

official programme 40c

SYDNEY HOBART YACHT RACE 1972



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with the co-operation of
The Royal Yacht Club of Tasmania**

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Because our craftsmen tool the cases and crystals to such a fine degree of



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It takes our craftsmen a year to complete each one of these watches.

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These men get a great deal of satisfaction out of owning a Rolex.

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**Owning one is
almost as satisfying
as making one.**


ROLEX
of Geneva



Pictured: The Rolex Submariner available in 18ct. gold or surgical stainless steel with matching bracelet.

28TH SYDNEY-HOBART

YACHT RACE



Winner 1971: Pathfinder (B. Wilson)

December 26th 1972

organised by the
CRUISING YACHT CLUB OF AUSTRALIA
with the co-operation of
The Royal Yacht Club of Tasmania

Official Starter:

The Minister for Lands and Tourism, the Honorable T.L. Lewis,
MLA.

Starting Time: 12 noon, Tuesday, 26th December, 1972

Starter's Boat: HMAS Bandolier

Cover picture: Tasmanian sloop Maria roars
down the face of a sea in ocean race off
Sydney. Picture by Peter Campbell.

SYDNEY HOBART PROGRAM

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SYDNEY-HOBART PROGRAM

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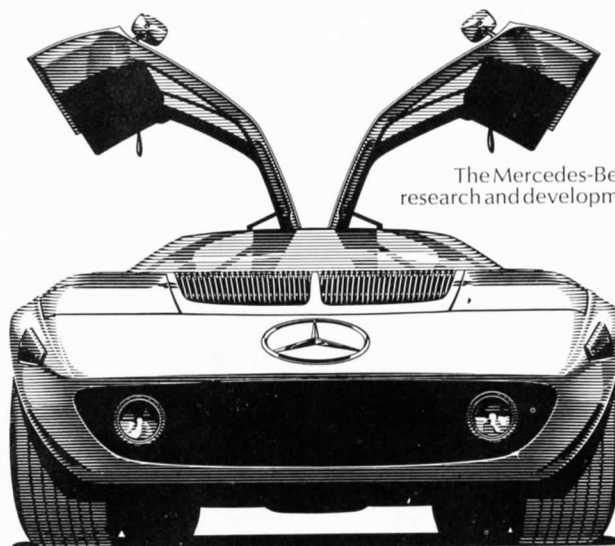
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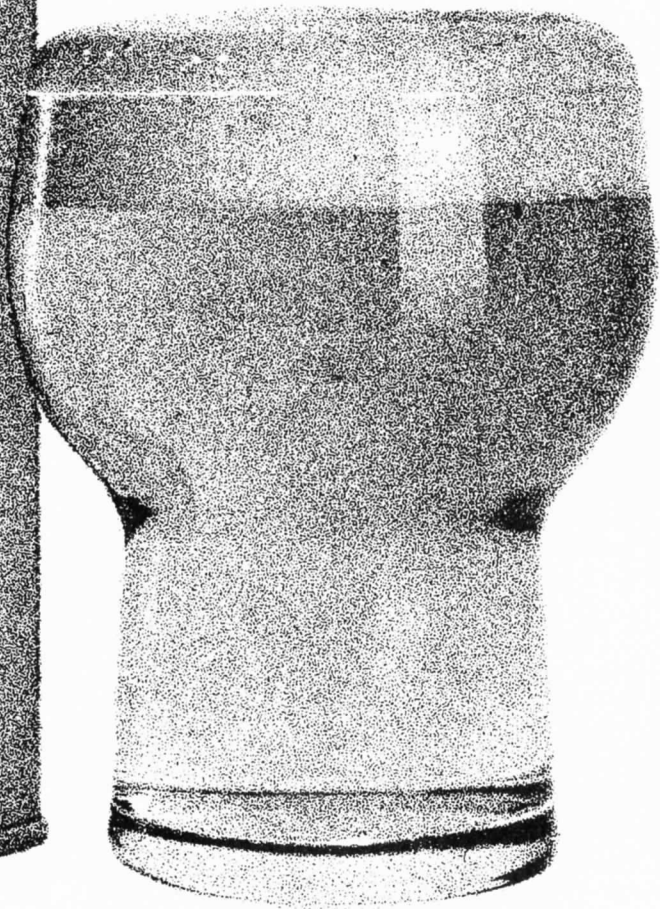
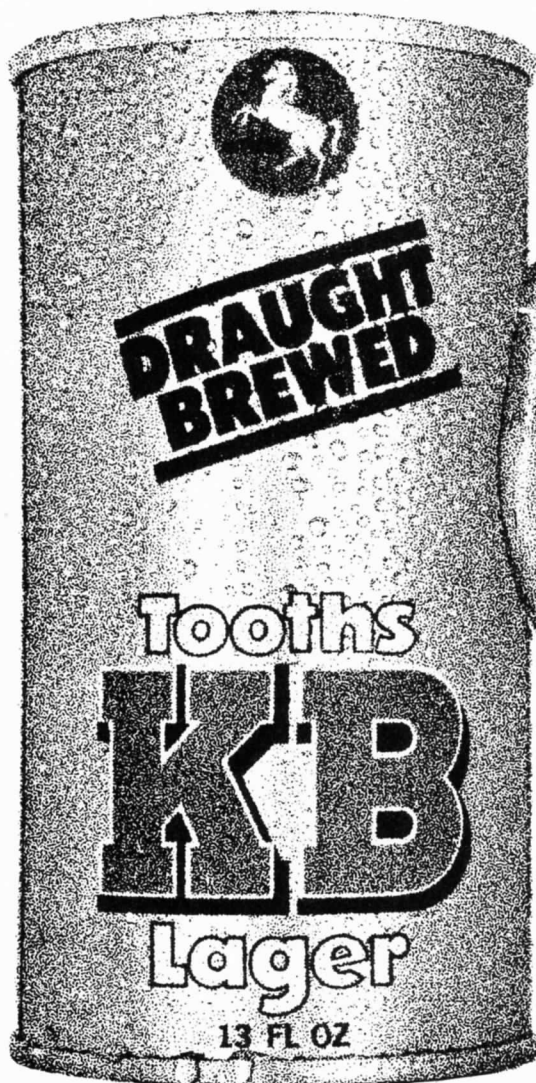


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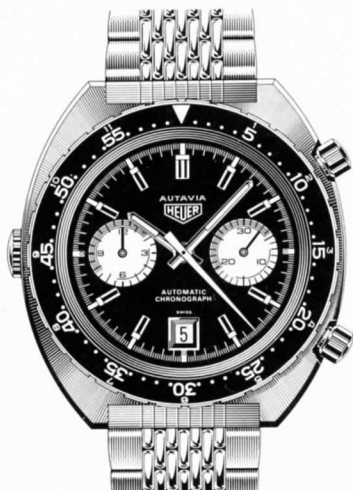
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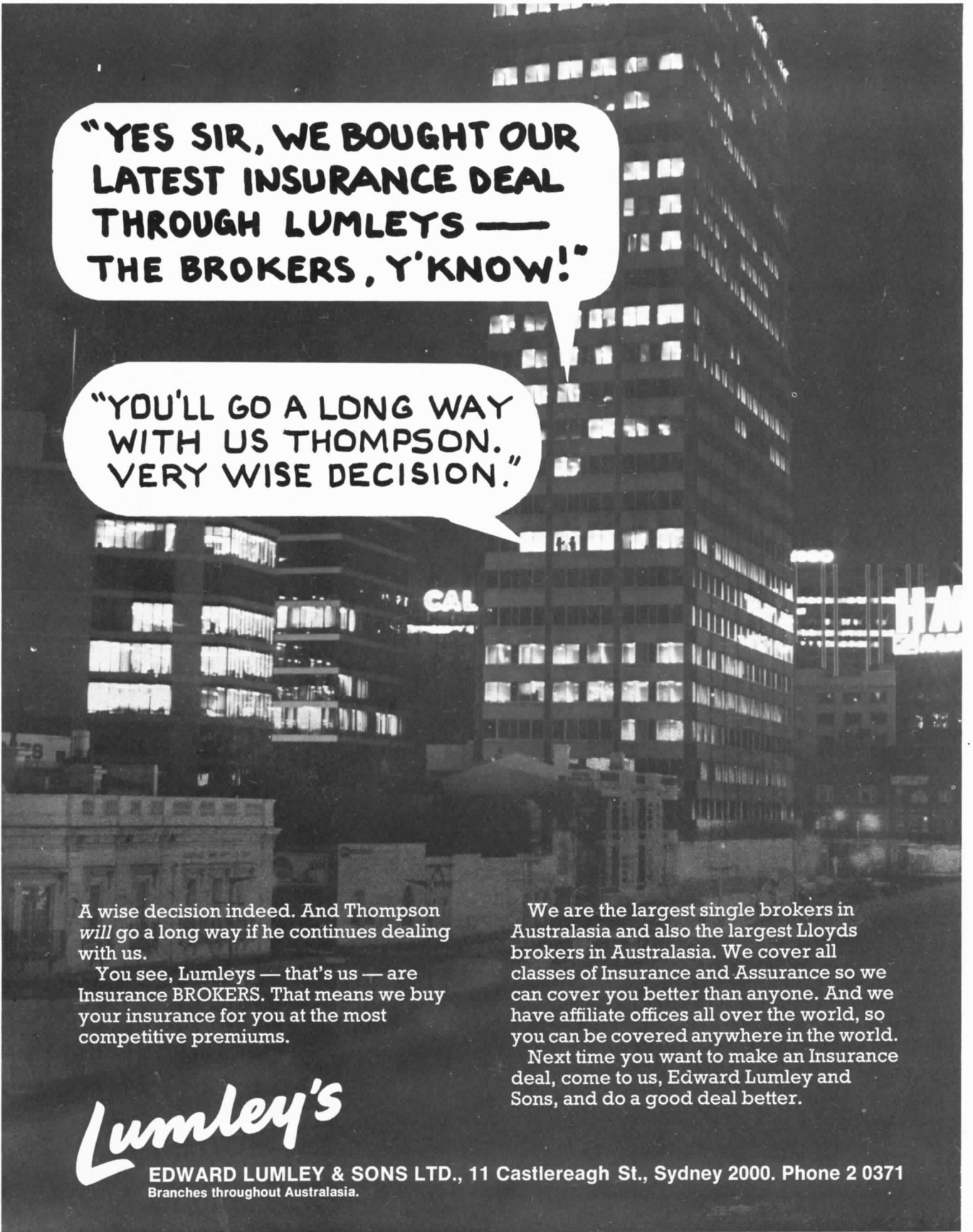
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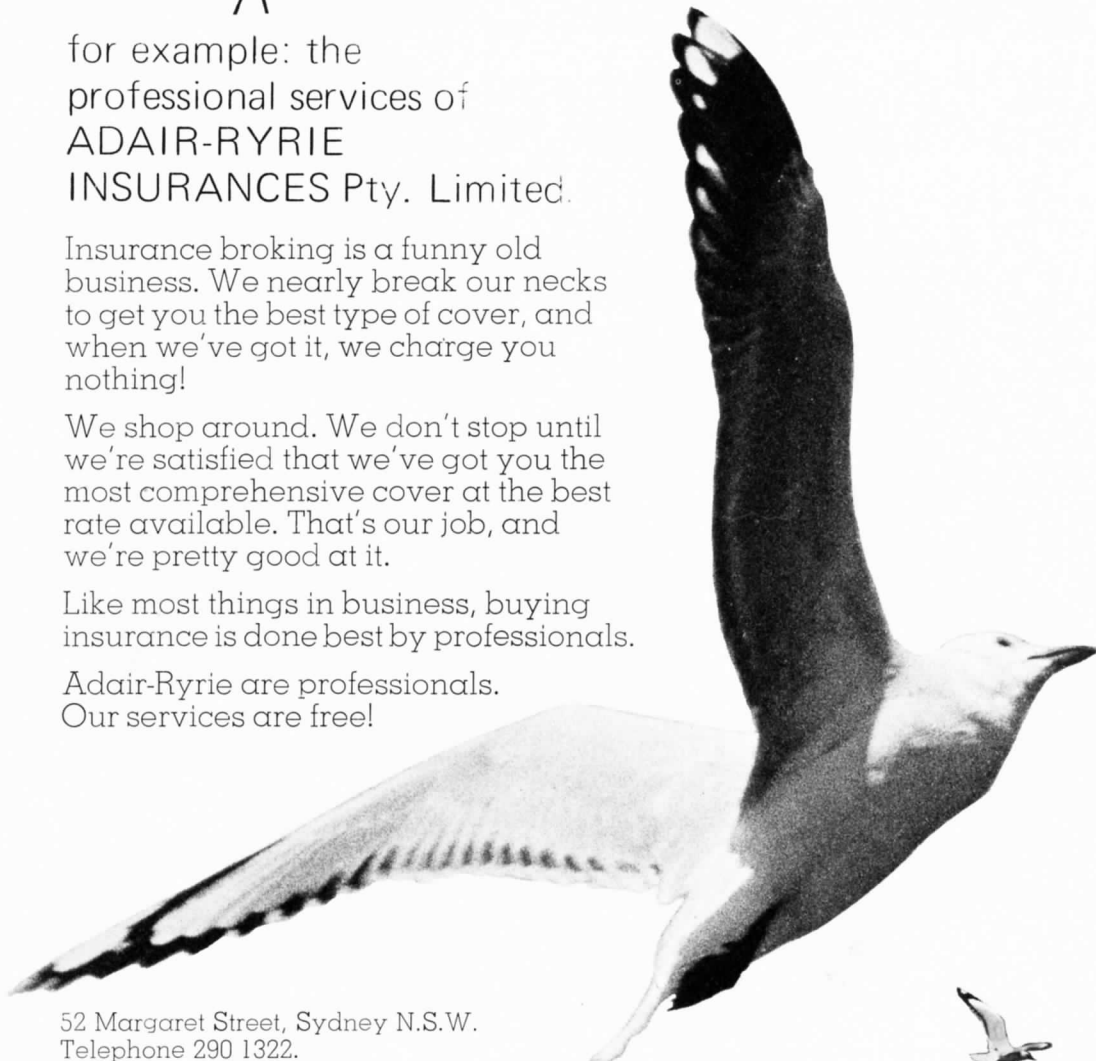
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COMMODORES' MESSAGES

Cruising Yacht Club of Australia

THIS IS the 28th Sydney-Hobart Race, long recognised as one of the major ocean racing classics of the world, sailed over a distance of approximately 630 nautical miles.

Every second year we hold the Southern Cross Cup series of races which includes the Sydney-Hobart Race. Although this is not a Southern Cross Cup year, we expect a most interesting international entry, including the yachts participating in the One Ton Cup International Trophy presented by Cercle de la Voile de Paris, which includes yachts from:

Australia
Britain
Canada
France (New Caledonia)
Germany
Hong Kong
Japan
New Zealand
Sweden
U.S.A.

We well remember that the first three places in the 1971 Sydney-Hobart race were filled by One Ton Cup class yachts from New Zealand.

This year 80 or more entries are anticipated for the Sydney-Hobart Race and it could easily be the most interesting fleet which has so far competed. The race this year has brought renewed interest from older yachts, due to the Yachting Association of NSW Time Correction Factor

and Age Allowance formulae. There is also an upsurge of Half Ton Cup class entries. Additionally, Australia's best large yachts will be competing in this race as the final selection trial for our Admiral's Cup Team to be sent to Britain in 1973.

It has often been stated that participation in this race enriches one's life. It is a test of skill and endurance in a Blue Water classic of world ocean racing. In any Sydney-Hobart, yachts are likely to experience periods of dead windless calms and gales with huge seas, both requiring intense concentration by the crews of each yacht.

Twenty eight years of Sydney-Hobart racing has produced race organisation of an extremely high standard, and the closest co-operation is enjoyed between the Cruising Yacht Club of Australia and Royal Yacht Club of Tasmania in conjunction with the Marine Board of Hobart, the Corporation of the City of Hobart, and the people of Hobart.

It can be anticipated that this year's Sydney-Hobart Race will again draw on the utmost skill and endurance of the crews participating in this challenge of racing across the ocean, with the possibility of great variation of weather conditions so that each race differs from the races before, and this year it will be as challenging as ever.

J.H. BLEAKLEY
Commodore



The Royal Yacht Club of Tasmania

JUST AS Melbourne attracts the cream of the racing stables for its Melbourne Cup, so does Sydney attract the cream of the world's ocean racing yachts for the now-famous Sydney-Hobart Yacht Race, and this 28th race is no exception. By world standards Australia is well to the forefront in international ocean racing and I believe it is fair to say that the origins of this near-supremacy have substantially arisen from hard-driven competition in the Sydney-Hobart yacht races of the past years.

This year, an off year for the Southern Cross Cup, has brought with it the International One Ton Cup Challenge with a multitude of hot competition from all over the world, and we in Hobart look forward to seeing these same challengers coming to Hobart as competitors in this Sydney-Hobart Race. And, of course, we await with interest the outcome of the Admiral's Cup Selection Trials in which the race to Hobart has such significance.

We in Hobart, and in particular at the Royal Yacht Club of Tasmania, are, we believe, well organised to officiate and host as always this year's competitors in the manner to which "we are accustomed" in terms of efficiency and hospitality. We graciously accept the compliment extended us by the Cruising Yacht Club of Australia in asking that we once again conduct the finish of the race in Hobart.

I am only too ready to agree that encouragement to compete should not be confined to the biggest and the best, but to all those who are eligible within the rules and enthuse for ocean racing. Crews come to grips with the realities of the sea and the skilled seamanship required in this great annual event, "where no crew is the same, but all with the same purpose; where no race is the same, but all

with the same direction; where no boat is the same, but all with the same challenge."

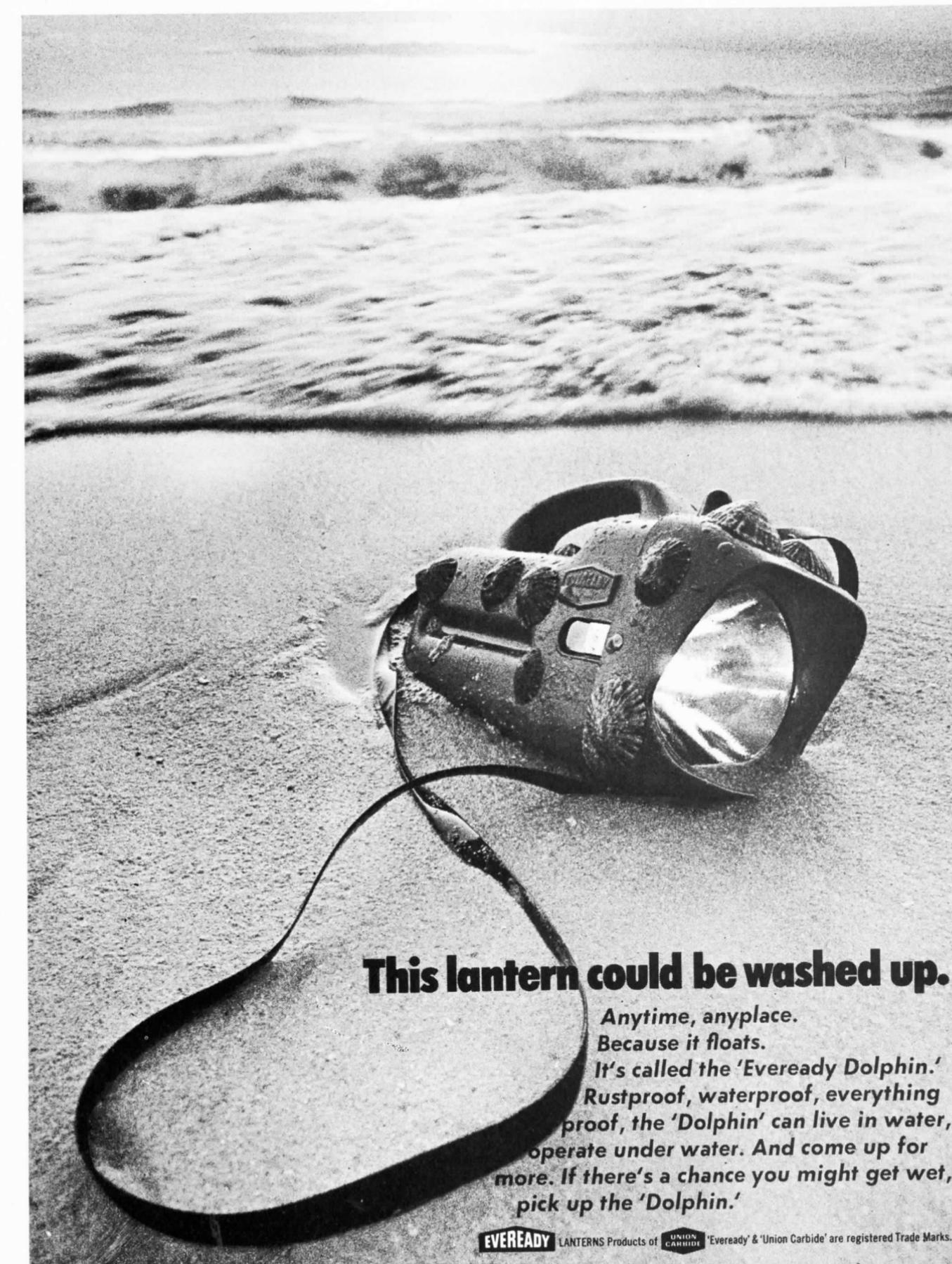
We add welcome to another group, the Half Ton Cup contestants, who can be expected to boost the already large entry, and to all those who come to Hobart, we shall not fail them, be they veterans of the past races or newcomers to the Sydney-Hobart Race classic.

However, in warning let me repeat the views I expressed in the program two years ago; take great note of the possibility of wild conditions on the Tasmanian coast. I recall many competitors reflecting at the end of the 1970 race that they did not take heed until too late.

In conclusion, might I add that perhaps the greatest spur to the already rapid growth of yachting in Australia is the crowning achievement of our Olympic yachting contingent in bringing home two Gold Medals, both won by that little bit extra in skill, perseverance, devotion and challenge. With that message I add good luck to all for this 28th race from Sydney to Hobart where you will, at the finish, find plenty to talk about.

Leslie E. Gabriel,
Commodore





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

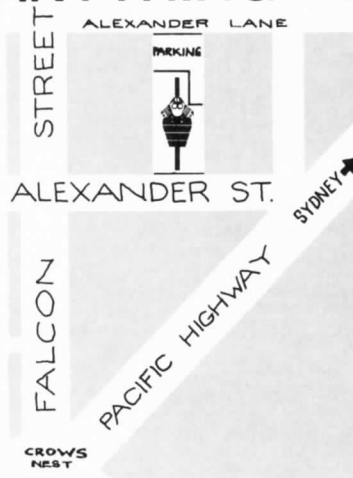
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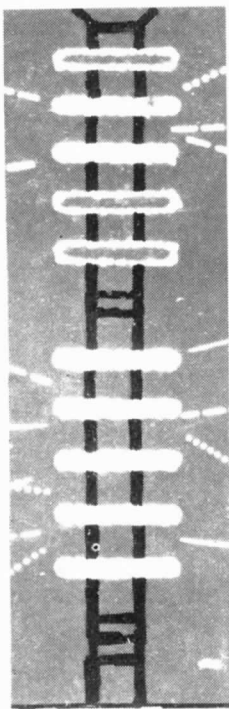
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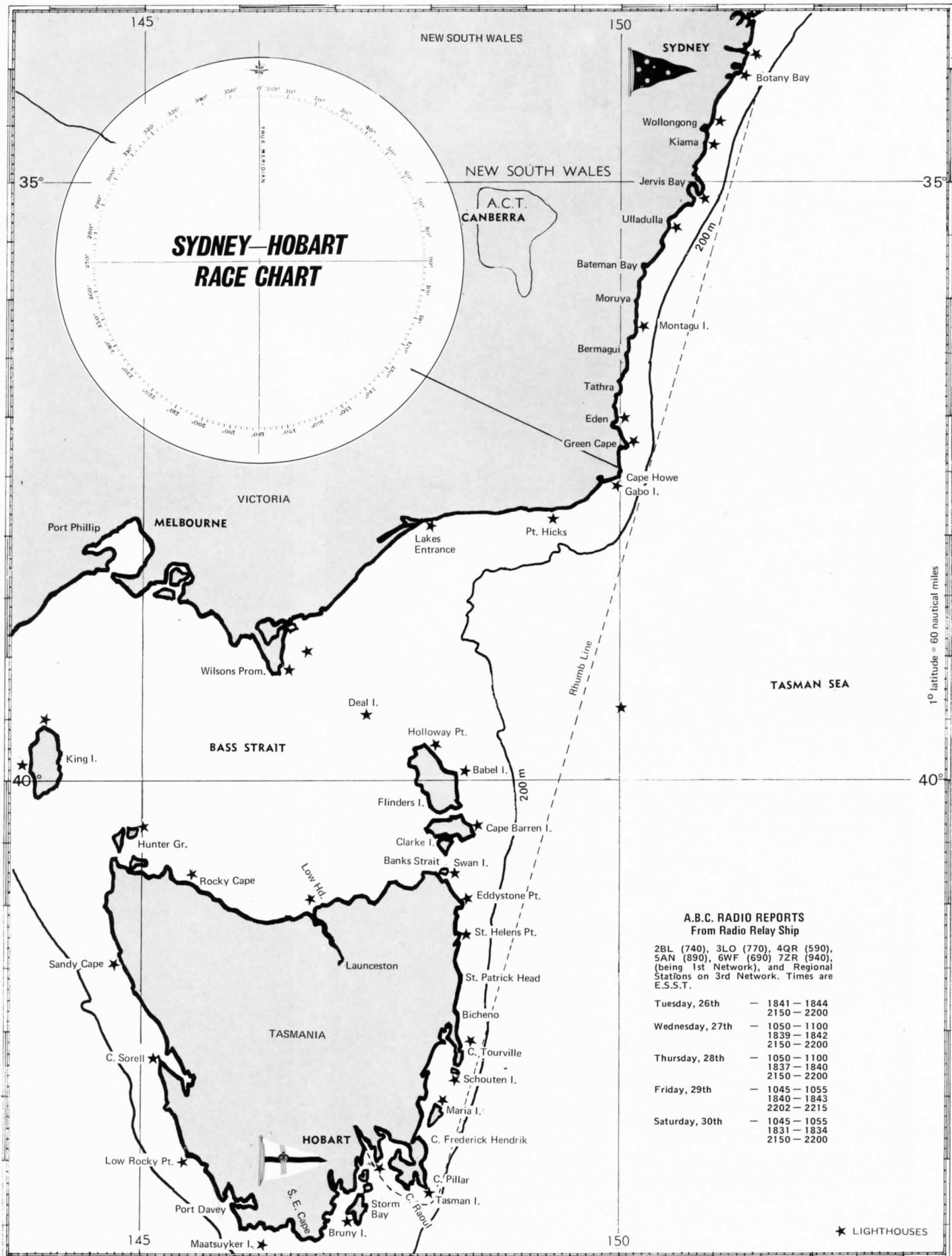
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5AN (890), 6WF (690) 7ZR (940),
(being 1st Network), and Regional
Stations on 3rd Network. Times are
E.S.S.T.

