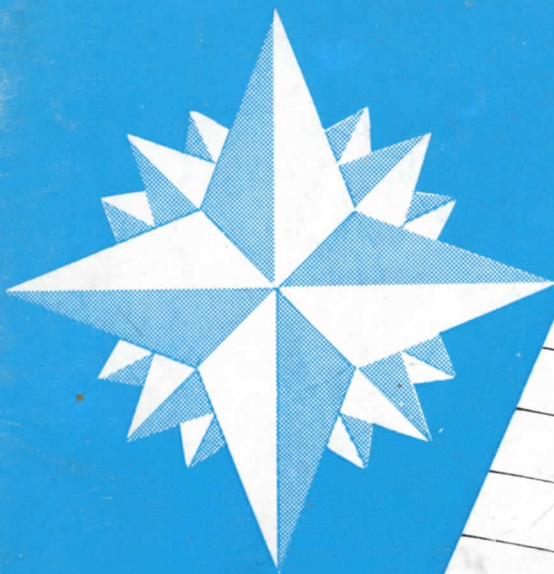


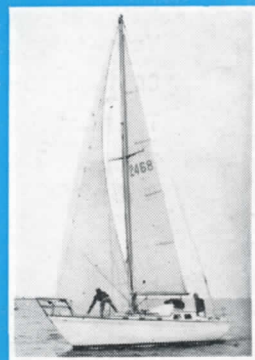
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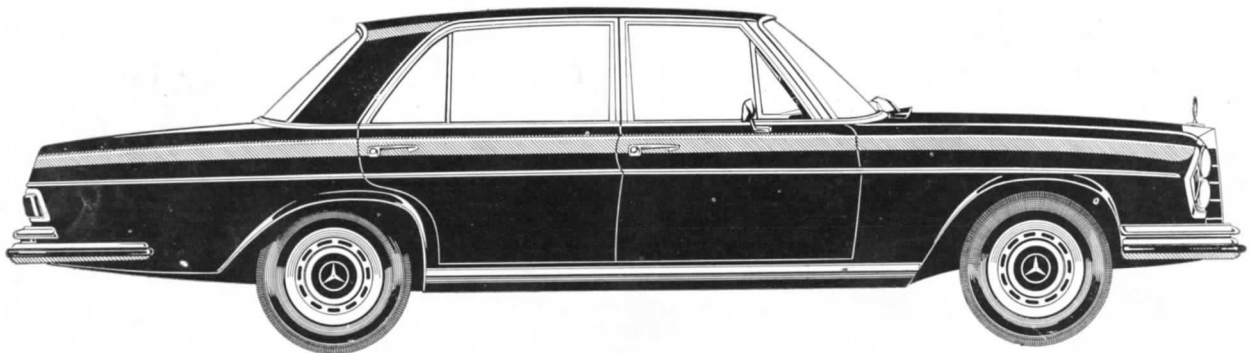
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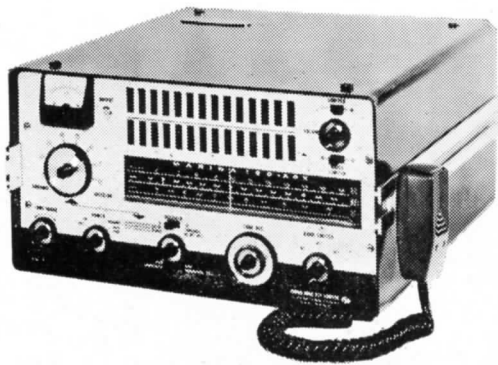
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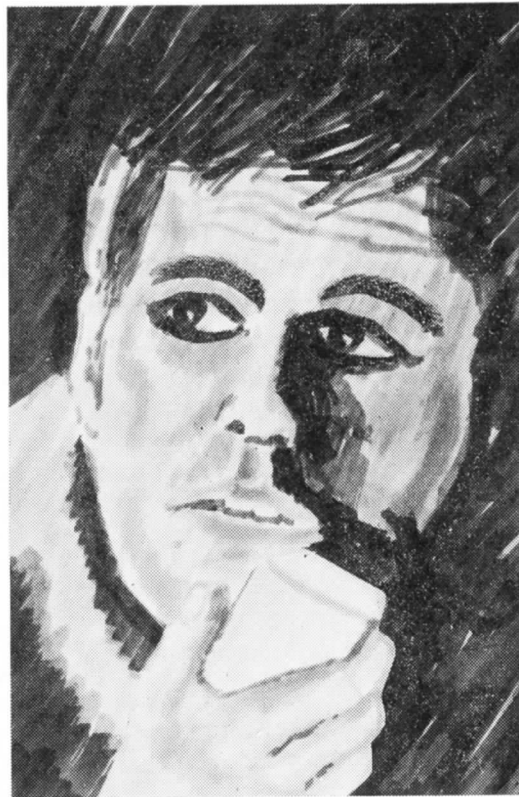
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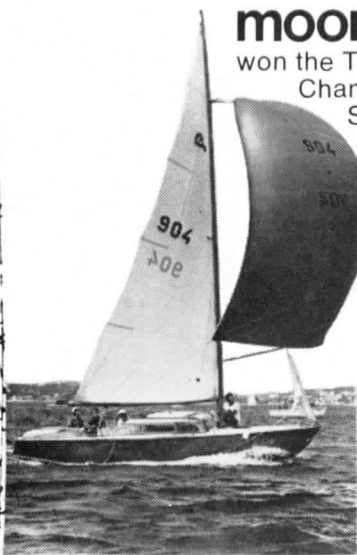
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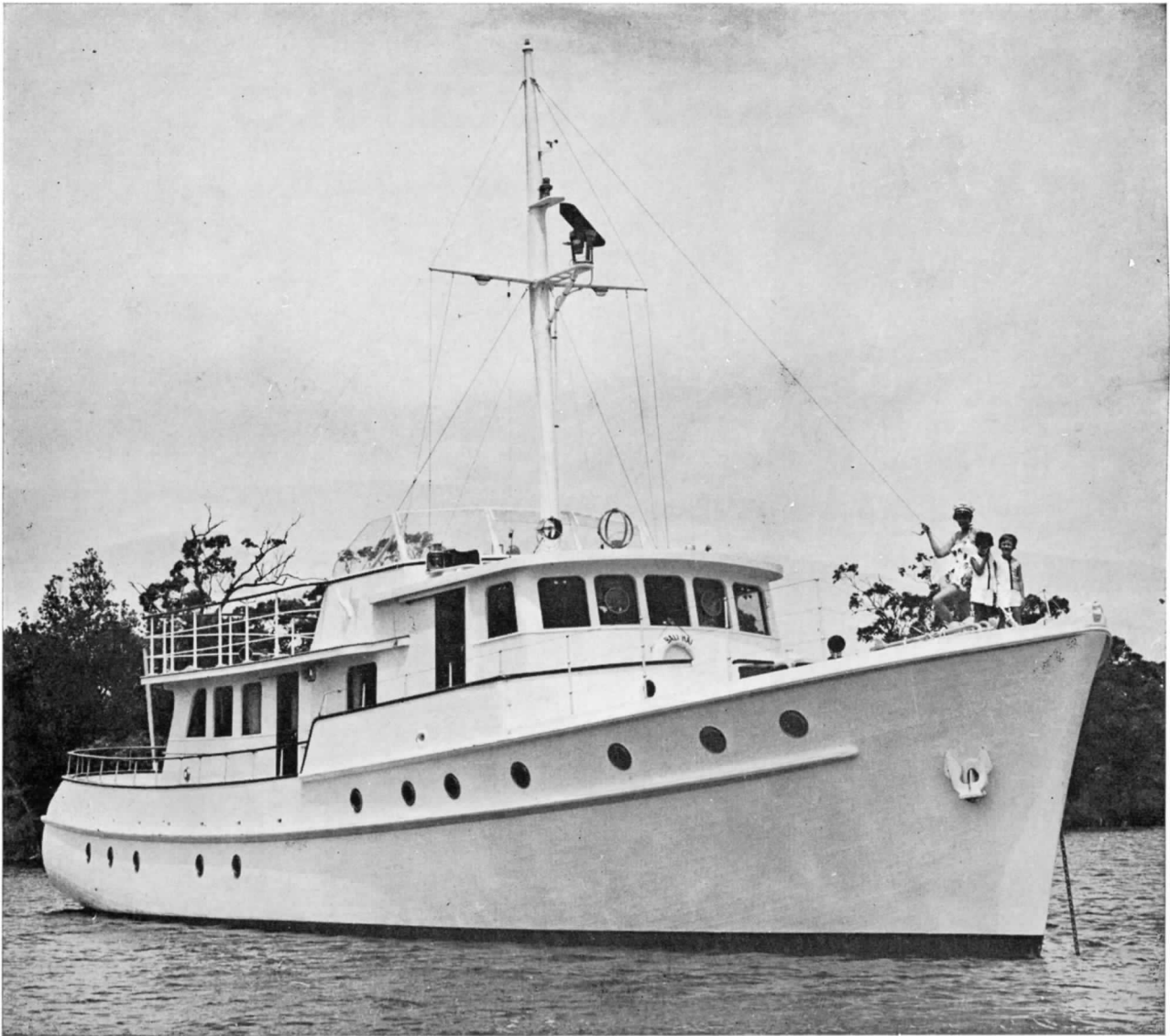
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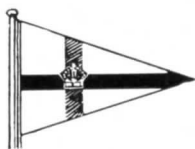
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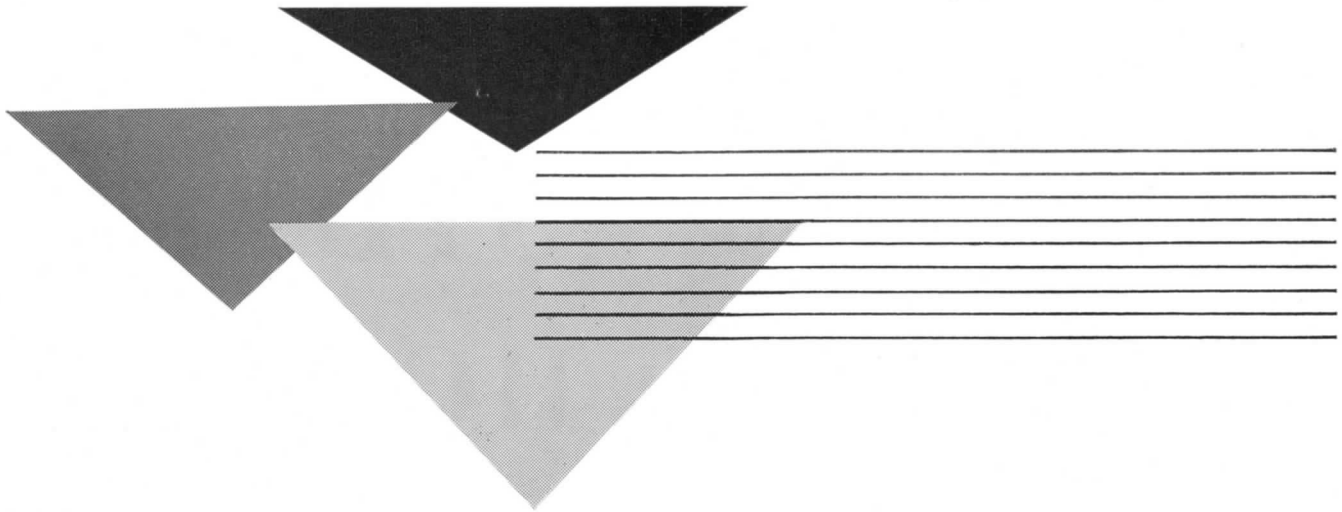
OFFICIAL STARTER:

Sir Frank Packer, C.B.E.

Time of start: 11.00 a.m.

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**CRUISING
YACHT CLUB
OF AUSTRALIA**



ALL States of the Commonwealth, the Northern Territory, the U.S.A. and New Zealand are represented in this year's 26th Sydney-Hobart Race.

As this is not a Southern Cross Cup Series year and the Sydney-Hobart Race clashes with the Centenary Regatta of the R.N.Z.Y.S. and the One Ton Cup Races, the number of entries at 66 is down on last year. However, we expect very strong teams to compete for the Southern Cross Cup next year and to have an all-time record fleet.

No fewer than 15 new yachts have been launched this year and it is encouraging to note that six are by Australian designers and of the 15, seven are in the Admirals Cup class.

For the first time the Sydney-Hobart Race has this year been included in the Dunhill Ocean Racing Trophy and the Admirals Cup Evaluation Series. The Admirals

Cup Team will be announced early in the New Year and there is every indication that we shall be sending to England one of the strongest teams ever to represent Australia.

This year also marks the first Sydney-Hobart Race to be held under the new International offshore measurement rule. This measurement and handicapping rule has now been adopted Internationally.

The Sydney-Hobart Race is one of the blue water classics of the World and attracts International interest. It has become very much a part of the Sydney and Hobart Christmas/New Year activities giving to Sydney and to Hobart a great spectacle which is shared through Radio and Television by Australians throughout the Commonwealth.

The Race itself over 630 miles, is a test of seamanship, of navigation, of yachts and gear, sailed as it is in the Tasman Sea, across Bass Strait and through Storm Bay. The finishing line is in the Derwent River in Hobart where each year visiting yachtsmen receive an overwhelming and spontaneous welcome from the people of Tasmania.

On behalf of all entrants, I would like to record our thanks to the C.Y.C.A. Sailing Committee and the staff for organising the Race. Particularly do we thank the Royal Yacht Club of Tasmania in association with whom the race is organised and in whose capable hands the finish is conducted.

R. CRICHTON-BROWN,
Commodore



**THE
ROYAL YACHT CLUB
OF TASMANIA**



AS we sail into the seventies, I believe it is time to reflect what a remarkable and historic event the Sydney-Hobart Yacht Race has become. With the aggregate number of starters now reaching for the thousand mark it can be described in no other terms than staggering when considering its modest beginning in 1945. Is it any wonder that after Prime Minister Heath's magnificent victory last year in "Morning Cloud", the B.B.C. with justifiable pride, is reported to have declared the Sydney-Hobart Yacht Race as one of the greatest sporting events in the world.

We are proud to be associated with the Cruising Yacht Club of Australia in the conduct of this famous annual

classic and we are both ready and able to welcome all contestants whether successful in victory or defeat. To have competed is an accomplishment in itself, and we thank the Cruising Yacht Club of Australia and the contestants for the continuing compliment afforded Hobart over the many years of the race.

We applaud the co-operative assistance always afforded by the Tasmanian Government, the Hobart City Council and the Marine Board of Hobart and the welcoming people of Hobart at the finishing end of the race.

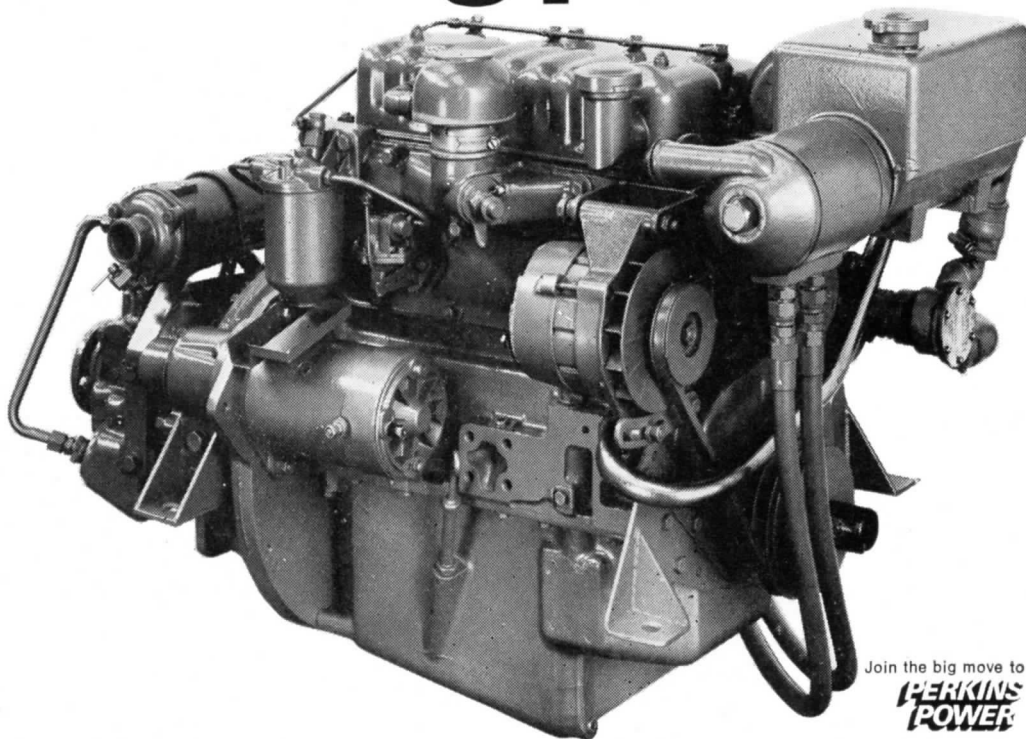
Together with the rest of the Australian Radio and TV audience we shall follow the progress of the race with its vivid interest and excitement, speculation, fact and sometimes fiction, yet always colourful.

The experienced contestants are aware of the vagaries of the Tasmanian wind and weather, but to the uninitiated, let them not underestimate the requirements of skill to handle some wild Tasmanian conditions which have challenged and sometimes shocked the best of bold seamen.

