

# sydney - hobart

YACHT RACE 1969

OFFICIAL PROGRAMME

30c



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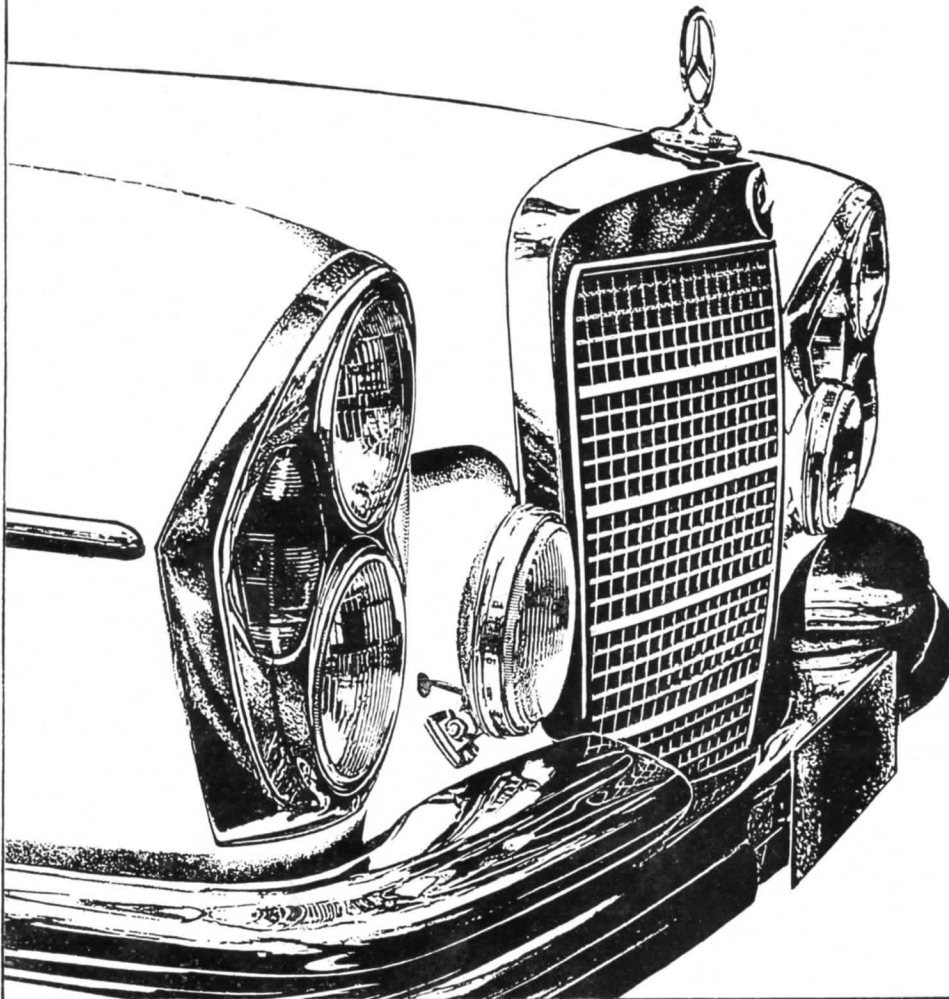
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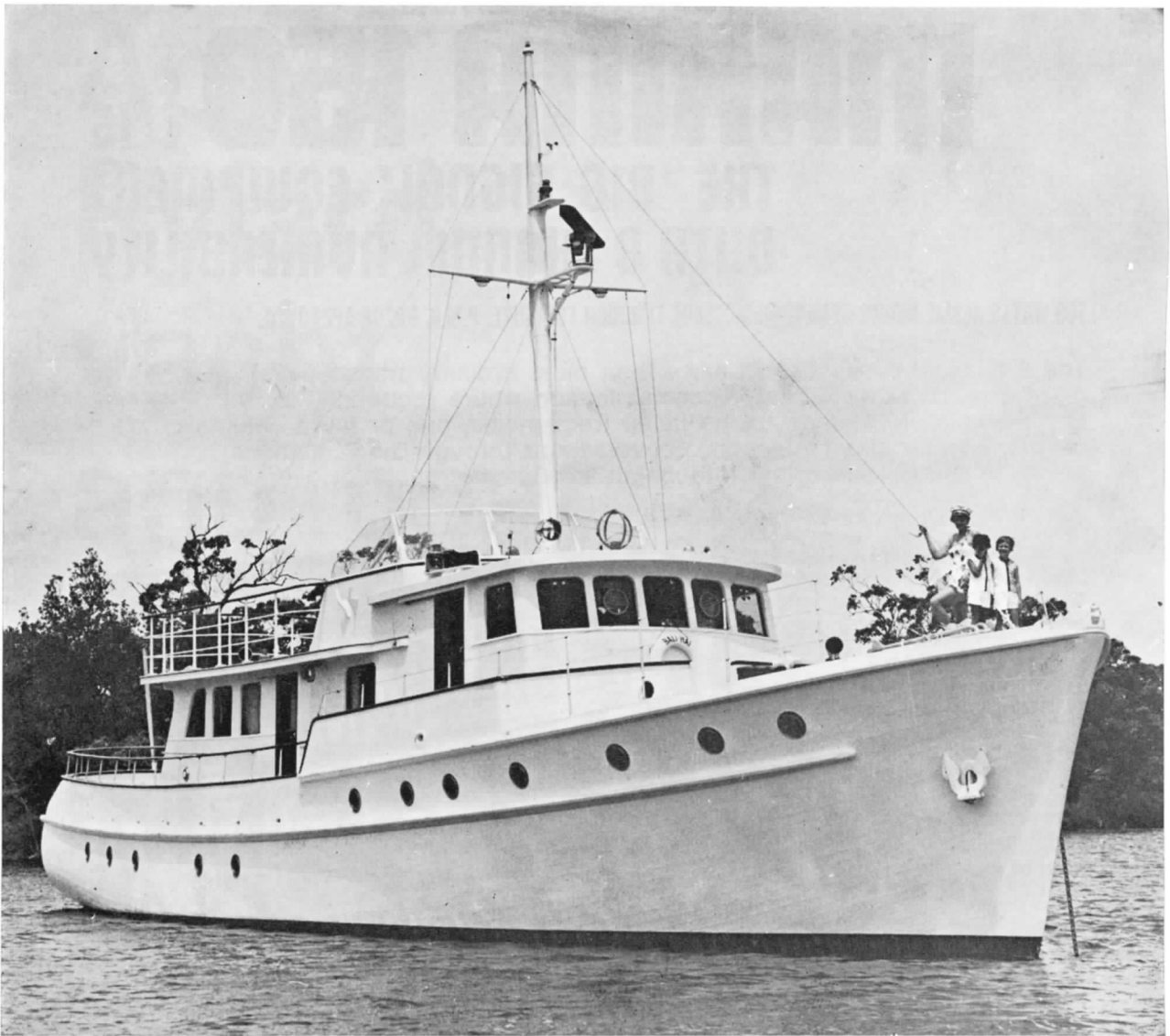
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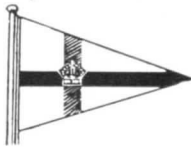
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THE TWENTY-FIFTH

# SYDNEY



# HOBART

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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 Prime Minister of Australia,  
The Rt. Hon. J. G. Gorton, M.A.*

Time of start: 11.00 a.m.

**DECEMBER 26**

# 1969



# 1969

## SYDNEY-HOBART YACHT RACE



### Follow The Fleet

ON ABC RADIO AND TV

#### TELEVISION

Direct telecast of the start.  
Beginning 10.50 a.m., Channel 2.

#### RADIO (2BL)

10.55 a.m.—Description of start.  
Progress reports from radio relay boat  
Bali H'ai:

Friday:

6.30 p.m., 9.50 p.m.

Saturday:

10.50 a.m., 6.30 p.m., 9.50 p.m.

Sunday:

10.20 a.m., 6.18 p.m., 9.50 p.m.

Monday:

11.02 a.m., 6.30 p.m., 9.50 p.m.

Tuesday:

11.02 a.m., 6.30 p.m., 9.50 p.m.

Wednesday:

12.04 p.m., 6.37 p.m., 9.50 p.m.



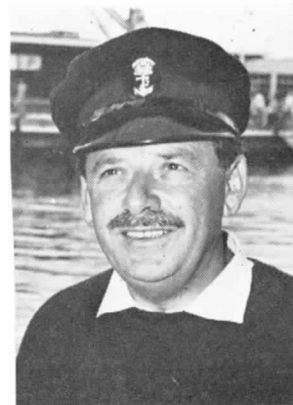
ABC RADIO AND TV



#### CRUISING

#### YACHT CLUB

#### OF AUSTRALIA



This is the 25th Sydney-Hobart Race — one of the Blue Water classics in world ocean racing.

Perhaps the first Hobart Race in 1945 could be regarded as the beginning of ocean racing in Australia. At a dinner held in Sydney in 1944, organised by Peter Luke ("Wayfarer") and Charlie Cooper ("Asgard"), some yachtsmen from Sydney and Pittwater decided that 'cruising' up and down the N.S.W. Coast was preferable to racing around the buoys in Sydney Harbour and Pittwater. With this object in mind the Cruising Yacht Club of Australia was formed. Its membership totalled 9.

In 1945 Peter Luke, A. E. Walker and Jack Earl proposed a 'cruise' to Hobart. An Honorary Member of the C.Y.C.A. at that time, Captain John Illingworth, R.N., suggested that a 'race' would be better than a 'cruise' and entries closed on 1st December, 1945, for the first Sydney-Hobart Race.

This race, which was open to any yacht on the Register of a recognised yacht club, was to be conducted under the Rules of the Royal Ocean Racing Club. The race was won by Captain Illingworth in "Rani".

That first Hobart Race, as all other Hobart races, was a great success and this was due in no small measure to the tremendous co-operation and help given by the Royal Yacht Club of Tasmania which every year since 1945 has assisted so substantially in organising the race. In conjunction with the Marine Board of Hobart, The Corporation of the City of Hobart and the people of Tasmania, the Royal Yacht Club of Tasmania makes the arrival of the yachts in Hobart a never to be forgotten moment.

This year we have a record fleet. Among the 80 starters are 4 yachts from the U.K., 1 from Japan, 1 from France, 1 from the U.S.A., 9 from New Zealand, 1 from the A.C.T., 1 from New Guinea, 5 from Western Australia, 2 from South Australia, 9 from Victoria, 5 from Tasmania, 2 from Queensland and 39 from N.S.W.



Every second year the Hobart Race is also the 4th race in the Southern Cross Cup series. This is a series of races in which teams representing States of the Commonwealth of Australia, the Dominion of New Zealand and overseas countries compete in the same way as in the Admiral's Cup. This year we have teams from the U.K., New Zealand, Victoria, N.S.W., South Australia and Western Australia.

But what is the Hobart Race, apart from being a yacht race from Sydney to Hobart. It is an ocean race of 630 miles, sailed in what can be the angriest or the kindest ocean conditions. It is sailed in the Tasman Sea across Bass Strait, around Tasman Island, up Storm Bay and the Derwent River, finishing in Hobart.

The ocean, exposed to the East and/or the West by thousands of miles of sea uninterrupted by land masses, the Roaring Forties and exposed to the Antarctic, produces a variety of conditions. These range from storms to gales but lest gentle reader you become apprehensive, the conditions so often include flat calms with no wind at all!

Those who have sailed in Hobart Races have experienced most of these conditions for it is never the same twice. It is a great race and a challenge. It requires a high standard of seamanship and navigation and it requires a high-standard of boat and equipment.

In fact, it is in many ways representative of our young and exciting country, if for no other reason but the challenge and the variety of conditions.

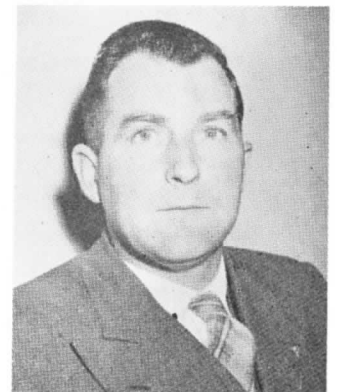
In the 25 years since our first Hobart Race, the C.Y.C.A. has grown in stature and is now recognised as an authority in ocean racing. This has been helped by the splendid performance of our 3 Admiral's Cup teams which against International competition, 12,000 miles from our own waters, has resulted in a first and 2 seconds.

The membership of the C.Y.C.A. is now 800 and it has no fewer than 235 yachts on its Register. Its racing programme covers 45 weeks in the year and its Winter series attracts up to 100 starters each week.

All this has been achieved by the dedication of men to the challenge of racing across the ocean; men from all walks of life who have one thing in common—ocean racing.

R. CRICHTON-BROWN  
Commodore

## THE ROYAL YACHT CLUB OF TASMANIA



I have always regarded sport as a great catalyst in bringing together people from different nations and areas closer together in a spirit of competitive friendliness that has lasting benefit. I believe however, that, in the sport of yachting, this fact is more pronounced than in any other sporting activity.

It seems that the challenge of man against the sea; the courage, comradeship, skill and devotion of the thousands who enjoy yachting throughout the world, bring people together in a way nothing else could.

And so it is with the Sydney-Hobart Yacht Race — now established as one of the world's great yachting events. At the start and finish each year new and lasting friendships are made. The race itself requires more than the usual ability on the part of all competitors, and justly deserves the title of classic.

On the significant occasion of the 25th Anniversary of this great race we in Hobart, at the Royal Yacht Club of Tasmania, look forward with great joy

each year to greeting the yachtsmen who come, and seeing the grand fleet they sail. "Welcome, friend," will again be the greeting from the R.Y.C.T. and the City of Hobart when each competitor arrives, secure in the knowledge that he has contributed to creating the something special we all know and love as The Sydney-Hobart Yacht Race.

M. D. GEEVES,  
Commodore

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# THE SOUTHERN CROSS CUP



## FINAL POINTS:

N.S.W. 312  
NEW ZEALAND 268  
TASMANIA 183

A.C.T. 174  
QUEENSLAND 134  
VICTORIA 97

**THIS year sees the second of the Southern Cross Cup series, which was inaugurated in 1967, and is held every two years.**

The series consists of four races, two of 30-40 miles, one of 200 miles, and the 640 mile Sydney-Hobart Race.

The trophy is contested for by teams of three yachts, representing States or Territories of the Commonwealth and other countries or colonies. The races are also open to individual entries, who can compete for the trophy for the race, but not the Southern Cross Cup, which can only be awarded to a team.

For its first year the series had the gratifying entry of six teams from N.S.W., Queensland, Victoria, Tasmania, Australian Capitol Territory and New Zealand. Great Britain had a team all set to enter, but industrial troubles prevented its departure in time.

In the first race, the 200-mile Royal Sydney Yacht Squadron Cup, New South Wales scored heavily with "Mercedes III" first and "Calliope" second. New Zealand got third with "Castanet" sixth with "Rainbow II" and 16th with "Satanita". The third New South Wales yacht "Moonbird" came tenth.

Of the other teams, A.C.T. had a 5th "Bacchus D", 13th "Ronita" and 23rd "Franklin", Queensland had 11th "Malveena" and 20th "Sequana". Tasmania had 15th "Huon Lass" and 22nd "Norla", Victoria had a 17th "Odin".

The race was sailed in good weather conditions and in reasonably quick time. At the end the points were N.S.W. 96, N.Z. 78, A.C.T. 62, Qld. 38, Tas. 32 and Victoria 16.

The second race of 30 miles was the Royal Prince Alfred Centenary Bowl, and was run from Sydney to Coogee, back to South Reef, back to Coogee and then home. Conditions were fresh winds with moderate seas and again resulted in a triumph for N.S.W., who gained 1st "Moonbird", 2nd "Mercedes", 5th "Calliope". New Zealand's "Rainbow" was unfortunately involved in an incident at the start, which later resulted in her disqualification, thus losing all points for New Zealand's top yacht. The other two team yachts came 10th "Satanita" and 12th "Castanet". Tasmania got a 3rd "Huon Lass" and 25th "Nell Gwyn", Queensland 6th "Mr. Christian", 18th "Sequana" and 21st "Malveena", Victoria 9th "Sarnia", 16th "Odin" and 28th "Sarda of Burnham", A.C.T. 11th "Ronita", 14th "Bacchus" and 26th "Franklin".

The points at this stage read — N.S.W. 146, N.Z. 100, A.C.T. 86, Qld. 65, Tasmania 53 and Victoria 40.

The Middle Harbour Trophy Race was the third race of the series and once again a 30-mile course. The day opened with strong blustering southerly to south westerly winds, with heavy seas outside the heads — and with Christmas and the Sydney-Hobart Race only a couple

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*Hood Sails were also used on Balandra, record breaker of this years Montagu Island Race.*

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**THE  
N.S.W.  
SOUTHERN  
CROSS CUP  
TEAM  
1967**

*"Mercedes III"*



*"Calliope"*



*"Moonbird"*

of days away, the starter elected to send the yachts on a course of 30 miles all within the confines of the harbour, having in mind the difficulty of repairing any damage before Christmas. An interesting entry in this race was the French yacht "Pen Duick", which was racing as an individual entrant and not as a contender for the Southern Cross Trophy honours. The yachts all got away to a good start and had the excitement (and difficulties) of sailing "around the buoys" in a strong wind. The big steel "Bacchus D" revelled in the conditions and expert crew work offset the difficulties of handling big gear in the confines of the harbour. As a result "Bacchus" roared over the finishing line, seconds ahead of "Pen Duick" to win on handicap for A.C.T. The other A.C.T. yachts were 19th "Ronita" and 21st "Franklin". New Zealand had a 2nd "Rainbow", 7th "Satanita" and "Castanet" 15th. New South Wales gained 3rd "Moonbird", 5th "Mercedes" and 13th "Calliope". Tasmania 4th "Hyon Lass", 12th "Norla" and 18th "Nell Gwyn". Victoria gained 8th "Sarnia" and 30th "Sarda of Burnham". Queensland had "Sequana" 26th and "Malveena" 29th.

Points then stood at N.S.W. still holding the lead with 186, N.Z. 139, A.C.T. 117, Tasmania 87, Queensland 74 and Victoria 55.

It was with these points that the teams faced the Sydney-Hobart Race which carried triple points.

There was the record fleet of 67 which came up to the start among whom were the 18 team yachts. The confusion caused by a buoy breaking loose at South Reef is now a matter of history, but boats quickly sorted themselves out and settled down to the serious business of racing.

After an exciting wait during which it appeared that "Pen Duick" would get both line and handicap honours, "Rainbow" swept up the Derwent to win on handicap. Victoria suffered a reverse by having "Odin" retire, and the race finally resolved itself into N.Z. 1st, 5th and 8th "Rainbow", "Castanet" and "Satanita". N.S.W. 2nd, 8th and 7th "Mercedes", "Calliope" and "Moonbird", Tasmania 3rd, 10th and 12th "Hyon Lass", "Norla" and "Nell Gwyn", A.C.T. 11th, 13th and 14th "Ronita", "Bacchus" and "Franklin", Queensland 16th and 17th "Malveena" and "Sequana" and Victoria 9th and 15th "Sarnia" and "Sarda of Burnham".

On the final points N.S.W. retained its lead with 312 points from New Zealand 268 points. Tasmania displaced A.C.T. for third, with 183 points, with A.C.T. 174, Queensland 134 and Victoria 97.

Thus New South Wales holds the Cup, which is being contested again this year. At this time challenges have been received from Great Britain, New Zealand, Western Australia, Victoria and the quality of the challenges is such, that the standard of offshore racing in Australia, high as it is, cannot but be improved.

The teams challenging this year show that New South Wales will be facing the cream of inter-State and overseas offshore race yachts, and our team will have to be good to retain the Cup. The N.S.W. team is: 36ft. sloop "Boambillee" (Vince Walsh), 41ft. sloop "Mercedes III" (Ted Kaufman) and 48ft. "Ragamuffin" (Syd Fischer).

The number two team is 46ft. sloop "Balandra" (Bob Crichton-Brown), 45ft. sloop "Caprice of Hyon" (Gordon Ingate) and "Melite" (Innes Brodziak).

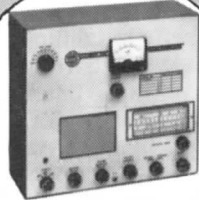
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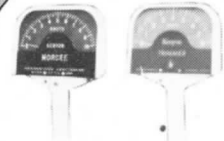
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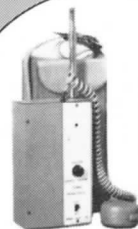


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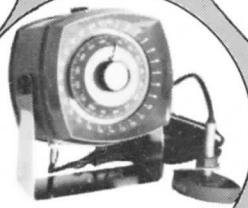
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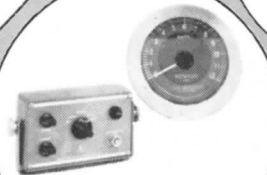
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# Radio ship reports Race progress

Motor Vessel "BALI HAI"

Owner Lindsay Mee  
 Skipper P. Mounsey,  
 P. Cosgrave, D. Goode,  
 R. Young, E. Le Brun,  
 J. North, B. McVicar, N. Batt,  
 R. Blake, B. Oliver,  
 Dr. H. Scott, P. Young,  
 R. Hitchcock.