Tuesday, 26th	— 1841 — 1844 2150 — 2200
Wednesday, 27th	— 1050 — 1100 1839 — 1842 2150 — 2200
Thursday, 28th	— 1050 — 1100 1837 — 1840 2150 — 2200
Friday, 29th	— 1045 — 1055 1840 — 1843 2202 — 2215
Saturday, 30th	— 1045 — 1055 1831 — 1834 2150 — 2200

THE TROPHIES



TATTERSALL'S CUP, for overall winner on corrected time.



J. H. ILLINGWORTH CUP, for first yacht to cross the finish line.



SIR ARTHUR WARNER TROPHY for first large yacht.



RORC PLAQUE, presented by Royal Ocean Racing Club, for overall winner.



PETER ALLSOPP Memorial Trophy, for first on corrected time in Division A.



GEORGE BARTON TROPHY, presented to first yacht in Division B.



CITY OF HOBART TROPHY, presented to the second yacht on corrected time.



GOVERNMENT OF TASMANIA TROPHY, presented to the overall winner.



SAMUEL PEPYS TROPHY, presented by RANSA for first small yacht



F & J LIVINGSTONE TROPHY, for the first yacht south of Tasman light.

SYDNEY-HOBART PROGRAM

FOR THE OVERALL WINNER ON CORRECTED TIME:

Tattersall's Cup: Presented by the executors of the estate of the late George Adams (perpetual). To be held for one year by the Yacht Club nominated by the winning yacht. A replica of the Derwent Light is presented to the owner of the winning yacht.

R.O.R.C. Plaque: Presented by the Royal Ocean Racing Club of England (perpetual).

Government of Tasmania Trophy: Presented by the Government of Tasmania (perpetual) and replica for the owner.

CYCA Trophy: Presented by the Cruising Yacht Club of Australia.

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

Medallion: Presented by Mr. G. Pat-
tinson of England, to each crew member

FOR THE SECOND YACHT ON CORRECTED TIME

City of Hobart Trophy: Presented by the Corporation of the City of Hobart (perpetual) and replica for the owner.

CYCA Trophy: Presented by the Cruising Yacht Club of Australia.

FOR THE THIRD YACHT ON CORRECTED TIME

CYCA Trophy: Presented by the Cruising Yacht Club of Australia.

DIVISION TROPHIES:

Peter Allsopp Memorial Trophy: Presented to the first yacht on corrected time in Division A (perpetual).

George Barton Trophy: Presented by Mr. G. Barton for the first yacht on corrected time in Division B (perpetual).

CYCA Trophies: Presented to first, second and third on corrected time in each division.

OTHER TROPHIES:

J.H. Illingworth Cup: Presented by Captain John H. Illingworth R.N. Rtd., for the first yacht to cross the finishing line (perpetual).

CYCA Trophy: Presented to the first yacht to cross the finishing line.

F. & J. Livingston Trophy: Presented by Messrs. F. & J. Livingston for the first yacht to be due south of Tasman Light (perpetual) and replica for the owner.

Sir Arthur Warner Trophy: Presented by the late Sir A. Warner for the first yacht on corrected time with a TCF of .85 or higher, which does not receive any other trophy for the race (perpetual).

Samuel Pepys Trophy: Presented by the RANSA for the first yacht on corrected time with a TCF of .78 or lower, which does not receive any other trophy for the race (perpetual).

CYCA Plaques: Presented by the CYCA to each yacht starting.

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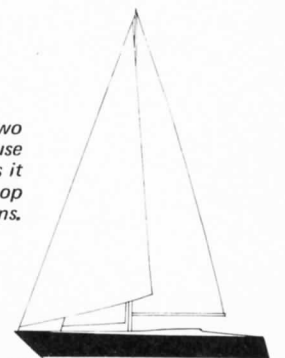


YACHT RIGS



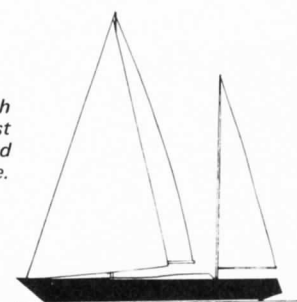
SLOOP: One mast, one head-sail. Most of the boats in the Sydney-Hobart are rigged this way. These days, on ocean racers the headsail is generally bigger than the mainsail.

CUTTER: One mast, two headsails. Many sloops use this rig during a race as it can be superior to the sloop in certain conditions.



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

KETCH: Two masts with the shorter after mast (mizzen) stepped forward of the waterline.



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

SYDNEY-HOBART PROGRAM

28th Sydney~Hobart Race

SAIL NUMBERS

of competing yachts



YACHT CLUBS PARTICIPATING

C.Y.C.A.	Cruising Yacht Club of Australia
A.Y.C.	Annapolis Yacht Club
R.S.A.Y.S.	Royal South Australian Yacht Club
R.P.Y.C.	Royal Perth Yacht Club
R.A.N.S.A.	Royal Australian Naval Sailing Association
B.B.Y.C.	Botany Bay Yacht Club
R.P.A.Y.C.	Royal Prince Alfred Yacht Club
R.S.Y.S.	Royal Sydney Yacht Squadron
L.M.Y.C.	Lake Macquarie Yacht Club
R.N.Z.Y.S.	Royal New Zealand Yacht Squadron
R.H.K.Y.C.	Royal Hong Kong Yacht Club
M.H.Y.C.	Middle Harbour Yacht Club
S.Y.C.	Sandringham Yacht Club
R.A.Y.C.	Royal Akarana Yacht Club
P.Y.C.	Papua Yacht Club
R.A.N.C.S.C.	Royal Australian Naval College Sailing Club
S.A.S.C.	Sydney Amateur Sailing Club
R.V.Y.C.	Royal Vancouver Yacht Club
T.Y.C.	Tauranga Yacht Club
R.Y.C.V.	Royal Yacht Club of Victoria
R.B.Y.C.	Royal Brighton Yacht Club
R.Y.C.T.	Royal Yacht Club of Tasmania
R.P.E.Y.C.	Royal Prince Edward Yacht Club
G.A.C.	Gosford Aquatic Club
R.Q.Y.S.	Royal Queensland Yacht Squadron
L.Y.C.	Lahaina Yacht Club
R.M.Y.S.	Royal Melbourne Yacht Squadron
R.F.B.Y.C.	Royal Freshwater Bay Yacht Club
N.O.R.C.	Nippon Ocean Racing Club
D.S.S.	Derwent Sailing Squadron

SAIL NO. RANCSC 3	YACHT	RIG	CLUB	SKIPPER
S3	Tina of Melb.	Sloop	R.M.Y.S.	Royal Aust. Navy
R4	Mary Blair	Sloop	R.Y.C.V.	C/- Lt. P. Briggs
5	Sequana	Sloop	R.Q.Y.S.	B.R. Scott
SM 10	Wild Goose	Sloop	S.Y.C.	P. Riddle
A12	Maria	Sloop	R.Y.C.T.	M.J. Tilley
13	Caprice of Huon	Sloop	R.S.Y.S.	I.D. Russell
SM15	Solent	Sloop	S.Y.C.	Dr. D.A. Cooper
A16	Granny Smith	Sloop	S.A.S.C.	G.W. Ingate
A17	Utiekah IV	Sloop	D.S.S.	P.J. & R.S. Robinson
A21	Wathara II	Sloop	R.Y.C.T.	W. Anderson & C. Shaffran
RF 29	Starfire of Perth	Yawl	R.F.B.Y.C.	Mr. & Mrs. P.C. Fowler
MH31	Moonbird	Sloop	L.M.Y.C.	R.W. Jackman
SM 33	Vittoria	Sloop	S.Y.C.	O.N. McAllister
S 47	Trilby II	Sloop	R.M.Y.S.	G.J. Semple
SA48	Anaconda	Sloop	R.S.A.Y.S.	L.J. Abrahams
R60	Kingurra	Cutter	R.Y.C.V.	K.W. Hinrichsen
B64	Lady Jane	Sloop	R.B.Y.C.	J. Grubic
65	Sarlana	Sloop	M.H.Y.C.	G.A. Warner
67	Taurus	Sloop	C.Y.C.A.	L.W. Grant
68	Clay Target	Sloop	R.H.K.Y.C.	C. McGarry
69	Even	Sloop	P.Y.C.	A.G. Lee
70	Ragamuffin	Sloop	C.Y.C.A.	W. Turnbull
73	Koomooloo	Sloop	C.Y.C.A.	W.J. Gibson
77	Anitra V	Cutter	C.Y.C.A.	S. Fischer
89	Meltemi	Sloop	C.Y.C.A.	J.A.W. Gilliam
S90	Song of Solveig	Sloop	R.M.Y.S.	Sir Garfield Barwick
97	Pacha	Yawl	C.Y.C.A.	B.C. Psaltis
M99	Polaris	Sloop	L.M.Y.C.	I. Forsyth-Grant
R100	Apollo	Sloop	S.Y.C.	Sir Robert Crichton-Brown
M 101	Carina	Sloop	L.M.Y.C.	L.H. Savage
SM 101	Mark Twain	Sloop	S.Y.C.	J. Rooklyn
R111	Apollo II	Sloop	R.P.Y.C.	P. Daniel
129	Satyricon	Sloop	R.S.A.Y.S.	R.J. Langman
B141	Nellie Zander	Sloop	R.B.Y.C.	A. Bond
A156	Lolita	Sloop	C.Y.C.A.	Dr. A.T. Cotton
185	Janzoon II	Sloop	R.S.Y.S.	J.J. Cumming
SM 190	Salacia	Sloop	S.Y.C.	N.G. Cassim
226	Pilgrim	Sloop	M.H.Y.C.	W. Cavill
246	Saracen II	Sloop	R.P.A.Y.C.	F.W. Thomas
247	Queequeg	Sloop	C.Y.C.A.	G.N. Evans
251	Nocturne	Cutter	R.P.E.Y.C.	J.H. Morris
252	Ginkgo	Sloop	C.Y.C.A.	M.R.L. Dowling
SM 252	Dorothy II	Sloop	S.Y.C.	J. Hebden
336	Bacardi	Sloop	C.Y.C.A.	G.P. Bogard
408	Zilvergeest II	Sloop	C.Y.C.A.	E.W. Wall-Smith
462	Pimpnel	Sloop	R.S.Y.S.	P. Hankin
B450	Mercedes III	Sloop	R.B.Y.C.	A.J. Murray
493	Alcheringa	Sloop	C.Y.C.A.	J. Beaumont
496	Balandra	Sloop	R.A.N.S.A.	K. Farfor
527	Nirimba	Sloop	R.A.N.S.A.	J. N. Bridgland
528	Matika	Sloop	R.S.Y.S.	Army Eastern Comm.
560	Thunderbolt	Sloop	C.Y.C.A.	C/- Lt. Co. E.B. Starrett
580	Adni	Sloop	C.Y.C.A.	Royal Aust. Navy
653	Boomerang VII	Sloop	C.Y.C.A.	A. Pearson
759	Makaretu	Ketch	C.Y.C.A.	G. Needham
767	Endeavour III	Sloop	C.Y.C.A.	G.W.H. Butler
809	Tawarri	Sloop	C.Y.C.A.	J. De Vere
826	Patrice	Sloop	C.Y.C.A.	N. Gosson
964	Warri	Sloop	C.Y.C.A.	G.H. Gardner
978	Duet	Sloop	R.P.A.Y.C.	J.D. Lewis
1019	Sylph VI	Sloop	C.Y.C.A.	R.J. Kirby
1023	Kintama	Sloop	C.Y.C.A.	J.H. Bleakley
1030	Trevassa	Sloop	C.Y.C.A.	J.P. Diamond
1059	Boomaroo III	Sloop	B.B.Y.C.	I.A. North
1070	Callipyge II	Sloop	C.Y.C.A.	R. George
1111	Skylark	Sloop	C.Y.C.A.	F.R. Duffield
1111	Sunbird II	Sloop	N.O.R.C.	H.W. Findlay
1122	Vago II	Sloop	N.O.R.C.	A. Streichenberger
1140	Diamond Cutter	Sloop	M.H.Y.C.	J.L. Ward
1191	Minna	Sloop	C.Y.C.A.	T. Yamasaki
1194	Escapade	Sloop	R.A.Y.C.	H. Takeda
1200	Onya of Gosford	Sloop	G.A.C.	A.J. Sweeney
1225	Osprey	Sloop	R.P.A.Y.C.	D.J. Isles
1249	Runaway	Sloop	R.N.Z.Y.S.	Mr. & Mrs. G.P. Hedges
1292	Hustler	Sloop	C.Y.C.A.	P. Rysdyk
1299	Quando	Sloop	C.Y.C.A.	C.W. Johnson
1323	Makoia	Sloop	R.A.Y.C.	I. Gibbs
1350	Evolution	Ketch	C.Y.C.A.	P.J. Bates
1393	Chantal	Sloop	R.N.Z.Y.S.	J. O'Neill
1400	Unicorn	Sloop	R.A.Y.C.	J.M. Tattersall
1404	Kidnapper	Sloop	T.Y.C.	J. Diacopoulos
2121	American Eagle	Sloop	A.Y.C.	Marshall Bros.
9999	Graybeard	Ketch	R.V.Y.C.	R.G. Graham
37372	Bushwacker	Sloop	R.P.A.Y.C.	A. St. C. Belcher
	Sirocco	Cutter	L.Y.C.	R.E. Turner
				L.H. Killam
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**SOLE
AUSTRALIAN AGENT**

entries for the SYDNEY-HOBART YACHT RACE 1972

ADNI -- Sail No. 580

LOA 30ft. 3in.; LWL 24ft.; Beam 9ft. 7in.; Draft 5ft. 9in.

A new Joubert Currawong Half Tonner, Adni has been consistently winning in short ocean races. This race will be a test for a yacht of this size, but she will certainly not disgrace herself. She is a sister ship to Granny Smith.

Crew: Owner G. W. H. Butler, Skipper/Navigator Harold Vaughan (9), Ken Beashel, Wally Wardle (1), Lloyd Northam.

ALCHERINGA -- Sail No. 493

LOA 50ft. 6in.; LWL 36ft.; Beam 13ft. 2in.; Draft 7ft. 4in.

CYC Vice-Commodore Jim Bridgland's big blue sloop will be skippered this year by Rear-Commodore John Roche. Sporting a distinctive new color scheme to the hull, this steel-hulled Alan Payne design is starting in her fifth Hobart. She is a regular competitor in CYC events.

Crew: Skippered by John Roche (5), Tony Schmaehling (4), Brian Cramp (1), David Healy (1), Kerry Roxburgh, Michael Friend, Peter O'Connor, Two to be nominated.

AMERICAN EAGLE -- Sail No. 2121

LOA 68ft.; LWL 47ft.; Beam 11ft.; Draft 10ft.

The Big Bird has been berthed at the CYC marina since the last Hobart, when she was a member of the US Southern Cross Cup Team. A Luders-designed 12 metre converted for offshore racing, this famous yacht holds the Fastnet course record. Hoping for windward work during the race, she is a definite chance for first to finish, and her handicap will be considerably helped by the new TCF age allowance.

Crew: Owner/Skipper R. E. Turner, navigator Peter Bouker, Marty O'Meara, John Rumsey, Robert Doyle, Marty Calender, Gary Wheatley, Keith Oliver, Norman Hyett, James Baldwin, Bill Adams, Bob Link, John Bolton.

ANACONDA -- Sail No. SA 48

LOA 53ft.; LWL 37ft.; Beam 14ft.; Draft 8ft. 6in.

This attractive Buchanan sloop is having her third tilt at the Hobart race in the capable hands of her experienced owner/skipper, Josko Grubic, from South Australia. With a 46th placing in her maiden effort, followed by a 23rd last year, she should improve again this time. In any conditions she will have a fast dry trip and her swashbuckling skipper will again be a familiar sight amongst the earlier finishers.

Crew: Owner/Skipper & Navigator Josko Grubic (6), Peter Grubic, Chuck Wallsmith, Rick Edmonds, John Armstrong, Rex Bunting, Phil Drake-Brockman, Keith Chaplin.

ANITRA V -- Sail No. 77

LOA 38ft.; LWL 30ft. 5in.; Beam 9ft. 8in.; Draft 8ft.

Designed and built by Trygve Halvorsen, and launched in 1956, Anitra is starting in her 12th Hobart race. She won in 1957, and was second in 1956 and 1958. Making her sixth trip under her present owner, she will be favored by the new TCF and age allowance formula.

Crew: Owner/Skipper Sir Garfield Barwick (6), D. Stewart (6), A. Larutter (5), M. Toffler, J. Frost (4), 2 to be nominated.

APOLLO -- Sail No. R 100

LOA 57ft. 6in.; LWL 48ft.; Beam 13ft.; Draft 7ft. 11in.

Certainly the most widely travelled and raced Australian yacht at present, Apollo I has competed in most important ocean races throughout the world. Designer Bob Miller's first big ocean racer, she has recently changed hands, and will be sailed to Hobart for the first time by the new owner, Jack Rooklyn. She will be carrying one of the ever-increasing number of girl sailors. Apollo I should be one of the first into Constitution Dock.

Crew: Owner/Skipper Jack Rooklyn, Dr. E. W. Grigg, Spike Ross, George Waring, Phillipa Longley, W. Edgerton, Bob Sterling, Don Mickleborough, Bruce Jackson, Alex Musgrave.

APOLLO II -- Sail No. R 111

LOA 44ft. 9in.; LWL 37ft. 10in.; Beam 12ft. 6in.; Draft 7ft.

Apollo II, launched only in November this year, is Bob Miller's latest offshore creation, being a modified Ginkgo. Built by Trevor Gowland in aluminium as a trial run for owner Alan Bond's forthcoming America's Cup Challenge, this boat should be fully tuned by the start of the race. These boats have proven themselves with sheets eased, and given suitable conditions, she should, with her very experienced crew, perform extremely well.

Crew: Owner/Skipper Alan Bond (2), Navigators J. A. McKellar-Stewart/Ron Packer, Jim Hardy, Dave Forbes, John Anderson, John Phillips, John Longley, John Bertrand, John Bond, Trevor Gowland.

BACARDI -- Sail No. 336

LOA 43ft. 3in.; LWL 33ft.; Beam 10ft. 11in.; Draft 6ft. 7in.

The original Cole 43, recently acquired by the present owner, she carries a very experienced crew and has been performing well in recent events. She is an Admiral's Cup triallist and should have a very interesting race within a race with her sister ships, Taurus, Minna and Polaris.



ADNI



ALCHERINGA



AMERICAN EAGLE



ANACONDA



ANITRA V



APOLLO



APOLLO II
BALANDRA



BACARDI
BOOMERANG VII



Crew: Owner/Skipper Peter Hankin (3), Navigator Jules Epstein (9), Jack Morgan (10), David Kellett (3), David Hankin, Wal Turnbull (10), Noel O'Brien (5), Graham Paterson.

BALANDRA — Sail No. 496

LOA 46ft.; LWL 35ft.; Beam 12ft.; Draft 7ft. 6in.

Designed in England by Camper and Nicholson, built by Jock Muir in Hobart, Balandra is a veteran of the 1967 Admiral's Cup Challenge. Since 1969 she has been sailed by the Army Eastern Command and this will be her seventh trip to Hobart since she was launched in 1965.

Crew: Skipper Lt. Col. E. B. Starrett (3), navigator Capt. J. S. McDermott (1), Major I. D. S. Caverswall (1), Brigadier J. G. Hooton, 2nd Lt. R. P. Starrett (3), Capt. I. J. Langridge, Major C. G. Wallace (1), CFN F. E. Humphreys, Cool. K. W. Latchford.

BOOMAROO III — Sail No. 1059

LOA 34ft.; LWL 25ft.; Beam 10ft.; Draft 6ft.

This is the second Hobart trip for this Sparkman and Stephens sloop, who gained 6th place in Division 2 in her initial race last year. Three of her present crew sailed in her in that race and the yacht is expected to be well in the running this year.

Crew: Owner/Skipper-Navigator Hugh W. Findlay (1), I. H. Findlay (1), David Peebles (1), James Jackson, Roger Jackson, Stan Collakides.

BOOMERANG VII — Sail No. 653

LOA 42ft.; LWL 36ft.; Beam 13ft.; Draft 6ft.

Boomerang VII will be sailed in this year's race by John de Vere who has her on charter from her owner Peter Hill. Boomerang VII is a Peter Joubert design and is noted for her speed in hard running conditions. She caused a sensation in her first Hobart Race in 1968 by finishing second overall... even more creditable as she was completed only days before the start. Boomerang VII was built by Fibreglass Yachts of fibreglass-foam sandwich construction.

Crew: Charterer/Skipper/Navigator, John de Vere, Pat Toolan, Mike Beston, Mike Shelley, Tony Cable, Ed Moran, Peter Chambers, Paul Tierney.

BUSHWHACKER — Sail No. 37372

LOA 37ft.; LWL 28ft. 4in.; Beam 11ft. 4in.; Draft 6ft.

Designed by Gary Mull this sloop was launched by Ranger Yachts in California, USA during October, 1972. Owner F. D. Spencer is not the only person interested in seeing how this new yacht performs.

Crew: Owner/Skipper F. D. Spencer, Navigator Michael Pines, David Forbes, K. A. Murrell, Robert Antill, Ian Stevens, One To Be Nominated.

CALLIPYGE II — Sail No. 1070

LOA 42ft.; LWL 32ft. 6in.; Beam 12ft. 10in.; Draft 6ft. 9in.

This yacht, launched late this year is a new Sparkman & Stephens design. A strong and experienced crew will ensure a place among the leaders.

Crew: Owner/Skipper A. Streichenberger (1), Navigator W. Thompson (12), R. Mische (7), N. Kolosov (6), S. Easton, S. London, P. Shipway (3), one to be nominated.

CAPRICE OF HUON — Sail No. 13

LOA 45ft. 5in.; LWL 31ft. 5in.; Beam 10ft. 6in.; Draft 6ft. 6in.

After the Hobart of 1969 Caprice sailed up the Huon River to Port Huon and went through a retirement ceremony at the yard where she was built, 17 years previously. She is back again with a fat 15 years of age allowance under the CYC's new handicapping system and must be a hot favourite for handicap honors. She will be hard driven by a topnotch crew, led by Gordon Ingate, with Bill Manning, a long-time salwart of Caprice's being blooded in his new position of navigator.

Crew: Owner/Skipper Gordon Ingate (4), Navigator Bill Manning (5), G. Ewing (5), L. Cremer (2), M. Walton, Y. Hellner (3), F. Johnson (4).

CARINA — Sail No. M 101

LOA 32ft.; LWL 25ft.; Beam 10ft.; Draft 5ft. 6in.

This sloop is from the board of designer Ron Swanson and hails from Lake Macquarie. Her dark blue hull is becoming a familiar sight in Hobart for this will be her fourth consecutive race. She has always performed well in local races and must be considered a strong possibility to be well up in her division to Hobart.

Crew: Owner/Skipper Wal Russell (7), Navigator Robert Snape (2), Robert Lee Lamb (3), John Wylie (3), and one to be named.

CHANTAL — Sail No. 1393

LOA 36ft. 1in.; LWL 28ft. 6in.; Beam 11ft. 2in.; Draft 6ft.

This One Tonner is a sister ship to Runaway, last year's second placegetter. She recently competed in the New Zealand One Ton Cup selection trials, and should perform well.

Crew: Owner/Skipper R. Marshall, Navigator J. McLea, Kevin Lidgard, D. Marshall, P. Jervies, G. Roper, J. Bevis.

CLAY TARGET — Sail No. 68

LOA 35ft.; LWL 28ft. 4in.; Beam 10ft. 8in.; Draft 3ft. Hull Only 6ft. 8in. centreboard

Clay Target is a new One Tonner designed by Stuart Rodgers, an expatriate Australian now living in the United Kingdom. She will be sailed in the Hobart Race by William Turnbull of the Royal Hong Kong Yacht Club who chartered Clay Target from her Brisbane based owner Peter Anderson for the One Ton Cup Challenge and the Hobart Race. Clay Target is an unusual yacht in that she has a centreboard. Draft of the hull is 3ft with board up, 6ft. 8in. with it down. If running and reaching conditions prevail Clay Target will be able to maximise her unique design features.

