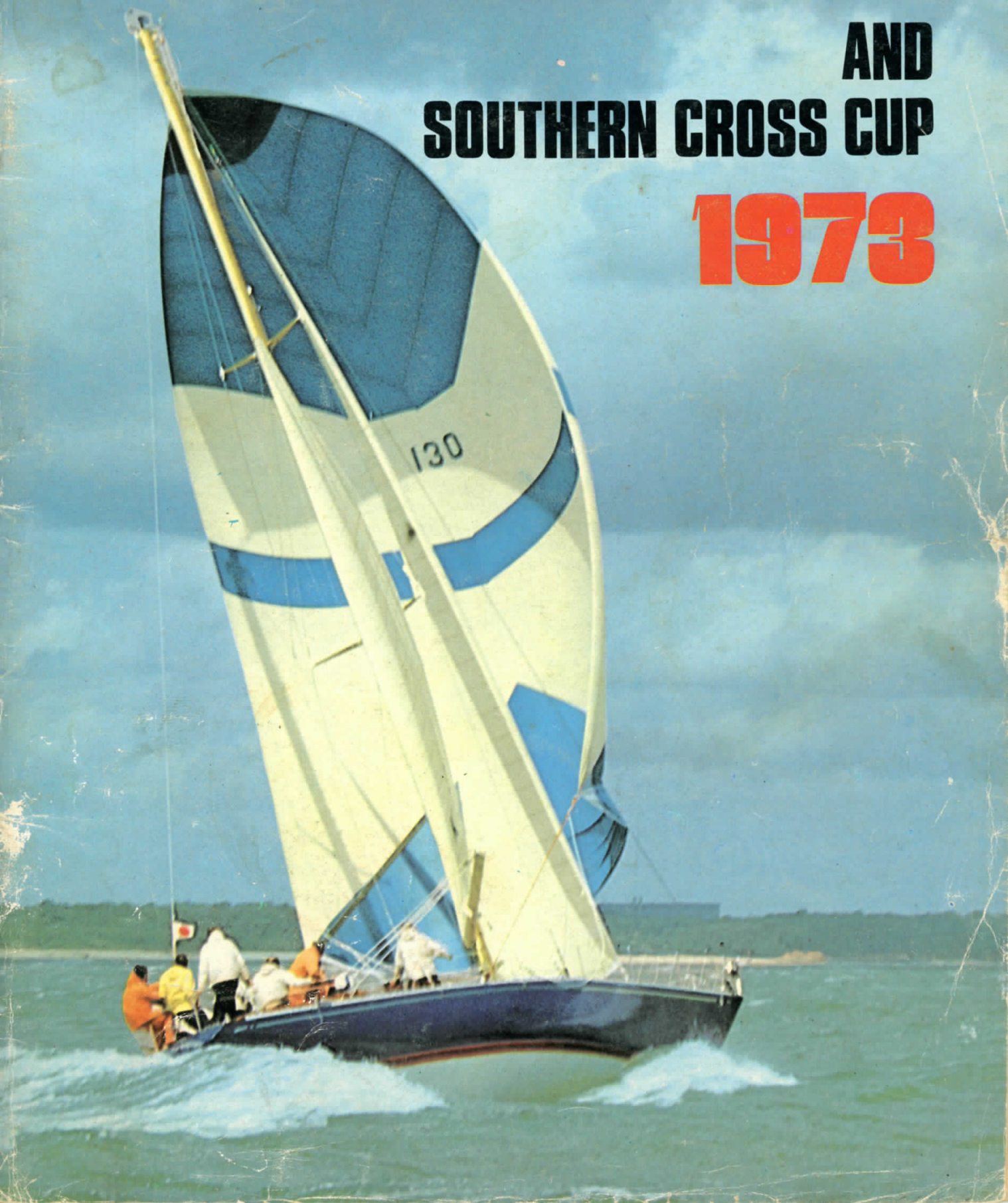


OFFICIAL PROGRAM 50c

SYDNEY-HOBART

AND
SOUTHERN CROSS CUP

1973



He'll let in water before his Rolex does.

This scuba diver could never reach the depth at which a Rolex Oyster Submariner would let in water.

In order to test the infallibility of the Oyster principle, Professor Jacques Piccard strapped a special experimental Rolex Oyster onto the outside of his bathyscaph 'Trieste.'

He then submerged to a depth of nearly seven miles beneath the Pacific, where the Rolex was subjected to a pressure of nearly seven tons per square inch.

Both the Rolex and Professor Piccard were working perfectly when the 'Trieste' surfaced again.

But Professor Piccard wouldn't have been if he'd been on the outside, not the inside, of the 'Trieste.'

One of the inventions which help to make each of our watches so waterproof, is the Rolex-patented Triplock Winding Crown.

Our craftsmen perform 32 separate operations on this Winding Crown alone. These are necessary because the Crown works rather like a submarine hatch: it actually screws down onto the Oyster case.

The Oyster case itself is a Rolex invention.

It has to be carved out of one solid block of surgical stainless steel, or 18ct. gold, so that it contains no seams which could let in water under pressure.

The crystal on our watches is an exclusive feature, too.

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



accuracy that each crystal clasps onto the lip of each case, making it actually grip tighter under pressure.

The movement these three safety features guard is called the Perpetual.

It's a hand-tuned rotor self-winding movement.

And we pay for each chronometer movement to be tested by one of the Swiss Institutes for Official Chronometer Tests.

Here they subject it to 15 days and nights in ovens, in refrigerators, in various wrist positions, carefully checking its accuracy at each stage, before awarding it their carefully-guarded title of 'Chronometer.'

Each Rolex bracelet is also made almost entirely by hand.

On its clasp, you'll recognise the Rolex Crown. So will other people.

They'll also recognise the distinctive shape of the Oyster case itself.

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

Not surprisingly, they're proud of their work, and of the kind of people who wear the watches they make.

Men like World Motor Racing Champion, Jackie Stewart, and many of the world's leading Heads of State. And Sir Francis Chichester, who relied on his Rolex during his historic solo voyage around the world.

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

Almost as much as our craftsmen get out of making one.

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.

29th SYDNEY-HOBART YACHT RACE

DECEMBER 26th 1973

organised by the

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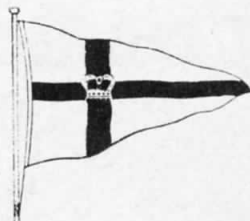
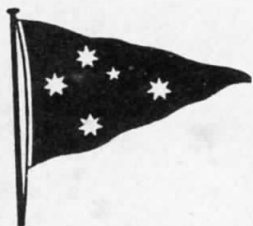
with the cop-operation of
The Royal Yacht Club of Tasmania

Official Starter:

The Federal Minister for Sport, the Hon. Frank Stewart, MHR.

Starting Time: 12 noon, Wednesday, 26th December, 1973.

Starter's Boat: HMAS Archer



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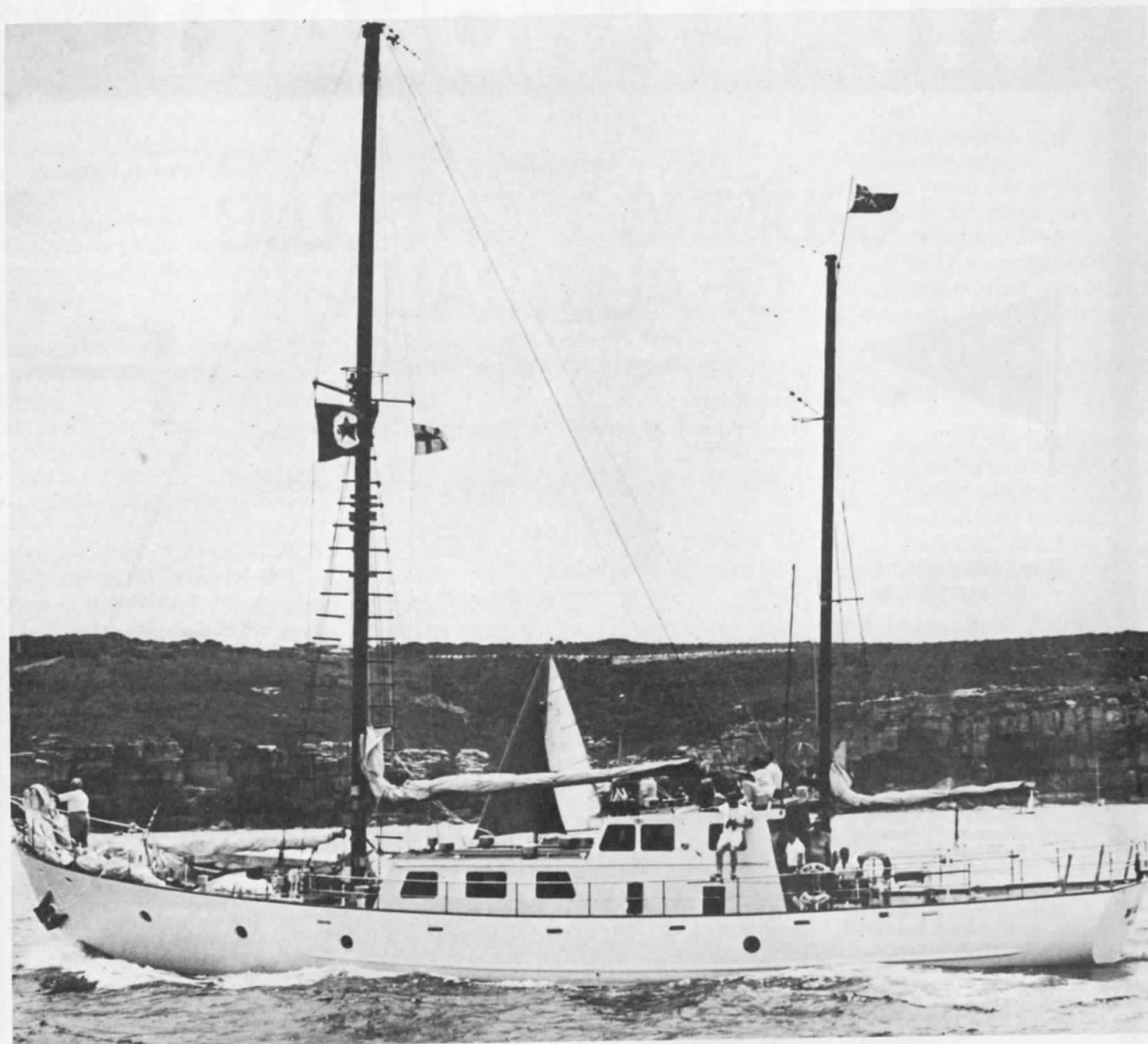
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*Cover picture: British yachtsman
Arthur Slater's new Prospect of
Whitby which will head the UK
team for the Southern Cross Cup.
Picture by Gordon Yeldham.*

Good sailing to all Sydney-Hobart yachtsmen



All news reports on this year's Sydney-Hobart race will come from the Cruising Yacht Club of Australia's official Caltex Radio Relay Ship, "Mia Mia"

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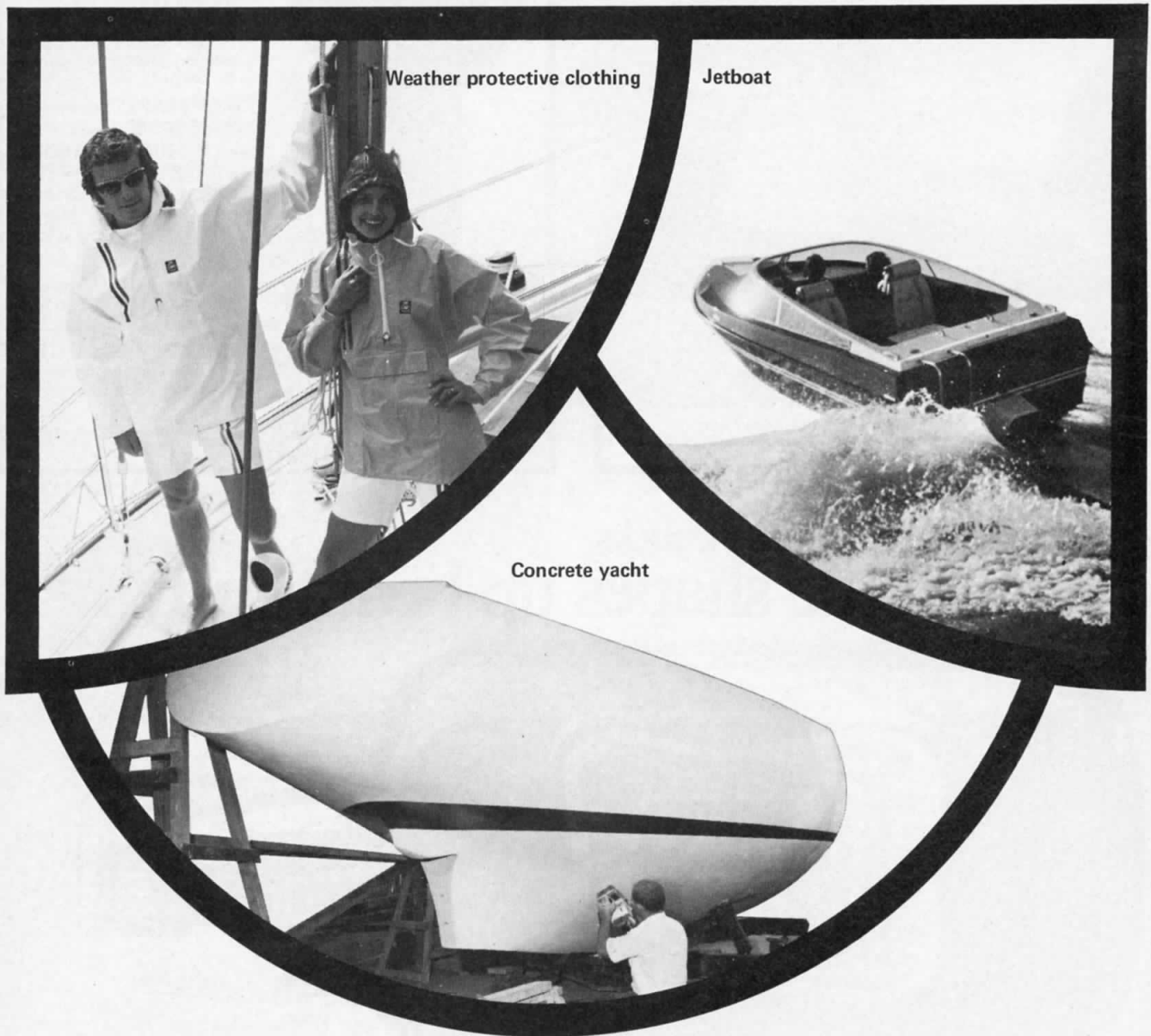


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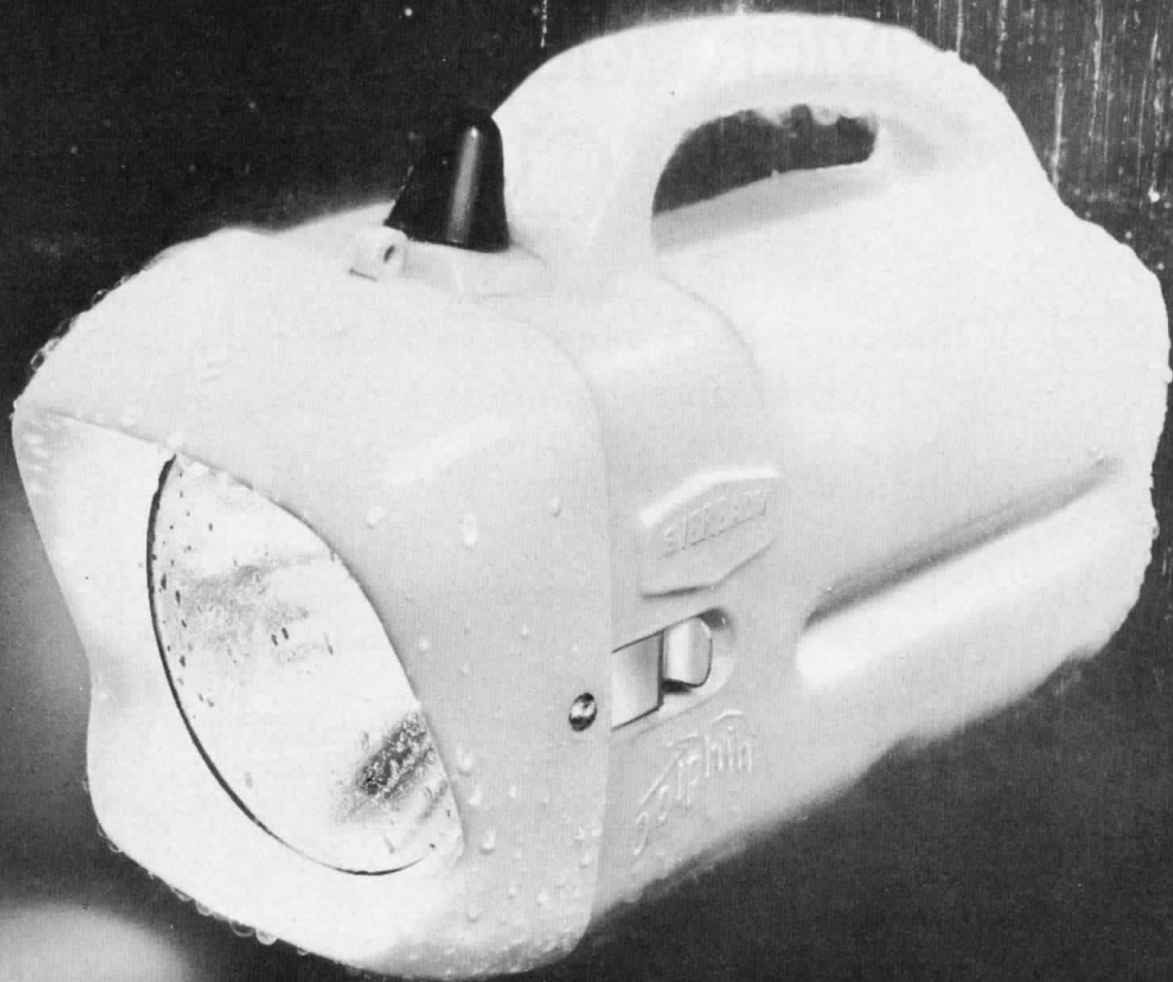
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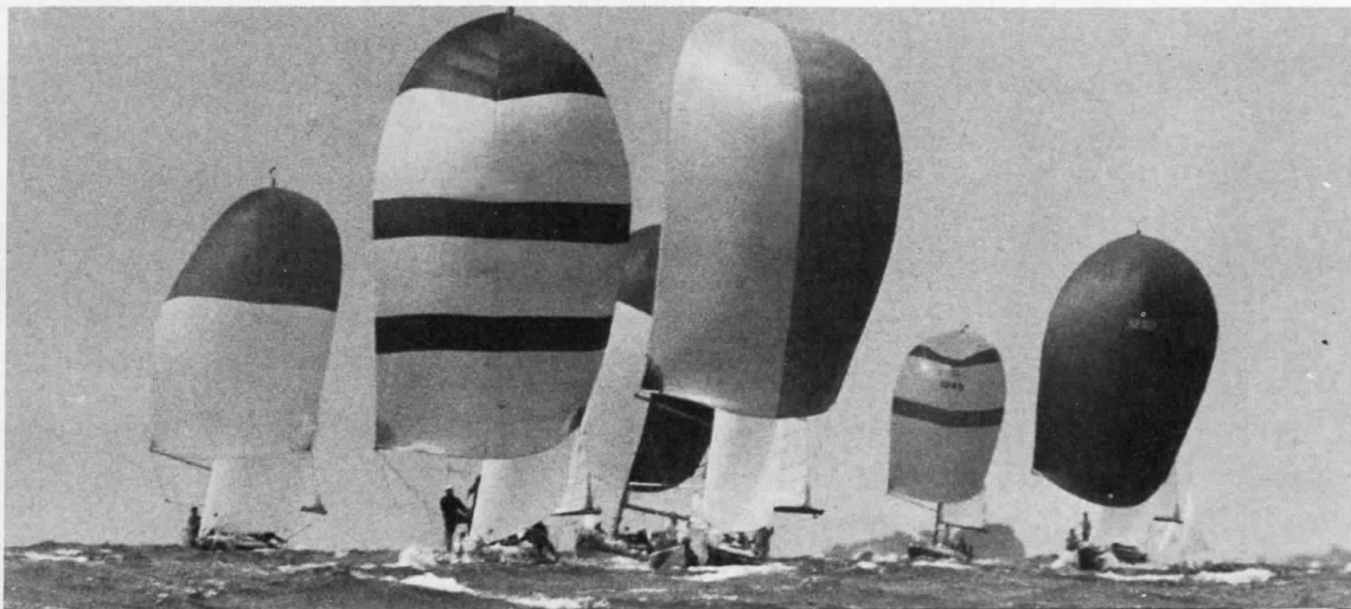
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Australia's most important manufacturer of sail cloth, Universal Textiles Pty. Ltd., who are part of the Dunlop Group of Companies are located in Hobart, Tasmania near the finishing point of one of the world's most famous sailing races.

Universal Textiles have named their sail cloth 'Contender' and all fabric (apart from that used for spinnakers) is made from 100% 'Terylene' polyester yarn from Fibremakers. This yarn has achieved a world wide reputation for its high quality and when manufactured into sail cloth has shown its ability to win races for all types of craft.

'Contender' sail cloth is immensely popular in craft from dinghies to ocean racers.

Admirals Cup

Both Ginkgo and Apollo II in the Admirals Cup were fitted with an extensive sail wardrobe in 'Contender' and it is generally accepted that Australia's second place was not due to an inferior performance from their sails.

Universal Textiles, whilst being justly proud of the performance of their

product are constantly endeavouring to maintain their high level of technology and production in order to meet world wide competition.

Fibremakers, with their involvement in Australian sailing have worked closely with Universal Textiles towards maintaining Australia's position as a world leader in sailing and production of sail cloth.

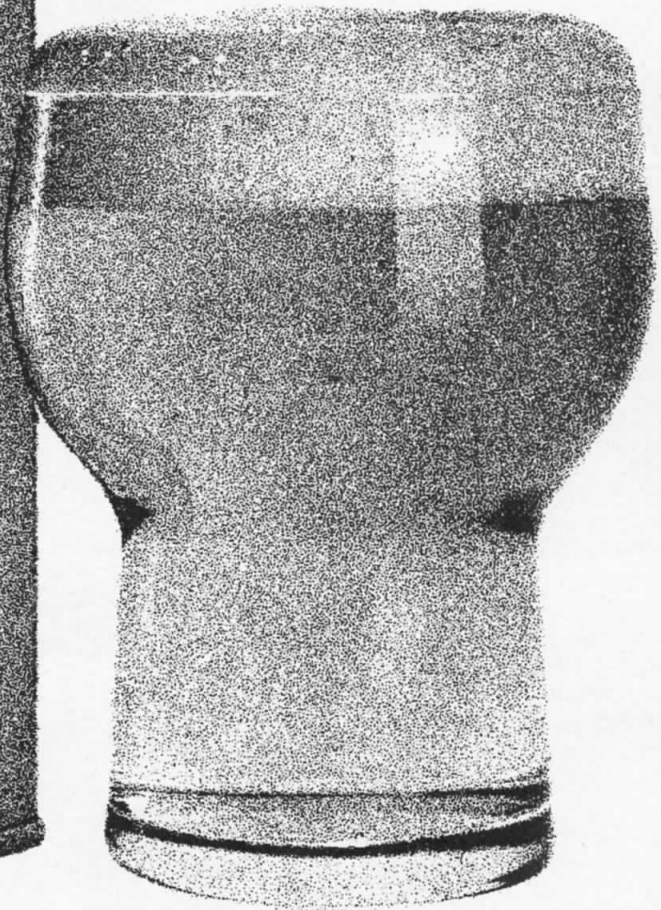
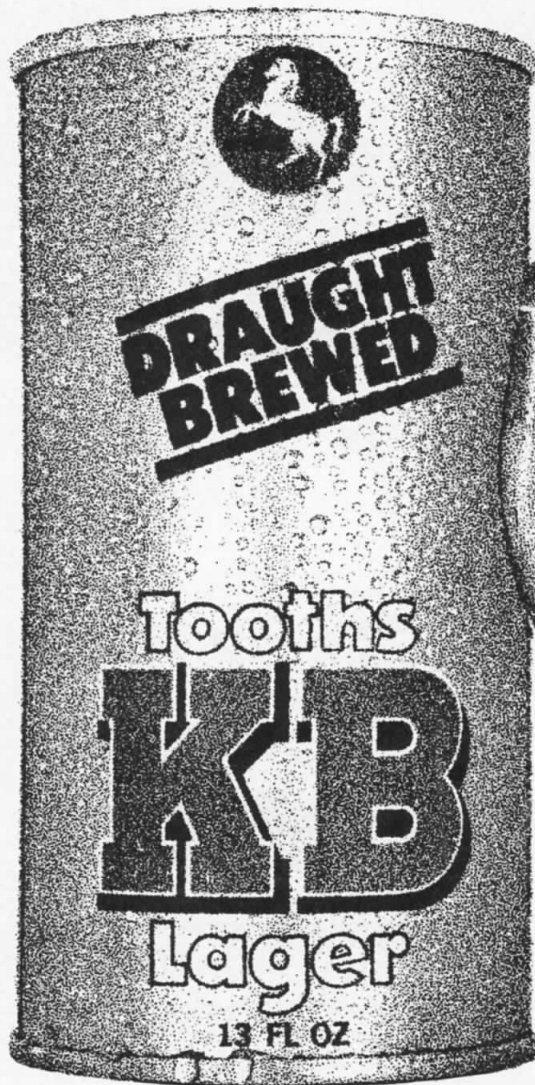
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COMMODORES' MESSAGES



Cruising Yacht Club of Australia

AT the time of writing it seems likely that we will see more than 90 starters in the 1973 Sydney-Hobart race — the biggest fleet ever to head south in our annual Classic. Almost half of the entries are from interstate or overseas.

What entices yachtsmen like the New Zealanders to sail 1200 miles for a race, or others to ship their boats many thousands of miles? Certainly this year the Southern Cross Cup series draws some, but others come just for the Hobart race.

Undoubtedly the race itself is truly an ocean racing classic in which competition is deadly keen and the weather unpredictable. But one of the essential ingredients of a successful race is the planning and organisation.

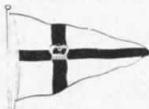
To yachtsmen going to Hobart this year I would ask you to spare a moment of kindly thought for those who work so hard to make the Hobart Race what it really is.

To those who come from other parts to take part, the Cruising Yacht Club welcomes you, we hope you enjoy your stay with us.

To all starters, the best of luck and may the best-sailed yacht win.

The Hobart Race is an annual event and all who go down are always made most welcome by The Royal Yacht Club of Tasmania and the people of Hobart. The welcome this year is related to how those behaved last year. Please think of those who may go down next year and let their welcome be as good as yours.

