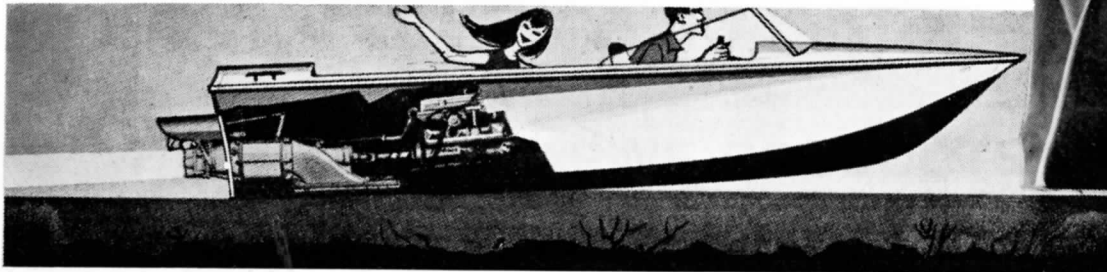
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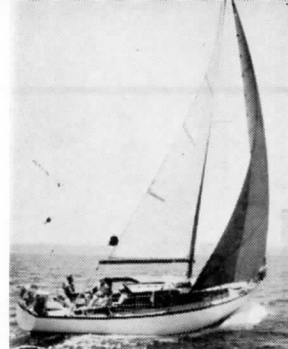




"Rival"



"Salome"



"Saga"



"Salacia"

**"ROIAATA" — Sail No. F 45**  
L.O.A. 32ft., L.W.L. 27ft., Beam 9ft. 10in.,  
Draft 5ft. 6in.

An Alden designed sloop built in 1935 by Lou Tercel, famous as the owner and builder of the well-known New Zealand "Ranger". She is a tremendously strong little yacht which, besides extensive cruising in the Pacific, has raced consistently in Auckland and has been Class Champion on several occasions.

**Crew:** Owner/Skipper N. Gillard, Co-Skipper/Navigator A. Bell, B. O'Donnell, O. Cotterell, G. Parore, C. McMullen.

R

**"RONITA" — Sail No. 562.**  
L.O.A. 36ft. 1in.; L.W.L. 25ft. 2in.; Beam 9ft. 6in.;  
Draft 4ft. 10in.

One of the famous Alan Payne Tasman Seabird class, "Ronita" is now a veteran of the Hobart race. Owned by an ex-Cruising Yacht Club Commodore, she has always been well sailed with determination — although an older yacht, she performs very well in heavy weather and if these conditions prevail then she should be well up in the final list of placings.

**Crew:** Owner/Skipper R. Cottee (7), Navigator N. Arnott (6), B. Thomas (1), T. Dubos (5), C. Dunn (5), J. Diacopolous (2), J. Lester (1).

R

**"SAGA" — Sail No. 32.**  
L.O.A. 36ft. 1in., L.W.L. 25ft. 5in., Beam 10ft., Draft 5ft.

Designed by Colin Philp and a sister to "Seaman", "Saga" is making her fifth start in this race. Her handicap is not extremely favourable but she is strong and seaworthy and should enjoy moderate winds on the beam.

**Crew:** Owner/Skipper/Navigator L. Little (3), K. Baxter, R. Buchan, A. MacDonald, H. MacDonald, N. Baird, P. Archer.

53

**"SALACIA" — Sail No. 190.**  
L.O.A. 40ft. 10in., L.W.L. 30ft., Beam 11ft. 9in.,  
Draft 6ft. 8in.

"Salacia" has been a consistent ocean racer since 1962, having contested each Hobart race since and three Admirals Cup trials. Her best performance was a fifth in 1964. Fully tuned and with all the modern requirements, she is a yacht which will be well up in the fleet.

**Crew:** Owner/Skipper A. W. Byrne (4), Navigator B. Thompson (8), P. Howes (5), R. Shaw (4), G. Rauvray (1), D. Sticpswich (5), Dr. J. Matherson (1), G. Kemp.

19

**"SALOME" — Sail No. MH 15.**  
L.O.A. 33ft. 3in., L.W.L. 26ft. 8in., Beam 9ft. 4in.,  
Draft 5ft. 9in.

This yacht, which is well handicapped, is known to sail well in most conditions and so should give a good account of herself. She has not been raced consistently recently so that her performance in this year's race could well be a surprise. Her owner and crew are sure to get the best out of her as they are determined to do as well as they can.

**Crew:** Owner/Skipper K. D. Pix, Navigator J. MacDonald (4), G. Walker (3), G. Pix, C. Carnegie, one to be named.

B

**"SARACEN II" — Sail No. 246.**  
L.O.A. 36ft., L.W.L. 26ft., Beam 9ft., Draft 6ft.

This yacht is one of the Nicholson 36 class designed by a famous naval architect in England. These boats have not been notable in Australia for ocean racing successes and by contemporary standards their design may be a little conservative for their size. However, in favourable conditions these yachts have done very well in England and chalked up some remarkable successes. Similar conditions in this year's race may show the boat in her proper form.

**Crew:** Owner/Skipper J. H. Morris (5), Navigator D. Robinson, I. Downing, R. Heatherly, G. Jones, B. Roberts (1).

44

**"SARINA" — Sail No. SM 181.**  
L.O.A. 33ft. 4in., L.W.L. 25ft. 9in., Beam 9ft. 4in.,  
Draft 5ft. 9in.

Sister ship to "Salome", which came second overall in 1966. Designed and built by Ron Swanson. Recently completed a successful season with second in the Victorian Offshore points score behind "Odin". Should do well especially if light to moderate windward conditions are encountered.

**Crew:** Owner/Skipper R. J. Langman, Navigator W. H. Perrin (3), A. J. Stephenson, C. Smith (9), J. A. Langman, I. R. Langman.

28

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

This yacht, after being well down in last year's event (her first), has now had 1500 added to her ballast and has also improved her rating. Her owner reported a much better performance and she will again be a welcome visiting contestant.

**Crew:** Owner/Skipper C. R. Forbes (1), Navigator J. Hendren, R. Poilard, G. Haweridge, C. Agnew, B. Thompson.

47

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

Formerly Ted Kaufman's "Mercedes II", this steel sloop is making her sixth trip to Hobart. Although in the middle of the fleet last year she is capable of doing much better and if the winds blow fresh to moderate, owner C. M. Earl will see to it that she does.

**Crew:** Owner/Skipper/Navigator C. M. Earl (3), H. B. Vaughan (3), M. Delaney (3), P. Delaney (3), R. Sharp, K. Bellamy (1).

46

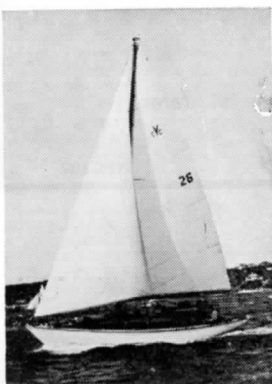
**"SHU BI HIMMANY" — Sail No. 674.**  
L.O.A. 29ft. 3in., L.W.L. 24ft. 2in., Beam 7ft. 7in.,  
Draft 5ft. 2in.

A new yacht designed and built by her owner. Has cruised to Lord Howe Island and back but has not yet raced. Skipper and crew have five Hobart races between them and she will certainly be sailed to her limit.

**Crew:** Owner/Skipper L. Jenkyns (2), Navigator R. Lenehan, J. White (1), D. Luks (2), P. Paskey.

36

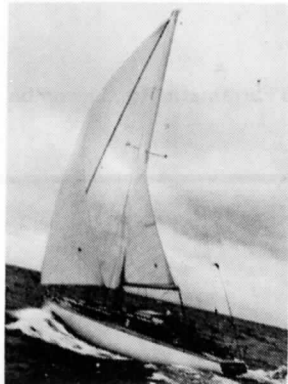
"Ronita"



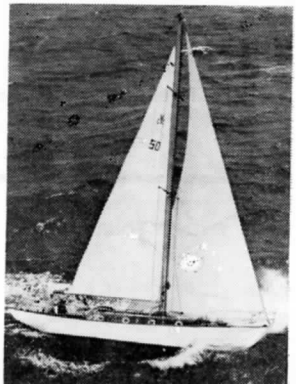
"Sarina"



"Sea Witch"



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WPG102



"Shu Bi Himmany"



"Sylvena"



"Weatherly"

**"SIRIUS" — Sail No. A 67.**  
**L.O.A. 45ft., L.W.L. 38ft., Beam 9ft. 7in., Draft 6ft. 3in.**

A new comer from New Zealand, little is known of this yacht. However, it is certain that she will be sailed with the usual Kiwi vigour and determination, and should show up to advantage.

**Crew:** Owner/Skipper J. McKenzie, Navigator G. Thorne-George, J. Gladden, D. Black, S. Beresford, J. Lusk, G. Hubble. 48

**"STARFIRE OF PERTH" — Sail No. RF 29.**  
**L.O.A. 53ft. 7in., L.W.L. 37ft., Beam 12ft. 4in.,**  
**Draft 7ft. 8in.**

A sister ship to "Starfire of Kent" designed by Buchanan, this yawl-rigged yacht is the champion of Western Australia and is coming over to try some tougher opposition. She will definitely be a contender for line honours.