ONE OF THE main single factors responsible for the success and present international standing of the Sydney-Hobart Race is the Cruising Yacht Club's introduction over the last twelve years of compulsory radio schedules three times a day at which the position of each yacht is received and plotted on a chart both on the radio relay ship and in the Club at Rushcutters Bay.

During the race the Press Centre at the C.Y.C.A. is a hive of industry and Club personnel are on duty continuously from 6 a.m. to 10 p.m. each day receiving and plotting yacht positions and preparing copy for the Press.

This year the Radio Relay Ship will be "Bali Hai" who will be making her second trip to Hobart in this capacity. This beautiful and well-found motor vessel is made available through the generosity of her owner, and C.Y.C.A. member, Mr. Lindsay Mee, who is also sailing in her to Hobart.

An innovation to the radio communications this year is the installation of the very latest A.W.A. single side band radio equipment which represents the latest thing in ship to shore radio communications. The single side band operation eliminates the necessity of passing the yacht's positions to the Club by morse code, and enables the officials on "Bali Hai" to speak directly to both the C.Y.C.A. and R.Y.C.T. simultaneously on telephone.

This equipment has been installed thanks to the kind generosity of A.W.A. who are also sending a technician on "Bali Hai" to service the two S.S.B. sets and also the two powerful radios for use in contacting the racing fleet.

The Club's thanks also go to the P.M.G. and O.T.C. officials for their invaluable advice and co-operation in organising times and radio frequencies for this advance in radio communication.

For the tenth consecutive year Caltex Oil (Aust.) Pty. Ltd. are fuelling and victualling the Radio Relay Ship and the Sydney-Hobart Race film, which is shown all over the world, is in part shot from "Bali Hai" and is made possible through the sponsorship of Caltex.

The C.Y.C.A. Press Centre this year will be under the experienced management of Mr. George Barton, a Director of the Club and a veteran of many Sydney-Hobart races, and Mr. Mervyn Davey, the Secretary of the Club, and winner of the 1949 Sydney-Hobart Race in "Trade Winds".

### BROADCAST TIMES Australian Eastern Time

2BL	Friday, December 26	1055-1130 1830-1833 2150-2200
	Saturday, December 27	1050-1100 1830-1833 2150-2200
	Sunday, December 28	1020-1029 1818-1821 2150-2200
Monday, December 29		1102-1110 1834-1837 2150-2200
	Tuesday, December 30	1102-1110 1830-1839 2150-2200
Wednesday, December 31		1204-1212 1837-1840 2150-2200

Special arrangements if race continues after Wednesday, December 31.

2GB	All regular news services.
2SM	News bulletins.

### WEATHER REPORTS

2BL	Friday, December 26	0800-0802 2302-2304
2BL	Saturday, December 27	0800-0802 1856-1858 2302-2304 2247-2250
7ZL-7NT 7ZL 7NT-7ZL	Sunday, December 28	0730-0732 0945-0947 1714-1715 2219-2221
7NT-7ZL 7ZL 7NT-7ZL	Monday, December 29	0828-0830 1658-1700 2245-2247 0828-0830
7ZL 7NT-7ZL	Tuesday, December 30	1658-1700 2245-2247 0828-0830
7ZL 7NT-7ZL	Wednesday, December 31	1658-1700



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

**"ADRIA" — Sail No. SA 10**

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

A powerful steel sloop designed by Buchanan and built by the owner, she is making her third appearance in this race. She was 19th in 1967 and 23rd in 1968, but these positions are not indicative of her true potential and will improve these positions with strong winds and eased sheets.

**Crew:** Owner/Skipper/Navigator J. Grubic (3), A. L. Cable (6), G. McNeill (1), Dr. R. G. Downing, C. Carney (1), M. Carney (1), F. Brookes (1), B. Francis.

**"AKALA" — Sail No. 207**

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

Making a welcome re-appearance after a lapse of one race, "Akala" is designed by Arthur Robb and is ably driven by C.Y.C.A. Rear-Commodore John Bleakley. She is a consistent starter in local Club races where she is always well up in the fleet.

**Crew:** Owner/Skipper John H. Bleakley (4), Navigator D. Jackson (4), R. Mische (6), C. Cain (4), J. Diacopoulos (3), N. Kolosov (3).

**"ANITRA V" — Sail No. 77**

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

"Anitra" is no stranger to this race having won it in 1957 in the hands of original owners and designers T. and M. Halvorsen, of "Frey" fame. Making her third trip in the hands of Sir Garfield Barwick, "Anitra" can be expected to be driven hard and with enthusiasm. Unfortunately her handicap under the R.O.R.C. Rule is not favourable but Sir Garfield and his crew have a good strong, seaworthy yacht which will be at least in the middle of the large fleet.

**Crew:** Owner/Skipper Sir Garfield Barwick (2), Sailing Master D. Stewart (2), crew to be selected.

**"APOLLO" — Sail No. —**

**L.O.A. 57ft. 4in.; L.W.L. 48ft.; Beam 13ft. 4in.; Draft 8ft.**

Designed by R. Miller, of Sydney, and built by J. H. Griffin Pty. Ltd., "Apollo" promises to be a real flyer. She was launched shortly before the start of the race so her actual performance is unknown, but she has been designed for line honours and will be quite likely to get them.

**Crew:** Owner A. Bond, Skipper P. W. Nicol, Navigator R. Bull, J. Hardy, J. Summers, W. Peacock, R. Miller, D. Forbes, J. Muir.

**"BANDIT" — Sail No. 197**

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

One of the two representatives from South Australia this year and since being launched in September, 1969, has been raced consistently in C.Y.C.A. races in N.S.W. in which she has done well and been right up with the leaders. She is a fibreglass Swanson 36 with the best of gear and equipment and will be raced hard.

**Crew:** Owner/Skipper/Navigator Mark Tostevin (12), John Wigan (10), Hans van Whyte (4), David Hogan (3), Dale Monro (10), M. Ingram (6).

**"BALANDRA" — Sail No. 496**

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

"Balandra" will this year be making her fourth trip to Hobart under the capable guidance of C.Y.C.A. Commodore Bob Crichton-Brown. This season she has recorded the highly creditable performance of line honours, course record and second on handicap in the Montagu Island Race, line honours and third in the Wocllahra Cup Race and second over the line and second on handicap in the Ron Robertson Race.

With this record behind her there can be no doubt that "Balandra" will be one of the early arrivals in Hobart and a definite handicap threat.

**Crew:** Owner/Skipper R. Crichton-Brown (5), Navigator S. Darling (20), P. Green (18), W. Bold (11), G. Ewing (3), B. Gould (6), C. Burnell (2), D. Slingsby, G. Long, J. Quinn (4).

**"BOAMBILLEE" — Sail No. 655**

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

"Boambillee" is starting this year in her second Hobart Race. Designed by Sparkman and Stephens and built by Bill Barnett of Sydney she is every bit of a thoroughbred and has been battling with "Moonbird" for One Ton Cup honours throughout the season. Her place in the middle of the fleet last year is no indication of her performance as she was virtually untried. She can be expected to give both local and overseas One Ton Cuppers a run for their money.

**Crew:** Owner/Skipper V. M. Walsh (2), Navigator K. Moss (5), F. George (1), J. Harrison (7), D. Mutton (1), P. Pinnock (4).

**"BOOMERANG VII" — Sail No. 653**

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

Barely completed in time for the last Sydney-Hobart Race, "Boomerang" immediately made a name for herself by coming second in her class and overall. Designed by Peter Joubert and built by previous owner Geoff Baker, "Boomerang" is of foam fibreglass sandwich construction and combines extremely light weight with ultra light displacement.

In the hands of new owner Peter Hill she has been up near the leaders in local offshore races.

**Crew:** Owner/Skipper Peter M. Hill (2), Peter Kurts (4), Dick Norman (15), Edward Kay (1), Norman Casey, James Hill (1).

**"CAMILLE" — Sail No. M 11**

**L.O.A. 40ft. 8in.; L.W.L. 30ft.; Beam 11ft. 1in.; Draft 6ft. 2in.**

This newcomer to the Sydney yachting scene was launched in March, 1968. She was designed by Alan Payne of Tasman Seabird and "Gretel" fame, built of steel with alloy spars by her owner. She came fifth in the 1968 Queenscliff-Devonport race (her first) and achieved line honours in the Lagoon Bay—Devonport race in February, 1969.

In local racing this year she has gained three wins and a second in four starts.

**Crew:** Owner/Skipper Don Ralph, Navigator Ian Phillips, Stan Aldridge, Jan Owens, Brian Crawford, Keith Thomas, John Cole.

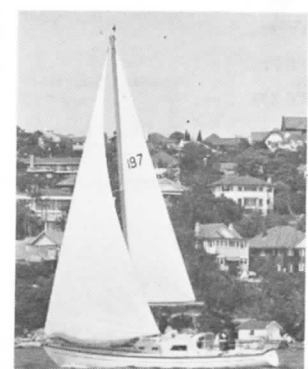
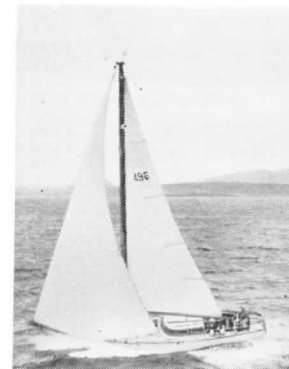
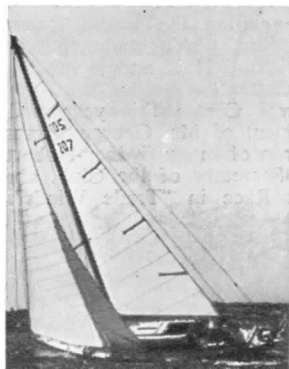
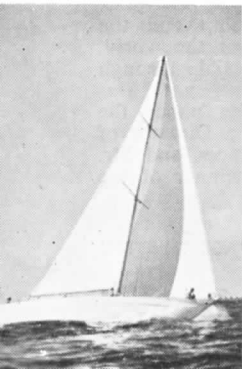
"Adria"

"Akala"

"Anitra V"

"Balandra"

"Bandit"





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

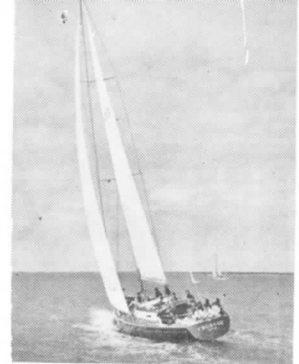
Designed by Ron Swanson and built by him, she is a frequent entry in long and short ocean races in Sydney. Her best performance was second to "Freya" in 1965 and she is quite capable of getting up there again.

**Crew:** Owner/Skipper J. Borrow (4), crew to be selected.

46



"Camelot"



"Crusade"

**"CAPRICE OF HUON" — Sail No. 13**  
**L.O.A. 45ft. 5in.; L.W.L. 31ft. 5in.; Beam 10ft. 6in.**  
**Draft 6ft. 6in.**

"Caprice" is making one of her all too rare appearances in the Sydney Hobart race. She was top boat in the Australian Admirals Cup team in 1965, and startled the English yachtsmen by re-appearing there again in the 1967 team. She narrowly missed selection in 1969 and has since been all powerful in C.Y.C.A. ocean races. Designed on classical racing yacht lines she looks as well as she goes.

**Crew:** Owner/Skipper G. Ingate (3), Mick Morris (4), Navigator Gordon Marshall (2), George Julius (1), Lean Cramer, Bill Manning, one to be named.

18

**"CAPUCINE" — Sail No. 553**  
**L.O.A. 35ft. 6in.; L.W.L. 24ft.; Beam 10ft.; Draft 5ft. 9in.**

A steel sloop locally designed by Dick Taylor, she is a consistent starter in all C.Y.C.A. races. She is at present in the top half of the C.Y.C.A. Short Ocean Point Score for 1969-70 in her division and her first long race will be watched with interest.

**Crew:** Owner/Skipper R. Brennal, crew to be selected.

57

**"CARINA" — Sail No. M 101**  
**L.O.A. 32ft.; L.W.L. 25ft.; Beam 9ft. 10in.; Draft 5ft. 6in.**

A welcome entry from the Lake Macquarie Yacht Club, she is one of the two Swanson 32 type yachts in the race this year. Extremely well fitted out with the best in gear and electronic equipment she has the added advantage of having 1961 Sydney-Hobart Race winner, Albie Burgin, on board as navigator. No. 2 Division will have to watch "Carina".

**Crew:** Owner/Skipper Paul Daniel, Navigator A. G. Burgin (11), John Sticpewich, Tom Fortmann, Bill Wall, Jim Gallagher (1).

43

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

This fine little yacht will continue to be a major threat to overall and Division 2 handicap honours. Her handicap is quite favourable and she is more than capable of sailing up to it.

She has been extensively modified and now sports an attractive varnished doghouse in place of the former fibreglass "igloo" and age has in no way detracted from either her appearance or performance.

**Crew:** Owner/Skipper J. Roche (2), crew to be selected.

47

**"CAVALIER SEUL" — Sail No. —**  
**L.O.A. 36ft**

"Cavalier Seul" is the second entry in the Sydney-Hobart Race from France, the first being the famous "Pen Duick". She is a Sparkman and Stephens designed One Ton Cup yacht of the Tina Class and is ably crewed by French yachtsmen, three of whom have previously been in Australia with "Pen Duick". Skipper Andre Viant was twice R.O.R.C. Champion.

**Crew:** Skipper Andre Viant, Owner Dominique Paul-Cavalier, Navigator Gerard Petipas, Pierre English, Michel Vanek, Didie Berthelin.

11

**"CICELY JUNE" — Sail No. 67**  
**L.O.A. 33ft. 8in.; L.W.L. 24ft. 2in.; Beam 5ft. 11in.**

"Cicely June" is a Sparkman and Stephens 34 and is a small sister of "Hotspur". She was built in fibreglass by Michael Winfield and Partners in England and launched September, 1969. She is another member of the W.A. Southern Cross Cup team which looks as if it will be a powerful challenge.

**Crew:** Owner/Skipper P. V. Dixon, Navigator M. Finn (3), R. Vincent (2), J. Taylor, A. Williams (1).

37

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

Designed by Sparkman & Stephens she has been extensively altered underwater and now features a trim tab and separate rudder. Her underwater shape aft has also been considerably modified. Unfortunately dismasted in the Montagu Island Race she has been extensively refitted and should prove extremely fast.

**Crew:** Owner/Skipper John White (2), Noel O'Brian (2), Cliff Fraser (4), Jules Epstein (9), Laurie Jenkins, Don Dickson.

31

**"CRUSADE" — Sail No. 3000**  
**L.O.A. 62ft.; L.W.L. 47ft.; Beam 15ft. 2in.; Draft 8ft. 6in.**

Designed by Alan Gurney this beautiful yacht goes as well as she looks. In the modern style she is built of cold moulded ply with laminated frames and is immensely strong. She has the distinction of being rated 100 A1 at Lloyds and has been chosen as the Lloyds boat of the year.

"Crusade" raced consistently through last season, her best performance being second in the 1969 Fastnet Race. She has every chance of carrying off the rare double of line and handicap honours in this race.

**Crew:** Owner/Skipper Sir Max Aitken, Navigator Norman Hyett (1), Mike Butler, Rodney Pattison, Bobby Lowein, John Green, David May, Hon. Hugh Lawson, Ray Kelly.

30

**"DESTINY II" — Sail No. B 4**  
**L.O.A. 42ft.; L.W.L. 36ft. 6in.; Beam 13ft. 2in.;**  
**Draft 6ft. 2in.**

"Destiny" is a sister ship to "Boomerang VII" who last year came second in the race. Designed by Peter Joubert, of Melbourne, she is of composite ply and fibreglass construction instead of the more radical foam sandwich construction of her elder sister.

Extremely light and of small displacement she could well be among the leaders both on elapsed time and handicap.

**Crew:** Owner/Skipper G. F. Chapman, Navigator Dr. I. Atkinson (1), W. Bowers, E. Benton, B. Davies, B. Sullivan, H. Allardice (3).

51

**"DIVA JANA" — Sail No. 654**  
**L.O.A. 42ft.; L.W.L. —; Beam 10ft. 1in.; Draft 5ft.**

Built in 1963 from design of an American fishing smack of 1935 era. Both masts can be lowered to deck by using the hinged pulpit as a hoisting bipod.

It is the first Sydney-Hobart for yacht, skipper and all crew. It will also be the first entry from the R.A.N.S.A. and crew are either ex- or serving members of the Navy and Army.

**Crew:** Owner/Skipper D. Kelly, Navigator J. Munn, T. Staniford, Lt.-Col. E. B. Starrett, Cpl. R. P. Starrett, Capt. J. McIntyre, B. Tardiff.

75

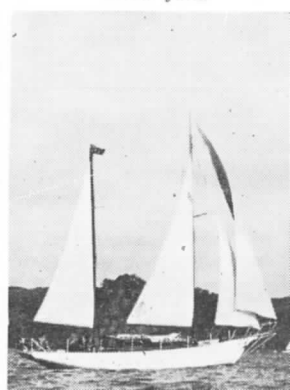
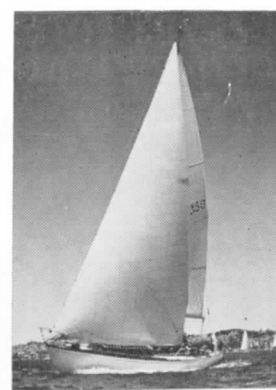
"Boambillee"

"Caprice of Huon"

"Carina"

"Corroboree"

"Diva Jana"



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Great sailmakers are few and far between. Europe has Paul Elvstrom.

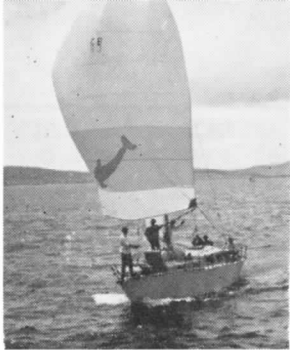
America has Ted Hood.

Australia has Pete Cole!

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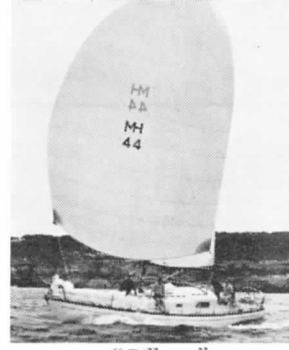
"Dorado"



"Duet"



"Franklin"



"Gillawa"

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

A steel yacht of "Temptress" design, she is fitted with alloy spars and rates well under R.O.R.C. Rule.

She finished well down in the 1968 Sydney-Hobart and she has since undergone considerable alterations which have greatly improved her windward sailing. This has been evidenced by recent successes in local racing in Hobart and her crew are now looking towards handicap honours in Division 2.

**Crew:** Owner/Skipper/Navigator J. I. Lake (2), P. G. Hildyard (1), J. Purvis (1), D. A. Zalai (2), J. Ginsburg.

**"DUET" — Sail No. MH 173**  
L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 6in.; Draft 6ft.

Another Swanson 36 which forms the bulk of the N.S.W. One Ton Cup fleet. She is only recently launched and is of fibreglass construction with wooden spars. With a keen and experienced crew she will be well up with the leaders of her division.

**Crew:** Owner/Skipper Peter Hopwood (1), Navigator Graham French (1), David Henry (1), Carol Hopwood, two to be selected.

**"ENID" — Sail No. 88**  
L.O.A. 62ft. 4in.; L.W.L. 58ft.; Beam 15ft. 7in.;  
Draft 6ft. 8in.

This very good looking ketch was built in 1962 to a design by John Alden. She is one of the larger yachts in the race and in strong breezes with slightly sprung sheets "Enid" can really fly as is evidenced by the fact that she still holds the Sydney-Brisbane Race record and held the Montagu Island Race record until the 1969 race. This is her first start in a Hobart race in the hands of new owner, Bill McRae.

**Crew:** Owner/Skipper W. McRae (2), Jean McRae, D. McRae (2), C. Pollock (4), G. Tilly (5), R. Britewell (4), J. Bray (2), J. Wendon, V. Barnes (4), J. Anderson, V. Bolton (3), D. Kennedy, M. Champion, G. McRae.