Surely the attractions of the glittering spectacle and the anticipation of that "happy haven" in Constitution Dock is some measure of reward for the days of effort, skill, frustrations and salty torment to those skippers and crews who go down to the sea and set sail for Hobart on Boxing Day.

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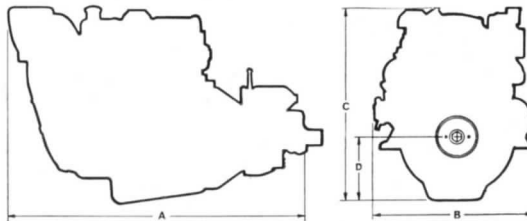


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Edward Heath at the tiller during "Morning Cloud's" maiden sail down the Medway.

THE Cruising Yacht Club of Australia inaugurated the Southern Cross Cup International Series of team races in 1967 to be held every two years. In mid 1967 word was received that a team of three yachts from England had been selected and were awaiting shipment. Their arrival was anticipated with great pleasure, but unfortunately waterfront industrial problems in England intervened and the yachts were unable to be shipped in time. Everyone in Australia was most disappointed, firstly because English participation in the first Southern Cross Series was a great compliment, and secondly, all who had taken part in the 1965 and 1967 Admirals Cup Series were looking forward to repaying in part the tremendous hospitality shown our yachtsmen in England.

We were, consequently, delighted to hear that for the 1969 Southern Cross Cup four English yachts were to compete. And what yachts? Sir Max Aitken's 62 foot "Crusade", fresh from its second in the 1969 Fastnet and having the distinction of having been chosen Lloyd's best yacht of the year. Arthur Slater's 43 foot "Prospect of Whitby", whose 1969 racing successes included the Britannia Cup, Morgan Cup, Queen Victoria Cup, Class Championship, Robert Somerset Trophy for the most outstanding yacht of the year, a member of the 1969 British Admirals Cup Team and some eleven other trophies. Then came Rodney Hill's 34 foot "Morning After". In 1969 she gained 15 firsts, 2 seconds and 5 thirds out of 22 starts, won the R.O.R.C. Class 3B point score, won the East Anglian Offshore Racing Association Individual Overall Championship and second in the E.A.O.R.A. Class III point score.

The reserve yacht was the Rt. Hon. Edward

THE ENGLISH **INVASION**

Heath's "Morning Cloud", sister ship to "Morning After" and winner of the Ramsgate Gold Cup, Deal Cup, North Sea Yacht Club Challenge Cup and East Anglian Racing Association Points Championship.

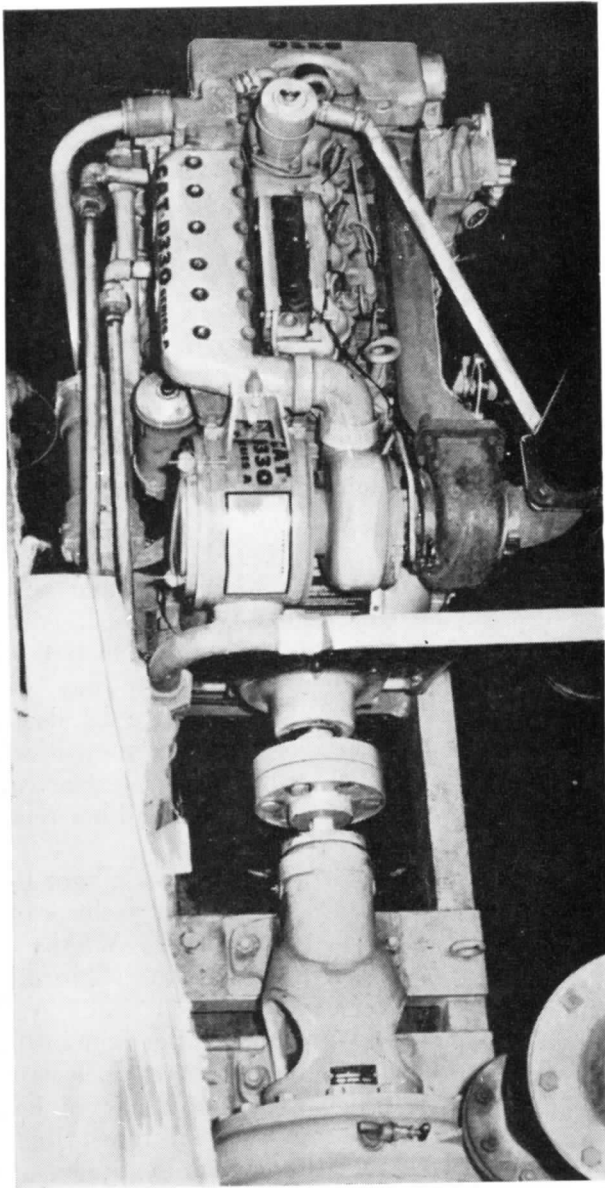
"Crusade" was landed in Melbourne and sailed to Sydney in the Queenscliff-Sydney race, at the start of which she had the misfortune to strike a rock near the entrance to Port Phillip Bay. She continued the race which she led by a handsome margin and upon being slipped in Sydney it was found her keel, skeg and rudder were extensively damaged. Some round the clock work had her ready for the first Southern Cross Race.

In the first race of 30 miles, "Crusade" got line honours and on handicap the English yachts came 3rd ("Crusade"), 5th ("Prospect of Whitby"), 14th ("Morning Cloud") and 19th ("Morning After") out of a field of 28.

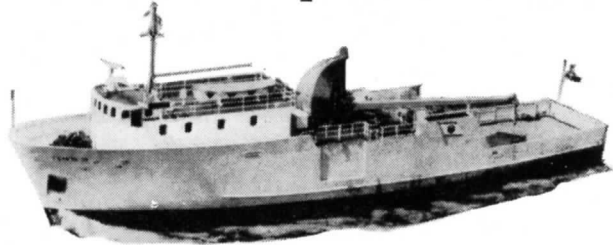
The second race was over 200 miles and in this race the Englishmen had their first experience of race radio scheds which are compulsory in long races in Australia, but not used overseas. Radio positions are given in latitude and longitude, and the navigator on one English boat was told that the report "There is a large island on our right — we think it is Australia" was not acceptable as it left some margin for error. In this race "Crusade" once again received the gun for line honours and came a very good 2nd on handicap with "Morning After" 4th, "Morning Cloud" 7th and "Prospect of Whitby" 8th out of a fleet of 40. The English invasion was truly making itself felt.

Race three was another 30 miler and "Crusade" was again the line honours yacht and after receiving the gun for the third time in succession was rapidly qualifying for the title of the most shot at yacht for 1969. "Prospect of Whitby" finished strongly as well and took third place on handicap with "Morning Cloud" 4th, "Crusade" 7th and "Morning After" 10th out of a field of 30 starters.

(Continued on Page 11)



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Edward Heath aboard
"Morning Cloud."

Next came the all-important Sydney-Hobart, this year with a record field of 79 starters. The first few days were beautiful weather with moderate north to north-east winds, and, after having told the English crews dreadful stories of gales, line squalls and "that bad blow we had in Bass Strait", many Australian yachtsmen were starting to feel a bit embarrassed. However, a reasonable southerly did blow up so the Australians weren't accused quite so strongly of being line shooters as they might have been. And "Crusade" did it again! After a race-long battle for line honours between "Crusade", "Apollo" and "Siska", "Crusade" slipped across the finishing line to receive the gun with an elapsed time of 3 days, 15 hours, 7 minutes, 40 seconds. As time went on it became apparent that this wasn't to be the only English triumph, "Prospect of Whitby" crossed the line in a handy position and then "Morning Cloud" clinched matters 5½ hours later and the final result — "Morning Cloud" 1st overall and 1st in No. 2 Division; "Prospect of Whitby" 2nd overall and 1st in No. 1 Division; "Morning After" 8th overall and 3rd in No. 2 Division and "Crusade" 30th overall and 10th in No. 1 Division. A magnificent team effort and the Australians showed their appreciation of it at the prize-giving ceremony.

Unfortunately this effort was not quite enough to take the Southern Cross Cup to England and the New South Wales team won from England by the narrow margin of 32 points.

At this time there is the welcome rumour circulating that England is planning another go in 1971. We all hope it is true.

Two of the English crew members apparently liked it here so much they stayed, joined the C.Y.C.A. and are now active in Australian yachting.

To all English yachtsmen we can only say "Come back soon, we loved having you here!"

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"SYDNEY TO HOBART
YACHT RACE".**



Radio ship reports race progress

Motor Vessel "BALI HAI"
Owner Lindsay Mee

Skipper Capt. R. J. Scrivener, R.A.N.
M. E. Davey, J. Hickman
"Snow" Hitchcock, R. Young
P. Young, R. Blake
G. Crundwell, Dr. J. E. Blundell
R. F. Rusk, B. Oliver.

ONCE AGAIN, through the kind co-operation of owner, Lindsay Mee, the Radio Relay Ship will be the beautifully equipped and built motor vessel "Bali Hai."
Radio communications play a very big part in this race and the crew of the "Bali Hai" have a long day each day of the race to ensure the efficient and accurate recording of yachts' positions three times a day.

The Cruising Yacht Club of Australia pioneered the use of compulsory radio schedules in yacht races as an additional safety factor and only now some overseas clubs are starting to think along these lines and introduce a similar procedure. This system of three radio schedules per day is a feature of all C.Y.C.A. Club races of over 50 miles.

Although introduced and maintained, as a safety measure, the publicity value of a constant flow of information concerning yachts' positions is enormous, and in order to disseminate this a Press Centre is each year set up in the club where, three times a day the position of each yacht is plotted on a chart and a Press release prepared on the information so obtained.

As was the case last year, A.W.A. are most kindly making available their latest single side band equipment so that, after completing its schedule with the yachts "Bali Hai" can then call both the C.Y.C. and the Royal Yacht Club of Tasmania simultaneously and pass to them by telephone via the P.M.G. Overseas Radio Telephone Exchange, the positions of each yacht. Once these are received the positions of the yachts are fed into a computer which, in a matter of minutes, prints out the position of each yacht, both on handicap and the distance it has to go to the finishing line.

All this highly complex and efficient organisation is only made possible by the help and generosity of many organisations and people and the club's thanks and appreciation is heartfelt —

To Caltex Oil (Aust.) Pty. Ltd., who for the eleventh consecutive time are fuelling and victualling the Radio Relay Ship; to Mr. Lindsay Mee, her owner; to the Postmaster-General's Department and the Overseas Telecommunications Commission who go to great lengths to ensure efficient ship to shore radio communications; to A.W.A. (Aust.) Ltd., who provide their excellent radio equipment; to Honeywell Time Sharing Computer Service for their setting up, programming and using their computer; to the A.B.C., through which three direct news broadcasts are made each day from "Bali Hai", and last but far from least, those club members who devote a great deal of time and energy behind the scenes during the year to organise this great set up.

The Press Centre this year will be under the experienced direction of Mr. George Barton, a Director of the C.Y.C.A., a member of many years standing and a participant in several Sydney-Hobart races. Together with his wife, Greta, who acts as stenographer. Mr. Barton will, for the third consecutive year, be handling this important function.

BROADCAST TIMES Australian Eastern Time

2BL and Regionals	Date	Times
Saturday, December 26	1055-1130
	1824-1827
Sunday, December 27	2150-2200
	1050-1100
Monday, December 28	1814-1818
	2150-2200
Tuesday, December 29	1102-1112
	1827-1830
Wednesday, December 30	2150-2200
	1102-1112
Thursday, December 31	1840-1843
	2150-2200

Special arrangements if race continues after Thursday, December 31.

WEATHER REPORTS

Date	Reports	Times
December 26	2BL	0800-0802
	2302-2304
December 27	2BL and VLI	0730-0732
	1828-1830
December 28	2BL	2302-2304
	VLI	2315-2317
	7ZL and 7NT	2256-2300
	7ZR and 7NT	0707-0710
	7ZL and 7NT	1250-1252
	7NT	1745-1748
December 29	7ZR	1815-1818
	7ZL and 7NT	2257-2300
	7ZR and 7NT	0707-0710
	7ZL and 7NT	1145-1150
	(4 day report)	
	7ZL and 7NT	1250-1252
December 30	7NT	1745-1748
	7ZR	1815-1818
	7ZL and 7NT	2257-2300
	7ZR and 7NT	0707-0710
	7ZL and 7NT	1250-1252
	7NT	1745-1748
December 31	7ZR	1815-1818
	7ZL and 7NT	2257-2300
	7ZR and 7NT	0707-0710
	7ZL and 7NT	1250-1252
	7NT	1745-1748
	7ZR	1815-1818

FREQUENCIES

2BL, 740 KHZ — 7ZR, 940 KHZ — 7ZL, 600 KHZ — 7NT, 710 KHZ
VLI, 6090 KHZ.



FINAL ENTRIES

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

"AKALA" — Sail No. 207
L.O.A. 37ft. 4in.; L.W.L. 26ft.; Beam 9ft. 6in.;
Draft 5ft. 10in.

Owned and skippered by C.Y.C.A. Rear Commodore John Bleakley, this Arthur Robb-designed sloop is this year making her 5th trip to Hobart. Favourably treated by the new handicap rule, she will be all out to get Division 2 handicap honours, which she could well do.
Crew: Owner/Skipper J. Bleakley (5), R. Mische (7), E. French, R. Buntning, two to be nominated.

"ALCHERINGA" — Sail No. 493
L.O.A. 50ft. 6in.; L.W.L. 33ft.; Beam 13ft. 9in.;
Draft 7ft. 2in.

This powerful steel cutter designed by Alan Payne, will be making her fourth trip to Hobart this year. Strong winds will suit her and if Bass Strait turns on its usual performance many yachts will envy her her comfort.
Crew: Owner/Skipper J. N. Bridgeland (4), L. Pollard (2), E. Edgerton (1), R. Warren (1), W. Edgetor, M. Evans, H. Hamilton, G. McGlinchey, A. Stewart.

"ANACONDA" — Sail No.
L.O.A. 53ft. 6in.; L.W.L. 37ft. 4in.; Beam 14ft.;
Draft 8ft. 3in.

This is a new very modern steel yacht designed by Alan Buchanan and to date has not been raced. Owner Josko Grubic is well known for his previous appearances with "Adria" and it is certain that "Anaconda" will be sailed well and up to her maximum performance.
Crew: Owner/Skipper/Navigator J. Grubic (4), C. Carney (2), M. Carney (1), P. Grubic, V. Hembrow (1), R. Edmonds (1), R. Downing (1), two others to be selected.

"ANITRA V" — Sail No. 77
L.O.A. 37ft. 4in.; L.W.L. 32ft.; Beam 9ft. 6in.;
Draft 5ft. 10in.

The winner of the race in 1957, she is making her 10th trip to Hobart. In addition to her win in 1957 she was also 2nd in 1956 and 1958. She is a consistent starter in all C.Y.C.A. ocean races and present owner, Sir Garfield Barwick, will be taking her to Hobart for the 4th time under his command.
Crew: Owner/Skipper Sir Garfield Barwick, crew to be selected.

"ASTELOT" — Sail No. MH 92
L.O.A. 36ft.; L.W.L. 26ft. 3in.; Beam 10ft.;
Draft 5ft. 11in.

Her last appearance was in the 1967 race when she gained a creditable 27th place out of 67 starters. She is a Van de Stadt designed Excalibur class sloop built in fibreglass and since her 1967 appearance she has changed hands, now being owned by Peter Zalai, of the Middle Harbour Yacht Club. Her favourite weather is light windward work, under these conditions she will do well.
Crew: Owner/Skipper P. Zalai (3), Navigator J. Ginsberg (1), R. Cosgrove (1), G. Bennett, T. Fleming, I. Foster.

"APOLLO" — Sail No. R 100
L.O.A. 57ft. 4in.; L.W.L. 48ft.; Beam 13ft. 4in.;
Draft 8ft.

After an impressive debut last year when she pressed the much larger "Crusade" for line honours for most of the race, she went to the U.S.A. where she came third in her class in the Bermuda Race. She is a contender for 1971 Admirals Cup Team selection and will be after both line and handicap honours this year.

Crew: Owner/Skipper A. Bond (1), R. Miller (1), E. Gregg, D. O'Neil (1), D. Munro (10), R. Norman (16), M. Crafoord (14), T. Schofield (7), S. Kaufman (5), J. Hunter, D. Pratt.

"BACARDI" — Sail No. 336
L.O.A. 43ft.; L.W.L. 32ft. 3in.; Beam 10ft. 11in.;
Draft 6ft. 6in.

One of the three new yachts designed by Peter Cole, she is owned and skippered by her designer. A contestant for selection in the 1971 Admirals Cup Team, she is well up among the leaders in the few races she has been in since launching and could be a potential handicap winner of this race.

Crew: Owner/Skipper P. Cole (1), D. Kellatt (2), P. Nicholson (2), R. Venables (1), K. Dalton (7), J. Jones, D. Kilpowen, J. Kehoe.

"BALANDRA" — Sail No. 496
L.O.A. 46ft. 2in.; L.W.L. 35ft.; Beam 12ft.;
Draft 6ft. 6in.

Formerly owned by C.Y.C.A. Commodore Chrichton-Brown, she represented Australia in the victorious Admiral's Cup Team of 1967 and has always been well to the fore in C.Y.C.A. offshore events. Now owned by the Army, she is making her fifth trip to Hobart, having come fourth in 1965 and 1968, her two best placings in this event.