**Crew:** Owner/Skipper N. McAllister (2), Navigator E. Wilson (4), T. Kernot, J. Chute, P. Brazier, J. Brazier, N. Patrick, R. Packer, S. McAllister. 16

**"SYLVENA" — Sail No. 18**  
**L.O.A. 38ft. 5in., L.W.L. 28ft. 9in., Beam 10ft.,**  
**Draft 6ft.**

A Herreshoff sloop built in 1956 by W. L. Holmes & Co., Sydney. She has subscribed to the modern necessity of an alloy mast but retains her wooden boom with roller reefing. This will be her third Hobart and like all Herreshoff designed boats she goes best in hard reaching conditions.

**Crew:** Owner/Skipper S. H. Moray (2), Navigator L. M. Hinchliffe, B. Johnson, D. Russell, H. Cameron, J. Hinchliffe. R

**"SUNDOWNER" — Sail No. 53.**  
**L.O.A. 45ft.; L.W.L. 36ft.; Beam 13ft. 5in.; Draft 7ft. 4in.**

Designed by Ron Swanson and built by Swanson Bros. specifically for participation in Admirals Cup Selection Trials, this big, powerful sloop can certainly be classed as among the best in Australia. Now sporting an alloy spar she has given an excellent account of herself in all races in which she has participated.

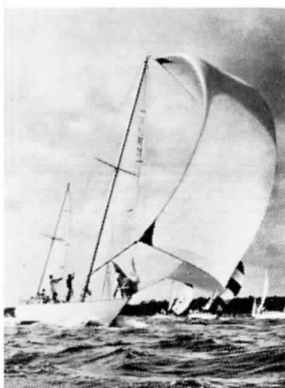
**Crew:** Owner/Skipper R. Swanson (11), Navigator P. Docker, J. Parker, J. Swanson (6), K. Swanson, F. Likely (11), D. Linton (9), L. Reilly (8), A. Moncrief (4), D. Gray. 10

**"TEMERAIRE" — Sail No. SM 5**  
**L.O.A. 32ft. 9in., L.W.L. 26ft., Beam 9ft. 6in.,**  
**Draft 5ft. 4in.**

This is a steel built ketch designed by E. B. Slater of Victoria and built in 1961 by Parsons and White, the latter being her owner. She has done well in Victorian ocean races with a 1st, a 2nd and a 3rd in the Queenscliff, Waratah Bay and Flinders Island Races, and a 2nd and a 3rd in the Queenscliffe-Devonport Races. She has a particularly favourable rating and will revel in moderate to fresh reaching conditions.

**Crew:** Owner/Skipper/Navigator C. D. White, L. W. Manning, C. N. Jackson, H. G. Pearson, one to be named. 50

"Starfire Of Perth"



"Veninde II"



"Zilvergeest"



**"THUNDERBOLT" — Sail No. 560.**  
**L.O.A. 36ft.**

A new yacht designed by owner Graham Shields to One Ton Cup specifications, "Thunderbolt" incorporates many novel design features. As yet untried, she rates well and should be in the forefront.

**Crew:** Owner/Skipper G. Shields (7), F. Thomas (9), G. Reynolds (5), Cdr. D. Ross, N. Bennetts (8), R. B. Berriman (1). R

**"TINA OF MELBOURNE" — Sail No. S 3.**  
**L.O.A. 36ft. 11in., L.W.L. 26ft. 9in., Beam 10ft. 2in.,**  
**Draft 6ft. 3in.**

This is "Tina's" first trip to Sydney for this race and should prove a formidable threat to handicap honours. This particular yacht is too new to have had any racing experience but coming as she does from the drawing board of Sparkman and Stephens, she will make her presence felt.

**Crew:** Owner/Skipper E. R. Scott, crew to be named. 11

**"VENINDE II" — Sail No. 546.**  
**L.O.A. 36ft., L.W.L. 28ft., Beam 10ft. 5in., Draft 6ft.**

Another of the ubiquitous Swanson 36 designs which are almost a class on their own. This is a fibreglass version, which are doing well in local offshore events, and has excellent chances of giving handicap honours a nudge.

**Crew:** Owner/Skipper G. Jorgensen, Navigator K. Nicholson, J. Edmunds, T. McMahon, P. Duffield, W. Jorgensen, W. Burke. 6

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

This steel version of "Freya" is making her second trip to Hobart. She has bowed to convention in retaining wooden mast and boom but is loaded with experience with the crew totalling 23 Hobart races between them. John Gilliam has under his command the well-known Jock Muir as sailing master.

**Crew:** Owner/Skipper J. Gilliam (1), Navigator J. Muir (14), G. Gilliam (1), B. Davies (2), G. Campbell (3), G. Muir, C. Pollock (2). 20

**"ZILVERGEEST" — Sail No. 224.**  
**L.O.A. 29ft., L.W.L. 25ft. 6in., Beam 8ft. 5in.,**  
**Draft 5ft. 10in.**

One of the smallest yachts ever to race to Hobart, "Zilvergeest" will be fronting up for the fifth time. Extensively modified this year, she is sailing well but her strong point is with the breeze free and in these conditions can sail well up to her rating. She was seventh overall in 1965 and, being a consistent competitor in local racing, has an experienced crew.

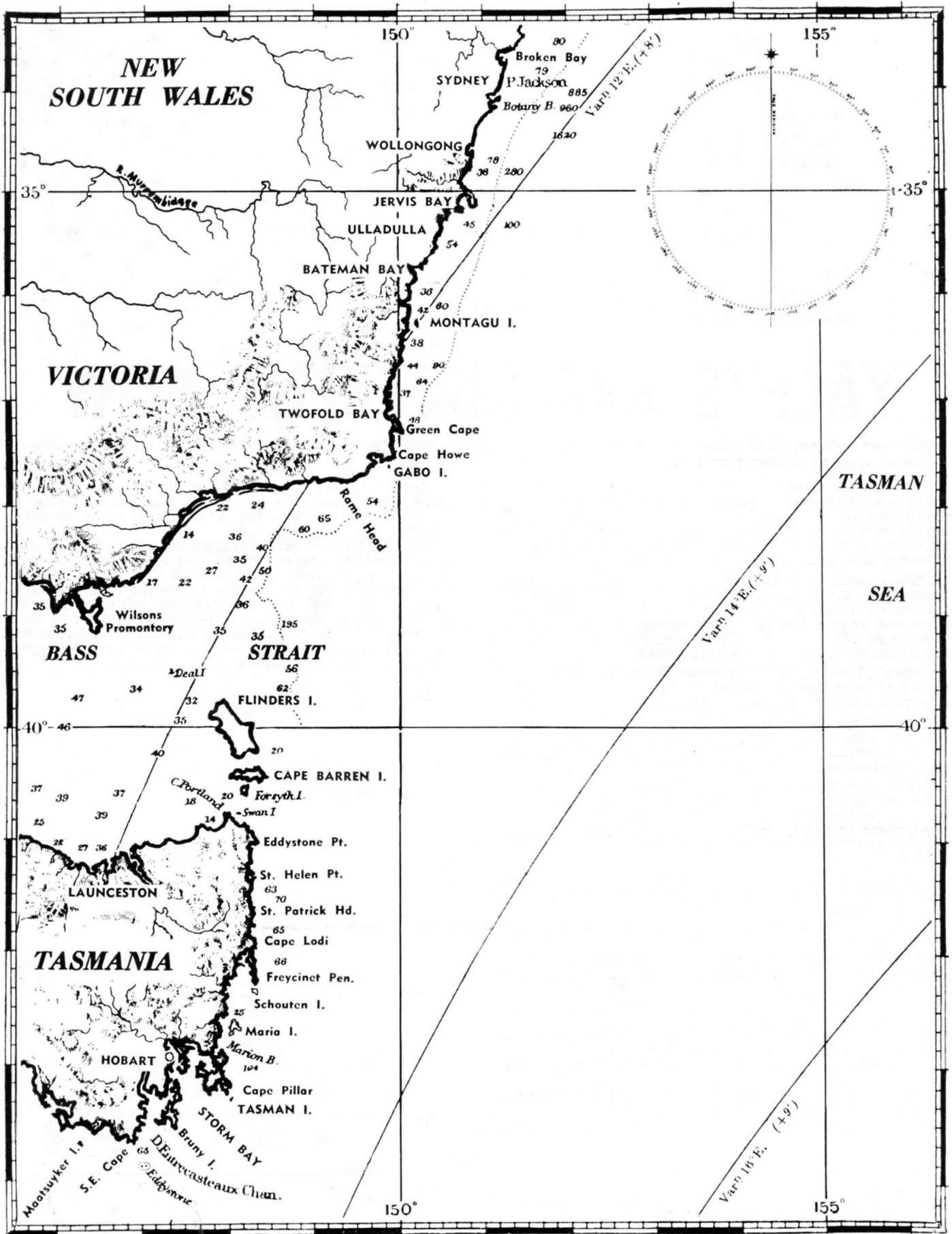
**Crew:** Owner/Skipper/Navigator A. J. Murray (4), H. R. Vallance (3), C. D. Davis (3), M. J. Hesse (2), A. F. Henderson (1). 37