**"EVEN" — Sail No. 69**  
L.O.A. 66ft.; L.W.L. 45ft.; Beam 10ft. 6in.; Draft 8ft. 6in.

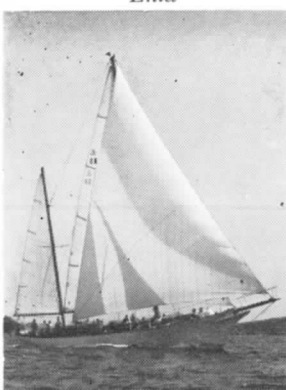
This large cutter, originally designed to rate at ten metres by Laurent Giles, was prominent in Harbour and offshore racing under the hand of the late F. J. Palmer in the 1950s. She raced to Hobart in 1955 snatching line honours from "Kurrewa IV". She was extensively altered before going to New Guinea though she never raced offshore again, and could still be a challenge for line honours.

**Crew:** Owner/Skipper Capt. W. J. Gibson, Navigator A. Carter, S. Hills, G. Larkin, G. Chalmers, G. Averling, W. McMaster, P. Hislop, two to be selected.

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

This sleek racing machine from New Zealand is on her third visit to Sydney once more with her eye on line honours. First to finish in 1966 and twelfth on handicap and second to finish in 1967 behind the speedy Pen Duik III indicate a strong contender for line honours particularly if the weather is light.

**Crew:** Owner/Skipper J. V. Davern (2), Navigator P. S. Kingston (1), C. B. Gow (1), R. A. Kingston (1), B. Allen, J. Kirkpatrick, D. Pountney, J. Hargreaves.



"Enid"



"Fidelis"



"Hotspur"



"Janzoon I"

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

This steel sloop is the successor to Stan Gibson's tiny "Four Winds I" which, at 27ft. 4in. overall, has the distinction of being the smallest yacht ever to race in the Sydney-Hobart.

"Four Winds II" is this year making her fifth trip to Hobart and while she is no racing machine she will be most ably crewed and sailed.

**Crew:** Owner/Skipper S. W. Gibson (9), Navigator Lt. E. Mentz R.A.N. (8), T. Andrews (1), J. Harvey (1), O. Hansen (3), J. McQuie (3), T. Wensel, R. Appleby.

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

This will be "Franklin's" fifth start in this race. She was designed in England by Morgan Giles and is sailed by the staff and cadets of the Royal Australian Naval College.

She does not rate well under the R.O.R.C. Rule of handicapping but she is strong and well built and starts to go when conditions get hard.

**Crew:** Skipper Lt. R. F. Hulford, R.N.Z.N. (1), Navigator Lt. A. Le Rutte, R.A.N.V.R. (2), Lt. A. Craig, R.A.N. (1), Shipwright J. Carlton (1), Cdt. Midshipmen C. Jones (2), P. Cole, R. Summerton, J. Young.

**"GILLAWA" — Sail No. MH 44**  
L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 5in.; Draft 6ft.

Making her second trip this year, her position last year is not indicative of her true potential and she can well be expected to improve this year. Owner and crew are experienced ocean racers and will be getting to Hobart as soon as possible.

**Crew:** Owner/Skipper/Navigator A. J. Wildman (3), C. J. Wildman (5), I. Hughes (3), N. Davidson (1), P. Tierney (5).

**"HOTSPUR" — Sail No. RF 88**  
L.O.A. 36ft. 8in.; L.W.L. 25ft. 6in.; Beam 9ft. 8in.;  
Draft 6ft. 2in.

A Swan 36 designed by Sparkman and Stephens, "Hotspur" is the latest thing in medium sized ocean racers. Her fibreglass hull was moulded in Finland and shipped to Australia where it was completed. She features solid venticular rigging designed to reduce windage and is fitted with Proctor spars and Tasker sails.

Launched in July, 1969, "Hotspur" has four wins out of five starts and forms one of W.A.'s potent Southern Cross Cup team.

**Crew:** Owner/Skipper Peter Packer, Navigator Ron Packer (1), Ken McGregor (2), Rob Cameron, John Allison, John Longley, John Farmer.

**"JANZOON I" — Sail No. 40**  
L.O.A. 42ft.; L.W.L. 28ft. 6in.; Beam 9ft. 6in.;  
Draft 6ft. 6in.

Together with her sister ship "Lass O'Luss" this Robert Clark designed sloop dominated C.Y.C. ocean racing in the 1950's. Her name appears on most trophies at the Club though the Hobart Race escaped her in six attempts, a third in 1955 and fourth in 1956. After eight years in Pittwater she has recently made her appearance offshore again.

**Crew:** Owner/Skipper Robert George, Navigator Des Innis, Frank Hall (2), Patrick Dine, Henry Bishop, Richard Westgarth, David Hannan, Richard Burnett.



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**"JISUMA" — Sail No. SM 32**  
**L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 5in.; Draft 6ft.**

"Jisuma" is a combination of the names of the owner's three daughters, Jill, Sue and Mary. Another Swanson 36, she has had considerable success in Melbourne since her launching in December, 1968, which include Queenscliff to Devonport, 1st in No. 1 Division, Queenscliff to Port Fairy, 1st overall, Queenscliff to Portland, 2nd overall, as well as considerable success in Port Phillip races.  
**Crew:** Owner/Skipper L. K. Scott, Navigator P. H. Bath (1), G. N. Watt (4), E. L. Freeman (3), R. Ratten (9), D. Hutchen (1).

36



"Jisuma"



"Moonbird"

**"KARINGAL" — Sail No. 181**  
**L.O.A. 40ft.; L.W.L. 33ft.; Beam 10ft. 10in.; Draft 6ft.**

One of the three steel "Freyas" in this year's race, she has been completely re-rigged with a taller mast and has had extra ballast added. Her recent performances in local racing augur well for her success in this race and owner will be driving boat and crew to the utmost.

**Crew:** Owner/Skipper A. Berns (3), Navigator Dr. G. M. Lawrie, Mal Henderson, B. Catterns (3), M. Hogan (1), T. Vaarzon-Morel, R. Lange (3), I. M. Baird (1).

48

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

"The Maid" is making her second trip to Hobart and owner Barry Finch will be going for Division 2 honours. She is a consistent starter in local Club events and enjoys a fair measure of success.

**Crew:** Owner/Skipper/Navigator B. C. Finch (2), Sailing Master G. Garrett (2), B. Finch, Jr. (1), I. Rabbits, C. Freer.

28

**"MAKARETU" — Sail No. 759**  
**L.O.A. 45ft.; L.W.L. 38ft.; Beam 12ft. 5in.; Draft 6ft. 4in.**

This yacht was originally built for world cruising and has covered many miles in the Pacific with previous owner K. Harris and two small sons as the only crew.

Built of 5/16 steel plate she is immensely strong, and, being heavy, prefers strong conditions. She was designed by Breekfeldt and built by McRae Engineering, Whangarei, N.Z. Her adventurous previous owner is with her as crew.

**Crew:** Owner/Skipper N. Gosson, Navigator L. Hedges (2), K. Harris, L. Harris, R. Brown, P. Nielson. D. Bearman, R. Gray.

66

**"MAYRA" — Sail No. 44**  
**L.O.A. 32ft.; L.W.L. 27ft. 7in.; Beam 9ft. 8in.; Draft 5ft.**

"Mayra" was built by Millkraft of Bulimba, Queensland, and is built on the classical lines of a Tahiti ketch, but is sloop rigged. She is rigged with an alloy spar and oregon boom. She has led an active racing life with nine Brisbane-Gladstone races (4th in 1955, 8th in 1968). Runner-up in her local points score two years ago and is also a consistent starter in R.Q.Y.S. and Q.C.Y.C. ocean races. Can be identified by twin portholes forward in the hull.

**Crew:** Owner/Skipper/Navigator Andrew Eklund, B. O'Driscoll, G. Hill, P. Dance, I. Green.

70

**"MELITE" — Sail No. 596**  
**L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 5in.; Draft 6ft.**

"Melite" is one of the interesting fleet of Swanson 36 yachts which form the bulk of the N.S.W. One Ton Cup Division fleet. Of fibreglass construction with alloy spar, she is usually to be found up near the front of this Division.

**Crew:** Owner/Skipper J. A. Brodziak, Navigator E. Mentz (6), J. Howard, B. Neil, R. Venables, B. Wood (1).

27

**"MERCEDES III" — Sail No. 450**  
**L.O.A. 40ft.; L.W.L. 32ft.; Beam 11ft. 6in.; Draft 6ft. 8in.**

"Mercedes" was designed by owner Ted Kaufman and built by Quilkey Bros. for the 1967 Admiral's Cup Series, when she was outstandingly successful. Chosen again for the 1969 Series in England she again more than pulled her weight in Australia's unsuccessful but highly meritorious defence of the Admiral's Cup. She will be driven as hard and skilfully as ever this year as one of the N.S.W. Southern Cross Cup team.

**Crew:** Owner/Skipper H. Kaufman (5), G. Reynolds (6), R. Dickson, G. Littler, D. Forbes, S. Kaufman (4), R. Wallace, R. Sterling.

6

**"MISTRESS" — Sail No. 80**  
**L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 6in.; Draft 6ft.**

"Mistress" is a new Swanson 36 sloop in fibreglass and is the successor to "Mistress May", sailed in the 1961 and 1962 Sydney-Hobart races by owner Bill Pettingell.

The new "Mistress" has not yet raced in C.Y.C.A. events, but a combination of Ron Swanson's design and Bill Pettingell's driving could have her well up among the One Ton Cup fleet.

**Crew:** Owner/Skipper W. Pettingell (2), crew to be selected.

63

**"MONSOON" — Sail No. B 176**  
**L.O.A. 42ft.; L.W.L. 28ft. 9in.; Beam 11ft. 9in.; Draft 6ft. 3in.**

A new fibreglass yacht moulded from the well-known "Janzoon II" designed by Alan Payne. No records of her performance are available as she was only launched in October, 1969, but she is of sound design and with Jock Sturrock skippering and the rest of her highly experienced crew she should be well to the front of the fleet.

**Crew:** Co-owner/Skipper J. Sturrock (1), Co-owner/Navigator W. K. Mooney (2), Norman Wright (3), John Taylor (3), Kevin Wilson (1), Bill Beavis (3), E. Beacham.

58

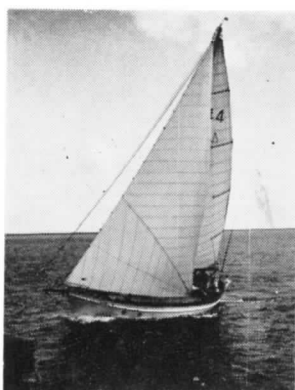
**"MOONBIRD" — Sail No. MH 31**  
**L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft.; Draft 6ft.**

"Moonbird" is one of the two wooden hulled Swanson 36s in this race. Winner of her division in the 1968 race, third overall and first in her class in the 1968-69 Ocean Point Score, winner of her division in the Short Ocean Point Score 1968-69, she will be a strong contender for honours in the One Ton Cup Division.

**Crew:** Owner/Skipper N. F. Brooker (7), D. Christie (2), I. Trehearne (2), H. Trehearne (1), G. Johnston (3).

19

"Mayra"



"Melite"



"Mercedes III"



"Makaretu"

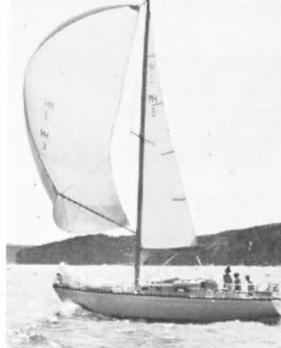




"Morandoo"



"Morning Cloud"



"Ophir"



"Patsy of Island Bay"

**"MORANDOO" — Sail No. 60**

**L.O.A. 32ft.; L.W.L. 25ft.; Beam 9ft. 10in.; Draft 5ft. 7in.**

This sloop is the first of the new Swanson 32 Class and is of wooden construction. She has design features of both the Swanson 36 and Carmen Class. She has been rigged to suit the 1970 Rule, but will be trying.

**Crew:** Owner/Skipper/Navigator W. J. Rice, P. Grant, G. Lambert, A. Connolly, J. Rice.

**"MORNING AFTER" — Sail No. 184**

**L.O.A. 34ft.; L.W.L. 24ft.; Beam 10ft.; Draft 6ft.**

"Morning After" is one of the extremely potent Southern Cross Cup team from England. She has an impressive list of successes with a first in R.O.R.C. Class 3B points score, first in East Anglian Offshore Racing Association Individual Overall Championship and second E.A.O.R.A. Class III point score. In 22 races she has gained 15 first places, two seconds and five thirds—an impressive record.

**Crew:** Owner/Skipper/Navigator R. G. Hill, Charles Clark, Dick Davidson, Alan Sensitive, David Powell, George Chapman, Jill Hill.

**"MORNING CLOUD" — Sail No. 2468**

**L.O.A. 33.3ft.; L.W.L. 24.17ft.; Beam 10.08ft.; Draft 5.84ft.**

Owned and skippered by the Leader of the Opposition in the House of Commons. He has had considerable success with her including winner of Ramsgate Gold Cup (Royal Temple Yacht Club), winner of the Deal Cup for best crewed yacht of the season, winner of the North Sea Yacht Club Challenge Cup (West Mersey to Ostend) and winner of the East Anglian Racing Association Points Championship in her class. "Morning Cloud" is designed by Sparkman and Stephens and built by Michael Winfield and Partners at Hoo, Kent.

**Crew:** Owner/Skipper The Rt. Hon. Edward Heath, Navigator Anthony Churchill, Jean Berger, Duncan Kay, Owen Parker, Sammy Sampson.

**"MYTH OF ARRAN" — Sail No. A 74**

**L.O.A. 46ft.; L.W.L. 36ft.; Beam 11ft. 2in.; Draft 6ft. 2in.**

Designed by R. L. Stewart and built by M. C. Carter Ltd., both of Auckland, N.Z., she was second over the line and second in her division on handicap in the recent Auckland to Fiji race.

**Crew:** Owner/Skipper D. M. Reid (1), Navigator W. McKinley, J. H. Peterson (1), P. B. Hay (1), I. Littler (1), R. Bezar, J. Bulman, J. Bailey, J. Winstone

**"NELL GWYN" — Sail No. A 13**

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

"Nell Gwyn" in 1968 came a very creditable 13th overall and 7th in her Division and has maintained her reputation of strength and seaworthiness in the heavy conditions encountered.

She makes a very welcome re-appearance this year and her capable skipper will, as always, be getting the best out of her.

**Crew:** Owner/Skipper R. F. Hickman (5), Navigator L. Kula (2), G. Doolan (4), K. Peterson (2), L. Nibbs (2), C. Nibbs, D. Blackwell (1), R. Young, I. Coward.

**"ODIN" — Sail No. SM 28**

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

"Odin" is one of the three steel "Freyas" competing this year and is entering for her fifth race. She is practically unbeatable in local Victorian races and a regular line honours winner in the Queenscliff-Sydney race each year. Her 25th place in last year's race is not a true indication of her performance and it can well be expected that her placing this year will be considerably higher.

**Crew:** Owner/Skipper Lou Abrahams (4), Navigator Don Lang (8), Russ Evans (9), Len Nichols (7), Rob Hose (1), Fred Warner (3), Peter Tilley (1).

**"OPHIR" — Sail No. MH 3**

**L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 8in.; Draft 6ft.**

A Swanson 36 built of fibreglass, she is a consistent performer in local racing. This will be her second Hobart Race, having gained eighth place in her class last year out of 29.

**Crew:** Owner/Skipper/Navigator Mel Jones (5), Peter Cox (2), John Wyllie (2), Norman Angel, Jarrah Birtles (5), Noel Arnott (7).

**"OUTRAGE" — Sail No. 268**

**L.O.A. 37ft. 6in.; L.W.L. 28ft.; Beam 11ft.; Draft 6ft. 6in.**

"Outrage" is one of the top contenders from New Zealand and is designed by well-known Dick Carter of the U.S.A., designer of the One Ton Cup yacht "Optimist", which sailed in the 1968 Hobart Race. She is a close sister to "Optimist" and is of steel construction. Launched in August this year, she comes to Australia with a crew experienced in offshore and dinghy racing.

**Crew:** Owner/Skipper Clyde Colson, Navigator Lester Smith, Victor Colson (co-owner), David Gardner, Ray Palmer, Richard Tapper.

**"PATSY" — Sail No. 137**

**L.O.A. 46ft.; L.W.L. 31ft.; Beam 10ft. 6in.; Draft 7ft. 9in.**

"Patsy" was built in 1952 by Jock Muir the well-known Tasmanian builder, to a design by Laurent Giles. She has recently been re-rigged with a 15/16 rig by Alspar to a rig design by Peter Cole. Bad luck prevented her from finishing the 1968 Sydney-Hobart race, but her owner is determined about this one and she could give many newer yachts a shock.

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

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

**L.O.A. 39ft.; L.W.L. —; Beam 10ft. 3in.; Draft 5ft. 8in.**

This is "Phantom's" third Hobart Race, in neither of the previous has she shown her true form. She has a Queenscliff-Sydney race win to her credit and after unfortunately being dismasted early in 1969, she has now been re-rigged with an alloy spar which will without doubt improve her performance.

**Crew:** Owner/Skipper J. Attwood (4), Navigator E. H. Wilson (4), G. E. Maxted (1), R. Amos (1), K. Harry, E. Lawrence, G. Stooke.

"Myth of Arran"

"Nell Gwyn"

"Odin"

"Outrage"

"Phantom of Brighton"



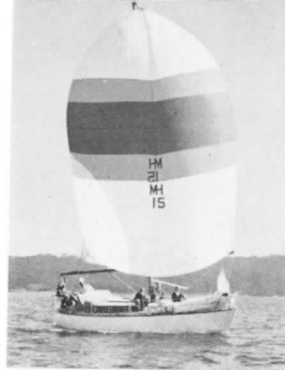




"Prospect of Whitby"



"Salacia"



"Salome"



"Sancho"

**"PROSPECT OF WHITBY" — Sail No. 130**  
L.O.A. 42ft. 7in.; L.W.L. 32ft. 3in.; Beam 12ft. 3in.  
Draft 7ft. 2in.

This beautiful yacht was designed by Sparkman and Stephens and built in steel by Frans Maas in Holland. Her steel decks are covered in teak and she has alloy spars with a very high aspect ratio. "Prospect" has had a very successful career since being launched in April 1969, having been a member of the English Admiral's Cup team. She won the Britannia Cup, Morgan Cup, Queen Victoria Cup and 13 other trophies including Class Championship and Robert Somerset Trophy for the most outstanding yacht of 1969. The overall and class trophies in this year's race are well within her grasp and she is also a member of the formidable English Southern Cross Cup team. **Crew:** Owner/Skipper Arthur Slater, Navigator Dennis Miller, Tony Curtis, Paul Antrobus, Walley Smythers, Guy Shackles, Alan Burn, "Butch" Dalrymple-Smith.

2

**"RAGAMUFFIN" — Sail No. 70**  
L.O.A. 48ft. 8in.; L.W.L. 36ft.; Beam 12ft. 6in.;  
Draft 7ft. 9in.

Launched shortly before the start of the Australian Admiral's Cup selection trials she has proved one of the most outstanding yachts in Australia. Aply sailed by owner Syd Fischer and his crew she has won or been placed in her class in every race in which she has sailed in Australia and was highly successful in England where she was top point scorer for Australia and won an English Point Score series sailing in only three of the four races. In this race she could well pull off the coveted line honours/handicap double.

**Crew:** Owner/Skipper S. Fischer (5), G. Newland (12) D. Patterson, J. Christofersen; J. Noakes (2), P. Hemery (5), T. Ellis.

17

**"REBEL" — Sail No. 294**  
L.O.A. 36ft. 8in.; L.W.L. 26ft. 8in.; Beam 10ft. 6in.;  
Draft 6ft. 2in.

Designed and built by Brian Wilson, she is one of the more successful yachts in New Zealand, being current holder of the Rothmans Gold Cup through the Royal Akarana Yacht Club and also the Royal New Zealand Yacht Squadron's Sir Ernest Davis Trophy. She was 12th overall in the 1968 Hobart Race and has since been altered to increase performance still more. Could easily figure in prize list.

**Crew:** Owner/Skipper B. E. T. Wilson (1), Navigator R. Hasler (1), R. Wilson (1), T. Gillespie (1), R. Beale, one to be selected.

9

**"RENEGADE" — Sail No. 915**  
L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 6in.; Draft 6ft. 3in.

"Renegade" was designed and built by her owner to One Ton Cup specifications. Completely untuned and untried in the 1968 race she finished in the middle of the field only eight weeks after being launched. After further tuning and some slight modifications "Renegade" lost to "Rainbow II" by only half-point the right to represent New Zealand in the European One Ton Cup series which "Rainbow" won. After further successes in local N.Z. racing "Renegade's" name at the top of this year's results will be no surprise.