Crew: Skipper Lt. Col. E. B. Starrett (1), Navigator Lt. J. Munn (1), Lt. Col. K. J. Taylor, Capt. W. G. Boyd, L/Corp. R. Howlett (1), 2 Lt. R. P. Starrett (1), Capt. I. Caverswall, 2 Lt. F. Bell, 2 Lt. J. Allan, Capt. J. McDermott.

"BOAMBILLEE" — Sail No. 655
L.O.A. 36ft.; L.W.L. 26ft.; Beam 10ft. 6in.;
Draft 6ft.

She is a contender for selection in the Australian One Ton Cup Team and has an impressive record in the C.Y.C.'s One Ton Cup Division in offshore racing. She was 7th overall and second in her Division in last year's Hobart Race and convincingly won the One Ton Cup Division point score for the 1969-70 season.

Crew: Owner/Skipper V. M. Walsh (3), Navigator K. Moss (6), F. George (2), P. Kurts (5), D. Mutton (2), P. Pinnock (5).

"Alcheringa"



"Anitra V"



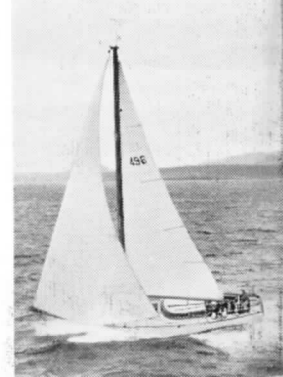
"Capucine"



"Astelot"



"Balandra"



"BOOMERANG VII" — Sail No. 653
L.O.A. 42ft.; L.W.L. 36ft.; Beam 13ft. 2in.;
Draft 6ft.

After an outstanding performance in 1968 she was unfortunately forced to retire in 1969 and she faces the starter for the third time determined to equal or better her second place in 1968. Of light displacement and built of foam sandwich construction, she can go very fast indeed.
Crew: Owner/Skipper/Navigator P. Hill, E. Kay (3), N. Cossey (2), J. Walpole, P. Stuart, P. Young.

"BOOMERANG VIII" — Sail No. 917
L.O.A. 32ft. 6in.; L.W.L. 24ft. 8in.
Beam 10ft. 3in.; Draft 6ft.

A new fibreglass yacht from the board of Peter Joubert of "Boomerang VII" fame, this yacht is known as a Broga 32 Class. She is at present being built by Fibreglass Yachts Pty. Ltd., of Mona Vale, and this race will be her first. Her designer will be skipper for this race and her builder will also be aboard.
Crew: Skipper P. Joubert (1), Navigator R. Bull (19), B. Jefferys (1), G. Jones (6), G. Baker (1).

"BUCCANEER" — Sail No. 1000
L.O.A. 73ft.; L.W.L. 63ft.; Beam 16ft.;
Draft 10ft. 9in.

Built by H. J. McCormick, who is sailing aboard her, to a design by J. Spencer, of Auckland. She is one of the largest yachts to take part in the race. As she has just been launched, she is untried, but she will be giving the local yachts a run for their money for line hours.
Crew: Owner/Skipper T. E. Clark, Sailing Master H. J. McCormick, Navigator W. McKinley, G. Roberts, J. Davies, C. McKnight, B. Robertson, T. Elia, J. E. Smith, A. Laurie, G. S. Clark, V. B. Gray, C. Crooks, J. Spencer.

"CADENCE" — Sail No. MH 157
L.O.A. 30ft. 9in.; L.W.L. 24ft.; Beam 9ft.;
Draft 5ft. 6in.

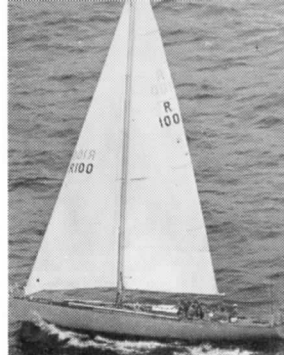
This is a welcome re-appearance of the 1966 Sydney-Hobart Race winner now under the command of Mel Jones, who formerly sailed one ton copper "Veninde". Seen all too infrequently in recent years, she can be relied upon to give an excellent account of herself, particularly in a fairly long drawn out race.
Crew: Owner/Skipper M. Jones (6), Navigator P. Brook, P. Cox (3), R. Cantrell, R. Taylor.

"CALYPSO" — Sail No. A 3
L.O.A. 38ft.; L.W.L. 25ft.; Beam 9ft. 10in.;
Draft 4ft. 10in.

An Alan Payne designed Tasman Seabird, her last appearance in this race was in 1968. Although fairly well down in the results that year the new IOR handicap is favourable to her and should greatly improve her place on handicap this year, particularly in strong wind conditions.
Crew: Owner/Skipper G. G. Wignall (6), Navigator R. L. Laing (6), P. B. Stubs, J. L. Honeysett (4), D. L. Burrigge (18), C. L. Nicholas (1).

"CAMELOT" — Sail No. 962
L.O.A. 38ft. 8in.; L.W.L. 30ft. 6in.
Beam 9ft. 6in.; Draft 6ft.

Designed and built by Swanson Bros., she is now in new hands and is still a consistent starter in local racing. She came second to "Freya" in 1965 and has regularly competed each year since, this being her sixth Hobart race.
Crew: Owner/Skipper Martin Clarke, Navigator J. Maddox (5), Sailing Master R. Lange (4), M. Hogan (3), I. Woodford-Smith, K. Caldicott (15).



"Apollo"



"Carina"

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

Making her second trip to Hobart this year, "Capucine" is designed by Sydney's Dick Taylor and built of steel. A strong and seaworthy little yacht, she could easily improve on her 1969 placing and be well up in her Division handicap results.
Crew: Owner/Skipper/Navigator R. W. Brenac (2), V. Kennedy (1), P. Thompson (1), P. Carpenter (1), B. Brenac (1).

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

Designed and built by Swanson Bros., this is a small sister to the well-known Swanson 36s. She made her first trip to Hobart last year and although not well placed in that race, her skipper and crew now have more experience and she could be well placed in her Division.
Crew: Owner/Skipper P. Daniel (1), Navigator J. Sticpewich (1), T. Fortmann (1), B. Fergus, G. Vans-Colina, T. Carruthers.

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

Sister of "Cadence", she can also be expected to be amongst the leaders on handicap and the two yachts should provide an interesting duel. Although well down in the results last year, this is no indication of her capabilities, as her second place in the 1969-70 Ocean Racing Point Score shows.
Crew: Owner/Skipper J. Roche (3), Navigator N. Arnott (8), W. Ratcliffe (8), M. Lemon (6), P. Shipway (2).

"CHERANA" — Sail No. 25
L.O.A. 36ft.; L.W.L. 25ft.;
Beam 9ft. 6in.;
Draft 4ft. 10in.

Another welcome re-appearance to the ocean racing scene is "Cherana", winner of the 1959 race. Designed by Alan Payne, she is one of the Tasman Seabird class and will excel in hard reaching or running conditions.
Crew: Owner/Skipper J. Keelty, crew to be selected.

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

This is her second appearance in this race. She is a sister ship to "Boomerang VII", but differs in that she is of composite ply and fibreglass construction. Things did not go well with her last year, but she can be relied on to improve her position in the fleet in different weather conditions.
Crew: Owner/Skipper G. Chapman (1), Navigator I. Forsyth-Grant, G. Hicks (5), T. Gill, T. Hopper, B. Davis (1), Y. Duzer.

"Boambillee"



"Boomerang VII"



"Cadence"



"Calypso"



"Camelot"





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1969 "SYDNEY-HOBART" RACE RESULTS

OVERALL WINNERS:

- 1st—"Morning Cloud" (Hood, U.S.A.)
- 2nd—"Prospect of Whitby" (Hood, England)
- 3rd—"Salacia" (Hood, Australia)

CLASS 1:

- 1st—"Prospect of Whitby" (Hood, England)
- 2nd—"Salacia" (Hood, Australia)
- 3rd—"Mercedes" (Hood, Australia)

CLASS 2:

- 1st—"Morning Cloud" (Hood, U.S.A.)
- 2nd—"Thunderbolt" (Hood, Australia)
- 3rd—"Morning After" (Hood, England)

ONE TON CLASS:

- 1st—"Tina of Melbourne" (Hood, Australia)
- 2nd—"Boambillee" (Peter Cole*)
- 3rd—"Rebel" (Hood, New Zealand)

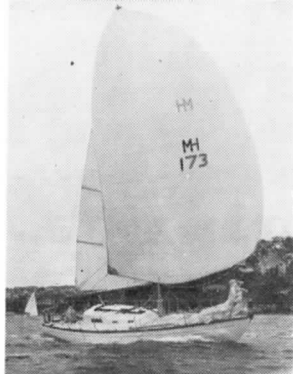
* P. Cole & Co. merged with Hood, Australia in December, 1969.

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"Destiny II"



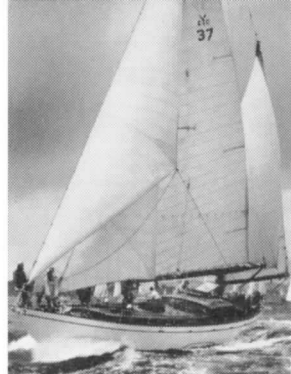
"Duet"



"Franklin"



"Huon Lass"



"Ilina"

"DIDGERIDOO" — Sail No. 313

**L.O.A. 31ft. 6in.; L.W.L. 25ft.; Beam 7ft. 9in.;
Draft 4ft. 6in.**

Built in 1950 by D. Walters of Hobart, out of Huon Pine, this pretty little boat has been extensively sailed in Sydney by her former owner, but this will be her first Sydney-Hobart Race. Her present owner is a veteran of Junior Offshore Group racing and her performance will be watched with interest.

Crew: Owner/Skipper T. Summatt, crew to be selected.

"DUET" — Sail No. MH 173

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

A Swanson 36 fibreglass yacht making her second trip to Hobart this year. Her 9th place in her division last year was creditable in view of the fact she was virtually untuned, having been only launched late in 1969. She is a consistent performer in local offshore races and can be expected to do well.

Crew: Owner/Skipper J. P. Diamond, Navigator P. Hopwood (2), P. S. Kennedy (1), P. S. Howes (6), D. G. Henry (2), J. Biddlecombe.

"FARE-THEE-WELL" — Sail No. 168

**L.O.A. 41ft.; L.W.L. 30ft.; Beam 12ft.;
Draft 6ft. 8in.**

One of the several competitors designed by Alan Payne, she has been doing well in local offshore races and returns to the Sydney-Hobart scene after a break of two years. Driven with great vigour and enthusiasm by owner, Jim Easdon, she will be one of the yachts to watch.

Crew: Owner/Skipper J. Easdon (1), Navigator W. Thompson (11), D. Lawson (5), B. Davis (4), A. Cable (7), R. Shaw (5), O. Karlsen (1), J. Dawson (2).

"FOUR WINDS II" — Sail No. RANCSC 3

**L.O.A. 38ft.; L.W.L. 32ft. 6in.; Beam 12ft.;
Draft 4ft. 8in.**

This year competing for the sixth time, this strong steel sloop, usually sailed by Naval personnel, is always a welcome visitor from Victoria. Strong winds will be to her liking and rough seas do not worry her and, given a hard race, there will be many boats astern of her.

Crew: Owner/Skipper S. W. Gibson (10), R. Hanaway, B. Shields, T. Andrews (2), O. Miller (1), D. McLeish, O. Goulay (3), two others to be selected.

"FRANKLIN" — Sail No. RANC 2

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

Owned and crewed by the R.A.N., she is a very regular starter. This year with the Army competing with "Balandra" one can see a bit of inter-Service rivalry coming up. As with most older-style yachts, the I.O.R. Handicap will be of assistance to her.

Crew: Skipper and crew to be nominated.

"HUON LASS" — Sail No. HYC 11

**L.O.A. 38ft. 9in.; L.W.L. 28ft.; Beam 10ft.;
Draft 6ft. 5in.**

Designed by Robert Clark, this Tasmanian entry makes a welcome re-appearance after missing a year. Her best performance was a 6th overall and 3rd in her Division in 1967 and she is always very ably sailed. A high placing in this race would come as no surprise.

Crew: Owner/Skipper H. Calvert (3), crew to be nominated.

"ILINA" — Sail No. SP 5

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

Given strong reaching conditions, this beautiful ketch designed on classic lines could give the modern yachts quite a shock. She has not appeared in this race since 1965, having first raced in 1961, which was her best performance, coming 17th out of 33. Now owned by West Australian, John Court, she is having modern gear installed.

Crew: Owner/Skipper J. Court, Navigator Lt. L. E. de Rutti, R.A.N., D. Mullins, D. Locke, G. Devitt, T. McLean, R. Boulton, D. Morgan, R. Coghill, Dr. I. Kinross, D. Tapper, R. Lawn, J. McElvenny, C. Pollock (4).

"JISUMA" — Sail No. SM 32

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

This fibreglass Swanson 36 was launched in December, 1968, and sailed her first Sydney-Hobart race last year in which she finished better than half-way in her Division. Her recent racing record is Queenscliff-Pt. Faurey 2nd, Queenscliff-Portland 2nd, Queenscliff-Apollo Bay 1st and the Queenscliff-Sydney 3rd.

Crew: Owner/Skipper L. K. Scott (1), Navigator P. H. Bath (2), G. N. Watt (5), E. L. Freeman (4), R. Ratten (10), R. Newman (3).

"KOOMOOLOO" — Sail No. 73

**L.O.A. 41ft.; L.W.L. 33ft.; Beam 11ft. 4in.;
Draft 6ft. 6in.**

Now under the ownership of C.Y.C.A. Vice-Commodore Norman Rydge, this beautifully designed and built yacht seems to go faster every time she races. She won the 1968 Hobart race and could very well do it again. Definitely one of the favourites.

Crew: Owner/Skipper N. Rydge (5), M. Morris (5), K. Bellamy, J. Quinn, L. Cremer (1), J. Kean, A. Gray (9), A. Novan.

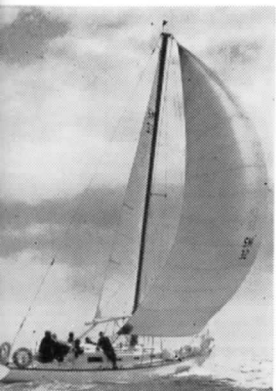
"LOMA" — Sail No. 246

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

This yacht, a Nicholson 36, has appeared in previous races as "Saracen II" in the hands of C.Y.C.A. Commodore Bob Crichton-Brown and John Morris. Now flying the burgee of the Darwin Sailing Club, she is the first ever entry from the Northern Territory. She carries an experienced crew and could be among the handicap leaders of her Division.

Crew: Owner/Skipper J. Morris (7), Navigator J. R. Scott (7), I. Downing (2), G. Fennen (1), G. Mottle (1), one to be selected.

"Jisuma"



"Koomooloo"



"Loma"



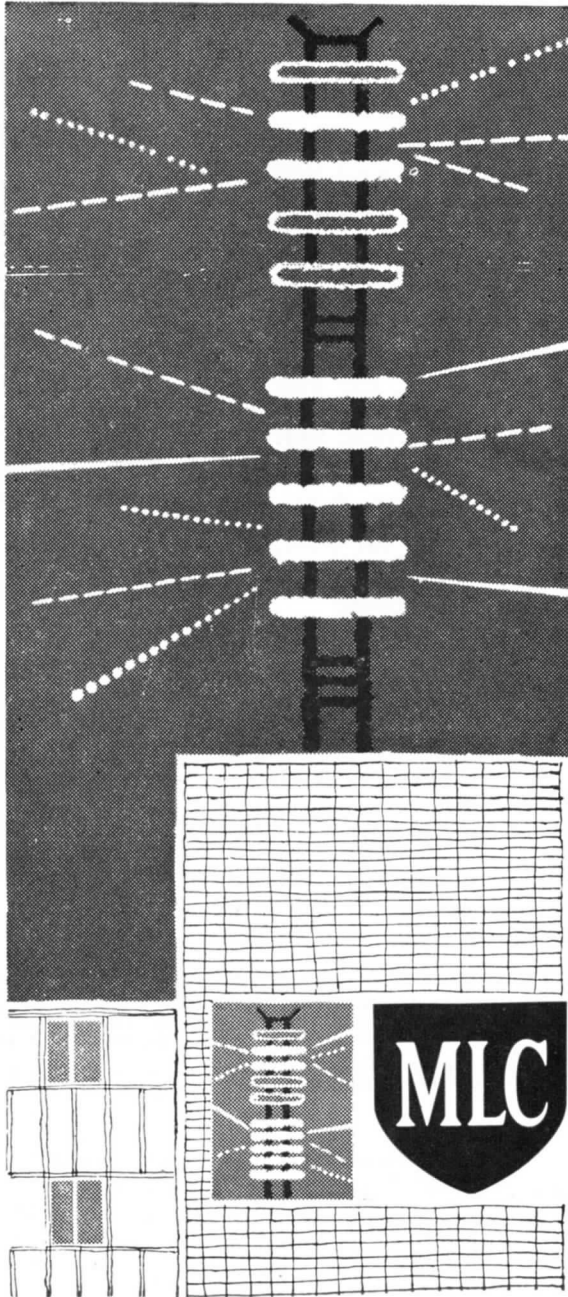
"Lowana"



"Makaretu"



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



TEMPERATURE FORECAST

When the lights are:

Rising Becoming warmer
Falling Becoming cooler
Steady No change

WEATHER FORECAST

WHITE:

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

RED:

Steady Rain
Two Sec. Flashes Showers
Half Sec. Flashes, Strong winds & rain

The forecasts come from the Weather Bureau by remote control. The signals are for short-range forecasts and are adjusted at 6 a.m., noon, 4.30 p.m., 10 p.m. (8 p.m. Hobart) and when a change is imminent. Keep an M.L.C. Weather Beacon Signal Guide handy. Write or telephone for the pocket-sized card.