J. N. BRIDGLAND
Commodore



The Royal Yacht Club of Tasmania

The Royal Yacht Club of Tasmania is proud to be associated with the Cruising Yacht Club of Australia in the 29th Sydney-Hobart Race.

This blue water classic is one of the leading events in the world yachting calendar, and wherever you go, salt-water sailors recall their thoughts about great contests of the past and discuss their hopes for the future.

It gives me particular pleasure to extend a message of greeting to skippers and crews taking part in the 1973/74 sail which has a wide and representative entry.

My early yachting experience was gained in and around Sydney Harbour and in recent years it has been continued in the waterways of the Derwent and off the Southern and Eastern Tasmanian coastline.

Those who in 1945 conceived the idea of starting an annual racing link between two far-flung yachting centres have done more for the sport than they could have contemplated.

The glamor of the Sydney-Hobart and the comprehensive publicity it evokes on TV and radio and in the Press must fire the imagination of many a lad to enter this challenging sport which has warmed and preserved our many friendships.

Good luck and good sailing to all participants from those who will be happy to be your hosts at anchorage in the haven of the South.

J. M. DREW
Commodore

a superb selection by SWARBRICK

S.S.34

This exciting yacht, in the 3/4-ton bracket, has an outstanding record in Australia. "Morning Cloud" was the overall winner of the 1969 Sydney-Hobart Race and this class has featured on the prize list of this event every year since. They have been especially prominent in Victorian, South Australian and Western Australian ocean racing and, in view of the number now being sold to N.S.W., it should not be long before these performances are repeated there. With 25 sold they have won selection in three of the teams nominated for this year's Southern Cross series.

Dimensions: L.O.A. 33'6", L.W.L. 24'2", Beam 10'1", Draft 5'10", Mast height 40'/42'6", Displacement 10,130lbs., Ballast 5,450lbs., Sail area: 100% fore tria. 475 sq.ft.

S.S.30

One of our newest designs from Sparkman & Stephens and a further development and improvement on the Yankee 30. Olin Stephens personally checked the lofting of this new yacht in our factory when he was last in Western Australia. It is finished to the same high standard as the S.S.34 and is eligible to compete in any ocean race. In the last racing season two of these yachts "Casuarina" and "Ruffian" quickly gave notice of their potential, one of them being the overall winner of the 250 mile Cape Naturaliste and Return race. Competing in this season's Geraldton race, these two

boats finished within 19 minutes of the leading S.S.34 "Morning Star".

Dimensions: L.O.A. 30', L.W.L. 24'8", Beam 9'0", Draft 4'10", Mast height 40', Sail area: 100% fore tria. 430 sq. ft., Displacement 8,700lbs., Ballast 4,100lbs., Indicated I.O.R. rating 23.3.

This yacht can also be rated for 3/4-ton with a 42'6" mast and 4,900lbs. keel. Water line length 25'.

SPACESAILER 27

Kim Swarbrick's latest and designed to take every advantage under the Half-ton Cup rule. An extremely roomy boat for 27'. Although "Touche" was launched only three days prior to the start of the Fremantle-Geraldton and return race, she was the overall winner by a big margin, competing against the best yachts in W.A. "Crossbow", another 27', at first start easily won her division at the opening of the Royal Freshwater Bay Yacht Club.

An extremely big yacht for its length, with sleeping for six, very spacious galley and large toilet area complete with hand basin. Headroom is 6'2". It is expected that a strong fleet of these yachts will be sailing in Western Australia as a class before the end of the season.

Dimensions: L.O.A. 27', L.W.L. 23'8", Beam 9', Draft 4'9", Ballast 3,000lbs., Mast height 36', Sail area: 100% fore tria. 355 sq.ft.

SPACESAILER 24

The reputation of the Spacesailer 24, another of Kim Swarbrick's designs, is now so wellknown that very little enlargement is needed on its performance, apart from saying that it has dominated J.O.G. racing in Western Australia for the last three seasons and is now proceeding to duplicate this performance in the racing at Pittwater, N.S.W. A very spacious family cruiser sleeping five and 5'10" headroom. 45 of these yachts have now been sold. One of these yachts is at present being sailed around the world.

Dimensions: L.O.A. 23'8", L.W.L. 21', Beam 8'4", Ballast 2,000lbs., Displacement 4,400lbs., Mast height 32', Sail area: 100% fore tria. 275 sq.ft.

SPACESAILER 22

The Spacesailer 22 comes either as a centreboard trailer-sailer or as a fixed-fin model. This new yacht has not yet had the opportunity of proving itself as the first yachts were launched too late to do any serious racing last season.

A unique feature of this yacht, 12 of which have already been sold, is the pop-top cabin which gives a headroom of 6'3" when raised.

Dimensions: L.O.A. 22'4", L.W.L. 20'2", Beam 7'10", Draft - Fin Keel 4', Centreboard 15'/5'3", Ballast 1,000lbs., Mast height 28', Sail area: 100% fore tria. 226 sq. ft.



Spacesailer 27 "Touche", overall winner of the Fremantle-Geraldton and Return Race (450 miles), running in a stiff breeze under main and genoa.

S.S.34 "Hellfire", winner of the I.O.R. points score in W.A. 1972-73 yachting season. This yacht has so far won almost all of the classic ocean races in W.A.



SWARBRICK BROS.

YACHT BUILDERS

35 Carrington St, Claremont, W.A. 6010, Boatyard Ph. 86-6462. Office Phone 86 2434

In N.S.W. Halvorsen Morson & Gowland, Polo Avenue, Mona Vale, for the S.S.34 and S.S. 30. Newport Boat Sales of Queens Parade West, Newport for the Spacesailer 24, also for Tasmania, Victoria, Queensland.

IN APPRECIATION

THE Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation extended by The Royal Yacht Club of Tasmania, without which this race could not exist. Apart from organising the Presentation of Trophies at the Hobart 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.

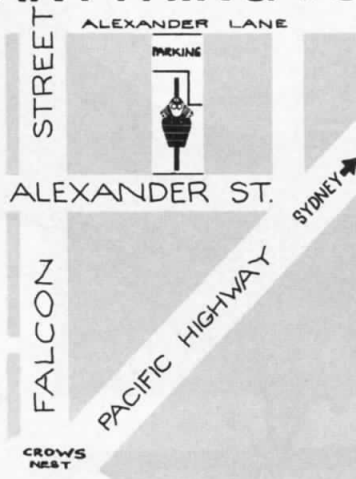
OUR gratitude is also due to the Government of Tasmania, the Corporation of the City of Hobart, the Marine Board of Hobart, the Waterside Workers Commission, The Overseas Telecommunications Commission, Postmaster General's Department, Caltex Oil (Australia) Pty Ltd, Amalgamated Wireless (Australasia) Ltd, Honeywell Pty Ltd, The Maritime Services Board of NSW, The Water Police of NSW, Department of Civil Aviation, the Department of Shipping, the Volunteer Coastal Patrol, and the Royal Australian Navy for their contribution towards making this race the success that it always is.

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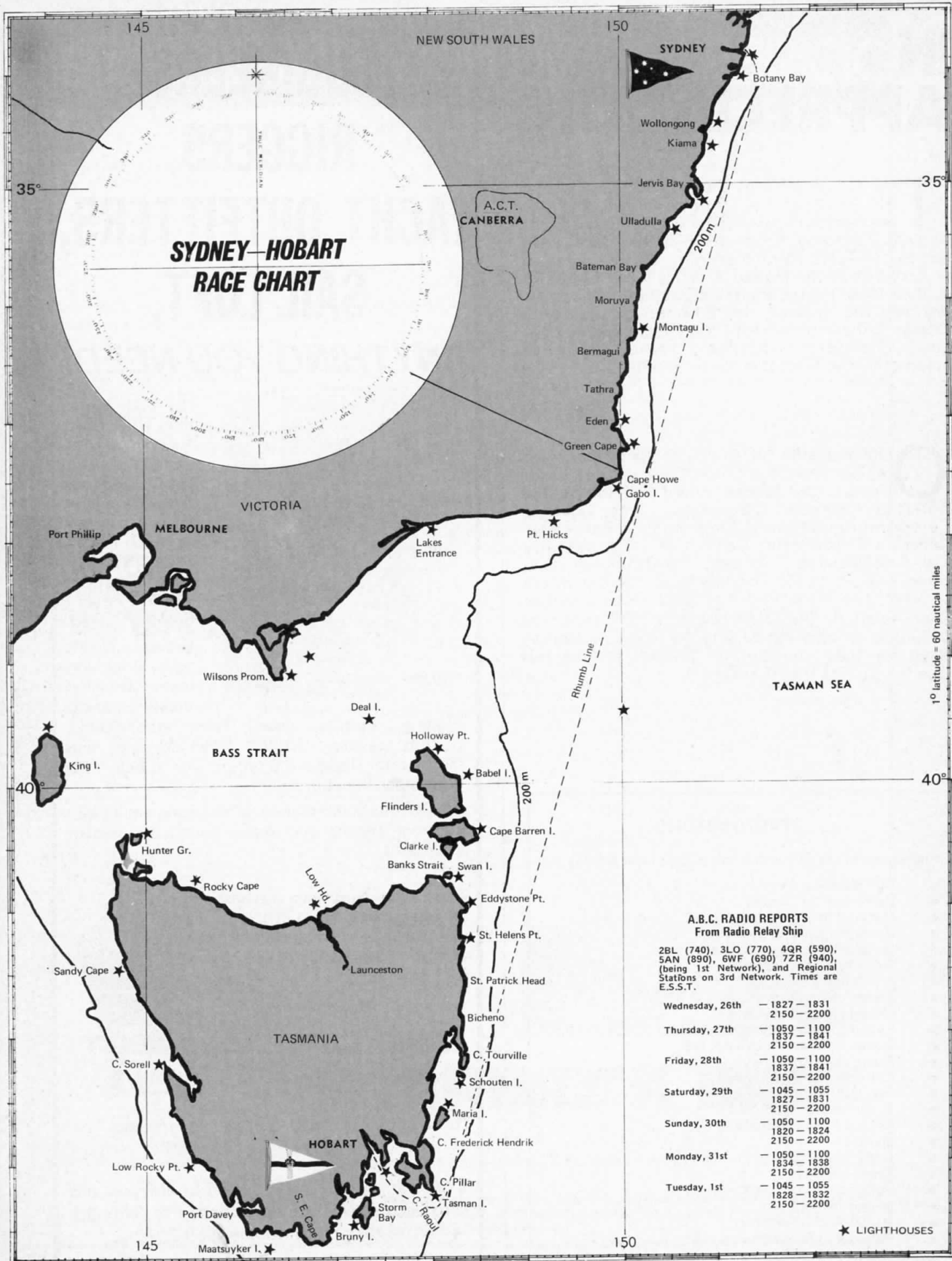


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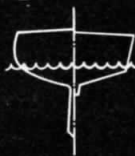
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AMERICAN TECHNOLOGY

29th SYDNEY-HOBART: DETAILS OF COMPETING YACHTS

SAIL NO.	NAME OF YACHT	HULL COLOR	COUNTRY OR STATE	OWNER'S NAME	LOA	PROVISIONAL I.O.R. RATING	DESIGNER	HULL MATERIAL	YEAR LAUNCHED
G 1	Boomerang VIII	White	Victoria	A.M. Kelso	33'3"	24.5	P. Joubert	Fibreglass	1970
SG 1	Korumburra	White	Victoria	K. Boston	36'	—	C. Boden	Steel	1973
M 2	Binda	—	Tasmania	A.M. Rundie	35'11"	27.4	R. Swanson	Fibreglass	1967
RANC 2	Franklin	—	N.S.W.	R.A.N.	42'10"	30.7	Morgan Giles	Wood	1962
A 3	Nike	White	Tasmania	C. Davies	35'	24.3	S & S	Timber	1973
R 4	Mary Blair	Yellow	Victoria	P. Riddle	42'	32.4	Warwick Hood	Aluminium	1970
5	Ruffian	White	N.S.W.	J. Kinsella	43' 3"	32.2	P. Cole	G.R.P.	1972
5	Sequana	—	Old.	M.J. Tilley	34'10"	23.8	Alan Buchanan	Steel	1961
6	Astrolabe	White	Tasmania	A.R. Gear	31'9"	21.7	John Lidgard	Timber	1973
G 6	Assegai	White	Victoria	E.R. Rooms	32'	—	E. Van de Stadt	Timber	1970
RF 9	Siska II	Red	W.A.	Rolly Tasker	59'	—	Rolly Tasker	Timber	1970
10	Kochab II	White	N.Z.	T. Nesbitt	53'	36.7	Alan Buchanan	Timber	1962
SM 10	Wild Goose	White	Victoria	I.D. Russell	32'	27.1	P. Joubert	Timber	1971
SA 11	Sundowner	Red	Victoria	B. Price	50'1 1/2"	39.9	E. Van de Stadt	Timber	1972
G 12	Olympia	White	N.S.W.	C. & J. McDermid	32'	—	R. Swanson	Fibreglass	1973
SM 15	Solent	White	Victoria	P.J. & R. Robinson	34'9"	23.1	Buchanan	Steel	1967
A 16	Granny Smith	Green	N.S.W.	W. Anderson	30'	21.7	P. Joubert	Fibreglass	1972
A 16	Antagonist	—	N.S.W.	R.F. Hickman	40'	—	E. Van de Stadt	Timber	1973
RF 20	Rampage	Blue	Tasmania	P. Packer	40'	27.9	R. Miller	Timber	1973
B 23	Gumblossom	White	Victoria	P. Joubert	30'	21.7	P. Joubert	Fibreglass	1973
SM 33	Love and War	White	N.S.W.	P. Kurts	47'	35.4	S & S	Timber	1973
R 37	Vittoria	White/Orange	Victoria	L.J. Abrahams	42'	31.3	S & S	Timber	1970
	Warana	White	Victoria	I. Edwards & P. Sturgess	40'	—	W.D. Bailey	Timber	1938
S 44	Aquila	White	Hong Kong	J. Park	33'	24.6	S & S	Fibreglass	1971
SA 48	Anaconda	White	S.A.	J. Grubic	53'6"	27.2	Alan Buchanan	Steel	1970
SA 49	Aquarius	White	S.A.	R.E. Francis	35'3"	37.3	Duncanson	Fibreglass	1973
SA 52	Morning Hustler	White	S.A.	R. Fidoek	33'	24.5	S & S	Fibreglass	1971
R 60	Kingurra	White	Victoria	G.A. Warner	43'	34.1	P. Joubert	Timber	1972
B 64	Lady Jane	Blue	Victoria	L.W. Grant	36'5"	27.5	Ron Swanson	Fibreglass	1973
67	Taurus	White	N.S.W.	A.G. Lee	43'3"	31.9	P. Cole	Fibreglass	1970
69	Carol J	White	N.S.W.	J. Oliver	40'	29.9	S & S	Timber	1949
70	Ragamuffin	White	N.S.W.	S. Fischer	48'	38.1	S & S	Timber	1968
SM 73	Koomooloo	Varnish	Victoria	R.K. Young	41'2"	30.6	H. Kaufman	Timber	1968
B 76	Nudumsky	—	Victoria	L. Fallshaw	29'4"	21.7	D. Swanson	Fibreglass	1973
97	Pacha	Burgundy	N.S.W.	Sir R. Crichton-Brown	55'0"	42.4	Camper & Nicholson	Aluminium	1969
M99	Polaris	White	N.S.W.	L.H. Savage	43'3"	32.2	P. Cole	Fibreglass	1972
R 99	Hellfire	Blue	W.A.	K.L. Turner	33'	24.5	S & S	Fibreglass	1971
R 101	Banjo Paterson	White	Victoria	J. Jarrett	59'6"	44.3	Halvorsen & Jarrett	Fibreglass	1971
SM 101	Mar k Twain	Grey	Victoria	R.J. Langman	38'6"	27.5	S & S	Steel	1973
SA 117	Morning Mischief	White	S.A.	R.C. Halliday	33'	23.8	S & S	Fibreglass	1971
SM 118	Morning Mist	Royal Blue	Victoria	A. Neate	34'	24.3	S & S	Fibreglass	1970
M 126	Cardinal Puff	White	N.S.W.	P.D. Rundie	31'	22.7	R. Swanson	Timber	1967
130	Prospect of Whitby	Blue	U.K.	A. Slater	47'	34.5	S & S	Aluminium	1973
148	Maggie	Blue	S.A.	J. Duncanson	35'	25.6	Duncanson	Fibreglass	1973
SM 156	Miluna	White	Victoria	T. Stokoe	35'	—	Duncanson	Fibreglass	1973
162	Helsal	White	N.S.W.	A. Fisher	72'	69.8	Joe Adams	Cement	1973

C.177	Ceil III	Red & White	Hong Kong	W. Turnbull	39'7"	27.5	R. Miller	Timber	1973
179	Papillon	White	N.Z.	J. Wrightson	43'	32.2	S & S	Timber	1967
SM 181	Suraya	Varnished	Victoria	K. Steinman	37'	26.9	S & S	Timber	1967
185	Janzoon II	Blue	N.S.W.	W. Cavill	41'6"	27.9	Alan Payne	Fibreglass	1961
MH 198	Astelot	White	N.S.W.	J.P. Walker	36'	26.4	E. Van de Stadt	Fibreglass	1963
MH 222	Willi Willi	White	N.S.W.	J. Hawley	43'	35.5	P. Joubert	Fibreglass	1973
226	Pilgrim	Blue	N.S.W.	G. Evans	38'7"	27.5	S & S	Fibreglass	1971
246	Saracen II	White	N.S.W.	J.H. Jamison	36'4"	24.6	Camper & Nicholson	Fibreglass	1962
247	Queequeg	White	N.S.W.	M. Dowling	45'8"	31.4	S & S	Timber	1972
MH 250	Valhalla	White	N.S.W.	D. Vanderbent	60'5"	—	—	Timber	1953
G 280	Makulu	—	Germany	H. Blug	33'	—	Winning	Timber	1961
247	Poitrel II	White	N.S.W.	J. Robson-Scott	33'	25.1	P. Joubert	Fibreglass	1973
408	Zilvergeest II	Blue	N.S.W.	A. Murray	32'4"	24.0	Warwick Hood	Timber	1967
B 450	Mercedes III	Blue	N.S.W.	K.R. Farfor	40'	29.9	Kaufman & Miller	Timber	1966
K 458	Superstar	Blue	U.K.	E.A. Graham	44'	33.6	S & S	G.R.P.	1972
493	Alcheringa	Blue	N.S.W.	J.N. Bridgland	50'	34.8	Alan Payne	Steel	1965
496	Balandra	White	N.S.W.	Army	46'	34.6	Camper & Nicholson	Timber	1965
527	Nirimba	Blue	A.C.T.	Navy	41'	26.2	Nicholson	Timber	1966
528	Matika	White	N.S.W.	A. Pearson	36'	26.9	Alan Payne	Steel	1966
580	Sou' Wester	White	U.K.	N. Holman	30'	21.7	Swanson	Fibreglass	1967
684	Quailo III	Green	U.K.	D. Parr	55'	40.5	P. Joubert	Fibreglass	1972
759	Makaretu	White	N.S.W.	N. Gosson	45'0"	34.0	Nicholson	G.R.P.	1971
809	Tawarri	Blue	N.S.W.	J. Lewis	41'2"	32.0	Breakveldt	Steel	1963
862	Patrice	White	N.S.W.	R.J. Kirby	43'	32.2	Swanson Bros.	Timber	1966
915	Renegade	White	N.Z.	D.G. Hogg	36'11"	30.0	Camper & Nicholson	Fibreglass	1970
956	Sirocco	White	N.S.W.	T & P. Firmstone	45'	—	J. Lidgard	Fibreglass	1968
978	Duet	White	N.S.W.	J.P. Diamond	36'	26.9	S & S	Timber	1939
1030	Trevassa	White	N.S.W.	F.R. Duffield	48'3"	35.5	Swanson	Fibreglass	1970
1059	Boamaroo III	White	N.S.W.	H.W. Findlay	34'	24.5	E.J. Muir	Timber	1971
1070	Callipyge II	Grey	N.S.W.	A. Streichenberger	41'9"	32.7	S & S	Fibreglass	1971
1111	Skyllark	White	N.S.W.	J.L. Ward	32'7"	21.7	S & S	Timber	1972
1140	Diamond Cutter	Red	N.S.W.	A. Sweeney	33'	24.9	P. Joubert	Timber	1971
1141	Lowana II	White	N.S.W.	K. R. & P. Anderson	37'	27.5	K.R. & P.	Fibreglass	1971
1200	Onya of Gosford	Red	N.S.W.	P. Rysdyk	42'	30.4	Anderson	Fibreglass	1971
1249	Runaway	Blue/Black	N.Z.	I. Gibbs	36'	27.5	Frans Maas	Steel	1971
1271	Pisces	White	N.S.W.	H. Lewis	43'3"	32.8	J. Lidgard	Timber	1970
1272	Rabelais	Blue/White	N.S.W.	P. Mills	33'7"	—	P. Cole	G.R.P.	1973
1278	Kishmul	—	N.Z.	J.C. Welson	36'1"	27.1	Bill Tripp	Fibreglass	1971
1292	Hustler	Red	N.S.W.	P. Bates & B. Olimo	45'	39.8	S & S	Timber	1971
1306	Bushwacker	White	N.S.W.	F.D. Spencer	37'	27.5	John Spencer	Timber	1972
1317	Marara	White	N.S.W.	K.H. Flehr	33'10"	24.9	Gary Mull	Fibreglass	1972
1350	Evolution	White/Red	N.S.W.	J.A. Diacopoulos	29'2"	24.5	S & S	Fibreglass	1973
1389	Concubine	White/Orange	N.S.W.	W.R. Carpenter	29'8"	21.7	J. Middlecombe	Fibreglass	1973
1400	Apollo	White	Hong Kong	P. Jolly	57'6"	51.3	S & S	Fibreglass	1973
1444	Ruthean	White	N.S.W.	C.J. Dorrough	54'	45.5	R. Miller	Timber	1969
1447	Ait Baba	—	N.S.W.	B.P. Walpole	35'3"	—	Laurent Giles	Timber	1953
1469	Tequila	—	N.Z.	D'Arcy Whiting	46'	36.2	Duncanson	Fibreglass	1973
1710	Barnacle Bill	Red	N.Z.	D. Johnstone	42'	32.0	Paul Whiting	Timber	1972
1730	Inca	Red	N.Z.	E. Julian	45'	34.0	S & S	Timber	1973
1761	Quicksilver	White	N.Z.	B. Wilson	41'	29.7	S & S	Aluminium	1973
4386	Variag	—	France	M. Henrion	32'	25.7	S & S	Timber	1973
8515	Improbable	Red	U.S.A.	D.W. Allen	43'	38.0	Richard Carter	Fibreglass	1968
							Gary Mull	Timber	1971



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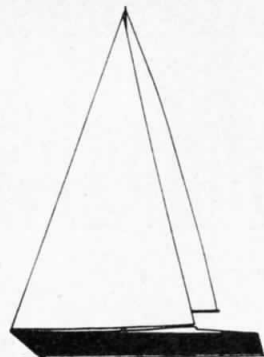
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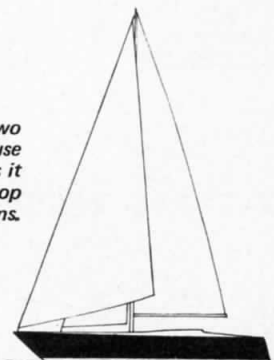
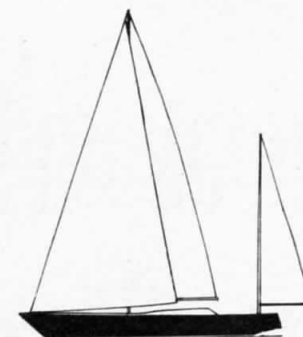
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this way. These days, on
ocean racers the headsail is
generally bigger than the
mainsail.*

***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 or more
masts, with the foremast
shorter than the mainmast.*





LEFT: Representing NSW in the Southern Cross Cup will be Peter Kurts' new S&S designed sloop, Love and War.

RIGHT: Also in the NSW team is Graham Evans' highly-successful One Tonner, Pilgrim. Other team member is Syd Fischer's Ragamuffin.

HIKING TO HOBART



ABOVE: From Victoria, in that State's team for the Southern Cross Cup, is Ron Langman's Mark Twain, a regular Hobart competitor.





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entries for the SYDNEY-HOBART YACHT RACE 1973

ALCHERINGA – Sail No. 493

LOA 50ft. 6in; LWL 36ft; Beam 13ft 2in; Draft 7ft. 4in.
This is Commodore Jim Bridgland's 7th trip to Hobart in this big blue steel sloop designed by Alan Payne. As Commodore Jim says, "She usually gets there".
Crew: Skipper J.N. Bridgland (6), B. Cramp (2), T. Schmaehling (5), D. Healy (2), M. Friend (1), 4 to be nominated.

ALI BABA – Sail No. 1447

LOA 35ft; LWL 27ft; Beam 10ft. 5in; Draft 6ft.
A stock Duncanson 35, finished in a rush for the race deadline.
Crew: Co-owner & Skipper B.P. Warpole (2), Co-Owner R. De Groot (3), Navigator C. McGarry (8), L. Esdaille (2), M. Beston (1), R. Shumack.

ANACONDA – Sail No. SA 48

LOA 53ft. 6in; LWL 37ft. 6in; Beam 14ft, Draft 8ft. 3in.
Anaconda lost her mast in last year's race when in a good position. She is a steel Buchanan design.
Crew: Owner/Skipper/Navigator J. Grubic (7), P. Grubic (3), C. Walsmith (4), R. Bunting (2), R. Edmonds (4), P. Drake-Brochman (1), R. McDonald (1), J. Metka (1), J. Taylor, B. Shortland.

ANTAGONIST – Sail No. A 16

LOA 39ft. 6in; LWL 29ft. 8in; Beam 12ft; Draft 6ft. 6in.
Wellknown Tasmanian yachtsman Frank Hickman is hopeful he finishes building this Van de Stadt designed yacht in time for the race. The owner has sailed in this race 7 times, the first time being in 1948.
Crew: Owner/Skipper R.F. Hickman (7), Navigator L.Kula (4), G. Doolan (7), K. Peterson (4), K. Young (3), C. Nibbs (7), L. Nibbs (7), I. Coward (6).

APOLLO – Sail No. 1400

LOA 57ft. 6in; LWL 51ft; Beam 13ft. 6in; Draft 8ft. 2in.
Apollo, designed by Bob Miller, has raced in most of the ocean classics. She had a new lease of life at Cowes this year, breaking the Round the Island course record, the Cowes-Dinard course record and was the top-scoring Australian boat in the Fastnet. A serious contender for line honours.
Crew: Skipper J. Rooklyn, Navigator S. Darling (23), T. Sharples (7), V. Conlon (1), J. Mitchell, D. Tovey, P. Slade, P. McNamara, J. O'Keefe, C. Tumpene, G. Gilliam (6), Charterer, P.G.V. Jolly.