## 24th SYDNEY-HOBART YACHT RACE 1968

"ADRIA" — RSAYC — J. Grubic.	"NELL GWYN" — RYCT — F. Hickman.
"ALCHERINGA" — CYCA — J. Bridgland.	"ODIN" — SYC — L. Abrahams.
"ANITRA V" — RSYS — Sir Garfield Barwick.	"ONDINE II" — NYYC — S. Long.
"ARAPAWA" — EBYMBC — B. Millar.	"OPHIR" — CYCA — D. Jones.
"ATHENA" — SYC — A. Frieë.	"OPTIMIST" — (W. Germany) — H. Beilken.
"BACCHUS D" — CYCA — P. Deaton.	"PATSY" — RPAYC — F. Duffield.
"BALANDRA" — CYCA — R. Crichton-Brown.	"PORTIA" — CYCA — R. Robertson.
"BOAMBILLEE" — CYCA — V. Walsh.	"RAGAMUFFIN" — CYCA — S. Fischer.
"BOOMERANG VII" — RPAYC — J. Baker.	"RAGE" — NYYC — H. Denius.
"CALLIOPE" — MHYC — C. Middleton.	"RAPTURE" — SFYC — F. Callaway.
"CALYPSO" — RYCT — G. Nignall.	"REBEL" — RAYC — B. Wilson.
"CAMELOT" — CYCA — J. Borrow.	"RENEGADE" — RNZYS — J. Lidgard.
"CAROUSEL" — CYCA — M. Brakell.	"RIVAL" — LMYC — A. Burgin.
"CAVALIER" — CYCA — J. Roche.	"ROIAATA" — RAYC — N. Gillard.
"CEDALION" — RSAYS — R. Fidock.	"RONITA" — CYCA — R. Cottee.
"CORROBOREE" — CYCA — J. While.	"SAGA" — RSYS — L. Little.
"DORADO" — RYCT — J. Lake.	"SALACIA" — CYCA — A. Byrne.
"FOUR WINDS II" — HBYC — S. Gibson.	"SALOME" — MHYC — K. Pix.
"FRANKLIN" — RANCSC — RAN.	"SARACEN II" — RPAYC — J. Morris.
"GABRIELLE III" — RUYC — P. Sandwell.	"SARINA" — SYC — R. Langman.
"GILLAWA" — MHYC — A. Wildman.	"SEA-WITCH" — RNZYS — C. Forbes.
"HUON LASS" — RYCT — H. Calvert.	"SHIMAAL" — CYCA — C. Earl.
"JUPITER" — RNZYS — P. Yates.	"SHU-BI-HIMMANY" — CYCA — L. Jenkyns.
"KALEENA" — CYCA — H. Godden.	"SIRIUS" — RNZYS — J. McKenzie.
"KARAWA" — CYCA — L. Kloster.	"STARFIRE OF PERTH" — RFBYC — D. McAllister.
"KIMWANDA" — NYYC — Admiral D. Wauchope, USN.	"SUNDOWNER" — RPAYC — R. Swanson.
"KOOMOLOO" — CYCA — D. O'Neil.	"SYLVENA" — RSYS — S. Moray.
"LORITA MARIA" — CYCA — N. Rydge, Jnr.	"TEMERAIRE" — SYC — C. White.
"MARIA VAN DIEMEN" — CYCA — P. Hill.	"THUNDERBOLT" — CYCA — G. Shields.
"MATIKA" — MHYC — N. Long.	"TINA OF MELBOURNE" — RMYS — E. Scott.
"MATUKU" — RPNYC — K. Cox.	"VENINDE II" — RPAYC — G. Jorgensen.
"METUNG" — MYC — W., R. & B. Holmes.	"WEATHERLY" — CYCA — J. Gilliam.
"MOONBIRD" — MHYC — N. Brooker.	"ZILVERGEEST" — CYCA — A. Murray.
"NATANI" — RSAYS — O. Trewartha.	

## YACHT CLUBS PARTICIPATING

<b>CYCA</b> — Cruising Yacht Club of Australia, N.S.W.	<b>RMYS</b> — Royal Melbourne Yacht Squadron, Victoria.
<b>EBYMBC</b> — Evans Bay Yacht & Motor Boat Club, N.Z.	<b>RNZYS</b> — Royal New Zealand Yacht Squadron, N.Z.
<b>HBYC</b> — Hobsons Bay Yacht Club, Victoria.	<b>RPAYC</b> — Royal Prince Alfred Yacht Club, N.S.W.
<b>LMYC</b> — Lake Macquarie Yacht Club, N.S.W.	<b>RPNYC</b> — Royal Port Nicholson Yacht Club, N.Z.
<b>MHYC</b> — Middle Harbour Yacht Club, N.S.W.	<b>RSAYC</b> — Royal South Australian Yacht Club, S.A.
<b>MYC</b> — Manly Yacht Club, N.S.W.	<b>RSYS</b> — Royal Sydney Yacht Squadron, N.S.W.
<b>NYYC</b> — New York Yacht Club, U.S.A.	<b>RVYC</b> — Royal Vancouver Yacht Club, Canada.
<b>RANCSC</b> — Royal Australian Naval College Sailing Club, A.C.T.	<b>RYCT</b> — Royal Yacht Club of Tasmania, Tasmania.
<b>RAYC</b> — Royal Akarana Yacht Club, N.Z.	<b>SFYC</b> — San Francisco Yacht Club, U.S.A.
<b>RFBYC</b> — Royal Freshwater Bay Yacht Club, W.A.	<b>SYC</b> — Sandringham Yacht Club, Victoria.



# The Winds of Change

## YACHTS ARE DIFFERENT NOW

**T**HE ocean racing yacht of today is quite a different type of boat compared with those which took part in the early Sydney-Hobart Races, twenty and more years ago.

The first Sydney-Hobart Race was organised almost on the spur of the moment when the war had finished and the nine yachts which composed the first fleet were typical cruising yachts of the day. Most of the skippers and crews had had no ocean racing experience and some of the yachts had to borrow spinnakers from harbour racing yachts for the race.

The exception was Captain John Illingworth, R.N., who knew what it was all about. He bought the "Rani", the nearest that he could find to a, then, typical English ocean racing yacht and by experience and hard driving won the race by 19 hours and, incidentally, is the only yacht in the history of the race to win line honours and handicap at the same time.

"Rani", however, had been cruised extensively before the war by Captain Livesay and had a long keel and was rigged as a  $\frac{3}{4}$  sloop with a small fore triangle.

For several years most of the competitors were of the heavy cruising type, not built to any rule and the winners owed their success to hard driving crews who kept their yachts sailing to their maximum at night as well as by day.

Notice was being taken of the RORC Rule by this time and new boats started to appear which had been designed to the Rule, and with the Sydney-Hobart Race particularly in mind, "Lass O' Luss", by Robert Clarke, built in 1948, was the first of these and "Nocturne" in 1949 was Alan Payne's first ocean racer.

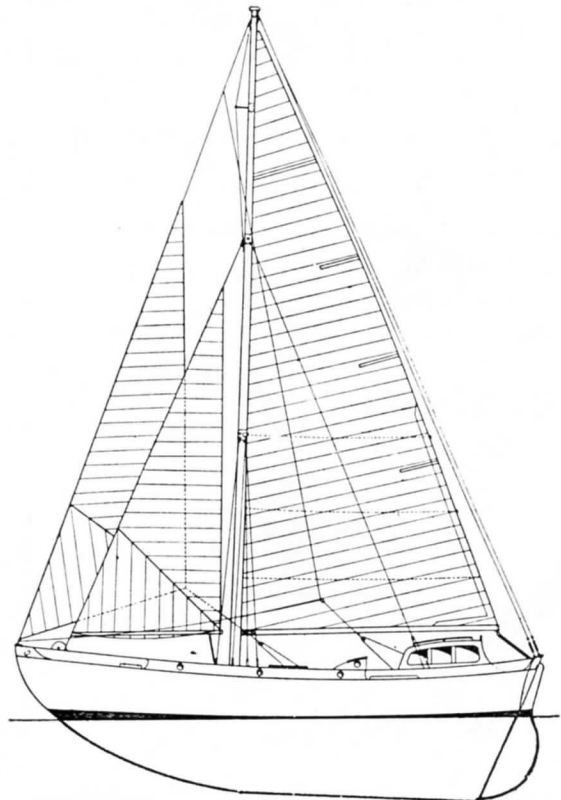
The RORC changed the rule in 1949 and "Nocturne" took severe penalties on her light displacement. Her best performance was line honours and third in 1952. Generally speaking light displacement yachts have not done well in Sydney-Hobart Races.

The Rule was radically changed in 1957 but although it made for fairer handicapping of existing yachts it did not have much of an impact in design for several years.

The biggest improvement in yacht performance occurred in the late 1950s with the advent of sails made from synthetic fibres, Terylene and Dacron. These materials are immensely strong and torn sails are almost a thing of the past. The main advantage, however, was that they would hold their shape in stronger conditions and could be sheeted much flatter. The tremendous tension required to sheet these headsails in tight required synthetic ropes and more powerful winches. Direct acting winches would no longer develop enough power and

geared winches became the order of the day. These have now given way to double geared winches, high gear to gather in the slack and low gear to get in the last couple of feet under full pressure.

All this focussed attention on headsails which are a more efficient sail and, under the existing Rule, a third of their area is free. This has caused most modern yachts to be designed with large fore triangles to get the most advantage of this situation. To keep the measured sail area down the mainsails have become smaller and smaller and now some are referred to as "Mini Mainsails". This development has caused the CCA and the CYCA to bring in a rule specifying a minimum size of mainsail.