**Crew:** Owner/Skipper John Lidgard (3), Navigator J. E. Allen (1), Heather Lidgard (2), Paul Schultz (1), Michael Lane (1), Ian Hendron (1).

13

**"ROULETTE II" — Sail No. A 85**  
L.O.A. 41ft.; L.W.L. —; Beam 10ft. 6in.; Draft 6ft. 8in.

Designed and built by J. H. Young, of New Zealand, she is of triple skin cold moulded kauri construction with fibreglass outer skin. She has an extremely experienced crew and brings with her a reputation of speed and seaworthiness.

**Crew:** Owner/Skipper F. G. Andrews (1), Navigator D. Mosley, D. Pollock, W. Sunde (1), K. Lilley, J. McLeod, E. Dwight.

38

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

One of the most consistent performers in all C.Y.C.A. ocean races, "Salacia" this year will be making her eighth trip to Hobart. Well skippered and crewed she could do well and, as in most Club events, be well up among the leaders.

**Crew:** Owner/Skipper A. W. Byrne (5), Navigator B. Thompson (9), P. Howes (6), D. Sticpovich (6), G. Rowray (2), Dr. J. Matherson (2).

3

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

"Salome" has raced consistently and has improved over the last twelve months. She prefers light winds when close hauled but revels in hard running conditions.

She was ninth in her division in the 1968 Hobart Race, second in Division 2 in the Montagu Island Race, 1969, and gained both line and handicap honours in her division in the 1969 Woollahra Cup. She must definitely be regarded as a possible Division 2 placegetter in this race.

**Crew:** Owner/Skipper K. Pix (1), Navigator J. McDonnell (5), G. Walker (4), T. Gleichman (1), H. Sycamore (1), D. Hocking (3).

40

**"SALTY TIGER" — Sail No. 2343**  
L.O.A. 46.53ft.

This beautiful aluminium yawl designed and built by Bob Dereker of U.S.A., brings with her a formidable record of success.

Winner of the 1969 Southern Ocean Racing Circuit of the U.S.A. she is one of the top yachts in the world and is a definite contender for line and handicap honours.

Her crew is mostly from the U.S.A. with a few top yachtsmen from Australia, and she promises to be one of the most outstanding yachts in the fleet.

**Crew:** Owner/Skipper Jack Powell, Navigator Wally Frank, Bill Frank, Jack Taylor, Bob Moore, Don Vardohn, Don St. Clairbrown, John Brown, Carl Ryves, Peter O'Donnell.

39

**"SANCHO" — Sail No. 226**  
L.O.A. 31ft. 4in.; L.W.L. 24ft.; Beam 8ft. 10in.;  
Draft 5ft. 2in.

"Sancho" is a modified Carmen Class designed by Ron Swanson and built by "Bluey" Williams in Brisbane. Originally named "Cardinal Puff" by her original owner Peter Kurts she was not raced until acquired by her present owner who is meeting with a fair amount of success. She races extremely well under R.O.R.C. Rule and her appearance in the list of prize-winners will be no surprise.

**Crew:** Owner/Skipper Graham Evans (1), Navigator Jim Robson-Scott (6), Graham Jones (7), George Andrews (4), Ross Milliken.

52

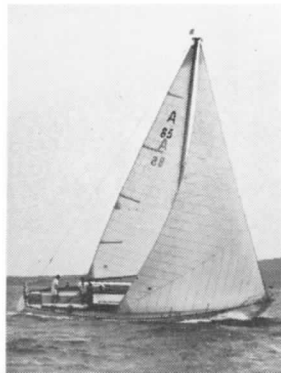
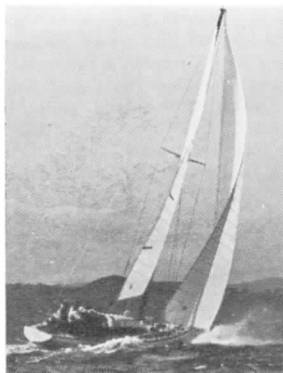
"Ragamuffin"

"Rebel"

"Renegade"

"Roulette II"

"Saracen II"





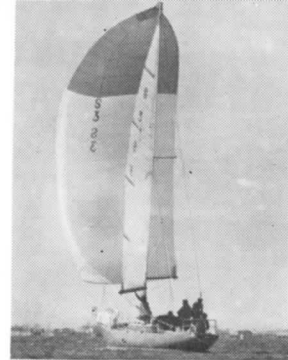
"Sarnia"



"Shaunella"



"Sequana"



"Tina of Melbourne"

**"SARACEN II" — Sail No. 246**

**L.O.A. 36ft.; L.W.L. 26ft.; Beam 9ft. 6in.; Draft 6ft.**

A fibreglass yacht designed by Peter Nicholson of England, this yacht is no stranger to the run to Hobart, having been in the 1964 and 1967 races in the hands of the present Commodore Bob Crichton-Brown, and in 1968 in the hands of the present owner John Morris. During the year she races regularly with the Royal Prince Alfred fleet at Pittwater and came second in the No. 1 Division for the 1968 season with that Club.

**Crew:** Owner/Skipper J. H. Morris (6), Navigator D. Robinson (1), I. Downing (1), R. Hatherley (1), B. Roberts (2), R. Dummett (1), G. Fennen. 29

**"SARNIA" — Sail No. SM 181**

**L.O.A. 33ft. 4in.; L.W.L. 25ft. 9in.; Beam 9ft. 4in.; Draft 5ft. 9in.**

Sister ship to "Salome" designed and built by Ron Swanson. Finished in top half of the fleet last year and with more experience expected to improve substantially in this year's race.

**Crew:** Owner/Skipper R. J. Langman (1), Navigator W. H. Perrin (4), A. J. Stephenson (1), Chas. Smith (10), J. A. Langman (1), I. R. Langman (1). 53

**"SATANITA II" — Sail No. 83**

**L.O.A. 45ft.**

A new yacht from the board of Sparkman and Stephens, "Satanita II" is somewhat similar to "Ragamuffin" whose supremacy in Australian waters she could well challenge.

Owner Ron Wilkie, whose spirited piloting of "Satanita I" we have previously seen, will be all out to take the major trophies back to New Zealand and he has the skill and the equipment to do it.

**Crew:** Owner/Skipper D. H. R. Wilkie (2), crew to be selected. 22

**"SEQUANA" — Sail No. 5**

**L.O.A. 34ft. 10in.; L.W.L. 24ft.; Beam 9ft. 6in.; Draft 4ft. 10in.**

"Sequana" was designed by Alan Buchanan and built by Canniffe Engineering. She is a fine little yacht and is always expertly crewed and driven hard. She was second in her Division in the 1965 Hobart Race and first in the 1968 Brisbane-Gladstone Race.

**Crew:** Owner/Skipper M. J. Tilley (2), Navigator J. Row, D. Young, I. Toll, A. Greenfield, T. Robinson. 50

**"SHAUNELLA" — Sail No. SP 1**

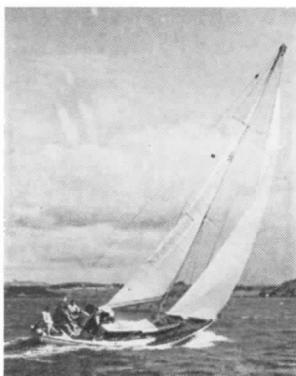
**L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 5in.; Draft 6ft.**

One of the highly effective Southern Cross Cup team from Western Australia, she is a standard fibreglass Swanson 36. Little is known of her history in Perth, but we can be sure she will be carrying the W.A. flag with credit.

**Crew:** Owner/Skipper J. F. Walker, Navigator P. Kennedy, M. Grant, J. Holder, D. Bromilow, one to be selected. DMS

"Shi Bui"

"Siska"



**"SHI BUI" — Sail No. 194**

**L.O.A. 44ft.; L.W.L. 33ft.; Beam 11ft.; Draft 7ft.**

Designed and built by Allan Wallis and launched in March, 1969, she will be the first ferro-cement yacht to take part in this race or, indeed, in any C.Y.C.A. race and her performance will be watched with interest. Hull and deck are of concrete, with mahogany cabin and spruce mast and spars.

**Crew:** Owner/Skipper/Navigator Allan Wallis, Steven Davies, John Dene Stick, John Bee, Don Wilson. 61

**"SISKA" — Sail No. RF 16**

**L.O.A. 49ft.; L.W.L. 37ft.; Beam 8ft. 6in.; Draft 6ft. 5in.**

In three seasons of racing in West Australian waters, "Siska" has built herself a formidable reputation, with line honours in all major ocean races except one. Formerly "Hiawatha", "Aberlady", "Kirribilli", she was re-styled by Rolly Tasker in 1966 and rigged as a ketch with all aluminium spars. For sheer speed she is probably unequalled by any monohull near her size anywhere.

**Crew:** Owner/Skipper R. L. Tasker, Navigator W. N. West, J. D. Seale, C. J. Mewes, R. Chepple, L. Valmadre, J. A. Simonds. 60

**"SUNDOWNER" — Sail No. 53**

**L.O.A. 45ft.; L.W.L. 36ft.; Beam 13ft. 6in.; Draft 7ft.**

Built in 1968 for the Admiral's Cup trials she is able to sail up with the best yachts in the world. A big powerful yacht, she likes fresh breezes and in the 1968 Sydney-Hobart she came tenth overall despite the handicap of a broken forestay. She was designed and built by the Swanson Bros. who are so well represented this year by the Swanson 36s. It is interesting to note that the crew between them add up to 60 Hobart races.

**Crew:** Owner/Skipper/Navigator F. Likely (13), J. Swanson (7), K. Swanson (1), J. Parker (1), D. Linton (12), A. Moncrieff (3), L. Reilly (9), D. Cray (1). 23

**"SYLPHIDE" — Sail No. 462**

**L.O.A. 31ft. 7in.; L.W.L. 26ft.; Beam 9ft. 6in.; Draft 5ft. 6in.**

A Blythe Spirit class sloop built and launched in 1963. This will be her fourth Hobart race and in addition she has been a consistent starter in C.Y.C.A. offshore races. "Sylyphide" is very strong built and seaworthy and could be well up with the leaders in Division 2.

**Crew:** Co-Owner/Skipper J. F. Beaumont (1), Co-Owner/Navigator C. M. Sullivan (2), A. E. Tame (2), K. E. Northwood (2), Dr. M. D. Cull (1), C. F. Heron. 71

**"THUNDERBOLT" — Sail No. 560**

**L.O.A. 36ft.**

Designed by Graham Shields and built by Quilkey Bros., she was unfortunately forced to retire last year.

Now sporting a new mast and larger sail plan she should show her paces particularly as she has also been modified underwater with the object of obtaining greatly increased speed.

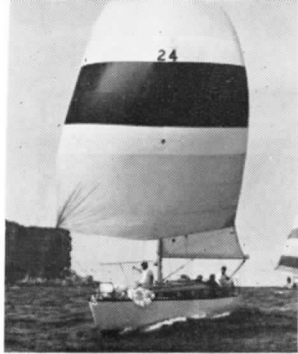
**Crew:** Co-owner/Skipper G. Shields (8), Co-owner F. Thomas (10), N. Bennetts (9), C. Hough (8), P. Archer (1). 4

**"TINA OF MELBOURNE" — Sail No. 53**

**L.O.A. 36ft. 8in.; L.W.L. 28ft. 10in.; Beam 10ft. 4in.; Draft 6ft. 3in.**

This is "Tina's" second Hobart race and her previous position is no indication of her potential. Owner Barry Scott has recruited a highly experienced crew with 24 Hobart races between them and has proceeded to win every major trophy in Victorian yachting. She was designed by Olim Stephens to One Ton Cup rating and is fitted with alloy spars and rod rigging. She should easily better her eleventh place in last year's race.

**Crew:** Owner/Skipper/Navigator Barry Scott (1), B. J. Case (6), W. Neale (2), A. Black (7), A. Nelson (7), I. McCutcheon (1). 5



"Warri"



"Wraith of Odin"

**"TOREA" — Sail No. 172**  
**L.O.A. 42ft.**

Unfortunately at the time of going to press nothing is known of this sloop which is making its first appearance in Australia. However, Australians have learned from experience never to underestimate New Zealand yachts and it can be well anticipated that "Torea" will be a worthy opponent.

**Crew:** Owner/Skipper G. Stern, crew to be selected. 67

**"UTIEKAH IV" — Sail No. A 17**  
**L.O.A. 37ft.; L.W.L. —; Beam 10ft.; Draft 5ft. 6in.**

"Utiekah" is a steel sloop designed by Van de Stadt, of Holland. Only launched in November, 1969, she comes to the starting line virtually untried in racing. She should, however, give a good account of herself.

**Crew:** Owner/Skipper P. C. Fowler, P. A. Canning, A. R. Gear, M. Desmarchelier (9), Dr. P. Rogers, C. T. Martin, H. Hewer. R

**"VAGO" — Sail No. 640**  
**L.O.A. 36ft. 8in.; L.W.L. 27ft. 11in.; Beam 10ft. 3in.; Draft 6ft. 4in.**

"Vago" is our first competitor from Japan and from her plans in the Club's possession is a very pretty little yacht of very modern design. "Vago" was designed by two of her crew, S. Takeichi and N. Muramoto, both young men who appear to be well versed in modern ocean racing design. Her skipper, K. Ogimi, is the Commodore of the Nippon Ocean Racing Club. "Vago" has only sailed in two races of 20 miles and 100 miles and has gained both line and handicap honours in both.

**Crew:** Skipper K. Ogimi, Navigator Lt. N. Donaldson, R.A.N., Owner H. Takeda, S. Takeichi, N. Muramoto, S. Yamashita, K. Osawa (1). 21

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

Another of the large fleet of Swanson 36 fibreglass yachts, she is well crewed and should go well in the One Ton Cup Division. She is a consistent starter in local races and is this year making her second trip to Hobart. In 1968 she was sixth overall and second in her Division and this year has her sights set on a trophy.

**Crew:** Owner/Skipper G. E. Jorgensen (1), Navigator K. Nicholson (3), P. Duffield (6), T. McMahon (3), M. Summerton (3), J. Maddox (4). 24

**"WARRI" — Sail No. MH 24**  
**L.O.A. 34ft. 6in.; L.W.L. 28ft. 6in.; Beam 9ft. 11in.; Draft 6ft. 1in.**

One of the latest recruits to the ranks of the One Ton Cup Division, "Warri" was designed by Bob Miller and built by Quilkey Bros., builders of "Ragamuffin", "Koomooloo" and "Mercedes". She is a light displacement, cold moulded masthead sloop fitted with alloy spars and is already giving the leaders in her Division a nudge. Definitely one to watch.

**Crew:** Owner/Skipper/Navigator W. J. Hart, co-Navigator W. D. Carroll (5), I. C. Horsley, N. J. Lipscombe (2), H. Paterson. 22

**"WATHARA II" — Sail No. A 21**  
**L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 5in.; Draft 6ft.**

Sailing this year under the new ownership of R. Jackman, of Hobart, "Wathara II" is a wooden Swanson 36. Since the last Hobart race, in which she was placed fourth in her Division and ninth overall, she has been extensively modified under water and had her engine moved further forward. She has also had her timber mast replaced by an alloy mast and boom and, since these modifications, has improved performance even more.

**Crew:** Owner/Skipper R. Jackman, Navigator W. Lawler (2), J. Muir (15), J. Bennetts, two to be named. 34

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

A steel version of the Halvorsen's famous "Freya" and the only all-steel example. She is rigged with wooden mast and alloy boom and fitted for extensive cruising. Owner John Gilliam describes himself as a cruising yachtsman, but after his recent performances his fellow contestants claim he cruises too fast for them.

**Crew:** Owner/Skipper J. Gilliam (2), Navigator K. Dalton (6), G. Gilliam (2), B. Davies (2), J. Dawson (1), J. Stephenson (2), B. McGilcrest (3), one to be selected. 55

**"WINSTON CHURCHILL" — Sail No. 33**  
**L.O.A. 52ft.; L.W.L. 42ft.; Beam 12ft. 6in.; Draft 7ft.**

Every yachting enthusiast will welcome the return of this fine yacht. She took part in the first Sydney-Hobart Race in 1945 and finished second over the line to "Rani" and third on handicap. In the hands of her former owner Percy Coverdale and her present owner C.Y.C.V. Commodore Graham Warner she has taken part in 12 Sydney-Hobart Races, possibly the most any one yacht has competed in. While line honours have always escaped her she has always been well in the forefront and for this race her rig has been changed back to cutter, substantially the same as it was in 1945.

In addition to her highly experienced crew, we welcome C. A. Warner on his first Sydney-Hobart Race and representing the third generation of Warners to crew "Winston Churchill".

**Crew:** Owner/Skipper G. A. Warner (8), Navigator D. Nicol, K. R. Caldecott (14), R. N. H. Browne (4), J. Mooney (2), P. Atkins, I. Leckie, J. Spry, J. Redding, D. Young, C. A. Warner, J. Corner. 54

**"WRAITH OF ODIN" — Sail No. CYC 55**  
**L.O.A. 57ft.; L.W.L. 41ft. 6in.; Beam 14ft. 6in.; Draft 8ft.**

A Bermuda ketch built by Alfred Johnson, of Forster, N.S.W., and designed by John Alden, of the U.S.A., she has taken part in four previous Hobart races and, like all ketches, prefers strong beam winds. She carries a very experienced crew including "Nefertiti" the ship's cat who is, we understand, making her first Hobart trip.

**Crew:** Owner/Skipper/Navigator B. R. A. O'Brien (5), C. Mecham (6), G. Creighton (3), A. W. Fulse (2), I. Kaldar (2), Mrs. D. M. O'Brien (5), D. R. Menzies, P. M. de Burgh, R. O'Brien, A. Gamlin. 73

**"ZILVERGEEST" — Sail No. 224**  
**L.O.A. 29ft. 8in.; L.W.L. 26ft. 4in.; Beam 8ft. 5in.; Draft 5ft. 10in.**

"Zilvergeest" is a much modified Plympt Class designed by Van de Stadt and built by John Batt. The smallest boat in the fleet, she approaches her sixth Sydney-Hobart hoping for light conditions which would suit her low handicap.

Her best performance was seventh overall and fourth in Division 2 in 1965. Further modifications have been carried out since the last race.