Crew: Charterer/Skipper William Turnbull, Peter Anderson, John Park, Graham Clarke, Lest Clements, Bob Brenac Navigator.

DIAMOND CUTTER — Sail No. 1140

LOA 33ft.; LWL 25ft.; Beam 10ft. 3in.; Draft 6ft. 5in.

A Joubert Brolga design in her first Hobart Race, this yacht has



BOOMAROO III



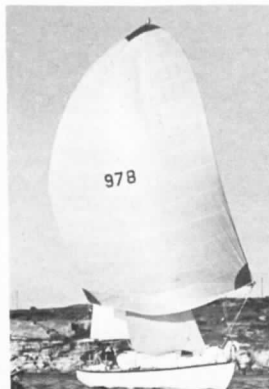
CAPRICE OF HUON



CHANTAL



DIAMOND CUTTER



DOROTHY II



BUSHWHACKER



CARINA



CLAY TARGET



DOROTHY II



DOROTHY II

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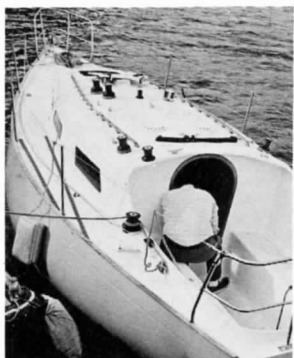
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ESCAPADE



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GRAYBEARD



**JANZOOM II
KINTAMA**



FRANKLIN



GINKGO



HUSTLER



**KIDNAPPER
KOOMOLOO**



performed well in other offshore events. She is conspicuous with her red hull, and could well be among the leaders.
Crew: Owner/Skipper A. J. Sweeney.

DOROTHY II — Sail No. SM 253

LOA 33ft. 4in.; LWL 25ft. 7in.; Beam 10ft. 1in.; Draft 6ft. 6in.
A new fibreglass Brolga class sloop which has recently competed in Victorian ocean races. The crew are experienced in shorter ocean races but this is their first Hobart.
Crew: Owner/Skipper E. W. Wall-Smith, Navigator M. M. Smith, G. Douglas, R. H. Venner, K. A. Briggs, R. J. Beacham.

DUET — Sail No. 978

LOA 36ft.; LWL 27ft.; Beam 10ft. 3in.; Draft 6ft. 2in.
A fibreglass Swanson 36, she rates lower than most of her sister ships by virtue of the addition of burlin in the after sections giving higher freeboards. 34th in the 1971 race, she has the potential to improve her performance this year.
Crew: Owner/Skipper/Navigator Joe Diamond (2).

ENDEAVOUR III — Sail No. 767

LOA 30ft.; LWL 24ft.; Beam 10ft. 1in.; Draft 5ft. 6in.
Endeavour III is the first yacht completed by Endeavour Yachts to their Half Ton production design. She was designed by Graham Tilley and will be another yacht starting in the Hobart after completing the Half Ton Series to be held during December. She will be sailed by an experienced crew from Botany Bay Yacht Club and the Royal Yacht Club of Tasmania as a combined entry.
Crew: Owner R. H. Gardner, Skipper Les Nibbs, Navigator Leck Kula, Ron Cox, Ian Coward, Keith Peterson.

ESCAPADE — Sail No. 1194

LOA 36ft. 6in.; LWL 27ft.; Beam 10ft. 9in.; Draft 6ft. 1in.
An aluminium Sparkman and Stephens design, she just missed selection in the 1972 New Zealand One Ton Cup Team. Later, under charter to Syd Fischer she was an impressive performer in light weather in the Australian One Ton Cup trials, but did not make the three-yacht team. She has been chartered by Rodney Hill to represent the United Kingdom in the One Ton Cup. With her New Zealand owner and crew, she will have a very good chance in the Hobart race.
Crew: Owner/Skipper G. Hedges, P. Waterhouse, P. Blake, P. Baird, S. Sharp, two to be nominated.

EVEN — Sail No. 69

LOA 60ft.; LWL 43ft.; Beam 10ft. 1in.; Draft 9ft.
Built in 1952 to a Laurent Giles design she won line honors in the 1955 Hobart race from Kurrewa IV. Last year she was unlucky to break her mast on the way from Port Moresby to Sydney, but has had a new aluminium spar fitted for this year's race. Should improve on her elapsed times in earlier races.
Crew: Owner/Skipper W. J. Gibson (3), Navigator M. Calder (1), D. Stock (1), J. Clarke (1), L. Fox, G. Taylor (1), M. Stever, W. Hutchinson, R. Chick, R. Payne, B. Verney, B. Feeney (1).

EVOLUTION — Sail No.

LOA 29ft. 3in.; LWL 25ft.; Beam 9ft. 11in.; Draft 5ft. 6in.
A new design by John Biddlecombe incorporating many unusual features and constructed in fibreglass balsa sandwich, she was launched just before the race. Her performance will be watched with interest as she is Australia's first ketch-rigged Half Tonner.
Crew: Owner/Skipper John Diacopoulos (4), Navigator Ross Shaw (5), John Biddlecombe (1), Butch Dalrymple-Smith (3).

FRANKLIN — Sail No. RANC 2

LOA 43ft.; LWL 30ft.; Beam 9ft. 6in.; Draft 6ft. 6in.
The training yacht for the RAN College at H.M.A.S. Creswell, she is a regular starter in Hobart Races. This year her chances are improved by the new TCF and age allowance formula.
Crew: Skipper/Navigator LT. P. Briggs (2), Lt. R. Long, Sb. Lt. P. Cole (1), Sb. Lt. B. Swinnerton (1), Midn. A. Drover (2), Midn. G. Kennedy (1), C. Mid. J. Cleverly, C. Mid. W. Johnston.

GINKGO — Sail No. 252

LOA 44ft. 10in.; LWL 41ft.; Beam 12ft. 6in.; Draft 7ft.
Bob Miller's all-out ocean racer, launched in July 1972, has proved her performance with wins in the Montagu Island and Trade Winds Trophy Races, in both of which she recorded fastest time. With her distinctive blue and white hull, Ginkgo, will be after the handicap/line honors double. She is an Admiral's Cup trialist and is carrying a very experienced crew.
Crew: Owner/Skipper G. Bogard, Navigator Dick Hammond, Bob Miller, Denis O'Neill, Dick Sargeant, Scott Kaufman, Alan Norman, Doug Paterson, one to be nominated.

GRANNY SMITH — Sail No. A 16

LOA 30ft.; LWL 24ft.; Beam 9ft. 10in.; Draft 5ft. 3in.
A new fibreglass Currawong Half Ton design by Peter Joubert, she was launched shortly before the race. Crewed by keen JOG sailors, she is bound to perform well.
Crew: Co-Owner/Skipper Warren Anderson (1) and Cliff Shaffran (1), Navigator Peter Duffield (8), Bruce Ramsden, Ashley Barnes.

GRAYBEARD — Sail No. 9999

LOA 72ft. 10in.; LWL 68ft.; Beam 18ft. 7in.; Draft 12ft.
A maximum sized ocean racer which rates just under the top limit of 70 feet IOR Mark III Rating, this Canadian ketch is built of fibreglass and foam sandwich with topsides 4 1/2 in. thick. She was designed by Peter Hatfield and launched in 1970. She has to her credit a 1st to finish and 1st on corrected time in the 1970 Victoria-Maui Race, 2nd to finish 1971 Capetown-Rio, and 1st to finish 1972 Los Angeles to Tahiti Race.
Crew: Owner/Skipper/Navigator L. H. Killam, D. B. Soper, T. A. Endersby, Harvey Carruthers, J. Pat Leslie, Cam Leslie, C. L. Justice, G. W. O'Brien, Alan Blunt, Graham Shields (11), Fred Thomas (12), Neil Bennetts (12), Syd Brown (7).

HUSTLER — Sail No. 1292

LOA 45ft.; LWL 37ft.; Beam 10ft. 2in.; Draft 6ft. 6in.

A plywood flyer from the board of New Zealand John Spencer. Her sister, Whispers II, proved very fast in last year's race. Owner Philip Bates spent the last 12 months personally building this boat and will no doubt put the same dedication into its sailing. Given a good share of down-wind conditions she must be up with the early finishers.

Crew: Owner/Skipper, Phillip Bates, Navigator Steve Old (2), Brian Cumo, John Hayes, Tony Searle, Michael Nelson, Roger Andriesse (2).

JANZON II — Sail No. 185

LOA 42ft.; LWL 28ft. 6in.; Beam 11ft.; Draft 6ft. 6in.

One of the first fibreglass ocean racers to be built in Australia, Janzon was a dominant boat in the early '60's, when she notched a 2nd place in the 1961 Sydney-Hobart. Her blue hull and the pinched ends so typical of the last of the RORC Yachts, make her easily recognisable. She tends to be outdesigned by modern IOR trends, but with a generous age allowance in her TCF she is given a new chance this year.

Crew: Owner/Skipper W. Cavill, Navigator Tom Flower (4), Mal Bird (1), Steve Bartlett, Tex Charles, Paul Lewis, Jum Nash.

KIDNAPPER — Sail No. 1404

LOA 31ft. 6in.; LWL 23ft. 8in.; Beam 10ft.; Draft 4ft. 9in.

Kidnapper is a relatively new yacht designed to the Half Ton rating by John Lidgard. She was launched in June this year and is a member of the New Zealand team to compete in the Half Ton Cup Challenge Series conducted by the Royal Sydney Yacht Squadron in December. Kidnapper should be at her peak for the race to Hobart which starts only a few days after the finish of the Half Ton Series and many yachtsmen interested in entering this growing fleet will watch her performance closely.

Crew: Owner A. Belcher, Skipper Michael McCormack (1), Navigator Ian Strachan, Owen C. Mackay, Harry G. Watts, Michael J. Knapton.

KINGURRA — Sail No. R 60

LOA 43ft.; LWL 35ft.; Beam 14ft.; Draft 7ft 6in.

Still under construction at the time of going to press, this boat represents the latest thinking by Melbourne designer Peter Joubert. She is being built by Bill Barnett in cold/moulded oregon, with a beam of 14ft. Her owner, Graham Warner, still owns the famous Winston Churchill, which competed in the first Sydney-Hobart race. Crew: Owner/Skipper G. Warner (11), Navigator D. R. Nicol (2), A. Butler (17), K. R. Caldecott (17), S. Hawes (1), S. Jackson (1), P. N. Joubert (3), F. McNulty (4), C. A. Warner (2).

KINTAMA — Sail No. 1023

LOA 38ft.; LWL 28ft.; Beam 10ft. 6in.; Draft 5ft. 6in.

A very pretty Sparkman & Stephens fibreglass yacht from the



LOLITA



MAKARETU

Cheoy Lee Yard in Hong Kong. She has been re-ballasted since her maiden trip last year, and did well in tough conditions during the Brisbane-Gladstone Race. She has been granted an age allowance in her TCF and could do a lot better this year.

Crew: Owner/Skipper Robert George (2), Navigator Tony Henderson (3), Peter Cosgrave (13), Richard Burnett (2), Gerry Lawrie (4), Alistair Henderson, Ken Winter Sclagen.

KOOMOOLOO — Sail No. 73

LOA 41ft.; LWL 33ft.; Beam 11ft. 3in.; Draft 6ft. 10in.

One of the most beautiful boats in this year's race, Koomooloo has had a solid string of successes in long ocean races. Her crew is amongst the most experienced to set forth this year, totalling 85 "Hobarts" between them. The owner's son, Greg Gilliam is having his sixth Sydney-Hobart, and not yet 21-years-old. Koomooloo must finish near the top of the handicap honors.

Crew: Owner/Skipper John Gilliam (5), Navigator Magnus Halvorsen (21), Max Crafoord (16), Sandy Schofield (16), Richard Norman (19), Rob Venables (3), Greg Gilliam (5), one to be nominated.

LADY JANE — Sail No.

LOA 36ft. 4in.; LWL 28ft.; Beam 11ft. 4in.; Draft 6ft.

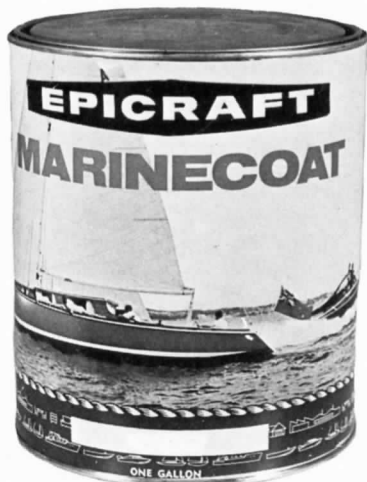
Lady Jane is a new yacht launched during November this year. She was designed by Ron Swanson to comply with the One Ton Cup rating. Lady Jane is one of the growing ocean racing fleet from Victoria and was built of fibreglass by Taylor Plastics of Moorabbin. Her owner, Lance Grant, sails from the Royal Brighton Yacht Club. Crew: Owner/Skipper Lance Grant, Edward Fuller, Eric Montgomery, David Tuncliffe, Peter Cook, John Reeve, Duncan Van Wardin.

LOLITA — Sail No. A 156

LOA 35ft.; LWL 26ft.; Beam 9ft. 6in.; Draft 6ft.

Lolita is well-known to Sydney yachtsmen, having been a consistent competitor since her launching in 1949. She has competed in 6

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previous Sydney-Hobart races. Lolita is another yacht which has been well treated by the TCF and age allowance formula. She will be enthusiastically sailed by her owner and crew.
Crew: Owner/Skipper N. G. Cassim (2), Navigator Les Job, S. Taylor, D. Magill, M. Burke (2), one to be named.

MAKARETU — Sail No. 759

LOA 45ft.; LWL 38ft.; Beam 12ft. 6in.; Draft 7ft. 1in.

Makaretu is making her fourth trip to Hobart and will be wanting fresh reaching conditions to make the most of her ketch rig. Designed in 1960 by Breekveldt and launched in 1963, she will be sailed hard to maximise allowances gained under the new TCF and age allowance factors.

Crew: Owner/Skipper N. Gosson

MARIA — Sail No. A 12

LOA 36ft. 6in.; LWL 27ft.; Beam 10ft. 6in.; Draft 6ft. 3in.

Maria, after competing in the Australian One Ton Cup Selection trials, is returning to her home port of Hobart in this year's race. She made headlines in last year's race when she was unlucky to be dismasted when only one day out from Sydney. A good performance can be expected from this yacht.

Crew: Owner/Skipper Dr. Des Cooper (2), Navigator Keith Moss (8), Frank George (4), Jim Harrison (9), Paul Pinnock (7), Vince Walsh (5).

MARK TWAIN — Sail No. SM 101

LOA 38ft. 9in.; LWL 29ft. 7in.; Beam 11ft. 6in.; Draft 6ft. 9in.

This recent Sparkman and Stephens designed One Tonner gave Victorian ocean racing a boost when she won selection in the Australian team. Mark Twain has been improving with every race, and could figure in the One Ton Cup division results in this year's race. She has been a consistent and successful performer in Victorian ocean racing since her launching.

Crew: Owner/Skipper R. Langman (3), Navigator R. Howe (2), A. Stephenson (3), C. Smith (13), F. Warner (6), A. Morrison (1), I. Langman (3).

MARY BLAIR — Sail No. R 4

LOA 42ft.; LWL 32ft. 9in.; Beam 11ft. 6in.; Draft 7ft. 6in.

Mary Blair has been a regular visitor to Sydney since her launching in 1970. She competed in the 1971 race and visited Sydney again this year on her way to cruise northern waters. Mary Blair has been modified this year to improve her rating. Her crew are confident that her best results are "yet to come!"

Crew: Owner/Skipper Peter Riddle (1), Navigator Earl Knowles (1), Geoff Hope (1), Gordon Reynolds (8), Ken Botica, Tim Riddle (1), Philip Miller (1), Glen Cole.

MATIKA — Sail No. 528

LOA 36ft.; LWL 31ft.; Beam 10ft. 4in.; Draft 8ft. 7in.

The most in-form of the Swanson 36's. After one of her most successful pre-Hobart seasons, Matika should do well on handicap. Owner-skipper Tony Pearson is having his first Hobart race but with experienced Peter Duffield in the crew Matika will be sailed every inch of the way.

Crew: Owner/Skipper Tony Pearson, Navigator Tom Simmat (2), Colin Graham (1), Guy Wray (1), Peter Duffield (8), George F. Pearson.

MELTEMI — Sail No. 89

LOA 44ft. 4in.; LWL 34ft. 6in.; Beam 12ft. 11in.; Draft 7ft.

An Admiral's Cup triallist, this distinctive orange-hulled Sparkman and Stephens sloop was first out of the harbor in her first start last year. Keenly raced, she will be part of the race within a race between the Cole 43's and Queequeg, and should finish well up in the results.

Crew: Owner/Skipper Bill Psaltis (12), Navigator Peter Kurts (8), David O'Neill (1), Bill Wright (3), Peter McNamara (1), Michael Hesse (4), Eric Tindal (2), Graham Wilson (2), Andy Moncreiff (4).

MERCEDES III — Sail No. B 450

LOA 40ft.; LWL 32ft. 6in.; Beam 11ft. 6in.; Draft 7ft.

Owner/Skipper Keith Farfor having his second Hobart Race in the ex-Admiral's Cup representative Mercedes III. After a successful season with the Royal Brighton Yacht Club, Victoria, skipper Farfor is confident of doing well in this year's Hobart.

Crew: Owner/Skipper Keith Farfor (1), Navigator Dan Smetana (1), Pat Breen (1), John Force, Angus Milligan (1), Jim Ruddie, Geoff Swanson (2), Roger Jepson (1), Norman Sharpe (2).

MINNA — Sail No. 1191

LOA 43ft.; LWL 33ft.; Beam 11ft.; Draft 6ft. 6in.

Minna is the latest of the Cole 43's, a very successful ocean racing class; one of them achieving the honor of being the leading Australian boat in last year's race. Daryl Isles, the owner, has gathered a very experienced crew for this, the last race in the Admiral's Cup Trials, and you can be sure they'll be out for a win. She must finish near the top of the handicap list.

Crew: Owner/Skipper Daryl Isles, Navigator Noel Arnott (10), Bill Ratcliff (9), David Lawson (8), J. Harris (1), P. Cox (5), P. Clarke (5), D. Schandalo.

MOONBIRD — Sail No. MH 31

LOA 36ft.; LWL 28ft.; Beam 10ft. 4in.; Draft 6ft.

Moonbird last made the trip south in 1969 and now re-appears under new ownership. She is another Swanson 36, built of timber, and could give a good account of herself, having won her division in 1968. The revised age allowance should help her, too.

Crew: Owner/Skipper/Navigator Garrick John Semple, John Rowe, Les Radford, Peter Benson, Peter Ditzell.

MOKOIA — Sail No. 1323

LOA 31ft. 1in.; LWL 22ft. 9in.; Beam 9ft. 9in.; Draft 5ft. 7in.

A member of the New Zealand Half Ton Cup Team, Mokoia has recently undergone hull modifications which have reduced her rating and hopefully, improved her performance. Designed by Van de Stadt, modified by Davidson, built by the well-known New Zealander John Lidgard, Mokoia should do well in her class.



MARIA



MARK TWAIN



MARY BLAIR



MATIKA



MELTEMI



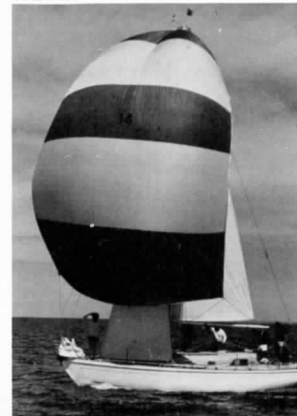
MERCEDES III



MINNA
MOONBIRD



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Crew: Owner/Skipper Graham Fyfe, Navigator John Tattersall, Brian Fyfe, Christopher Moselen, Patrick Costello.

NELLIE ZANDER — Sail No. B 141

LOA 36ft.; LWL 26ft.; Beam 10ft. 6in.; Draft 6ft

This fibreglass Swanson 36 comes from Royal Brighton Yacht Club in Victoria. Although this is her first Hobart Race she has crossed Bass Strait before, having raced from Queenscliff to Devonport. It will be interesting to see how she compares with the other 36's in this race, especially if light conditions are encountered.

Crew: Skipper/Owner John J. Cumming, Navigator Kay Flockarr, Tim Crespin, Bill Mortensen, Stuart Walsh, Rob Sayer, Mark Hipgrave.

NIRIMBA — Sail No. 527

LOA 41ft.; LWL 27ft.; Beam 10ft. 10in.; Draft 6ft. 1in.

This is the first Hobart for this Naval entry, designed by Alan Payne, and built in steel by the Naval apprentices of HMAS Nirimba. A blue hulled sloop, she will be sailed by a Naval crew, and should turn in a good performance.

Crew: Skipper Lt. D. K. Millier (1), Navigator Lt. Cdr. P. Paffard (2), Lt. A. Shanney (3), Lt. E. James, Lt. S. Brown (2), J. Gardiner, P/O I. Langtree, App. G. Wiseman, Reserve App. M. A. Gale.

NOCTURNE — Sail No. 251

LOA 35ft.; LWL 30ft.; Beam 7ft. 6in.; Draft 5ft. 9in.

This light displacement cutter, designed by Alan Payne for Bob Bull and launched in 1949, sailed in the 1949, 1950, 1950, 1952 and 1953 races. Her best performance was a third in 1953. She was acclaimed as being ahead of her time. Her new owner, is John "Beetle" Hebden, former Australian Moth Class champion, crew member with Rick Le Plastrier, the runner-up in the Soling Class Olympic Trials earlier this year. He and his crew have done a remarkable job in restoring this fine little craft to her original condition.

Crew: Owner/Skipper John Hebden.

ONYA OF GOSFORD — Sail No. 1200

LOA 42ft.; LWL 31ft.; Beam 12ft.; Draft 7ft.

This sleek steel hulled sloop visually dominant with her bright red hull must rate as one of the happiest ocean racers afloat. Sailing under the burgee of the Gosford Aquatic Club, Onya's crew this year includes Albie Burgin a past winner of this race in his sloop Rival and on his 17th trip to Hobart.

Crew: Owner/Skipper/Navigator Peter Rysdyk (3), Albie Burgin (16), B. Robinson (5), Steve Travillion (1), R. Hammond (1), A. Brown (2).

OSPREY — Sail No. 1225

LOA 33ft. 6in.; LWL 24ft. 9in.; Beam 10ft. 1in.; Draft 6ft

Another first Hobart starter, this fibreglass sloop is a Broga Class designed by Peter Joubert, and is a sister ship to the successful Diamond Cutter. Given her conditions Osprey can be expected to perform well.

Crew: Owner/Skipper C. Johnson, Navigator Graham Shields (11), C. Hough (11), D. Collins (1), Peter Antill, Terry Black.

PACHA — Sail No. 97

LOA 54ft. 1in.; LWL 40ft.; Beam 14ft. 5in.; Draft 8ft. 5in.

Winner in 1970, shortly after being brought to Australia. This burgundy hulled yawl won the CYC Trophy for the best overseas cruise when she was sailed back to Europe for Cowes Week and the Fastnet Race. 19th in last year's Hobart, Pacha should be early into the Dock, and could again perform well on handicap given her favourite hard-running conditions.

Crew: Owner/Skipper Sir Robert Crichton-Brown (8), Navigator J. Brook (2), Peter Green (21), William Bold (14), Col Burnell (5), Jeff Long (2), B. R. Davies (6) J. Dawson (4), R. Howlett (3), D. Slingsby (1).

PATRICE — Sail No. 826

LOA 43ft. 3in.; LWL 30ft.; Beam 11ft. 6in.; Draft 6ft. 9in.

This graceful Nicholson 43 Sloop will be going to Hobart for the third time. She is the only Australian example of this popular English class, designed by Camper and Nicholson, who also built the fibreglass hull, which was fitted out locally. Regularly raced, she should perform well, particularly if given the light conditions which suit her.

Crew: Owner/Skipper R. J. Kirby (2), H. Cruckshank (2), Warwick Gibson (2), David Keating (2), F. May, James Kirby (2), Ted Baker (1).

PILGRIM — Sail No. 226

LOA 38ft. 8in.; LWL 29ft. 8in.; Beam 11ft. 10in.; Draft 6ft. 6in.

One of the Australian Team defending the One Ton Cup during December, Pilgrim is an outstanding performer. 17th last year, her owner/skipper Graham Evans will be trying hard for a win. She was built by Doug Brooker of Manly Vale, with a fibreglass hull and timber deck, in 1971, and won the CYCA second division pointscore last season.

Crew: Owner/Skipper/Navigator Graham N. Evans (3), Sailing Master Jim Burke (6), Tony Carson (3), Arthur Barnes, David Hogan (5), Ian Hughes (6), John Munsen.

PIMPERNEL — Sail No. 462

LOA 33ft. 3in.; LWL 24ft. 8in.; Beam 10ft.; Draft 6ft. 6in.

Another Broga class designed by Peter Joubert, this boat was launched just prior to the last race, and finished in the middle of the fleet. She has had alterations made to sail plan and trim since the last race.

Crew: Joint Owners/Skippers L. McD. Sullivan (4), J. F. Beaumont (3), J. L. Chipper (1), K. E. Northwood (3), one to be nominated.

POLARIS — Sail No. M 99

LOA 43ft. 3in.; LWL 33ft.; Beam 10ft. 9in.; Draft 6ft. 6in.

A fibreglass Cole 43, Polaris sailing under the burgee of the Lake Macquarie Yacht Club, did well in last year's race to finish 10th Overall and 7th in Division 1. Determined to do better this year, she will be sailed to her maximum by a very determined crew.