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"LOWANA" — Sail No. 525
L.O.A. 37ft.; L.W.L. 24ft.; Beam 9ft. 6in.;
Draft 6ft.

"Lowana" is a steel boat built in 1968 to a design by Dick Taylor, one of the C.Y.C.A. measurers. She has not competed extensively in long ocean races, but is a consistent competitor in short races and winter races in which she is quite successful. She could be well up in the Division 2 results.
Crew: Owner/Skipper K. Anderson (1), Navigator R. Anderson (1), P. Anderson, P. Brass, M. Whelan, one to be selected.

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

Built in New Zealand for world cruising, she is strong and seaworthy. Her ketch rig is not advantageous in windward work but owner Neville Gosson will get the best out of her. The light conditions last year did not suit her, and strong winds with sprung sheets will considerably improve her final placing.
Crew: Owner/Skipper N. Gosson (1), Navigator L. Hedges (3), R. Gray (1), P. Nielson (1), R. Bearman (1), B. Wedderburn (1), A. Fenwick (3), R. Brown (1).

"MARIA" — Sail No. A 12
L.O.A. 37ft.; L.W.L. 27ft.; Beam 10ft. 6in.;
Draft 6ft. 3in.

A new entry from Tasmania and a contender for a place in the Australian One Ton Cup Team. She was designed by Sparkman and Stephens and built by Max Creese, of Hobart, out of strip planked Huon pine. Since her launching in July, 1970, she has been outright winner of four pennant races and was five minutes outside the Maria Island Race record set in 1952. She is a sister ship to the successful Sydney One Ton Cup yacht "Boambillee".
Crew: Owner/Skipper Dr. D. A. Cooper, Navigator Dr. J. D. Cannon, G. Freeman, L. Nibbs (3), I. Coward (3), S. Florence, G. Pilkers.

"MARY BLAIR" — Sail No. R 4
L.O.A. 42ft. 3in.; L.W.L. 32ft. 9in.;
Beam 11ft. 6in.; Draft 7ft.

This aluminium yacht is the latest design of Warwick Hood, of "Dame Patty" fame. Although she has not, up to the time of writing, been sailed she is much travelled having been built in Adelaide, launched at Botany Bay and fitted out in Sydney. She is a contender for a place in the 1971 Australian Admirals Cup Team and her performance will be watched with interest.
Crew: Owner/Skipper P. Riddle, crew to be nominated.

"MATIKA" — Sail No. 528
L.O.A. 36ft.; L.W.L. 28ft.; Beam 10ft. 5in.;
Draft 6ft.

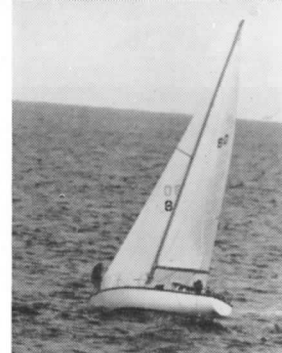
One of the five Swanson 36 yachts in the race, she was unable to take part in 1969 but came a very creditable 7th overall and 3rd in her Division. A consistent starter in all C.Y.C.A. offshore races, she will be ably sailed and crewed and can be expected to be well to the fore in her Division.
Crew: Owner/Skipper R. Long (1), K. Wray, W. Rowsell (2), G. Wilson (2), G. Wray.

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

Designed by owner Ted Kaufman and built by Cec Quilkey, she was a success right from the start and represented Australia in the victorious Admirals Cup Team in 1967 and again in 1969 when Australia was only narrowly beaten. Seeking selection to go to England for the third time, she is right up among the newer yachts on handicap.
Crew: Owner/Skipper H. Kaufman (6), Navigator G. Reynolds (7), H. Vaughan, M. Fletcher, F. Johnson, G. Sullivan (1), R. Dickson (4), J. Hellner.



"Mercedes III"



"Mistress"

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

One of the several Swanson 36 yachts that take part in all local offshore events, she is this year making her second trip to Hobart. Not well placed last year she was virtually untuned as this was her first serious long race and this year she can be relied upon to do much better.
Crew: Owner/Skipper W. Pettingell, G. Campbell, A. Falstein, B. Cleary, M. Thackeray.

"MORNING MISCHIEF" — Sail No. SA 117
L.O.A. 33ft. 6in.; L.W.L. 24ft. 2in.;
Beam 10ft. 1in.; Draft 5ft. 10in.

A new boat, designed by Sparkman and Stephens, she is a sister ship to last year's winner "Morning Cloud". The hull was moulded by Swarbucks of Perth, interior fitted out by Binks of Adelaide and was rigged and finished by Halvorsen, Morson and Gowland, of Sydney. She will be a strong contender for Division 2 handicap honours and could give larger boats a run for their money in overall placings.
Crew: Owner/Skipper R. R. Cavill, Navigator T. H. Cox, H. M. Hamilton, T. Gowland (15), P. Mays, B. Kendall.

"NATANI" — Sail No. 22
L.O.A. 31ft.; L.W.L. 25ft.; Beam 9ft.;
Draft 5ft. 6in.

A welcome arrival from South Australia will be this little Blythe Spirit class yacht. She last raced here in 1968 when she was well down in the results but it was both her and her owner's first Sydney-Hobart race and she comes this time with a great deal more experience.
Crew: Owner/Skipper/Navigator O. B. Trewartha (1), J. H. Howell (5), C. D. T. Howell (1), J. R. Green (1), W. J. Tedmanson (1).

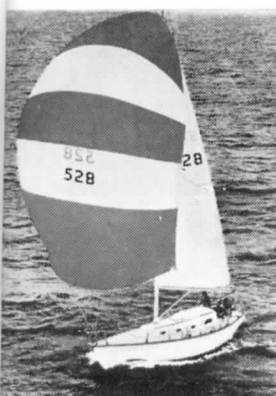
"NELL GWYN" — Sail No. A 13
L.O.A. 41ft.; L.W.L. 30ft.; Beam 11ft.;
Draft 6ft. 9in.

Designed by Colin Philp of Hobart and built of Huon Pine by her owner in 1948, this yacht is a consistent starter in Sydney-Hobart races. Her best performance was 3rd over the line and 4th on handicap in 1955. She is somewhat favoured by the new I.O.R. measurement rule and could do well on handicap.
Crew: Owner/Skipper F. Hickman (6), crew to be nominated.

"ONYA II" — Sail No. G 88
L.O.A. 34ft.; L.W.L. 27ft.; Beam 10ft.

She is a steel yacht of the Temptress design and is a welcome entry from the Gosford Yacht Club. She was launched August, 1970, and took part in the last Montagu Island Race from which she unfortunately had to retire. Although strictly a cruising boat, she is a good seaworthy heavy weather boat and could well surprise some of the racers.
Crew: Owner/Skipper/Navigator P. Rysdyk (1), R. Walton (2), J. Cade, N. Stannaway (1), R. Davey.

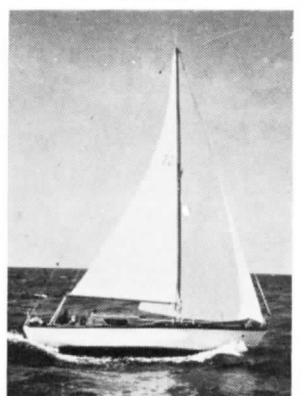
"Matika"



"Maria"



"Natani"



"Nell Gwyn"

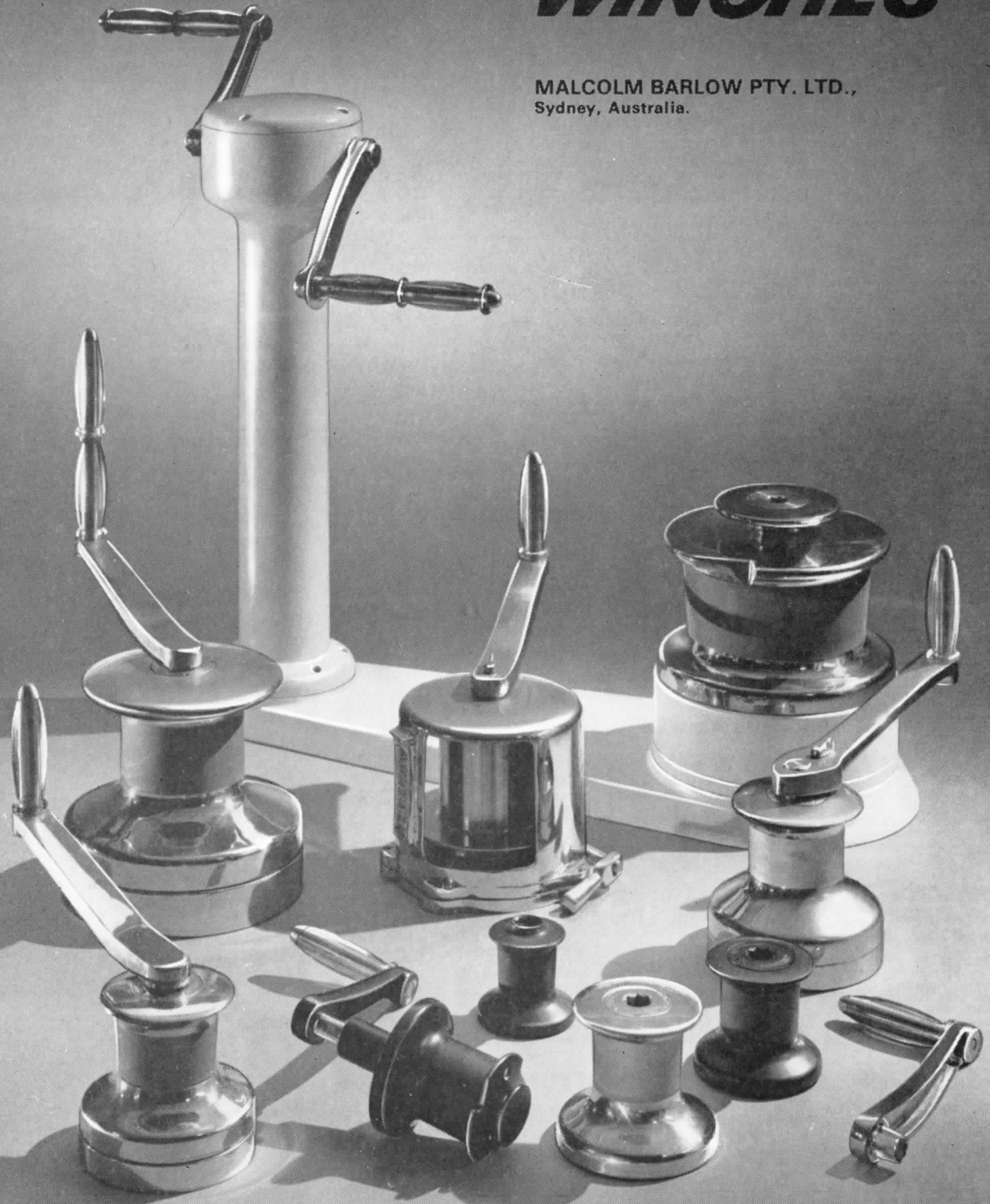


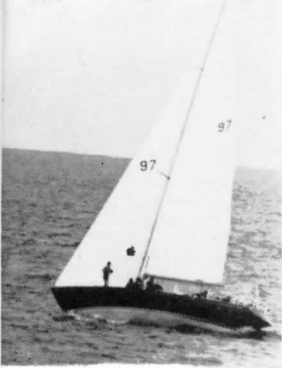
"Onya II"



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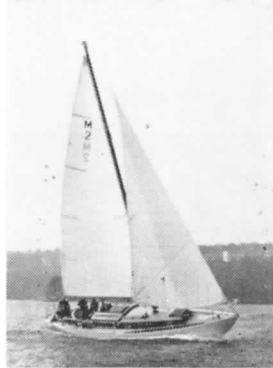
"Pacha"



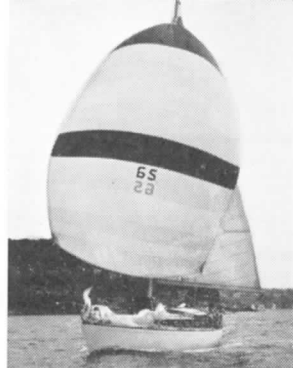
"Patrice"



"Patsy"



"Rival"



"Sarlena"

"PACHA" — Sail No. 97

**L.O.A. 54ft.; L.W.L. 40ft.; Beam 14ft. 6in.;
Draft 8ft. 6in.**

Built of aluminium in 1969 to the latest design of Camper and Nicholson of England, she was one of the 1969 French Admirals Cup Team yachts. Acquired early this year by C.Y.C.A. Commodore Bob Crichton-Brown, she has had modifications to rig carried out and is currently campaigning for selection in the 1971 Australian Admirals Cup Team. She is a potential winner of line honours, if not handicap honours as well. **Crew:** Owner/Skipper R. Crichton-Brown (6), Navigator S. Darling (21), P. Green (19), W. Bold (12), M. Tostevin (13), A. Crichton-Brown (5), B. Gould (7), C. Burnell (3), G. Ewing (4).

"PATRICE" — Sail No. 826

**L.O.A. 43ft. 3in.; L.W.L. 30ft.; Beam 11ft. 6in.;
Draft 6ft. 9in.**

A fibreglass yacht designed by Camper and Nicholson, she is classed as a Nicholson 43. The hull, together with steering gear and trim tabs, was imported from England and finished by Yacht Interiors. Peter Cole designed and executed the rig and sail plan and "Patrice" is currently contending for a place in the Australian Admirals Cup Team.

Crew: Owner/Skipper R. Kirby, Navigator R. Jackson (6), H. Cruickshanks, D. Keating (1), W. Gibson (1), J. McCue, J. Kirby, P. Zehnder.

"PATSY" — Sail No. 137

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

A sloop designed by Laurent Giles and built in 1952 by well-known Jock Muir, of Hobart. Unfortunately, not often seen in Sydney, she races consistently with the Royal Prince Alfred Yacht Club at Pittwater. Her 16th in No. 1 Division in the 1969 race was highly creditable against the top international competition of that race and she can be relied upon to be well up on handicap.

Crew: Owner/Skipper F. R. Duffield (5), Sailing Master J. Muir (16), Navigator J. McDonnell (6), W. Huxley, John Muir (1), A. Johnstone (1), J. Hunter.

"PROSPECTOR" — Sail No. 1171

**L.O.A. 33ft. 6in.; L.W.L. 24ft.; Beam 9ft. 3in.;
Draft 5ft. 6in.**

This will be her first appearance in Sydney. Designed and built by C. A. Smith of New Zealand in 1965, she is built of strip-planked kauri. She has taken part in Hobart-Auckland and Auckland-Noumea races.

Crew: Owner/Skipper R. T. Lloyd, Navigator M. Pearson, R. Smith, D. Triggs, one to be selected.

"RAGAMUFFIN" — Sail No. 70

**L.O.A. 48ft. 8in.; L.W.L. 36ft.; Beam 12ft. 6in.;
Draft 7ft. 9in.**

This yacht is still the most outstanding in Australia. She performed with great distinction in England in 1969 and is a contender for a place in the Australian Admirals Cup Team 1971. Superbly crewed, she won the 1969-70 C.Y.C.A. Ocean Racing Point Score and the elusive double of honours in both elapsed and corrected time is well within her capabilities.

Crew: Owner/Skipper S. Fischer (6), Navigator G. Newland (14), D. Patterson (8), T. Ellis (5), P. Tierney (6), J. Christofferson (8), P. Hemery (6), J. Noakes (4).

"RIVAL" — Sail No. M 2

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

This yacht won the Sydney-Hobart Race in 1961 and is always a consistent performer, being ably crewed by Alby Burgin and his boys from the Lake Macquarie Yacht Club. She was designed by Alan Buchanan, of England, and is a Vashfi Class sloop.

Crew: Owner/Skipper/Navigator A. G. Burgin (12), W. Russell (5), W. E. Hughes (2), W. Lamb (1), W. Snape (1), D. McLeod (1).

"RUM RUNNER" — Sail No. 15

**L.O.A. 43ft.; L.W.L. 32ft. 3in.; Beam 10ft. 11in.;
Draft 6ft. 6in.**

One of the three new Cole 43s competing for Admirals Cup selection, she is easily distinguishable by her outstanding orange-red hull. Her displacement is only 17,000 lb. and she is fitted with the latest in gear. A definite contender for overall handicap honours.

Crew: Owner/Skipper Graham Nock, Co-Skipper J. Turner, Navigator J. Byrne (10), A. Scott (7), R. Smith (1), H. Smith, N. Shehadie.