*Profile of "Westward",  
winner of the Sydney-Hobart Race  
1947 and 1948.*

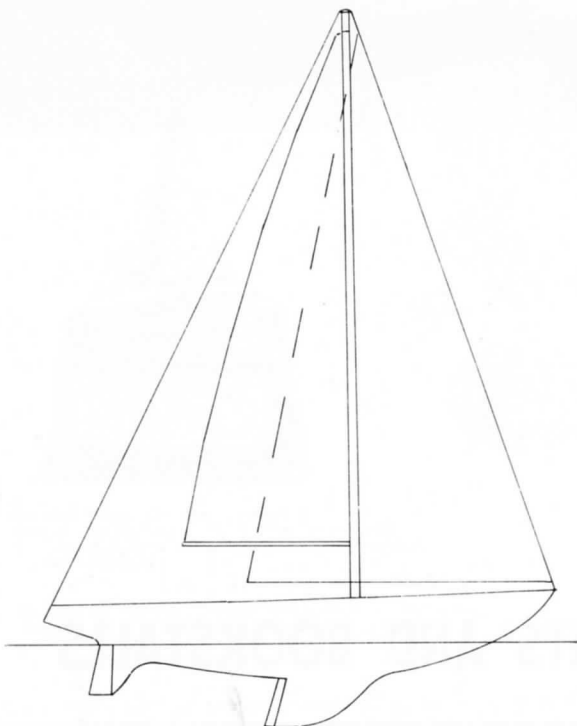
Rigs have more or less standardised as masthead sloops which seem to be the most efficient rig for our conditions. The main winds along the NSW coast are north east or south, which means that the wind is either dead ahead or astern and under these conditions a yawl or ketch does not have the opportunity to use its mizzen staysail and has the windage of the mizzen when working to windward.

Hull changes have also been quite marked over the last 20 years. As mentioned earlier the old yachts, designed for cruising, had long straight keels with a deep forefoot and full bows to lift them over a sea. These had a lot of wetted surface which is not measured, and made them slow in light winds. They were comfortable in a seaway but the keen ocean-racing skipper will always sacrifice a bit of comfort for speed.

The first procedure in design was to cut away more and more of the forefoot and hence shorten the keel. Keels were streamlined as a result of tank testing to maintain their resistance to lateral drift or leeway. Next rudder posts were moved forward from the after end of the waterline to further reduce wetted surfaces. This had the effect of making the keel shorter still and although yachts of this type reached quite well to windward, they were very difficult to sail down wind and would often "take charge", a very frightening phenomenon. Attempts to cure this bad habit have mainly been in the direction of taking the rudder off the keel and hanging a separate rudder on its own at the after end of the waterline. This was not altogether successful and it has been found that some sort of skeg is necessary in front of these "spade" rudders, as they are called, to overcome this tendency to stall.

Further tank testing has shown that very little keel surface is needed to stop leeway if it can be given a little camber, like an aeroplane wing. This is accomplished by means of what is mis-called a "trim tab". This consists of a narrow auxiliary rudder placed at the end of the fin keel and it is moved only a few degrees to leeward on either tack. Some of these trim tabs are arranged so that they can be coupled to the main rudder for extra control when running down wind.

The old cruising yachts had full bows to lift them over a sea and keep the foredeck dry. The effect of this in a seaway is that after they have hit two or three seas in succession they



practically stop dead and take several minutes to get going again. This has led the modern ocean racer to be designed with very straight waterlines forward of the mast and a much finer entry than the older boats. They now tend to plow through a head sea without stopping. It makes them wet but they are faster — so there you are.

It has now been realised that shortening the after end of the keel has shortened up the quarter wave which reduces the maximum speed of a yacht, particularly on a reach.

Attempts to suppress this are made by building a skeg of some kind aft of the rudder or, in the very latest designs, to build the hull with a deep vee aft.

Another factor which slows a yacht up when on a wind in a seaway, is a tendency to "hobby horse", that is pitch excessively. Designers are currently giving a lot of thought to fore and aft stability and inertia and going to great lengths to keep heavy weights, such as engines, tanks, ice boxes, etc., as near the centre of the boat as possible.

Methods of construction have also changed over the years.

Early yachts were conventionally planked and the seams caulked with cotton. This was quite satisfactory for cruising but with the hard driving consistent with ocean racing only those of the strongest construction did not leak badly. The 1946 race saw the advent of two steel yachts, "Southern Maid" and "Trade Winds". The famous "Solo" was built of steel and launched in 1955.

Improvement in waterproof glues led to the development of splining. The hull is planked in the ordinary way and the seams veed with a special routing saw. Long slivers of timber shaped to fit this groove are spread with waterproof glue and driven into the seams. This makes the hull into one homogenous structure and if properly done is stronger than a caulked hull.

Aluminium alloys have been developed which are resistant to sea water and, particularly overseas, quite a few ocean racing yachts are built of this material. "Ondine" here in 1962 and "Pen Duick" last year, are example of yachts of this construction.

Good glue has also made laminated construction feasible. The yacht is planked with four layers of thin timber about  $\frac{1}{4}$ " thick, each layer stapled and glued to the one before it. Usually the inside and outside layers run fore and aft whilst the two intermediate layers are laid on diagonally in opposite directions. This is immensely strong and tight and most of the wooden yachts are being built in this manner now.

Glass reinforced plastic, or fibreglass, is becoming more and more popular. It lends itself particularly to quantity production. It is thus more popular in the U.S.A. where the market is large enough to cater for a considerable number off each mould. There are limited numbers in Australia with our smaller market but their ease of maintenance is causing more yachtsmen to turn to this form of construction.

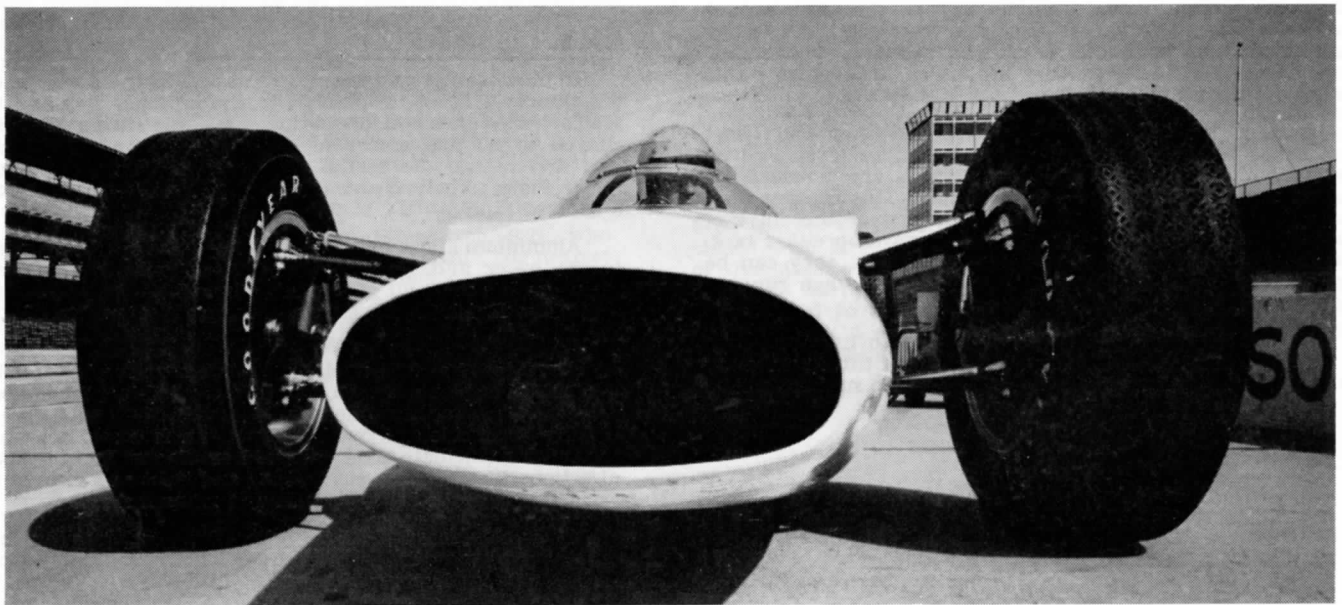
Even the crews have changed. With our racing programme continuing for 12 months of the year our crews have gained a lot of experience. Techniques have improved as a result of overseas experience in 12 metres and Admirals' Cup Challenges. Electronic wind speed and direction indicators have taken a lot of the guesswork out of making yachts go faster and have improved the helmsmanship of the ordinary bloke quite considerably, particularly at night.

Our victorious Admirals' Cup Team last year proved that Australian ocean racing is in world class, but improvements are being made all the time and to stay in front we have to keep up with all developments all over the world.

*Typical profile of  
a 1968 ocean racer.*

# **A**USTRALIAN **MOTOR**

**SPORTS & AUTOMOBILES**



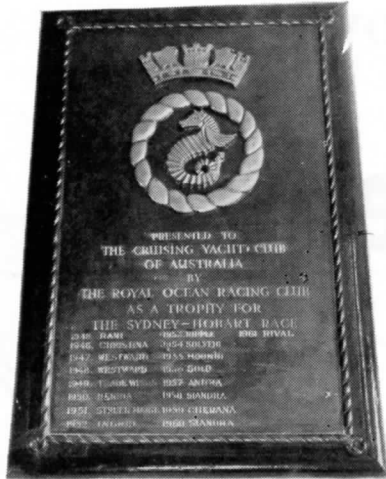
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# SYDNEY-HOBART YACHT RACE TROPHIES



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

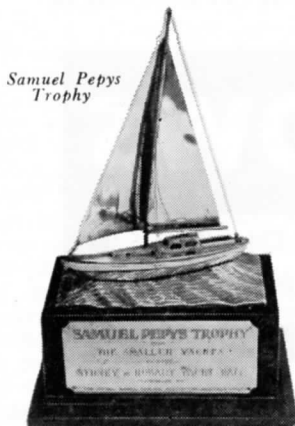
**F. & J. Livingston Trophy:** Presented to the first yacht rounding Tasman Island, to be held for one year. A replica is presented to the owner.