NIRIMBA



ONYA OF GOSFORD



OSPREY



PACHA



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Crew: Owner/Skipper L. H. Savage (1), Navigator J. Maynard (5), R. Schroder (4), A. Mitchell, P. Hannan, G. M. Jones, J. J. Pickles, H. Schwartzler (1).

QUANDO – Sail No. 1299

LOA 36ft.; LWL 28ft.; Beam 10ft 6in.; Draft 6ft. 1in.

Quando is another of the popular Swanson 36 designs which has just started racing this season in Sydney's highly competitive fleet. As her skipper and crew gain experience with Quando improved performances can be expected.

Crew: Owner/Skipper/Navigator John O'Neil, Jim Watson, Stefan Bjarne, Graham Horsnell, Graham Laurie.

QUEEQUEG – Sail No. 247

LOA 45ft. 10in.; LWL 35ft. 6in.; Beam 13ft. 4in.; Draft 7ft. 9in.

The magnificently built Queequeg will be one of the yachts to watch in this year's race. She is another yacht trying for selection in the Admiral's Cup Team and should figure in close racing between similar size and rated yachts, Meltemi, Vittoria and the Cole 43's. Her best recent performance have been second placings in the Montagu Island and Flinders Islet races this year.

Crew: Owner/Skipper Rick Dowling, Navigator Bill Fesq (14), Jim Corner, Jens Dowling, Geoff Rouvray (5), Graeme Freeman (2), David Saywell, Peter Mathews, Michael Fletcher (1).

RAGAMUFFIN – Sail No. 70

LOA 48ft. 8in.; LWL 38ft.; Beam 13ft. 3in.; Draft 7ft

The famous Ragamuffin will be attempting to win her first Hobart race this year — the Sydney to Hobart being the only major Australian ocean race she has not yet won in five years consistent racing. Ragamuffin has been extensively modified this year to rate more favorably against more recent designs and is trying for her third selection in an Australian Admiral's Cup Team. The highlight of Ragamuffin's career so far has been her magnificent win in the 1971 Fastnet Race against the world's best ocean racing yachts.

Crew: Owner/Skipper Syd Fischer (9), G. Marshall (6), Navigator H. Treharne (4), I. Treharne, T. Ellis (7), J. Christoffersen (9), B. Gould, J. McLeod, M. Summerton.

RUNAWAY – Sail No. 1249

LOA 36ft. 2in.; LWL 28ft. 6in.; Beam 11ft. 1in.; Draft 6ft. 2in.

This New Zealand yacht was second in the One Ton Cup Division of the 1971 Hobart Race, and also second in the overall race result. She has since been purchased by Ian Gibbs who will skipper her this year, with previous owner/skipper John Lidgard in the crew. Mrs. Lidgard will also be making the trip.

Crew: Owner/Skipper Ian Gibbs, Navigator Heather Lidgard (5), John Lidgard (6), Scott Palmer, Phillip Edgar, Bill Macky.

SALACIA – Sail No. SM 190

LOA 41ft.; LWL 30ft.; Beam 11ft. 10in.; Draft 6ft. 10in.

This Sparkman and Stephens design was built by Jock Muir in Hobart and has raced regularly since 1962. Her best performance was 3rd in 1969. Now owned by Fred Thomas of the Sandringham Yacht Club, she won the 1970 Queenscliff-Devonport Race and was second in the C.Y.C.V. 1970-71 Ocean Racing Aggregate.

Crew: Owner/Skipper, F. W. Thomas (1), Navigator J. Bright (2), J. Spry (2), R. Page (2), J. Davis, B. Kellerman (1), P. Neale (2).

SARACEN II – Sail No. 246

LOA 36ft. 6in.; LWL 26ft.; Beam 9ft. 6in.; Draft 6ft.

This sleek 36ft Fibreglass sloop designed by Camper and Nicholson in the U.K. is having her 6th trip to Hobart. With an experienced crew, Saracen has been performing well this season under new TCF and age allowance system.

Crew: Owner/Skipper J. Morris (8), Navigator David E. Robinson (2), George Mottle (3), R. Tatherley (2), Garry M. Fennen (2).

SARLENA – Sail No. 65

LOA 33ft. 3in.; LWL 27ft. 6in.; Beam 9ft. 4in.; Draft 5ft. 9in.

Sarlana is a sister to Salome, Swanson Bros' first One Ton Cup yacht, designed in 1965. A fast boat to windward in light weather. Crew: Owner/Skipper/Navigator C. McGarry (2), D. Hocking (6), R. Evans (2), W. Wall (1), T. Gleichman (3), D. Freer (2).

SATYRICON – Sail No. 129

LOA 34ft. 3in.; LWL 26ft. 9in.; Beam 10ft. 2in.; Draft 6ft.

A top performer from South Australia, Satyricon, launched in January 1972, had immediate success to become RSAYS IOR Points Prize Winner for the 1971-72 seasons. Designed and built by Duncanson, this fibreglass sloop could provide a surprise for handicap honors.

Crew: Owner/Skipper/Navigator Dr. A. T. Cotton (2), David J. Judell (9), John Duncanson, Don King (4), Patrick D. H. Hill (2), Ian Beverly.

SEQUANA – Sail No. 5

LOA 34ft. 10in.; LWL 24ft.; Beam 9ft. 6in.; Draft 5ft.

This steel sloop, designed by Alan Buchanan, hails from Brisbane, where she was built in 1961. A second in 2nd Division in 1965 is her best effort in three Hobart Races. She also won the 1968 Brisbane to Gladstone Race. Given fresh following breezes, she could do very well.

Crew: Owner/Skipper Maurice Tilley (3), Navigator Glen Adamson, Barry Willis, Graham Hill (1), Edward Elcock, Richard Ward.

SIROCCO – Sail No.

LOA 75ft. 4in.; LWL 49ft. 6in.; Beam 15ft.; Draft 10ft.

Sirocco is the yacht with the most colourful history in this year's fleet. She was designed by John G. Alden in 1929 and built in the United States. Originally rigged as a ketch, she was at one time owned by film actor Errol Flynn. Her present owner has sailed her from California to New Zealand where she has just completed an extensive refit. She is now extensively modified and rigged as a cutter.

Crew: Owner/Skipper Steve Guy, Navigator Tom Banker, Dale Becker, Bill Trevithick, Carole Griffith, Janis Banker, Jack Mutton, Tim Girdner, C. J. Kempthorne, Don Burch, Noel Barrott, Gary McKenzie.



RAGAMUFFIN



RUNAWAY



SALACIA



SARLENA



SATYRICON



SEQUANA
SKYLARK



SIROCCO



SKYLARK — Sail No. 1111

LOA 32ft. 7in.; LWL 24ft.; Beam 11ft.; Draft 5ft. 5in.

Skyllark is one of the growing number of Half Ton yachts entering the Sydney-Hobart Race. Skylark will start in this year's race fresh from the Half Ton Challenge Series conducted by the Royal Sydney Yacht Squadron in December. Designed by Dick Carter, this high-wooded, beamy yacht will be at her peak when the race starts on Boxing Day.

Crew: Owner/Skipper Joe Ward (1), Navigator N. Casey (2), Ted Kay (6) R. Moore T. Needham.



SOLENT

SOLENT — Sail No. SM 15

LOA 35ft.; LWL 25ft.; Beam 9ft. 6in.; Draft 5ft.

A steel Buchanan design, she has performed well in Victorian 2nd Division ocean races and gained second overall placing last season. She was extensively refitted and given a new sail plan before the race to improve performance.

Crew: Co-Owner/Skipper P. Robinson, Co-Owner/Navigator R. Robinson, W. Whelpton, R. McDonald, B. Heath, P. Allen.

SONG OF SOLVEIG — Sail No. S 90

LOA 33ft.; LWL 25ft.; Beam 10ft. 3in.; Draft 6ft. 3in.

This fibreglass Brolga 33 class, designed by Peter Joubert, is making her second trip to Hobart, having whetted her appetite for the race in 1971. She appears to favor light to moderate weather.

Crew: Owner/Skipper/Navigator Ivor Forsyth-Grant, (2) Ray Wensor (2), A. Hoppe (2), A. Vautin, M. Nugent, one to be nominated.



SONG OF SOLVEIG



SUNBIRD

STARFIRE OF PERTH — Sail No. RF 29

LOA 53ft.; LWL 36ft.; Beam 12ft.; Draft 7ft. 8in.

This beautiful yawl is representing her Perth Club, Royal Freshwater Bay, for the third time. Starfire of Perth is a consistent and successful competitor in her home state and currently holds the race record for Geraldton to Fremantle, and won the

1971-72 award for consistency in ocean racing. Starfire of Perth is another yacht which benefits from age allowance adjustment and if running conditions prevail she could figure among the leading yachts.

Crew: Owner/Skipper Neil McAllister (4), Navigator J. Wroth (1), J. Chute (2), T. Kernot (2), Scott McAllister (2), N. Crump (2), N. Patrick (2), J. Fitzhardinge, K. Brown, C. Kelly, J. Williams.

SUNBIRD II — Sail No. 1111

LOA 38ft. 7in.; LWL 29ft. 7in.; Beam 11ft. 5in.; Draft 6ft. 6in.

A Sparkman & Stephens One Tonner of the Pathfinder/Pilgrim series, she is built of mahogany, and was launched in 1971. Her owner is an experienced ocean racing skipper with a successful record in races organised by the Nippon Ocean Racing Club.

Crew: Owner/Skipper Tatsumitsu Yamasaki (1), Navigator and Sailing Master Sachihiko Ishi (1), Nobuo Fukuyoshi, Toshio Amamiya (1), Seiji Mifune, Yoichi Iizumi (1), Tadahiko Hirotani (1), Yukio Yoshida (1).



SYLPH VI



TAURUS

SYLPH VI — Sail No. 1019

LOA 41ft. LWL 28ft. 6in.; Beam 10ft. 9in.; Draft 6ft.

This all-steel Alan Payne design is in her 6th Hobart Race, although only the second with her present owners. 20th in Division 2 last year, she will be going all-out for a place, and will welcome a blow.

Crew: Joint Owners — D. M. Thomas (Skipper), E. G. Dermody (3), Navigator R. J. Tindale, D. Lawson (6), L. Lawler (4), J. Gibson (1), G. Johnson (5), Od Karlens (2).

TAURUS — Sail No. 67

LOA 43ft. 3in.; LWL 33ft. 3in.; Beam 10ft. 11in.; Draft 6ft. 6in.

Although fifth in last year's race, Taurus was the top Australian boat. She has been campaigned vigorously in the past 12 months, with neither expense nor time being spared by the owner, Geoff Lee and crew in order to get her into top tune. With Admiral's Cup selection at stake, this boat will be pushed to the limit and could easily improve on last year's result. She must rank amongst the favorites.

Crew: Owner/Skipper/Geoff Lee (1), Navigator Bill Lawler (5), David Jones (16), Col Wildman (8), David Kilmoe (2), David Burke (2), Stephen Austin (3), John Noakes (6)

TAWARRI — Sail No 809

LOA 41ft.; LWL 38ft.; Beam 11ft. 6in.; Draft 6ft. 11in.

Designed by Ron Swanson as a fast cruising yacht Tawarri is built of timber and was launched in 1966. She made her first trip to Hobart last year, finishing in the middle of the fleet. She is a powerful sloop and should relish a hard run.

Crew: Owner/Skipper John D. Lewis (1), Navigator: T. R. Vasey (2), J. C. Cameron (1), G. C. King (1), G. A. Lloyd (1), Dr. S. Clarke (1), R. Hodge, R. Webster, J. Gray.

THUNDERBOLT — Sail No. 560

LOA 36ft. 8in.; LWL 26ft. 9in.; Beam 10ft. 1in.; Draft 6ft. 2in.

A Graham Shields design, built by Quilkey, Thunderbolt was 4th in 1969, dismasted in the 1970 event. Sold to her present owner shortly before last year's race, she achieved 29th and will be trying hard this year.

Crew: Owner/Navigator/Co-Skipper G. Needham (1), Co-Skipper G. Merrit, P. Archer (3), M. O'Neil (2), B. Needham.

TINA OF MELBOURNE — Sail No. S 3

LOA 36ft. 8in.; LWL 26ft. 9in.; Beam 10ft. 1in.; Draft 6ft. 2in.

This Sparkman & Stephens sloop, launched in 1968, will be sailing her fifth consecutive Hobart Race. She won the Sydney-Hobart One Ton Cup Division in 1969 and Division 2 in 1970 and was third in Division 2 last year.

Crew: Owner/Skipper/Navigator Barry Scott (4), G. Simmons (2), I. Watson, J. Chandley, P. Cain, R. Gash.

TREVASSA — Sail No. 1030

LOA 48ft. 3in.; LWL 34ft.; Beam 12ft. 1in.; Draft 6ft. 7in.

This beautiful yacht is based upon an early design by Jock Muir of



TAWARRI



THUNDERBOLT



TINA OF MELBOURNE

Hobart. She was built by Muir and launched in July last year. This will be her first Hobart Race, but her owner/skipper Fred Duffield has raced seven times previously.

Crew: Owner/Skipper F. R. Duffield, Navigator John McDonnell; David Gemmel; Mike Nichols; Peter Nichols; Ken Parkinson; Keith Ritchie; Les Jobe.

TRILBY II — Sail No. S47

LOA 30ft.; LWL 22ft.; Beam 8ft.; Draft 5ft.

This little Sparkman & Stephens designed sloop has enjoyed a successful racing career in Port Phillip Bay since her launching in 1964. Built by Athol Walter in Tasmania and previously owned by Ernie Scott, a well-known Melbourne yachtsman, this well set up yacht will be going to Hobart for the first time in the hands of the present owner. If the race is one for small boats, she could perform well.

UTIEKAH IV — Sail No. A17

LOA 37ft.; LWL 30ft. 6in.; Beam 10ft. 4in.; Draft 6ft. 6in.

A steel sloop from the board of E. G. Van de Stadt, Utieka IV is owned by Mr and Mrs. P. C. Fowler of Hobart. She was launched in 1969, sailing her first Hobart Race that year. While in a good position she struck a whale and was forced to retire through structural damage. She also sailed in the 1970 race and makes a reappearance this year after having had her keel deepened to improve stability.

Crew: Owner/Skipper P. C. Fowler (2), Navigator H. J. Bayly-Stark (1), E. A. Boyle (1), K. E. A. Williams (1), Dr. D. J. W. Sutherland (1), F. J. Burrows, D. Lockley.

UNICORN — Sail No. 1400

LOA 29ft. 10in.; LWL 24ft. 6in.; Beam 10ft. 4in.; Draft 5ft. 4in.

Another New Zealander whose performance will be watched with interest, this sloop was designed by L. K. Davidson and built by John Lidgard, being launched in December 1971.

Crew: Owner Skipper R. G. Graham (2), Navigator J. Smith (3), N. White, L. Needham, W. Schofield.

VAGO II — Sail No. 1122

LOA 42ft.; LWL 33ft. 4in.; Beam 12ft. 5in.; Draft 7ft. 2in.

Harunodo Takeda introduced Japan to the Sydney-Hobart race in 1969. He raced again in 1971, and makes his third appearance this year. Vago II has spent the last 12 months in New Zealand after the Trans-Tasman Race following last year's Sydney-Hobart. She has no doubt been well-tuned, a factor lacking in her performance last year as a brand new boat. She is bound to improve in this race.

Crew: Owner/Skipper Harunodo Takeda, Navigator Allan Bell, Wayne Hurst, Allan Sefton, Kazuo Shibuya, Katsumi Kobayashi, Peter Kaluagher.

VITTORIA — Sail No. SM 33

LOA 42ft.; LWL 32ft.; Beam 11ft. 6in.; Draft 6ft. 10in.

Vittoria is another yacht that will have "all stops out" in this year's race as he is also competing for selection in the Admiral's Cup team. Great interest will centre on her performance compared to similar sized yachts such as Meltemi, Queequeg and the Cole 43's. Vittoria has had modifications to hull and rig since her launching in November 1970 to improve her performance. Her experienced crew will be driving her to the limit to improve on previous places of 5th in 1970 and 9th last year.

Crew: Owner/Skipper Lou Abrahams (7), Navigator D. Long (11), R. Hose (4), R. Evans (12), L. Nichols (9), B. Case (9), T. Stephenson (1), G. Newland (15)

WARRI — Sail No. 964

LOA 34ft. 6in.; LWL 29ft.; Beam 9ft. 11in.; Draft 6ft. 1in.

This yacht, which is at present under charter to CYC Commodore John Bleakley, was designed by Bob Miller and launched in 1968. A cold moulded masthead sloop, she sailed in the 1969 Hobart Race, and was an Australian representative when the One Ton Cup World series was held in New Zealand in 1971.

Crew: Skipper J. H. Bleakley (6), R. M. V. Langridge (2), R. A. R. Greene (1), B. G. Hare, D. P. Tracy.

WATHARA II — Sail No. A 21

LOA 36ft.; LWL 28ft. 4in.; Beam 10ft. 6in.; Draft 6ft. 1in.

The first of the well-known Swanson 36's, she is constructed of Oregon and was launched in 1967. A consistent performer in Hobart this year, she will make good use of her local knowledge of the Tasmanian Coast.

Crew: Owner/Skipper R. W. Jackman (1), Navigator G. E. Doolan (6), C. J. Bibbs (4), R. J. Jackman, P. W. Jackman, C. Jackman.

WILD GOOSE — Sail No. SM 10

LOA 37ft.; LWL 30ft.; Beam 12ft. 6in.; Draft 6ft. 6in.

This One Tonner is a Cape Barren Goose design by Peter Joubert. Chartered by a New Caledonian skipper to represent France in this year's One Ton Cup Series, she performs best in heavier breezes, particularly downwind. She finished in the middle of the fleet in her first start last year, but can be expected to perform much better this year, as the Melbourne crew have had time to get to know the boat.

Crew: Owner/Skipper I. D. Russell (1), Navigator P. Hartley (1), R. J. Newman (4), D. Byrne (1), C. N. Jackson (2), G. Griffiths, W. Jackson.

ZILVERGEEST II — Sail No. 408

LOA 32ft. 4in.; LWL 24ft.; Beam 9ft. 5in.; Draft 5ft. 10in.

Competing in her fourth Hobart, this much modified Warwick Hood design races regularly in CYC races. Under a new, taller sail plan and with hull modifications designed specifically under the IOR Mark III, she has been performing extremely well in light conditions. After a third overall in the recent Woollahra Cup, she is a boat to watch given plenty of light airs.

Crew: Owner/Skipper Alan Murray (7), Navigator Barry Vallance (6), Charles David (5), Brian Johnson (2), Roy Hunt (1), Julian Hodges.



TREVASSA (Norman Danvers picture).



TRILBY II



UNICORN



UTIEKAH IV



VAGO II



VITTORIA



WATHARA II
WILD GOOSE



WARRI
ZILVERGEEST II



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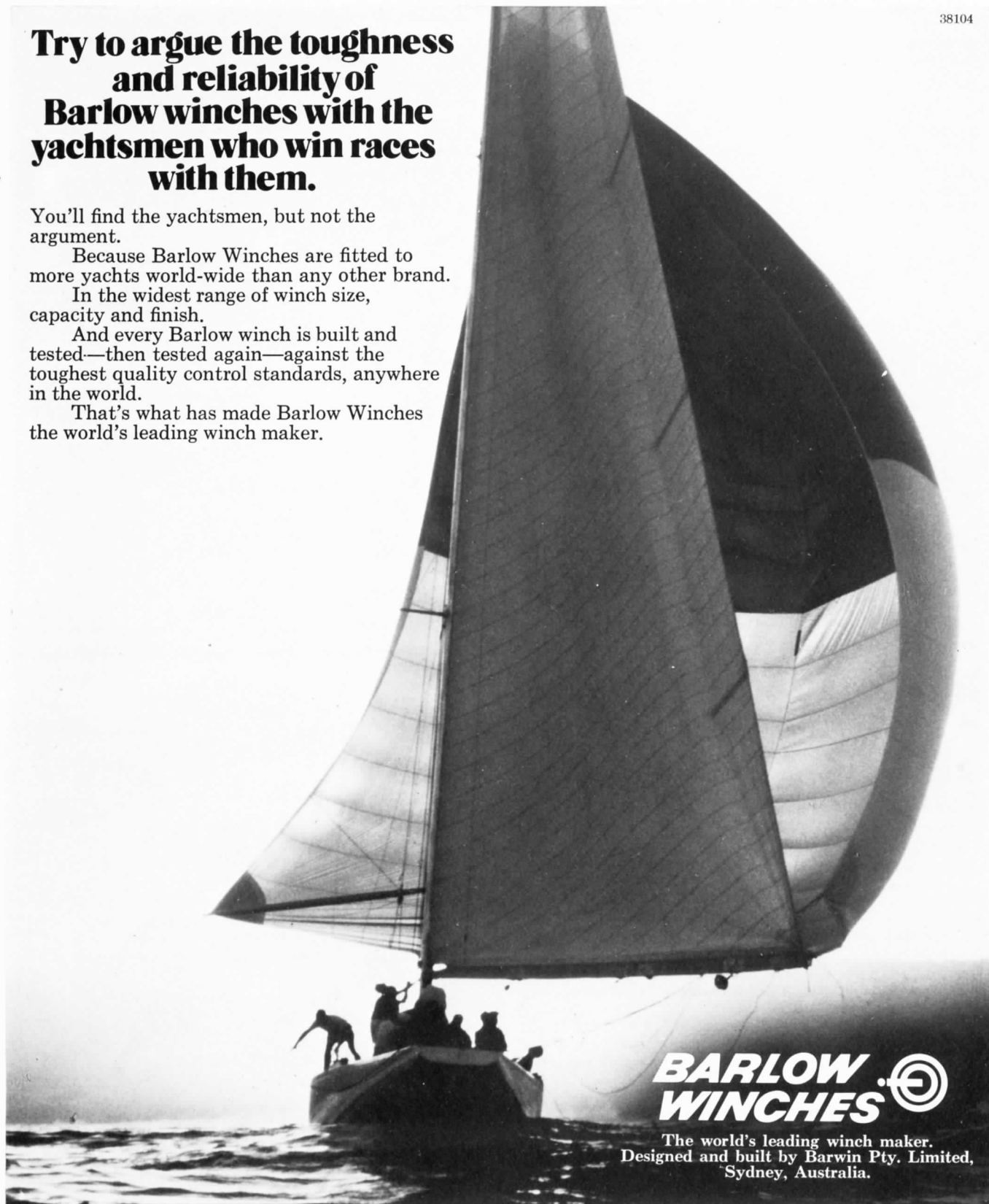
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Communications

sked is received, the new positions of the yachts is typed into the computer, which in seconds flashes back progressive reports which print out on the terminals in the press centre. ●

RADIO reporting of positions in the Sydney-Hobart race was first used in 1951 when "Kurrewa III" (F & J. Livingstone) accompanied the fleet to transmit information to Station 2SM. "Lauriana" (V. Meyer) sailed as Radio Relay Ship in 1952.

Competing yachts passed the information in 1953 and 1954 and "Lauriana" (J. Samson) returned in 1955 to act continuously until 1958, and again in 1960 and 1961. "Nunniong" (J. Ezzard) sailed in 1959 and 1968. "Coongoola" (N. Thomas) in 1962, "Tahuna RSAYS" (H. Wilkens) in 1963, "Lauriana" (W. Tyree) in 1964, and "Mia Mia" (J. Hammond) in 1965 and 1966.

From 1967 to 1971, the 75ft Bali Hai acted as radio relay ship.

For this year's race, the honor goes to Stella Maris, a 69-footer owned by Albert Visser, of East Ivanhoe, Victoria. Stella Maris is 68ft by 17ft by 7ft, is of steel construction with twin Rolls Royce diesel power. She has 415 volt electric power.

Back-up ship for Stella Maris will be MV Koomooloo, owned by N.B. Rydge of Sydney. Koomooloo (not to be confused with the yacht of the same name, formerly owned by Mr Rydge) is a fibreglass 43-footer. She

will sail at the tail of the fleet, to help in communications.

The CYCA introduced compulsory radio schedules for all yachts in 1957, making possible a wide news coverage, and in 1960 Caltex agreed to take over arrangements for the provision of Radio Relay Ships and the filming of the race.

Morse Code messages from the relay ship were instituted in 1961 to speed up transmission of positions to the Club Press Centre. In 1969 AWA provided Single Side Band radio equipment so that the relay ship could be connected directly by telephone to both the CYCA and the RYCT.

Last year, AWA provided the latest Marconi Falcon II SSB set, having 150 watts input and a range of 66 frequencies, of which only 25 were required. This is the same equipment to be used in 1972.

Another milestone of the club press centre was the introduction of the computer time sharing service in 1967, for the preparation of progressive race results. This year Honeywell will again have two teletype terminals in the press centre, on line to their computer in York St, Sydney.