ASTROLABE – Sail No. O 6

LOA 31ft. 9in; LWL 23ft. 10in; Beam 10ft; Draft 4ft. 10in.
This Half Tonner is similar to "Kidnapped" designed by John Lidgard of New Zealand and built by Jock Muir of Hobart. Form unknown as Astrolabe was only launched in October.
Crew: Skipper A.R. Gear (1), Navigator Dr. J.D. Cannon (2), R. I. Barrett, R.A. Betts (2), B. Longmore.

AQUARIUS – Sail No. SA 49

LOA 35.270ft; LWL 27.330ft; Beam 9.590 ft; Draft 5.850 ft.
The surprise selection for the South Australian team for the Southern Cross Cup team Aquarius is being sailed particularly well by her new owner, Bob Francis. She is a Duncanson 35, designed and built in Adelaide by John Duncanson.
Crew: Owner/Skipper R. Francis.

AQUILA – Sail No. S 44

LOA 33ft. 6in; LWL 24ft. 2in; Beam 10ft. 1in; Draft 5ft. 11in.
A stock Sparkman and Stephens 34, Aquila has been chartered by Bill Park to represent Hong Kong in the Southern Cross series. Sisterships in the fleet are Boomaroo III, Marawa, and Hellfire, and we can expect some close competition.
Crew: Charterer Bill Park.

ASSEGAAI – Sail No. G 6

LOA 32ft; LWL 24ft; Beam 9ft. 10in; Draft 5ft. 10in.
This yacht is a Pionier 10 class sloop designed by Van de Stadt of Holland in 1969. The class has been successful overseas; a similar yacht won the 1971 RORC class IV Championship and was winner of class IV in the 1971 Fastnet Race.
Crew: Skipper I. Watson (1), Navigator K. Grey, E.R. Rooms, J. Knight, J. Ford, P. Graham, K. Curtis.

ASTELOT – Sail No. MH 198

LOA 36ft; LWL 26ft; Beam 10ft; Draft 6ft.
A pretty Van de Stadt design on her sixth race to Hobart, the first with her new owner. Her best performance to date is 27th, but if there's a lot of light windward work she could feature.
Crew: Owner/Skipper/Navigator J.P. Walker, B. Fraser, M. Bradley, J. Delaney, G. Fraser, R. Nerricks.

BALANDRA – Sail No. 496

LOA 46ft; LWL 35ft; Beam 12ft; Draft 7ft. 6in.
A veteran of the successful 1967 Admiral's Cup Challenge, now sailed by the Army Eastern Command. This is her eighth trip to Hobart since being launched in 1965.
Crew: Skipper Lt. Col. E.B. Starrett (4), Navigator Capt. J. S. McDermott (2), Brig. J.G. Hooton (1), Maj. C.G. Wallace (2), L. Col. B.E. Maxwell, Sgt. J. Tickle, Col. D.T. Rennie, 2nd Lt. S. Cameron, 2nd Lt. J. Gordon, Capt. D. Chitty.



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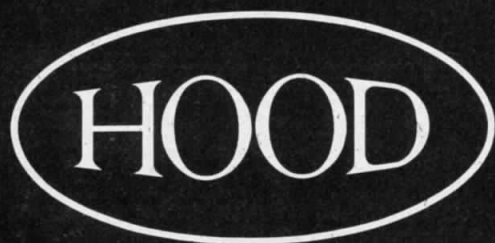


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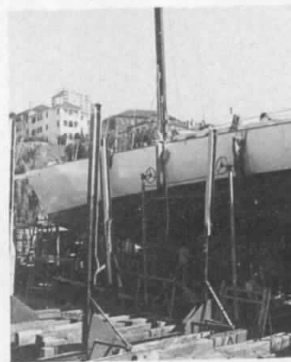
FRANKLIN



GRANNY SMITH



HELLFIRE



HEL SAL



HUSTLER



IMPROBABLE



INCA
KINGURRA



JANZOON II
KISHMUL



FRANKLIN — Sail No. R.A.N.C 2
LOA 42.820ft; LWL 30.00ft; Beam 9.500ft; Draft 6ft.
The RAN College sail training ship, is a regular starter to Hobart. It is unlikely that she will compete successfully against the crack racers in this year's fleet.
Crew: Skipper and crew RAN personnel.

GRANNY SMITH — Sail No. A 16
LOA 30ft; LWL 24ft; Beam 9ft. 10in; Draft 5ft. 3in.
This Peter Joubert Half Tonner is performing very well. The value of excellent placings in level racing and division 4 was shown with an excellent second overall in the Montagu Island Race. Given light conditions she has an excellent chance of being placed overall.
Crew: Owner/Skipper W. Anderson (2), Navigator B. Ramsden (1), P. Duffield (9), K. Swarbrick, A. Barnes (1).

GUMBLOSSOM — Sail No. B 23
LOA 30ft; LWL 24ft; Beam 9ft. 8in; Draft 5ft. 8in.
Another Peter Joubert Half Tonner, to be raced by Peter himself. Only recently launched — no form to date.
Crew: Owner/Skipper P.N. Joubert (4), Navigator N.G. Arnott (11), A. Butler (18), F. McNulty (5), T. Harvey.

HELLFIRE — Sail No. R 99
LOA 33.08ft; LWL 24ft; Beam 10.06ft; Draft 6ft.
This S&S 34 has performed well in offshore races in Western Australia since being launched in March '71. This is the first Sydney-Hobart Race for the yacht and the owner.
Crew: Owner/skipper K.L. Turner, navigator G. Fornaro, K. Merry, R. Ryan, J. McDonald.

HEL SAL — Sail No. 162
LOA 72ft; LWL 62ft; Beam 19ft. 6in; Draft 10ft.
This very interesting yacht, designed by Joe Adams, was built in modified epoxy ferro cement. Her potential is unknown as she has yet to race in fact at the end of November she had not even sailed.
Crew: Owner/skipper A. Fisher, R. Garvin, R. Todd, T. O'Connell, J. McLeod, M. Caponas, D. Lawson, C. Hatfield, O. Karlsen, J. Harris, D. Tovey, G. Shields, D. Cause, A. Martin, B. Martin.

HUSTLER — Sail No. 1292
LOA 45ft; LWL 38ft; Beam 10ft. 2in; Draft 6ft. 6in.
This laminated ply yacht designed by John Spencer of New Zealand was launched in September 1972. Her best race was second over the line in the Montagu Island Race in 1973.
Crew: Owner/Skipper P. Bates (1), Navigator B. Climo (1), N. Cooper, G. White, K. Austin.

IMPROBABLE — Sail No. 8515
LOA 43ft; LWL 37ft. 6in; Beam 11ft. 6in; Draft 6ft. 8in.
This Gary Mull design is known all over the world. Designed without regard to rating rule, she revels in surfing conditions. Narrowly missing overall honours in this years Transpace. She won Class B before continuing into Australian waters. Her crew includes Ron Holland the 1973 Quarter Ton World Champion, Ben Mitchell, navigator of Bermuda Race winner Robon, and Skip Allen, Transpace and Congressional Cup Winner.
Crew: Owner/Skipper David W. Allen, Navigator Ben Mitchell, Skip Allen, Ron Holland (3), Kim Desenberg, Benny Mitchell, Peter Allen, John Allen, Steve Taft.

INCA — Sail No. 1730
LOA 45ft; LWL 34ft. 6in; Beam 13ft; Draft 7ft.
Undisputed star of the Auckland scene this season, Inca leads the Kiwi Southern Cross Cup team. She is a flat-out Sparkman & Stephens design, built in aluminium, and with such an experienced crew can't fail to do well in Sydney.
Crew: Owner/Skipper E. Julian, R. Dickson, A. Bell, P. Hay, D. Tiller, D. Lewis, P. Dobson, J. Bullock, R. Whitehouse.

JANZOON II — Sail No. 185
LOA 41ft. 6in; LWL 28ft. 9in; Beam 11ft. 9in; Draft 6ft. 6in.
Janzoon II was second in 1961 and third in 1964. An Alan Payne design to the old rules, time has unfortunately caught up with this old lady.
Crew: Owner/Skipper W. Cavill (1), Navigator J. Mace, S. Bartlett (1), J. Nash (1), R. McArthur (1), A. Davis (2), C. Charles (1), J. Nobbs, I. Millar (1), C. Jones.

KINGURRA — Sail No. R 60
LOA 43ft; LWL 35ft; Beam 14ft; Draft 7ft. 1in.
This Peter Joubert-designed cutter was launched just before the last Hobart Race in which she finished 18th. The boat has not reached her full potential yet, and if sailed hard could do well this year.
Crew: Owner/Skipper G. Warner (12), Navigator R. Wyatt, K. Caldcott (18), G. Mottle (4), C. Warner (3), S. Hawes (3), J. Swift, A. Brown, A. Geddes, P. Robinson.

KISHMUL — Sail No. 1278
LOA 36.13ft; LWL 30.4ft; Beam 10.83ft; Draft 6.29ft.
New Zealand boat Kishmul is a Sparkman and Stephens Swan 37, a sistership to Stormy Petrel, Escapade and Young Nick. She is an entry in the One Ton Cup Division and will be skippered by 22-year-old John Welson of Royal Akarana Yacht Club.
Crew: Owner/Skipper J. Welson.

KOCHAB II — Sail No. 10
LOA 53ft; LWL 36ft; Beam 12ft. 7in; Draft 7ft. 9in.
An old boat previously racing as Starfire of Kent, she finished 13th in the Auckland to Suva race in 1973. All her previous racing was in the UK she is a New Zealand entry.
Crew: Owner/Skipper T. Nesbitt.

KOOMOOLOO — Sail No. SM 73
LOA 41ft 3in; LWL 33ft; Beam 11ft. 5in; Draft 6ft. 10in.
This famous yacht designed by Kaufman and built by Quilkey is representing Victoria in the Southern Cross Cup Team under new ownership. An Admiral's Cup representative in 1971. Her record in this race is most impressive. She was first in 1968, fourth in 1970, eighth in 1971 and sixth in 1972.
Crew: Owner/Skipper R.K. Young, Navigator R. Venables (4), J. Dawson (4), J. Gould (4), R. Sill, B. Collins, J. Tempany, J. Green.

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KOCHAB II



KOOMOLOO



KORUMBURRA



LADY JANE



LOVE AND WAR



LOWANA II



MAGGIE
MARARA



MAKARETU
MARK TWAIN



KORUMBURRA — Sail No. S.G. 1

LOA 36ft; LWL 27ft. 6in; Beam 10ft. 2in; Draft 5ft. 6in.
This Cecil Boden-designed ketch, built in steel by the owner, was launched in April this year. Since launching she has been cruising in the Barrier Reef and after coming to Sydney for measurements will have her first race start in the Hobart.
Crew: Owner/Skipper K. Boston, Co-Navigator P. Boston and G. Boston, R. Delbridge, A. Lupin.

LADY JANE — Sail No. B 14

LOA 36.49ft; LWL 29.4ft; Beam 11.3ft; Draft 6.0ft.
This Swanson-designed sloop is of foam sandwich construction launched earlier this year. Little is known about her performance.
Crew: Owner/Skipper L.W. Grant, Navigator C.R. Beavis (4), E.N. Fuller, E.M. Montgomery, P.G. Crook, A.L. Dorrington, D.H. van Woerden.

LOVE AND WAR — Sail No. 29

LOA 47ft; LWL 36ft. 5in; Beam 13ft. 5in; Draft 7ft. 4in.
This new Sparkman and Stephens sloop built by Quilkey Bros, was launched in August, 1973. Good performances in preliminary races have won her a place in the NSW Southern Cross Cup Team and should be a strong contender for a win in the Hobart Race.
Crew: Owner/Skipper P. Kurts (8), Navigator C. Betts (15), H. Paterson (2), S. Kaufman (7), D. Kilpomem (3), P. Shipway (4), M.F. Lever (1), P. Wardrope (3), R.F. Norman (18), D. Burke (3).

LOWANA II — Sail No. 1141

LOA 37ft; LWL 29ft; Beam 11ft; Draft 6ft.
This is very much a family boat, designed and built by the Anderson family. She has had a number of credible performances since launching in 1971, and should finish in the top half of the fleet.
Crew: Skipper K. Anderson (2), Navigator R. Brenac (2), R. Anderson (2), P. Anderson (1), W. Rutherford (2), P. Brass (1).

MAGGIE — Sail No. 148

LOA 35ft; LWL 27ft; Beam 10ft. 5in; Draft 6ft.
This stock Duncanson 35 was launched in May, 1973. The boat is skippered by owner/designer/builder John Duncanson.
Crew: Owner/skipper J. Duncanson (1), navigator A. Cotton (3), D. King (5), P. Hill (3), D. Furniss (2), R. Stevens, B. Harding.

MAKARETU — Sail No. 759

LOA 45ft; LWL 38ft; Beam 12ft 6in; Draft 7ft.
This steel yacht, previously raced as a ketch, has now been sloop-rigged. A third overall in the Sydney-Brisbane and a second in the Brisbane-Gladstone in 1972 were good performances, but she won't find the going so easy in this crack fleet.
Crew: Owner/Skipper N. Gosson (4), Navigator P. Toolan, R. Dearman (4), T. Gordon, J. Gibson (4), C. Deaker, 2 to be nominated.

MAKULU — Sail No. G280

LOA 33ft. LWL 24ft; Beam 8ft; Draft 5ft 6in.
Makulu is a German yacht on a world cruise which is taking the opportunity of competing in the Hobart Race while in Australian waters. She used to race in the Baltic.
Crew: Owner/skipper E. Searle, navigator J. Drazdansky, K. Rossbadn, R. Blackman, F. Gray.

MARARA — Sail No. 1317

LOA 33.1ft; LWL 24.2ft; Beam 10.1ft; Draft 5.9ft.
Another new Sparkman & Stephens design, built by Halvorsen Morson & Gowland, has performed creditably since being launched earlier this year.
Crew: Owner/Skipper K. Fiehr, Navigator D. Robinson (4), K. Fiehr, T. Black (1), R. Antill (1), M. Holmes.

MARK TWAIN — Sail No. SM101

LOA 38ft. 6in; LWL 29ft. 6in; Beam 11ft. 6in; Draft 6ft. 6in.
This sister ship to Pilgrim was sixth in the International One Ton Cup series in 1972 and won the One Ton Cup Division of the Sydney-Hobart that year. A member of the Victorian Southern Cross Team.
Crew: Owner/Skipper R.J. Langman (4), Navigator J. Bright (3), I. Langman (4), J. Langman (3), C. Smith (12), J. Mooney (3), R. Evans.

MARY BLAIR — Sail No. R4

LOA 42ft; LWL 32ft. 9in. Beam 10ft. 9in; Draft 7ft. 3in.
This aluminium sloop, designed by Warwick Hood and launched in 1970, has been in the Sydney-Hobart race only once in 1971, when she was 42nd on corrected time. In 1972 she took line honors in the inaugural Melbourne-Hobart race, but has returned this year to challenge the larger fleet.
Crew: Owner/skipper/navigator P. Riddle (1), G. Hose (1), K. Botica (1), G. Cole, P. Miller, C. Purtell, J. Cassidy, L. Joel.

MATIKA — Sail No. 528

LOA 36ft; LWL 31ft; Beam 10ft; Draft 5ft.
This is the best-performing Swanson 36 racing in Sydney. She has had very good results in this race previously, having a third, sixth and seventh to her credit.
Crew: Owner/Skipper A. Pearson (1), T. Simmat (4), C. Graham (2), D. McDonald (1), G. Wray (3), J. Dunstan (1).

MERCEDES III — Sail No. B450.

LOA 40ft; LWL 32.5ft; Beam 11.5ft; Draft 7ft.
This famous sloop was designed by Miller-Kaufman, and built by Quilkey in 1966. This is a Keith Farfor's second Hobart Race in this ex-Admiral's Cup boat.
Crew: Skipper Keith Farfor (2), John Force (2), Jim Ruddle (1), Guido Calkeon, Andrew Plympton (1), Martin Everett, Peter Avery, Allan Morehen (1).

MILLUNA — Sail No. SM156

LOA 35ft. 2in; LWL 28ft. 9in; Beam 10ft; Draft 6ft.
This Duncanson 35 from Victoria was launched in March 1973. Unfortunately there was no form available on this vessel.
Crew: Skipper T. M. Stokoe, A. Montanaro, W. J. Hanson, A. J. Hicowe, S. J. Joy, T.H. Moore, K.C. O'Brien.

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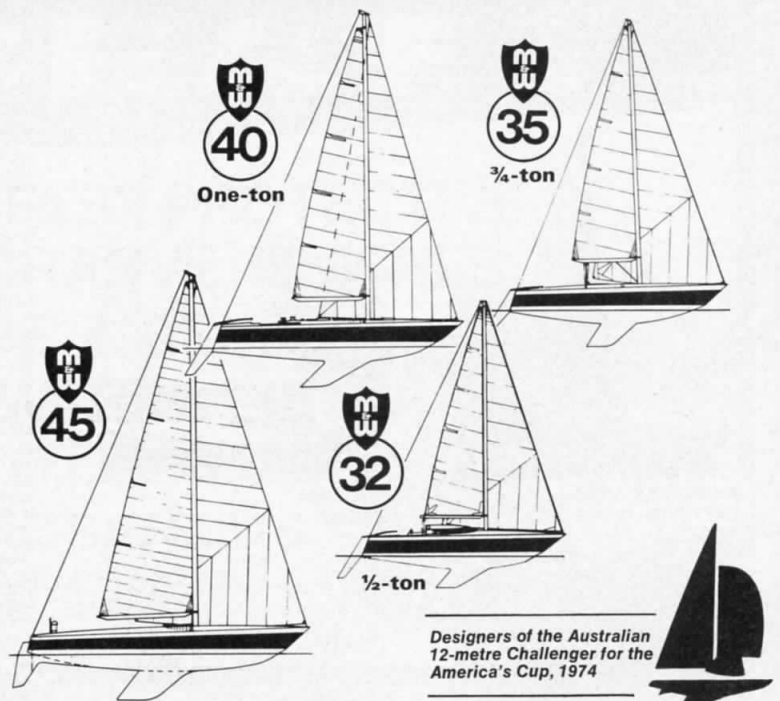
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MARY BLAIR



MATIKA



MERCEDES III



MILLUNA



MORNING HUSTLER



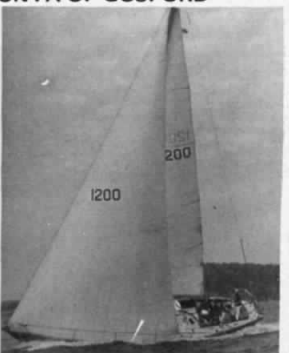
MORNING MISCHIEF



**MORNING MIST
ONYA OF GOSFORD**



**NIRIMBA
PACHA**



MORNING HUSTLER — Sail No. SA52

LOA 33.05ft; LWL 24.16ft; Beam 10.06ft; Draft 6.11ft.
A stock Sparkman & Stephens 34 from SA, Morning Hustler sailed in the 1971 Hobart when she came second in Division 2B. She is a member of the SA Southern Cross Team.
Crew: Owner/Skipper R. H. Fidock (6), Navigator I. C. Truelove (1), R. A. Bauman (1), R. S. Lawson (1), J. D. Judell (10).

MORNING MISCHIEF — Sail No. SA 117

LOA 33.2ft; LWL 24.2ft; Beam 10ft; Draft 5.9ft.
This stock Sparkman & Stephens 34 was first in her division in 1970 and third in 1971. Her rating has recently been changed and she is now the lowest-rated S&S 34 in Australia.
Crew: Owner/Skipper R. R. Cavill (2), R. C. Halliday, D. P. Manthorpe, J. R. Borg, J. R. Bayer, G. L. Semmens.

MORNING MIST — Sail No. SM118

LOA 34ft; LWL 25ft; Beam 10ft; Draft 5ft.11in.
A stock Sparkman & Stephens 34 from Victoria. This yacht was a starter in 1971.
Crew: Skipper A. G. Neate (1), A. Jones (1), L. H. Hendry (1), R. J. Harvey (1), K. Horsburgh (1), H. Proctor.

NIKE — Sail No. A3,

LOA 35.3ft; LWL 26ft; Beam 10.4ft; Draft 5.9ft.
This Sparkman & Stephens design was built by Max Creece of Hobart and launched in October this year. She is as yet untried but is a member of Tasmania's Southern Cross Cup team.
Crew: Skipper C. E. Davies, H. J. Baly-Stark (2), Dr. Des Cooper (3), Tim Chesterman, Tony Turvey, K. E. A. Williams (2).

NIRIMBA — Sail No. 527

LOA 41ft; LWL 27ft; Beam 10ft. 10in; Draft 6ft. 1in.
An Alan Payne design built by Naval Apprentices at HMAS Nirimba in steel. This is the second Hobart Race for the Naval entry.
Crew: Skipper Lieut D. K. Miller (2), Lieut E. J. James (1), Lieut R. Lammcraft (2), Lieut M. Gahan (1), Lieut K. Goodsell, Lieut G. Deacon.

NUDUMSKY — Sail No. 527

LOA 29ft 4in.
This little Half Tonner will be the smallest yacht in the fleet but her owner/skipper Lloyd Fallshaw of Melbourne emphasises that she is not a "tiny" boat. She was launched only in mid-November and is as yet untried offshore but she has an experienced crew.
Crew: Owner/skipper L. Fallshaw (1) navigator W.A.H. Alderice (3), S.A. Florence (1), D. Hughes, D. Boucher.

OLYMPIA — Sail No. G. 12

LOA 32ft; LWL 24ft; Beam 9ft. 10in; Draft 5ft. 6in.
Olympia is a newly-built Swanson 32 owned by C. & J. McDermid of Gosford Yacht Club. She is a sistership to the Montagu Island Race winner Harmony, but is so far untried in open company.
Crew: Owner/skipper C. & J. McDermid.

ONYA OF GOSFORD — Sail No. 1200

LOA 42ft; LWL 31ft; Beam 12ft; Draft 7ft.
Crew: Skipper/navigator Peter Rysdyk (4), Allan Brown (3), Steve Travillion (2), Rick Hammond (2), Leo Conaglen, Lindsay May, Graham Clark, Brian Clark.

PACHA — Sail No. 97

LOA 55ft; LWL 40ft; Beam 13ft. 10in; Draft 6ft.
Winner of the 1970 race, Pacha is one of the most attractive yachts in the fleet. She has been rigged as a sloop for this race and should be a strong force throughout the 630 miles.
Crew: Owner/Skipper Sir Robert Crichton-Brown (9), Navigator J. L. Brooks (3), P. H. Green (23), W. R. Bold (15), J. C. Dawson (5), G. P. Long (3), G. J. Rouvray (6), B. W. Davies (7), D. R. Howlett (4), D. K. Slingsby (3).

PAPILLON — Sail No. 179

LOA 43ft; LWL 30ft; Beam 11ft. 3in; Draft 6ft. 10in.
This well-performed New Zealand yacht will come fresh from an extended Pacific cruise after coming first in the Auckland-Suva race and taking line honours in Division 2. A Sparkman and Stephens 43ft. she could do well.
Crew: Owner/Skipper John Wrightson, Navigator W. Smith (1), R. Tedcastle, D. Davies (2), G. Davies (1), T. Whincop, G. Blakey.

PATRICE — Sail No. 826

LOA 43ft; LWL 30ft; Beam 12ft. 6in; Draft 6ft. 9in.
A Camper and Nicholson 43 launched in 1970, she was 27th in last year's race, and can expect at least a similar placing this year.
Crew: Owner/Skipper/Navigator R. J. Kirby (3), F. May (1), W. Gibson (3), D. Keating (3), J. Kirby (3), A. Norman, H. Cruickshanks (3).

PILGRIM — Sail No. 226

LOA 38.62ft; LWL 29.63ft; Beam 11.83ft; Draft 6.61ft.
Pilgrim was narrowly defeated in the International One Ton Cup in 1972. A member of the NSW Southern Cross Team, this Sparkman & Stephens sloop was built by Doug Brooker. This excellent yacht is very well sailed and has the capability of winning any race she enters.
Crew: Owner/Skipper/Navigator G. Evans (3), Sailing Master J. Burke (6), I. Hughes (6), J. Munson, B. Harris, J. Stanley, C. Wildman (9).

PISCES — Sail No. 1271

LOA 43ft. 3 in; LWL 32ft. 3in; Beam 11ft. Draft 6ft. 6 in.
Another Cole 43 launched in March, 1973. Her performance will be watched with interest against the newer boats.
Crew: Owner/Skipper H. Lewis, Navigator A. R. Le Rutte (5), R. D. Ferris, C. Doolan (1), W. A. J. Cooke, W. Butler, R. Wilson, R. Smith.

POITRELL II — Sail No. 347

LOA 33ft. 4in; LWL 25ft; Beam 10ft. 1in; Draft 6ft. 5in.
This is a fibreglass Brolga class designed by Peter Joubert. Launched in June 1973, Poitrell II has had moderate success in recent CYC offshore races.
Crew: Skipper/Navigator Jim Robson-Scott (10), Ian Downey (4), Bruce Jeffries (2), Graham Jones (10), John Thompson (1).

POLARIS – Sail No. M99

LOA 43ft 3in; LWL 33ft; Beam 10ft 9in; Draft 6ft 6in.
A fibreglass Cole 43, Polaris represented NSW in the 1971 Southern Cross Cup, finishing 10th in the Hobart Race that year. Last year she finished 11th overall and fifth in Division B and the benefit of an extra age allowance could go well again this year.
Crew: Owner/skipper L.H. Savage.

PROSPECT OF WHITBY – Sail No. K130

LOA 47ft; LWL 37ft; Beam 13ft. 3in; Draft 7ft. 3in.
This yacht missed selection for the UK Admiral's Cup Team, but has since converted to masthead rig and reports indicate that she is going extremely well. We are always pleased to see the colorful Arthur Slater and his crew. A member of the UK Southern Cross Team.
Crew: Owner/Skipper; Arthur Slater (2), G. Shackles (2), W. Bowles, R. Motson (1), R. Green, J. Lallow, J. Green (2), J. Pugh, M. Halvorsen (22) one to be nominated.

QUAILO III – Sail No. L684

LOA 55ft; LWL 40ft; Beam 14ft. 4in; Draft 8ft. 4in.
Launched in 1971, this Camper and Nicholson stock 55 surprised by making the UK Admiral's Cup Team this year. This vessel is exceptionally well sailed. Another UK Southern Cross Team member, she will be a strong contender.
Crew: Owner/Skipper Donald Parr, David Arnold, Pat Jackson, Graham Newland (16), Peter Nicholson, Steve Allinson, Ian Horobin, Sid Cole, Roger Dobson, Michael Parr, John Holmes.

QUEEQUEG – Sail No. 247

LOA 45.8ft; 35.25ft; Beam 13.375ft; Draft 7.75ft.
This beautiful Sparkman & Stephens yacht has not performed to expectations. Vice-Commodore Rick Dowling has recently redesigned the sail plan and hopes for much improved performance.
Crew: Owner/Skipper M. R. L. Dowling (1), Navigator W. Fesq (14), M. Fletcher (2), J. S. Corner (2), I. MacDiarmid, R. Shaw (6), F. Johnston (5), W. Burns (5), G. Gillima (6), P. Clarke (7).