**Crew:** Owner/Skipper/Navigator A. J. Murray (5), H. R. Vallance (4), A. F. Henderson (2), B. R. Johnson (1), R. B. Evans. 59

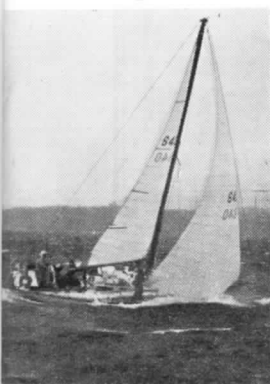
"Vago"

"Veninde II"

"Weatherly"

"Winston Churchill"

"Zilvergeest"





## 25th SYDNEY-HOBART YACHT RACE, 1969

- |  |  |
|--|--|
| <p> <b>SP 1 — SHAUNELLA</b> — SPYC — J. Walker.<br/> <b>RANC 2 — FRANKLIN</b> — RANCSC — RANC.<br/> <b>MH 3 — OPHIR</b> — CYCA — D. M. Jones.<br/> <b>S 3 — TINA OF MELBOURNE</b> — RMYS — B. R. Scott.<br/> <b>RANC 3 — FOUR WINDS II</b> — HBYC — S. W. Gibson.<br/> <b>B 4 — DESTINY II</b> — RBYC — G. F. Chapman.<br/> <b>5 — SEQUANA</b> — RQYS — M. J. Tilley.<br/> <b>C 8 — DORADO</b> — DSS — J. I. Lake.<br/> <b>10 — ADRIA</b> — RSAYS — J. Grubic.<br/> <b>M 11 — CAMILLE</b> — Mersey — D. Ralph.<br/> <b>13 — CAPRICE OF HUON</b> — CYCA — G. Ingate.<br/> <b>A 13 — NELL GWYN</b> — RYCT — F. Hickman.<br/> <b>MH 15 — SALOME</b> — MHYC — K. Pix.<br/> <b>RF 16 — SISKA</b> — RFBYC — R. Tasker.<br/> <b>A 17 — UTIEKAH IV</b> — DSS — P. Fowler.<br/> <b>A 21 — WATHARA II</b> — RYCT — R. Jackman.<br/> <b>MH 24 — WARRI</b> — MHYC — W. Hart.<br/> <b>SM 28 — ODIN</b> — SYC — L. Abrahams.<br/> <b>B 30 — PHANTOM OF BRIGHTON</b> — RBYC — J. Attwood.<br/> <b>MH 31 — MOONBIRD</b> — MHYC — N. H. Brooker.<br/> <b>SM 32 — JISUMA</b> — SYC — L. K. Scott.<br/> <b>33 — WINSTON CHURCHILL</b> — CYCV — G. A. Warner.<br/> <b>40 — JANZOON I</b> — SASC — R. George.<br/> <b>44 — MAYRA</b> — QCYC — A. W. Eklund.<br/> <b>MH 44 — GILLAWA</b> — MHYC — A. Wildman.<br/> <b>45 — FIDELIS</b> — RAYC — J. Davern.<br/> <b>53 — SUNDOWNER</b> — MHYC — R. Swanson.<br/> <b>CYC 55 — WRAITH OF ODIN</b> — CYCA — B. O'Brien.<br/> <b>60 — MORANDOO</b> — CYCA — W. J. Rice.<br/> <b>CYC 62 — CAMELOT</b> — CYCA — J. Borrow.<br/> <b>67 — CICELY JUNE</b> — SPY — P. V. Dixon.<br/> <b>69 — EVEN</b> — PYC — W. Gibson.<br/> <b>70 — RAGAMUFFIN</b> — CYCA — S. Fischer.<br/> <b>A 74 — MYTH OF ARRAN</b> — RAYC — D. M. Reid.<br/> <b>77 — ANITRA V</b> — CYCA — Sir Garfield Barwick.<br/> <b>80 — MISTRESS</b> — RPAYC — W. Pettingill.<br/> <b>83 — SATANITA II</b> — RAYC — D. Wilkie.<br/> <b>A 85 — ROULETTE II</b> — RAYC — F. G. Andrews.<br/> <b>RF 88 — HOTSPUR</b> — RFBYC — P. Packer.<br/> <b>88 — ENID</b> — CYCA — W. McRae.         </p> | <p> <b>M 101 — CARINA</b> — LMYC — P. Daniel.<br/> <b>106 — CAVALIER</b> — CYCA — J. Roche.<br/> <b>130 — PROSPECT OF WHITBY</b> — RORC — A. Slater.<br/> <b>137 — PATSY OF ISLAND BAY</b> — RPAYC — F. Duffield.<br/> <b>172 — TOREA</b> — RNZYS — G. Stern.<br/> <b>MH 173 — DUET</b> — MHYC — P. Hopwood.<br/> <b>B 176 — MONSOON</b> — RBYC — Sturrock &amp; Mooney.<br/> <b>SM 181 — SARNIA</b> — SYC — R. J. Langman.<br/> <b>181 — KARINGAL</b> — CYCA — A. Berns.<br/> <b>184 — MORNING AFTER</b> — RORC — R. Hill.<br/> <b>190 — SALACIA</b> — CYCA — A. Byrne.<br/> <b>194 — SHI BUI</b> — OYC — A. Wallis.<br/> <b>197 — BANDIT</b> — RSAYS — M. Tostevin.<br/> <b>207 — AKALA</b> — CYCA — J. Bleakley.<br/> <b>224 — ZILVERGEEST</b> — CYCA — A. J. Murray.<br/> <b>226 — SANCHO</b> — RPAYC — G. Evans.<br/> <b>246 — SARACEN II</b> — RPAYC — J. Morris.<br/> <b>268 — OUTRAGE</b> — OYC — Colson Bros.<br/> <b>294 — REBEL</b> — RAYC — B. Wilson.<br/> <b>350 — CORROBOREE</b> — CYCA — J. White.<br/> <b>390 — WEATHERLY</b> — CYCA — J. Gilliam.<br/> <b>408 — MAID ROSALINDE</b> — MHYC — B. C. Finch.<br/> <b>450 — MERCEDES III</b> — CYCA — H. T. Kaufman.<br/> <b>462 — SYLPHIDE</b> — RSYS — J. Beaumont &amp; C. Sullivan.<br/> <b>496 — BALANDRA</b> — CYCA — R. Crichton-Brown.<br/> <b>546 — VENINDE II</b> — RPAYC — G. Jorgensen.<br/> <b>553 — CAPUCINE</b> — CYCA — R. Brenac.<br/> <b>560 — THUNDERBOLT</b> — CYCA — G. Shields &amp; F. Thomas.<br/> <b>596 — MELITE</b> — CYCA — I. Brodziak.<br/> <b>640 — VAGO</b> — NORC — K. Ogimi.<br/> <b>653 — BOOMERANG</b> — CYCA — P. Hill.<br/> <b>654 — DIVA JANA</b> — RANSA — D. Kelly.<br/> <b>655 — BOAMBILLEE</b> — CYCA — V. Walsh.<br/> <b>759 — MAKARETU</b> — BBYC — N. Gosson.<br/> <b>915 — RENEGADE</b> — RAYC — J. Lidgard.<br/> <b>2343 — SALTY TIGER</b> — SPYC — J. L. Powell.<br/> <b>2468 — MORNING CLOUD</b> — RTYC — Rt. Hon. E. Heath.<br/> <b>3000 — CRUSADE</b> — RYS — Sir Max Aitken.<br/> <b>APOLLO</b> — RPYC — A. Bond.<br/> <b>CAVALIER SEUL</b> — UNC — D. Paul-Cavalier.         </p> |
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### YACHT CLUBS PARTICIPATING

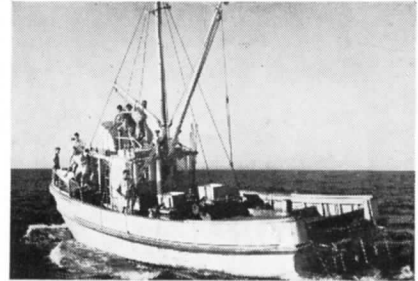
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|---|--|
| <p> <b>BBYC</b>—Botany Bay Yacht Club, N.S.W.<br/> <b>CYCA</b>—Cruising Yacht Club of Australia, N.S.W.<br/> <b>CYCV</b>—Cruising Yacht Club of Victoria, Victoria.<br/> <b>DSS</b>—Derwent Sailing Squadron, Tasmania.<br/> <b>HBYC</b>—Hobsons Bay Yacht Club, Victoria.<br/> <b>LMYC</b>—Lake Macquarie Yacht Club, N.S.W.<br/> <b>MERSEY</b>—Mersey Yacht Club, Tasmania.<br/> <b>MHYC</b>—Middle Harbour Yacht Club, N.S.W.<br/> <b>NORC</b>—Nippon Ocean Racing Club, Japan.<br/> <b>OYC</b>—Onerahi Yacht Club, New Zealand.<br/> <b>PYC</b>—Papua Yacht Club, New Guinea.<br/> <b>QCYC</b>—Queensland Cruising Yacht Club, Queensland.<br/> <b>RANCSC</b>—Royal Australian Naval College Sailing Club, A.C.T.<br/> <b>RANSA</b>—Royal Australian Naval Sailing Assn., N.S.W.<br/> <b>RAYC</b>—Royal Akarana Yacht Club, New Zealand.<br/> <b>RBYC</b>—Royal Brighton Yacht Club, Victoria.<br/> <b>RFBYC</b>—Royal Freshwater Bay Yacht Club, W.A.         </p> | <p> <b>RMYS</b>—Royal Melbourne Yacht Squadron, Victoria.<br/> <b>RNZYS</b>—Royal New Zealand Yacht Squadron, New Zealand.<br/> <b>RORC</b>—Royal Ocean Racing Club, England.<br/> <b>RPAYC</b>—Royal Prince Alfred Yacht Club, N.S.W.<br/> <b>RPYC</b>—Royal Perth Yacht Club, W.A.<br/> <b>RQYS</b>—Royal Queensland Yacht Squadron, Queensland.<br/> <b>RSAYS</b>—Royal South Australian Yacht Squadron, S.A.<br/> <b>RSYS</b>—Royal Sydney Yacht Squadron, N.S.W.<br/> <b>RTYC</b>—Royal Thames Yacht Club, England.<br/> <b>RYCT</b>—Royal Yacht Club of Tasmania, Tasmania.<br/> <b>RYS</b>—Royal Yacht Squadron, England.<br/> <b>SASC</b>—Sydney Amateur Sailing Club, N.S.W.<br/> <b>SPYC</b>—St. Petersburg Yacht Club, U.S.A.<br/> <b>SPYC</b>—South of Perth Yacht Club, W.A.<br/> <b>SYC</b>—Sandringham Yacht Club, Victoria.<br/> <b>UNC</b>—Union Nationale des Coureurs en Haute Mer., France.         </p> |
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# CHALLENGE FOR THE ONE TON CUP

As told to Alan Sefton, Auckland Star, by  
CHRIS BOUZAID, Owner/Skipper of "Rainbow II".



"RAINBOW II's" first challenge for the One Ton Cup — in July, 1968 — was an exploratory venture. We stepped off the deep end into the development class of keel yacht racing, came second to the world champion "Optimist" (West Germany) and returned to New Zealand much the wiser.

Armed with the knowledge gained in that first trip, we took "Rainbow II" back to Heligoland again a year later and won the "Ugly Mug" with four wins straight and a second place.

"Rainbow's" win is going to do a great deal for yachting in New Zealand — but the effort we had to make and the change in attitudes that winning the One Ton Cup demanded are going to do quite a bit more. Taking the "Ugly Mug" off us is going to prove just as tough as it was to get it off the Germans. So you Aussies can forget about an easy jaunt across the Tasman to do on the cheap what it cost us two trips around the world to achieve.

We made blues in that first challenge. We went there geared for the wrong conditions, expecting fresher weather instead of the light airs that predominated throughout the series. But we learned from our mistakes.

The "Rainbow II" that sailed in Heligoland this year was a different boat to the one they saw a year earlier even though it was the same hull from the then five-year-old Olin Stephens design.

When a second challenge for the Cup was suggested we really set to work on "Rainbow".

Out came the light petrol motor and the 1000-lb. of dead lead. In went a heavy diesel in the centre of the boat.

The scantlings were increased by adding a layer of one-sixteenth inch steel plate all over the deck.

The "plusses" we gained under the RORC rule through these changes allowed an increase of 32 sq. ft. — from 495 to 527 — in "Rainbow's" measured sail area.

The main was increased by 10 sq. ft., the genoas by 110 sq. ft. and the big kite by 200 sq. ft. with an extra 3ft. 3in. on the mast.

The extra sail produced a marginally quicker boat in all conditions but there was a marked improvement in light running. "Rainbow" was much more difficult to handle down wind in a breeze, particularly with the spinnaker flat off. But nothing we could not handle.

The results of those changes, plus the training and preparation put in by my crew, speak for themselves.

In our campaign in the Northern Hemisphere "Rainbow" started in 17 races. She won 13, came second twice, third once and 20th in the damnably fluky Fastnet, but won her class.

We proved something very important in that campaign — that a good crew can win in an average-good boat. Remember, "Rainbow" was a five-year-old design at the time.

Bad crews can still lose in the best boat available.

The result of this is that here in Auckland the trend is for people to work like hell on the boat they have instead of looking for a new design every couple of years. Skippers and crews are putting in a lot of preparation work — both the "physical jerk" type and on the boats themselves.

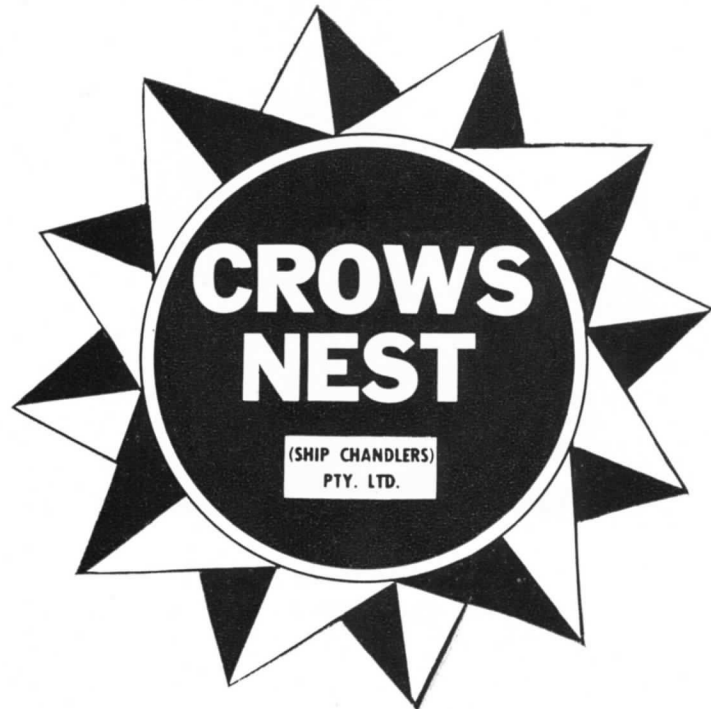
It is a common sight now on Auckland's harbour to see the ocean boys out training against each other two and three nights a week when there's something big coming up.

But back to "Rainbow's" deeds overseas.

She was shipped to Germany a couple of months ahead of the series and our venture nearly came unstuck before she'd even sampled North Sea water. The cause of the high blood pressure was, believe it or not, a bale of New Zealand wool.

During cargo unloading in the Italian port of Genoa, one of these bales slipped from its sling and crashed down on "Rainbow's" stick which had been carefully set aside so that it was, so everyone thought, out of harm's way.

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That little Italian happening resulted in 18ft. of the mast — from the foot up — crushed beyond repair. Some foresight paid off here however. We had shipped spare sections with the boat and the two "Rainbow" crew who went along for the boat ride — Ward Schofield and Dave Craig — worked night and day to fit new sections before "Rainbow" arrived in Germany and the tight schedule that awaited her. Pity, they'd wanted badly to take a look at some of the sights.

The rest of "Rainbow's" crew — navigator Roy Dickson, tactician Alan Warwick, for'ard hand John Woolley and myself flew to Germany and met the boat in Kiel. We had one day of work on the boat before beginning the racing programme.

I won't go into the details of the four races we contested during Kiel week. The first two were 30-milers with 150-odd yachts starting. We won those two and beat some of our One Ton Cup opposition — "Optimist", "Alpha", "Tauri" and "Apecist" — in the process. Next came a 150-miler in conditions that ranged from flat calm to gales. "Rainbow" won again. The last race was an Olympic course and the old New Zealand bucket turned it on for four in a row. But in this last race "Optimist" was three boat-lengths clear with the last mark in sight when her forestay carried away. A hollow win that one. We were dog tired after the long flights to Germany with the upsets that travel of this kind bring. But we'd started in tremendous fashion and left Kiel for Heligoland in the best of spirits.

It was like going home — that rather stark island in the North Sea. We were there 10 days early and had plenty of time to settle down to regular sleep, good meals and intensive workouts. A wise move this. Most of the opposition came in just before the series and had only a minimum settling in period. This year we'd obtained the course cards early and during our 10 days in Heligoland before the start of the Cup races we sailed and resailed those courses — assessing tides and currents, getting the right sail combinations for any set of conditions and all the time learning more about our boat. If you'd told me beforehand, I would not have believed there was much extra about "Rainbow" that I didn't know. But those 10 days proved me wrong. One of our discoveries was new positions for the crew which resulted in less strain, a better spread of the load and better "pounce" positions when action was needed in a hurry.

July 14 arrived — the big day. The first race for the Cup was a 27-miler providing a beat, a 12-mile run, a reach and a beat in light, variable conditions. We hit the front on that first beat after a tactical battle with "Optimist", picked up more time on the run and the reach and then covered our rivals on the final beat. We won by 3 mins. from "Kerkyra II" (Italy). "Optimist" was third, 5 secs. behind "Kerkyra". One down — four to go and "Rainbow" a proven quicker boat in the light.

July 15 — the second race. A 30-miler with a beat, a run, a reach and a beat in light airs. We trailed "Kerkyra" into the last beat of 3.2 miles in a dying

six-knot breeze. "Kerkyra" covered "Rainbow's" every move while "Optimist" took a flyer and we averaged the two course. The situation looked hopeless, there seemed nothing we could do to get past "Kerkyra". Then, unbelievably, "Kerkyra" did not cover when we went on to the starboard tack. She held port and got broken below the line. "Rainbow" inched up and was through into the lead with less than half a mile to the line. "Rainbow" won by 2½ minutes from "Kerkyra". "Optimist" was five minutes further back in third place. Two down — three to go and confidence mounting.

July 16 — the vital ocean race with its 285 miles counting for double points. We could win the other races but if we lost this one we would be lucky to win the prize — and there was nothing for second place. The course gave us a series of short legs off Heligoland itself and then a long beat up the coast of Denmark before returning to Heligoland. "Rainbow" was in the lead that first night at sea when we had to anchor to stem the ebb tide. But came the dawn and "Optimist" had stolen a march and was 9 mins. ahead. The wind freshened as we beat it for the Danish coast.

We set about pegging "Optimist" back. It was a long, drawn out affair but gradually we pulled her in. "Optimist" was only 2½ minutes ahead after the second to last leg — a 20-mile reach — but there were only 25 miles to go to the finish and she was not making the same mistake as "Straulino" in the second race. She matched every move we made. With half the 25 miles gone the breeze was 10 knots and still dying. "Rainbow" was still 2½ minutes behind. It was time to take chances. We started reaching and then squaring away, reaching and squaring away until finally, after God knows how many miles of watching her stern, we were within striking distance of the German champion. We hauled him all over the ocean, swooping away at an angle of 45 degrees to the rhumb line. A gybe and another swoop on the other board. Time and again we repeated the procedure picking up ground all the way until we had him. Once through "Rainbow" inched ahead and finally crossed the line 9 mins. clear. Three down — two to go. But not really. We only needed to finish within five places of "Optimist" in the next race to clinch the series.

July 20 — another short one, a 34-mile course providing a beat, reach, run and a beat in a variable 8 to 20 knot breeze. The expected battle between "Rainbow" and "Optimist" soon developed. "Kerkyra" had slipped somewhat since that second race. "Optimist" was six lengths clear at the leeward mark but we closed up for the attack on the final beat. We broke through him and got the gun by 50 secs. The One Ton Cup was ours.

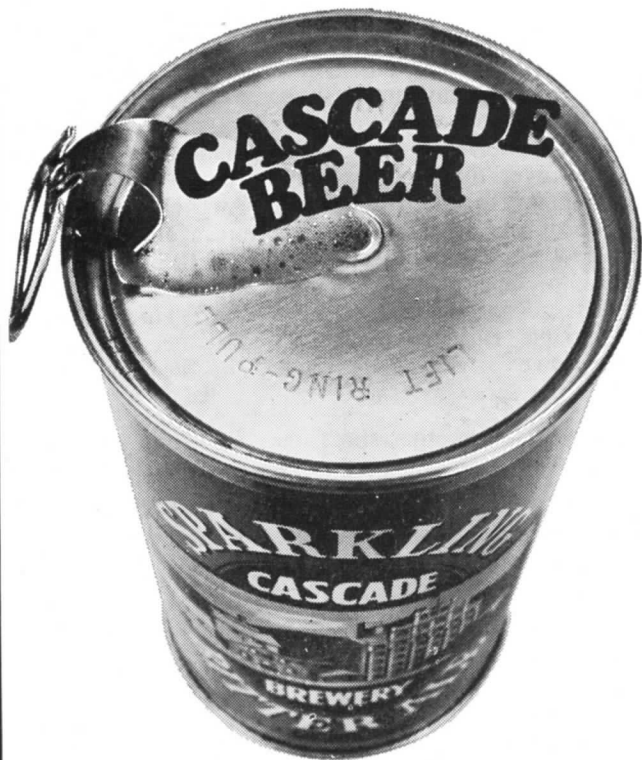
July 21 — the final race, something of a formality. Unhappily the "Rainbow" boys were a bit of a mess. The bubbly stuff had run pretty freely the night before and concentration was one of the hardest things in the world to drum up that day. A beat, run and a reach in light conditions over 30 miles. "Optimist" won by 1 min. 10 secs. from "Rainbow". Hans Bielken (skipper of "Optimist") called out his thanks for "letting us



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win one". We could not convince him that we'd been trying like hell. We couldn't help the fact that we were pretty hungover.

And so, with the One Ton Cup air freighted back to Auckland, we set off for Cowes to see what the Mecca — or, as the Aussies called it, the "Ditch" — was all about.

We started in a race on the Saturday before the Admiral's Cup series. "Rainbow II" went off in class 3A — 20 minutes behind the big boats. She was third boat in, beaten home by only "Noryma VGX" and "Red Rooster" out of a fleet of 120 boats. During that week we "trained" with the odd sail and the frequent visit to the pub.

The Channel Race — the first heat of the Admiral's Cup series — produced a mixed bag of weather from light to fresh winds. "Rainbow" went well in them all and won on handicap — a fact which received little publicity in papers outside of New Zealand. "Ragamuffin" was second and "Red Rooster" third. In the days that followed "Rainbow" did five more races — won three with a second and a third in the other two. These races were sailed in light airs with the exception of the last in which we got a wholesome breeze and won by seven minutes.