"SALACIA II" — Sail No. 190

**L.O.A. 48ft. 6in.; L.W.L. 36ft.; Beam 12ft.;
Draft 7ft. 9in.**

This fine yacht is the latest design by Olin Stephens and was built by Quilkey Bros. for Arthur Byrne, who formerly made "Salacia I" go very fast indeed. With all the latest in gear, winches, hydraulic rigging, adjustment, etc. "Salacia II" is giving "Ragamuffin" a bit of hurry-up and a close duel between these two similar yachts can be expected.

Crew: Owner/Skipper A. W. Byrne (6), Navigator W. Fesq (14), H. van Why (5), D. Sticpovich (8), G. Rouvray (3), W. Burnes (4), K. Shephard (1), K. Johnson (5), D. Smith.

"SARLENA" — Sail No. 65

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

Designed and built by Swanson Bros. she is a sister ship to "Salome" and "Sarnia" but differs from them in that she has a 15/16 rig. This is her first season of intensive ocean racing and given light-windward work will be well up among the leaders of her division.

Crew: Owner/Skipper/Navigator C. G. McGarry; Navigator D. Hocking (4), P. Townsend (2), R. de Groot, R. Ellis, one to be selected.

"SOUTHERLY" — Sail No. 38

**L.O.A. 34ft. 9in.; L.W.L. 25ft. 7in.;
Beam 8ft. 9in.; Draft 5ft. 3in.**

"Southerly" is a veteran of this race and can always be relied upon to perform creditably. She has been extensively modified over the years and could be well up in Division 2 on handicap.

Crew: Owner/Skipper/Navigator D. Micklebrough (10), B. Jackson (10), T. Sharples (3), H. Kerslake (14), B. Gowland (5).

"Prospector"



"Ragamuffin"



"Rum Runner"



"Southern Myth"

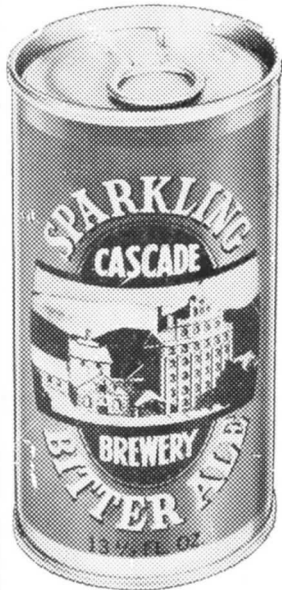


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"Spirit"



"Stormy Petrel"

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

This is another welcome re-appearance of a veteran of this race. She has sailed a total of 40,000 miles in order to take part in Sydney-Hobart races over the years. Owner/Skipper Norm Howard has taken part in 12 of these races and she will be most ably crewed and sailed. Crew: Owner/Skipper/Navigator N. C. Howard (12), A. Sage (1), R. Hamilton (1), B. Westerman, P. Robertson, H. Dolling, M. Dolling.

"SPIRIT" — Sail No. 8621
 L.O.A. 33ft.; L.W.L. 29ft.; Beam 8ft. 4in.;
 Draft 6ft. 2in.

This year's only entry from the U.S.A., she has in her 10 years of racing, covered some 50,000 miles. Her racing experience includes the Trans Pacific Race, Acapulco Race, Southern Ocean Racing Circuit, two Bermuda Races, Trans Atlantic Race, Cowes Week and a Fastnet Race. She has also competed in several shorter races in several parts of the world. Crew: Owner/Skipper G. Keshaddon, Navigator R. Holland (2), G. Keshaddon Jnr., R. Smith, P. Holland.

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

This will be her second race to Hobart, her first in 1968 gaining her a 16th place overall and seventh in her Division. This year her sister ship "Starfire of Kent" will be racing under her new name "Kochab II" and could result in an exciting private duel. Crew: Owner/Skipper N. McAllister (4), Navigator J. Wroth, T. Kernot (1), J. Chute (1), J. Brazier (1), N. Patrick (1), R. Packer (2), S. McAllister (1), N. Crump, G. Arnold.

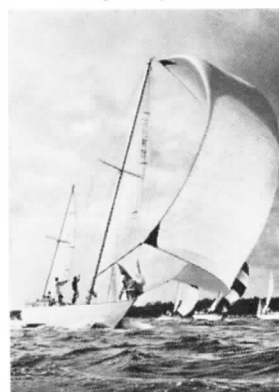
"STORMY PETREL" — Sail No. 880
 L.O.A. 36ft. 5in.; L.W.L. 27ft.; Beam 10ft. 10in.;
 Draft 6ft. 1in.

The latest Sparkman & Stephens One Ton Cup design, this yacht has shown her capabilities. She is a strong contender for a place in the Australian One Ton Cup team. She is of fibreglass construction and was built by Swanson Bros. Her 4th overall in a recent 200 mile race makes her a possibility for a very high overall place on handicap as well as in her Division. Crew: Owner/Skipper C. Curran, Navigator P. Mounsey (6), M. Delaney (4), M. Bird, H. Trenarne (3), I. Trenarne (4).

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

A Sparkman and Stephens designed Hestia type yacht which is making her first appearance here since 1966 when she came third in the Sydney-Hobart Race of that year. In the intervening years she has done very well in Victorian offshore racing. Crew: Owner/Skipper R. G. Green (3), R. A. Green (3), W. Redding (2), B. Fitzgibbon (2), two to be selected.

"Starfire of Perth"

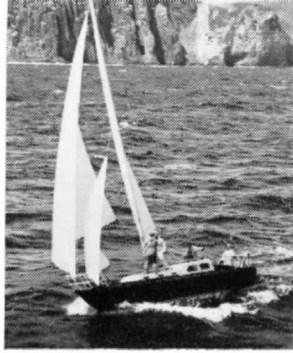


"Tamboo"

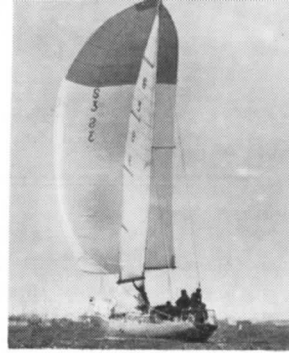




"Taurus"



"Thunderbolt"



"Tina of Melbourne"



"Utiekah IV"



"Valhalla"

"TAMPICO II" — Sail No. 832
L.O.A. 28ft. 6in.; L.W.L. 24ft. 2in.;
Beam 9ft. 3in.; Draft 5ft.

Designed by Bob Miller, famous for his design of "Apollo" and "Warri", she has been highly successful this season in C.Y.C.A. short ocean races in Division 2. She has yet to be tried in long ocean races but she is extremely fast and a strong contender for Division 2 line honours and handicap.

Crew: Owner/Skipper A. McKenzie-Smith, C. Smith, E. Smith, K. Weber, one to be selected.

"TAURUS" — Sail No. 67
L.O.A. 43ft. 3in.; L.W.L. 32ft. 3in.;
Beam 10ft. 11in.; Draft 6ft. 6in.

"Taurus" is the latest design from the drawing board of Peter Cole and is built of balsa/fibreglass sandwich. She was only recently launched but is already giving handicap honours a nudge in C.Y.C.A. offshore events. Also in the race are two sister ships "Rum Runner" and "Bacardi" and the three yachts will provide a good three-cornered duel. Any of the three are quite capable of taking out first place on handicap.

Crew: Owner/Skipper G. Lee, Navigator W. Lawler (3), C. Betts (14), D. Jones (14), C. Wildman (6), I. Hughes (4), N. Davidson (2), S. Austin (2).

"THUNDERBOLT" — Sail No. 560
L.O.A. 36ft.; L.W.L. 27ft. 3in.; Beam 10ft. 2in.;
Draft 6ft. 2in.

Designed by co-owner/skipper Graham Shields and built by Quilkey Bros., this yacht distinguished herself last year by coming second in Division 2 and 4th overall — a fine performance. In local C.Y.C.A. events she is always well up with much larger yachts and will be worth watching in this event.

Crew: Owner/Skipper/Navigator J. G. Shields (9), N. Bennets (10), P. Archer (2), two to be selected.

"TINA OF MELBOURNE" — Sail No. S 3
L.O.A. 36ft. 11in.; L.W.L. 26ft. 10in.;
Beam 10ft. 4in.; Draft 6ft. 2in.

Originally designed by Sparkman and Stephens as a One Ton Cup yacht under the now superseded R.O.R.C. Rule, she has now been lengthened and re-rigged. She has an impressive record, having won every major trophy in Victoria and having come 11th overall in the 1968 Hobart Race and 6th overall and first in her division in the 1969 Hobart Race. She will be crewed by the same personnel as last year and should be among the leaders.

Crew: Owner/Skipper B. R. Scott (2), Navigator R. Howe (1), W. Neale (3), A. Black (8), W. Nelson (8), A. Vautin.

"UTIEKAH IV" — Sail No. A 17
L.O.A. 37ft. 2in.; L.W.L. 31ft.; Beam 10ft. 4in.;
Draft 5ft. 6in.

This yacht was specially designed for the owner by Van de Stadt and built by the well-known I. E. Giles of "Utiekah III" fame. She was launched in November, 1969, and last year's Hobart Race was her first race. Unfortunately, while in a good position, she hit a whale, causing structural damage and was forced to retire. Her best performance to date is outright third in the 1970 Maria Island Race.

Crew: Owner/Skipper P. C. Fowler (1), Navigator H. J. Bayly-Stark, Mate K. E. A. Williams, E. H. Boyle, P. Butler, B. M. Johnson, Dr D. J. W. Sutherland.

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

A sister ship to "Rival" who won the race in 1961, she has been absent from the racing scene since 1967 and now makes a welcome return. As "Rival" is also in the race and both yachts are from the Lake Macquarie Yacht Club, it is certain that these two will be staging a private battle as well as driving for Division 2 handicap honours.

Crew: Owner/Skipper P. Hankin (2), Navigator Capt. J. Quinlan, R. Schroder (3), B. Abbott, V. Hiles, R. Scott (2).

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

A Swanson 36 fibreglass sloop, this will be her third trip to Hobart, having been 6th overall and 2nd in her division in 1968, while in 1969 she was 7th in her division, an excellent performance against very hot interstate and international competition. She is a consistent starter in local offshore races.

Crew: Owner/Skipper G. E. Jorgensen (2), Navigator K. Nicholson (4), P. Duffield (7), C. Graham, M. Summerton (4), D. Christie (3).

"VITTORIA" — Sail No. SM 3
L.O.A. 42ft.; L.W.L. 32ft.; Beam 11ft. 6in.;
Draft 6ft. 7in.

She is the latest Sparkman and Stephens sloop in Australia and was only launched a few weeks before this race. She is competing for a place in the 1971 Admirals Cup Team and to date is making her presence felt in no uncertain way. She was built by Quilkey Bros., builders of "Ragamuffin", "Salacia II", "Mercedes" and "Koomooloo". Owner Lou Abrahams of Melbourne, the former owner of "Odin" is really getting her going.

Crew: Owner/Skipper L. Abrahams (4), crew to be nominated.

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

One of the two wooden Swanson 36s and was in fact the pattern for the subsequent fibreglass yachts of that class. Although not well placed last year, her new owner has had 12 months of sailing her and her position of 10th in her class could well be improved this time.

Crew: Owner/Skipper R. W. Jackman (1), Navigator M. Desmarchelier (10), W. Pringle (5), M. Wyatt, R. J. Jackman, P. Jackman.

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

This yacht is a consistent performer in all C.Y.C.A. races and is a steel version of the famous "Freya". Owner John Gilliam and his crew are experienced and enthusiastic, they will be sailing her to the best advantage.

Crew: Owner/Skipper J. Gilliam (3), Navigator J. Jarrett (2), G. Gilliam (3), A. Waters, G. Bailey (2), R. Watters, K. Heinecke (1), I. McCutcheon (2).

"Veninde II"



"Weatherly"