QUICKSILVER – Sail No. 1761

LOA 41ft; LWL 31ft. Beam 12ft; Draft 6ft. 8in.
Sister ship to Lisa, an Olin Stephens design put together by Brian Wilson. These two should not lose sight of each other.
Crew: Owner/Skipper B. Wilson (3), M. Aldridge (3), J. Smith, R. Wilson (3), D. Pollock, T. Gillespie (4), R. Haslar (3).

RABELAIS – Sail No. 1271

LOA 33ft. 7in; LWL 27ft. 8in; Beam 10ft; Draft 5ft. 8in.
A Columbia 34 stock sloop designed by Bill Tripp, she will give the crew a comfortable trip to Hobart.
Crew: Owner/Skipper P. Mills (1), R. Mills, E. Smith, J. Walker (2), J. McGrath, 2 to be nominated.



PAPILLON



PATRICE



PILGRIM

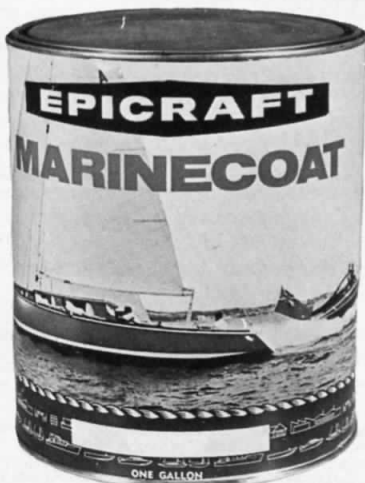


PROSPECT OF WHITBY

RAGAMUFFIN – Sail No. 70

LOA 48ft. 8in; LWL 38ft; Beam 13ft. 3in; Draft 7ft.
Recently returned from the Admiral's Cup campaign, Rags will be seeking a win this time in the only race in this part of the world that she has not won. Still has the nucleus of her 1971 Fastnet-winning crew.
Crew: Skipper Sydney Fischer (10), Navigator William Lawler (6), Jack Christoffersen (10), Hugh Treharne (5), Tony Ellis (8), Michael Summerton (8), John Noakes (7), Ian Perdriau, John McDonald.

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RAMPAGE



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RUFFIAN
RUTHEAN



RAMPAGE — Sail No. RF20

LOA 40ft; LWL 32ft; Beam 11ft. 7in; Draft 6ft. 2in.

A new Bob Miller One Tonner, a sister to Ceil III (the Hong Kong entry), she should be fast and will have a good chance of an overall win, if conditions favour the smaller yachts.

Crew: Skipper Peter Packer (1), Navigator Ron Packer (5), Chris Packer, Tony Packer, Jim Hardy (2), Jonno Farmer (1), Warren Rigby.

RENEGADE — Sail No. 915

LOA 36ft. 11in; LWL 26ft. 10in; Beam 10ft. 5in; Draft 6ft. 4in.

A Lidgard-designed entry from New Zealand, this yacht was second in the 1972/73 Wellington IOR Offshore Championships — good credentials for this race.

Crew: Skipper D. G. Hogg, B. D. Cardiff, A. G. Stewart, B. C. Morris, H. J. Dodson, P. J. MacDonald.

RUFFIAN — Sail No. 5

LOA 43ft. 8in; LWL 32ft. 3in; Beam 10ft. 11in; Draft 6ft. 9in.

This new Cole 43 has had very little racing and the crew's potential is also unknown, but well-sailed Cole 43s are always a threat.

Crew: Owner/Skipper J. Kinsella, John R. McDonnell (8), Rex A. Atkin, William Rowe, Michael A. Thackray (4), Peter R. Tierney, Alan K. Rossell, John G. Hope-Allan, Arthur L. Johnston (3).

RUNAWAY — Sail No. 1249

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

A New Zealand One Tonner, she came second overall in 1971 and 16th in 1972. Must have a good chance if it's a small boat race, as she has recorded first and second in the One Ton Division in 1971 and 1972 respectively.

Crew: Owner/Skipper I. Gibbs (1), Navigator D. McCormick (1), P. Edgar (1), M. Ross, H. Jørgensen, P. Schultz (3).

RUTHEAN — Sail No. 1444

LOA 54ft; LWL 40ft; Beam 12ft; Draft 7ft. 6in.

Designed by Laurent Giles, this yawl was launched in 1954 and is a veteran of the 1954 race, 1956 and 1963. Has since been completely re-rigged.

Crew: Owner/Skipper/Navigator C. J. Dorrough (2), A. Hancock (5), P. A. Ziems (3), J. Bisset (3), C. J. Buist (1), C. M. Dorrough, R.H. Julian, S. Williams, P. E. Howe.

SARACEN II — Sail No. 246

LOA 36.36ft; LWL 30.5ft; Beam 9.51ft; Draft 5.75ft.

This Camper and Nicholson sloop has become well known as a regular Hobart race contestant. She makes the trip this year under new ownership, and her age allowance should help considerably.

Crew: Owner/Skipper J. H. Jamison, Navigator F. J. Daly, H. H. Jackson, I. R. Jackson, T. J. Richardson, Dr. L. Roberts.

SEQUANA — Sail No. 5

LOA 34ft. 10in; LWL 24ft; Beam 9ft. 6in; Draft 4ft. 10in.

This Queensland sloop, designed by Alan Buchanan, is making her fifth trip to Hobart since being launched in 1961.

Crew: Owner/Skipper M. Tilley, E. Eacock, G. Addamson, B. Willis, A. Greenfield, P. Swan.

SIROCCO — Sail No. 956

LOA 45ft; LWL 32ft; Beam 10ft. 6in; Draft 6ft. 3in.

This Sparkman and Stephens sloop was launched in Hobart in 1939 but, although wellknown in Australian waters, this will be her first attempt at the Sydney-Hobart race. She was recently acquired by her present owners, T. A. & P. J. Firmstone.

Crew: Co-Owners T. A. and P. J. Firmstone, Navigator H. V. Watson, J. Brown, Paul Goss, Neil Begley, Hugh Campbell, Lou Carter.

SISKA II — Sail No. RF 9

LOA 59ft; LWL 42ft; Beam 14ft; Draft 9ft.

Siska, designed built and owned by Rolly Tasker, has been modified since she sailed in the 1971 race. Three firsts and fastest in offshore races in WA this season will make her a formidable contender for line honours.

Crew: Owner/Skipper R. Tasker (2), Navigator J. Solomons (4), J. Seale (2), P. Hay (5), W. Banks, C. Mews (2), R. Gregson, P. Lehman (1).

SKYLARK — Sail No. 1111

LOA 32ft. 7in; LWL 24ft; Beam 11ft; Draft 5ft. 6in.

Joe Ward, after many disappointments with this Carter design, has re-rigged the Half Tonner and hopes this time to have found the answer.

Crew: Owner/Skipper J. Ward (2), Navigator D. Hocking (6), A. Ratcliffe (10), E. Flynn, R. Souter, W. Ackhurst.

SOLENT — Sail No. SM15

LOA 34ft. 10in; LWL 25ft; Beam 9ft. 6in; Draft 5ft.

Overall winner of this year's Queenscliff-Stanley Race, sailed in gale force conditions. Placed and performed well in a number of Round-the-Bay races last season. Vessel now showing benefit of 1972 refit and with skipper and navigator having this race under their belts she should do better this year.

Crew: Skipper P. J. Robinson, Navigator R. S. Robinson, T. Crispin, R. Sullivan, J. Hardy.

SOU'WESTER — Sail No. 580

LOA 30.250ft; LWL 24.00ft; Beam 9.56ft; Draft 4.040ft.

Raced with great success under previous ownership when named Adni, Sou'Wester is a Currawong 30 which rates at Half Ton. In light moderate conditions she could perform well on handicap.

Crew: Owner/Skipper N. Holman.

SUNDOWNER — Sail No. SA11

LOA 50ft. 1in; LWL 43ft; Beam 11ft. 6in; Draft 7ft. 6in.

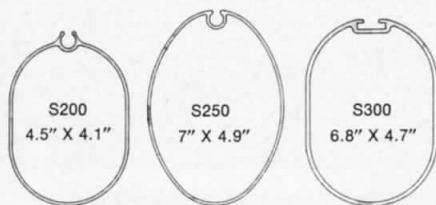
This moulded ply Van de Stadt sloop was launched in October 1972. No previous IOR races except Southern Cross elimination series in South Australia.

Crew: Owner/Skipper B. C. F. Price, W. J. Hall (6), L. Marchant, C. Smith, R. Richardson, K. B. Barwell, H. A. Hoffman (Helen), H. C. G. Dolling (1), A. Blackburne (1), A. J. Kohler.

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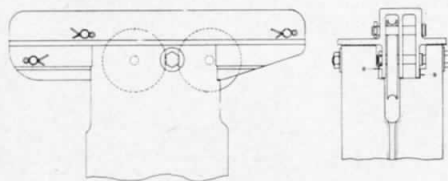
SECTIONS

24'-29' 1/2 TON 31'-35'



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The Sheerline masthead fittings can be adapted for internal or external halyards, one or two headsail or spinnaker halyards. Wind speed and direction equipment can be simply attached to the masthead.

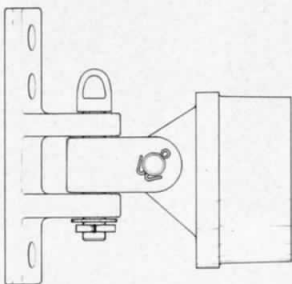
Being a one piece aluminium extrusion with tough alloy sheaves, the total masthead weight for a 10 metre yacht is only 2 kg.

The forestay fixing point and spinnaker take off allow the fullest advantage to be taken under the IOR Rule.

High strength anodised alloy with 'sintered' bearings to give continuous free operation without need for maintenance. The large sheave diameters used ensure that halyards are not fatigued.

(Australian Registered Design RD60209, Patents and registered designs applied for in other countries.)

GOOSENECK

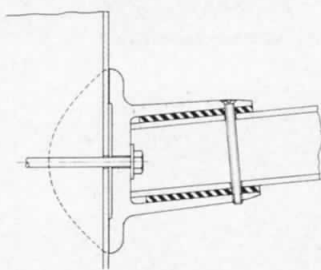


Cast in high tensile, corrosive resistant aluminium alloy with large bearing surfaces and heavy stainless steel clevis pins.

The Sheerline Gooseneck is designed for mainsails up to 20 sq. m. It allows the boom to swing past the beam. This means that a heavy weather jibe, even in yachts with centre rigged lowers, will not put excessive strain on the fitting itself.

End fittings are available for S200, S250 and S300 boom sections.

SPREADERS

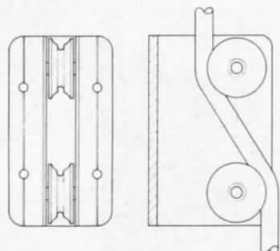


A large percentage of mast failures are caused by failures in the spreader fittings. This is due to the spreaders themselves being too tight, or the design for attachment to the mast being inadequate. Sheerline spreaders are therefore designed and manufactured with strength as the major consideration.

The spreader base is a special heat treated aluminium alloy which covers 75% of the mast circumference and is bolted through to give a large load bearing area. A neoprene seating for the spreader allows flexibility as the mast bend is adjusted. The aerofoil spreader shape also gives more strength when required.

The complete fitting is designed to give minimum air flow resistance consistent with strength. The total appearance is clean and streamlined.

OUTLET BOXES



Designed to allow halyards to operate without strain as the exit line is almost straight. Sheaves are high strength anodised aluminium alloy with 'sintered' bearings to give trouble-free operation. They are grooved to take both wire and rope halyards. The sheave box, in anodised aluminium, can be adjusted to fit any position on the mast.

SHEERLINE SPARS

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SARACEN II



SEQUANA



SIROCCO



SISKA II



SKYLARK



SOLENT



SOU'WESTER
SUPERSTAR



SUNDOWNER
SURAYA



SUPERSTAR — Sail No. K458

LOA 44ft; LWL 35ft. 2in; Beam 12ft. 5in; Draft 7ft. 2in.
The new Sparkman & Stephens 44 built by Nautor of Finland. Performed extremely well in offshore races in the United Kingdom this season, obtaining one first and several places in class 1.
Crew: E. A. Graham, D. Johnson, P. Lilley, J. Irving, A. Perry, H. Hague, J. Nehew, A. Greenway, R. Pearson, C. Moody.

SURAYA — Sail No. SM181

LOA 37ft; LWL 27.03ft; Beam 9.82ft; Draft 6.25ft.
Another yacht from the Sparkman and Stephens stable, Suraya was launched in Tasmania in 1967. She has never been ocean racing, but has quite a good record in Port Phillip Bay, where she won the Association Cup in 1972.
Crew: Skipper K. Steinman, Navigator J. Lewis, J. Stevenson (3), A. Pinkster, H. Halliburton (1), D. Earle.

TAURUS — Sail No. 67

LOA 43ft. 3in; LWL 32ft. 3in; Beam 10ft. 11in; Draft 6ft. 6in.
One of Australia's best known yachts, Taurus is a Cole 43 launched at Gosford in July 1970. She sailed in the 1970, 1971 and 1972 Hobart races, coming 6th, 5th and 13th respectively. She won also the CYCA Blue Water Champ. for 1971/72 and won the 1973 Winter Point Score.
Crew: Owner/Skipper A. G. Lee (3), Navigator T. W. Thompsom (13), D. C. Jones (17), M. Burke (3), S. Easton (1), 3 to be nominated.

TAWARRI — Sail No. 809

LOA 41.150ft; LWL 38.00ft; Beam 11.630ft; Draft 6.430ft.
This fine double-ender is one of the most comfortable yachts in the Hobart Race. She is not noted for her speed but if conditions are heavy she will be carrying her big gear when others are reefed right down.
Crew: Owner/Skipper J. D. Lewis (2), Sailing Master T. R. Vasey (3), Navigator P. Johnston-Hall (1), R. Cook (1), J. Cameron (2), P. Kline (1), J. Green (1), P. Hale.

TEQUILA — Sail No. 1469

LOA 46ft; LWL 36ft. 6in; Beam 12ft. 8in; Draft 7ft. 4in.
This New Zealand yacht designed by Paul Whiting was launched in December 1972. Has several creditable performances in New Zealand this year.
Crew: Owner/skipper D. Whiting, navigator J. Beavis (2), P. Whiting, P. Whiting, I. Chambers (2), G. Haycock (2), N. Wishlaw, G. Cummins.

TREVASSA — Sail No. 1030

LOA 48ft. 3in; LWL 34ft; Beam 12ft. 3in; Draft 7ft. 2in.
Having her second race, this well built and designed John Muir sloop will be well sailed by owner/skipper Duffield, a veteran of eight Hobarts.
Crew: Owner/Skipper F. Duffield (8).

VALHALLA — Sail No. MH250

LOA 60.5ft; LWL 44.5ft; Beam 13.83ft; Draft 8.5ft.
This veteran has not raced since the 1963 Sydney-Brisbane Race. She originally raced in the 1950's with the Pittwater Division 1 fleet under the name of Southwinds. She has just returned from an 8-year world cruise and has completed an extensive refit.
Crew: Owner/Skipper D. Vanderbent.

VARIAG — Sail No. 4386

LOA 38ft; LWL 32ft; Beam 9ft. 10in; Draft 5ft. 9in.
A French entry which has raced with considerable success in European waters. Rating a little less than One Ton, she will need small boat weather to succeed.
Crew: Owner/skipper/navigator M. Henrion, C. Henrion, C. Bourdenet, L. Cordelle, B. Mothemasse, J.M. Carpentier.



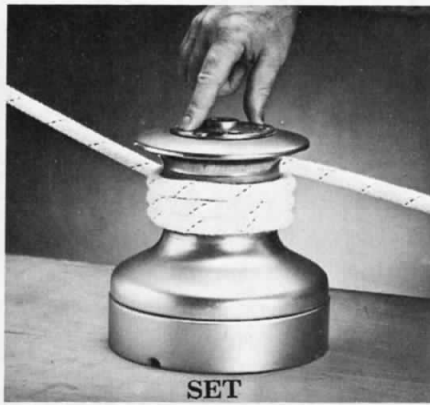
TAURUS
TEQUILA



TAWARRI
TREVASSA



**PUSH AND TURN
TO SELECT FIRST GEAR**



SET



FIRST GEAR



SECOND GEAR



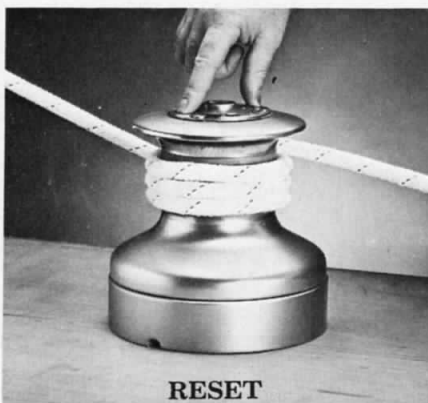
THIRD GEAR



SECOND GEAR



THIRD GEAR



RESET



FIRST GEAR

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* Patent pending

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VALHALLA



VARIAG



VITTORIA



WARANA



WILD GOOSE



WILLI WILLI



ZILVERGEEST II

VITTORIA – Sail No. SM33

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

This well-known member of the Victorian Southern Cross Team has always been sailed well in the past, and it won't be for the want of effort if she's not among the leaders.

Crew: Owner/Skipper L. Abrahams (8), Navigator D. Lang (12), R. Hose (5), L. Nichols (10), G. Watt (3), A. Abrahams, C. Carlile, G. Savage.

WARANA – Sail No. R37

LOA 40ft; LWL 35ft; Beam 11ft; Draft 6ft.

Launched in 1938 and built of Huon Pine, Warana raced in the 1953 Sydney-Hobart Race skippered by P. R. Warner, finishing 15th.

Crew: Owner/skipper I.L. Edwards, navigator B. Crawford, P. Rogers, P. Guppy, I. Ravenwood, P. Andrew, P. Spottswood.

WILD GOOSE – Sail No. SM10

LOA 37ft; LWL 30ft; Beam 12ft. 6in; Draft 5ft. 6in.

A Joubert One Ton design, she represented France in the 1972 One

Ton Cup. She has not performed well in the past, and the crew will be working hard to achieve a high placing.
Crew: Owner/Skipper I. D. Russell (2), Navigator P. Bath (4), N. Jackson (3), D. Byrne (2), G. Griffiths (1), S. Ball, B. Legg (1).

WILLI WILLI – Sail No. MH222

LOA 42.940ft; LWL 38ft; Beam 12.5550ft; Draft 6.470ft.

A new cruising yacht designed as an updated version of Boomerang VII. This is her first Hobart race, and her performance should be interesting.

Crew: Skipper J. Hawley, Navigator C. Nunnery, G. Sullivan (2), Peter Young (2), Denis Walsh, Tony Carpenter, Jerry Humphrey, Ian Alexander.

ZILVERGEEST II – Sail No. 408

LOA 32ft. 4in; LWL 24ft; Beam 9ft. 5in; Draft 5ft. 8in.

Allan Murray has extensively re-designed this Hood Three-Quarter Tonner. She won the CYCA Third Division Pointscore this year, and should be placed in her Division.

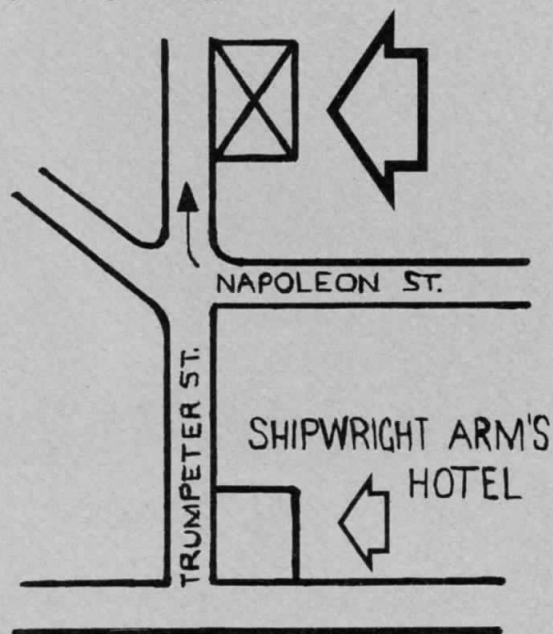
Crew: Owner/Skipper A. Murray (8), B. Vallance (7), C. Davis (6), B. Johnson (3), R. Hunt (2), S. Kingsland.



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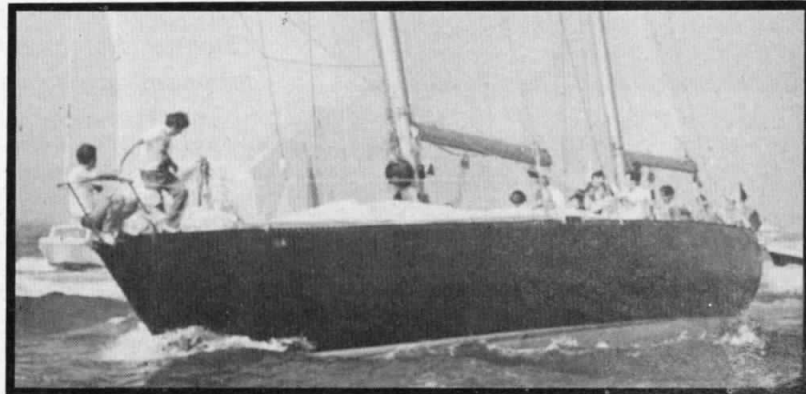


ABOVE: Chay Blyth's Great Britain II, 72ft lightweight ketch built in foam/sandwich fibreglass to Alan Gurney's design. **RIGHT:** French staysail schooner Grand Louis, owned and skippered by Andre Viant. 61ft overall, she was built in glass to Dominique Presles' design. **BELOW:** Adventure, entered by the Royal Navy Sailing Association, cutter-rigged production Nicholson 55. Naval crew drove her to first overall on the first leg, finishing second over the line only to the 81ft Burton Cutter.



globe-girdlers

Sydney was halfway house in December for the longest ocean race of all, around the world from Portsmouth to Cape Town, Sydney, Rio and Portsmouth. The race saw the deaths of two crewmen, lost overboard in the grey southern sea.



TOP: Second Life, production 71ft ketch skippered by Roddy Ainslie. ABOVE LEFT: Clipper-bowed ketch Kriter, 68ft overall, built in wood for Jack Grout, entered under French colors. ABOVE: Eric Tabarly's 74ft ketch Pen Duick VI, built in aluminium, ballasted by uranium, designed by Mauric. Dismasted on the first leg, she soon took charge of the fleet on the second.



ABOVE LEFT: Biggest boat in the race, the 81ft ketch Burton Cutter, sailed by Leslie Williams and Alan Smith. First into Cape Town, she was dismasted on the second leg and stopped at Port Elizabeth for repairs. ABOVE RIGHT: The Mexican-entered Finnish-built Sayula II, a production Stephens-designed Swan 65.



HAMMOND THE NAVIGATOR

Dinghy racing, 17 Sydney-Hobarts, three Admiral's Cup series and a SORC season have refined the talents of navigator/strategist Dick "Sightie" Hammond. In this interview with Steve Scoles, Dick recalls his ocean racing career spanning 22 years.

ADIET of apples and oranges aboard an ageing schooner skippered and navigated by two equally ageing Tasmanian brothers... that was the introduction young Sydney skiff sailor Dick Hammond had to ocean racing. But it was an introduction that instilled in Hammond an intense love for blue-water yachting, a love that has taken him in some 17 Sydney-Hobart races and to the pinnacle of international offshore yachting — as a navigator in the Admiral's Cup.

It all began back in 1952, when a group of Manly Skiff Club boys formed the nucleus of the crew for the Massie brothers' schooner, Wanderer. Dick made the 630-mile voyage in Wanderer three times, giving him the ocean racing "bug" and a determination to learn all the "tricks of the trade". This he certainly has, becoming not only one of Australia's ace offshore navigators but a most capable all-round crewman, too, working a foredeck or taking a helm watch if needed.

That first race in Wanderer was an unforgettable experience. As hard as they tried, a 14th place overall was as good as the skiff boys could screw out of the outdated schooner, and by the time they reached Constitution Dock most of the other entrants had usually left for home.

"But the Massie brothers, Eric and Gordon, were really fine blokes," Dick recalled recently. "They were both over 70, yet thought nothing of running up the ratlines to the top of the mast. They made a lot of their own cotton sails and Eric used to navigate the Hobart Race from lighthouse to lighthouse. They were good company and good fun.

"They would sail up from Tasmania, their home, with a short crew, fully provisioned with cases and cases of oranges and Tasmanian apples. One year we'd have plenty of meat (usually more than two weeks old by the time the race started) and the next year it would be all tinned food and rice.

"One year this rice was stowed on high shelves with small fiddles and when we ran into some big seas it all cascaded down onto the bunks and the cabin floor. For the rest of the race we were picking the bloody stuff out of our toes, hair and our ears."

Another year the race took a bit longer than expected and food supplies started to run rather low as they approached the Tasmanian coast. Realising this, a couple of the crew started surreptitiously stowing the odd apple and orange in their kit bag.

"Nothing was said, but on New Year's Eve we were just off the St. Helen's Point," Dick said. "We could hear all the revelries on shore. There

was no wind, so Eric and Gordon decided to drop the main while we held our own New Year's celebrations. The store hoarders, who had been uncovered by this time, were made to sit out on deck while the rest of us went below and scooped the remaining grog."

The Hobart Race was sort of an annual holiday for Dick and his mates, who, for most of the season sailed seriously with the Manly skiffs. By 1955, however, the skiff fleet had dwindled to about seven starters and it was more difficult to get a seat on a good boat.

Russell Slade had been the club champion and State rep for several seasons. Like most of the Manly skiffies, Dick had admired his talent for years, so when Russell decided to go ocean racing and the chance of a crew berth came up, he jumped at it.

The first year down to Hobart in Russell's Janzoon they finished third overall. The following year they were 4th and then 14th in 1957.

Janzoon didn't go in '58 and most of her regular crew, including Dick, sailed in Geoffrey Pattinson's English yacht, Uomie, finishing 5th overall after leading all the way to the Tasman Light.

The next two years were in Janzoon, but she was becoming slightly dated and really only able to hold her own in conditions where tactics and seamanship played an important role.

Russell commissioned Alan Payne to design Janzoon II, the first large fibreglass yacht built in Australia. She was designed with the Sydney-Hobart Race specifically in mind; there is usually a lot of running and leading involved and Russell wanted something which could pack on a lot of sail and be sailed under pressure for long stretches.

Janzoon II finished second in her first Hobart race after one of those 'one-that-got-away' episodes. She

EARLY days — Dick at the helm of a skiff on the "ballooner run from Fairlight to Quarantine."





WANDERER, left, well-reefed and steaming towards Hobart in 1951, and, right, the Massie brothers and three of the crew on board the schooner after the race.

reached the Iron Pot with a good handicap lead and worked to the finishing line in a dying breeze. Soon after she crossed, however, the breeze freshened and the later boats were able to make much better times on the last leg.