**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 at a function held in Hobart by the Royal Yacht Club of Tasmania.

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paints . . . everything from Manly Junior to  
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\* *Ragamuffin . . . Mercedes III . . . Koomooloo*  
. . . *Balandra . . . Caprice of Huon . . . Bacchus D*



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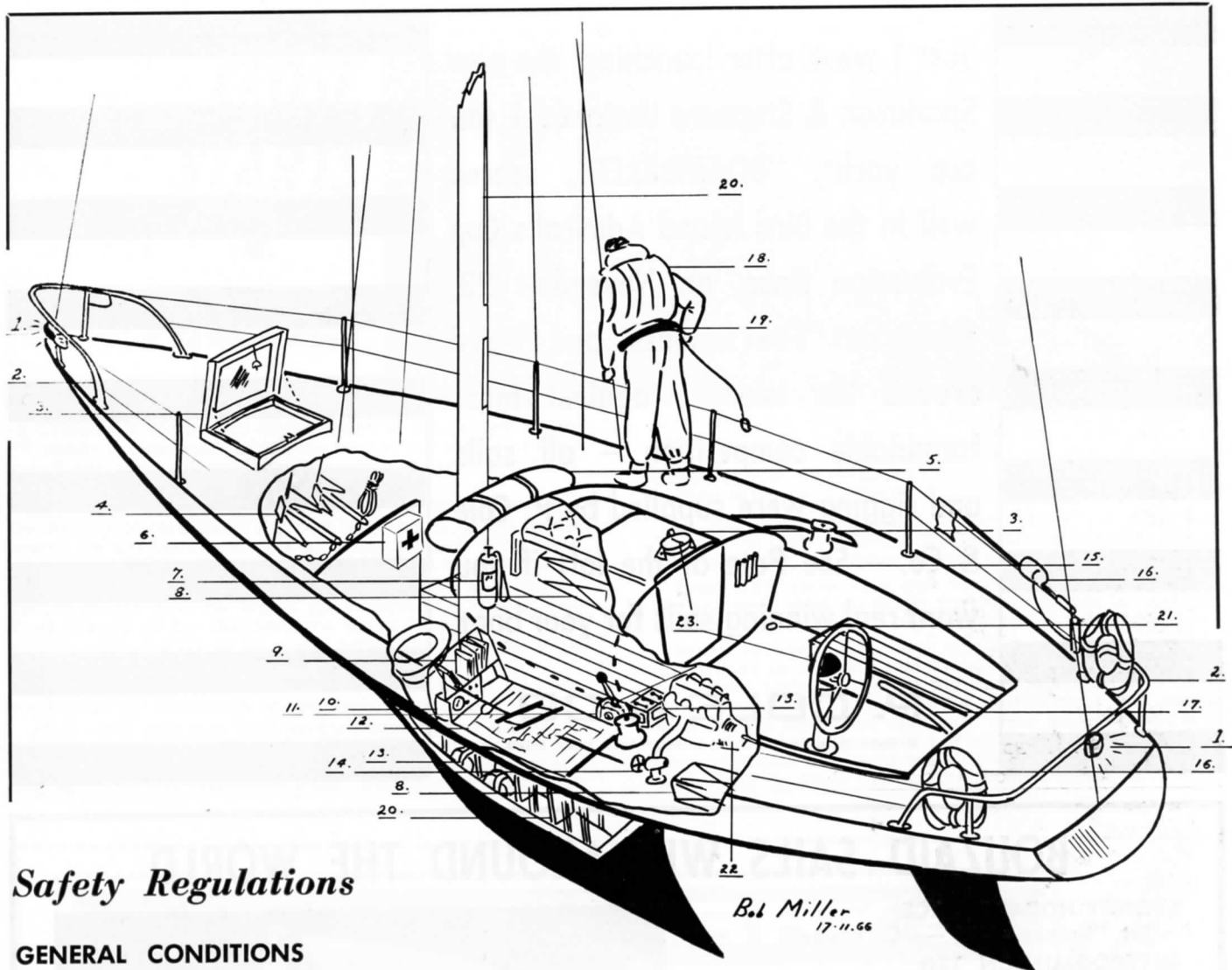
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**HEAD OFFICE:**

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**SOUTH:**

333a Rocky Point Road, Sans Souci, N.S.W. Phone  
529-9534.



## 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.

Just 1 week after launching, the new Sparkman & Stephens designed 1 ton cup yacht, "BOAMBILLEE", scored well in the Bird Island Admiral's Cup Evaluation Race, on November 23, taking out "First in class" and "Third around the Island", against most formidable competition - all sails and rigging were supplied by P. Cole & Co. - See Pete at the loft if you want real winning sails for your boat.

**P. COLE & CO.**

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### SYDNEY-HOBART RACE

1st "Rainbow II" — C. Bouzaid

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#### CHAMPIONSHIP

1st "Query" — D. Lidgard,  
T. Bouzaid

### N.Z. 18ft. CHAMPIONSHIP

"Miss I.G.A." — D. Keane

### P CLASS N.Z. CHAMPIONSHIP

"Sticatto" — J. Moyes

### N.Z. F.A. CHAMPIONSHIP

"Termite" — D. & J. Lidgard

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2nd "Rainbow II" — C. Bouzaid

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"A Division of Sails & Covers Ltd., 53 Fort Street,  
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# CLOSE STARTS • FINISHES



**A**LTHOUGH the Sydney-Hobart Race, as far as most of the public is concerned, is the one race of the year, to Cruising Yacht Club officials it is one of 45 programmed races conducted by the club each year.

Almost any weekend all of the New South Wales yachts in the Sydney-Hobart Race, together with many others, manoeuvre for the start with just as much keenness and determination as the 65 odd yachts will be doing on December 26.

Duels for the most favoured starting position are common and as yachts have no brakes the unfortunate skipper who finds himself on the line with the whole fleet bearing down on him and no place to go except across the line early must then go back and restart, losing valuable minutes.

It is quite common to see a fleet of 25-35 yachts all cross the line within 10 seconds of the starting gun.

After a 600 mile race with yachts scattered over thousands of square miles of ocean, finishes can be amazingly close. In 1946 "Southern Maid" and "Active" finished 24 minutes apart, and again in 1947 "Southern Maid" was only 18 minutes 56

seconds behind "Eolo". In 1948 "Southern Maid" who seems to specialise in close finishes was only 10 seconds ahead of "Merlan". "Waltzing Matilda" in 1949 only got line honours by one minute 51 seconds which was the outcome of a terrific tactical battle up the Derwent for that coveted honour.

In 1962 the famous duel between "Astor" of NSW and "Ondine" of USA resulted in line honours for "Ondine" by one minute exactly, the closest margin so far.

Local CYC races have had their share of close finishes but the prize must go to the fleet of 65 yachts all of whom crossed the finishing line in 23 minutes from first to last.

So as you watch the start of this year's Sydney-Hobart pay tribute to the skill and knowledge of the skippers who manoeuvre their craft, often with only inches between them, into a favourable starting position, to the crews who, at this most critical time must obey each order almost before it is given and to the starter who has control of this big fleet and must anticipate any yacht breaking the line so that the recall signal may be made without the slightest delay.

## NOCK & KIRBY'S



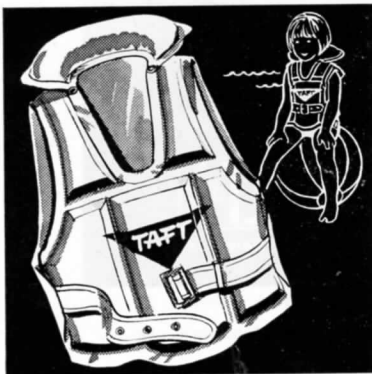
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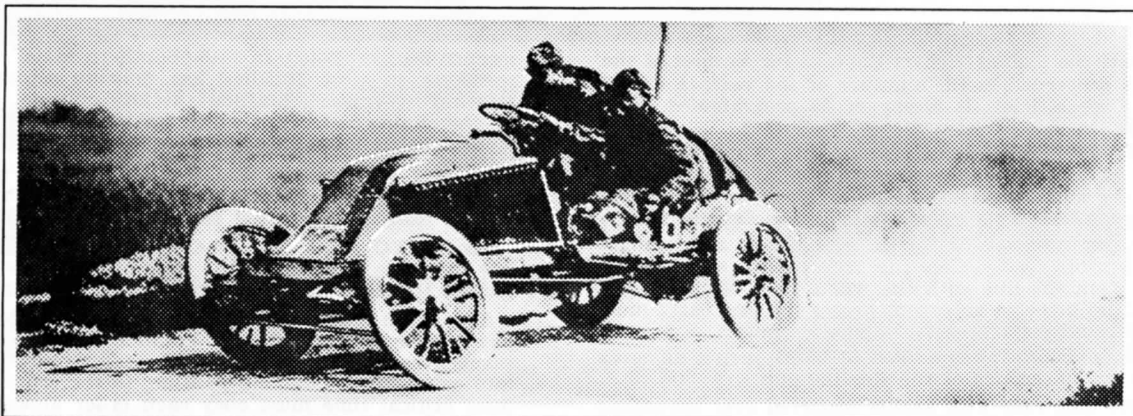
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# Does it really matter what happened 70 years ago?