Before the race starts the computer is fed with details of the yachts and the track line of the race. As each radio



MV STELLA MARIS

Owner/Skipper	: Albert Visser
Crew	: Hadley Ladd
Crew	: Dieter Dickschen
CYCA Rep.	: Alan Campbell
CYCA Rep.	: Norman Milne
RYCT Rep.	: John L. Honeysett
Radio Operator	: Bob Young
Radio Engineer	: Peter Young
Electrical Eng.	: Snow Hitchcock
Navigator & PMG	
Overseas Radio Officer	: Graham Crundwell
ABC Sports	
Announcer	: Don Closs
Cinematographer	: Douglas Lee
Cook	: Gordon Dunn

New starting time

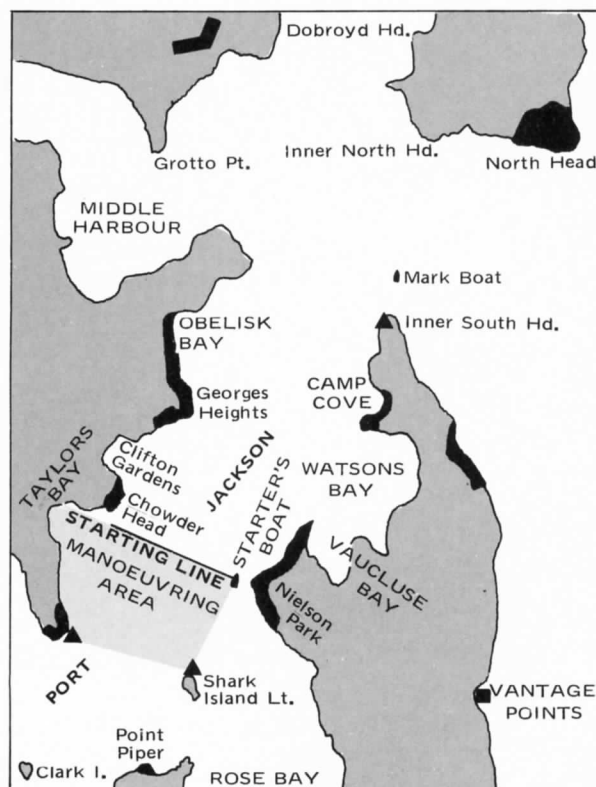
THE starting gun for the 1972 Sydney-Hobart race will be fired at 12 noon, Eastern Standard Summertime, on Tuesday, December 26. Previous starts have been at 11 am, Eastern Standard Time, and last year's race was also started at 11am, although Eastern States were working on summertime.

Conditions at the start were extremely light, and this year officials of the Cruising Yacht Club of Australia have put the start back to 12 noon E.S.S.T., hoping that by that time the normal afternoon sea breeze will be blowing.

The huge fleets of 70 yachts and more in recent Sydney-Hobart races saw a change last year to a longer starting line which provides more manoeuvring room and removes some of the congestion that has marred previous starts.

The line is closer to the Heads between Steel Point and Taylor's Bay, with the Starter's Boat being moored on the eastern end of the line. No spectator craft will be allowed to come inside the corridor running from the starting line to the turning mark at the heads, thus ensuring the huge fleet a reasonably clear passage out to the open sea, a vital necessity if the start involves tacking to the Heads.

For onshore spectators, the natural amphitheatre foreshores of Ashton Park, Chowder Head and Nielson Park will provide space for thousands to view the actual start while the headland around North Head and South Head gives grand views of the fleet heading out to sea. ●



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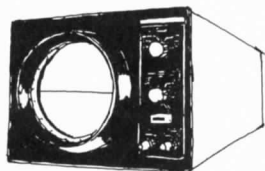
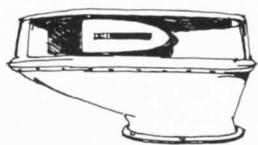
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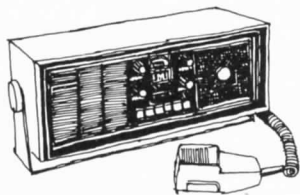
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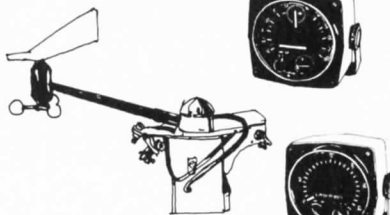
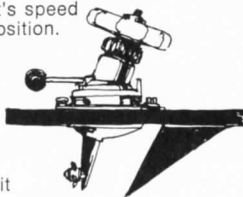
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ELECTRADEPTH 11

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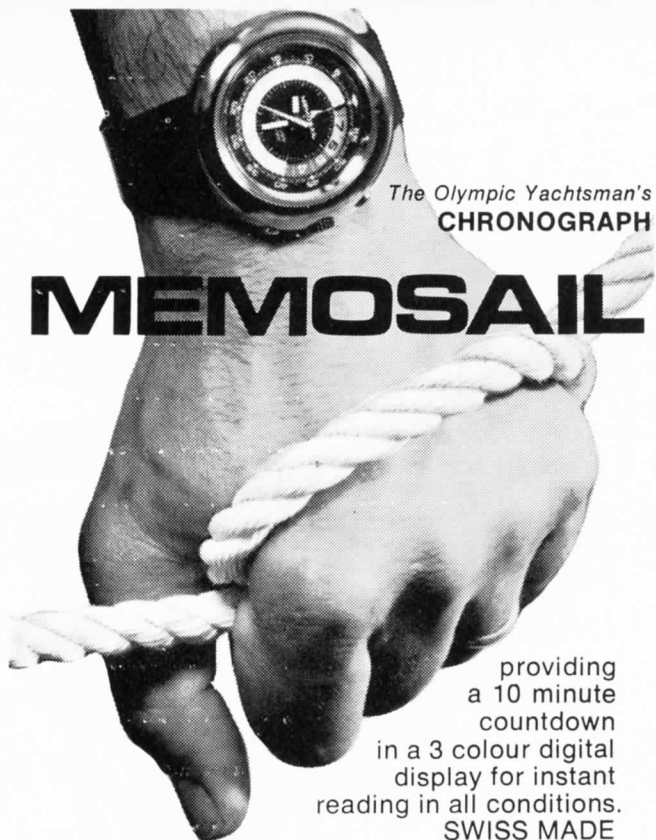
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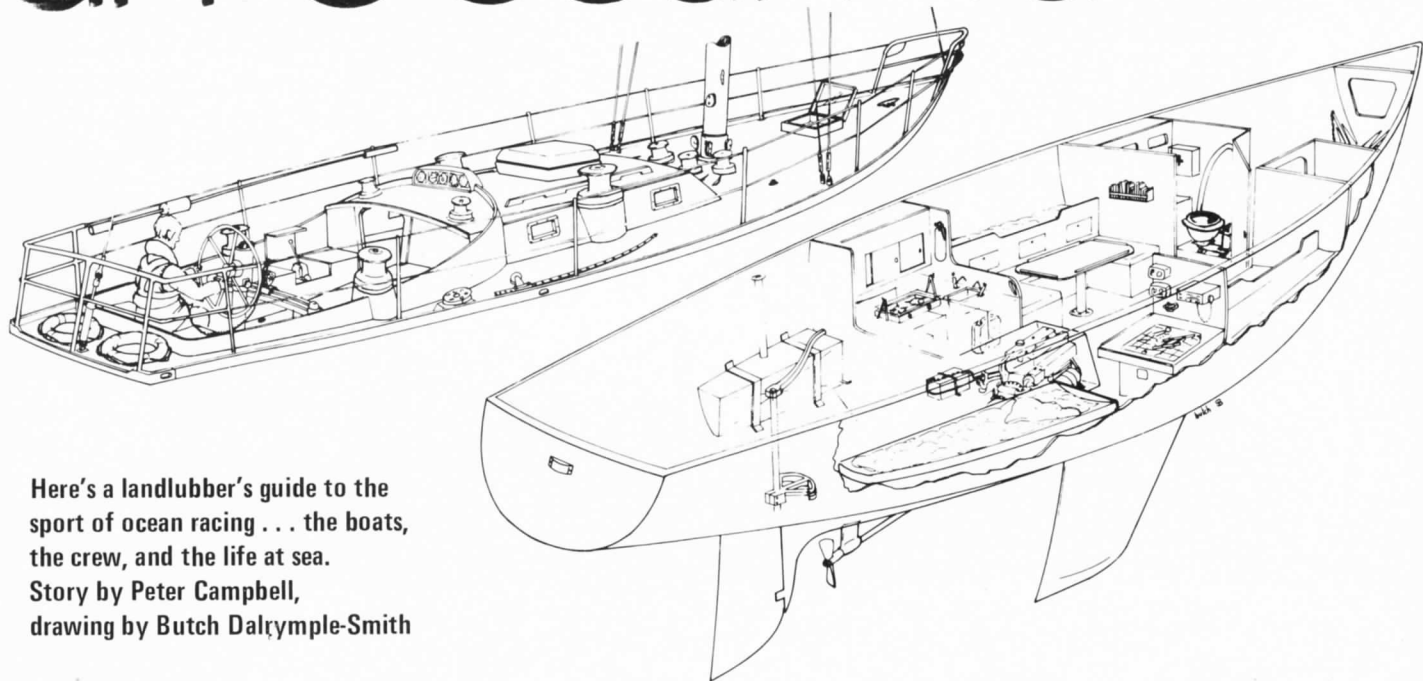


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Story by Peter Campbell,

drawing by Butch Dalrymple-Smith

SOME YACHTS have sauna baths and serve hot roast dinners, but for most crew-members in the annual Sydney-Hobart race, it's more likely to be a salt-water sluice and a can of beans. While many of the 80-odd yachts in this year's event are comfortably equipped for quiet coastal cruising, the need for extra crew in the 630-mile, nonstop race to Hobart taxes their accommodation to the limit. And in the very latest, all-out racing yachts the conditions aboard are fairly spartan.

The concept of ocean racing has changed dramatically since the first Sydney-Hobart 27 years ago; so have the yachts, and probably the yachtsmen, too. I know of one yacht in those early years whose skipper used to heave to and drop sails for the night to make sure he got a good night's rest.

Today, of course, it's go-go-go all the way, the crews pressing their craft to the limit; changing headsails with every variation in wind strength, constantly adjusting sail trim to keep up optimum speed.

The ocean racing yacht has changed dramatically in recent years, in design, construction, rig and equipment. While there are certainly some fine yachts of 10 and even 20 years of age sailing to

Hobart this year, the majority of the fleet represents the latest thinking in offshore yacht design.

Fibreglass has really come into its own as a boatbuilding material, while aluminium is starting to make its impact, too. Even the timber yachts built in recent years are constructed of new methods, such as cold-moulded laminations of timber instead of the old planked hulls.

Masts and spars are mostly aluminium, sails are all terylene and batteries of wind speed, wind directional and boat speed instruments guide the helmsman on his quickest route to Hobart.

It's hull shape and rig that really distinguish the new yachts, those built to the International Offshore Rule. You'll pick them easily. Compared with the sweeping lines of the metre-type yachts, they are fat and bulbous, carrying tall masts with huge overlapping headsails.

But they go like the clappers, while their keen crews extract every ounce of extra speed out of them as they bash their way to windward or go surfing down the seas under huge spinnakers that no one would have dared hoist in similar conditions 15 years ago.

Underneath the waterline, these new

craft are radically different. They are vee-bottomed, with tiny fin keels and great rudders hung on skegs right at the stern.

And what is it like aboard a modern ocean racer? The sketch shows the internal layout and the deck layout of a typical ocean racer of about 40ft length overall. In the Hobart race she'll have a crew of eight, including the owner/skipper, and that key man in all racing crews — the navigator.

During the race the watch will divide into two watches, usually of four hours on and four hours off. Each watch will have a skilled helmsman as the watch skipper and his responsibility will be to keep the yacht going at maximum speed throughout that watch.

The off-duty watch usually makes up for lost sleep and just relaxes. For the duty watch it can be a constant task of sail trimming and steering, with as many as a dozen sail changes in four hours if the conditions are variable. It may be a magnificent downhill run under the biggest kite, with a superb nor-easter under a sunny sky. Or it may be a soaking slog to windward in a dark, wet night, with all hands straining their stinging eyes to keep the craft on course, with only the dim



INTERIOR of Sir Robert Crichton-Brown's Pacha. Space is well-divided in this 54-footer, to provide privacy and comfort on long ocean races. Note the complex and separate "navigatorium" to starboard, pictured from hatchway.

light of a swinging compass to guide them.

The sketch shows where the crew live and work below. At the stern, to starboard is a quarter berth for the navigator and just forward of this is his desk, with his charts, navigation instruments and two-way radio. Directly opposite, to port, is the galley with its stove set on gimbals and all equipment securely fitted into lockers.

Forward is the main saloon — the combined eating, sleeping, relaxing, and sail sorting and repairing area of an ocean racing yacht. In a race like the Hobart, with a big crew aboard, there's almost always someone sleeping in the saloon, either on the main settee berths, the pilot berths behind them, or in the pipe cots — collapsible canvas bunks that pull out above the main bunks. Lee cloths strap up the outside sides of both the bunks and pipe cots to keep the occupants from falling out when the yacht changes tacks.

Further forward in the sketch you will see the head (toilet) to port, a hanging locker for wet oilskins to starboard and right at the bows the anchor locker and sail stowage bins. As you can imagine, using the head in a heavy sea can at times be difficult. One crew found the ideal utensil in

last year's race — a stainless steel hospital bottle, in yachtsman's jargon . . . "The Port Jackson Cup".

Safety is regarded as of paramount importance by the Cruising Yacht Club of Australia, and the offshore safety regulations it pioneered have been adopted by the Australian Yachting Federation and taken as guidelines by State and Federal authorities in drafting safety regulations for offshore pleasure boating. The CYCA takes great pride in its safety record — 27 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 increasing experience of members under the toughest ocean racing conditions. The sketch of the ocean racer shows some of the safety equipment which all yachts must carry aboard before they are even considered as entrants for the Hobart race. Of course, the yachts themselves must also satisfy rigid standards of construction of seaworthiness.

Among the most essential safety equipment each yacht must carry are: lifelines around the deck; life jackets and safety harness for each crew

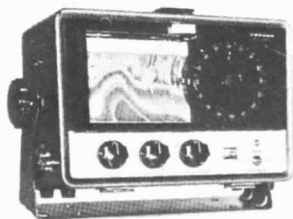
member; two anchors and specified lengths of anchor warp; a self inflatable liferaft with emergency survival equipment; a comprehensive first aid kit; adequate fire extinguishers; specified fresh water for each crew member; a radio transmitter capable of ship-to-shore and ship-to-ship signalling; complete navigation charts; an engine; life rings, one of which is fitted to a dan-buoy light; day and night flares; and two compasses.

In addition such things as spare rigging wires, shackles, blocks and winches, and adequate storm-sails must be carried; batteries and fuel tanks must be adequately secured; and the yacht must have a self-draining cockpit.

Safety is, of course, not just a question of equipment. Experience is a key factor and the CYCA keeps a careful eye on the experience of the skipper, navigator and crew of each competing yacht.

So as you see the huge fleet disappearing out to sea from Sydney Harbour, you'll realise there's a lot more than meets the eye in each and everyone of these ocean racing yachts, whether they be a 30ft sloop or a 73ft ketch.

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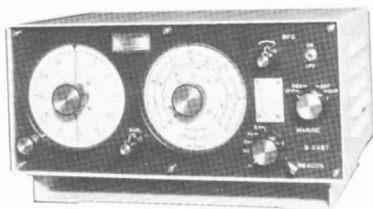
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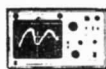
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BLUE-WATER

IN 21 Sydney-Hobart races, Peter Green has done it all — sewed ripped cotton sails for hours, bailed leaking hulls with pots and pans, sailed 200 miles to finish without a rudder, been disqualified, and ridden a big modern yacht to victory through a sou'westerly gale.

But Peter could never be called a "die-hard". He is right up with the modern tuning and handling techniques and says he learns something from every ocean race. He is sailing master on Pacha, winner of the 1970 race.

While he looks back on his early Hobart race days with many affectionate memories, he doesn't want the "good old days" back. "Racing is so much more enjoyable now than in those early yachts with decks that used to strain the seaweed out of the water and that was about all.

"The boat of today is dry and comfortable down below; so much faster and better. Who would want to go back to the old days of taking six or seven days to get to Hobart? Today we move, even when becalmed.

"Crews are so much better too — selected not just for muscle but for sail trimming and boat-handling ability.

"Modern ocean racing is streets ahead."

Back in 1947, the 22-year-old Peter Green stepped aboard a husky 46ft yawl, *Saltair*, with keen anticipation for his first Hobart race. The race was

only in its third year and he had never before faced the prospect of racing 630 miles in a small boat. He had sailed in 18-footers and open boats and had not long before left the Navy as a "reasonably trained" seaman after five years.

He recalls: "*Saltair* was a great old boat, designed and built by Bert and Russ Walker just after the start of the second world war, very sound and water-tight for those days but more a motor sailer than a yacht.

"The sails and gear were very old and ripe. We repaired them continuously, all the way to Hobart. We had one spinnaker that Bert Walker and his wife made from disposals parachutes two nights before the race. Once we were through the heads and set it in the nor'easter, it turned inside out. We made it set by tying knots around the luff and the leech. In the end we blew it out off the Tasmanian coast somewhere. Our only spinnaker pole broke in half as well.

"We only had a crew of five and there was only one man on deck at a time. The next helmsman was dragged from his bunk by the helmsman tugging on a piece of string tied to his wrist.

"It was a very slow race; it took us six and a half days and in Bass Strait we were down to jib only in a bit of a blow. Then all the piston hanks blew off the jib and we had to replace them. But they were conditions where today we would be boring along with just

one reef in the main and a number two headsail.

"The next time down, in 1948 I was aboard *Archina* — a big 52ft ketch built of New Zealand kauri without a butted plank in her; very sound although the water poured in large quantities through her deck.

"We led *Morna* and *Mistral II* into Bass Strait and then snapped off the very long bowsprit *Archina* had in those days. Alec Mitchell and myself spent some hours re-rigging the boat as a stem-header. The monel metal bobstay fell underneath the boat and ripped great sheets of the copper sheathing from the hull, leaving them dangling down. Remarkably, we still made good speed to Hobart and were third on corrected time.

"Alec had just recovered from an appendix operation and was not supposed to do any hard work and I finished up in hospital in Hobart from those few hours on the bow repairing the damage.

"I remember 1952 as a fun race with Hal Evans on *Moonbi*. He had fitted a bomb bay blister, picked up from war disposals, to protect the helmsman from the elements. It was like going to windward in a goldfish bowl; while the seas broke over the blister, you stayed dry."

In 1954, Peter skippered *Gypsy Queen* in a sensational race with a sensational sequel. The boat was a 45ft cutter that required continuous pumping when hard on the wind. While not a glamour boat, she was quite fast for those days.

She was placed for a win on a good



*THE intrepid Green first sailed south in 1947 aboard the 46ft yawl *Saltair*; the spinnaker was made from parachutes.*



*OUR hero this year is aboard *Pacha*, the boat which gave him his first win, in 1970. This year she's yawl-rigged.*



*BEFORE *Pacha*, Peter Green acted as sailing master aboard *Sir Robert Crichton-Brown's Balandra*, under Army command in '72.*

GREEN

Sydney yachtsman Peter Green's 1972 trip to Hobart will be his 22nd; in this interview with Bob Ross, he claims that the lot of the modern yachtsman is a great improvement on the "good old days".

surfing run across Bass Strait, ahead on Peter's reckoning of the Halvorsen brothers' Solveig.

"I'd just made the statement to the fellows that we only had to keep going to win," Peter recalled; "... Famous last words.

"Jack North, on the tiller at the time, said there was something wrong with the steering. While everybody was telling him there couldn't be, the tiller snapped off at the deck and he was sitting there holding a useless piece of wood, the boat tearing along at a great rate of knots with the spinnaker up and no steering gear whatsoever.

"But we were lucky. We knocked the spinnaker off and about 10 minutes later, the wind came in hard from the south and we were able to balance her with the sails, to steer without a rudder, until we got to the Schouten Islands. Then we ran down the Tassie coast under spinnaker and full main, going all over the ocean but heading in the general direction of Hobart. Around Tasman light to Cape Raoul, a beam breeze set us a few problems — she kept rounding up so we had to drop the mainsail.

"Finally, at the finishing line, an official boat came towards us as we weaved towards the line, spinnaker set. The boys rushed forward to hear the instructions from the boat and she dug her nose in, ran away and right across the finishing buoy. We came around again and finished but were disqualified for hitting the mark.

"Being disqualified at the sailing committee meeting afterwards was my worst moment in the Hobart race — I was in charge of the boat and for 200 miles, without the rudder, had not had any sleep. It was a dreadful anti-climax where we had done extremely well under difficulties and placed second on corrected time to Solveig.

"But we wrecked the prizegiving by immediately appealing to England. Subsequently the appeal was upheld, setting a precedent — if you have no steering gear, you can hit a mark and not be disqualified."

Peter Green's toughest race was with Ron Hobson aboard Ripple, in 1956, the first year Vic Meyer's Solo won and the beginning of real progress into better yachts and advanced equipment.

The program notes say: "... a 50 mph sou'westerly across the Strait to the lee of Tasmania and a southerly gale off Storm Bay reaching a recorded 86 mph."

Aboard Ripple, planking sprung away from the stemhead in the "bit of

a southerly" off the NSW coast.

"She leaked so much that we had to pump her 60 seconds every minute, 60 minutes every hour, 24 hours a day. If we stopped at all the water immediately gained. Occasionally we had a pump blockage and by the time we stripped and re-assembled the pump, we had to give it a helping hand with pots and pans.

"In Storm Bay, we took a fearful drubbing. The wind was 80 mph and I've never been so cold in all my life. Everything down below was wet. But Ronnie Hobson never knew when he was beaten and wouldn't stop for anyone. And we had Mick Earl on board, another bloke who just goes and goes and goes.

"We struggled on, making reasonable progress under storm trisail and working jib, under spitfire jib for a time.

"When we came into Constitution Dock Jim Sampson, who had Lauriana there that year, said Ripple looked as if she could go on forever. But we had news for him."

From there, the yacht became better and the rides easier. Peter sailed in the Giles cutter Catriona, with Mac Brown, and with Ron Hobson again in Joanne Brodie.

"I always remember the 1962 race. After this tremendous ride across Bass Strait we ran into the big fog down the Tasman Peninsula. In the middle of the night we turned right into Storm Bay. But then, with the noise of breakers all around us, we had to stop and stay where we were. The fog was thick and discretion was the better part of valor. We got one helluva shock in the morning to find we had sailed into Fortescue Bay and finished up becalmed right at the head of the bay without going aground or hitting the rocks."

After Joanne Brodie, for Peter came berths on Lorita Maria with Norman Rydge; Bermuda and transAtlantic races; a fourth in the Fastnet, many hours of enjoyable sailing: "She was one of the best ocean racers Alan Payne designed and Jeff Clist did a tremendous job building her — what other boat could you take across the Atlantic for 23 days without having to pump?"

Then Balandra, with Bob (now Sir Robert) Crichton-Brown, victory in the 1967 Admiral's Cup team, and fast rides to Hobart. "You couldn't wish to sail with a better skipper. Bob Crichton-Brown has the same sort of drive and enthusiasm that Ronnie Hobson had, and the attention to

detail of Norman Rydge. It's a privilege to sail with this sort of fellow.

"Your boats are well prepared, always well organised, the crew is good and you know no silly gear failures are going to wreck your chances."

Finally, in Peter Green's 20th Hobart race, in 1970, came the payoff — a win aboard Pacha, the aluminium-hulled Camper and Nicholson design owned by Sir Robert Crichton-Brown.

"We always maintained with Pacha that if we could get 50 per cent of the race with fresh downwind running and then a good breeze on the nose she'd take some tossing. And in 1970, this was the pattern exactly.

"She whistled down the NSW coast and halfway across Bass Strait, wave-riding in excess of 14 knots. Then, she went tremendously well in the blow on the beat to windward. I've never experienced a beat like it, in the rain and fog but knowing the boat was being sailed so well ... having a navigator like Stan Darling aboard who without seeing the Tasman light knows that it is there.

"Then charging up the Derwent, with the big spinnaker on and the bow wave sitting above the guard rails, a great rooster tail behind her. She's unbelievable downwind and easy to steer — a quarter of a turn either way with the wheel and you've got her. You can run for hours in hard conditions and not lose the spinnaker."

This year's winner?: "As usual, you could pick 10 boats or more; Ginkgo, Apollo II, Queequeg and you must count Pacha (with the extra sail area we are getting penalty-free under our change to yawl rig) and Ragamuffin.

"Any of the One Tonners could win it and with age allowance you have to bring in a boat like Caprice; a big boat that at present rates under the One Tonners. Koomooloo must also be rated a chance."

Tactics for Hobart?: "Consider the NSW and Tasmanian coasts moved about 20 miles to the west. In other words, get yourself reasonably well offshore away from the land effect on the breeze at night. Otherwise, sail basic tactics — stay on the gaining gybe or the gaining tack. Most Hobart winners have sailed the shortest course."

Why does he keep doing it? "I'm looking forward to going again. I'm getting a bit long in the tooth now and the boys on Pacha call me 'Grandad'. But I'll keep going as long as I can do a good job around a boat and owners want me to sail with them." ●

INSURANCE

The high cost of racing

AMONG the crowds each Boxing Day watching the departure of the yachts at the beginning of this year's Sydney-Hobart race are a few spectators with a greater interest in the event than most and, if you look carefully, you may notice that they have their fingers crossed. The interested minority are those underwriters courageous (or foolhardy) enough to insure the fine craft taking part in the annual battle of the yachting giants.

Despite the way that most yachts are driven to the limit of their endurance it is possible for a yacht owner to insure racing risks and to recover under the policy for resulting loss or damage. With such a race of epic proportions it is almost inevitable that some of the craft should be damaged by the turbulent conditions they encounter. Sails torn, masts broken are not exceptional and every few years the elements put on a special show

resulting in the participants in the race receiving an expensive battering. One such special show occurred during the 1970 race when claims were made amounting to tens of thousands of dollars.

Not surprisingly, cover for racing risks can be costly. The additional premium for the 1971 Sydney-Hobart race was 1.00 percent of the value of the craft and a \$200 minimum excess was imposed. In contrast with previous years the additional premiums collectively were sufficient to pay for losses arising out of the race — much to the surprise of marine underwriters who tend to be resigned to subsidising the race out of general pleasure craft insurance premiums.