Most of this time Dick was working on the foredeck, and being very light did much of the for'ard hand's work, climbing the mast to unhook halyard foul-ups. He was recognised as a capable helmsman, too, and often was called on to steer the boat. In fact, doing everything and anything on board — and loving it!

But all this time he was starting to realise how important the navigator's role was in ocean racing.

In 1955 in Janzoon, after being in a winning position half way down the Tasmanian coast, and sailing well, they had lost simply because they weren't in the right spot at the right time. The same thing happened again in 1956, after sailing well throughout the race.

Dick started to share the navigation — one on each watch — and this resulted in "one of the classic navigation errors of all time," as he put it.

In a Montagu Island Race, Janzoon ended up somewhere north of Newcastle!

Dick worked hard on this aspect of yacht racing and today he is recognised as one of Australia's (and indeed the world's) top blue-water navigators.

He is a tactician/Navigator — "the two are so inter-related that you can't really separate them," he stressed.

"It's possible for two to work together, with one plotting the course and the other interpreting the plot tactically. But a better arrangement, I feel, is for one man to take responsibility for the lot.

"And it's much easier for an experienced ocean racing hand to pick up the skills of navigation than it is for a navigation expert to learn the finer arts of tactical sailing.

"Class racing on the harbor is undoubtedly the best experience, as the results of any tactical moves can be seen immediately."

The 5.5 metre class is perhaps one of the finest schoolrooms for tactical sailing and Dick has done several very competitive seasons in the class with Russell Slade in Kareelah, Burrabra and Burragula.

"The forward thinking in ocean racing, planning where you're likely to be in 6-12 hours time, and being able to associate that with navigation and tactics requires a good understanding of basic racing strategy.

"Whether to sail high at six knots or pull her away slightly and get seven are things which can only be calculated on the chart table — from exact position fixes in relation to the course.

"These factors have to be decided, then passed back to the skipper or watch captain to be weighed up and discussed.

"Consideration also has to be given

to pending wind changes, currents and tides.

"Pre-race homework is vital. Distance charts of the course, lights, weather report times and such should be known and the course imprinted firmly in your mind so that you can visualise the coast every time you make a position fix or change direction.

"The more things you can do ashore the better. There are other things to do on board, and you should concentrate on getting as much sleep as possible during a long race. Tiredness causes mistakes.

"But you only really learn from mistakes and even the best navigators still make them.

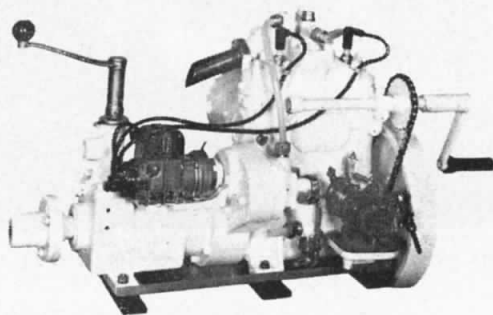
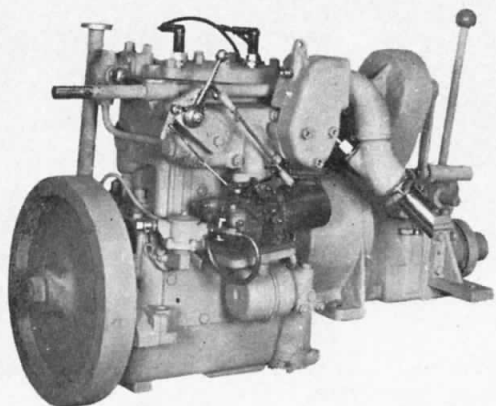
"After Janzoon's disastrous Montagu Island Race booboo, one of the more vocal hecklers was Vic Meyer of Solo. A few races later, however, Vic made a whopper himself and I remember him coming up to me after the race and

ALONG way from Wanderer days — the Bob Miller-designed racing machine Ginkgo, which Dick navigated in the recent Admiral's Cup series in England for owner Gary Bogard.



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HAMMOND THE NAVIGATOR

saying, in his inimitable Swiss-Australian accent; 'I vill neffa larf agen'.

Dick recalled that when he joined Russell Slade on Janzoon for the 1955 race to Hobart, he was the only one in the crew who had been down before. When Russell asked him how well he knew the Tasmanian coast, he replied, 'Like the back of my hand.'

After being at sea for some days, they sighted land and Dick assured his skipper that it was Freycinet Peninsula. An hour or two later, they made a landfall — sorry, he had been mistaken, *this* was Freycinet Peninsula. The next two landfalls also turned out to be Freycinet Peninsula ... so much for the back of Hammond's hand!

When Russell Slade decided in 1967 to give ocean racing away to concentrate on 5.5's, Dick sailed with him, but he continued to get his ocean racing with Ted Kaufmann on Mercedes III. They were seldom out of a place in Mercedes and spearheaded the team which won the Admiral's Cup — a proud moment in Dick's ocean racing career.

On his return from England he joined his old friend Col Betts who had been made sailing master of Denis O'Neill's new Admiral's Cupper, Koomooloo. The crew comprised most of his crewmates from Janzoon days.

Koomooloo won the Hobart race ("another very memorable occasion") in fine style, then went on to Cowes with Mercedes III and Ragamuffin to defend the Admiral's Cup in 1969.

Koomooloo was then sold and Dick went to Hobart later that year with Sir Max Aitken's line honors winner, Crusade. The following year, 1970, was reserved for a family holiday to Lord Howe Island. In 1971 he sailed with another English yacht, Arthur Slater's Prospect of Whitby.

Last year he went down with Ginkgo, which he also navigated in this year's Admiral's Cup challenge.

"I've always been lucky enough to get with good crews. Russell Slade, for instance, is a great bloke with wonderful boat sense, and he always had a great bunch of guys on the Janzoons.

"In ocean racing you need a good boat, a harmonious crew, you have to sail and navigate well and tactically — but even then things have to be going for you.

"Over a series, the best boats will win more times, but often luck is against you no matter how you sail; usually in the most important races.



THE English yacht Uomie was Dick's Hobart berth in 1958, finishing fifth overall after leading all the way to the Tasman Light.

"Take the 1969 Fastnet, for instance. The Aussies started with a great chance of retaining the Admiral's Cup, but we struck the worst calm I've ever experienced. We were in mirror-smooth water for 36 hours while the larger American boats ghosted to victory.

Dick Hammond believes that international experience has brought about a vast improvement in the standard of Australian yachtsmen in recent years, in dinghy classes as well as amongst the blue-water boys.

"I noticed it when we returned to Sydney with Mercedes III after the Admiral's Cup series in 1967", he said.

"Now there are so many boats and crewmen doing the international bit that local fleets almost have divisions

within divisions — the experienced international types vying for more international honors, and those who race solely for the recreation and friendly competition.

"The difference sailing with these worldly experienced crews ('heavies', 'hot-shots', call-them-what-you-will) is very noticeable.

"There seems to be a lot more opportunity for people to make a living out of boats (making sails, designing, building, rigging etc) and able to spend a lot of time around boats and the water. Professional isn't the word for it, as very few people (if any) actually make money out of just sailing on boats.

"However, the day of the paid hand is with us. The scrubbing down,

HAMMOND THE NAVIGATOR

talking to Tryg Halvorsen about the incident: "Yes," said Tryg, "we tried that . . . once!"

The most important thing about navigating to Hobart is to keep well clear of the coast, according to Dick Hammond.

"There have been more cases of yachts being becalmed inshore than out at sea. The predominant southerlies tend to be stronger further from the coast.

"This is, of course, only a general rule and doesn't always apply. Sometimes the only winning leg is a tack inshore. But if this is the case then all the boats will end up inshore — and if you are all together, it doesn't matter quite so much.

"It doesn't pay to wind all your gear on hard and point high into the wind. Wind seldom stays in one direction for any length of time and it generally pays to stay slightly free and concentrate on boat speed.

"It is also wise to keep a very good DR plot and double check at every opportunity, either using landmarks or celestial navigation.

"You never know when the weather is going to close in and it helps to have an exact up-to-date position.

"The approach to the Tasmanian coast is not easy. You converge at a very acute angle; if you're too far up you may get hemmed in and be forced onto a losing leg; if you're too wide, the extra distance could prove critical. But better the latter than getting becalmed close inshore.

"I remember one year when the whole fleet was set well into Bass Strait by the strong current and some of the boats ended up going around the other side of Flinders Island."

Dick won't be making the passage to Hobart this year. After a very hectic season, including the Admiral's Cup series in England, he feels he has spent enough time away from home and is off to Lord Howe with the family again. But until the Hobart race starts he will be sailing with Peter Kurts on his new *Love and War*.

An unassuming and much-liked character, Dick has an interesting philosophy about winning:

"Be happy about it, enjoy it, and celebrate it well — it compensates for the times when, either through misfortune or mistake, victory just slips through your fingers."

— Steve Scoles

SYDNEY—HOBART PROGRAM — 1973



RUSSELL Slade's graceful Janzoon; five times Dick sailed with her in the Hobart Race, including a third overall in 1955.

provisioning, fitting out etc., which used to be shared by the entire crew, are often the responsibility of one hand these days."

There is so much money involved, that owners feel they must get good 'mileage' from their investment — and in competitive terms that means international honors, the sense of achievement from putting Australia on the yachting 'map'. And our yachtsmen have certainly done that over the past decade.

It means keeping up with every new idea and development. Things like starcut spinnakers — or now, super starcut spinnakers.

Keeping abreast of the latest trends is very important, but is every new idea a good one?

"I remember on Janzoon one year,"

said Dick, "just after Russell had returned from a business trip to England. It was during a Hobart race, we were sailing under just spinnaker and main when the wind started to freshen. Russell was in his bunk, so I went below and asked him about reducing sail.

"Just drop the main and leave the spinnaker up," he said. Apparently it was something he'd seen the top English boats doing.

"No sooner had we doused the main when the yacht started rolling from one side of the coachroof to the other. Slady came up on deck to check it out:

'Christ,' he said, 'another Pamir incident,' and promptly agreed to a sail change."

At Hobart after the race, Dick was

Essential for outfitting.

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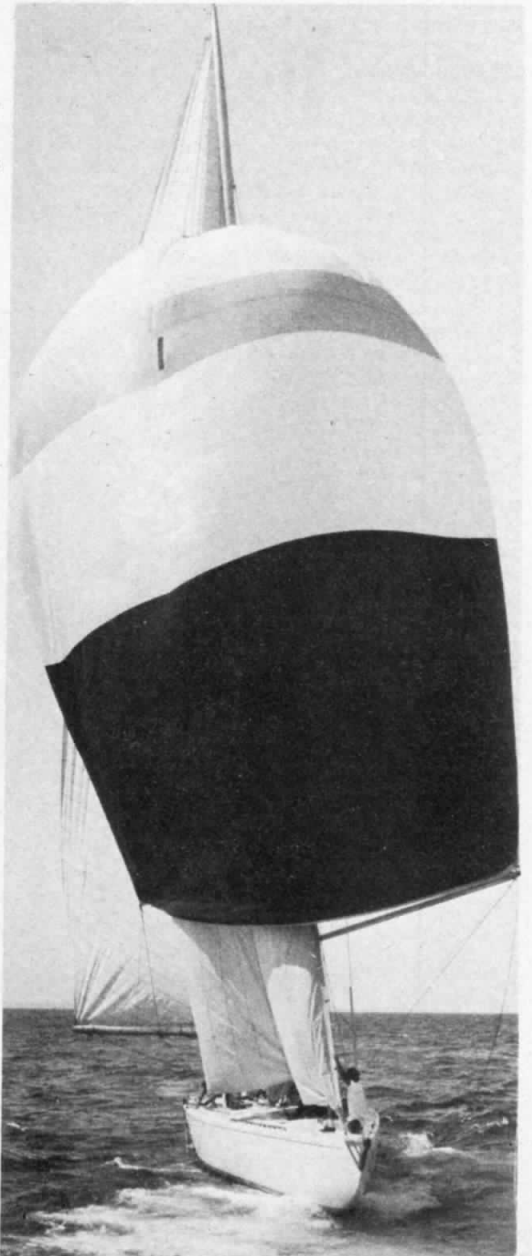
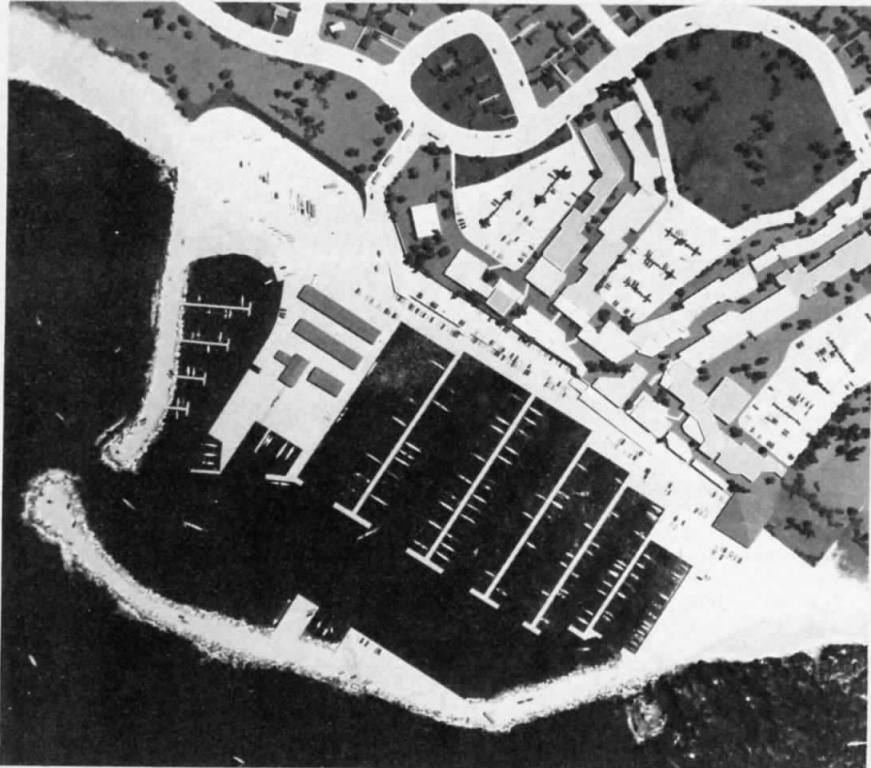
Alan Bond, leader of the America's Cup syndicate, is also chairman of the company which is developing the imaginative residential leisure centre at Yanchep Sun City.

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the America's Cup challenger 'Australis'.

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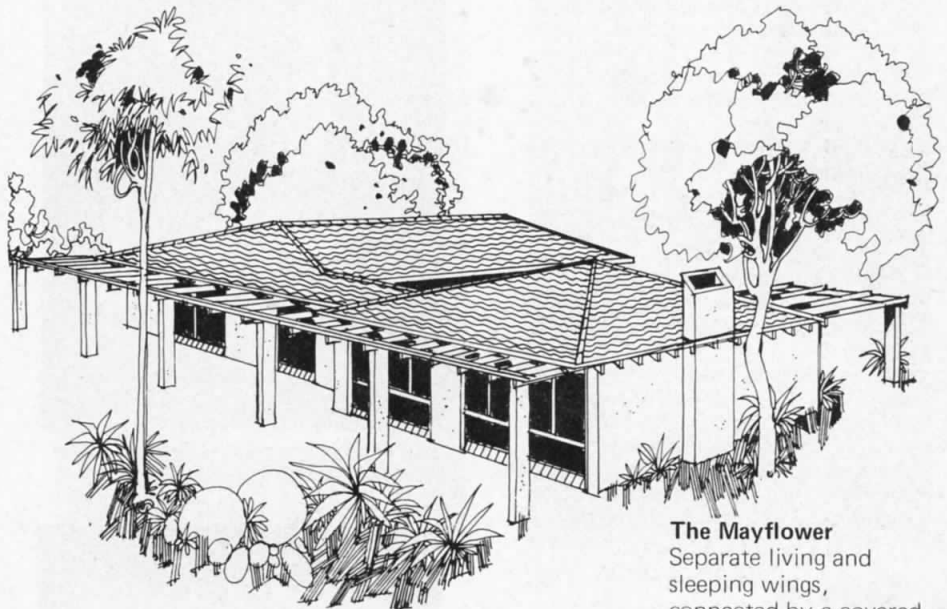
The Marina/Town Centre complex is well under way - 21 shops will be ready very soon. An international standard golf course is under construction. Nearby Wanneroo has excellent schools, shops, churches and library. And Sun City provides quick and easy bus transport for shoppers and schoolchildren.

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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. Patinson 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).

Ron Adair Trophy: Presented by Mr. Ron Adair for the first yacht on corrected time in Division C. (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.



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



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



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



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

TROPHIES



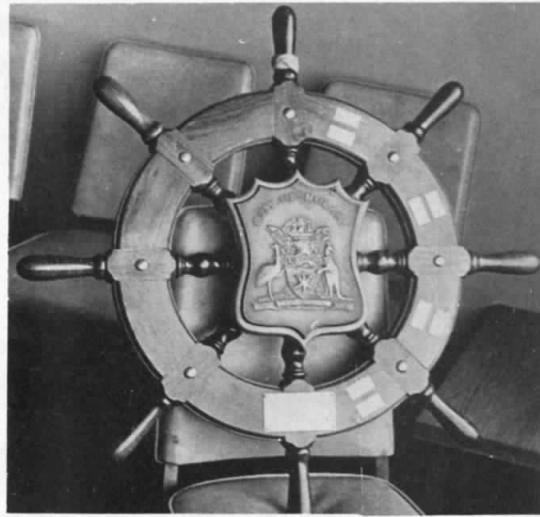
SIR ARTHUR WARNER TROPHY for first large yacht which does not receive any other trophy.



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



GOVERNMENT OF TASMANIA TROPHY, presented to the overall winner.



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

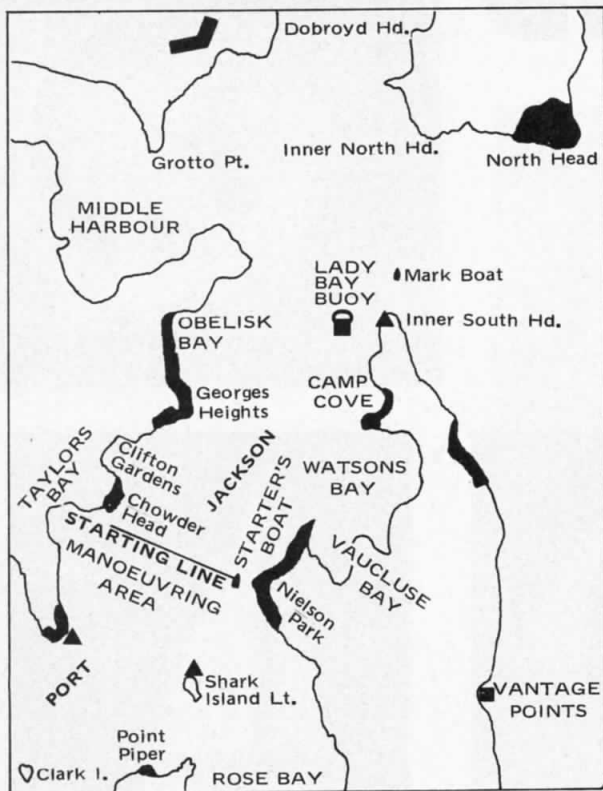


SAMUEL PEPYS TROPHY, presented by RANSA for first small yacht which does not receive any other trophy.



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

THE START



HARBOUR CLEARWAY

THE massive fleet of nearly 100 yachts expected to start in this year's Sydney-Hobart race will be given a "clearway" to the Heads between noon and one o'clock on Wednesday, December 26. The starting line will be between Taylor's Bay on the western shore and Steel Point, near Nielson Park, on the eastern shore. The starter's boat HMAS Archer will be moored on the eastern end of the line.

No spectator craft will be allowed to come inside a corridor running from the starting line to the turning mark at the Heads on the eastern shore and from Chowder Head to Inner North Head on the western and northern shores. This should ensure the huge fleet a reasonably clear passage out to the open sea, a vital necessity if the start involves tacking to the Heads.

In addition, no spectator craft will be allowed within the manoeuvring area behind the starting line at least an hour before the start. This is area bounded by Bradley's Head light, Shark Island light, the Starter's Boat, and Chowder Head.

The starting procedure for the race will be as follows:

Warning Signal: Ten minutes before the start of the race an Orange Ball will be hoisted and a gun fired.

Preparatory Signal: Five minutes before the start of the race an Orange Cone will be hoisted and a gun fired.

Starting Signal: At the expiration of five minutes, 12 noon exactly, both warning and preparatory signals will be lowered and a gun fired.

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 fleet heading out to sea. ●

STOP PRESS

THE United States will, after all, be represented in the Southern Cross Cup. When Sorcery and XYZ withdrew from the team early in November, this left only Improbable. However, the Americans have now chartered a Victorian yacht, Suraya, and will field a two-boat team in the Southern Cross Cup.

This brings the total number of teams to nine, with 26 boats competing.

Improbable is one of the world's most famous ocean racers with tremendous downwind speed. She has been recorded as surfing at 15 knots under spinnaker. She recently finished third overall and first in her class in the Transpac. She is a 43ft sloop, designed by Gary Mull, but rates very high at 38.0ft. Her owner is David Allen, and her sailing master is the brilliant young US helmsman "Skip" Allen.

Second boat in the US team will be Suraya, a 37ft S&S designed sloop, owned by K. Steinman, of Melbourne. She goes well in light weather and rates at 26.9ft. No details of the charterer had been received by the CYCA when the Program went to press.



SOUTHERN
CROSS CUP

THE CUP RUNNETH OVER



THIS year's Sydney-Hobart Race will have special significance for 26 of the near 100 entries — as the final, longest and top points-scoring event in the biennial Southern Cross Cup teams racing series. The Cup is Australia's equivalent of the Admiral's Cup held in conjunction with the Fastnet Race in Britain, and America's Onion Patch series which culminates in the Bermuda Race.

The 1973 Southern Cross Cup comprises four offshore races to be started in Sydney during December:

1. Royal Price Alfred Yacht Club Centenary Bowl, about 30 miles, starting 1200 hours, Saturday, December 15.
2. Royal Sydney Yacht Squadron Cup, about 180 miles, starting 1200 hours, Monday, December 17.
3. Middle Harbor Yacht Club Cup, about 30 miles, starting 1200 hours, Thursday, December 20.
4. Sydney-Hobart Race, about 630 miles, starting 1200 hours, Wednesday, December 26.

The Southern Cross Cup is open to teams of two or three yachts nominated by the yachting authorities of overseas nations and the individual Australian States and Territories. The Yachts must have an IOR Mark III rating of not less than 21.5ft and not more than 70ft.

Unlike the Admiral's Cup, this allows entries of smaller yachts in the One Ton Cup and Half Ton Cup classes. Each yacht will be handicapped on time allowance base; on their measured rating (given in feet) under the International Offshore Rule, Mark III.

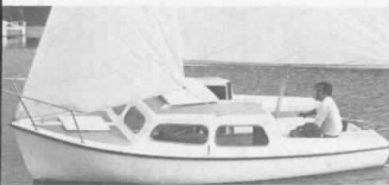
Placings in each race will be determined on corrected time, with the winning yacht receiving points equal to the total number of team yachts accepted as final entries in the series. Each successive placing on corrected time will be awarded one

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point less than the preceding placing. The points in Race 2 (180 miles) will be multiplied by two, and those in Race 4 (Sydney-Hobart) by three. No points will be awarded to a yacht which does not complete a course or is disqualified. The team with the most points at the end of the series will win the Southern Cross Cup.

The Southern Cross Cup was introduced by the Cruising Yacht Club of Australia with the object of encouraging overseas and interstate yachtsmen to visit Sydney by providing a variety of offshore races in conjunction with the Sydney-Hobart. The races are open to individual entries as well as the team yachts so that all may have the opportunity of racing in these exacting tests of yachting skill. The Southern Cross Cup is held every second year; in December of the same year as the Admiral's Cup and Fastnet Races, and alternate years to the Onion Patch and Bermuda Races.

The inaugural series, held in 1967, attracted teams from most Australian States and New Zealand. The New South Wales team of Calliope, Mercedes III and Moonbird won the Cup with 312 points from New Zealand's Castanet, Rainbow II (which won the Hobart race) and Satanita with 268 points. Third place went to the Tasmanian team of Huon Lass, Nell Gwyn and Norla with 183 points.

In 1966 the series gained greater international status with Britain entering her first team and New Zealand again fielding a strong trio. But the local New South Wales team again won, this time with Boambillee and the crack Australian Admiral's Cup yachts, Mercedes II and Ragamuffin. They scored 419 points to win from the British team of Crusade, Morning After and Prospect of Whitby with 387 points, and New Zealand's Rebel, Renegade and Outrage with 316.

In 1971 New South Wales defended the Cup against the strongest-ever challenges from Britain, New Zealand and the United States, and State teams from South Australia, Tasmania and Victoria. The Brits entered their winning Admiral's Cup team of Cervantes IV, Prospect of Whitby and Morning Cloud (owned by British Prime Minister Ted Heath). New Zealand came up with three hotshot One Tonners, Pathfinder, Runaway and Wai-Aniwa, and the United States entered three maximum raters, Kialoa II, Ondine II and American Eagle. New South Wales defended with Admiral's Cupper Ragamuffin, the top One Tonner Pilgrim and the new 43-footer Polaris.

Coming from behind on points after a disqualification in the third race, the New Zealanders clinched the Cup with first, second and third places in the Sydney-Hobart. This took them from third position and a deficit of four points behind Britain and New South

Wales to a winning margin of 23 points. Final points were: New Zealand 376; Britain 353; New South Wales 314, Victoria 196; South Australia 162; USA 118; Tasmania 92.

This year eight teams have entered the Southern Cross Cup — three from overseas and five from Australian States. The overseas teams will be from Britain, New Zealand and Hong Kong; the State teams are from New South Wales, Victoria, South Australia, Western Australia and Tasmania.

New Zealand will defend the Cup with an all-new three-boat team which was chosen from a 14-boat fleet after seven selection trials. The team is Inca (Evan Julian), Quicksilver (Brin Wilson) and Barnacle Bill (Doug Johnstone) — all designed by Sparkman and Stephens. Britain has nominated Admiral's Cup yacht Quailo III (Don Parr), the RORC pointscore winner Prospect of Whitby (Arthur Slater) and Superstar, owned by Alan Graham and skippered by Dave Johnson.

The United States team has been withdrawn because two boats could not get to Sydney in time, leaving only Improbable.

Leading the Hong Kong team is the impressive, newly-launched Bob Miller designed yacht, Ceil III (Bill Turnbull). The other team-members are the chartered Victorian boat, Aquila which will be skippered by Bill Park and the 57ft Apollo, owned by Jack Rooklyn of Sydney and chartered to Peter Jolly.

New South Wales' team includes two members of the 1971 team, Ragamuffin (Syd Fischer) and Pilgrim (Graham Evans), and the new S&S designed Love and War (Peter Kurts). Victoria's trio will be three veteran ocean racing yachts, Vittoria (Lou Abrahams), Koomooloo (Ron Young) and Mark Twain (Ron Langman).