Then came the Fastnet. Any Aussie reader will need no telling of what a drag this became. "Rainbow" was 45th at Lands End and 15th around Fastnet Rock. At that stage she was well ahead of "Koomooloo" and "Mercedes III". Then we, and most of the fleet, were becalmed for 36 hours just before Bishops Rock. "Rainbow" was 28th boat to finish and 20th overall. She was first in her class — 3A — by four hours.

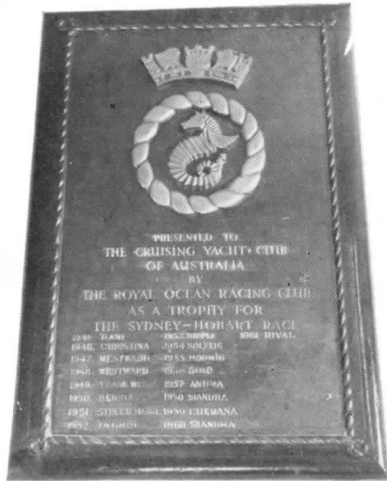
Following this race I sold "Rainbow II" to Bermudan yachtsman Charles Berry. A small boat skipper, he plans to race "Rainbow" in the Southern Ocean Racing Circuit.

Looking back on the campaign "up North" I've come to some pretty solid conclusions. The strongest of these is that ocean racing is now at a stage where, with competition so intense, crews are more important than ever before — more important than the boat in fact. Again I quote the fact that "Rainbow" was an old design but she was crewed by a dedicated team of young, fit men who had worked for success.

One of the side effects of "Rainbow's" performances overseas is that at long last we are going to get overseas yachtsmen to come to race in New Zealand waters. For years now we've been sending boats across the Tasman for the Hobart race and more lately the Southern Cross series. But you Aussies have virtually ignored us. We've taken overall honours in the Sydney-Hobart ("Rainbow", 1967), line honours in the same race ("Fidelis", 1966) and chased you close in the inaugural Southern Cross series (second in 1967). Now, if you want the One Ton Cup — and I'll bet you do with the Admiral's Cup board bare — you'll have to venture eastwards across the Tasman. We'll be waiting.

I will not be racing to Hobart this year but I'd like to take this opportunity of wishing what, at the time of writing, looked like a record fleet, "Bon Voyage".

# 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

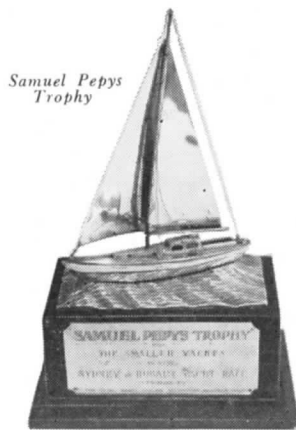
**F. & J. Livingston Trophy:** Presented to the first yacht rounding Tasman Island, to be held for one year. A replica is presented to the owner.

**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.

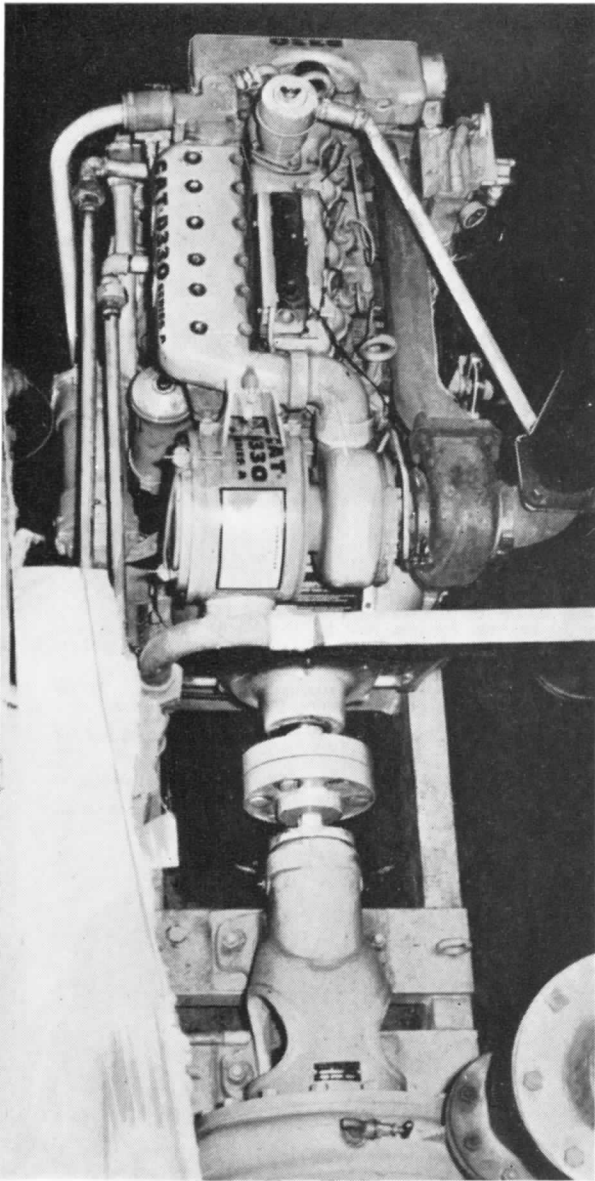
**Sir Arthur Warner Trophy:** Presented by the late Sir A. Warner to the first yacht on Corrected Time with a T.C.F. of .85 or higher. To be held for one year.



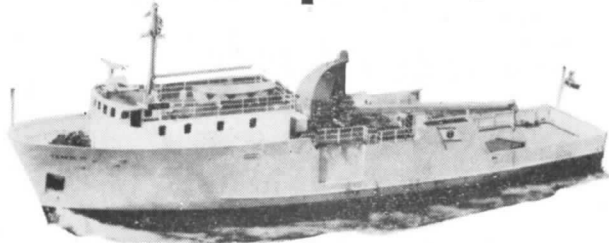
J. H. Illingworth  
Cup

**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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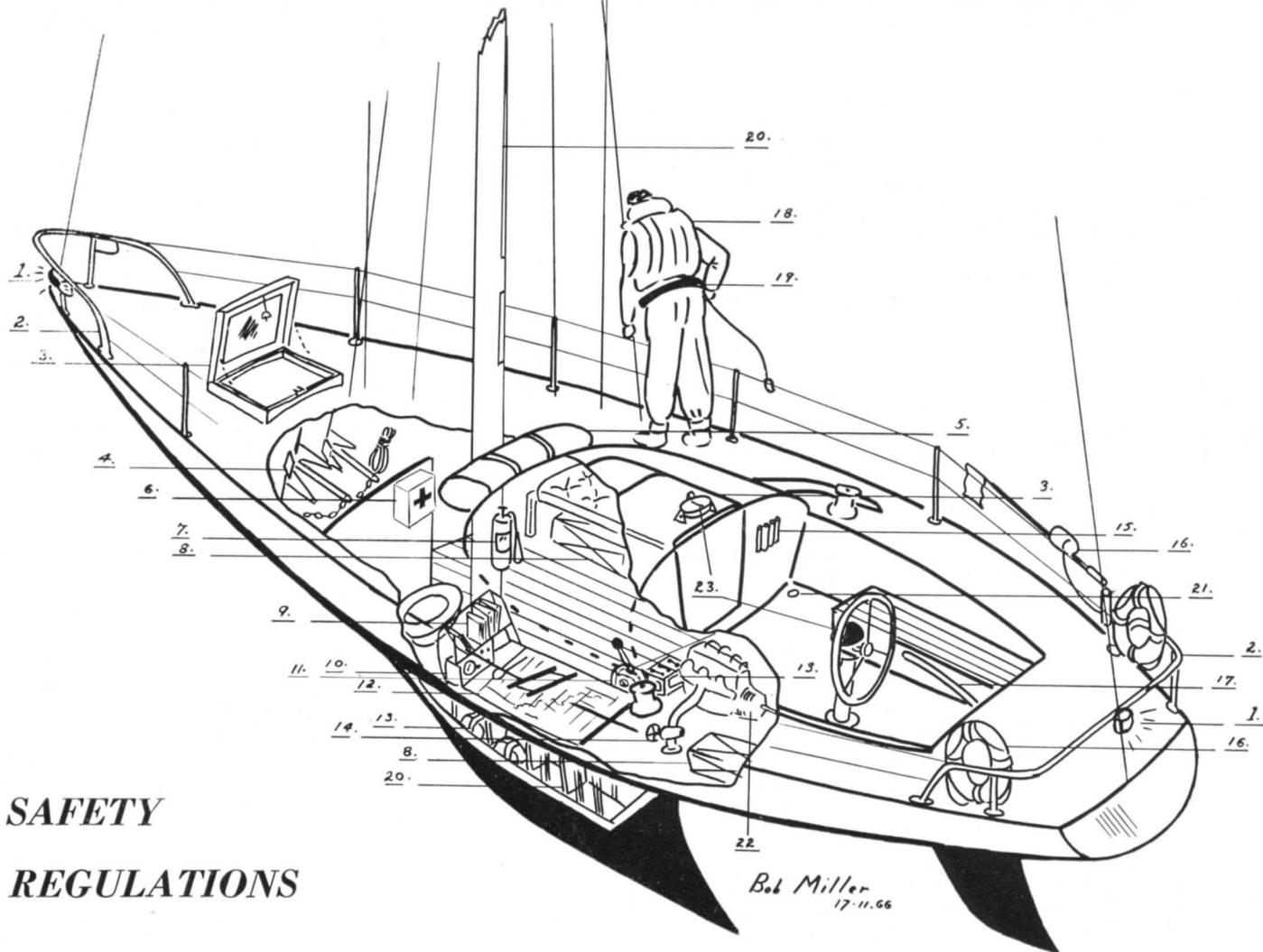
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## SAFETY REGULATIONS

**IT HAS** been said that the sea is one of the greatest and most powerful forces on earth and those who sail on it quickly learn to respect it.

The question of safety at sea resolves itself largely into two main ingredients — experience and equipment.

The Cruising Yacht Club of Australia takes great pride in its safety record — 24 Sydney-Hobart Races with neither man nor yacht lost. This is not the result of luck but of the Club's painstaking building up of safety regulations for ocean racing, often altered in the light of the increasing experience of members into a set of regulations now adopted by the Australian Yachting Federation as a standard for all offshore racing in Australia.

Prior to the race, every yacht is subjected to a rigorous inspection by a panel of experienced yachtsmen for compliance with all safety regulations and for such construction or fitting out defects as may endanger the safety of her crew.

Briefly the inspection officers look for sharp projections against which a crew member could be thrown and injured, proper securing of ballast, batteries, tool box lids, etc., the absence of loose articles of a sharp or heavy nature which could be thrown around the boat (yachts have been known to go upside down—fortunately rarely) and adequate strength and condition of spars, rigging, fittings, etc.

In addition to these matters the Regulations provide—

1. Navigation lights as required by the International Regulations for Preventing Collisions at sea, fitted at bow and stern.
2. Adequate "pulpits", fitted bow and stern, and guard rails rigged on rigid stanchions.
3. Hatches must be watertight and securely fastened.
4. Two anchors and adequate anchor warps appropriate to the size of the yacht.
5. A fully certified self inflatable rubber life-raft with emergency survival equipment which must be carried on deck.
6. A comprehensive first aid kit with minimum requirements to cater for any emergency.

7. Adequate fire extinguishers, appropriate for the size of the yacht and fire hazards involved. Tanks containing inflammable fuels must be adequately ventilated.
8. Two water tanks and a minimum quantity of water to be carried, depending on the number of crew and the length of the race.
9. Books covering basic medical treatments, navigation and signalling.
10. Radio transmitter, capable of ship-to-ship and ship-to-shore communication.
11. Two bilge pumps and two buckets.
12. Navigation charts covering the area in which the race is held.
13. Internal ballast, batteries, gas bottles and other heavy equipment securely fastened.
14. All hull openings fitted with sea cocks.
15. Emergency flares.
16. Two life rings, one of which is fitted with a dan-buoy, light and dye marker, within easy reach of the helmsman.
17. An emergency tiller, for yachts normally fitted with wheel steering.
18. Life jackets, one for each crew member. The minimum number of crew is four.
19. Safety belts, one for each crew member.
20. Basic construction and rigging must be considered sufficiently strong and the yacht seaworthy.
21. Cockpit must be watertight and self-draining.
22. An engine, capable of driving the yacht at a nominated speed. (The propeller must not be removed for racing).
23. Two compasses.

### General

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

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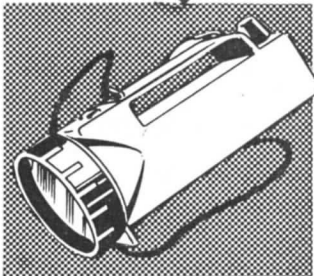


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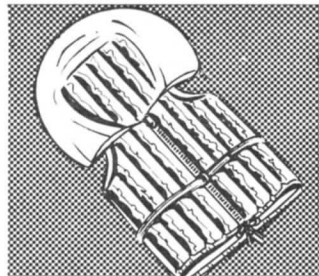
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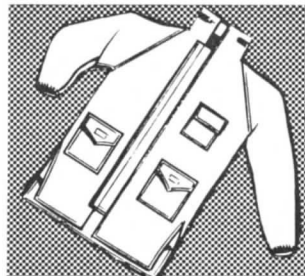
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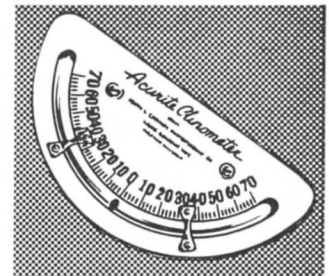
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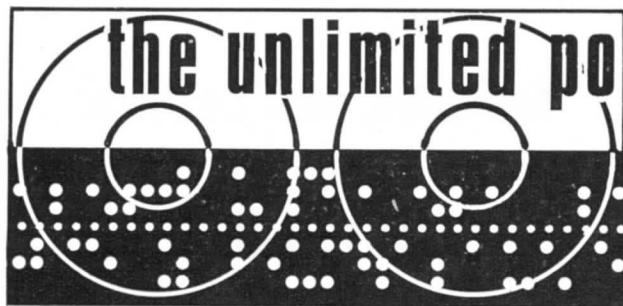
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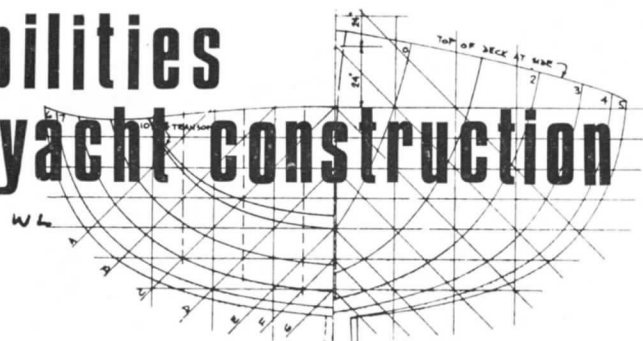
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# of yacht construction



by **Bob Miller**

YACHT construction has reached a new departure point. Within the next few years, thanks to the new International Offshore Rule and the trend towards "line honors" boats, it will become more the domain of the scientist and the engineer than the traditional boatbuilder.

Designers now have to think more heavily about the problems of weight-per-strength ratio where before they were more concerned with winning handicap bonus through the scantling allowance. They'll have to figure out the construction of their yachts in the same way as an engineer calculates stressing for a building.

The new rule does away with scantling measurement and gives no advantage to any form of construction over another, where the R.O.R.C. rule did give some materials heavy bonuses hence the steel deck on New Zealand's champion One Tonner Rainbow II. This enabled her to gain more sail area by reducing one component of the rating formula.

The trend to out-and-out speed machines, designed to get there first and to hang with the handicap, will lead to boats with aircraft-type qualities in their construction.

The possibilities, in this space age, are limitless. But first, let's look at the evolution of yacht construction so far.

Timber construction began in a clumsy way with yachts being virtually big bundles of boards with rags jammed between the cracks. With the longitudinal planking having no side strength, internal frames ran at right angles to the planking, with various stringers adding longitudinal strength.

The old-timers used to go for grown frames, chopping down oak trees of the right shape. Then they saved some labour and money by selecting natural-grown timber for the area of biggest curvature and lap-jointing in timber for the reasonably straight area of a section.

From there, bent frames developed, usually shaped with the help of steam and finally, thanks to the invention of first-class glues, modern laminated frames evolved.

The old boats were a bad shape to gain any natural strength from the hull form because of their long overhangs, but their rigs did not impart great loads on the hull, as with the modern masthead rig. Because with their gaff mainsails the rigging was fairly loosely set up and they carried so much area they didn't have to get tremendous efficiency out of their sails.

Planking was carvel, with planks laid edge to edge and the seams caulked with cotton or oakum. Sometimes

the bruised seam method was used to stop them leaking — a small wheel, run along the middle of the seam depressed the wood either side. A shaving was taken off so the surface is flush and when the wood became wet, the compressed piece swelled and filled the seam.

Then just before World War II, double-planked boats became very popular. These were built with two layers of thin planking, one on top of the other longitudinally, with the seams staggered so that the seam in one layer of planking fell within the middle of the plank of the other layer. This method was encouraged by the International Rule to gain lightness per square foot as the fastenings were shorter and lighter than those of the single skin method. Shellac was used like glue to help hold the skins together.

Smaller boats were made of ordinary carvel planking with the edges of the planks glued together — still a popular method. This does have the disadvantage of splitting and cracking in hot weather, but repairs are relatively easy.

Also before World War II, Uffa Fox and other way-out sailors in the International 14 Dinghies evolved diagonal planking, similar to moulded plywood, but without being glued in the way it is today.

The war, through aircraft construction did lead to moulded diagonal-planked moulded plywood boats which, with the development of good glues, became very popular among English dinghy sailors. Fairey Aviation Co. first showed the way, building hundreds of small boats like the Firefly using this method of diagonal veneers, glued together over a mould.

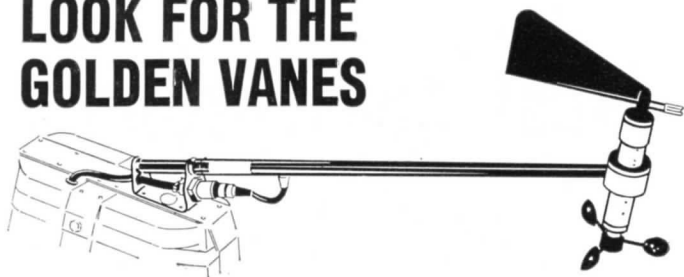
There was one drawback; with age the timber used to swell, forming bumps across the line of water flow. So European dinghy builders, headed by the Germans, began moulding their boats with the outer veneer running fore-and-aft to reduce the bumps or at least having them in a more favourable direction.

This method was then carried over into larger yachts, although it had virtually been pioneered in New Zealand many years before. Logan built yachts in Auckland early this century that were diagonally planked, without frames, with just oiled silk between the planking. Some of them are around today, and still don't leak, but this is mainly because of the beautiful kauri timber they were built from.

Then the New Zealanders, who had no rules to warp their good sense, went a step further and began putting fore-and-aft planking outside their diagonal moulded boats to ensure a fair skin.



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This method caught on in Australia a few years ago with another advance — monel staples were driven into the skins instead of nails to hold them together, and left there.

The Australians also laminated the keel and backbone in one piece to eliminate bolts and joints, and instead of rabbeting the stem lapped the planks over, one after the other in a herringbone joint.

Cec Quilkey, who was a pioneer in all this, took his moulded planking right down past the keel itself and over the deadwood, which was just built up in square baulks of timber. The skin finished up at the lead with the only joint in the outside of the boat that could bump through timber swelling being the leadline.

While these sophisticated planking methods evolved, the rules, until now, with their liberal scantling allowance, encouraged designers to virtually build one boat inside another in the form of framing, giving the recent boats a tremendous handicap advantage over the older ones.

The new rule comes just in time to prevent the situation becoming ridiculous. We have had One Ton Cup boats with 1½ in. or 1¾ in. planking on enormous frames and 12 in. stringers, and even an RSJ built into an English Admiral's Cup yacht, *Casse Tete III*, around the waterline to boost a scantling allowance for the topsides and place extra weight low in the bilges.

Of the materials other than wood, I think the foreseeable future lies mainly in fibreglass.

Concrete has yet to be proven for racing yachts, although a recent method of post-stressing the structure with steel wires laid inside the structural rods, looks extremely promising.

Under the new rule, metal loses its handicap advantage and faces the problem of corrosion, even to some extent with aluminium, which tends to dent.

Steel is very cheap and has the highest panel stiffness per weight of any boat-building material. But while it has the properties for the skin of a boat it has the problems of stresses in the steel putting bumps into the skin. Some beautifully fair steel yachts have been built, at the cost of meticulous finishing processes and a steel hull is less liable to hole if you hit anything, won't leak and is easy to repair and weld fittings to.