We think it was significant that one man was thinking about power to weight ratio at a time when other manufacturers were making juggernauts. His name was Louis Renault and his brother Marcel won the first Paris to Vienna race in a 30 h.p. rulebreaker against competitors with more than double this rating. It matters to every Renault driver today that back in 1898 Louis Renault was the original rulebreaker. Give your spirit of adventure the chance to be rewarded — drive the 1968 Renault 10.

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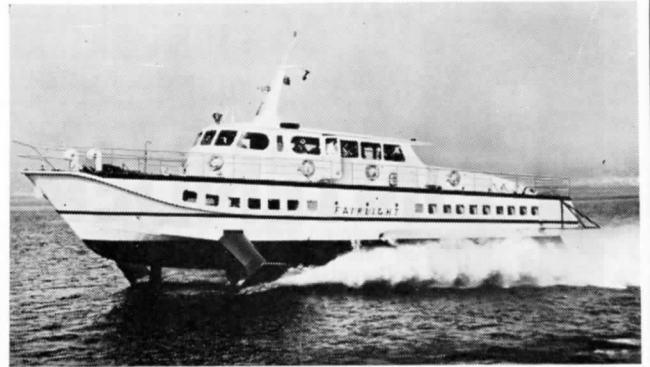
## An Appreciation

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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## Big Hydrofoil

Smoothly scudding over the Harbour at speeds of up to 40 m.p.h. is a thrill you'll never forget. Sit back in aircraft type seats and enjoy the magnificent Harbour scenery through big observation windows. Trips from 7.15 a.m. to 6.40 p.m. every day to Manly. Half-hour excursions from Quay during middle of day. Bookings: 27 9251. **Fares: To Manly 50c each way. Excursions: Adults \$1.50, Children 75c.**

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See the world's finest harbour studded with craft of every description. Sail out into the Pacific Ocean, along Sydney's famous surfing beaches to Hawkesbury River. 60 miles return. Exciting, never-to-be-forgotten Sydney's major tourist attraction. South Steyne leaves No. 3 Jetty, Circular Quay, 1.30 p.m. every Sunday. Licensed Cocktail Lounge, snack bar. **Adults \$2, Children 75c. Concessions for parties. Phone: 27 9251.**

## HAWKESBURY RIVER



The ferry leaves Palm Beach Wharf at 11.30 a.m. daily, cruises up the magnificent Hawkesbury River, stops for lunch at Bobbin Head, and returns to Palm Beach about 4 p.m. Buses from Sydney and Manly. **Adults \$2.00, Children \$1.00. Phone: 27 9251.**

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**CADENCE**, 1966 winner

**RAINBOW II**, 1967 winner

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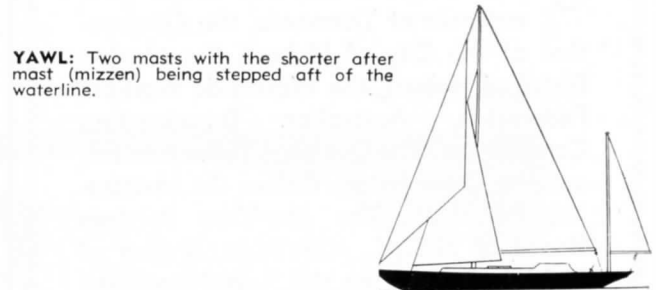
**SILK & TEXTILE PRINTERS  
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HOBART, TASMANIA**

## RIGS

**SLOOP:** One mast, one headsail.



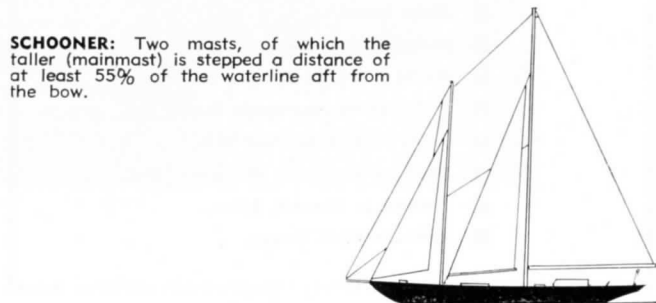
**CUTTER:** One mast, two or more headsails — this requires the mast to be stepped further aft than in a sloop.



**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.

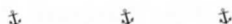


**SCHOONER:** Two masts, of which the taller (mainmast) is stepped a distance of at least 55% of the waterline aft from the bow.



# HANDICAPPING OF OCEAN RACING YACHTS

## The Sydney-Hobart Race is a Handicap Event



**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, like the Sydney-Hobart Race, the arbitrary method of handicapping is unsatisfactory. New yachts are always being built and yachts arrive from other States and overseas whose performance is not known.

Ocean racing yachts are a bit like houses. Every owner wants something different. You will note that the yachts vary very much in size. The smallest is 28' in length overall and the largest is 73' long. All other things being equal, a large yacht is faster than a small one. But other things are never equal and the matter is not as simple as that.

These problems are solved by a system of handicaps based on measurement of certain factors which affect the speed potential of each yacht. 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.

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.

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 two 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.

## INTERNATIONAL OFFSHORE RATING RULE

History has been made in the last year.

As mentioned above ocean races in North and South America have been handicapped according to the C.C.A. Rule whereas in Europe and Australasia the R.O.R.C. Rule has been used. These two Rules have been separate and distinct for over 40 years.

Ocean racing is becoming more and more international. This is evidenced by the growing number of overseas yachts taking part in the Sydney-Hobart Race and the increasing number of countries taking part in the Admiral's Cup series in England. There is also talk of eventually an ocean racing class in the Olympics.

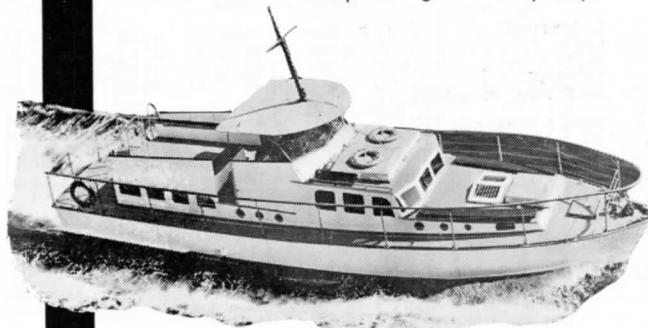
Spurred on by the International Yacht Racing Union an "International Technical Committee" was formed consisting of Olin Stephens and Dick Carter, of U.S.A.; David Fayle and Robin de Glover, of England; Ricus Van de Stadt, of Holland; and Gustav Plym, of Sweden. This Committee was charged with developing a new measurement rule to take the place of those of the R.O.R.C. and the C.C.A. and to be acceptable on a world-wide basis.

The Cruising Yacht Club felt so strongly in favour of this and that the new rule should be a good one that it sent its Measurer to England in November, 1967, to, with the authority of the Australian Yachting Federation, make certain recommendations on behalf of Australia.

The International Technical Committee has accomplished its commission and the International Offshore Rating Rule was approved by a meeting of representatives of 11 ocean racing countries including Australia on 16th November, 1968.

It is intended to apply this new Rule in 1970 and this means that the Sydney-Hobart Race of 1970 will be sailed under this Rule. This will mean that American yachts coming to Australia will not require to be re-measured as they do now and similarly any of our yachts racing in the Honolulu, Bermuda or Transatlantic Races will be handicapped as they are in Australia. It should usher in a new era in international ocean racing and it is a good Rule.

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# RACE RECORD

## OFFICIAL PLACINGS ● 1945-1967

### 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.

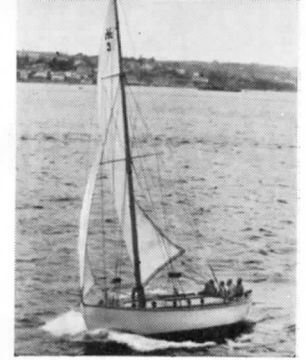
### 1947

(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.	EOL	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. Godshall).

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	3-18-22-46
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

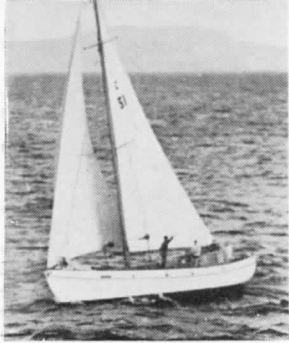
(Times are given in days, hours, minutes and seconds)

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

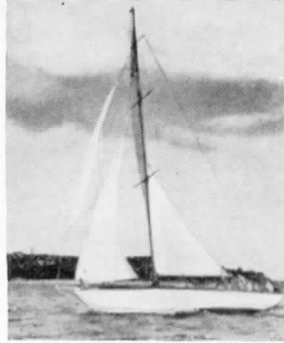
Fastest Time: WALTZING MATILDA.

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

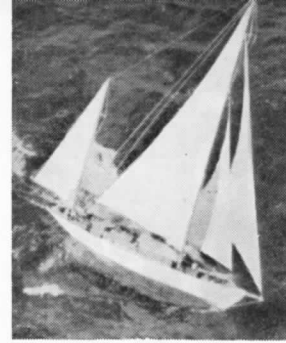
Weather: Mainly light and variable winds, but with a 40 knot Northerly in Bass Strait on the third day.