South Australia has chosen two S&S 34's, Morning Mischief (Dick Cavil) and Morning Hustler (Dick Fidock), and a Duncanson 34 Aquarius (Bob Francis).

Western Australia will be led Rolly Tasker's 59-footer Siska II, with Peter Packers, new Rampage another Bob Miller designed yacht, and last season's pointscore winner, Hellfire (Keith Turner).

Tasmania's team comprises the former Victorian boat Binda (Tony Rundle) and two new yachts, C.E. Davies' S&S 35-footer, Nike, and a John Lidgard designed Half Tonner, Astrolabe (A.R. Gear).

Once again the favourites appear to New Zealand, Britain and New South Wales, but the WA team could spring a surprise if the new Rampage proves a goer.

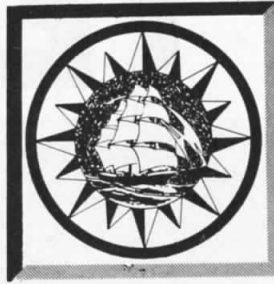
● Full rundown on team yachts on following pages. ●

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THE TEAMS

SOUTHERN CROSS CUP TEAMS								
TEAM	YACHT	SAIL NO.	SKIPPER	DESIGNER	LOA Ft.	LWL Ft.	PROV. RATING Ft.	PROV. TCF
BRITAIN	Prospect of Whitby	K130	A. Slater	S&S	47'0"	37'0"	34.5'	.8471
	Superstar	K458	D. Johnson	S&S	44'0"	35'2"	33.6'	.8392
	Quailo III	K684	D. Parr	Camper & Nicholson	55'0"	40'0"	40.5'	.8943
HONG KONG	Ceil III	C177	W. Turnbull	M&W	39.6'	37.56'	27.5'	.7786
	Aquila	S44	W. Park	S&S	44'0"	24'2"	24.6'	.7425
	Apollo	1400	P. Jolly	M&W	57'6"	51'0"	51.3'	.9631
NEW SOUTH WALES	Love and War	29	P. Kurts	S&S	47'0"	36'5"	35.4'	.8547
	Pilgrim	226	G. Evans	S&S	38.62'	29.63'	27.5'	.7786
	Ragamuffin	70	S. Fischer	S&S	48'0"	36'0"	38.1'	.8764
NEW ZEALAND	Inca	1730	J. Evans	S&S	44.98'	36.5'	34.0'	.8429
	Barnacle Bill	1710	D. Johnstone	S&S	41.74'	32.5'	32.0'	.8246
	Quicksilver	1761	B. Wilson	S&S	41.13'	30.5'	29.7'	.8021
SOUTH AUSTRALIA	Aquarius	SA49	R. Francis	Duncanson	34'8"	26'8"	27.2'	.7741
	Morning Hustler	SA52	R. Fidock	S&S	33.05'	24.16'	24.5'	.7425
	Morning Mischief	SA117	R. Cavell	S&S	33.2'	24.2'	23.8'	.7333
TASMANIA	Binda	M2	A. Rundle	Swanson	35'11"	29'0"	27.4'	.7775
	Nike	A3	C. E. Davies	S&S	35'3"	26'0"	24.3'	.7399
	Astrolabe	06	A.R. Gear	Lidgard	31'9"	23'10"	21.7'	.7034
VICTORIA	Vittoria	SM33	L. Abrahams	S&S	42'0"	32'0"	31.3'	.8180
	Mark Twain	SM101	R. Langman	S&S	38'6"	29'6"	27.5'	.7786
	Koomooloo	SM73	R. Young	Kaufman	41'3"	33'0"	30.6'	.8111
WESTERN AUSTRALIA	Hellfire	R99	K. Turner	S&S	33.08'	24.0'	24.5'	.7425
	Rampage	RF20	P. Packer	M&W	40'0"	32'0"	27.9'	.7830
	Siska II	RF9	R. Tasker	Tasker	59'0"	42'0"	—	—

BRITAIN

BRITAIN has once again chosen a strong team for her third bid to win the Southern Cross Cup — a

trophy that looked in that team's grasp in 1971. Team captain is again the colorful Yorkshire yachtsman Arthur Slater, at the helm of his latest

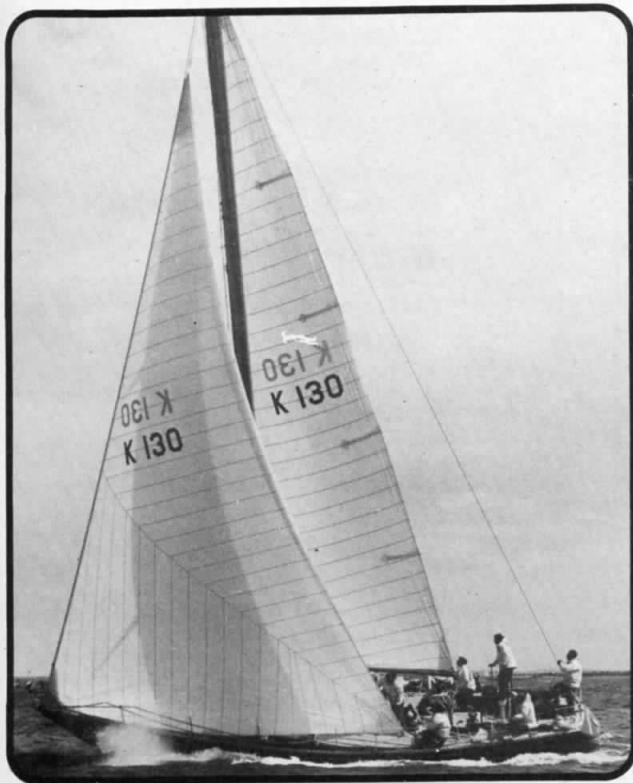
Prospect of Whitby. He will be strongly supported by two other prominent British ocean racing skippers, Don Parr in the Admiral's Cup yacht Quailo III, and Dave Johnson at the helm of Alan Graham's Superstar.

Prospect of Whitby is a Sparkman and Stephens 47-footer launched only this year and is a sistership of the brilliant German Admiral's Cupper, Saudade. She missed out on the British team because of initial tuning problems, but went on to win the RORC championship with top performances at Cowes Week and in the Fastnet Race. Prospect rates at 34.5ft.

Quailo III is a Nicholson 55 from the famous British yard of Camper and Nicholson. She was reserve for the British AC team in 1971 and was a surprise selection this year. After a disastrous Channel Race, she sailed consistently for the rest of the series. She rates at 40.5ft — the second highest of any Southern Cross Cup entrant.

Superstar is a new Sparkman and





Stephens-designed Swan 44 built in sandwich foam by Nautor of Finland. She had one win in the RORC pointscore during the past season and is certain to be sailed well by Dave Johnson. She rates reasonably well at 33.6ft.



THE British team; Superstar (bottom left), Prospect of Whitby (above left), and Quailo III (above). Quailo, a Nicholson 55, is the only non-S&S design.



HONG KONG

ENTHUSED by his experiences here last year, and impressed by Bob Miller's designing ability, Hong Kong yachtsman Bill Turnbull has come back with a team for the Southern Cross Cup. Last year he sailed the chartered Queensland boat Clay Target in the One Ton Cup and the Sydney-Hobart. But this year he has a boat of his own — and one of the most interesting and potentially top performers in the series.

The boat is Ceil III, the brand-new Bob Miller-designed One Tonner built in Sydney by craftsman Doug Brooker. Skipped by Craig Whitworth, Ceil III impressed greatly at her first two starts. She is a Ginkgo-type boat featuring a huge transom-mounted rudder and a super-efficient deck layout with a small helmsman's cockpit right aft and twin trench cockpits just aft of the mast for the sheethands.

Second boat in the team is a chartered Victorian yacht, Aquila, which will be sailed by Bill Park.

◀ REPRESENTING Hong Kong, the Sydney sloop Apollo I.

THE TEAMS



HONG KONG reps Aquila (above), a production S&S 34, and Ceil III, the newly-launched Miller One Tonner, built in Sydney.

Aquila is a stock S&S 34 which originally had been named as reserve to the Victorian team. However, she rates slightly higher than the other S&S 34's in the fleet.

Third boat, the big Apollo, the Bob Miller-designed flying giant originally owned by Alan Bond and now by Jack Rooklyn. The 57-footer broke the Sydney-Brisbane race record earlier this

year, then was taken to Britain where she set a record in the Round-the-Island Races from Cowes and was top-performing Australian boat in the Fastnet Race.



NEW SOUTH WALES

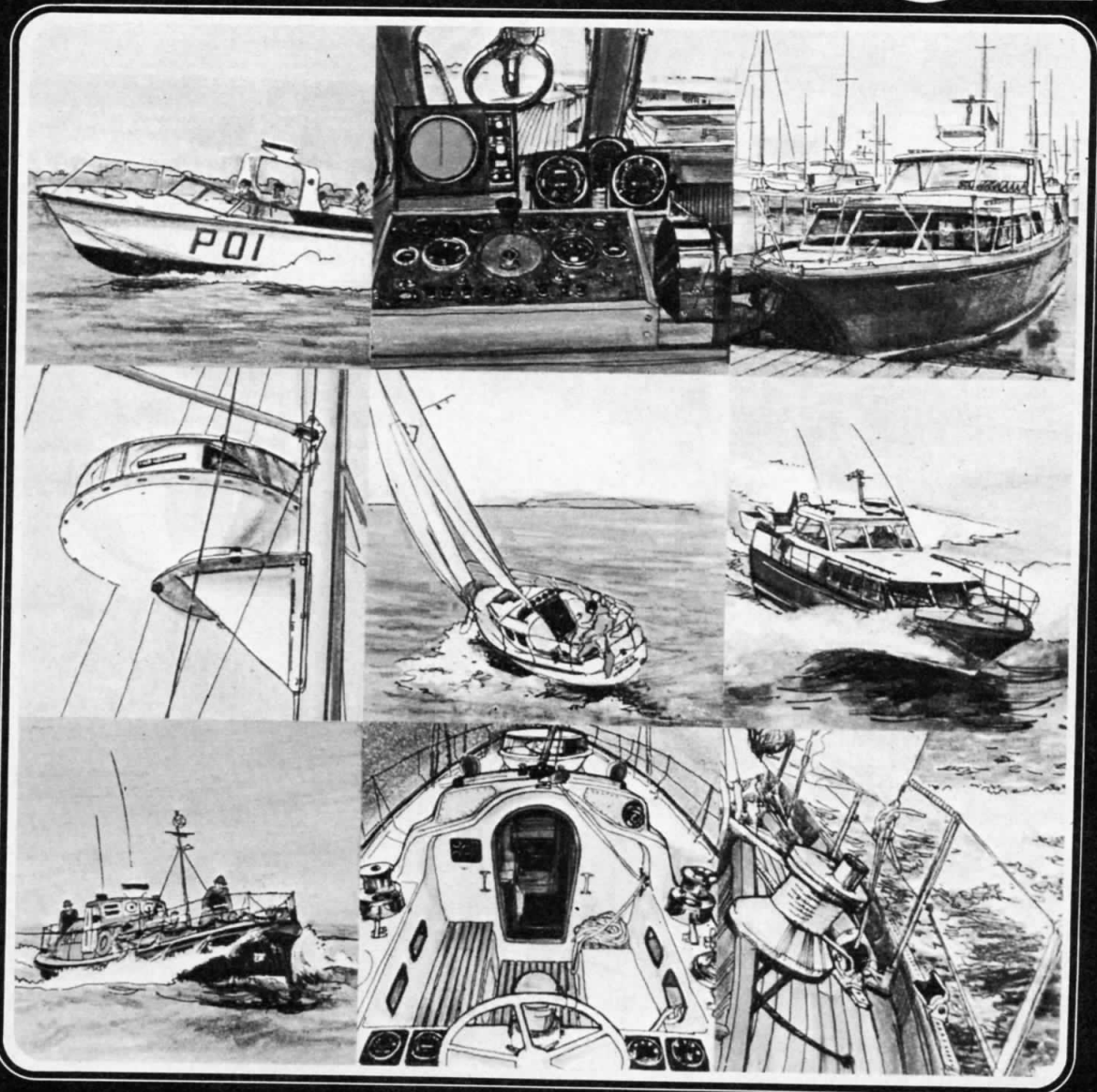
THE New South Wales team has been chosen on performances in ocean races here this season and on recent overseas efforts, and halfway through the series it became obvious the team would comprise Ragamuffin, Pilgrim and Love and War.

Ragamuffin is a six-year-old 49-footer designed by Sparkman and Stephens and is a veteran of three Southern Cross Cups and three Admiral's Cup. Owner Syd Fischer is one of Australia's best ocean racing skippers and although outmoded by many yachts in this year's Admiral's Cup in Britain, she performed consistently to help Australia finish second in the Cup. Alterations to her hull shape last year reduced her rating.

Pilgrim is a S&S designed One Tonner, rating at 27.5ft. Skipped by owner Graham Evans, she missed out on winning the International One Ton Cup in Sydney in 1972 by a mere fraction of a point. She has been sailed

◀ THE One Tonner Pilgrim, so nearly won the '72 world series, is one of the NSW reps.

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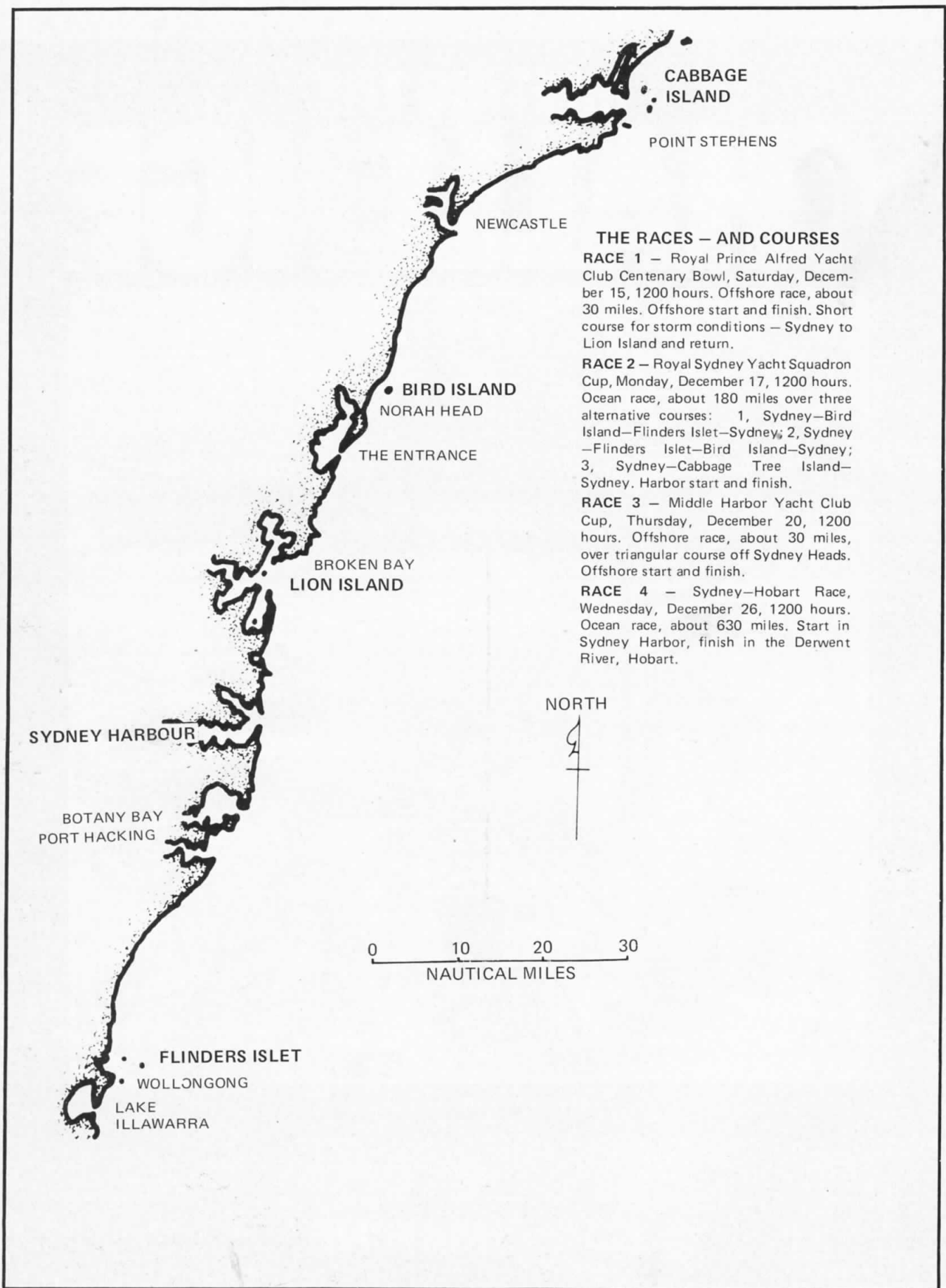
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THE RACES – AND COURSES

RACE 1 – Royal Prince Alfred Yacht Club Centenary Bowl, Saturday, December 15, 1200 hours. Offshore race, about 30 miles. Offshore start and finish. Short course for storm conditions – Sydney to Lion Island and return.

RACE 2 – Royal Sydney Yacht Squadron Cup, Monday, December 17, 1200 hours. Ocean race, about 180 miles over three alternative courses: 1, Sydney–Bird Island–Flinders Islet–Sydney; 2, Sydney–Flinders Islet–Bird Island–Sydney; 3, Sydney–Cabbage Tree Island–Sydney. Harbor start and finish.

RACE 3 – Middle Harbor Yacht Club Cup, Thursday, December 20, 1200 hours. Offshore race, about 30 miles, over triangular course off Sydney Heads. Offshore start and finish.

RACE 4 – Sydney–Hobart Race, Wednesday, December 26, 1200 hours. Ocean race, about 630 miles. Start in Sydney Harbor, finish in the Derwent River, Hobart.

THE TEAMS



THE two big Sparkman & Stephens one-offs representing NSW with Pilgrim come from different design eras; Love and War (left) and veteran Ragamuffin.

consistently throughout the evaluation trials.

Love and War is a brand new boat this season, designed by Sparkman and

Stephens for Peter Kurts. She is a 47-footer and rates well at 35.4ft. A powerful yacht, she is reaching peak performance as her crew gain

experience and she gets her full wardrobe of sails, finishing the selection series with a brilliant win in the 180 mile Woollahra Cup.



NEW ZEALAND

NEW Zealand will defend the Southern Cross Cup with an all-new team which is relatively untried in moderate to fresh airs. All three are S&S designs and if that is anything to go by, the Kiwis need have no worries in fresher stuff. This is when the New Zealanders excel anyway; they revel in survival conditions and have a reputation for driving their boats to the limit.

The team comprises Inca, a 45-footer owned by Evan Julian, Quicksilver a 41-footer owned by Brin Wilson (who won the Sydney-Hobart in Pathfinder in 1971) and Barnacle Bill, Doug Johnstone's 42-footer. They topped a selection series sailed over seven races in mostly light to moderate winds.

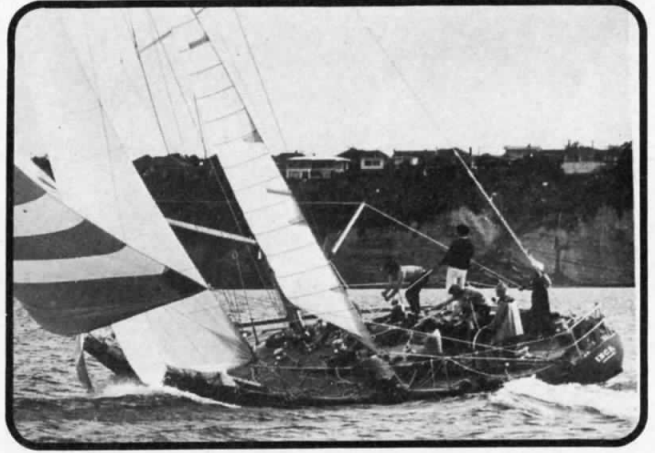
The maroon-hulled Inca is an aluminium flyer which dominated the trials with four firsts, two seconds and a fourth. Owner Julian is a newcomer to international competition, but he has recruited Roy Dickson as co-skipper and Dickson has brought with him many of the crew from Pathfinder in the 1972 One Ton Cup series.

It will not be surprising if Brin Wilson and Quicksilver turn up trumps again when they cross the Tasman for Wilson's third Cup campaign. She is obviously a light-weather quickie, yet will not suffer in the heavier going. With a low 29.7 ft rating she will be a constant threat from behind with a crew that knows what is needed in this level of ocean racing.

◀ **ORIGINALLY** intended for cruising, the 42ft Barnacle Bill proved quick enough for selection in the New Zealand team.



THE TEAMS



THE NZ team is also entirely Sparkman & Stephens; Quicksilver (above left) and the star of the team, the aluminium-hulled Inca.

The third NZ boat, Barnacle Bill, is another windward machine and also very fast flat off the wind. Owner Johnstone, with Chris Bouzaid's help, was attempting to reduce her 32ft

rating before crossing the Tasman, but with strict instructions not to reduce her sail area.

Bouzaid will not be in the firing line this time but he will be in Sydney as

technical consultant to the NZ team. His presence will be invaluable as the Kiwis get their first taste of international racing in Admiral's Cup size boats.

SOUTH AUSTRALIA

SOUTH Australian yachtsmen have worked hard during the winter and spring to produce their best-ever team for the Southern Cross Cup. They spent many weekends reducing the ratings of their boats and in tuning against each other. The effort really paid off for the smaller boats as they dominated the generally light-weather selection series.

Although the two 50-footers Sundowner and Anaconda took line honors by big margins, they could not hold off the lower-rating boats and the team comprises three 34-footers — Morning Mischief, Morning Hustler and Aquarius.

Morning Mischief is an S&S 34, one of the production fibreglass yachts built in Western Australia and based on British Prime Minister Ted Heath's

original Morning Cloud which won the 1969 Sydney-Hobart race. Owned and skippered by Dick Cavel, she represented SA in the 1971 Southern Cross Cup. She was eighth overall and first in her division in the 1970 Hobart

THE South Australian reps are all stock boats; below left, the Duncanson 35 Aquarius, and below right, the S&S 34 Morning Hustler.



race. Her rating has been reduced to a most competitive 23.8ft.

Morning Hustler (Dick Fidock) is a sister-ship and she too represented SA in the Southern Cross Cup in 1971. Like Morning Mischief, she has had her rating cut for this year's Cup and in light weather should go well. She rates at 24.5ft.

Aquarius (Bob Francis) is the surprise of the team. She is a Duncanson 34, a stock production yacht designed and built by John Duncanson, of Adelaide, but now superceded by the Duncanson 35. She does not rate well for her size.



THIRD of the South Aussies, the S&S 34 Morning Mischief.



TASMANIA has been a regular participant in the Southern Cross Cup since its inception, but mostly with older boats. This year, Tasmanian yachtsmen have fielded two new boats and an elder, but still competitive yacht. The team comprises Tony Rundle's Binda, C.E. Davies' Nike and A.R. Gear's

Astrolabe.

Binda is a Swanson 36 which represented Victoria in the 1971 Cup series. Owner Rundle is a member of the Mersey Yacht Club in the north of the State where offshore racing is gaining in popularity. The other two are from Hobart clubs.

Nike is a new Sparkman and

Stephens 35-footer built by Max Creece and launched in October. She rates well at 24.3ft. Astrolabe is the smallest yacht in the Cup fleet, a Half Tonner designed by New Zealander John Lidgard and a sistership to the top Kiwi Half Tonner Kidnapped. Both are as yet untried in ocean racing.



VICTORIA

A well-performed One Tonner, a former crack Admiral's Cup yacht and Sydney-Hobart winner, and a Hobart veteran make up the Victorian team for this year's Southern Cross Cup — Victoria's fourth entry in the series. The team, chosen from Victoria's growing offshore fleet after a series of selection trials during the spring is: Mark Twain (Ron Langman), Koomooloo (Ron Young) and Vittoria (Lou Abrahams).

Mark Twain is a sistership (S&S design) to NSW's crack One Tonner, Pilgrim, and finished sixth overall in the International One Ton Cup off Sydney in 1972. She also won the OTC Division in the last Sydney-Hobart. Mark Twain is 38ft 6in in length overall and in light conditions could make a good showing.

Koomooloo is the Ted Kaufman-designed, Quilkey-built 41-footer which, with her varnished hull, has always been regarded as one

LOU Abrahams' Vittoria, 42ft S&S design representing Victoria.

of the most beautiful yachts in Australia. Her beauty is more than skin-deep as she won the Sydney-Hobart in 1968 when owned by Denis O'Neill and represented Australia in the Admiral's Cup in 1971 when owned by Norman Rydge. Victorian yachtsman Ron Young bought her last season and is sailing her well in Victorian waters. She rates at 30.6ft.

Lou Abrahams is one of Victoria's most enthusiastic and competent offshore yachtsmen and always sails this S&S designed 42-footer extremely well. Her record includes a Hobart race fifth. She rates at 31.3ft.

THE TEAMS



VICTORIAN stars Koomooloo (right) and the One Tonner Mark Twain (far right).



WESTERN AUSTRALIA

WESTERN AUSTRALIA is entering its first team in the Southern Cross Cup — and it promises to be a strong one, too. This is indicative of the rapidly expanding interest in ocean racing in the West, stimulated no doubt by Alan Bond's successes, firstly with the big Apollo and then in the Admiral's Cup Team with Apollo II. Unfortunately, Apollo II was not available for the team but it is, nevertheless, an interesting combination.

Heading the team is Rolly Tasker's 59ft sloop, Siska II which he designed and built himself. Since the last Sydney-Hobart race, Siska II has had her hull reshaped and has been given a streamlined keel and increased draft. The results appear to be good — she has had three firsts and fastest in WA so far this season.

Considerable general interest will focus on the second member of the team, the as yet untried Rampage, Peter Packer's new Bob Miller-designed 40-footer. She is a Ginkgo-type, with a big transom-mounted rudder and is a near-sistership to Ceil III, which will represent Hong Kong in the Cup. However she has a larger sailplan and is expected to rate above One Ton. Packer's crew includes three of his sons.

Third boat in the team — and giving it a balance of sizes — is the well-tuned S&S 34 Hellfire which was the outstanding ocean racer in WA last season. She changed hands during the winter, but new owner Keith Turner will have previous owner Guy Fornaro and his crew with him for the Cup series. She rates well at 24.6ft.

THE remarkable spinnaker of Rolly Tasker's Siska II (above left); Guy Fornaro's S&S34 Hellfire, top pointscorer in WA waters this season; and the new Miller One Tonner Rampage, sister to Ceil III.

THE HANDICAP HASSLE

Big yachts and small yachts race together to Hobart, and some system must be used after the race to equate their performance. Yachting Association secretary Tony Mooney describes the basic method.

In the inaugural Sydney-Hobart Race in 1945 Captain John Illingworth RN managed to bring Rani across the line first and also win on corrected time. Only one yacht has since managed to win the "double" — American Eagle in 1972.