The Sydney-Brisbane and Brisbane-Gladstone races each Easter generally have been regarded as more sedate affairs and racing risk rates reflect the reduced risk, but this year the contestants had cyclone "Emily"

to make things uncomfortable. Of the 27 craft entering the race only six finished the course. Consideration may be given to the additional premium charged for the race to see whether it is prudent to maintain it as low as .50 percent of the value of the craft.

Apart from these two major races, there were countless other races during the season varying from those lasting a few hours in sheltered waterways on Saturday afternoons to offshore racing of several days duration, for those fanatics with tolerant wives. These races usually commence on Friday nights allowing little sleep to crews and skippers until their completion. It is customary to extend the insurance to provide cover for such activities throughout the year rather than levying a separate premium for each event as is the case of major ocean races.

At one time a normal rate for an annual racing risks extension was 1.00 per cent of the value of sails, masts, spars, standing and running rigging, but it has crept up over the years and many of those insurers who still quote on this basis are now asking double this rate.

As the value of masts, spars, sails and rigging is usually about one third of the value of the entire craft some insurers do not require their insureds to make a guess at the value of such parts and they levy a lower rate on the sum insured of the complete craft to yield approximately the same premium. This method has the merit of removing a minor complication from a complex form of insurance and simplifying claim settlements.

The utilisation of pleasure craft has increased in recent years with mid-winter racing in some States and now, following the introduction of daylight saving, evening and mid-week racing is becoming normal. This increased utilisation is an important factor in pleasure craft underwriting and will have to be reflected in rates of premium. Greater racing activity, some of it in failing light, will cause insurers to look at the price charged for racing risks insurance.

These matters will be considered, but they are overshadowed by the most important fact of pleasure craft underwriting which is the continually increasing cost of repairs and replacements. Pleasure craft insurers have no tariff system to help (or hinder) their activities and remedial action when it becomes necessary, should not be impeded by external factors.

Undoubtedly, the way in which insurers compete for pleasure craft insurance will ensure that cover is provided at the lowest possible cost but all those engaged in this fascinating class of insurance hope that at the end of the year there will be enough business with pleasure in this way.

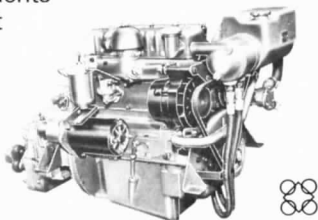


CONDITIONS like these break gear — a hard blow from the south, and the yacht is asked to pound towards Tassie, on a beat or shy reach. This picture was taken on Fare-Thee-Well.

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ADMIRAL'S CUP

BRITS ARE BUILDING

British journalist Anthony Churchill sends word of the armada of new yachts building over there for the Admiral's Cup. And, on the next page, is a review of the possible Aussie challengers.

I'VE BEEN asked to write of the latest designs and building developments here in the British Isles, but forgive me if I wander for a paragraph. How can I write such stuff on a foggy, cold day with the sun banished for another six months and all our yachts laid up for the snowy season, when I know that this article will reach you as you bask in your hot summer? All I can hope is that after visiting your shores on Morning Cloud I in 1969 and Morning Cloud II in 1971, that we'll be back eating Tryg Halvorsen's turkey and drinking Great Western champagne if there's a Morning Cloud III in 1973.

So what developments have there been? The dramatic news is of up to 30 new UK Admirals Cup yachts being built or being considered for the event next summer, when we hope to see your yachtsmen over here again. The event is now attracting a great deal of publicity and the Cup has caught the imagination of just about everyone with a fat enough bank balance. You'll see in the UK trials a fascinating group of alloy, GRP, cold-moulded and other wood craft; by the time the event is joined, with maybe 18 nations this time, we'll have learned a great deal more about big boat sailing than any other nation in the world.

The Brits are trusting to new designs and they'll have a problem tuning them up in time. Maybe we should take a leaf from your own notebook, for the reputation of Aussie yachtsmen is in taking relatively old designs and tinkering with them to make them fly. Just mention the words Rago and Koomooloo to a south coaster and he'll wonder whether building a new craft is the answer.

Syd Fischer and his merry gang have a reputation, and we remember after his Fastnet victory his crew badges, newly-minted for the occasion: They stated that "Rago's ass beats class". As for Koomooloo, driven so well, we're also reading up our rule books for this coming season.

First, let's look at what's happening to those of our yachtsmen who've visited your shores since 1969. They're all back in the fight, bar one. Sir Max Aitken visited you with Crusade, designed by expatriate Britisher Alan Gurney. Sir Max took Crusade to the Onion Patch in America and has on order a design by Brit Chance, two-masted and, like Equation, a lifting keeler.

Ted Heath can't keep away from the deep sea and his crew is gearing for another season, whether in a new or the present Morning Cloud isn't yet sure, although rumor states that Morning Cloud II is already sold. Arthur Slater of Prospect of Whitby has a new yacht in aluminium, also by Stephens, soon to arrive in this country.

And the list of new Stephens yachts is too long for me to remember: alloy for roadbuilder Sir Maurice Laing; alloy for David May, owner of the Berthon Boat Company at Lymington on the south coast; another for Chris Dunning; another for Tom Chadwick and/or David Powell; Rodney Hill (who you saw in 1969 as owner of Morning After) has gone to the States for a production-line Stephens yacht, the Tartan 41. And the list of Swan 44s to Stephens design mounts upwards from four. Dick Carter has a boat building for Robin Aisher, Olympic medallist, and maybe there's a second ordered to a Carter design.

Where does that leave people who are trying to see anything but American designers to the fore? An intriguing boat comes from bearded Scotsman Angus Primrose for Bruce Banks, father of the star-cut spinnaker who sailed so well in the Half Ton Cup this past year. Holman and Pye, from our East coast, may get into the picture with a boat for the Irish.

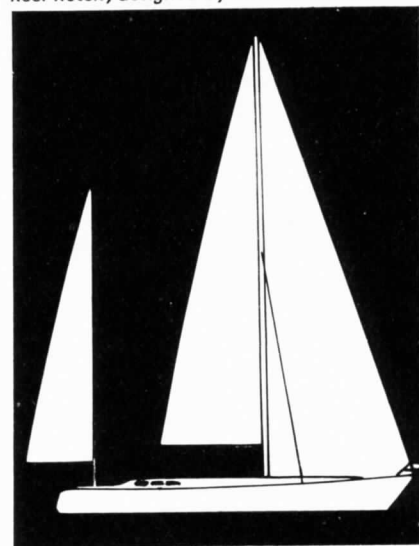
The doyen of all yards here is Camper and Nicholson's. Those were the days when C and N ruled the world, and quietly they have designed a handful of new C and N yachts; one for owner Peter Nicholson (who has incidentally sold the firm to a property development company — maybe more cash in the group will mean more tank testing). Peter Nicholson, one of the top tacticians round the Solent and one of the top helms, is one to keep an eye on, especially after the success of his Nicholson 55s. Joining him are John Boardman, the yard of Moodys (whether for one of the family or an unnamed owner isn't stated). And Owen Aisher is having a fourth Nicholson design.

I'm sure I've left out a few. Peter Norlin, designer of the Scampi, has a Norlin 41 on the books; McGruer in Scotland has another Tritsch-Tratsch design; Frans Maas from Holland is busy on a new design; need I say more? And one thing that the series will prove, is whether the IOR Mark III rule is indeed, now it is settling down, a designer's rule or an owner's rule. A designer's rule is where developments of hull shape are dramatic year by year, and owners who wish to remain in the ball game. An owner's rule will, for a start, allow production craft to remain competitive year after year.

Only if the latter is the case will the sport attract a large number of new



ABOVE: Churchill navigated Ted Heath's Morning Clouds in both 1969 and '71 Hobarts. Will there be a new one here in '73? BELOW: Max Aitken's new boat is lifting keel ketch, designed by Britton Chance.



people into it. Otherwise the cost becomes just too high for most of us mortals.

The fate of the production Stephens Swan 44s will be a good guideline, for the people taking them on over here have come up from the One Ton competitiveness of the Swan 37s, where a number of them have, in their classes, trounced the rest. Kealoha, Carnival and Nenno, have won in the RORC offshore series, the Solent points championship on the south coast, and the East Anglian Offshore Racing Association series on the east coast. But they've only been fighting other designers, not other Stephens one-offs.

We remember Stormy Petrel's success, however, and the victory for Swans, or another GRP yacht, could be the most significant factor that we're looking towards in 1973.

TRIALLING IN OZ

PERFORMANCE in this year's Sydney-Hobart race has special significance for 11 yachts — contenders for a place in Australia's team of three for the Admiral's Cup Challenge in Britain in 1973.

The 12 yachts will have already sailed in five evaluation races, comprising three 30 to 50 mile offshore races, a 90 mile and a 200 mile ocean race. The Hobart race has been included because it is of comparative length with the final and high-scoring race of the Admiral's Cup, the 600 mile Fastnet race. The team of three yachts will be announced on January 15.

The 12 yachts seeking selection include three boats designed and built especially for the Admiral's Cup, and five which have been extensively re-rigged and even re-shaped to improve their rating and their performance. This is how the 11 yachts compare:

APOLLO II (Alan Bond, WA) sloop; 45ft LOA, 41ft LWL, 12.05ft Beam, 7.041ft Draft; Rating, 36.8ft. Designer, Bob Miller.

ANACONDA (Jos Grubic, SA) sloop; 53ft LOA, 37ft LWL, 14ft Beam, 8.5ft

The Sydney-Hobart is the final race in the selection series for the Australian Admiral's Cup team. Here's a rundown on the twelve entrants trying for the team.

Draft; Rating, 37.5ft. Designer, Alan Buchanan.

BACARDI (Peter Hankin, NSW) sloop; 43.25ft LOA, 32.25ft LWL, 11ft Beam, 6.75ft Draft; Rating, 32.5ft. Designer, Peter Cole.

GINKGO (Gary Bogard, NSW) sloop; 45ft LOA, 41ft LWL, 12.05ft Beam, 7.041ft Draft; Rating 36.3ft. Designer, Bob Miller.

MELTEMI (Bill Psaltis, NSW) sloop; 45ft LOA, 34.5ft LWL, 12.79ft Beam, 7.29ft Draft; Rating, 33.6ft. Designer, Sparkman and Stephens.

MINNA (Daryl Isles, NSW) sloop; 43.25ft LOA, 32.25ft LWL, 11ft Beam, 6.75 Draft; Rating, 31.9ft. Designer, Peter Cole.

PATRICE (Ray Kirby, NSW) sloop; 43ft LOA, 30ft LWL, 12.6ft Beam, 6.9ft Draft; Rating, 30.0ft. Designers, Camper and Nicholson.

POLARIS (Les Savage, NSW) sloop;

43.25ft LOA; 32.25ft LWL; 11ft Beam; 6.75ft Draft; Rating 32.0ft; Designer, Peter Cole.

QUEEQUEG (Rick Dowling, NSW) sloop; 46ft LOA, 35.5ft LWL, 13.31ft Beam, 7.73ft Draft; Rating, 34.2ft. Designers, Sparkman and Stephens.

RAGAMUFFIN (Syd Fischer, NSW) sloop; 48ft LOA, 38ft LWL, 13.26ft Beam, 8ft Draft; Rating 37.7ft. Designers, Sparkman and Stephens.

TAURUS (Geoff Lee, NSW) sloop; 43.25ft LOA, 32.25ft LWL, 11ft Beam, 6.75ft Draft; Rating 32.1ft. Designer, Peter Cole.

VITTORIA (Lou Abrahams, Vic.) sloop; 41ft LOA, 32ft LWL, 11.5ft Beam, 6.75ft Draft; Rating 31.3 ft. Designers, Sparkman and Stephens.

Selectors for the team are wellknown ocean racing yachtsmen Jim Mason, Jim Robson-Scott, Ted Kaufman and Graham Warner.

The Admiral's Cup will be sailed over four races in Britain between August 3 and 11, culminating with the 600 mile Fastnet race. Australia has won the Cup once in 1967. In 1971 our team of Ragamuffin, Salacia II and Koomooloo finished third to the British and American teams.

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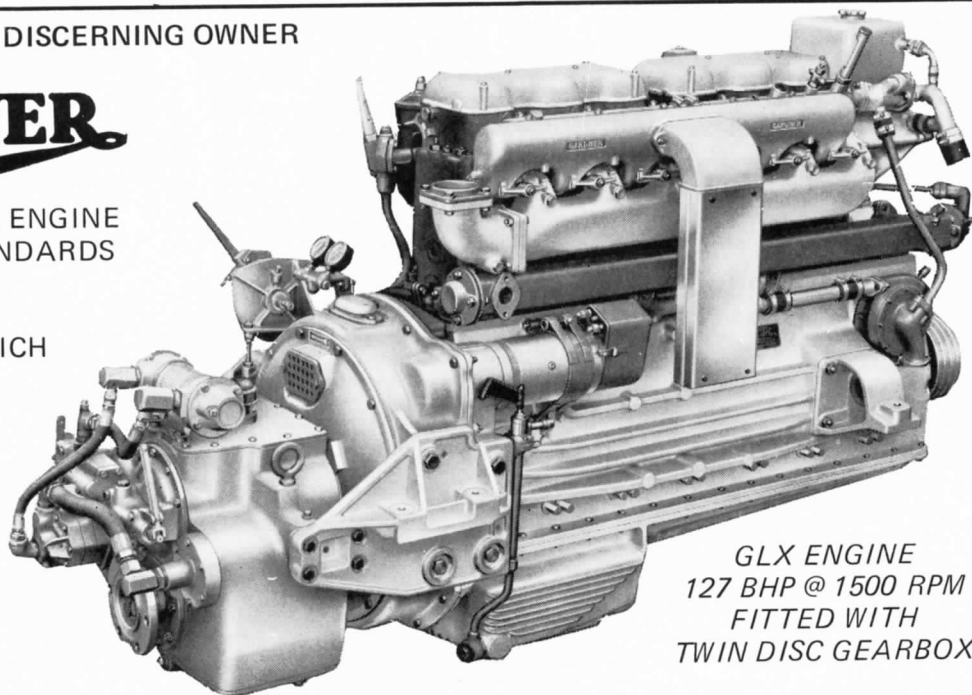
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WHERE ARE THE WINNERS?

Few of the Hobart winners have retired; most are still actively sailing, in various parts of Australia, and many are still racing. Peter Campbell traces the fates of these past victors.

TWENTY SEVEN years ago, on Boxing Day, 1945, nine yachts set sail from Sydney — their destination Hobart. Thus began an annual race which has grown over those years to become one of the greatest ocean racing events in the world.

On Boxing Day this year, 80 racing yachts, including 10 from overseas, will line up on Sydney Harbor for the 28th annual 630-mile race to Hobart.

Over those 26 years many now-famous yachts and yachtsmen have won the Hobart race and several have won it twice, but only one, Freya, skippered by Sydney

yachtsmen Trygve and Magnus Halvorsen, has won it three times. The Halvorsen brothers' personal record is five victories.

Where are all those past winners of Australia's most famous yacht race? According to Merv Davey, former commodore and race secretary of the Cruising Yacht Club of Australia, and a winner of the Sydney-Hobart himself (in Trade Winds in 1949), most of them except the first winner, Rani, are still actively sailing. However, the majority of the early winners have been pensioned off to more leisurely cruising, instead of the tough, give-no-quarter sport that ocean racing

has become today. An exception is Anitra, winner of the race in 1957, who will again race to Hobart this year, attracted by the benefits of the newly introduced age allowance.

Rani, the 35ft canoe-stern cutter which Capt. John Illingworth, the famous English offshore yachtsman, designer and author, sailed to line and handicap victory that first race in 1945, came to a bitter end on Stockton Beach, north of Newcastle, some 10 years ago. She had dragged her anchor off Broughton Island and broke up on the beach.

Rani competed in only one Hobart race, but she will go down in history not only as the first winner but as the yacht in which Illingworth proved that a small ocean racer could be sailed in through the toughest conditions. She emerged from a gale which hit the fleet to come home first and, being the smallest yacht in the fleet, easily take the race on corrected time.

Of the eight starters, only one, Winston Churchill, is still actively being ocean raced in Australia. The famous old 52ft yawl has survived being driven ashore on the Victorian coast and last year made her 14th trip to Hobart.

The Sydney-Hobart fleet doubled for the second race in 1946 and attracted many of the larger yachts which were to add glamor to the event in future years. Among these was Sir Claude Plowman's Morna (now Kurrewa IV) who took line honors for the first of many times. However, only 11 of the 19 starters finished after a 65 mph gale with 25ft waves hit the fleet in Bass Strait.

Winner was another small yacht, the 33ft Christina, skippered by Sydney dentist Bob Bull. She is a Colin Archer-type double-ended sloop and is still being cruised in Sydney waters.

The next two races saw victories by the Tasmanian yacht Westward, a 42ft cutter designed, built and skippered by one of Tasmania's most famous boatbuilders, Jock Muir, for owner G.D. Gibson. The heavy-displacement Westward revelled in the heavy conditions in both races.

Westward also sailed in 1958, skippered by A.A. Robilliard, and she's still cruising in Victorian waters. Jock Muir, incidentally, skippered the Tasmanian yacht Patsy of Island Bay in last year's run to the Derwent.

The 1949 Hobart race was a significant milestone in the design and construction of ocean racing yachts. Winner was Merv Davey's 44ft cutter Trade Winds, the first steel yacht to be built in the eastern states of Australia and designed by Davey himself. Davey was then commodore of the Cruising Yacht Club of Australia. Only two commodores have won the Sydney-Hobart while in office, the other being Bob Crichton-Brown, whose big alloy yacht Pacha won the 1970 race.



VIC Meyer's fabulous Solo, here cutter-rigged, won in 1962 and still holds the corrected-time record. She has since cruised to many parts of the world, and has survived being thrown ashore in South America.

Trade Winds still has a perfectly sound hull, but has been out of commission for several years.

The South Australian boat, *Nerida*, a 43ft yawl designed by Nicholson, won the 1950 race, an event which saw four days of windward work in the 5½-day race. *Nerida* was skippered by the then vice-commodore of the Royal South Australian Yacht Squadron, Colin Haselgrove.

Nerida has now been rerigged to her original topsail cutter rig by her original owners, the winemaking Hardy family, and is now a familiar sight on Sydney Harbor.

One of the few winners of the early Sydney-Hobart races which is still active in offshore racing is *Struen Marie*, winner of the 1951 event. *Struen Marie* is a 35ft Robert Clark design sloop and was built on Lake Macquarie by Les Steel for well-known yachtsman Tom Williamson.

Struen Marie is still an active racer with the Middle Harbour Yacht Club's offshore division, owned and skippered by C.K. Barnes.

Another South Australian win came in 1952 when the 38ft canoe-sterned ketch *Ingrid* surprisingly won in very light conditions. Certainly more of a cruising boat, than an out-and-out racer, *Ingrid* was owned and skippered by Jim Taylor. Her whereabouts? Merv Davey believes she's now owned in Sydney.

Well-known Sydney yachtsman Ron Hobson won the 1953 race in *Ripple*, a 35ft sloop built back in 1937 to the design of L.A.C. Barber, who also designed *Rani*. *Ripple* was originally owned by Max Wayland. A beautiful-looking yacht with an old-fashioned counter stern, *Ripple* is still sailing on Pittwater.

The 1954 race saw the first of the four Sydney-Hobart wins by the famous Halvorsen brothers, in the 36ft cutter *Solveig* — starting a tradition in canoe-sterned yachts and in Scandinavian names for their boats.

The winner of this year's Sydney-Hobart race will almost certainly have cost the owner tens of thousands of dollars to build and rig, but the winner of the 1955 race, *Moonbi*, cost only \$750 for the hull and spars. Merv Davey watched Charlie Larsen build the 35ft yawl, designed by John Alden, at Gladesville back in 1936 for a yachtsman named Anderson.

Sydney yachtsman Hal Evans skippered her to victory in the light fickle breezes of the 1955 race. Some 12 months ago the 35-year-old yacht was caught in a hurricane off the Barrier Reef, driven ashore into mangroves and holed. She is still being repaired for Evans.

The next year saw the Sydney-Hobart debut of one of the most famous of all its winners — *Vic Meyer's Solo* — and victory at her first attempt. After a great tussle in a southerly gale off Storm Bay, *Kurrewa IV* (the former *Morna* now owned by the Livingstone brothers) took line honors by just over 32 minutes from *Solo*. But *Solo* won easily on corrected time.

The 57ft cutter *Solo* was designed by Alan Payne and built in steel at Meyer's own foundry at Mascot, Sydney, and her Sydney-Hobart race record includes two wins (1956 and 1962) and line honors in 1958 and 1959.

Since retiring from ocean racing, *Vic Meyer* has circumnavigated Australia, the Pacific, and the world twice — mostly with all-girl crews. Her last voyage almost ended in disaster when a sudden gale drove her ashore off Punta Arenas in South America but *Meyer* repaired her and brought her back safely to the Cruising Yacht Club marina.

The Halvorsen brothers gained their second Hobart race in 1957, this time with *Anitra V*, a 38ft cutter designed and built by themselves. Sailed in hard winds which gave the leaders most of

the breaks, both *Kurrewa IV* and *Solo* broke four days for the 630-miles, *Kurrewa's* time of 3 days 18 hours, 30 minutes, 39 seconds, standing as the race record until 1962.

Anitra V is now owned and skippered by the Chief Justice of Australia, Sir Garfield Barwick.

Siandra's victory in 1958 set on the road to fame two now well-known Sydney yachtsmen — *Graham Newland* and *Ron Swanson*. A *Lion-class* 35ft sloop designed by Arthur Robb, she was built by Swanson for Newland who skippered her to a narrow victory over *Anitra V*. Swanson has gone on to become a noted yacht designer in his own right and a prominent boatbuilder in Sydney.

Newland sailed *Siandra* to victory again in 1960 but has since crewed mostly on other people's yachts. He was sailing master on *Syd Fischer's Ragamuffin* in the Admiral's Cup and on *Stormy Petrel* in the One Ton Cup success. He was aboard *Stormy Petrel*, owned by Charles Curran, in last year's Sydney-Hobart. *Siandra* is now owned by Harvey Drew.

The Tasman Seabird class yacht *Cherana*, designed by Alan Payne, won the 1959 Hobart race. She was built by another now well-known yachtsman and boatbuilder, Trevor Gowland, in a commercial laundry at Five Dock for Russell Williams who skippered her to victory. *Cherana*, a 37ft sloop, raced to Hobart in 1970 and is still raced regularly by present owner John Keelty.

Siandra won in 1960, and in 1961, the 37ft *Rival*, owned by Alby Burgin and the late Nelson Rundle, notched up victory for Lake Macquarie Yacht Club. *Rival* is a *Vashti* class yacht designed by Alan Buchanan (*Vashti* won the 1957 Fastnet race). She is still owned by Burgin and races regularly on the lake.

In 1962 the famous duel between *Peter Warner's* 70ft schooner *Astor*



ANITRA V, 1957, winner, is sailing again in '72. Behind her are the fantastic rock formations of Tasman Island.



FIRST in 1950 was *Nerida*, rigged as a Bermudan yawl. Here she is today, re-rigged as she was built, as a gaff cutter.

and Huey Long's globe-trotting American 57ft yawl Ondine resulted in line honors for Ondine by one minute exactly, the closest margin yet in the race. Ondine's elapsed time; 3 days, 3 hours, 46 minutes, 16 seconds, still stands as the race record.

Ondine also finished second on handicap, less than an hour behind Solo, who gained her second victory.

The next three races were Freya's, the Halvorsen brothers notching up a remarkable total of five victories in the Hobart race — a record that will be hard to eclipse.

Unlike Solveig and Anitra V, designed jointly by the brothers, Freya was designed by Tryg Halvorsen alone. However, they were again joint skippers in each of Freya's brilliant victories in 1963, 1964 and 1965, the canoe-sterned 39ft sloop revelling in the fresh conditions of each of the three races.

Freya went on to win selection in the Australian team for Australia's first Admiral's Cup challenge in 1965 in which we finished second to the British team. The Halvorsens subsequently sold Freya to an American yachtsman and she is still sailing off southern California.

The smallest yacht ever to win a Sydney-Hobart race is the 31ft sloop Cadence, designed by Wally Ward and built by Ron Swanson for Jim Mason. The light and variable conditions suited the smaller yachts in the 1966 race and Swanson himself finished second in Salome.

Cadence is an improved Carmen class with raised deck and canoe stern. She is still racing regularly, skippered by Mal Jones.

Another famous winner of the Hobart race is Rainbow II, the New Zealand One Ton Cup yacht which Chris Bouzaid sailed to victory in 1967. Designed by Sparkman and Stephens (incidentally the first S&S design to win the race) Rainbow II went on to win the International One Ton Cup series in Europe — the first Southern Hemisphere yacht to win this coveted trophy.

Bouzaid sold Rainbow II to a Bermudan yachtsman and defended the One Ton Cup in New Zealand earlier this year in Wai-Aniwa. But this time the cup went to the Australian yacht Stormy Petrel (Syd Fischer). Wai-Aniwa was in New Zealand's winning Souther Cross Cup team last year and is here again this year for the One Ton Cup.

Ondine II, Huey Long's 73ft successor to Ondine, took line honors in the 1968 race. Corrected time results augured well for Australia's forthcoming defence of the Admiral's Cup which we had won 1967. Team members Koomooloo (Denis O'Neill) and Ragamuffin (Syd Fischer) finished first and third respectively. The Australians went on to finish second in the Admiral's Cup in 1969 after some bad luck in the final race.

Koomooloo, a 41ft sloop, was designed by Ted Kaufman and built by Quilkey Bros. — one of the first ocean racers built by the cold-mould method.