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

Fastest Time: MARGARET RINTOUL.

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

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

## 1951

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

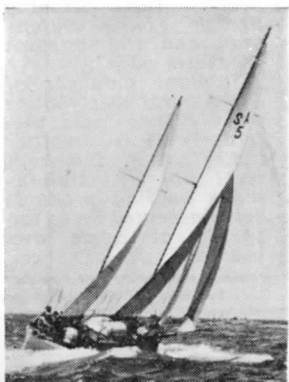
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	STRUEN MARIE	T. Williamson	4-03-38-35	.6805	2-19-48-26
2.	LAHARA	D. Ashton	4-07-24-59	.6652	2-20-47-33
3.	LASS O' LUSS	J. Colquhoun	4-03-12-05	.7059	2-22-01-35
4.	FORTUNA	W. Fesq	4-05-54-38	.6923	2-22-33-10
5.	ELLIDA	J. Halliday	4-14-51-58	.6603	3-01-12-18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

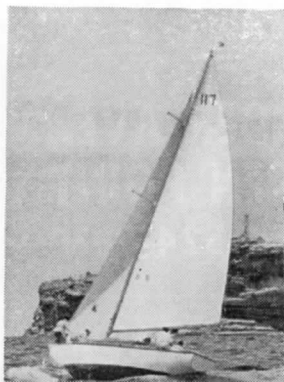
Retired: WAYFARER (P. M. Luke), KATWINCHAR (E. J. Mossop).

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.	RIPPLE	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5.	KINTAIL	D. Macrae	6-11-15-01	.7048	4-13-25-13
6.	KURURA	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	A. V. Toll	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	G. Brenac	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.	RIPPLE	R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG	T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3.	HORIZON	S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohen	6-05-23-15	.6571	4-02-09-45
6.	BRIILLIANT	B. Warmiq	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), JANZOOON (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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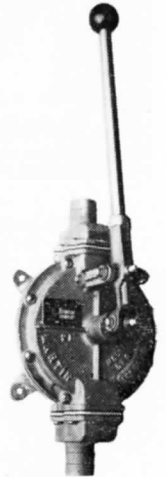
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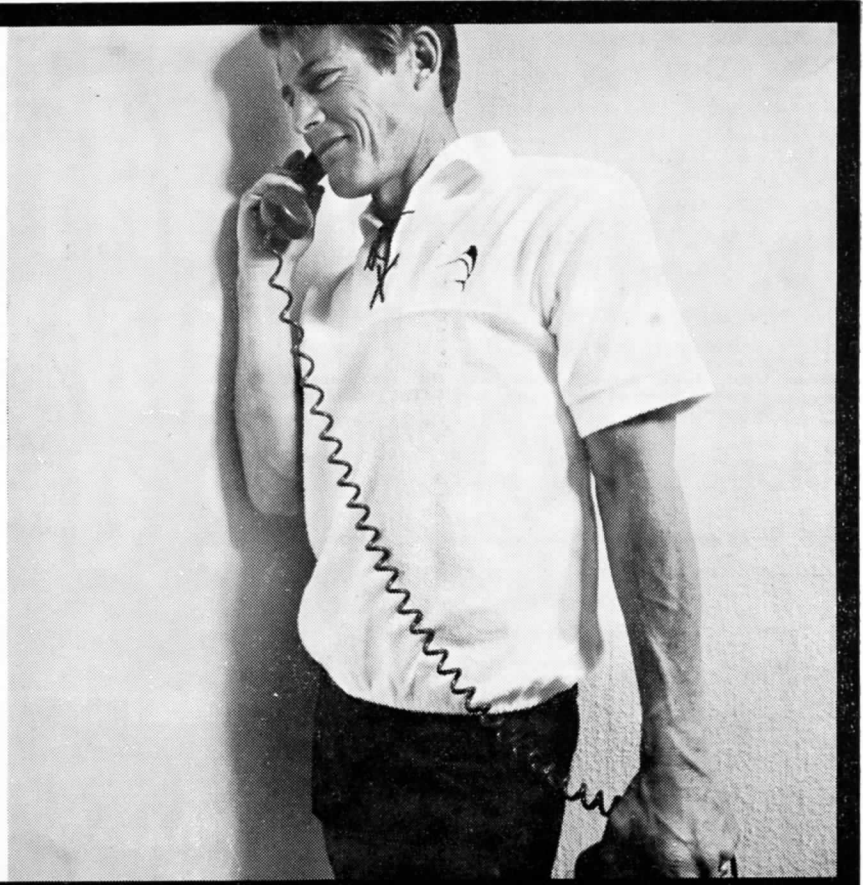
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"Rival"

1961

11.	JANZOOM 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. Pettigall	4-15-13-08	.6695	3-02-27-40
35.	METUNG	T. Beatty	4-07-38-09	.7265	3-03-17-29
36.	LARNITARNI	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. Rydges, 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	A. R. 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.	MALOHU	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. J. 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. While	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



"Freya"

1963, 1964 and 1965

Fastest Time: ASTOR

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

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

### 1964

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

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

Fastest Time: ASTOR.

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

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

### 1965

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	.7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	.7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	.7475	3-15-46-20
6.	NARANDA	I. A. R. Polson	4-21-25-12	.7522	3-16-19-24
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	.8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	.7563	3-16-30-06
10.	KURUDA	N. F. Milne	4-21-00-08	.7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gillling	4-21-21-58	.7562	3-16-45-09
12.	FANFARE	G. P. Patterson	4-08-05-23	.8536	3-16-51-03
13.	TAMBOO	R. J. Green	4-21-30-53	.7566	3-16-54-42
14.	POITREL	J. Robson-Scott	4-20-57-20	.7607	3-16-58-05
15.	PALANA	R. J. Shield	4-20-54-27	.7613	3-17-00-06
16.	BINDAREE	G. G. Blackwood	4-20-58-18	.7617	3-17-05-50
17.	ODIN	L. Abrahams	4-16-17-52	.7940	3-17-09-51
18.	ATHENA	J. Jarrett	4-22-05-04	.7553	3-17-11-21
19.	TAM O'SHANTER	K. MacGregor	4-20-58-10	.7626	3-17-12-03
20.	JANZOOM II	W. Russel Slade	4-18-09-09	.7823	3-17-18-05
21.	CAROUSEL	L. E. Gabriel	4-21-27-28	.7639	3-17-43-33
22.	RIVAL	A. G. Burgin	4-20-57-27	.7681	3-17-50-06
23.	MISTER CHRISTIAN	P. Kurts	4-18-13-59	.7955	3-18-52-20
24.	KARINGAL	A. Berns	4-18-11-25	.7966	3-18-57-50
25.	SOUTHERLY	D. Mickleborough	4-22-04-06	.7710	3-19-01-51
26.	VALHALLA	A. & P. Hankin	4-20-44-56	.7805	3-19-07-21
27.	ASTELOT	A. G. Croft	4-20-45-55	.7804	3-19-07-25
28.	AKALA	J. H. Bleakley	4-21-31-04	.7792	3-19-34-10
29.	SEAWIND	N. F. Brooker	4-16-06-50	.8184	3-19-45-15



## SYDNEY-HOBART 1967-8

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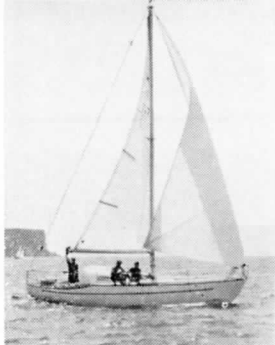
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1967



Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
30.	FARE-THEE-WELL	R. T. Williams	4-20-46-51	.7874	3-19-57-11
31.	THEME	K. Bridgestocke	5-00-45-10	.7625	3-20-04-26
32.	TAIRERE	A. Adams	4-20-46-38	.7893	3-20-10-20
33.	SALACIA	A. Byrne	4-19-57-46	.8035	3-20-22-21
34.	BACCHUS D	P. E. Deaton	4-14-23-32	.8458	3-21-22-10
35.	CORROBOREE	K. A. Gray	4-20-37-11	.8036	3-21-42-55
36.	FRANKLIN	R.A.N.	4-19-01-42	.8189	3-22-11-48
37.	CARINA	R. L. Holford	4-22-49-38	.7981	4-02-28-08
38.	SOUTHERN MYTH	N. C. Howard	4-20-59-43	.8250	4-00-31-16
39.	TAHUNA	E. A. Hales	4-20-36-52	.8314	4-00-57-12
40.	SEA BEE	J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41.	STORMVOGEL	C. Bruynzeel	3-20-30-09	1.0645	3-20-30-09
42.	ALCHERINGA	J. N. Bridgeland	5-01-48-13	.8226	4-04-11-45
43.	INGRID	C. M. Earl	5-08-42-41	.7840	4-04-54-35
44.	BARANNE	J. Wedd	5-13-25-00	.7654	4-06-07-03
45.	ILINA	K. R. Murdoch	4-18-27-15	.9097	4-08-07-06
46.	ENID	J. Cockle	4-12-48-05	.9577	4-08-11-56
47.	CUTTY SARK	W. R. Bradley	4-23-39-29	.9231	4-14-27-23
48.	CORSARO II	Italian Navy	4-20-53-45	.9777	4-18-17-20
49.	ARUNTA PRINCESS	A. Mark	6-12-28-12	.7696	5-00-25-10

Fastest Time: STORMVOGEL.