Construction methods vary in different parts of the world according to availability of material. But with all methods, the qualities looked for are stiffness per weight with reasonable impact strength and low cost.

Plastic still appears the most promising medium in the future for its saving in maintenance alone. Even now, in our own country, there is a shortage of slipping facilities and men to undertake work on boats.

We still haven't got the population as America has, to encourage the wide alternatives in stock fibreglass craft that meets almost everyone's need.

Custom-built wooden boats will be with us for many years but there will be more one-off fibreglass yachts as well, or a small number of 'glass yachts taken from a wooden plug which is then sold also as a cheap boat.

With fibreglass, or glass-reinforced plastic which is the more accurate label, yachts at present are mainly of pure fibreglass which is as heavy or heavier than timber, relying on the thickness of the skin for stiffness,

reinforced, perhaps, with some bulkheads. These boats have a tremendous impact strength because the shell is so thick and strong.

But as we get to the "go" boats of the future, where owners want to save weight instead of perhaps increasing it as they were encouraged to under the R.O.R.C. rule, different methods of fibreglass construction will be encouraged.

Instead of aiming for high ballast ratios, designers will try to save displacement altogether and produce a boat that will incline easily to gain a handicap allowance but be stiff enough to go to windward in a decent breeze.

They'll become fairly light and will need skin material of good impact strength. The round hull form will add some panel stiffness, but the plastic sandwich structures will be stiffened by such materials as Daycell foam, and PVC foam, as in the yacht *Boomerang*.

Such construction has to be very well engineered to resist shear forces with a high-tensile-strength material such as fibreglass to connect inner and outer fibreglass skins through the foam. With *Boomerang*, the inner and outer skins were successfully connected with fibreglass bridges at about 9 in. intervals.

I would, however, prefer to see more fibreglass and less foam with a substantial 'glass outer skin reinforced with either a honeycomb or edge-grained balsa — either in one layer or many layers alternating 'glass skin and balsa. Balsa, unfortunately, has an unreliable weight characteristic. It is very hard, using this method, to predict the finished weight as one piece of balsa will soak up more resin than another.

Another method of reinforcing a solid 'glass skin is with micro-balloon plastic spheres mixed with resin to form a paste which sets with the strength of lightweight wood. The disadvantage is that there is no fibrous structure to give tensile strength and a layer of glass fibres is needed as well to give impact resistance.

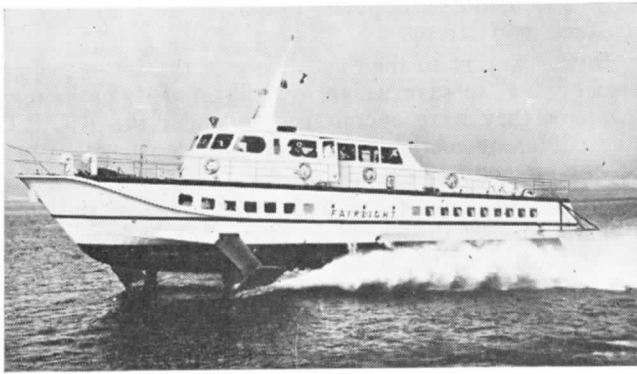
I ran into a most interesting development in America last year where I met a scientist studying the possibilities of a ceramic residue from coal-burning power stations for the NASA programme.

The ceramic is in the form of a ball — hollow on the inside and very light but with a jagged outer surface which, unlike micro-balloon, in mass would interlock like aggregate in concrete.

The scientist was a yachtsman and could foresee the use of this material as a reinforcement for plastic in boats.

Perhaps the post-stressing method I have mentioned for concrete could be incorporated with this material. You could make a form using very little fibreglass, apply a paste of this ceramic with resin which would have tremendous compressive strength because of the interlocking spheres but not have good tensile properties. Then tensile strength could be given by post-stressing with wires led through tubes within the structure.

There are still many avenues of yacht construction to be explored. In America at least, where the market is so big, we will probably see, eventually, boats being injection-moulded like car bodies or blow-moulded — the resulting plastic bubble would be vacuum formed over a wooden mould. This method is already under investigation for car bodies and one manufacturer predicts it will be in common use within ten years.



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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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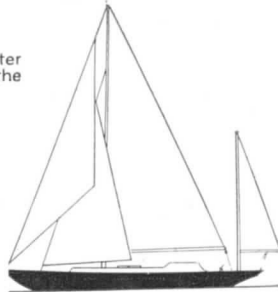
## RIGS

**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.

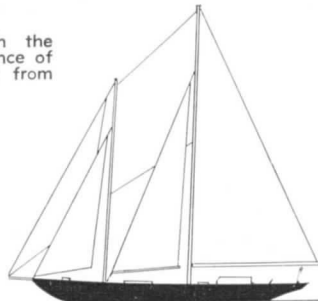
**YAWL:** Two masts with the shorter after mast (mizzen) being stepped aft of the waterline.



**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.



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# RECORD OF RACES

## OFFICIAL PLACINGS 1945 - 1968

RECORD TIME: Elapsed Time: "ONDINE", S. A. Long, N.Y.Y.C./USA, 3-03-46-16, 1962  
Corrected Time: "SOLO", V. Meyer, C.Y.C.A./NSW, 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
11.	EOLO	T. A. Guiffre	5-22-12-54	.7863	4-15-49-25
12.	SOUTHERN MAID	C. Philp	5-22-31-50	.7910	4-16-44-30
13.	BENEZIA	F. A. Harris	6-13-21-12	.7211	4-17-28-03

PAGE FORTY

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

Fastest Time: MORNA.

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

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

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

### 1948

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

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

Fastest Time: MORNA.

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

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

### 1949

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	3-23-39-43
2.	WALTZING MATILDA	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA	J. Halliday	6-05-26-10	.6603	4-02-40-22
4.	MARGARET RINTOUL	A. Edwards	5-10-35-01	.7652	4-03-55-21
5.	FORTUNA	W. Fesq	6-02-05-07	.6948	4-05-30-00
6.	SEASALTER	D. H. Jarvis	6-04-50-30	.6831	4-05-41-06
7.	LASS O' LUSS	J. Colquhoun	6-02-07-35	.6982	4-06-01-32
8.	GPSY 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

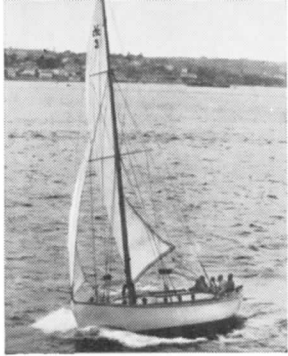
Fastest Time: WALTZING MATILDA.

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.



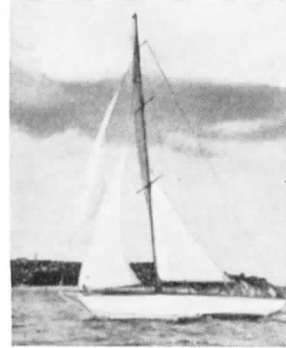
"Rani"  
1945



"Christina"  
1946



"Westward"  
1947 and 1948



"Trade Winds"  
1949

1950

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

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

Fastest Time: MARGARET RINTOUL.

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

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

1951

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

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

Fastest Time: MARGARET RINTOUL.

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

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

1952

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	INGRID	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2.	MOONBI	H. S. Evans	6-17-10-23	.6654	4-11-14-40
3.	NOCTURNE	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4.	RIPPLE	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5.	KURURA	D. Macrae	6-11-15-01	.7048	4-13-25-13
6.	SOLVEIG	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7.	LANDFALL	J. Richardson	6-03-00-25	.7539	4-14-49-43
8.	SOLVEIG	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9.	TERRA NOVA	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10.	FORTUNA	W. Fesq	6-18-03-14	.6923	4-16-11-24
11.	WHITE CLOUD	G. Brenac	6-06-20-56	.7694	4-19-40-42
12.	RUTHEAN	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13.	WRAITH OF ODIN	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14.	WANDERER	E. Massey	6-23-27-40	.7505	5-05-40-46
15.	PAVANA	G. Mayne	6-17-40-13	.7834	5-06-39-09
16.	KURREWA III, F. & J. Livingston	R. May	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	J. S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohen	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT	B. Warming	5-21-59-07	.7130	4-05-14-15
7.	JOSEPHINE	R. A. Houghton	5-07-25-51	.8068	4-06-48-40
8.	GIPSY QUEEN	A. C. Eden	6-05-07-10	.7013	4-08-34-39
9.	KURREWA III, F. & J. Livingston	J. Halliday	5-07-27-20	.8258	4-02-15-10
10.	ELLIDA	J. Halliday	6-15-06-14	.6620	4-02-19-36
11.	NOCTURNE	J. R. Bull	6-00-52-46	.7319	4-10-02-14
12.	RUTHEAN	A. V. Toll	5-08-58-09	.8252	4-10-25-31
13.	WRAITH OF ODIN	B. O'Brien	5-21-08-32	.7744	4-13-18-02
14.	ONRUST	D. Tober	7-05-18-30	.6574	4-17-55-58
15.	WARANA	P. R. Warner	7-00-13-00	.7195	5-01-01-55
16.	NELL GWYNN	F. Hickman	7-02-16-57	.7306	5-04-24-30
17.	FLAMINGO	W. McCarthy	8-02-09-16	.6590	5-07-21-16
18.	ISIS	R. May	8-21-16-00	.6359	5-15-36-58
19.	WANDERER	E. Massey	7-11-01-59	.7679	5-17-28-46
20.	PATIENCE	A. B. Wilson	8-18-45-00	.6684	6-07-15-07

Fastest Time: SOLVEIG.

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

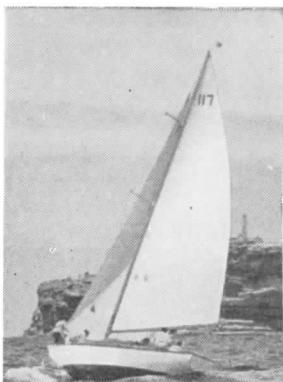
Disqualified: WILD WAVE (L. & G. Keats).

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

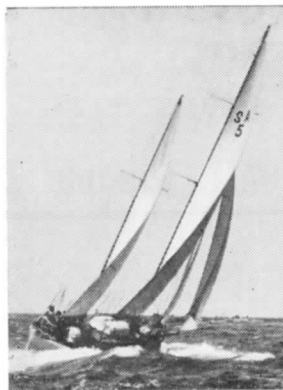
"Nerida"  
1950



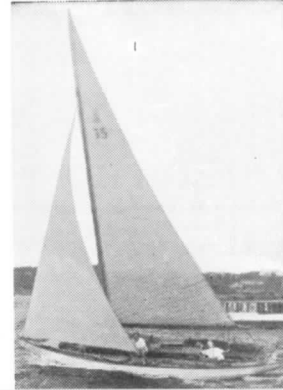
"Struen Marie"  
1951



"Ingrid"  
1952



"Ripple"  
1953







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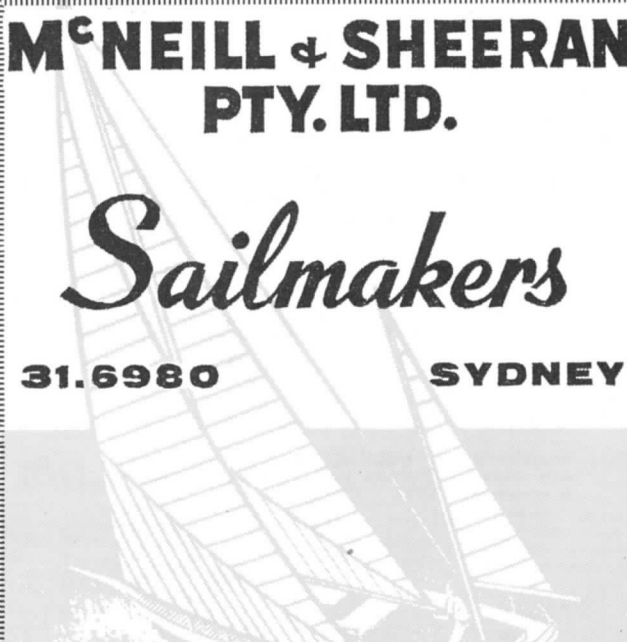
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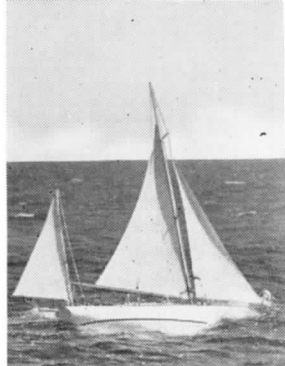
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"Solveig"  
1954



"Moonbi"  
1955

## 1954

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

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

Fastest Time: KURREWA IV.

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

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

## 1955

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

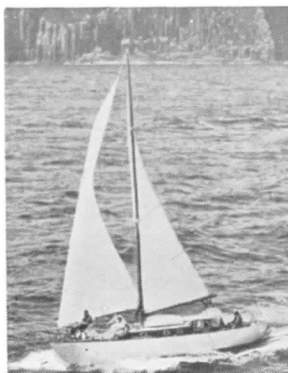
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MOONBI	H. S. Evans	5-01-28-24	.6697	3-09-21-05
2.	COOROYBA	C. Haselgrove	5-00-14-42	.6782	3-09-33-01
3.	JANZOON	W. R. Slade	5-02-41-21	.6939	3-13-08-02
4.	NELL GWYNN	R. Hickman	4-21-57-05	.7306	3-14-10-31
5.	FANTASY	D. Burrige	5-08-59-37	.6768	3-15-18-10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

Fastest Time: EVEN.

Retired: WANDERER (E. Massey).

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

"Anitra V"  
1957



"Solo"  
1956 and 1962



## 1956

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

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

Fastest Time: KURREWA IV.

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

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

## 1957

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

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

Fastest Time: KURREWA IV

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

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

## 1958

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-10-02-37	.6596	3-13-46-35
2.	ANITRA	T. & M. Halvorsen	5-04-08-57	.7037	3-15-21-50
3.	SOUTHERN MYTH, N. C. Howard		5-04-00-06	.7250	3-17-54-04
4.	CAPRICE OF HUON, W. H. Northam		5-03-32-00	.7302	3-18-12-15
5.	UOMIE	G. Pattinson	5-03-43-05	.7405	3-19-36-27
6.	TARNI	G. C. Wignall	5-20-54-46	.6672	3-22-01-00
7.	SAMUEL PEPYS	R.N.S.A.	5-20-55-52	.6779	3-23-32-15
8.	SOLO	V. Meyer	5-02-32-52	.7973	4-01-42-26
9.	ROMAVA	R. J. Mercer	6-08-36-47	.6643	4-05-22-51
10.	WINSTON CHURCHILL, Sir Arthur Warner		5-02-46-30	.8082	4-08-13-37

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

Fastest Time: SOLO.

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

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

## 1959

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

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

Fastest Time: SOLO.

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

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

## 1960

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

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

"Cherana"  
1959



"Siandra"  
1958 and 1960



11. CAROL J	J. Halliday	5-01-56-27	.7077	3-14-17-51
12. AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13. ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14. METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15. MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16. KURREWA IV	F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17. LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18. INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19. WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20. ASTOR	P. R. Warner	4-12-29-47	.8480	3-20-00-18
21. SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22. ARCHINA	J. Howie	4-22-58-28	.7853	3-21-25-50
23. TAM O' SHANTER	R.A.N. College	5-20-32-41	.6673	3-21-46-16
24. SOUTHERN MYTH	N. C. Howard	5-10-15-04	.7252	3-22-28-17
25. SOUTHERLY BUSTER	K. R. Gourlay	6-03-58-34	.6387	3-22-30-34
26. EOS	M. T. Flower	5-23-33-42	.6762	4-01-03-43
27. WINSTON CHURCHILL	G. A. Warner	5-00-13-14	.8082	4-01-09-44
28. BRILLIANT	M. C. Forster	5-20-26-18	.7194	4-05-01-53
29. KINTAIL	G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30. FOUR WINDS	S. W. Gibson	7-03-13-55	.6376	4-12-32-24

26. EOS	M. T. Flower	5-23-33-42	.6762	4-01-03-43
27. WINSTON CHURCHILL	G. A. Warner	5-00-13-14	.8082	4-01-09-44
28. BRILLIANT	M. C. Forster	5-20-26-18	.7194	4-05-01-53
29. KINTAIL	G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30. FOUR WINDS	S. W. Gibson	7-03-13-55	.6376	4-12-32-24

Fastest Time: KURREWA IV.

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

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

## 1961

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL	A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2.	JANZOON II	W. R. Slade	4-16-25-35	.6803	3-04-29-01
3.	JOANNE BRODIE	R. C. Hobson	5-00-05-39	.6501	3-06-04-24
4.	ANITRA V	J. S. Samsen	4-15-58-59	.6989	3-06-15-54
5.	MARIS	J. Earl	4-22-51-06	.6590	3-06-19-24
6.	NORLA	J. S. Howie	4-16-29-04	.7061	3-07-25-31
7.	SOLO	V. Meyer	4-05-30-03	.7912	3-08-18-27
8.	KALEENA	H. E. Godden	5-02-50-07	.6540	3-08-20-03
9.	LASS O' LUSS	B. C. Psaltis	4-20-43-16	.7085	3-10-41-49
10.	KINTAIL	G. A. Horniman	4-18-37-40	.7282	3-11-28-19
11.	TAHUNA	E. A. Hales	4-19-25-40	.7368	3-13-02-50
12.	SILHOUETTE	R. Swanson	5-02-39-53	.7040	3-14-21-21
13.	SOUTHERN MYTH	N. C. Howard	4-23-38-57	.7252	3-14-46-10
14.	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-15
15.	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16.	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	.7077	3-19-21-51
19.	SOUTHERLY	D. Mickleborough	5-18-56-05	.6608	3-19-48-29
20.	AILSA	J. Marion	6-06-03-28	.6174	3-20-30-44
21.	SYLPH	A. G. & G. D. Lawson	5-20-35-26	.6653	3-21-32-06
22.	SIMBA	C. Dorman	6-01-26-33	.6575	3-23-37-42
23.	ATHENA	J. Jarrett	6-02-33-07	.6689	4-02-01-42
24.	SYLVENA	S. H. Moray	5-21-14-48	.6981	4-02-36-15
25.	BOONGOWN	J. Molesworth	6-09-14-30	.6475	4-03-13-26
26.	PHANTOM	W. K. Mooney	6-00-40-38	.6863	4-03-17-31
27.	SIANDRA	D. M. Bovden	6-08-50-11	.6596	4-04-48-39
28.	MISTRESS	W. Pettingell	6-06-41-07	.6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-09-26-36
30.	GALATEA M	N. W. Kestel	7-09-23-41	.6270	4-15-13-35
31.	JOLLY ROGER	A. J. Sutton	7-06-21-22	.6767	4-21-59-12
32.	FORTUNA	J. B. Griffen	7-02-17-37	.6951	4-22-22-16
33.	FOUR WINDS II	S. W. Gibson	7-20-11-16	.6904	5-09-55-28

Fastest Time: ASTOR.

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

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

## 1962

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	3-04-29-15	.7943	2-12-45-14
2.	ONDINE	S. A. Long	3-03-46-16	.8105	2-13-24-45
3.	GALATEA M.	N. W. Kestel	4-03-53-00	.6323	2-15-09-22
4.	JULIE	A. & J. Sturrock	4-01-11-38	.6571	2-15-51-58
5.	MALOHI	S. Fischer	4-02-58-19	.6555	2-16-52-34
6.	RONITA	R. A. Cottee	4-02-56-54	.6563	2-16-56-23
7.	KALEENA	H. E. Godden	4-03-04-39	.6566	2-17-03-15
8.	CARMEN	R. Swanson	4-06-28-26	.6358	2-17-09-10
9.	CHERANA	W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
10.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	.6530	2-17-28-24



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

Fastest Time: ONDINE.