Both Ragamuffin and Koomooloo represented Australia in Britain again last year and both are in the Hobart race again. Koomooloo was sailed by Norman Rydge in the last Admiral's Cup but is now owned by John Gilliam.

A huge fleet of 79 yachts started in the 1969 Sydney-Hobart, the numbers boosted by the then strongest-ever international competition in the race. The 630-mile classic was the final event in the four-race Southern Cross Cup series — the Australian equivalent of the Admiral's Cup with teams from Britain and New Zealand as well as all Australian states.

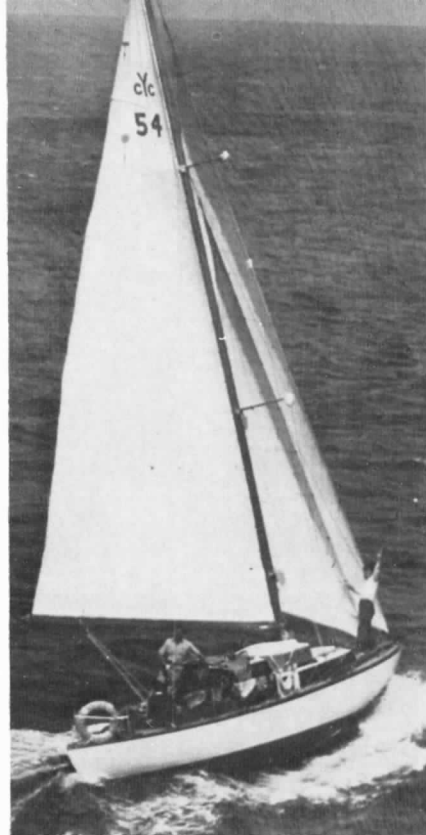
The winner was the British yacht Morning Cloud, owned and skippered by Ted Heath, then Leader of the Opposition and now Prime Minister of England. Morning Cloud, a stock S&S 34, was only a reserve in the British team, but she revelled in the light to moderate breezes to win from the British team yacht, Prospect of Whitby (Arthur Slater).

The 1970 Sydney-Hobart was the "commodore's race", with Bob (now Sir Robert) Crichton-Brown's beautiful red-hulled Pacha winning after one of the roughest races on record in which 14 yachts retired. Sir Robert is only the second commodore of the Cruising Yacht Club to win the Sydney-Hobart while in office.

The 57ft Pacha was designed by Camper and Nicholson and built in aluminium at Gosport, England. She represented France in the 1969 Admiral's Cup and subsequently was bought by Sir Robert Crichton-Brown. Earlier last year her regular navigator, Stan Darling, sailed Pacha to England via the Pacific and the Panama Canal and Sir Robert sailed her in Cowes Week races and the Fastnet. She is again entered for this year's Hobart race.

Last year's 27th annual Sydney-Hobart race attracted another fleet of 79 starters, equalling the 1969 record. Once again it was a Southern Cross Cup year and the fleet was swelled by 16 overseas entrants, including three-boat Cup teams from Britain, New Zealand, and the United States. Other overseas yachts came from Japan, South Africa and New Zealand.

Britain sent out her winning Admiral's Cup team of Morning Cloud, skippered by "Sammy" Sampson in the absence of Prime Minister Heath, Prospect of Whitby (Arthur Slater) and Cervantes IV (Bob Watson). The United States had a big-boat team comprising the 73-footers Kialoa II (Jim Kilroy) and Ondine ("Huey" Long) and the converted 12-metre, American Eagle (Ted Turner).



SOLVEIG approaching the Derwent in 1954. She gave the Halvorsen family its first win; they won again in 1957, 1963, 1964 and 1965.

But the Brits, the Yanks and the crack Cup team from New South Wales — Admiral's Cupper Ragamuffin (Syd Fischer) Cole 43 Polaris (Les Savage) and One Tonner Pilgrim (Graham Evans) were no match for the superbly sailed New Zealand trio of Pathfinder (Brin Wilson), Runaway (John Lidgard) and Wai-Aniwa (Chris Bouzaid). Not only did the Kiwis clean up the Southern Cross Cup but they notched up an historical 1, 2 and 3 in the Sydney-Hobart race, finishing ahead of Britain's Morning Cloud, Australia's Taurus (Geoff Lee) and the other two British team boats, Cervantes IV and Prospect of Whitby. The beautiful big American ketch Kialoa II swept home just before midnight on the third day out of Sydney, calms down the Tasmanian East Coast depriving her of a likely race record.

The green-hulled Pathfinder, a Sparkman and Stephens One Tonner, will be back again in Sydney this year, but with a new owner, Ian Titchener. She's one of three New Zealanders trying to win the One Ton Cup Series off Sydney in December but is not entered for the Hobart race.

The fleet which sails from Sydney on Boxing Day this year will include four past winners of the 630-mile ocean classic — Anitra V (1957), Koomooloo (1968) and Pacha (1970). And as far as we can find out, all but two past winners of the race are still afloat and sailing: which proves that like old soldiers old yachts never die but simply fade away.

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RACE HISTORY

THE result sheets of 27 Sydney-Hobart classics are more than just race placings and times, they are a history of ocean racing in Australia, tracing its development from a handful of basically cruising craft to the hundreds of top performing ocean racers now sailing our waters, yachts that rank in world class as ocean racers.



ONDINE, the 57ft 6in yawl owned and skippered by S.A. "Huey" Long of the New York Yacht Club, set the elapsed time record in the race of 1962 — 3 days, 3 hours, 46min 16sec.



RANI, skippered by Capt. John Illingworth, won the inaugural race in 1945, setting new standards for post-war ocean racing.

1945

(Times are given in days, hours and minutes)				
Pl.	Yacht	Owner	Elapsed Time	Corrected Time
1.	RANI	Capt. J. Illingworth, R.N.	6-14-22	.6670
2.	AMBERMERLE	J. Colquhoun, C. Kiel	8-08-19	.6722
3.	WINSTON CHURCHILL	P. Coverdale	7-07-38	.7706
4.	KATHLEEN	J. Earl	8-06-20	.6856
5.	HORIZON	J. R. Bartlett	8-07-47	.6977
6.	SALTAIR	R. M. Walker	8-13-48	.6859
7.	MISTRAL	R. F. Evans	8-12-55	.9063
8.	WAYFARER	P. M. Luke	11-06-20	.6916

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.

SYDNEY-HOBART PROGRAM



CHRISTINA, first in '46.

1946

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.	JURREWA 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.	SALT AIR	A. E. Walker	6-06-23-20	.7024	4-09-37-57
8.	GYMEA	G. L. Carter	6-13-53-51	.6785	4-11-08-00
9.	MORNA	C. Plowman	5-03-03-54	.8986	4-14-35-10
10.	WINSTON CHURCHILL	P. Coverdale	5-22-02-55	.7791	4-14-40-12
11.	EOLO	T. A. Guiffre	5-22-12-54	.7863	4-15-49-25
12.	SOUTHERN MAID	C. Philp	5-22-31-50	.7910	4-16-44-30
13.	BENECIA	F. A. Harris	6-13-21-12	.7211	4-17-28-03
14.	MATTHEW FLINDERS	A. Palfreyman	5-22-35-06	.8071	4-19-04-49
15.	SIRIUS	J. S. Booth	6-02-51-07	.7900	4-20-00-47
16.	JOSEPHINE	B. C. Penton	5-20-33-37	.8340	4-21-13-38
17.	KURREWA III	F. Livingston	6-01-19-26	.8140	4-22-17-37
18.	HORIZON	S. Berg	6-23-46-36	.7199	5-00-46-57
19.	MISTRAL II	R. F. Evans	5-10-58-45	.8848	5-03-51-13
20.	ALOHA	J. A. Clark	8-03-19-48	.6343	5-03-53-52
21.	STORMBIRD	J. H. A. Herford	7-11-16-40	.6938	5-04-22-59

FASTEST TIME: MORNA

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

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

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



WESTWARD triumphed in both 1947 and '48.

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)

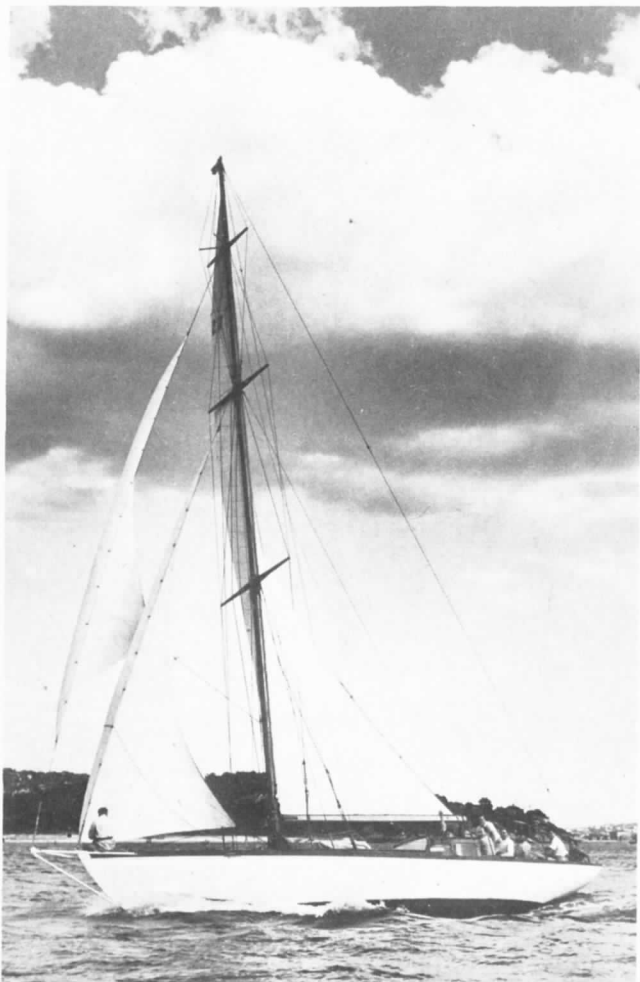
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	3-23-39-43
2.	WALTZING MATILDA	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA	J. Halliday	6-05-26-10	.6603	4-02-40-22

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.



TRADE WINDS, winner in 1959



NERIDA, first in 1950.

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.



STRUEN MARIE, winner in 1951.

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	4-08-20-35
7.	GIPSY QUEEN	A. C. Eden	6-06-52-20	.7056	4-10-28-02
8.	JASNAR	A. E. Saafeld	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11.	MISTRAL II	R. F. Evans	5-17-00-54	.8829	5-00-58-14
12.	WANDERER	E. Massey	7-02-08-35	.7505	5-07-41-33
13.	BACHELOR'S WIFE	B. Tanner	8-14-10-00	.6455	5-13-05-00
14.	SEAWARD	P. Benson	9-07-30-20	.6359	5-22-07-38

FASTEST TIME: MARGARET RINTOUL.

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

WEATHER: Started in the teeth of a Southerly gale which blew for two and a half days. Another blow off Tasmania made it 4 days to windward out of 5% for the leaders.

1956

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

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

FASTEST TIME: KURREWA IV.

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

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



SOLO, first in 1956 and again in 1962.

1957

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	ANITRA V	T. & M. Halvorsen	4-06-38-30	.7105	3-00-55-37

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

FASTEST TIME: KURREWA IV

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

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



ANITRA V, top in 1957.

1958

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-10-02-37	.6596	3-13-46-35
2.	ANITRA	T. & M. Halvorsen	5-04-08-57	.7037	3-15-21-50
3.	SOUTHERN MYTH	N. C. Howard	5-04-00-06	.7250	3-17-54-04
4.	CAPRICE OF HUON	W. H. Northam	5-03-32-00	.7302	3-18-12-15
5.	UOMIE	G. Pattinson	5-03-43-05	.7405	3-19-36-27
6.	TARNI	G. C. Wignall	5-20-54-46	.6672	3-22-01-00
7.	SAMUEL PEPYS	R.N.S.A.	5-20-55-52	.6779	3-23-32-15
8.	SOLO	V. Meyer	5-02-32-52	.7973	4-01-42-26
9.	ROMAVA	R. J. Mercer	6-08-36-47	.6643	4-05-22-51
10.	WINSTON CHURCHILL	Sir Arthur Warner	5-02-46-30	.8082	4-08-13-37
11.	METUNG	T. O. Beatty	6-02-34-41	.7235	4-10-02-57
12.	WESTWARD	A. A. Robilliard	7-02-39-19	.7276	5-04-10-07
13.	ARCHINA	J. S. Howie	6-14-13-34	.7860	5-04-21-56
14.	BOONGOWN	Dr. J. Molesworth	8-05-02-17	.6390	5-05-54-26
15.	FORTUNA	J. B. Griffin	7-18-50-35	.6952	5-09-53-35
16.	FOUR WINDS	S. W. Gibson	8-14-11-13	.6372	5-11-22-57
17.	RESTLESS	C. H. Hill-Willis	8-14-10-43	.6616	5-16-24-32
18.	TERRA NOVA	M. D. Greeves	8-04-42-57	.7120	5-20-03-40
19.	SAILMAKER	A. Raisbeck	8-19-00-00	.6722	5-21-50-03

FASTEST TIME: SOLO

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

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

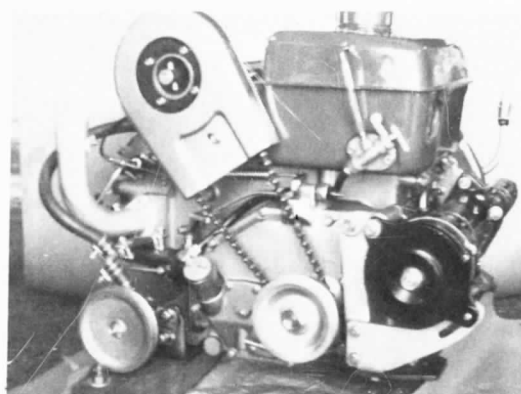
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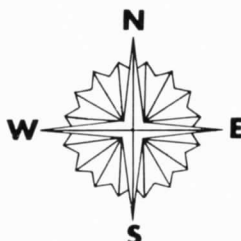
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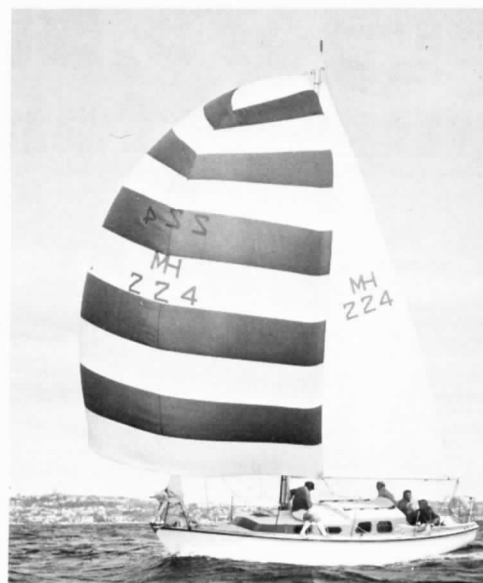
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1959

(Time: 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	5-02-59-11	.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	T. O. Beatty	5-10-42-33	.6722	3-15-51-46
14.	METUNG	Dr. R. F. Rusk	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	3-08-04-57
3.	MALOHI	N. H. McEnally	5-01-58-04	.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.	RAMAVA	R. J. Mercer	5-11-22-20	.6565	3-14-13-57
11.	CAROL J	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	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	.6742	4-01-03-43
27.	WINSTON CHURCHILL	G. A. Warner	5-00-13-14	.8082	4-01-09-44



CHERANA, first in 1959.

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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.



SIANDRA, 1958 and 1960 victor.

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.	AJLSA	J. Marion	6-06-03-28	.6174	3-20-30-44
21.	SYLPH J	A. G. & G. D. Lawson	5-20-35-26	.6653	3-21-32-06
22.	SIMBA	C. Dorman	6-01-26-33	.6575	3-23-37-42
23.	ATHENA	J. Jarrett	6-02-33-07	.6689	4-02-01-42
24.	SYLVENA	S. H. Moray	5-21-14-48	.6981	4-02-36-15
25.	BOONGOWN	J. Molesworth	6-09-14-30	.6475	4-03-13-26
26.	PHANTOM	W. K. Mooney	6-00-40-38	.6863	4-03-17-31
27.	SIANDRA	D. M. Bowden	6-08-50-11	.6596	4-04-48-39
28.	MISTRESS	W. Pettingell	6-06-41-07	.6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-09-26-36
30.	GALEATEA M	N. W. Kestel	7-09-23-41	.6270	4-15-13-35
31.	JOLLY ROGER	A. J. Sutton	7-06-21-22	.6767	4-21-59-12
32.	FORTUNA	J. B. Griffen	7-02-17-37	.6951	4-22-22-16
33.	FOUR WINDS II	S. W. Gibson	7-20-11-16	.6904	5-09-55-28

FASTEST TIME: ASTOR

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

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



RIVAL, first in 1961.

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.	MALOHU	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.	CARMEN	R. Swanson	4-06-28-26	.6358	2-17-09-10
8.	CHERANA	W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
9.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	.6530	2-17-28-24
10.	JANZOON II	W. R. Slade	3-23-05-19	.6893	2-17-32-40
11.	RIVAL	A. G. Burgin & N. D. Rundle	4-02-51-18	.6694	2-18-10-25
12.	PALANA	R. J. Sheild	4-04-41-35	.6604	2-18-29-52
13.	SYLPH	Lawson Bros.	4-04-27-24	.6653	2-18-50-02
14.	ASTOR	P. R. Warner	3-03-47-16	.8836	2-18-57-58
15.	BIRRAHLEE	C. V. Jones	4-06-18-14	.6562	2-19-07-55
16.	CHRISTINA	A. Berns	4-05-36-06	.6628	2-19-20-30
17.	SALACIA	R. F. Rusk	4-00-18-46	.7046	2-19-51-43
18.	DUMA-LEE	L. V. Reilly	4-04-27-32	.6809	2-20-24-09
19.	ANITRA V	J. S. Samson	4-02-29-54	.6999	2-20-53-20
20.	NORLA	J. S. Howie	4-02-34-49	.7060	2-21-35-52
21.	SEAMAN	J. Leahy	4-07-16-00	.6743	2-21-37-58
22.	MISTRAL III	M. C. Dowd	4-06-46-52	.6779	2-21-40-31
23.	MOANA	R. H. G. Lamplough	4-09-30-05	.6622	2-21-51-47
24.	MERCEDES II	H. T. Kaufman	4-02-32-38	.7130	2-22-15-42
25.	CAPRICE	G. Ingate	4-01-06-39	.7278	2-22-40-38
26.	WINSTON CHURCHILL	G. A. Warner	3-11-17-19	.8498	2-22-46-43
27.	CAROL J	J. Halliday	4-04-07-08	.7077	2-22-51-15
28.	SEA BEE	J. Ashton-Martin	4-02-57-53	.7217	2-22-51-15
29.	TAHUNA	E. A. Hales	4-01-08-21	.7368	2-23-34-20
30.	SOUTHERN MYTH	N. C. Howard	4-02-43-14	.7260	2-23-40-16
31.	FOUR WINDS II	S. Gibson	4-08-12-42	.6968	3-00-36-53
32.	SOUTHERN MAID	P. Deaton	3-20-00-14	.7977	3-01-23-29
33.	MISTRESS MAY	W. W. Pettingell	4-15-13-08	.6695	3-02-27-40
34.	METUNG	T. Beatty	4-07-38-09	.7265	3-03-17-29
35.	LARNTARNI	W. Wakefield	4-01-45-59	.7708	3-03-21-30
36.	AOTEA II	R. K. Hunt	4-20-09-57	.6523	3-03-46-30
37.	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	.8339	3-04-54-07
38.	GOODEWIND	K. Laws	4-08-04-24	.7546	3-06-32-01
39.	ILINA	R. Murdoch	4-03-31-37	.7985	3-07-28-20

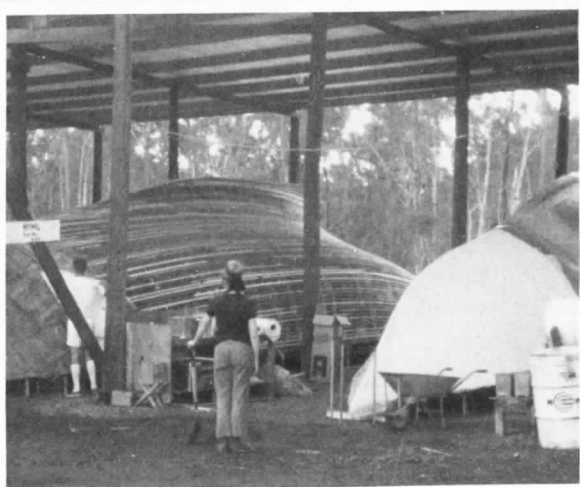
FASTEST TIME: ONDINE.

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

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

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1963

(Times are given in days, minutes and

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

FASTEST TIME: ASTOR

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



FREYA took her record hat-trick in 1963, 1964 and 1965.

SYDNEY-HOBART PROGRAM

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

1964

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

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

FASTEST TIME ASTOR

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

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

1965

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	.7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	.7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	.7475	3-15-46-20
6.	NARANDA	I. A. R. Polson	4-21-25-12	.7522	3-15-46-20
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	.8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	.7563	3-16-30-06
10.	KURURA	N. F. Milne	4-21-00-08	.7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gilling	4-21-21-58	.7562	3-16-45-01
12.	FANFARE	G. P. Patterson	4-08-05-23	.8536	3-16-51-03
13.	TAMBOO	R. J. Green	4-21-30-53	.7566	3-16-54-52
14.	POITREL	J. Robson-Scott	4-20-57-20	.7607	3-16-58-05
15.	PALANA	R. J. Shield	4-20-54-27	.7613	3-17-00-06
16.	BINDAREE	G. G. Blackwood	4-20-58-18	.7617	3-17-05-50
17.	ODIN	L. Abrahams	4-16-17-52	.7940	3-17-09-51
18.	ATHENA	J. Jarrett	4-22-05-04	.7553	3-17-11-21
19.	TAM O' SHANTER	K. MacGregor	4-20-58-10	.7626	3-17-12-03
20.	JANZOON II	W. Russell-Slade	4-18-09-09	.7823	3-17-18-05
21.	CAROUSEL	L. E. Gabriel	4-21-27-28	.7639	3-17-43-33
22.	RIVAL	A. G. Burgin	4-20-57-27	.7681	3-17-50-06
23.	MISTER CHRISTIAN	P. Kurts	4-18-13-59	.7955	3-18-52-20
24.	KIRINGAL	A. Berns	4-18-11-25	.7966	3-18-57-50
25.	SOUTHERLY	D. Mickleborough	4-22-04-06	.7710	3-19-01-51
26.	VALHALLA	A. & P. Hankin	4-20-44-56	.7805	3-19-07-21
27.	ASTELOT	A. G. Croft	4-20-45-55	.7804	3-19-07-25
28.	AKALA	J. H. Bleakley	4-21-31-04	.7792	3-19-34-10
29.	SEAWIND	N. F. Brooker	4-16-06-50	.8184	3-19-45-15
30.	FARE-THÉE-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	.8055	3-20-22-21
34.	BACCHUS D	P. E. Deaton	4-14-23-32	.8458	3-21-22-10
35.	CORROBOROE	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	.8134	4-00-57-12
40.	SEA BEE	J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41.	STORMVOGEL	C. Brynzee	3-20-30-09	1.0645	4-02-28-28
42.	ALCHERINGA	J. N. Bridgeland	5-01-48-13	.8226	4-04-11-45
43.	INGRID	C. M. Earl	5-08-42-41	.7840	4-04-54-35
44.	BARANNE	J. Wedd	5-13-25-00	.7654	4-06-07-03
45.	ILINA	K. R. Murdoch	4-18-27-15	.9097	4-08-07-06
46.	ENID	J. Cockle	4-12-48-05	.9577	4-08-11-56
47.	CUTTY SARK	W. R. Bradley	4-23-39-29	.9231	4-14-27-23
48.	CORSARO II	Italian Navy	4-20-53-45	.9777	4-18-17-20
49.	ARUNTA PRINCESS	A. Mark	6-12-28-12	.7696	5-00-25-10

A MESSAGE TO ALL SYDNEY-HOBART ENTRANTS



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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.	JANZOON II	W. Russell-Slade	5-11-33-09	.7823	4-06-53-49
14.	AKALA	J. H. Bleakley	5-11-51-09	.7814	4-07-01-47
15.	KALEENA	H. E. Godden	5-13-30-42	.7739	4-07-19-28
16.	CAMELOT	J. G. Borrow	5-11-29-10	.7874	4-07-31-56
17.	RONITA	R. A. Cottee	5-16-39-11	.7588	4-07-41-33
18.	ODIN	L. J. Abrahams	5-10-41-41	.7945	4-07-50-12
19.	BALANDRA	R. Crichton-Brown	5-02-06-46	.8529	4-08-08-59
20.	LORITA MARIA	N. B. Rydge	5-13-27-24	.7829	4-08-29-00
21.	POITREL	J. Robson-Scott	5-17-37-16	.7594	4-08-30-35
22.	TAONU	J. Lidgard	5-07-24-16	.8226	4-08-48-10
23.	SALACIA	A. W. Byrne	5-10-40-40	.8036	4-09-00-45
24.	POSEIDON	M. W. Miller	5-08-16-37	.8195	4-09-07-22
25.	CATRIONA	D. M. Brown	5-12-04-43	.7982	4-09-25-31
26.	FRANKLIN	R.A.N.	5-08-51-46	.8189	4-09-31-32
27.	SATANITA	D. H. R. Wilkie	5-10-17-22	.8163	4-10-21-19
28.	KARINGAL	A. Berns	5-13-32-07	.7986	4-10-38-28
29.	SEAWIND	P. Wilde	5-10-35-04	.8194	4-11-00-03
30.	WAITERE	D. D. Muir	5-21-26-55	.7566	4-11-01-12
31.	ROPAWE	R. K. Brown	5-17-01-32	.7831	4-11-18-17
32.	BACCHUS D	P. E. Deaton	5-06-45-29	.8469	4-11-21-05
33.	SHIMAAL	C. M. Earl	5-13-24-14	.8102	4-12-06-00
34.	CARMEN	J. H. Edmunds	6-06-13-30	.7331	4-14-07-47
35.	CAROUSEL T	L. E. Gabriel	6-01-49-36	.7633	4-15-18-34
36.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-20-16	.7557	4-16-20-17
37.	THEKLA	F. F. Varcoe	6-08-20-13	.7619	4-20-03-56
38.	RIVOLI	E. Eggers	5-11-06-09	.9070	4-22-54-36
39.	CAROUSEL	M. R. Brakell	6-10-47-54	.7568	4-21-09-05
40.	CARINA	R. L. Holford	6-05-07-41	.7981	4-23-01-09
41.	NAM SANG	J. Thompson	5-08-10-33	.9568	5-02-38-19



CADENCE, first in '66.