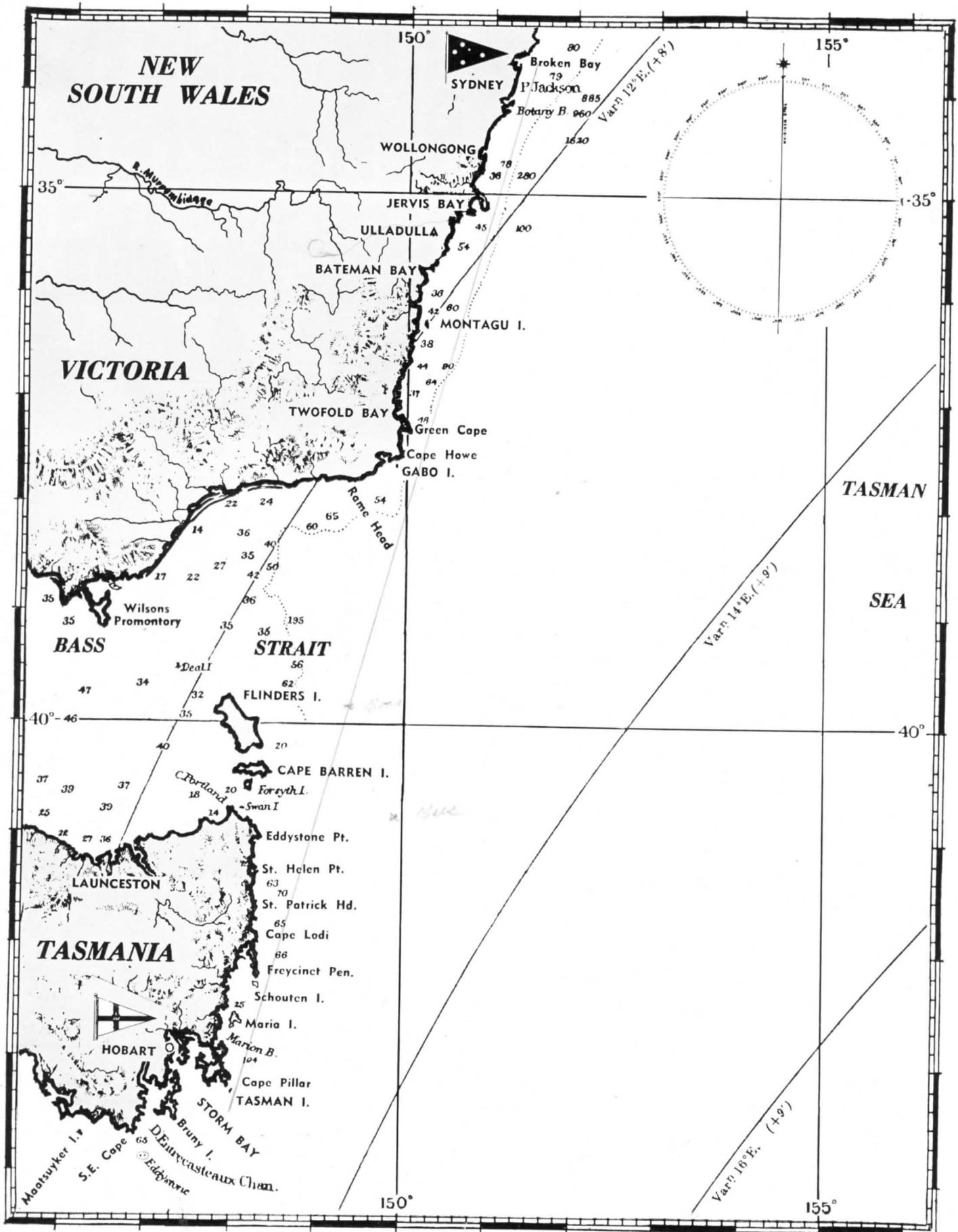


26th SYDNEY-HOBART YACHT RACE, 1970

<p>M2 — RIVAL — LMYC — A. Burgin. RANC 2 — FRANKLIN — RANCSC — Royal Australian Naval College. A3 — CALYPSO — RYCT — G. Wignall. 53 — TINA OF MELBOURNE — RMYC — B. R. Scott. SM 3 — VITTORIA — SYC — L. Abrahams. RANCSC 3 — FOUR WINDS II — HBYC — S. W. Gibson. B4 — DESTINY II — RBYC — G. Chapman. R4 — MARY BLAIR — RYCV — P. Riddle. SP 5 — ILINA — SPYC — J. Court. SA 6 — SOUTHERN MYTH — RSAYS — N. Howard. HYC 11 — HUON LASS — RYCT — H. Calvert. A 12 — MARIA — RYCT — D. A. Cooper. A 13 — NELL GWYN — RYCT — R. Hickman. 15 — RUM RUNNER — RPAYC — G. Nock. A 17 — UTIEKAH IV — RYCT — P. C. Fowler. 21 — WATHARA II — RYCT — R. Jackman. 22 — NATANI — RSAYS — O. Trewartha. 25 — CHERANA — CYCA — J. Keelty. RF 29 — STARFIRE OF PERTH — RFBYC — N. McAllister. SM 32 — JISUMA — SYC — L. Scott. 38 — SOUTHERLY — CYCA — D. Mickleborough. M52 — VALHALLA — LMYC — P. Hankin. 65 — SARLENA — MHYC — C. McGarry. 67 — TAURUS — CYCA — A. G. Lee. 70 — RAGAMUFFIN — CYCA — S. Fischer. 73 — KOOMOLOO — CYCA — N. B. Rydge. 77 — ANITRA V — CYCA — Sir Garfield Barwick. 80 — MISTRESS — RPAYC — W. Pettingell. G88 — ONYA II — GYC — P. Rysdyk. SM 88 — TAMBOO — SYC — R. Green. MH 92 — ASTELOT — MHYC — P. Zalai. 97 — PACHA — CYCA — R. Crichton-Brown. R100 — APOLLO — RPYC — A. Bond.</p>	<p>M101 — CARINA — LMYC — P. Daniel. 106 — CAVALIER — CYCA — J. Roche. SA 117 — MORNING MISCHIEF — RSAYS — R. Cavill. 137 — PATSY — CYCA — F. Duffield. MH 157 — CADENCE — MHYC — D. Jones. 168 — FARE-THEE-WELL — CYCA — J. Easdon. MH 173 — DUET — CYCA — J. Diamond. 190 — SALACIA II — CYCA — A. Byrne. 207 — AKALA — CYCA — J. Bleakley. 246 — LOMA — DSC — W. Burrows. 313 — DIDGERIDOO — RSYS — T. Simmat. 336 — BACARDI — CYCA — P. Cole. 390 — WEATHERLY — CYCA — J. Gilliam. 450 — MERCEDES III — CYCA — T. Gilliam. 493 — ALCHERINGA — CYCA — J. Bridgeland. 496 — BALANDRA — RANSA — Eastern Command. 525 — LOWANA — CYCA — K. Anderson. 528 — MATIKA — CYCA — N. Long. 546 — VENINDE II — RPAYC — G. Jorgensen. 553 — CAPUCINE — CYCA — R. Brenac. 560 — THUNDERBOLT — CYCA — G. Shields. 653 — BOOMERANG VII — CYCA — P. Hill. 655 — BOAMBILLEE — CYCA — V. Walsh. 759 — MAKARETU — CYCA — N. Gosson. 826 — PATRICE — RPAYC — R. Kirby. 832 — TAMPICO II — MYC — A. McKenzie-Smith. 880 — STORMY PETREL — CYCA — C. Curran. 917 — BOOMERANG VIII — RPAYC — R. Baker. 962 — CAMELOT — MHYC — J. Clarke. 1C00 — BUCCANEER — RNZYS — T. E. Clarke. 1171 — PROSPECTOR — BPCC — R. Lloyd. 8621 — SPIRIT — SFYC — G. Keshaddon. ANACONDA — RSAYS — J. Grubic.</p>
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<p>BPCC—Banks Peninsular Cruising Club, N.Z. CYCA—Cruising Yacht Club Of Australia, N.S.W. DSC—Darwin Sailing Club, N.T. GYC—Gosford Yacht Club, N.S.W. HBYC—Hobsons Bay Yacht Club, Victoria. LMYC—Lake Macquarie Yacht Club, N.S.W. MHYC—Middle Harbour Yacht Club, N.S.W. MYC—Manly Yacht Club, N.S.W. RANCSC—Royal Australian Naval College Sailing Club, A.C.T. RANSA—Royal Australian Naval Sailing Assn., N.S.W. RBYC—Royal Brighton Yacht Club, Victoria. RFBYC—Royal Freshwater Bay Yacht Club, W.A.</p>	<p>RMYC—Royal Melbourne Yacht Squadron, Victoria. RNZYS—Royal New Zealand Yacht Squadron, N.Z. RPAYC—Royal Prince Alfred Yacht Club, N.S.W. RPYC—Royal Perth Yacht Club, W.A. RSAYS—Royal South Australian Yacht Squadron, S.A. RSYS—Royal Sydney Yacht Squadron, N.S.W. RYCT—Royal Yacht Club Of Tasmania, Tasmania. RYCV—Royal Yacht Club Of Victoria, Victoria. SFYC—St. Francis Yacht Club, San Francisco, U.S.A. SPYC—South Of Perth Yacht Club, W.A. SYC—Sandringham Yacht Club, Victoria.</p>
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THE SCIENTIFIC APPROACH TO YACHT DESIGN



B. J. Spradbrow

WOULD we be better off with a completely scientific approach to yacht design, would our yachts be faster? The answer isn't obviously "yes" because some of the top boats in the past (and present) have been designed by boatbuilders, sailmakers, riggers — even business executives. These boats have been the equal of those designed by the top local and overseas naval architects, so why worry about towing tanks and computers? The answer to our first question is definitely "yes", but it seems that, at present, the naval architect is using methods not much more advanced than those of the "amateur". This situation might be expected to change before too long, and the magic word is, of course, "computer". The tools are available now for the naval architect to solve practical problems from theory or by optimisation.

It will be worthwhile at this stage to consider some of the complex problems facing all designers, and the benefits that will come with their solution. Firstly, we should define the basic problem in case there is any doubt: the potential owner decides he can spend a certain amount of money on a new yacht. His prime objective is to win races to one of the rating rules; a secondary consideration is to do it in reasonable comfort. Therefore at this stage we might consider only those factors which have a definite bearing on yacht speed in relation to handicap.

We all have the popular image of the designer of several decades ago at work with a block of wood and chisel to carve out a shape that "looked right". From this, offsets were taken, lines drawn, and a rig added that seemed to complement the rest of the design. If the designer had genuine "feel" for a boat, it invariably balanced and performed well.

Superficially the yacht design business has changed a lot up to the present but a closer look suggests that we are really not far removed from some of the trial and error methods of the past. The success of some modern designers is no doubt attributable to the fact that these people can visualise the flow of water and wind around hull and sails. The germ of an idea from a hydro- or aerodynamicist is enough to set them off on a new approach which may prove significantly superior. Generally, however, it is really difficult, almost impossible, to envisage a concept which can cause a worthwhile improvement in yacht performance. Usually it is necessary to take a known and proven design and then to make some cautious changes which

hopefully will increase yacht speed, or decrease TCF or rating without affecting speed. Tank testing, if used at this stage may enable certain worthwhile trends to be developed. However, very few designers have this resource available to them, or if it is available cannot afford to spend a sizeable lump of the design fee on this phase of the job. So it becomes obvious that while there have been certain technological advances, the actual design process has developed little.

This may be illustrated by looking in some detail at the steps in design and considering how each may benefit from a scientific approach.

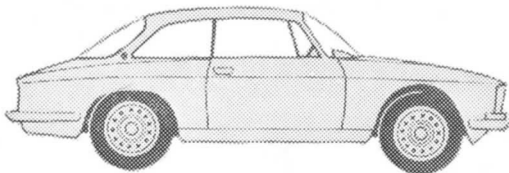
We might assume that the yacht's size can be fixed within rough limits, usually by finance. Usually, it is advisable to look at the top few boats around this size as a basis, and then we get down to the design proper.

The rating rule is complex by necessity, with hull measurements such as girths, beam, length of overhangs, draft and freeboard; add to this engine and propeller allowances, measured and rated sail areas, and various other factors and adjustments for rig and materials and then try to realise that the designer is in fact hoping to optimise all of this. This is an impossible task for the designer on his own and yet one which is admirably suited to the digital computer, which excels in checking one result or calculation with another and then making a decision on the better of the two. While it would be no easy matter to write a comprehensive program dealing with every facet of the rule, it becomes a simple matter to check thousands of possibilities in a matter of minutes. Output may be in the form of printed results or graphs or displayed on a screen at the computer. The sceptics will say that the optimum may well turn out to be ridiculous, but it is not at all difficult to include some factors in the program to make allowance for past experience. Having found an optimum size it then becomes necessary to test various hull shapes and lifting surfaces within the new restrictions. The tank testing routine presently employed enables models to be towed at various speeds with differing angles of heel and yaw. Results of these tests are then related to sail lift/drag co-efficients by computer, giving in effect comparative estimates of full size upright and heeled performance for a range of wind strengths and angles.

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One might expect further advances in this field with the increasing use of mathematical formulae to define hull shapes. This has the advantage of being more easily handled by computer — it will be possible to speak to the computer in its own language as it were, making it possible to define a shape and then to apply hydrodynamic theory to determine performance characteristics. Modifications could be made without expensive and time consuming alterations to models. This will be a major breakthrough in yacht design, making it possible to develop a hull form of minimum frictional and wave-making resistance for the given restrictions and to optimise the manoeuvrability.

Likewise, better use can be made of the wind tunnel and it might be assumed that the sailmaking and rigging experts will develop their designs along similar lines.

At this point we might stand back and see what the prospective owner will get for his money. His yacht has now made the most of the rating rule; for this size boat it will have a minimum TCF or rating. The work in the tank and wind tunnel should ensure that it is potentially faster than the opposition. The designer now has to complete the details of structure, accommodation and rigging to complete the job. This phase will certainly incorporate further use of the computer for

routine calculations and may include a stress analysis of the hull and rigging under dynamic loadings to give a structure with ample strength but minimum weight.

It becomes obvious that if we are to go to this trouble to design a yacht then we might as well go the whole way. There is sufficient data available now to make a statistical analysis by computer of the interaction between yachts and waves. The present towing tank techniques already are making some attempt to do this but we will need improved correlation between model and full scale results. Further research is also necessary in the field of human engineering and the effect of yacht motion on the crew.

This research costs money, the sort of money that is spent in America's Cup challenges, but we are fast moving towards a situation where, if there is to be any chance at all of winning a major trophy, a great deal more of time and money must be spent in the design stage, employing techniques which are at present restricted almost entirely to defence and aero-space problems.

Is it a good or a bad thing for the sport that the serious yachtsman of the future may find himself spending 90 per cent of the cost of his yacht on the design and 10 per cent on the construction, instead of the other way round as it is now? Certainly our yachts will be faster.

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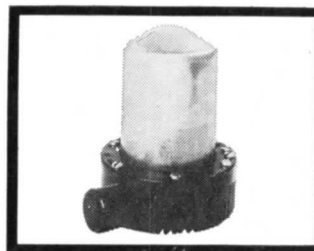


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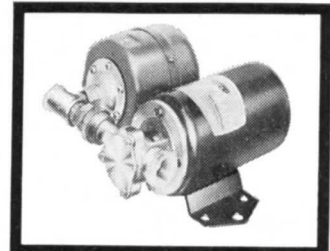
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R.O.R.C.
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● FOR THE SECOND YACHT ON CORRECTED TIME

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.



Perpetual
Trophy

● FOR THE FIRST YACHT ON CORRECTED TIME

R.O.R.C. Plaque: Presented by the Royal Ocean Racing Club of England. To be held for one year by the owner of the winning yacht.

Tattersall's Cup: Presented by the Executors of the Estate of the late George Adams. To be held for one year by the Yacht Club which was nominated by the winning yacht. A replica of the Derwent Light is presented to the owner of the winning yacht.

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

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

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

Medallion: Presented by Mr. G. Pattinson, of England, to each crew member.



Tattersall's
Cup



F. & J. Livingston Trophy

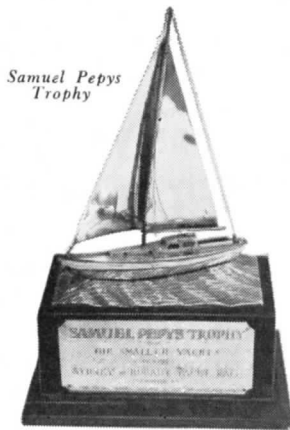
F. & J. Livingston Trophy: Presented to the first yacht rounding Tasman Island, to be held for one year. A replica is presented to the owner.

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

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

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

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



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.

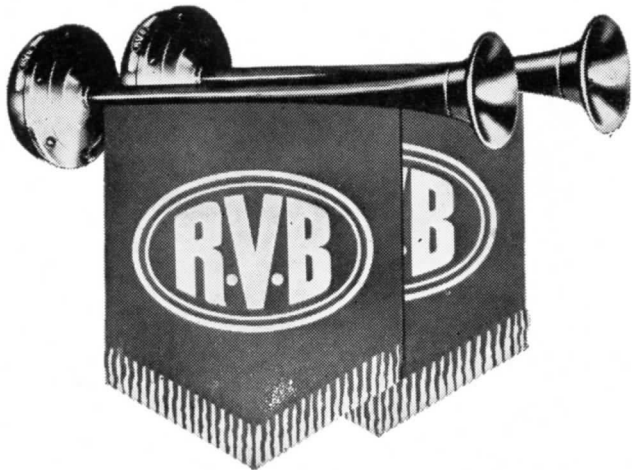
Sir Arthur Warner Trophy: Presented by the late Sir A. Warner to the first yacht on Corrected Time with a T.C.F. of .85 or higher. To be held for one year.



J. H. Illingworth
Cup

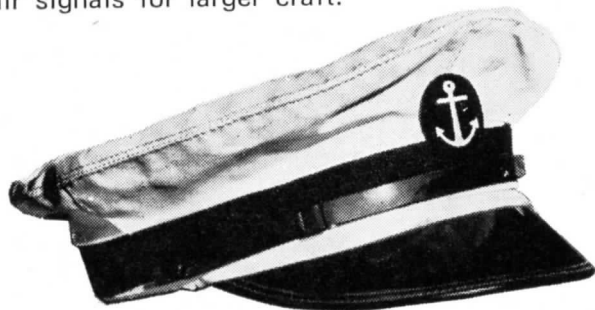
Galley Slave's Trophy: Presented by R. S. Adair to the cook of the last yacht to finish.

PRESENTATIONS: Trophies will be presented at a function held in Hobart by the Royal Yacht Club of Tasmania.



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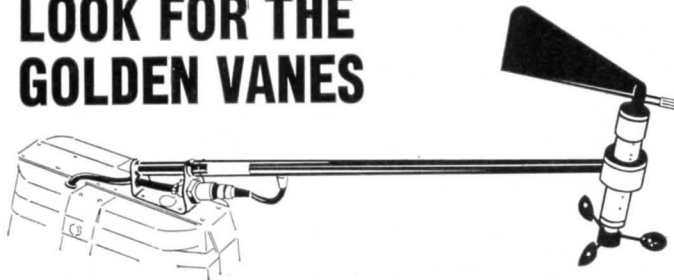
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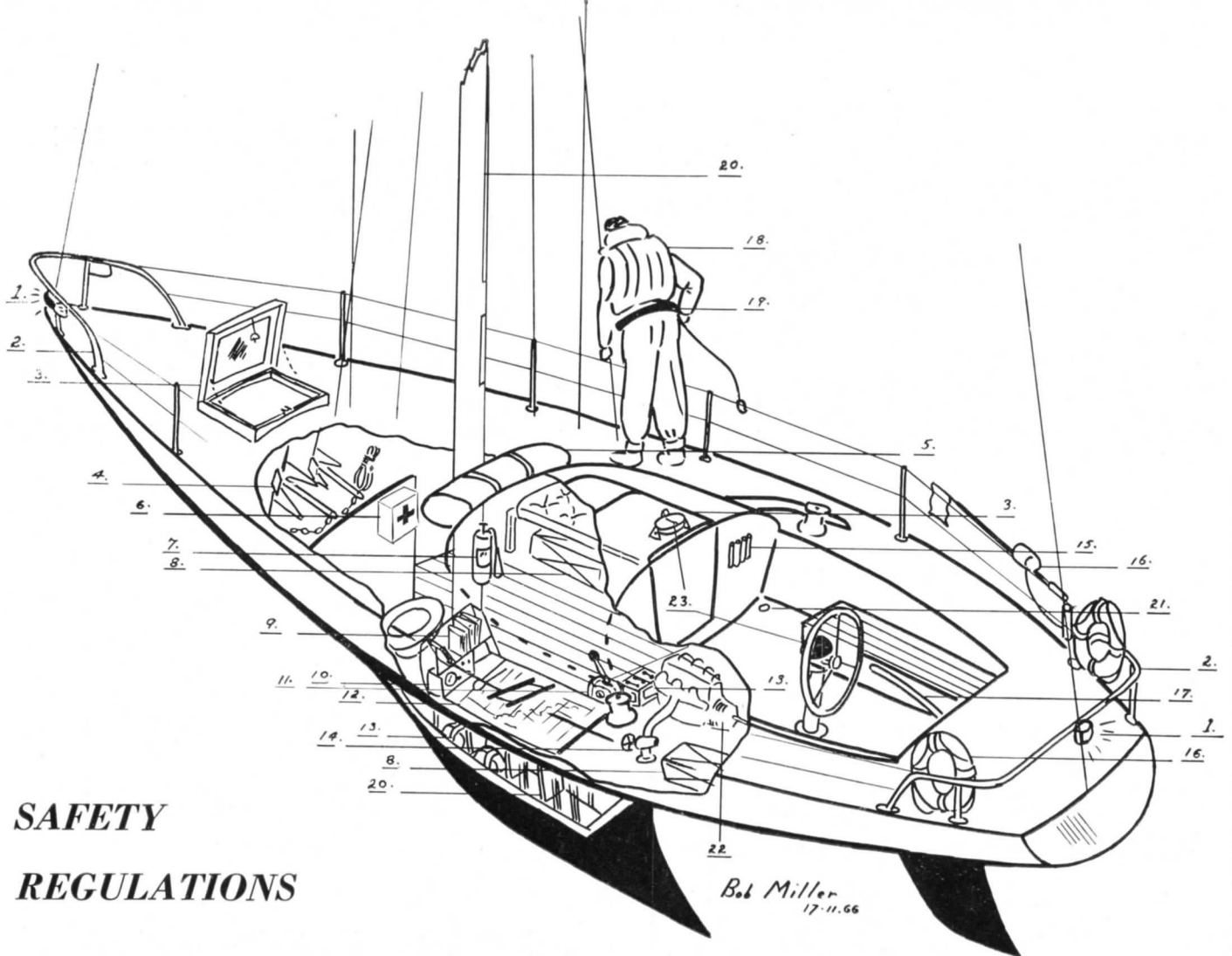


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SAFETY REGULATIONS

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 — 25 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.