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

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

## 1963

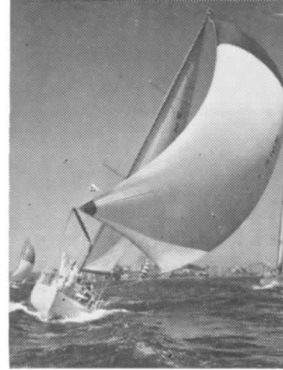
(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-15-17-03	.7014	3-06-03-17
2.	CAVALIER	I. E. McDonnell	5-04-36-12	.6428	3-08-05-22
3.	LORITA MARIE	N. B. Rydger, Jr.	4-22-36-21	.6855	3-09-18-15
4.	SEA WIND	N. F. Brooker	4-17-02-54	.7194	3-09-19-37
5.	CARMEN	R. Swanson	5-08-11-57	.6362	3-09-33-37
6.	MOUSE OF MALHAM,	N. J. Wright & D. Belcher	5-07-41-23	.6441	3-10-14-42
7.	CADENCE	H. S. Mason	5-09-11-51	.6371	3-10-18-42
8.	MERCEDES II	H. T. Kaufman	4-23-56-07	.7096	3-13-06-22
9.	CAPRICE OF HUON	G. Ingate	4-21-06-10	.7278	3-13-13-39
10.	GIP	I. A. R. Polson	5-11-56-67	.6493	3-13-40-29
11.	ANITRA V	J. S. Samson	5-03-42-00	.6999	3-14-34-39
12.	NORLA	J. Bennetto	5-03-25-22	.7060	3-15-08-11
13.	CAROL J	J. Halliday	5-04-20-13	.7065	3-15-50-39
14.	SALACIA	R. F. Rusk	5-05-08-58	.7033	3-16-01-03
15.	TAHUNA	E. A. Hales	5-01-18-25	.7363	3-17-19-06
16.	RONITA	R. Cottee	5-16-19-01	.6563	3-17-27-53
17.	MALOHI	S. Fischer	5-17-07-40	.6555	3-17-53-14
18.	LASS O'LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24.	SOUTHERLY	D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	.6613	4-00-40-56
26.	STRUN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27.	RUTHEAN	A. V. & I. T. Toll	5-01-05-40	.8065	4-01-39-46
28.	WINSTON CHURCHILL	G. Warner	5-03-53-37	.8213	4-05-45-11
29.	NIRIPA	J. W. White	6-02-31-30	.7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31.	SOUTHERN MYTH	N. C. Howard	6-06-51-11	.7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	.6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

Fastest Time: ASTOR

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

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



"Rival"  
1961



"Freya"  
1963, 1964 and 1965

## 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.	JANZON 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. Rydger 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.	STRUN 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.	CHELANA	W. R. S. MacRae	5-06-37-15	.7567	3-23-48-50
29.	MARCO POLO	K. York-Syme	5-08-07-00	.7542	4-00-37-32
30.	ROVAMA	R. J. Mercer	5-06-43-08	.7808	4-02-56-31
31.	METUNG	T. O. Beatty	5-06-13-15	.8292	4-08-38-44

Fastest Time: ASTOR.

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

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

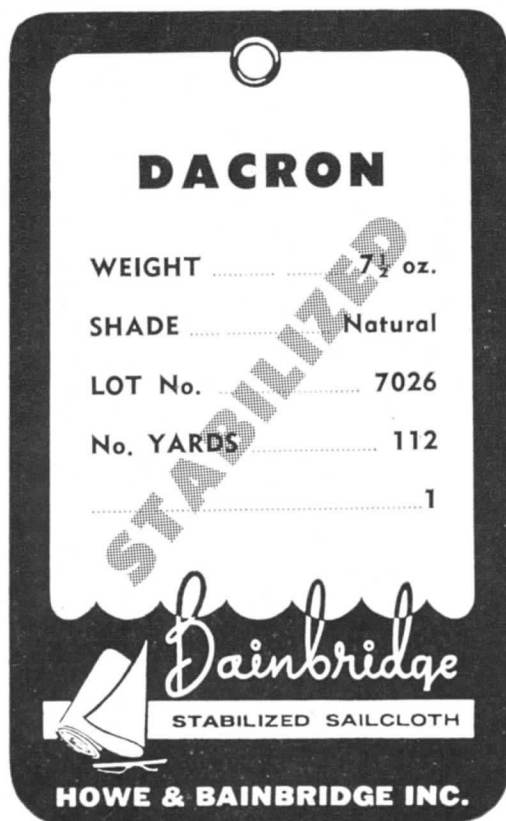
## 1965

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

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

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1966



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	3-22-50-11
38.	SOUTHERN MYTH	N. C. Howard	4-20-59-43	.8250	4-00-31-16
39.	TAHUNA	E. A. Hales	4-20-36-52	.8314	4-00-57-12
40.	SEA BEE	J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41.	STORMVOGEL	C. Bruynzeel	3-20-30-09	1.0645	4-02-28-08
42.	ALCHERINGA	J. N. Bridgeland	5-01-48-13	.8226	4-04-11-45
43.	INGRID	C. M. Earl	5-08-42-41	.7840	4-04-54-35
44.	BARANNE	J. Wedd	5-13-25-00	.7654	4-06-07-03
45.	ILINA	K. R. Murdoch	4-18-27-15	.9097	4-08-07-06
46.	ENID	J. Cockle	4-12-48-05	.9577	4-08-11-56
47.	CUTTY SARK	W. R. Bradley	4-23-39-29	.9231	4-14-27-23
48.	CORSARO II	Italian Navy	4-20-53-45	.9777	4-18-17-20
49.	ARUNTA PRINCESS	A. Mark	6-12-28-12	.7696	5-00-25-10

Fastest Time: STORMVOGEL.

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

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

### 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.	MALOH	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. Godden	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	4-08-29-00
21.	POITREL	J. Robson-Scott	5-17-37-16	.7594	4-08-30-35
22.	TAONU	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	P. Wilde	5-10-35-04	.8194	4-11-00-03
30.	WAITERE	D. D. Muir	5-21-26-55	.7566	4-11-01-12
31.	ROPAAE	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. Bridgland	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.

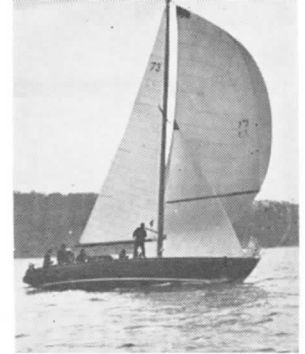
"Rainbow II"

1967



"Koomooloo"

1968



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. Brocker	5-06-32-38	.7682	4-01-12-38
13.	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14.	CAVALIER	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-THREE-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.	AESTLOT	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. Nathon	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	4-22-08-52
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), MARIA 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.

1968

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	KOOMOOLOO	D. O'Neil	4-10-26-52	.8046	3-13-38-52
2.	BOOMERANG VII	J. Baker	4-07-34-58	.8375	3-14-45-02
3.	RAGAMUFFIN	S. Fischer	4-05-01-35	.8596	3-14-50-32
4.	BALANDRA	R. Crichton-Brown	4-08-57-33	.8419	3-16-21-54
5.	MOONBIRD	N. Brooker	4-19-04-34	.7682	3-16-24-05
6.	VENINDE II	G. Jorgensen	4-19-12-08	.7701	3-16-43-02
7.	MATIKA	N. Long	4-19-07-35	.7707	3-16-43-40
8.	KIMWANDA	D. Wauchope	4-14-50-35	.8222	3-19-08-07
9.	WATHARA II	B. Cameron	4-23-35-25	.7667	3-19-41-23
10.	SUNDOWNER	R. Swanson	4-14-10-45	.8330	3-19-46-45
11.	TINA OF MELBOURNE	E. Scott	5-01-56-36	.7661	3-21-25-14
12.	REBEL	B. Wilson	5-02-00-29	.7677	3-21-39-56
13.	NELL GWYN	F. Hickman	4-22-35-42	.7913	3-21-50-39
14.	SARACEN II	J. Morris	5-04-22-55	.7654	3-23-12-06
15.	OPHIR	D. Jones	5-03-56-46	.7691	3-23-19-37
16.	STARFIRE OF PERTH	D. McAllister	4-10-45-22	.9007	4-00-09-18
17.	HUON LASS	H. Calvert	5-02-08-49	.7954	4-01-09-20
18.	SALOME	K. Pix	5-08-51-36	.7568	4-01-31-16
19.	SALACIA	A. Byrne	5-01-57-10	.7945	4-01-53-29
20.	WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-01-57-59
21.	CALLIOPE	C. Middleton	5-15-18-36	.7323	4-03-05-15
22.	JUPITER	P. Yates	5-02-04-20	.8120	4-03-07-21
23.	ADRIA	J. Grubic	4-23-32-57	.8360	4-03-56-35
24.	BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-04-18-20
25.	ODIN	L. Abrahams	5-07-13-30	.7959	4-05-15-30
26.	LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-24-41
27.	RENEGADE	J. Lidgard	5-14-30-48	.7654	4-06-57-23
28.	SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
29.	CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
30.	GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
31.	ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
32.	CEDALION	R. Fidock	5-23-40-45	.7474	4-11-23-08
33.	GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-10-35
34.	RIVAL	A. Burgin	5-23-40-24	.7556	4-12-33-34
35.	SHU-BI-HIMMANY	L. Jenkens	6-04-20-57	.7354	4-13-05-45
36.	KALVEENA	H. Godden	5-22-46-42	.7662	4-13-23-48
37.	ZILVERGEEST	A. Murray	6-05-28-38	.7375	4-14-14-22
38.	PORTIA	R. Robertson	6-06-54-48	.7339	4-14-45-19
39.	OPTIMIST	H. Beilken	5-23-44-43	.7722	4-15-00-00
40.	ALCHERINGA	J. Bridgland	5-11-57-37	.8448	4-15-28-48
41.	RAPTURE	F. Callaway	5-08-15-00	.8764	4-16-23-53
42.	FOUR WINDS II	S. Gibson	5-22-25-07	.7908	4-16-37-28
43.	CALYPSO	G. Wignall	6-08-38-08	.7462	4-17-53-47
44.	NATANI	O. Trewartha	6-08-34-11	.7496	4-18-21-58
45.	ATHENA	A. Frieze	6-10-46-20	.7444	4-19-12-44
46.	SHIMAAL	C. Earl	5-23-40-29	.8021	4-19-14-29
47.	SEA WITCH	C. Forbes	5-21-02-49	.8182	4-19-24-16
48.	SIRIUS	J. McKenzie	5-08-51-41	.9024	4-20-17-04
49.	BACCHUS D	P. Deaton	5-20-08-17	.8473	4-22-44-20
50.	TEMAIRAI	C. White	6-22-39-22	.7286	5-01-25-33
51.	ARAPAWA	B. Millar	6-03-48-21	.8283	5-02-25-39
52.	DORADO	J. Lake	6-23-28-12	.7443	5-04-38-54
53.	SAGA	L. Little	7-05-16-41	.7753	5-14-20-32
54.	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	6-02-32-04

Fastest Time: ONDINE II.

Retired: ANITRA V (Sir Garfield Barwick), CAMELOT (J. Borrow), CAROUSEL (M. Brakell), CORROBOREE (J. White), FRANKLIN (RANS), KARAWA (L. Kloster), MARIA VAN DIEMEN (P. Hill), PATSY (F. Duffield), RAGE (H. Denius), ROIAATA (N. Gillard), RONITA (R. Cottee), SYLVENA (S. Moray), THUNDERBOLT (G. Shields).

Weather: N.E. at start and down the coast with thunderstorms and a fresh S.W. second night out. S.W. increased to force 9 with heavy seas across Bass Strait, moderating down the Tasmanian coast and later turning northerly. Calms around Tasman Island and in the Derwent.



32-2818



32-1161

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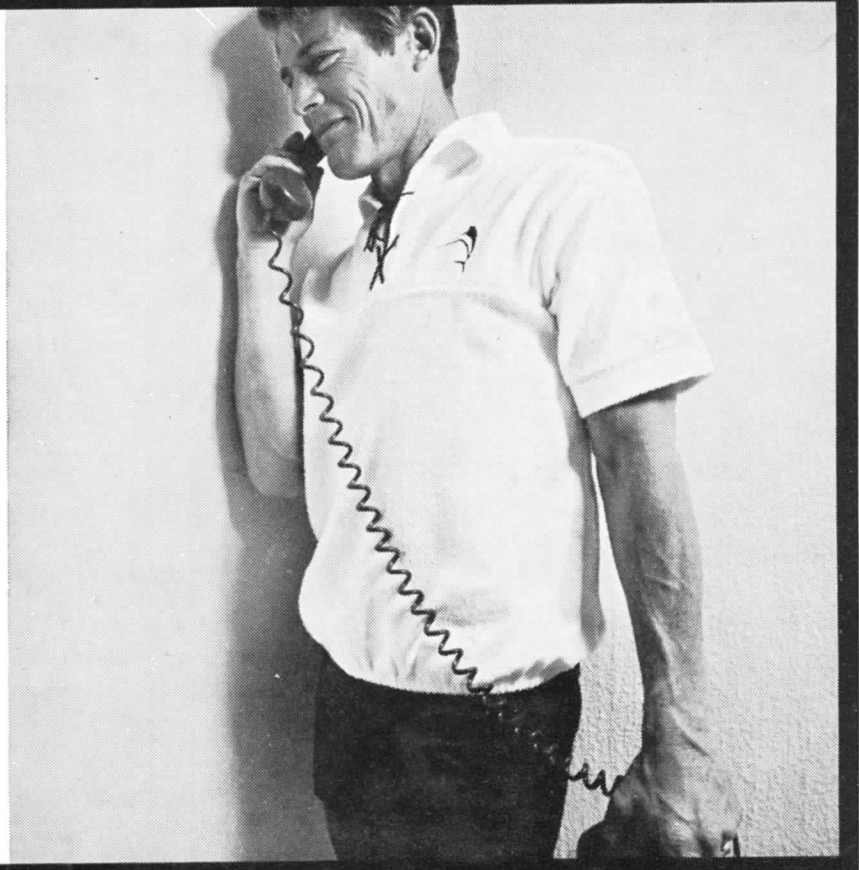
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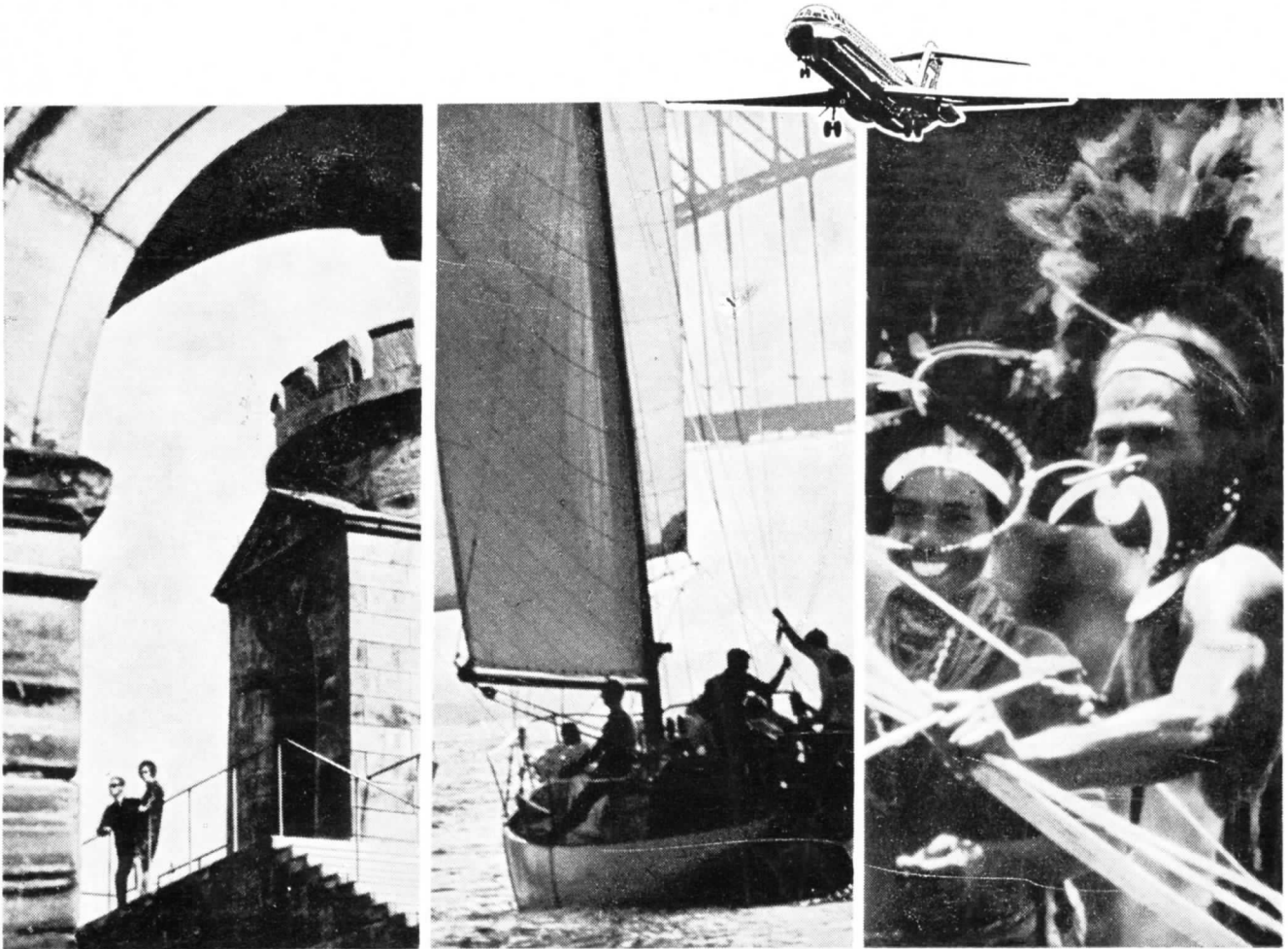
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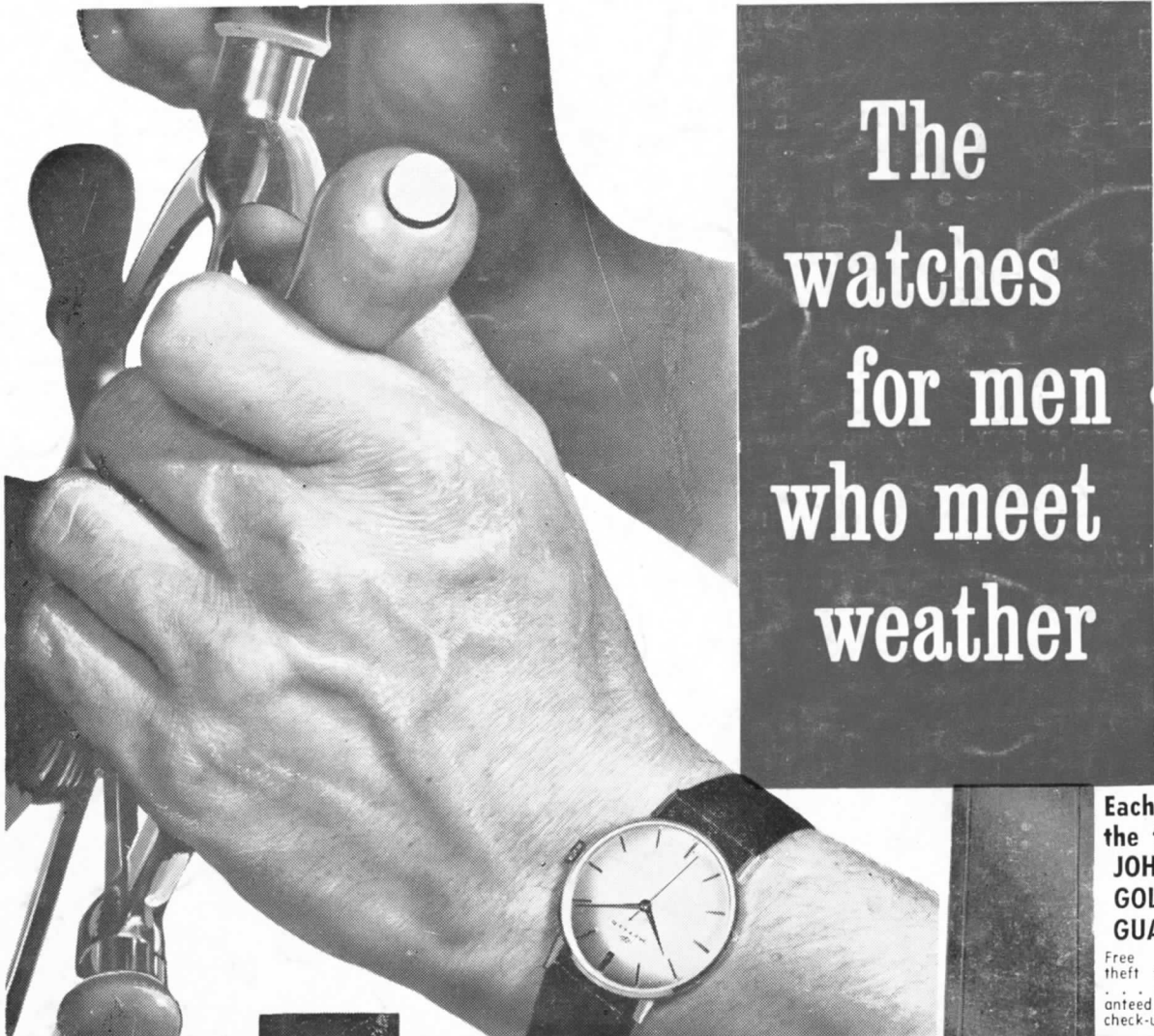
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