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	.7653	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	.7692	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	K. Middleton	5-11-53-08	.7323	4-00-34-47
12	MOONBRID	N. F. Brocker	5-06-32-38	.7682	4-01-12-38
13	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14	CAVALIER	J. Roche	5-13-11-55	.7378	4-02-16-28
15	SATANITA	D. H. R. Wilkie	5-01-38-39	.8083	4-02-19-39
16	MALOHI	S. Fischer	5-10-36-26	.7550	4-02-36-31
17	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18	FARE THEE WELL	R. Williams	5-06-22-22	.7859	4-03-18-59
19	ADRIA	J. Grubic	4-23-04-31	.8360	4-03-32-50
20	SARINA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21	CATRIONA	D. M. Brown	5-05-04-57	.7982	4-03-50-28
22	FIDELIS	J. D. Davern	4-06-36-48	.9823	4-04-47-49
23	WEATHERLY	J. Gilliam	5-08-04-47	.7894	4-05-06-22
24	POITREL	J. Robson-Scott	5-13-55-46	.7564	4-05-18-16
25	NORLA	J. Bennetto	5-05-38-46	.8142	4-06-18-03
26	RONITA	R. A. Cottee	5-16-24-44	.7550	4-06-56-28
27	ASTELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28	MYTH OF ARRAN	D. Reid	4-22-00-33	.8769	4-07-28-56
29	LASS O'LUSS	P. C. Psaltis	5-08-12-33	.8072	4-07-29-18
30	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32	ANITRA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33	TAMBOO	R. J. Green	5-17-18-24	.7567	4-07-53-50
34	SHIMAAL	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-13-37-15
43	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58



RAINBOW, One Tonner won for NZ in 1967.

44.	ENID	J. C. A. Cockle	4-19-00-17	1.0577	4-14-08-24
45.	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46.	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47.	MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50
48.	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49.	MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38
50.	SEPTEMBER SONG	T. Palmer	6-00-55-19	.7690	4-15-26-43
51.	MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42
52.	RIVOLI	F. F. Varcoe	6-05-10-45	.7619	4-17-39-34
53.	SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7657	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. Cassin	6-18-40-45	.7684	5-05-00-09
60.	ATAMAN	E. A. Brodie	7-08-01-45	.7451	5-11-09-33

FASTEST TIME: PEN DUICK III

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

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

1968

(Times are given in days, hours, minutes and seconds)					
Pi.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	KOOMOOLOO	D. O'Neill	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	5-02-00-09	.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	5-02-56-46	.7691	3-23-19-37

16.	STARFIRE OF PERTH	D. McAllister	4-10-45-22	.9007	4-00-09-18
17.	HUON LASS	H. Calvert	5-02-08-49	.7954	4-01-09-20
18.	SALOME	K. Pix	5-08-51-36	.7568	4-01-31-16
19.	SALACIA	A. Byrne	5-01-57-10	.7945	4-01-53-29
20.	WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-01-57-59
21.	CALLIOPE	C. Middleton	5-15-18-36	.7323	4-03-05-15
22.	JUPITER	P. Yates	5-02-04-20	.8120	4-03-07-21
23.	ADRIA	J. Grubic	4-23-32-57	.8360	4-03-56-35
24.	BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-04-18-20
25.	ODIN	L. Abrahams	5-07-13-30	.7959	4-05-15-30
26.	LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-24-41
27.	RENEGADE	J. Lidgard	5-14-30-48	.7654	4-06-57-23
28.	SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
29.	CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
30.	GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
31.	ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
32.	CEDALION	R. Fidock	5-23-40-45	.7474	4-11-23-08
33.	GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-10-35
34.	RIVAL	A. Burgin	5-23-40-24	.7556	4-12-33-34
35.	SHU-BI-HIMMANY	L. Jenkins	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.	TEMERAIRE	C. White	6-22-39-22	.7286	5-01-25-33
51.	ARAPAWA	B. Millar	6-03-48-21	.8283	5-02-25-39
52.	DORADO	J. Lake	6-23-28-12	.7443	5-04-38-54
53.	SAGA	L. Little	7-05-16-41	.7753	5-14-20-32
54.	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	6-02-32-04

FASTEST TIME: ONDINE II.

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

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

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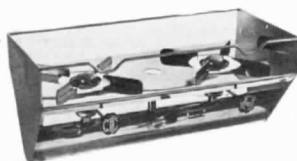


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GIMBALLED YACHT STOVE

Designed especially for yachts with burners mounted directly on top of fuel tube. Primus parts are used. Manufactured in 12swg. stainless steel with weighted ends in fuel barrels to maintain a steady gimballed action. Optional meths or kero burners.



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The "Upwinder" Backstay Tensioner has been designed as a one unit adjuster, easily fitted to any boat. It mounts directly onto the backstay eliminating the need to fit separate reservoir under deck. Is available with pressure gauge as an extra, if required. Measures 15" long. Weight 14 lb. Stroke 8". Capacity Pull 10,000 lbs.

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KOOMOLOO, winner in '68.

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. Pettingell	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.	TORRE	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					
74.	EVEN		5-08-40-18	.8816	4-17-26-12
W. Gibson					
75.	DIVA JANA	D. Kelly	6-08-02-16	.8154	5-03-58-18

FASTEST TIME: CRUSADE

RETIRED: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZOON 1 (R. George), UTEIKAH 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.



MORNING CLOUD, Ted Heath's 1969 winner.

1969

(Times are given in days, 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. Brodziak	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 3-13-28-10
40.	SALOME	K. Pix	4-17-39-40	.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				
57.	CAPUCINE	R. Brenac	4-23-51-08	.7719 3-20-30-50
58.	MONSOON	Sturrock & Mooney	5-03-43-33	.7487 3-20-38-01
			4-23-03-40	.7795 3-20-48-29

1970

(Times are given in days, hours, minutes and seconds)				
Pl.	Yacht	Owner	Elapsed Time	T.C.F. Corrected Time
1.	PACHA	R. Crichton-Brown	3-17-41-18	.9157 3-10-07-39
2.	RAGAMUFFIN	S. Fischer	3-20-42-28	.8869 3-10-13-20
3.	SALACIA II	A. W. Byrne	3-22-09-23	.8893 3-11-43-59
4.	KOOMOLOO	N. B. Rydge, Jr.	4-11-35-40	.8150 3-15-41-21
5.	VITTORIA	L. Abrahams	4-11-58-48	.8168 3-16-11-52
6.	TAURUS	A. G. Lee	4-10-29-31	.8301 3-16-29-40
7.	MATIKA	N. Long	4-19-31-17	.7844 3-18-36-53
8.	MORNING MISCHIEF	R. R. Cavill	4-23-46-08	.7590 3-18-54-16
9.	CADENCE	D. Jones	5-04-28-38	.7383 3-19-54-06
10.	BACARDI	P. Cole	4-14-59-31	.8292 3-20-02-04
11.	BUCCANEER	T. E. Clark	3-14-06-12	1.0730 3-20-23-19
12.	TAMBOO	R. Green	5-04-15-22	.7524 3-21-29-24
13.	TINA OF MELBOURNE	B. R. Scott	5-00-30-15	.7767 3-21-35-44
14.	BOOMERANG VIII	P. Joubert	5-03-25-27	.7620 3-22-02-56
15.	CAPUCINE	R. Brenac	5-05-53-05	.7504 3-22-27-50
16.	LOMA	W. Burrows	5-05-34-25	.7524 3-22-28-53
17.	PROSPECTOR	R. Lloyd	5-06-42-33	.7489 3-22-53-32
18.	CHERANA	J. Keelty	5-08-10-58	.7455 3-23-33-36
19.	VENINDE II	G. E. Jorgensen	5-02-43-43	.7815 3-23-54-44
20.	SARLENA	C. McGarry	5-05-39-43	.7709 4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	.7844 4-01-02-16
22.	MISTRESS	W. Pettingell	5-04-18-38	.7844 4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	.7854 4-01-31-04
24.	TAMPICO II	A. McKenzie-Smith	5-13-24-56	.7312 4-01-33-12
25.	CAMELOT	M. Clarke	5-02-32-27	.8024 4-02-19-35
26.	FARE-THÉE-WELL	J. Easdon	5-05-07-30	.7896 4-02-47-55

27.	PATSY OF ISLAND BAY	F. R. Duffield	5-00-31-37	.8200	4-02-49-55
28.	CALYPSO	G. G. Wignall	5-12-59-19	.7444	4-02-59-48
29.	ONYA II	P. Rysdyk	5-10-28-56	.7590	4-03-02-10
30.	BALANDRA	Army Eastern Com.	4-20-46-28	.8516	4-03-26-41
31.	WEATHERLY	J. Gilliam	5-04-09-00	.8042	4-03-50-28
32.	DIDGERIDOO	T. Simmat	5-05-51-43	.7961	4-04-11-55
33.	SOUTHERLY	D. Mickleborough	5-12-33-48	.7564	4-04-16-15
34.	FOUR WINDS II	S. W. Gibson	5-07-07-21	.7961	4-05-12-07
35.	PATRICE	R. Kirby	5-05-36-41	.8068	4-05-20-35
36.	ANITRA V	Sir Garfield Barwick	5-07-50-35	.7942	4-05-31-98
37.	ASTELOT	P. Zalai	5-15-31-53	.7651	4-07-41-42
38.	UTIEKAH IV	P. C. Fowler	5-11-35-21	.8068	4-10-09-57
39.	DESTINY II	G. Chapman	5-03-24-36	.8617	4-10-20-32
40.	AKALA	J. Bleakley	5-19-41-17	.7689	4-11-24-22
41.	BOOMERANG VII	P. Hill	5-04-07-37	.8675	4-11-40-48
42.	FRANKLIN	Royal Aust. Navy	5-15-33-53	.8060	4-13-15-54
43.	NATANI	O. Trewartha	6-04-23-35	.7428	4-14-13-34
44.	ILINA	J. Court	5-04-21-54	.8937	4-15-08-42
45.	ALCHERINGA	J. Bridgland	5-12-28-39	.8481	4-16-21-15
46.	ANACONDA	J. Grubic	5-01-37-14	.8805	4-20-46-20
47.	SOUTHERN MYTH	N. C. Howard	6-04-28-29	.8255	5-02-33-57

FASTEST TIME: BUCCANEER

RETIRED: APOLLO (A. Bond), BOAMBILLEE (V. Walsh), CARINA (P. Daniel), CAVALIER (J. Roche), JISUMA (L. Scott), MAKARETU (N. Gosson), MERCEDES III (H. Kaufman), RIVAL (A. Burgin), RUM RUNNER (G. Nock), SPIRIT (G. Kiskaddon), STARFIRE OF PERTH (N. McAllister), STORMY PETREL (C. Curran), THUNDERBOLT (G. Shields), VALHALLA (A & P. Hankin).

WEATHER: Moderate to fresh N.E. winds for the first two days caused two yachts to lose their rudders. S.W. change on the morning of the third day built up to a gale that lasted over 50 hours. This made it a big boat race and brought up a record of 14 retirements.



PACHA, first in 1970.

26.	MORNING MISCHIEF	R. R. Cavill	4-16-46-27	.7590	3-13-35-43
27.	BOOMAROO III	H. Findlay	4-16-40-55	.7610	3-13-45-02
28.	BINDA	J. S. Vickery	4-14-14-01	.7796	3-13-56-16
29.	THUNDERBOLT	G. Needham	4-16-37-29	.7660	3-14-16-13
30.	MORNING MATILDA	R. P. McIntyre	4-17-35-37	.7620	3-14-33-29
31.	PIMPERNEL	J. Beaumont & Partners	4-16-31-54	.7709	3-14-45-02
32.	WILD GOOSE	I. D. Russell	4-15-10-00	.7844	3-15-11-56
33.	PATRICE	J. Kirby	4-12-04-55	.8068	3-15-12-01
34.	DUET	J. Diamond	4-15-55-50	.7796	3-15-15-39
35.	STORMY	C. Bruynzeel	3-22-06-33	.9301	3-15-31-51
36.	VAGO II	H. Takeda	4-09-00-39	.8397	3-16-10-39
37.	AMERICAN EAGLE	R. E. Turner	3-15-49-16	1.0042	3-16-11-24
38.	JISUMA	L. K. Scott	4-16-46-58	.7892	3-16-13-08
39.	KIALOA II	J. Kilroy	4-12-54-21	1.0413	3-16-16-24
40.	SALACIA	F. W. Thomas	4-15-24-55	.7924	3-16-17-07
41.	CAVALIER	J. Roche	4-23-54-42	.7374	3-16-25-22
42.	MARY BLAIR	P. Riddle	4-09-08-14	.8448	3-16-49-12
43.	PATSY OF ISLAND BAY	E. J. Muir	4-11-34-55	.8262	3-16-53-02
44.	KINTAMA	R. George	4-15-51-39	.7957	3-17-00-27
45.	BOOMERANG VII	P. M. Hill	4-06-39-31	.8675	3-17-03-23
46.	SISKA	R. Tasker	3-17-04-12	1.0043	3-17-27-10
47.	BARBARIAN	A. F. Alle	4-16-41-16	.7948	3-17-33-50
48.	ZILVERGEEST II	A. J. Murray	4-23-14-22	.7590	3-18-30-09
49.	ONYA OF GOSFORD	P. Rysdyk	4-15-23-46	.8132	3-18-35-14
50.	SAVANT	K. L. Cox	4-11-41-15	.8474	3-19-15-15
51.	CADENCE	D. M. Jones	5-03-34-11	.7393	3-19-21-18
52.	MORNING MIST	A. G. Neate	5-00-44-17	.7570	3-19-23-55
53.	RAGE	E. S. Lawrence	4-23-22-32	.7704	3-19-58-00
54.	CALLIPPYGE	A. Streichenberger	5-07-09-31	.7258	3-20-17-29
55.	TAWARRI	J. D. Lewis	4-15-47-40	.8262	3-20-21-52
56.	CARINA	P. Daniel	5-02-32-50	.7560	3-20-38-44
57.	BALANDRA	Army Eastern Command	4-14-10-35	.8431	3-20-53-22
58.	LOWANA II	K. Anderson & Partners	4-23-49-26	.7806	3-21-32-04
59.	SYLPH VI	I. North & Partners	5-03-06-11	.7671	3-22-25-56
60.	ALCHERINGA	J. N. Bridgland	4-15-46-47	.8481	3-22-48-00
61.	MAKARETU	N. Gosson	4-17-13-39	.8406	3-23-10-44
62.	SKINFLINT	J. K. Henley	5-01-57-33	.7844	3-23-39-53
63.	ONDINE	S. A. Long	3-15-32-17	1.0931	3-23-41-15
64.	WINSTON CHURCHILL	G. Warner	4-12-06-46	.8851	3-23-41-25
65.	BUCCANEER	T. Clark	3-15-27-19	1.0967	3-23-54-44
66.	FRANKLIN	Royal Aust. Navy	4-23-20-03	.8060	4-00-10-59
67.	DORADO	J. I. Lake	5-08-22-24	.7534	4-00-42-59
68.	SKYLARK	J. L. Ward	5-14-03-37	.7248	4-01-10-00
69.	SARLENA	C. McGarry	5-10-40-19	.7767	4-05-29-34
70.	SONG OF SOLVEIG	I. Forsyth-Grant	5-12-38-52	.7699	4-06-07-31
71.	DIDGERIDOO	T. Simmat	5-17-59-26	.7905	4-13-04-53
72.	PATIENCE	N. J. Bowden	6-02-33-20	.7544	4-14-33-40
73.	CASSANDRA	E. H. Howe	6-07-29-48	.7434	4-16-37-20
74.	CAPUCINE	C. Durrrough	6-06-38-06	.7504	4-17-02-11
75.	JASNAR	P. Kinsella & Partners	13-13-58	.7249	4-17-58-40
76.	FOUR WINDS	S. W. Gibson	6-04-01-22	.7951	4-21-41-34

FASTEST TIME: KIALOA II

RETIRED: MARIA, MISTRESS, VAN DIEMEN.



PATHFINDER, another NZ One Tonner, in 1971.

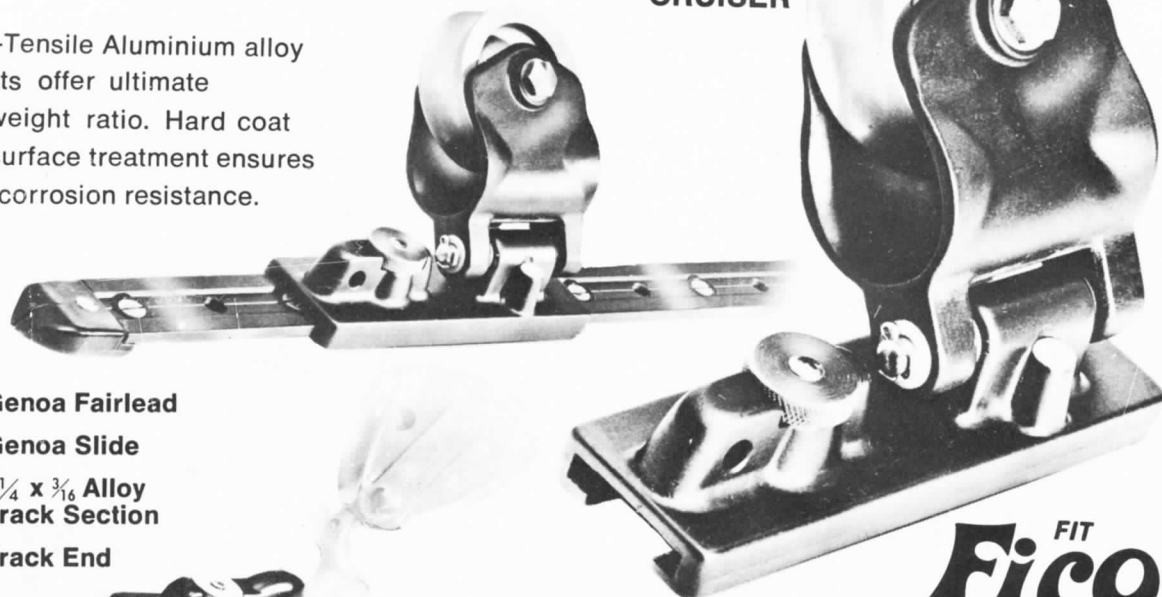
1971

(Times are given in days, hours, minutes and seconds)					
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PATHFINDER	B. Wilson	4-00-02-04	.7835	3-03-14-34
2.	RUNAWAY	J. Lidgard	4-01-00-50	.7844	3-04-05-51
3.	WAI-ANIWA	R. H. Walker	4-01-15-07	.7844	3-04-17-03
4.	MORNING CLOUD	E. Heath	3-21-58-57	.8141	3-04-30-40
5.	TAURUS	A. G. Lee	3-21-05-48	.8266	3-04-57-13
6.	CERVANTES IV	R. C. Watson	3-23-55-11	.8077	3-05-28-26
7.	PROSPECT OF WHITBY	A. Slater	3-20-54-02	.8362	3-05-41-00
8.	KOOMOLOO	J. Gilliam	3-23-41-21	.8150	3-05-59-11
9.	VITTORIA	L. Abrahams	4-00-00-01	.8159	3-06-19-35
10.	POLARIS	L. H. Savage	3-23-44-51	.8292	3-07-23-37
11.	RAGAMUFFIN	S. Fischer	3-17-37-54	.8861	3-07-25-21
12.	BACARDI	P. Cole	3-23-36-37	.8336	3-07-42-02
13.	STORMY PETREL	C. Curran	4-06-15-41	.7844	3-08-12-50
14.	MELTEMI	B. C. Psaltis	3-23-29-25	.8422	3-08-25-18
15.	SATANITA II	D. H. R. Wilkie	3-23-46-09	.8482	3-09-13-52
16.	PLUM CRAZY	G. Thomas & Partners	4-16-33-23	.7226	3-09-19-59
17.	PILGRIM	G. Evans	4-08-01-30	.7835	3-09-30-13
18.	HUON LASS	H. Calvert	4-08-03-00	.7841	3-09-35-08
19.	PACHA	R. Crichton-Brown	3-17-37-41	.9157	3-10-04-20
20.	MARK TWAIN	R. J. Langman	4-08-50-38	.7844	3-10-14-22
21.	WHISPERS II	G. Stag	3-21-19-11	.8813	3-10-14-33
22.	TINA OF MELBOURNE	B. R. Scott	4-10-51-13	.7758	3-10-53-49
23.	ANACONDA	J. Grubic	3-23-50-48	.8789	3-12-14-22
24.	MORNING HUSTLER	R. H. Fidock	4-15-03-25	.7590	3-12-17-31
25.	MERCEDES III	K. Farfor	4-09-08-27	.8077	3-12-55-19

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HOW DO YOU RATE?

Handicapping ocean racing yachts is a complex procedure, involving a confusing mixture of measurements, ratings, TCFs and formulae. Peter Campbell unravels the mystery.

THIS year's Sydney-Hobart fleet comprises about 80 yachts, ranging from 29ft to 75ft in overall length. All things being equal, the larger yachts are faster than the smaller ones and to produce an equitable result each yacht is given a handicap according to her size and sail area. Thus, while the big yachts who lead the fleet home will certainly get great publicity for their line honor duels, the real winner of the Sydney-Hobart race will be the boat who is sailed to or better than her handicap. She may be the yacht who takes line honors, or she may finish halfway through the fleet.

How are these yachts fairly handicapped, when many are newly launched and virtually untried, while others are here from overseas and interstate? The answer is an international system based on exacting measurements and a method of equating the speed potential of boats of widely differing sizes, shapes and characteristics.

Many features contribute to making an ocean racing yacht sail faster or slow, some more important than others. The major parameters which tend to increase the speed of a yacht are increases in length, sail area, stability and draft. Those which tend to slow down a yacht are increases in beam, weight, engine and propeller drag. For fair handicapping, all these and a lot of minor details must be accurately measured and equated in a formula according to their effect on speed.

In 1970 all principal ocean racing nations, including Australia, adopted the International Offshore Rule (IOR), a measuring and rating (handicapping) system developed by an International Technical Committee composed of the world's most experienced yachtsmen and designers. Some modifications have since been made to the system and it is now known as IOR Mark III.

Measuring a yacht to the IOR system involves some 16 hours work, including taking 80 measurements of the hull, spars and sails and also heeling the boat over by means of weights to determine her stability. All these measurements are fed into a computer which comes out with a Rating in feet which is converted to a decimal figure called the Time Correction Factor or TCF.



DEPENDING on the weather, a boat of nearly any size can win the Hobart. Last year, the 38ft Pathfinder led home a trio of similar-sized craft, beating much bigger boats on handicap.

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AMERICAN TECHNOLOGY

An important change to TCF's introduced in Australia for this season is a graduated system of age allowances for yachts. A special committee of the Yachting Association of NSW made a detailed technical examination of ocean racing handicaps and came up with the recommendation that while the new TCF formula using the IOR Mark III rating could equitably relate boats of similar age, some adjustment was needed to equitably relate boats of varying ages.

The age allowance system makes no alteration to the Rating (in feet) as calculated by the IOR Mark III rule, nor is it intended to help the poorly geared and badly sailed yacht. It is intended (and this has already been proven in races so far this season) that age allowances will more equitably handicap the sound, well crewed and well sailed older yacht, enabling her to be more competitive in open offshore racing. The enthusiasm of owners of older yachts for the scheme is clearly apparent by the huge entry for this year's Hobart race, even though this is an "off" year when there is no Southern Cross Cup.

Under the age allowance system, yachts over three years old receive a 0.0030 reduction from their TCF for each year of age up to a maximum of 15 years. Thus a 10 year-old yacht with an IOR Mark III rating TCF of say, .7740, receives an age allowance which will reduce her TCF to .7440 a very sizeable reduction in a 630 mile ocean race.

How do race officials calculate the handicap result of the Sydney-Hobart, using the Time Correction Factor system? It's a simple method of multiplying the total Elapsed Time that a yacht takes to finish the course by her TCF to give the Corrected Time. The yacht with the shortest Corrected Time for the race is the winner.

For example, if yacht "A", with a TCF of .9000 takes 100 hours to finish the course, her corrected time is $100 \times .9000 = 90$ hours. Yacht "B", on the other hand, with a TCF of .8000 takes 110 hours to finish the course and her corrected time is thus $110 \times .8000 = 88$ hours. Thus, while yacht "B" finished 10 hours astern of yacht "A", she beat her by two hours on handicap.

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SYDNEY-HOBART PROGRAM



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