What is this "corrected time" that means the first yacht over the line in 28 races has only twice actually won the Sydney-Hobart Yacht Race. It is the handicap result achieved under an International Offshore Rule designed to bring together yachts of vastly different shapes and sizes and leads to extremely close and exciting racing.

Each yacht entered in the Hobart Race must be measured by qualified measurers who spend some 16-20

hours taking the various dimensions of the hull, sails and spars of each yacht. The measuring process is done in two steps. The basic hull dimensions are taken with the boat out of the water, then the in-water dimensions are taken, and finally the rig and sails are measured.

These measurements are then fed into a computer which gives each yacht a Rated Length based on an International Formula laid down by the Offshore Rating Council. From this Rated Length, which is referred to as 'R', each country (or club) determines a method of establishing a corrected time. Here in Australia we use a Time-on-Time basis. America has a Time-on-Distance system, while

Britain now uses a combination of both, which is called the Yacht Rating Factor.

Enough of that confusion. Let us look at how 'R' is determined and then how we obtain the "Time Correction Factor" (TCF) to establish the corrected time.

RATED LENGTH 'R'

There is a printed rule book prepared by the Offshore Rating Council which is internationally used and contains some 60 pages detailing the various dimensions necessary to apply to the formula to determine 'R'. It is our intention here to endeavour to simplify this complex situation, but each measurement and formula are there to try and prevent "trick" boats being designed to beat the rule.

The international Offshore Rating Rule uses four basic factors:—

SAIL AREA — 'S'. The Sail Area is established by measuring the various aspects of the yacht's rig — mast height, boom length, length of forestay, distance from mast to stem and by measuring the Mainsail, Headsail, Spinnaker and Spinnaker Pole. These are then applied to a formula to give the Rated Sail Area, or 'S'.

LENGTH — 'L'. This represents the theoretical sailing length of the yacht and is obtained by measuring the overall length of the yacht and by applying a laid-down formula, deducting the Stem and Stern Overhang Components.

BEAM — 'B'. This refers to the Rated Beam of the boat measured at the point of Maximum Beam.

DEPTH — 'D'. Various factors concerning the Depth of the boat are applied to a formula to determine what is essentially the Bulk of Displacement of the yacht which is expressed in Depth, or 'D'.

These four factors form the basis of the rule which can be simply expressed in the following formula:

$$MR = 0.13L \sqrt{S + 0.25L} + 0.20 \sqrt{S + DC + FC} \sqrt{B \times D}$$

One can easily see what will happen if any one of the four basics are altered. Where did this DC and FC come from? These are Draft Correction (DC) and Freeboard Correction (FC) figures which compensate for shallow Draft or low Freeboards and deep Draft and high Freeboards. They are based on averages for the size of boat, so if a yacht has a higher freeboard and shallower draft than average it will benefit and will be disadvantaged by the opposite.



FRIGATE, a Dick Carter design, is an excellent example of an up-to-date hull shape. Her bottom is slightly flattened, then the floor rises fairly straight to a sharp turn of bilge above the waterline, producing lots of tumblehome.

The other two factors involved in the overall formula are stability or stiffness of the yacht, known as the Centre of Gravity Factor or CGF, and the Engine and Propellor Factor, or EPF.

The CGF is related to the amount of weight required to lean the boat over. The weight, the distance of weight from the centreline and the number of degrees the yacht heels over are all utilised to obtain the CGF. A "stiff" yacht obtains no advantage, whereas a yacht which heels easily receives some benefit.

The EPF takes into consideration the weight of the engine, its relative position in the boat, and the propellor size, type of installation and depth.

The actual formula for Rated Length is:

$$R = MR \times EPF \times CGF$$

We have thus used eight factors in determining the Rated Length, all of which use fairly basic dimensions.

TIME CORRECTION FACTOR—'TCF'

We have now placed all the recorded measurements into a computer which has issued a Rating Certificate and given the value of 'R'. We must now use this information to equitably determine a winner on corrected time.

The TCF for each yacht is calculated in Australia by using the formula:—

$$TCF = \sqrt[7]{R - 8 - 0.75}$$

So a yacht which has an 'R' of 40.0 feet has a TCF of .8907. A yacht with an 'R' of 30.0 feet has a TCF of .8052.

Let us assume the 'R' = 40.0 feet to be Yacht "A" and the 'R' = 30.0 feet yacht "B". In each case the Elapsed Time — i.e. the time taken for each individual yacht to sail from Sydney to Hobart, is multiplied by the yacht's TCF.

It is natural to assume Yacht "A", being the bigger yacht, will beat Yacht "B" to Hobart and let us say the elapsed times taken are:

"A" — 84 Hr 46.6 Min.

"B" — 94 Hr 46.6 Min.

We then multiply the Elapsed Time by the TCF so the Corrected Times would be:

"A" — 84 Hr 46.6 Min. x .8907 = 75 Hr 30.6 Min.

"B" — 92 Hr 46.6 Min. x .8052 = 74 Hr 42.2 Min.

This means that "A" beat "B" across the line by 10 hours yet on Corrected Time "B" beat "A" by 48.4 minutes. In other words, Yacht "B" performed better in relation to her handicap than did Yacht "A".

There is also an Age Allowance made for older boats which is intended to compensate for improved performance gained by the newer designs. This allowance is not intended to help the poorly geared and badly sailed yacht, but rather more equitably handicap the sound, well-crewed and well-sailed older yacht.

Following some criticism following the 1972 Sydney-Hobart result some



RAGAMUFFIN, on the other hand was designed to the old RORC rating rule instead of the new international standard. Her hull sections are generally deeper and easier.

minor modifications have been made to the Age Allowance System. But basically, each yacht over three years old received an allowance on her TCF. This does not affect a yacht's Rating (R) but is in the form of a reduction of 0.0030 from her TCF for each year of Age Allowance granted, up to a maximum of 15 years.

In certain instances, the Race Committee will only give 50 per cent of a yacht's age allowance entitlement and in others 75 per cent. This is done on a clearly laid down guideline if yachts are competing in a race for the first or second time under this system. It is intended to reduce the possibility of a "freak" boat being kept out of racing to gain maximum age allowance. Should a yacht achieve an overall win on Corrected Time her age allowance is reduced by 20 per cent for her next race with a minimum reduction of 0.0030.

If we go back to our examples of TCF calculations and give Yacht "A" three years of Age Allowance and Yacht "B" no age allowance, Yacht "A"'s TCF would then be .8907 — .0090 = .8817 and Yacht "B"'s TCF would stay at .8052, their new corrected times would be:

"A" — 74 Hr 44.8 Min.

"B" — 74 Hr 42.2 Min.

Yacht "A", therefore, with the benefit of Age Allowance, is brought much closer to the new yacht — which is the object of giving an age allowance. You may well say, what does all this mean? It is a genuine attempt to give ALL entrants in offshore races an equal chance of winning the race.

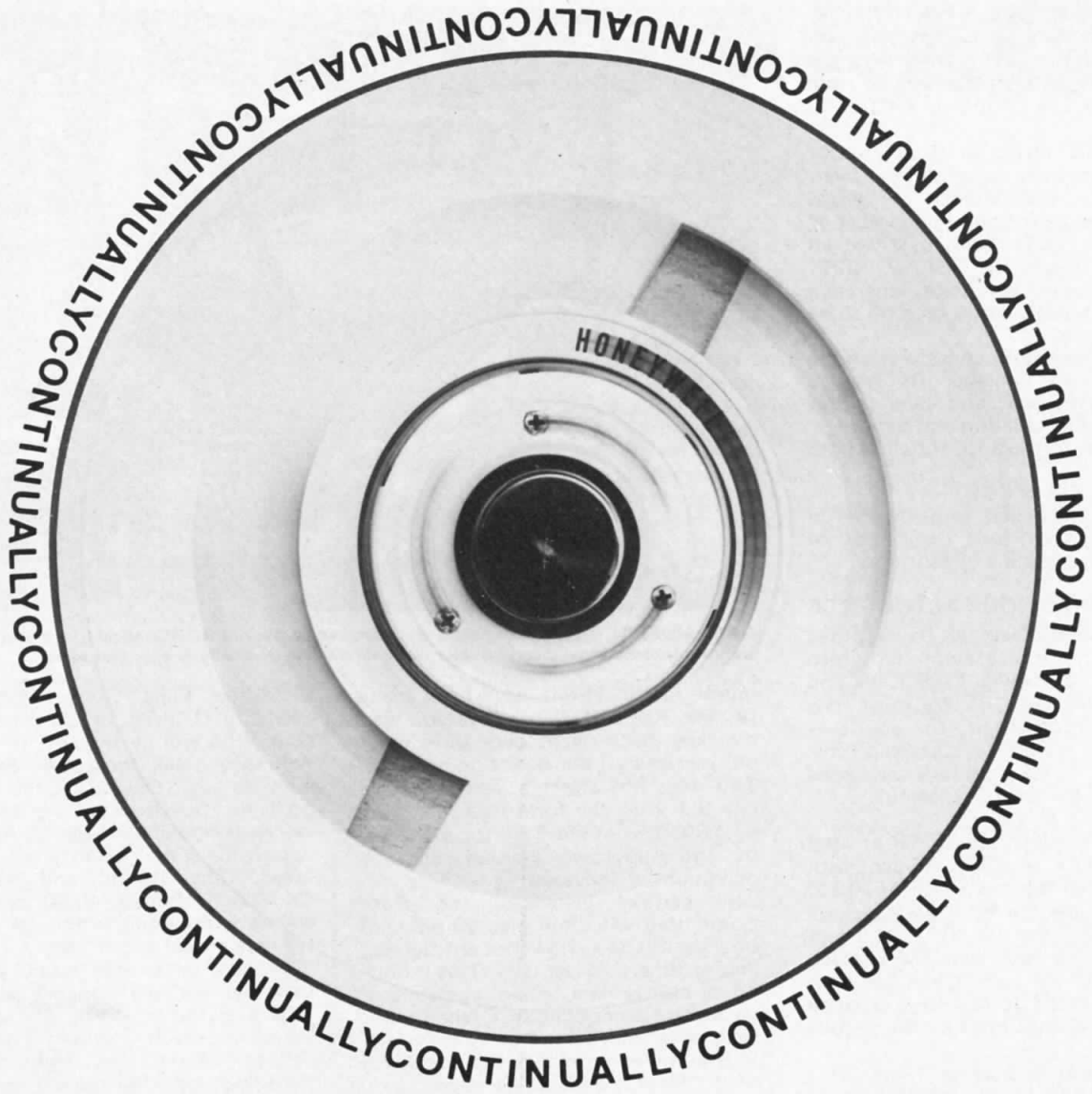
The major prizes in any race is for the first place on "handicap" or

Corrected Time. Sure, most of the publicity is given to the line honors race. Who will be the first to Hobart? Will they break the course record? — And so on. Obviously the smallest boat in the fleet has no chance of reaching Hobart first against her bigger opponents — no matter how well she is sailed. The Rating and the Time Correction Factor does give every entrant the opportunity of winning the race on corrected time.

It then rests with each yacht to maintain her performance at a high level over the period of time the yacht takes to reach Hobart. This varies between three and eight days — depending on wind and sea conditions. The fastest time to date was in 1962 when Ondine (S.A. Long, USA) took 3 days, three hours, 46 minutes and 16 seconds. The longest time taken was in the inaugural race in 1945 when Wayfarer (P.M. Luke) took 11 days 6 hours and 20 minutes to travel to Hobart. It can be seen then that to maintain maximum performance from the boat when the crew is tired, cold, wet and miles from land can be difficult over extended periods of time.

The one that can maintain her boat speed under adverse conditions and consistently sail above her handicap will be very difficult to beat on Corrected Time.

To give the Sydney-Hobart (and other ocean races) more interest there are Divisions within the overall event for boats of similar rating. In addition there are One Ton Cup and Half Ton Cup Divisions for boats of specified level ratings, i.e. 27.5ft for One Tonners and 21.7ft for Half Tonners. The yachts in these divisions qualify, of course, for overall positions in the results.



HONEYWELL AND 'THE HOBART'

Three times a day, Honeywell Time-Sharing's big computers effortlessly perform the complex calculations that tell Sydney-Hobart competitors, and the world, who is leading and who is challenging. They do it without interrupting for a second their normal tasks of helping business become more competitive by processing all types of information quickly and at low cost.

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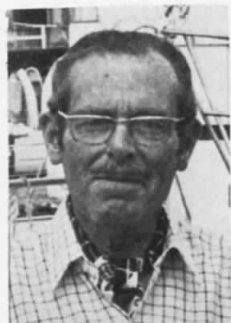
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COMMUNICATIONS



George Barton, Duty Race Officer for the Sydney-Hobart Race, who will again be in charge of race communications.

SYDNEY HOBART YACHT RACE 1972
HONEYWELL COMPUTER REPORT
LINE HOURS 29/12/72 1430 HRS

POSTN	CYC	PRESS	ROOM	SYDNEY	DIV	MILES TO GO	MILES TO NEXT YACHT
1					A	19	0
2					A	29	13
3					A	50	21
4					A	75	25
5					A	72	3
6					A	74	1
7					A	79	10
8					A	89	10
9					R	105	1
10					R	115	1
11					R	123	1
12					H	124	1
					H	125	1
					H	127	1
					H	127	3



No other international ocean racing event can match the Sydney-Hobart race for its continuous, accurate progress reports on the positions of the yachts during their 630-mile voyage to Tasmania. In most overseas events, including the Admiral's Cup, the positions of yachts can be gauged only from lighthouse reports and occasional sightings from the air.

Yet the Cruising Yacht Club of Australia and The Royal Yacht Club of Tasmania are able to furnish plots several times a day and now, through the use of computers, to actually access the handicap leaders overall and in divisions at any given stage of the race.

This is all the result of the building-up over the past 23 years of a remarkable communications network. All yachts competing must report at specified times each day to the radio relay ship which accompanies the fleet to Hobart. Aboard this ship, the positions are plotted and then relayed by powerful radio to the CYCA in Sydney and then, in the latter stages of the race, to the RYCT in Hobart. At the clubs, the yachts' positions are fed into computers to give the handicap positions at that time. The information is then fed rapidly to the public through radio, television and the press.

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. "Nunniang" (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.

Last year's radio ship was to Stella Maris, a 69-footer owned by Albert Visser, Victoria.

The radio relay ship for this year's Sydney-Hobart will be Geoff Hammond's 76ft motor vessel Mia Mia. She was the radio ship in 1965 and 1966 and has recently returned to Australia from an extensive world cruise, which included Japanese and Alaskan waters.

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 was 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.

Two year's ago 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 1973.

Another milestone in Sydney-Hobart communications and press information was the introduction of the computer time sharing service in 1967, for the preparation of progressive race results. This is provided free of charge to the

club by Honeywell who will again have two teletype terminals at the press centre at the C.Y.C.A., on line to their computers at their headquarters in Phillip St, Waterloo, Sydney.

Before the race starts the computer is fed with details of each yacht's Time Correction Factor (the decimal figure by which each yacht's elapsed time is multiplied to give its Corrected Time on handicap) plus details of the track line of the race. As each radio sked is received during the race, the plotted positions of the yachts are typed into the computer and in seconds it flashes back progressive reports on their positions on handicap.

Not only does the computer feed back information on the overall positions on handicap several times a day during the progress of the race, but it also feeds back the placings in divisions.

This year Honeywell will provide a special progress report on the handicap positions of the yachts in the Southern Cross Cup throughout the Hobart race and tally their points at the end of the race. Honeywell's effort, combined with the work of officials at the Press Centres at the CYCA and the RYCT provides what is undoubtedly the best information service on a yacht race anywhere in the world.

CREW OF MV MIA MIA

Owner/skipper : G. A. Hammond
 Engineer : P. Willcock
 Crew : S. Flamenia
 Cook : G. Dunn
 CYCA rep : M. E. Davey
 RYCT rep :
 ABC announcer : Bert Oliver
 Radio operator : R. Young
 and others to be selected

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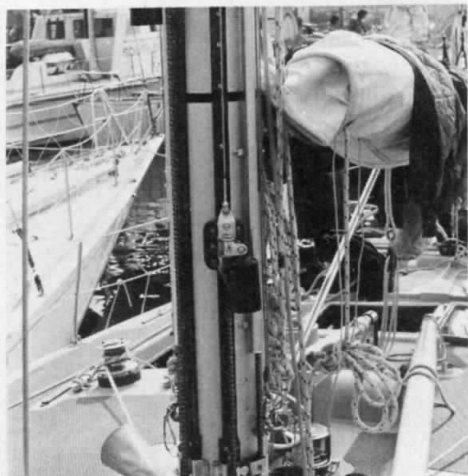
Basic sailing form laid teak deck and bulwarks, stern head fitting windows, two Barlow 26 windows, Genoa tracks and slides, hatches fitted, mast, boom and S.S. rigging halyards, spinnaker pole, all sheets, blocks and deck fittings, pulpit, pushpit, staunchions, life lines, tiller steering, \$14,250 ex. sails.

Fully fitted yacht \$25,000 including sails and diesel depending on owners specifications.

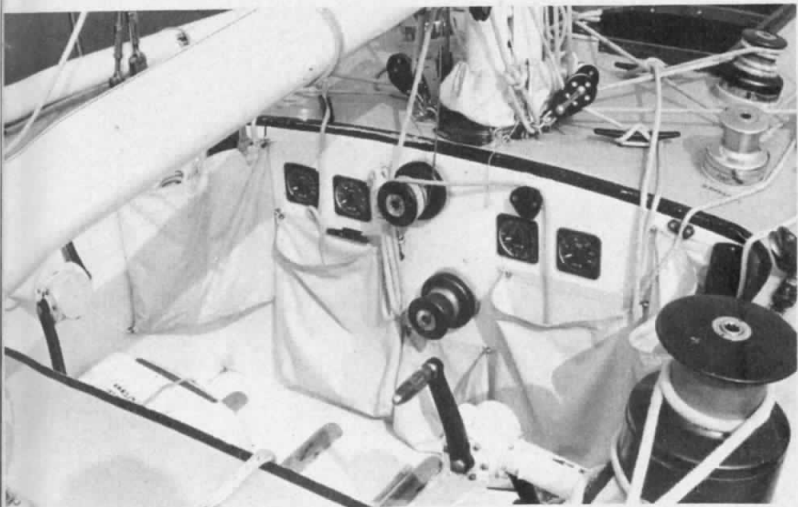
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what they wore in COWES



ABOVE LEFT: Chain hoist systems for twin spinnaker bells are the in-thing with most overseas ocean racers. **ABOVE RIGHT:** Hans Beilken, mastermind of the German team win, shares Carina III's twin-wheeled cockpit with a friend. Twins wheels more for highly accurate steering.



ABOVE LEFT: Midship crew cockpits on Ginkgo and Apollo brought lots of praise from Cowes yachtsmen. **ABOVE RIGHT:** Salty Goose, showing dan buoys in stern. **BELOW LEFT:** Horizontally-mounted mainsheet winch. **BELOW RIGHT:** Brazil's one-off S&S Saga, Fastnet winner. Cockpit was central but most of the crew work done on deck, including working the grinders.

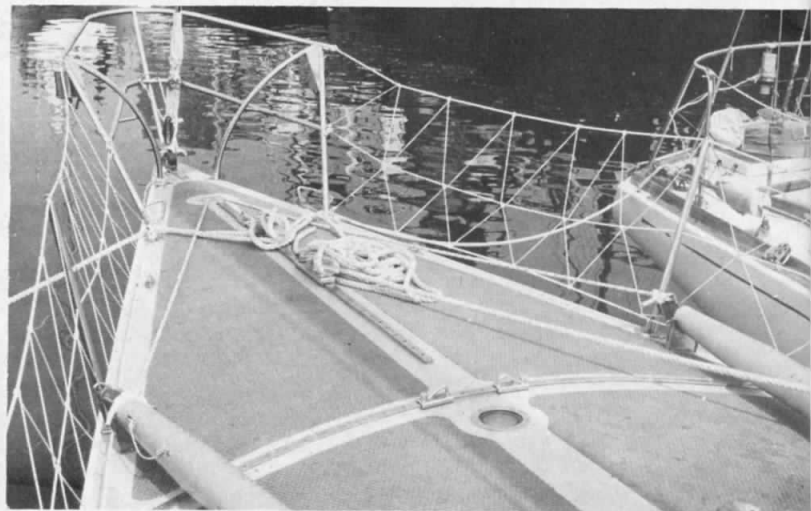
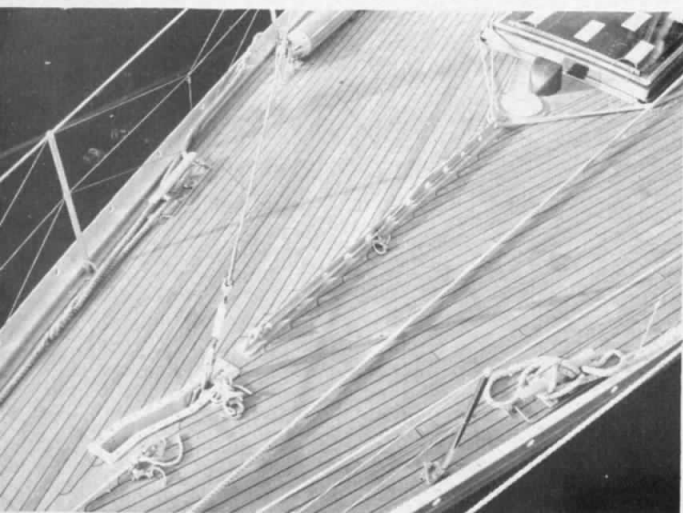




Modern Boating editor Peter Campbell took this series of pictures of the Admiral's Cup yachts in Cowes; most boats showed variations of a common theme, rather than startling advances.



TOP: Long pit for crewmen aboard Recluta II. **ABOVE LEFT:** Saudade; note central and side-deck compasses. Arthur Slater (in cap) was trying to persuade owner A. Bull (right) to come to Australia. **ABOVE RIGHT:** Charisma, with central crew cockpit, grinders on deck.



ABOVE LEFT: Most boats had adjustable inner forestays, many had special tracks for setting tall boys. **ABOVE RIGHT:** Fore and aft track for inner stay, crossdeck track for tall boys. **BELOW LEFT:** Carina III's rod boom vang. **BELOW RIGHT:** Carina's hydraulic lever tensioned backstay and inner "baby stay" simultaneously.



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RACE HISTORY

THE result sheets of 28 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.

1945 35

(Times are given in days, hours and minutes)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RANI	Capt. J. Illingworth, R.N.	6-14-22	.6670	4-09-38
2.	AMBERMERLE	J. Colquhoun, C. Kiel	8-08-19	.6722	5-14-39
3.	WINSTON CHURCHILL	P. Coverdale	7-07-38	.7706	5-15-20
4.	KATHLEEN	J. Earl	8-06-20	.6856	5-15-59
5.	HORIZON	J. R. Bartlett	8-07-47	.6977	5-19-23
6.	SALTAIR	R. M. Walker	8-13-48	.6859	5-21-09
7.	MISTRAL	R. F. Evans	8-12-55	.9063	7-17-13
8.	WAYFARER	P. M. Luke	11-06-20	.6916	7-19-43

FASTEST TIME: RANI

RETIRED: ARCHINA (P. Goldstein).

WEATHER: Strong S.S.W. gale on the second day out of Sydney scattered the fleet, and all except Rani hove to or sought shelter. Calms later.



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



CHRISTINA, first in '46.

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.

1946 ³⁰¹

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 ⁴⁴

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD	G. D. Gibson	5-13-19-04	.7232	4-00-24-56
2.	MOONBI	H. S. Evans	5-22-46-02	.6807	4-01-10-54
3.	PEER GYNT	T. Halvorsen	6-01-18-15	.6853	4-03-34-37
4.	KINTAIL	D. Macrae	5-20-00-56	.7359	4-07-02-15
5.	FORTUNA	Dr. R. Wishaw	6-05-13-09	.6965	4-07-55-52
6.	TRADE WINDS	M. E. Davey	5-23-15-01	.7342	4-09-10-28
7.	SALTAIR	A. E. Walker	6-06-23-20	.7024	4-09-37-57
8.	GYMEA	G. L. Carter	6-13-53-51	.6785	4-11-08-00
9.	MORNA	C. Plowman	5-03-03-54	.8986	4-14-35-10
10.	WINSTON CHURCHILL				
		P. Coverdale	5-22-02-55	.7791	4-14-40-12
11.	EOLO	T. A. Guiffre	5-22-12-54	.7863	4-15-49-25
12.	SOUTHERN MAID	C. Philp	5-22-31-50	.7910	4-16-44-30
13.	BENEZIA	F. A. Harris	6-13-21-12	.7211	4-17-28-03
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. Penston	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	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

1948 ⁴⁴

(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 GOWYNN (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 ²³

(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 1949

1950 ^{KS}

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

FASTEST TIME: MARGARET RINTOUL.

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

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

SYDNEY-HOBART PROGRAM - 1973



NERIDA, first in 1950.

1951 ^{3A}

(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.

1952 ³⁶

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

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

FASTEST TIME: NOCTURNE.

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



INGRID, 1952 winner.

1953 ⁴²

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIPPLE	R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG	T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37

3.	HORIZON	S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohan	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT	B. Warming	5-21-59-07	.7130	4-05-14-15
7.	JOSEPHINE	R. A. Houghton	5-07-25-51	.8068	4-06-48-40
8.	GIPSY QUEEN	A. C. Eden	6-05-07-10	.7013	4-08-34-39
9.	KURREWA III	F. & J. Livingston	5-07-27-20	.8258	4-02-15-10
10.	ELLIDA	J. Halliday	6-15-06-14	.6620	4-02-19-36
11.	NOCTURNE	J. R. Bull	6-00-52-46	.7319	4-10-02-14
12.	RUTHEAN	A. & T. Toll	5-08-58-09	.8252	4-10-25-31
13.	WRAITH OF ODIN	B. O'Brien	5-21-08-32	.7744	4-13-18-02
14.	ONRUST	D. Tober	7-05-18-30	.6574	4-17-55-58
15.	WARANA	P. R. Warner	7-00-13-00	.7195	5-01-01-55
16.	NELL GWYNN	F. Hickman	7-02-16-57	.7306	5-04-24-30
17.	FLAMINGO	W. McCarthy	8-02-09-16	.6590	5-07-21-16
18.	ISIS	R. May	8-21-16-00	.6359	5-15-36-58
20.	PATIENCE	A. B. Wilson	8-18-45-00	.6684	6-07-15-07

FASTEST TIME: SOLVEIG.

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

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

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



RIPPLE, first in 1953.

1954 ⁴⁰

(Times are given in days, hours and minutes)

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

FASTEST TIME: KURREWA IV.

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

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



SOLVEIG, winner in 1954.

1955

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

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

FASTEST TIME: EVEN.

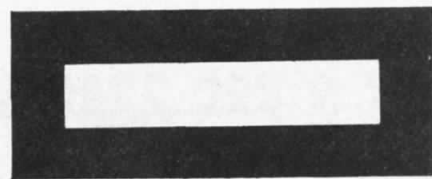
RETIRED: WANDERER (E. Massey)

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



MOONBI, 1955 winner.