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

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

## 1966

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CADENCE	H. S. Mason	5-13-25-24	.7403	4-02-46-24
2.	SALOME	R. Swanson	5-11-47-19	.7589	4-04-00-53
3.	TAMBOO	R. J. Green	5-12-16-22	.7566	4-04-04-40
4.	MISTER CHRISTIAN	P. Kurts	5-06-54-55	.7892	4-04-09-25
5.	MALOHI	S. Fischer	5-13-25-34	.7555	4-04-48-13
6.	SERIFA	B. J. Case	5-14-03-13	.7532	4-04-58-09
7.	MARIE VAN DIEMEN	P. Hill	5-13-42-03	.7573	4-05-15-07
8.	HUON LASS	H. D. Calvert	5-07-44-21	.7951	4-05-33-56
9.	VALHALLA	P. Hankin	5-11-21-50	.7805	4-06-31-47
10.	ASTELOT	A. G. Croft	5-11-31-32	.7804	4-06-38-34
11.	CANOPUS	J. K. Williams	5-12-44-22	.7737	4-06-42-02
12.	FIDELIS	J. V. Davern	4-08-39-43	.9823	4-06-48-35
13.	JANZON II	W. Russell-Slade	5-11-33-09	.7823	4-06-53-49
14.	AKALA	J. H. Bleakley	5-11-51-09	.7814	4-07-01-47
15.	KALEENA	H. E. Godder	5-13-30-42	.7739	4-07-19-28
16.	CAMELOT	J. G. Borrow	5-11-29-10	.7874	4-07-31-56
17.	RONITA	R. A. Cottee	5-16-39-11	.7588	4-07-41-33
18.	ODIN	L. J. Abrahams	5-10-41-41	.7945	4-07-50-12
19.	BALANDRA	R. Crichton-Brown	5-02-06-46	.8529	4-08-08-59
20.	LORITA MARIA	N. B. Rydge	5-13-27-24	.7829	4-08-19-00
21.	POITREL	J. Robson-Scott	5-17-37-16	.7594	4-08-30-35
22.	TAONUI	J. Lidgard	5-07-24-16	.8226	4-08-48-10
23.	SALACIA	A. W. Byrne	5-10-40-40	.8036	4-09-00-45
24.	POSEIDON	M. W. Miller	5-08-16-37	.8195	4-09-07-22
25.	CATRIONA	D. M. Brown	5-12-04-43	.7982	4-09-25-31
26.	FRANKLIN	R.A.N.	5-08-51-46	.8189	4-09-31-32
27.	SATANITA	D. H. R. Wilkie	5-10-17-22	.8163	4-10-21-19
28.	KARINGAL	A. Berns	5-13-32-07	.7986	4-10-38-28
29.	SEAWIND	R. L. Holford	5-10-35-04	.8194	4-11-00-03
30.	WAITERE	D. D. Muir	5-21-26-55	.7566	4-11-01-12
31.	ROPAWE	R. K. Brown	5-17-01-32	.7831	4-11-18-17
32.	BACCHUS D	P. E. Deaton	5-06-45-29	.8469	4-11-21-05
33.	SHIMAAL	C. M. Earl	5-13+24-14	.8102	4-12-06-00
34.	CARMEN	J. H. Edmunds	6-06-13-30	.7331	4-14-07-47
35.	CAROUSEL T	L. E. Gabriel	6-01-49-36	.7633	4-15-18-34
36.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-20-16	.7557	4-16-20-17
37.	THEKLA	E. Eggers	5-11-06-09	.9070	4-22-54-36
38.	RIVOLI	F. F. Varcoe	6-08-20-13	.7619	4-20-03-56
39.	CAROUSEL	M. R. Brakell	6-10-47-54	.7568	4-21-09-05
40.	CARINA	R. L. Holford	6-05-07-41	.7981	4-23-01-09
41.	NAM SANG	J. Thompson	5-08-10-33	.9568	5-02-38-19
42.	ALCHERINGA	J. N. Bridgeland	6-06-33-19	.8257	5-04-18-49
43.	SAGA	L. S. Little	7-02-28-41	.7831	5-13-30-04
44.	ALTAIR	G. W. Moore	6-13-01-18	.8635	5-15-35-18

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.

## 1967

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RAINBOW II	C. Bouzaid	4-19-59-38	.7643	3-16-39-15
2.	PEN-DUICK III	E. Tabarly	4-04-10-31	.8946	3-17-37-00
3.	MATIKA	N. Long	4-22-04-33	.7722	3-19-10-40
4.	SALACIA	A. Byrne	4-18-21-24	.8025	3-20-02-19
5.	MERCEDES III	H. Kaufman	4-18-41-05	.8035	3-20-08-56
6.	HUON LASS	H. D. Calvert	4-20-09-51	.7949	3-20-20-19
7.	MISTER CHRISTIAN	P. Kurts	4-22-03-47	.7892	3-21-10-31
8.	CASTANET	L. Carmichael	5-08-49-03	.7315	3-22-13-47
9.	CORROBOREE	K. A. Gray	4-23-20-44	.7987	3-23-19-17
10.	WATHARA II	B. Cameron	5-05-28-39	.7667	4-00-12-13
11.	CALLIOPE	C. Middleton	5-11-53-08	.7323	4-00-34-47
12.	MOONBIRD	N. F. Brooker	5-06-32-38	.7682	4-01-12-38
13.	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14.	SATANITA	J. Roche	5-13-11-55	.7378	4-02-16-28
15.	SATANITA	D. H. R. Wilkie	5-01-38-39	.8083	4-02-19-39
16.	MALOHI	S. Fischer	5-10-36-26	.7550	4-02-36-31
17.	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18.	FARE-THEE-WELL	R. Williams	5-06-22-22	.7859	4-03-18-59
19.	ADRIA	J. Grubic	4-23-04-31	.8360	4-03-32-50
20.	SARINA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21.	CATRIONA	D. M. Brown	5-05-04-57	.7982	4-03-50-28
22.	FIDELIS	J. D. Davern	4-06-36-48	.9823	4-04-47-49
23.	WEATHERLY	J. Gilliam	5-08-04-47	.7894	4-05-06-22
24.	POITREL	J. Robson-Scott	5-13-55-46	.7564	4-05-18-16
25.	NORLA	J. Bennetto	5-05-38-46	.8142	4-06-18-03
26.	RONITA	R. A. Cottee	5-16-24-44	.7550	4-06-56-28
27.	ASTELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28.	MYTH OF ARRAN	D. Reid	4-22-00-33	.8769	4-07-28-56
29.	LASS O'LUSS	B. C. Psaltis	5-08-12-23	.8072	4-07-29-18
30.	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31.	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32.	ANITRA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33.	TAMBOO	R. J. Green	5-17-18-24	.7567	4-07-53-50
34.	SHIMAAL	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35.	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36.	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37.	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38.	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39.	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40.	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41.	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42.	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-13-37-15
43.	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58
44.	ENID	J. C. A. Cockle	4-19-00-17	.0577	4-14-08-24
45.	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46.	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47.	MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50
48.	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49.	MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38
50.	SEPTEMBER SONG	T. Palmer	6-00-55-19	.7690	4-15-26-43
51.	MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42
52.	RIVOLI	F. F. Varcoe	6-05-10-45	.7619	4-17-39-34
53.	SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54.	ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48
55.	SOUTHERN MYTH	N. C. Howard	5-20-51-02	.8250	4-20-12-06
56.	SEA BEE	J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57.	CAROL ANNE	P. Battersby	6-03-23-25	.8016	4-22-08-22
58.	SEA WITCH	C. R. Forbes	5-23-32-31	.8271	4-22-43-24
59.	LOLITA	N. G. Cassim	6-18-40-45	.7684	5-05-00-09
60.	ATAMAN	E. A. Brodie	7-08-01-45	.7451	5-11-09-33

Fastest Time: PEN-DUICK III.

Retired: AKALA (J. H. Bleakley), KATHLEEN GILLET (R. R. Stephenson), MARIE VAN DIEMEN (P. Hill), ODIN (L. Abrahams), ROPAWA (R. K. Brown), SOUTHERN STAR (E. R. Harold), THEKLA (E. Eggers).

Weather: Light S.E. at start, fading the first night, then N.E., freshening. Line squall from S.W. south of Gabo I and E to S.E. down the Tasmanian coast. Leaders were becalmed off Maria I and suffered from light airs up the Derwent while the second half of the fleet had fresh N.W. winds down the coast and up the Derwent.

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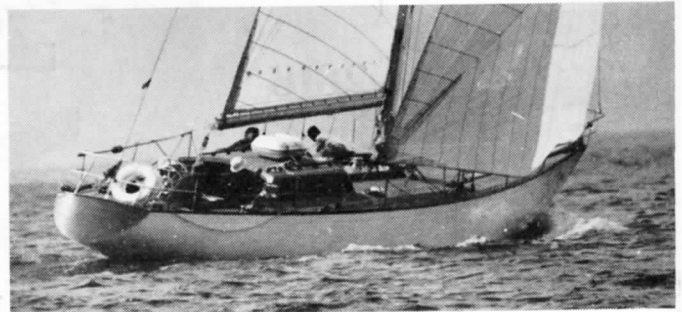
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