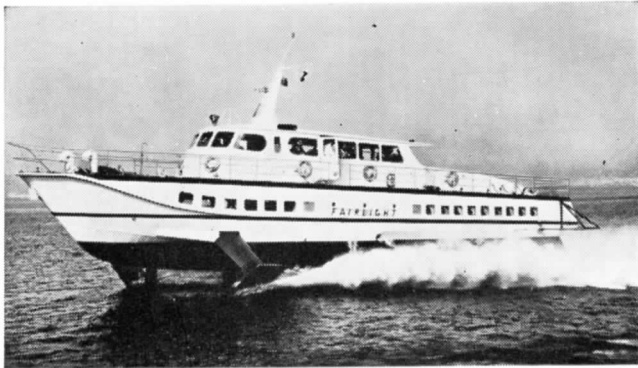
In addition to these matters the Regulations provide—

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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25 YEARS OF FINISHING

WITH 25 years behind them, the members of the Royal Yacht Club of Tasmania are well qualified to conduct the finish of the Sydney-Hobart Yacht Race. From its inception in 1945, the race has grown in status to that of a World Ocean Classic and the Club's organisation of necessity has grown with it.

During November, Club members are requested to assist in the four main facets of the organisation — staff for the finishing box at Castray Esplanade, staff for the Press Centre at the Club, crew for the patrol launch and officers to carry out liaison duties.

The finishing box is manned by at least two members in six-hourly shifts prior to the first yacht finishing until the last yacht has crossed the line.

The Press Centre commences operations on Boxing Day afternoon and during the entire progress of the race, the three reports received daily from the Radio Relay Ship on the position of the yachts are plotted and the information relayed to the various news media. A computer is in use at the Centre to calculate the handicap placings at each report.

Throughout the years the Club's patrol launch has been on hand at the finishing line to assist the yachts to moor in Constitution Dock and it is only on the occasions of close finishes that the launch has not tendered each yacht individually.

The appointment of liaison officers to look after each yacht has proved most successful. They meet their respective yachts upon arrival and assist the owner and crew in numerous ways during their stay in port.

The Club is fortunate that so many facilities can be provided for the contestants but this is only possible by the co-operation received from the Hobart City Council, the Marine Board of Hobart and the Australian Stevedoring Industry Authority. The Council provides garbage clearances from the Dockside each day, the Marine Board make the wonderful facilities of Constitution Dock each year and provide additional mooring space if required.

This necessitates the mooring of a barge to act as a breakwater at the end of a wharf adjacent to the Dock and the Stevedoring Authority makes available shower and toilet facilities in the Waterside Workers' amenities building, which is situated on the dockside. Without these facilities, the Club would be hard pressed to provide competitors with adequate alternatives.

Prior to the introduction of the three radio reports from the Relay Ship, the Club had to rely on reports of visual sightings from lighthouses, ships, local aircraft and the signal station on Mount Nelson. These reports still come to hand and are most useful in estimating the yachts' progress. The Officer at the Mount Nelson Signal Station has been most co-operative over the years and his estimation of the yachts' finishing times, when he sights them in Storm Bay have been most accurate.

It is with the help of information of this nature, that the Club holds the proud achievement of timing every yacht that has crossed the finishing line since its inception 25 years ago.

Over the years the Club has been called on to provide assistance to yachts which have been in distress and it has been most gratifying to all concerned that help has been offered so readily by the Navy in one instance, the Marine Board and east coast fishermen.

In the closing stages of the Race the excitement naturally increases and the many wives and sweethearts of the competitors often spend hours at either the Club or the finishing box awaiting arrival of the yachts.

Prior to the yachts' departure for their home ports, the Club is entrusted with the organisation of the presentation of trophies which is held, as a public function, in the City Hall. The large and wonderful display of trophies sent down from the Cruising Yacht Club each year is indicative of the importance this Race has attained in world yachting.

As a finale to each year's race, many of the competitors return home via Orford, where they compete in the Crayfish Derby on Spring Bay, which is organised by the fishermen at Triabunna and Orford with the assistance of club members.



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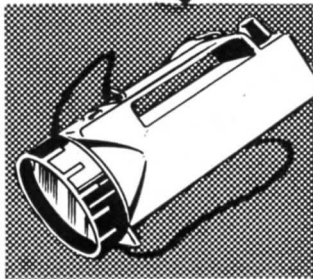


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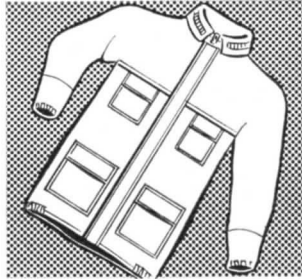
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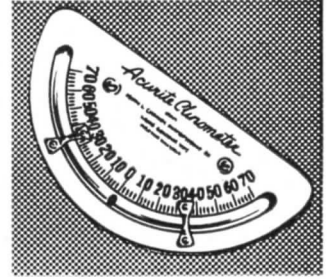
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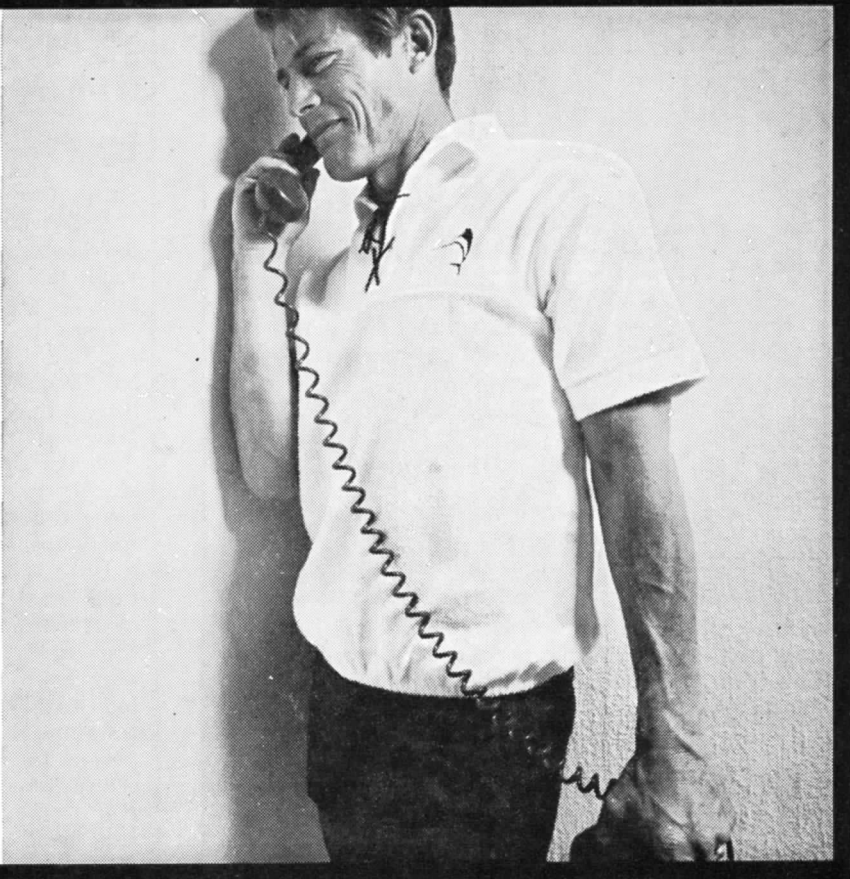
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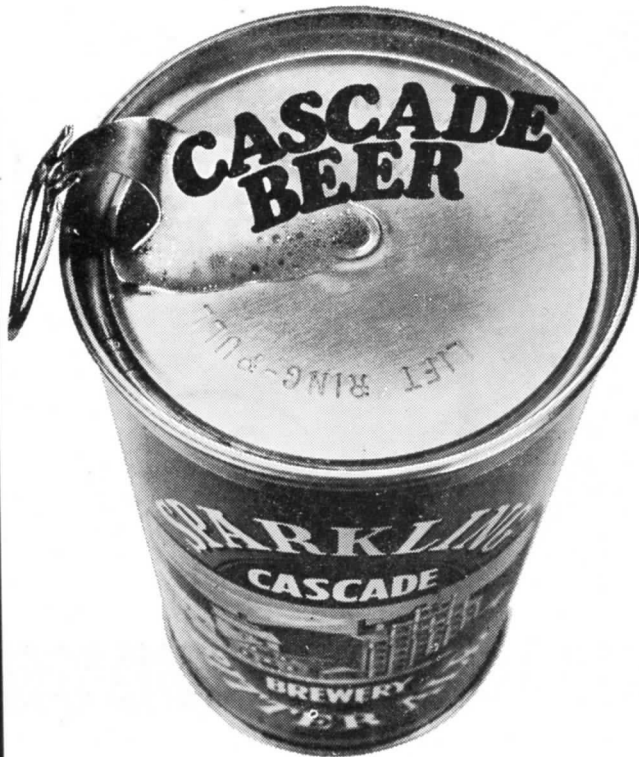


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An Appreciation

THE Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation extended by the Royal Yacht Club of Tasmania, without which this race could not exist. Apart from organising the Presentation of Trophies at the Hobart Town Hall and the Ball at their Club House, their unstinted efforts cover the manning of the finishing line 24 hours of the day, a Flag Officer to welcome each yacht and tow it into Constitution Dock, and the organising of many other facilities that mean so much.

OUR gratitude is also due to the Government of Tasmania, the Corporation of the City of Hobart, the Marine Board of Hobart, the Waterside Workers Federation, Australian Broadcasting Commission, The Overseas Telecommunications Commission, Caltex Oil (Australia) Pty. Ltd., The Maritime Services Board of N.S.W., the Water Police of N.S.W., D.C.A., the V.C.P. and the Royal Australian Navy for their contribution towards making this race the success that it always is.

PHOTO CREDITS WITHIN THIS PROGRAMME ARE DUE TO:

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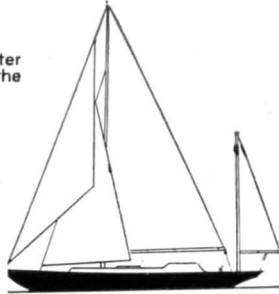
RIGS

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.

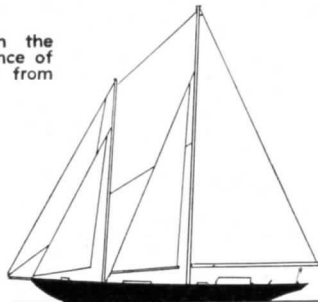
YAWL: Two masts with the shorter after mast (mizzen) being stepped aft of the waterline.



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 - 1969

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.	GIPSY QUEEN	A. C. Eden	6-00-45-24	.7056	4-06-08-25
9.	PEER GYNT, M. & T. Halvorsen		6-05-26-35	.6849	4-06-21-13
10.	NOCTURNE	J. R. Bull	6-02-08-02	.7364	4-11-36-47
11.	HORIZON	S. Berg	6-06-12-43	.7199	4-12-08-15
12.	INDEPENDENCE	E. Messenger	6-00-05-13	.8274	4-23-13-03
13.	MISTRAL II	R. F. Evans	6-02-00-54	.8945	5-10-44-31

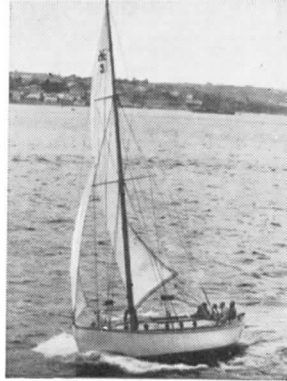
Fastest Time: WALTZING MATILDA.

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

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



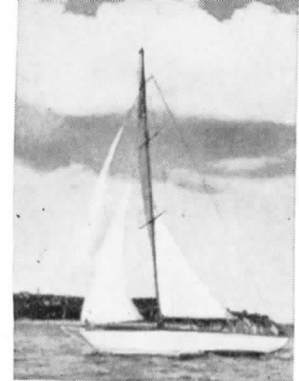
"Rani"
1945



"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. Saafield	6-16-16-10	.6676	4-10-59-45
9.	SEVOGEL	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)

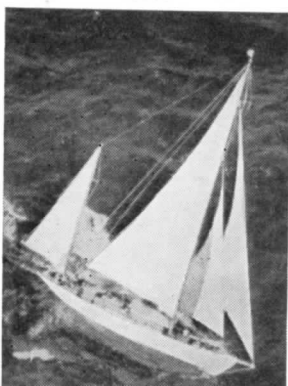
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	STRUEN MARIE	T. Williamson	4-03-38-35	.6805	2-19-48-26
2.	LAHARA	D. Ashton	4-07-24-59	.6652	2-20-47-33
3.	LASS O' LUSS	J. Colquhoun	4-03-12-05	.7059	2-22-01-35
4.	FORTUNA	W. Fesq	4-05-54-38	.6923	2-22-33-10
5.	ELLIDA	J. Halliday	4-14-51-58	.6603	3-01-12-18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

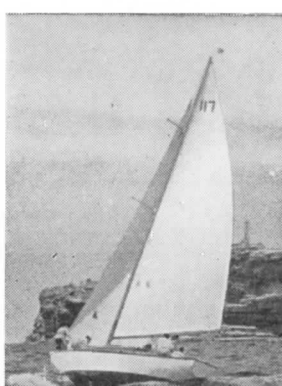
Retired: WAYFARER (P. M. Luke), KATWINCHAR (E. J. Mossop).

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.

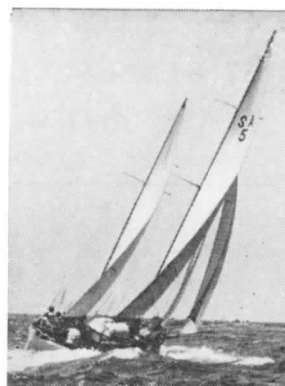
"Nerida"
1950



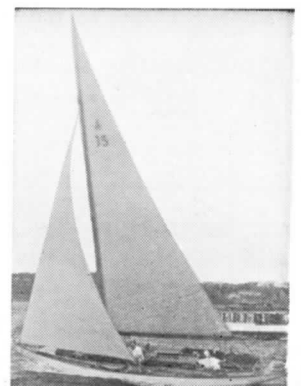
"Struen Marie"
1951



"Ingrid"
1952



"Ripple"
1953



1952

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

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

Fastest Time: NOCTURNE.

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

1953

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIPPLE	R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG	T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3.	HORIZON	S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohen	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT	B. Warminq	5-21-59-07	.7130	4-05-14-15
7.	JOSEPHINE	R. A. Houghton	5-07-25-51	.8068	4-06-48-40
8.	GIPSY QUEEN	A. C. Eden	6-05-07-10	.7013	4-08-34-39
9.	KURREWA III, F. & J.	Livingston	5-07-27-20	.8258	4-02-15-10
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. & T. Toll	5-08-58-09	.8252	4-10-25-31
13.	WRAITH OF ODIN	B. O'Brien	5-21-08-32	.7744	4-13-18-02
14.	ONRUST	D. Tober	7-05-18-30	.6574	4-17-55-58
15.	WARANA	P. R. Warner	7-00-13-00	.7195	5-01-01-55
16.	NELL GWYNN	F. Hickman	7-02-16-57	.7306	5-04-24-30
17.	FLAMINGO	W. McCarthy	8-02-09-16	.6590	5-07-21-16
18.	ISIS	R. May	8-21-16-00	.6359	5-15-36-58
19.	WANDERER	E. Massey	7-11-01-59	.7679	5-17-28-46
20.	PATIENCE	A. B. Wilson	8-18-45-00	.6684	6-07-15-07

Fastest Time: SOLVEIG.

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

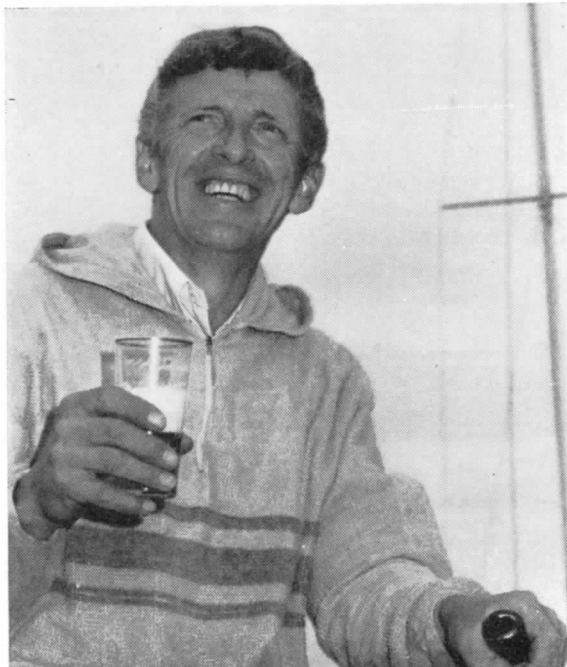
Disqualified: WILD WAVE (L. & G. Keats).