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1956 *52*

(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.	JANZON	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. Burrigge	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 *31*

(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.	JANZON	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 *38*

(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.

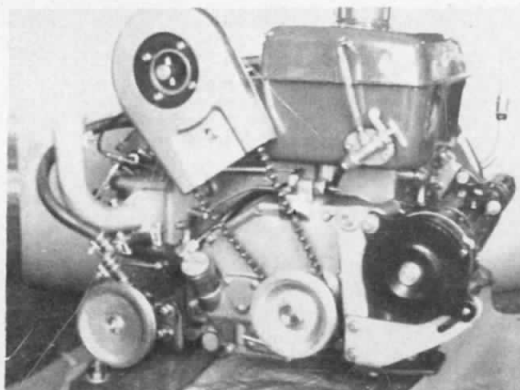
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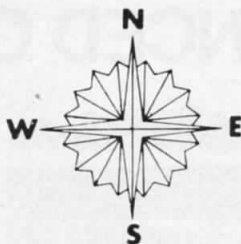
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1959

36

(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.	MALOH	N. H. McEnally	5-04-43-42	.6615	3-10-30-28
5.	KALEENA	H. E. Godden	5-06-06-39	.6565	3-10-47-30
6.	JANZOON	W. R. Slade	5-00-55-23	.6993	3-12-33-41
7.	PEGASUS	N. F. Brooker	5-06-35-15	.6697	3-12-46-32
8.	SOUTHERN MYTH	N. C. Howard	4-21-56-35	.7250	3-13-30-31
9.	AILSA	J. Marion	5-19-38-02	.6181	3-14-18-28
10.	LASS O' LUSS	J. Colquhoun	5-02-04-03	.7080	3-14-32-23
11.	SOLO	V. Meyer	4-13-33-12	.7973	3-15-20-49
12.	SYLVENA	S. H. Moray	5-05-47-11	.6981	3-15-48-41
13.	LOLITA	J. Leahy	5-10-42-33	.6722	3-15-51-46
14.	METUNG	Dr. T. O. Beatty	5-01-52-22	.7270	3-16-36-05
15.	LORRAINE	R. F. Rusk	5-12-08-28	.6846	3-18-44-30
16.	CATRIONA	D. M. Brown	5-00-56-30	.7617	3-20-07-17
17.	BIRRAHLEE	J. & T. Savage	5-20-23-00	.6595	3-20-34-58



CHERANA, first in 1959.

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

38

(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.	MALOH	N. H. McEnally	5-01-58-04	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. Rundie	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	3-17-22-14
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

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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.



RIVAL, first in 1961.

1961 36

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

FASTEST TIME: ASTOR

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

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

1962 52

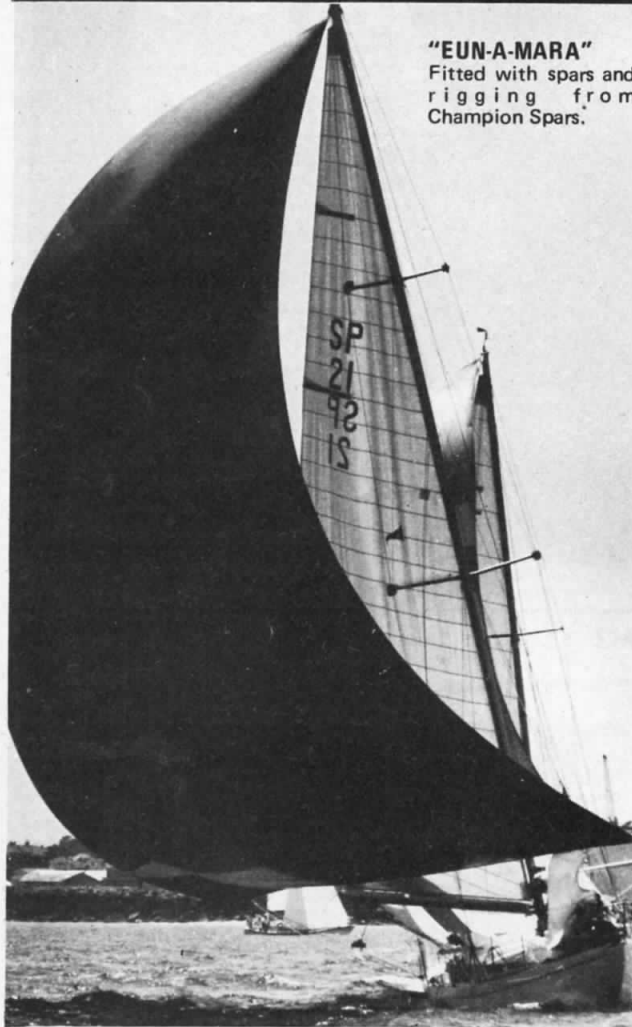
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	3-04-29-15	.7943	2-12-45-14
2.	ONDINE	S. A. Long	3-03-46-16	.8105	2-13-24-45
3.	GALATEA M.	N. W. Kestel	4-03-53-00	.6323	2-15-09-22
4.	JULIE	A. & J. Sturrock	4-01-11-38	.6571	2-15-51-58
5.	MALOH	S. Fischer	4-02-58-19	.6555	2-16-52-34
6.	RONITA	R. A. Cottee	4-02-56-54	.6563	2-16-56-23
8.	CARMEN	R. Swanson	4-06-28-26	.6358	2-17-09-10
9.	CHERANA	W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
10.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	.6530	2-17-28-24
11.	JANZOON II	W. R. Slade	3-23-05-19	.6893	2-17-32-40
12.	RIVAL	A. G. Burgin & N. D. Rundle	4-02-51-18	.6694	2-18-10-25
13.	PALANA	R. J. Sheild	4-04-41-35	.6604	2-18-29-52
14.	SYLPH	Lawson Bros.	4-04-27-24	.6653	2-18-50-02
15.	ASTOR	P. R. Warner	3-03-47-16	.8836	2-18-57-58
16.	BIRRAHLEE	C. V. Jones	4-06-18-14	.6562	2-19-07-55
17.	CHRISTINA	A. Berns	4-05-36-06	.6628	2-19-20-30
18.	SALACIA	R. F. Rusk	4-00-18-46	.7046	2-19-51-43
19.	DU-MA-LEE	L. V. Reilly	4-04-27-32	.6809	2-20-24-09
20.	ANITRA V	J. S. Samson	4-02-29-54	.6999	2-20-53-20
21.	NORLA	J. S. Howie	4-02-34-49	.7060	2-21-35-52
22.	SEAMAN	J. Leahy	4-07-16-00	.6743	2-21-37-58
23.	MISTRAL III	M. C. Dowd	4-06-46-52	.6779	2-21-40-31
24.	MOANA	R. H. G. Lamplough	4-09-30-05	.6622	2-21-51-47
25.	MERCEDES II	H. T. Kaufman	4-02-32-38	.7130	2-22-15-42
26.	CAPRICE	G. Ingate	4-01-06-39	.7278	2-22-40-38
27.	WINSTON CHURCHILL	G. A. Warner	3-11-17-19	.8498	2-22-46-43
28.	CAROL J	J. Halliday	4-04-07-08	.7077	2-22-51-15
29.	SEA BEE	J. Ash ton-Martin	4-02-57-53	.7217	2-22-51-15
30.	TAHUNA	E. A. Hales	4-01-08-21	.7368	2-23-34-20
31.	SOUTHERN MYTH	N. C. Howard	4-02-43-14	.7260	2-23-40-16
32.	FOUR WINDS II	S. Gibson	4-08-12-42	.6968	3-00-36-53
33.	SOUTHERN MAID	P. Deaton	3-20-00-14	.7977	3-01-23-29
34.	MISTRESS MAY	W. W. Pettingell	4-15-13-08	.6695	3-02-27-40
35.	METUNG	T. Beatty	4-07-38-09	.7265	3-03-17-29
36.	LARNTARNI	W. Wakefield	4-01-45-59	.7708	3-03-21-30
37.	AOTEA II	R. K. Hunt	4-20-09-57	.6523	3-03-46-30
38.	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	.8339	3-04-54-07
39.	GOODEWIND	K. Laws	4-08-04-24	.7546	3-06-32-01
40.	ILINA	K. R. Murdoch	4-03-31-37	.7985	3-07-28-20

FASTEST TIME: ONDINE.

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

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

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1963 ⁸⁹

(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. White	6-02-31-30	.7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31.	SOUTHERN MYTH	N. C. Howard	6-06-51-11	.7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	.6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

FASTEST TIME: ASTOR

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



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

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 ³⁹

(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. Rydge 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	4-04-57-21	.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 ³⁹

(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	3-16-45-03
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	3-17-00-06
15.	PALANA	R. J. Shield	4-20-54-27	.7613	3-17-05-50
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.	KARINGAL	A. Berns	4-18-11-25	.7966	3-18-52-20
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-THREE-WELL	R. T. Williams	4-20-46-51	.7874	3-19-57-11
31.	THEME	K. Bridgestocke	5-00-45-10	.7625	3-20-04-26
32.	TAIRERIE	A. Adams	4-20-46-38	.7893	3-20-10-20
33.	SALACIA	A. Byrne	4-19-57-46	.8035	3-20-22-21
34.	BACCHUS D	P. E. Deaton	4-14-23-32	.8458	3-21-22-10
35.	CORROBORREE	K. A. Gray	4-20-37-11	.8036	3-21-42-55
36.	FRANKLIN	R. L. 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. Brynzeel	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

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Aquaris	Korumburra	Rampage
Assegai	Lady Jane	Renegade
Astelot	Lowana II	Ruffian
Astrolabe	Love & War	Runaway
Balandra	Maggie	Ruthean
Banjo Paterson	Mahua	Saracen II
Barnacle Bill	Makaretu	Sequana
Binda	Marara	Sirocco
Boomaroo III	Mark Twain	Siska
Boomerang VIII	Mary Blair	Skylark
Bushwacker	Matika	Solent
Callypyge II	Mercedes III	Sowester
Cardinal Puff	Milluna	Sundowner
Carol J.	Morning Hustler	Superstar
Ceil III	Morning Mischief	Suraya
Concubine	Morning Mist	Tawarri
Diamond Cutter	Nike	Taurus
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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 30

Pl.	Yacht	Owner	(Times are given in days, hours, minutes and seconds)		
			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.	JANZOOON II	W. Russell-Stade	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 I	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 36

Pl.	Yacht	Owner	(Times are given in days, hours, minutes and seconds)		
			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-THÉE-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 GWYNN	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	.7557	4-17-53-53
54. ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48
55. SOUTHERN MYTH	N. C. Howard	5-20-51-02	.8250	4-20-12-06
56. SEA BEE	J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57. CAROL ANNE	P. Batterby	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

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	R. Lidgard	5-14-30-48	.7654	4-06-57-23
28. SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
29. CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
30. GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
31. ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
32. CEDALION	R. Fidock	5-23-40-45	.7474	4-11-23-08
33. GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-10-35
34. RIVAL	A. Burgin	5-23-40-24	.7556	4-12-33-34
35. SHU-BI-HIMMANY	L. Jenkyns	6-04-20-57	.7354	4-13-05-45
36. KALEENA	H. Godden	5-22-46-42	.7662	4-13-23-48
37. ZILVERGEEST	H. 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. Friebe	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: PEN DUICK III

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

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

1968

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	KOOMOOLOO	D. O'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

FASTEST TIME: ONDINE II.

RETIRED: ANITRA V (Sir Garfield Barwick), CAMELOT (J. Borrow), CAROUSEL (M. Brakell), CORROBOREE (J. While), 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.

tonner

RONSTAN

R

actual size

suitable for all
1/4 & 1/2
TONNER yachts

HEAVY DUTY ROLLER BLOCK TRACK & TRAVELLER

DUE FOR SEPTEMBER RELEASE

1. RF810 Series "ROLLER BLOCK"

2. Fibreglass/nylon sheave 3 3/4" D. with S/S roller bearings.

3. Superston 2-way eye.

4. Cast Stainless Steel eye-plate.

5. RF826 Heavy Duty Traveller.

6. Adjustment sheaves.

7. Neoprene "stand-up" block.

8. BALL BEARING S/S WHEELS.

9. RF830 Extra strength alloy "I" beam track.

10. RF832 Rubber cushioned stop.

11. RF833 Moulded track end.



KOOMOOLOO, 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.	TOREA	G. Stern	5-06-16-13	.8266	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				
74.	EVEN	B. & D. O'Brien	5-08-40-18	.8816	4-17-26-12
75.	DIVA JANA	W. Gibson	5-06-51-20	.9507	5-00-36-05
		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. Geogel), 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.

1969 ^{3A}

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. Brodziaik	4-11-44-23	.7690	3-10-51-07
28.	MAID ROSALINDE	B. Finck	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. While	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				
57.	CAPUCINE	J. Attwood, G. Maxted & K. Harry	4-23-51-08	.7719	3-20-30-50
58.	MONSOON	R. Brenac	5-03-43-33	.7487	3-20-38-01
		Sturrock & Mooney	4-23-03-40	.7795	3-20-48-29



MORNING CLOUD, Ted Heath's 1969 winner.

1970 ^{5A}

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.	KOOMOOLOO	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-THREE-WELL	J. Easdon	5-05-07-30	.7896	4-02-47-55

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way down
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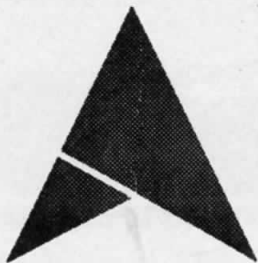
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SAT.	29th	8-00	11-05	1-35	3-10	6-20	
SUN.	30th	7-00	11-05		3-10	6-20 8-35	
MON.	31st	7-00	11-05	1-00	4-00	<div style="border: 1px solid black; padding: 5px; text-align: center;"> CASINO SPECIAL HOBART DIRECT TO SYDNEY </div>	
TUES.	1st	6-15	11-30		4-00		
WED.	2nd	7-00	11-05		4-00		
THUR.	3rd	6-15	11-05		2-05 4-00		
FRI.	4th	7-00	11-05	1-00	4-00	7-55	
SAT.	5th	8-00	11-05	1-35	3-10	6-20	
SUN.	6th	7-00	11-05		3-10	6-20 8-35	

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ANSETT
AIRLINES OF AUSTRALIA

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. Trewarth	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	C. 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	3-12-46-21	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	4-23-14-16	.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.	CALLIPYGE	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. Durrough	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.

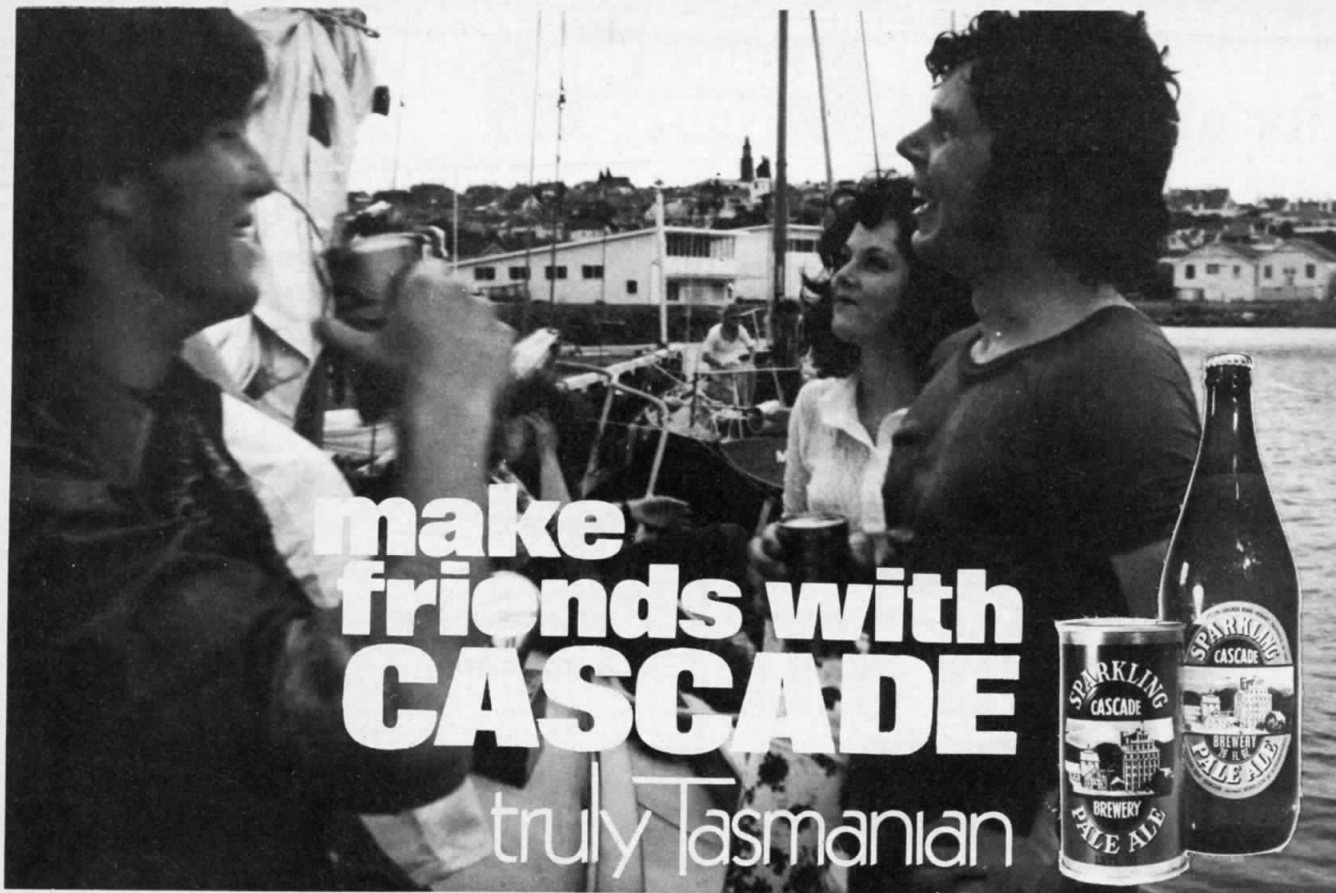


PATHFINDER, another NZ One Tonner, in 1971.

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.	SPECT 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. Stagg	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. Farlor	4-09-08-27	.8077	3-12-55-19



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2. FG 864

Medium snap shackle with ball bearing swivel spinnaker bale

4. FG 859

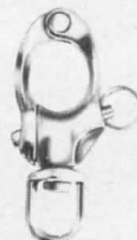
Small snap shackle with plain swivel spinnaker bale

3. FG 861

Medium snap shackle with ball bearing swivel D-ring bale

5. FG 860

Small snap shackle with plain swivel D-ring bale



Cutaway illustration of the ball-bearing swivel as fitted to large and medium shackles.

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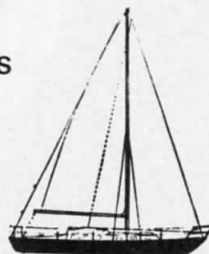
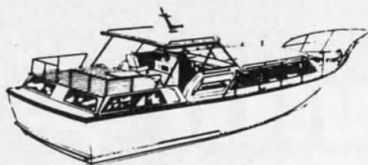
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WEATHER: The fleet had light to moderate north to nor'west winds for the first 24 hours giving them an easy run down the NSW coast. On the second day the wind came in at 20 knots from the south and as the leaders entered Bass Strait it began to veer to the sou'west. Finally, as the bulk of the fleet approached the Tasmanian coast, the wind swung round to the nor'west and freshened to 30 knots giving the middle-of-the-fleet boats a great spinnaker reach down the coast bringing them right onto the heels of the leaders. Over the final two days, almost all the fleet encountered frustrating calms but the middle-sized yachts held their own right to the finish.

1972⁶⁵

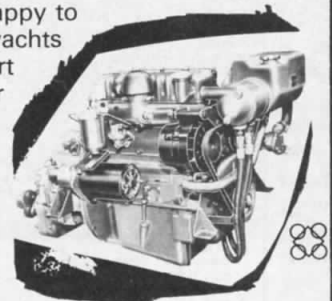
(Times are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	AMERICAN EAGLE	R. E. Turner	3:04:42:39	.9681	3:02:15:49
2.	CAPRICE OF HUON	G. Ingate	4:00:31:29	.7730	3:02:36:49
3.	GINKGO	G. Bogard	3:15:16:35	.8621	3:03:14:27
4.	APOLLO 11	A. Bond	3:15:17:22	.8662	3:03:36:36
5.	RAGAMUFFIN	S. Fischer	3:15:42:49	.8666	3:04:00:45
6.	KOOMOOLOO	J. A. W. Gilliam	3:23:13:01	.7991	3:04:05:16
7.	MINNA	D. J. Isles	3:20:48:45	.8237	3:04:26:59
8.	APOLLO	J. Rooklyn	3:08:06:00	.9564	3:04:36:27
9.	MELTEMI	B. C. Psaltis	3:20:19:11	.8392	3:05:28:29
10.	QUEEQUEG	M. R. L. Dowling	3:19:27:37	.8471	3:05:28:33
11.	POLARIS	L. H. Savage	3:22:34:27	.8246	3:05:59:09
12.	VITTORIA	L. J. Abrahams	4:00:16:23	.8180	3:06:45:04
13.	TAURUS	A. G. Lee	4:00:11:55	.8237	3:07:14:19
14.	GRAYBEARD	L. H. Killam	3:04:57:54	1.0512	3:08:54:20
15.	MARK TWAIN	R. J. Langman	4:08:00:31	.7786	3:08:58:51
16.	RUNAWAY	I. Gibbs	4:08:17:14	.7786	3:09:11:52
17.	PACHA	R. Crichton-Brown	3:18:38:52	.8980	3:09:24:05
18.	KINGURRA	G. A. Warner	4:00:40:47	.8436	3:09:33:32
19.	BALANDRA	Army Eastern Command	4:02:54:45	.8269	3:09:47:26
20.	CALLIPYGE	A. Streichenberger	4:03:04:13	.8320	3:10:25:35
21.	ESCAPADE	Mr. & Mrs. G. P. Hedges	4:09:59:03	.7786	3:10:31:09
22.	CHANTAL	Marshall Bros.	4:10:40:29	.7752	3:10:41:39
23.	MATIKA	A. Pearson	4:14:04:35	.7556	3:11:10:25
24.	SUNBIRD 11	T. Yamasaki	4:11:32:23	.7786	3:11:43:49
25.	BOOMERANG VII	J. De Vere	4:01:14:52	.8628	3:11:54:19
26.	WATHARA 11	R. W. Jackman	4:14:54:39	.7636	3:12:41:29
27.	PATRICE	R. J. Kirby	4:10:30:22	.7962	3:12:48:01
28.	TREVASSA	F. R. Duffield	4:06:52:24	.8255	3:12:55:18
29.	STARFIRE OF PERTH	N. McAllister	4:03:51:06	.8584	3:13:42:45
30.	MERCEDES III	K. Farfor	4:13:20:27	.7882	3:14:10:56
31.	SALACIA	F. W. Thc.mas	4:17:51:43	.7657	3:15:11:03
32.	UNICORN	R. G. Graham	5:04:34:50	.7004	3:15:15:22
33.	GRANNY SMITH	W. Anderson & C. Shaffran	5:04:35:44	.7034	3:15:38:25
34.	MOKOIA	J. M. Tattersall	5:04:38:03	.7034	3:15:40:03
35.	ENDEAVOUR III	G. H. Gardner	5:05:10:21	.7034	3:16:02:46
36.	ONYA OF GOSFORD	P. Rysdyk	4:13:20:45	.8072	3:16:15:50
37.	SEQUANA	M. J. Tilley	5:06:32:57	.7003	3:16:37:20
38.	SARACEN II	J. H. Morris	5:04:21:53	.7138	3:16:46:17
39.	EVOLUTION	J. Diacopoulos	5:07:09:58	.7019	3:17:15:28
40.	ZILVERGEEST II	A. J. Murray	5:04:28:15	.7270	3:18:29:24
41.	LOLITA	N. G. Cassim	5:06:20:24	.7233	3:19:22:54
42.	THUNDERBOLT	G. Needham	5:02:20:49	.7480	3:19:30:55
43.	TINA OF MELBOURNE	B. R. Scott	5:01:51:24	.7516	3:19:35:14
44.	DIAMOND CUTTER	A. J. Sweeney	5:02:11:43	.7502	3:19:40:14
45.	MARIA	D. A. Cooper	5:00:07:05	.7662	3:20:02:05
46.	BOOMAROO III	H. W. Findlay	5:04:36:44	.7399	3:20:12:02
47.	CARINA	P. Daniel	5:06:25:25	.7309	3:20:24:10
48.	WARRI	J. H. Bleakley	5:00:37:50	.7673	3:20:33:35
49.	VAGO II	H. Takeda	4:14:55:29	.8356	3:20:41:19
50.	NELLIE ZANDER	J. J. Cumming	5:01:25:15	.7647	3:20:51:02
51.	DOROTHY II	E. W. Wall-Smith	5:04:35:50	.7477	3:21:09:41
52.	SARLENA	C. McGarry	5:05:19:00	.7468	3:21:35:11
53.	MOONBIRD	G. J. Semple	5:01:57:17	.7702	3:21:55:46
54.	ANITRA V	Sir Garfield Barwick	5:04:58:10	.7551	3:22:21:52
55.	PIMPERNEL	J. Beaumont	5:05:40:31	.7514	3:22:25:56
56.	OSPREY	C. W. Johnson	5:05:54:34	.7502	3:22:27:25
57.	JANZON II	W. Cavill	5:06:24:03	.7500	3:22:48:02
58.	SONG OF SOLVEIG	I. Forsyth-Grant	5:05:59:40	.7527	3:22:50:10
59.	FRANKLIN	Royal Aust. Navy	5:04:34:36	.7702	3:23:56:56
60.	SATYRICON	A. T. Cotton	5:04:32:36	.7706	3:23:58:22
61.	WILD GOOSE	I. D. Russell	5:04:23:47	.7741	4:00:17:43
62.	KINTAMA	R. George	5:04:25:19	.7765	4:00:36:40
63.	QUANDO	J. O'Neill	5:06:24:02	.7658	4:00:47:51
64.	SOLENT	P. J. & R. S. Robinson	5:21:30:55	.6938	4:02:11:00
65.	TRILBY II	K. W. Hinrichsen	5:23:13:50	.6861	4:02:16:14
66.	TAWARRI	J. D. Lewis	5:04:25:49	.8055	4:04:13:43
67.	ALCHERINGA	J. N. Bridgland	5:04:29:23	.8166	4:05:39:30
68.	MAKARETU	N. Gosson	5:04:50:31	.8171	4:06:00:29
69.	UTIEKAH IV	Mr. & Mrs. P. C. Fowler	5:07:58:15	.8040	4:06:53:19
70.	SKYLARK	J. L. Ward	6:08:56:01	.7034	4:11:34:24
71.	HUSTLER	P. J. Bates	5:04:18:00	.7034	4:11:34:24

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