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

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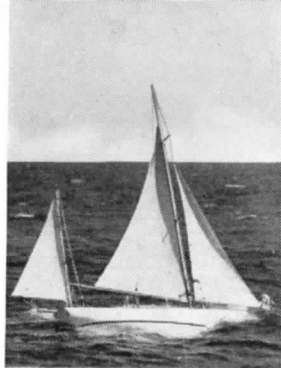
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"Solveig"
1954



"Moonbi"
1955

1954

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

Table with 6 columns: Pl., Yacht, Owner, Elapsed Time, T.C.F., Corrected Time. Lists 15 sailboats including Solveig, Gipsy Queen, Carol J, Kintail, Southern Myth, White Cloud, Tam O'Shanter, Lauribada, Wraith of Odin, Niripa, Defiance, Brilliant, Patience, Kurrewa IV, and Wanderer.

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)

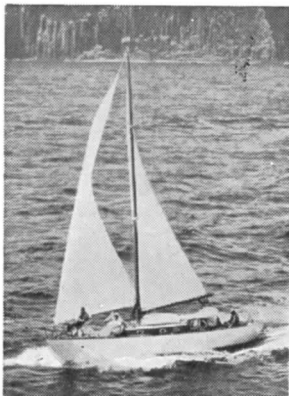
Table with 6 columns: Pl., Yacht, Owner, Elapsed Time, T.C.F., Corrected Time. Lists 15 sailboats including Moonbi, Cooroyba, Janzoon, Nell Gwynn, Fantasy, Carol J, Lass O' Luss, Patience, Southern Myth, Trade Winds, Solo, Winston Churchill, Tam O' Shanter, Even, Kurrewa IV, and Defiance.

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)

Table with 6 columns: Pl., Yacht, Owner, Elapsed Time, T.C.F., Corrected Time. Lists 26 sailboats including Solo, Anitra, Carol J, Janzoon, Siandra, Ingrid, Southern Myth, Ripple, Catriona, Kurrewa IV, Fantasy, Samuel Pepys, Lahara, Winston Churchill, Romava, Tarni, Kurura, Lorraine, Tam O' Shanter, Niripa, Phalarope, Four Winds, Vailima, Nirvana, Serenade, and Renene.

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)

Table with 6 columns: Pl., Yacht, Owner, Elapsed Time, T.C.F., Corrected Time. Lists 18 sailboats including Anitra V, Solo, Catriona, Kurrewa IV, Metung, Kismet, Four Winds, Patience, Lolita, Samuel Pepys, Eos, Southern Myth, Janzoon, Tahuna, Winston Churchill, Defiance, Nirvana, and Bintang-Terang.

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)

Table with 6 columns: Pl., Yacht, Owner, Elapsed Time, T.C.F., Corrected Time. Lists 10 sailboats including Siandra, Anitra, Southern Myth, Caprice of Huon, Uomie, Tarni, Samuel Pepys, Solo, Romava, and Winston Churchill.

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

Fastest Time: SOLO.

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

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

1959

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

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

Fastest Time: SOLO.

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

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

1960

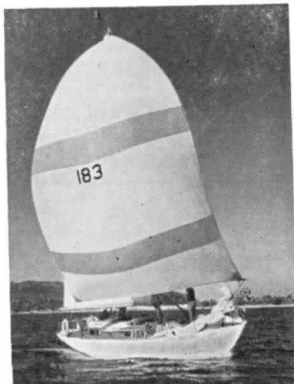
(Times are given in days, hours, minutes and seconds)

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

"Cherana"
1959



"Siandra"
1958 and 1960



11.	CAROL J	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV	F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.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

Fastest Time: KURREWA IV.

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

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

1961

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL	A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2.	JANZOON II	W. R. Slade	4-16-25-35	.6803	3-04-29-01
3.	JOANNE BRODIE	R. C. Hobson	5-00-05-39	.6501	3-06-04-24
4.	ANITRA V	J. S. Samson	4-15-58-59	.6989	3-06-15-54
5.	MARIS	J. Earl	4-22-51-06	.6590	3-06-19-24
6.	NORLA	J. S. Howie	4-16-29-04	.7061	3-07-25-31
7.	SOLO	V. Meyer	4-05-30-03	.7912	3-08-18-27
8.	KALEENA	H. E. Godden	5-02-50-07	.6540	3-08-20-03
9.	LASS O' LUSS	B. C. Psaltis	4-20-43-16	.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, J., A. G. & G. D. Lawson	5-20-35-26	.6653	3-21-32-06	
22.	SIMBA	C. Dorman	6-01-26-33	.6575	4-02-01-42
23.	ATHENA	J. Jarrett	6-02-33-07	.6689	4-02-36-15
24.	SYLVENA	S. H. Moray	5-21-14-48	.6981	4-03-13-26
25.	BOONGOWN	J. Molesworth	6-09-14-30	.6475	4-03-17-31
26.	PHANTOM	W. K. Mooney	6-00-40-38	.6863	4-04-48-39
27.	SIANDRA	D. M. Boddén	6-08-50-11	.6596	4-04-55-44
28.	MISTRESS	W. Pettingell	6-06-41-07	.6698	4-04-56-36
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-09-13-35
30.	GALATEA M	N. W. Kestel	7-09-23-41	.6270	4-15-22-12
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).

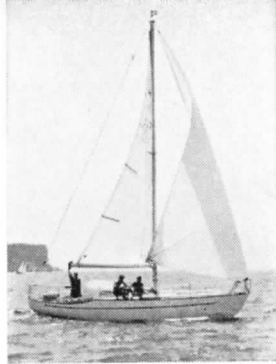
Weather: Southerly at 20-30 knots for the first day, then light N.E. winds. A line squall, 70 miles long, passed over the fleet in Bass Strait, and was followed by a moderate Sou'Westerly. A Nor'Easter along the Tasmanian coast and a Southerly near Tasman Island altered the potential placings.

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

"Cadence"
1966



"Rainbow II"
1967



30.	FARE-THREE-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. Bridgland	5-01-48-13	.8226	4-04-11-45
43.	INGRID	C. M. Earl	5-08-42-41	.7840	4-04-54-35
44.	BARANNE	J. Wedd	5-13-25-00	.7654	4-06-07-03
45.	ILINA	K. R. Murdoch	4-18-27-15	.9097	4-08-07-06
46.	ENID	J. Cockle	4-12-48-05	.9577	4-08-11-56
47.	CUTTY SARK	W. R. Bradley	4-23-39-29	.9231	4-14-27-23
48.	CORSARO II	Italian Navy	4-20-53-45	.9777	4-18-17-20
49.	ARUNTA PRINCESS	A. Mark	6-12-28-12	.7696	5-00-25-10

Fastest Time: STORMVOGEL.

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

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

1966

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

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

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.	SARANITA	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.	ASTELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28.	MYTH OF ARRAN	D. Reid	4-22-00-33	.8769	4-07-28-56
29.	LASS O' LUSS	B. C. Psaltis	5-08-12-23	.8072	4-07-29-18
30.	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31.	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32.	ANITRA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33.	TAMBOO	R. J. Green	5-17-18-24	.7567	4-07-53-50
34.	SHIMAAL	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35.	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36.	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37.	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38.	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39.	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40.	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41.	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42.	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-12-37-15
43.	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58
44.	ENID	J. C. A. Cockle	4-19-00-17	.0577	4-14-08-24
45.	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46.	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47.	MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50
48.	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49.	MOANA	J. R. Easton	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 GILLETT (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.



"Koomooloo"
1968



"Morning Cloud"
1969

1969

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MORNING CLOUD	E. Heath	4-05-57-53	.7496	3-04-25-57
2.	PROSPECT OF WHITBY	A. Slater	4-00-19-19	.8024	3-05-17-19
3.	SALACIA	A. Byrne	4-02-40-57	.7945	3-06-24-11
4.	THUNDERBOLT	G. Shields & F. Thomas	4-06-35-05	.7644	3-06-24-56
5.	TINA OF MELBOURNE	B. Scott	4-06-07-44	.7690	3-06-32-13
6.	MERCEDES III	H. Kaufman	4-02-47-55	.7972	3-06-45-44
7.	BOAMBILLEE	V. Walsh	4-06-31-03	.7690	3-06-50-09
8.	MORNING AFTER	R. Hill	4-08-40-39	.7541	3-06-56-14
9.	REBEL	B. Wilson	4-06-43-05	.7690	3-06-59-24
10.	BANDIT	M. Tostevin	4-06-45-34	.7690	3-07-01-18
11.	CAVALIER SEUL	D. P. Cavalier	4-07-05-03	.7672	3-07-05-10
12.	WARRI	W. Hart	4-07-20-01	.7690	3-07-27-49
13.	RENEGADE	J. Lidgard	4-08-23-23	.7663	3-07-59-37
14.	OUTRAGE	Colson Bros.	4-08-49-03	.7707	3-08-46-58
15.	HOTSPUR	P. Packer	4-08-35-51	.7739	3-08-56-52
16.	GILLAWA	A. Wildman	4-09-43-18	.7681	3-09-12-17
17.	RAGAMUFFIN	S. Fischer	3-22-50-26	.8598	3-09-32-38
18.	CAPRICE OF HUON	G. Ingate	4-04-31-36	.8142	3-09-50-55
19.	MOONBIRD	N. Brooker	4-10-31-12	.7690	3-09-54-49
20.	MORANDOO	W. Rice	4-14-38-10	.7424	3-10-08-10
21.	VAGO	H. Takeda	4-09-02-21	.7821	3-10-09-04
22.	SATANITA II	D. Wilkie	4-02-08-02	.8376	3-10-11-48
23.	SUNDOWNER	R. Swanson	4-02-47-04	.8330	3-10-17-14
24.	VENINDE II	G. Jorgensen	4-11-13-05	.7690	3-10-27-02
25.	ODIN	L. Abrahams	4-07-36-23	.7959	3-10-27-36
26.	BALANDRA	R. Crichton-Brown	4-02-19-39	.8414	3-10-43-50
27.	MELITE	I. Brodzik	4-11-44-23	.7690	3-10-51-07
28.	MAID ROSALINDE	B. Finch	4-14-13-56	.7545	3-11-10-12
29.	SARACEN II	J. Morris	4-13-08-15	.7623	3-11-11-43
30.	CRUSADE	M. Aitken	3-15-07-40	.9561	3-11-18-10
31.	CORROBOREE	J. White	4-08-07-40	.8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	.7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	.7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	.7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-05	.7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	.7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	.7541	3-12-46-03
38.	ROULETTE II	F. Andrews	4-07-58-26	.8171	3-12-57-24
39.	SALTY TIGER	J. Powell	4-01-11-27	.8794	3-12-28-10
40.	SALOME	K. Pix	4-17-39-00	.7559	3-13-54-29
41.	AKALA	J. Bleakley	4-15-27-57	.7736	3-14-13-47
42.	MYTH OF ARRAN	D. Reid	4-03-19-55	.8722	3-14-38-14
43.	CARINA	P. Daniel	4-21-35-47	.7420	3-15-15-23
44.	PATSY	F. Duffield	4-12-58-49	.8012	3-15-18-54
45.	ADRIA	J. Grubic	4-08-55-29	.8360	3-15-43-01
46.	CAMELOT	J. Borrow	4-14-29-21	.7940	3-15-43-41
47.	CAVALIER	J. Roche	4-23-29-59	.7378	3-16-10-01
48.	KARINGAL	A. Berns	4-13-47-04	.8063	3-16-31-08
49.	APOLLO	A. Bond	3-15-26-22	1.0134	3-16-36-40
50.	SEQUANA	M. Tilley	5-00-51-16	.7406	3-17-30-17
51.	DESTINY II	G. Chapman	4-07-58-46	.8655	3-17-59-38
52.	SANCHO	G. Evans	5-03-44-40	.7307	3-18-25-12
53.	SARNIA	R. Langman	4-23-53-45	.7548	3-18-29-50
54.	WINSTON CHURCHILL	G. Warner	4-08-24-33	.8801	3-19-53-26
55.	WEATHERLY	J. Gilliam	4-20-18-09	.7948	3-20-26-13
56.	PHANTOM OF BRIGHTON	J. Attwood, G. Maxted & K. Harry	4-23-51-08	.7719	3-20-30-50
57.	CAPUCINE	R. Brenac	5-03-43-33	.7487	3-20-38-01
58.	MONSOON	Sturrock & Mooney	4-23-03-40	.7795	3-20-48-29
59.	ZILVERGEEST	A. Murray	5-08-26-56	.7375	3-22-43-51
60.	SISKA	R. Tasker	4-01-59-18	.9745	3-23-29-22
61.	SHI BUI	A. Wallis	4-23-55-10	.7973	3-23-36-42
62.	ANITRA V	G. Barwick	5-01-29-57	.7883	3-23-46-40
63.	MISTRESS	W. Pettlingell	5-07-27-54	.7690	4-00-28-57
64.	ENID	W. MacRae	4-08-07-12	.9577	4-03-42-56
65.	FOUR WINDS II	S. Gibson	5-07-40-24	.7908	4-04-57-50
66.	MAKARETU	N. Gosson	5-05-32-22	.8293	4-08-06-35
67.	TOREA	G. Stern	5-06-16-13	.8256	4-08-14-55
68.	FIDELIS	J. Davern	4-05-17-29	1.0431	4-09-39-25
69.	DORADO	J. Lake	5-23-57-11	.7366	4-10-02-08
70.	MYRA	A. Eklund	6-08-47-15	.7226	4-14-24-15
71.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-15-33	.7476	4-15-35-10
72.	FRANKLIN	R.A.N.	5-20-53-40	.8014	4-16-54-46
73.	WRAITH OF ODIN	B. & D. O'Brien	5-08-40-18	.8816	4-17-26-12
74.	EVEN	W. Gibson	5-06-51-20	.9507	5-00-36-05
75.	DIVA JANA	D. Kelly	6-08-02-16	.8154	5-03-58-18

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	4-01-57-57
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. Jenkyns	6-04-20-57	.7354	4-13-05-45
36.	KALEENA	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.	TEMAIRE	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 (RANSA), 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.

Fastest Time: CRUSADE

Retired: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZOON I (R. George), UTIEKAH IV (P. Fowler).

Weather: Light winds from E.N.E. at the start freshened to 10-15 knots during daytime and light at night, persisted for the first two days, followed on the third day by a 20 knot southerly with rain. This helped the leaders to the finishing line but the second half of the fleet was beset by light and variable winds for their final 24 hours.



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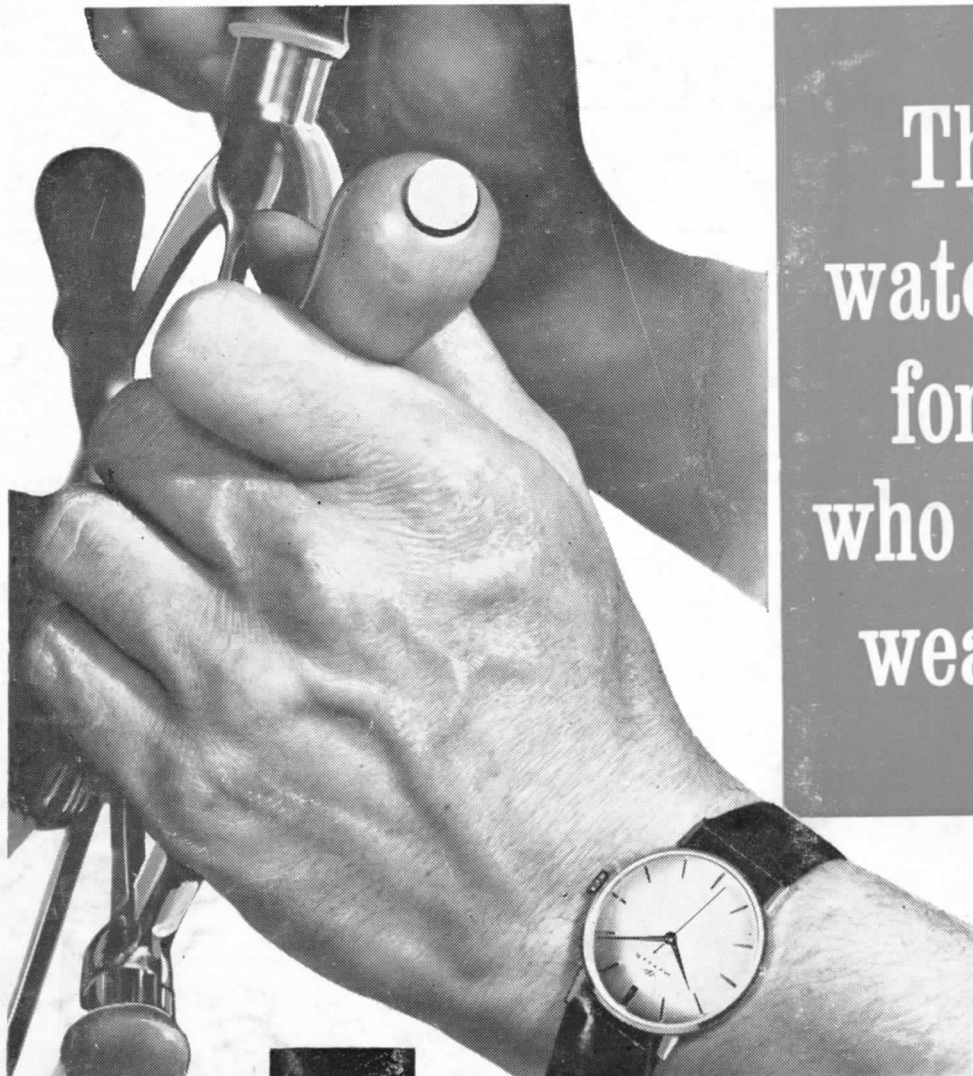
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