

SYDNEY- HOBART

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30th SYDNEY-HOBART



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organised by the
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with the co-operation of
The Royal Yacht Club of Tasmania

OFFICIAL STARTER: The Right Honourable Sir Garfield Barwick G.C.M.G., P.C., Chief Justice of Australia
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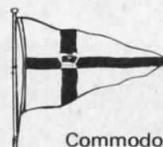
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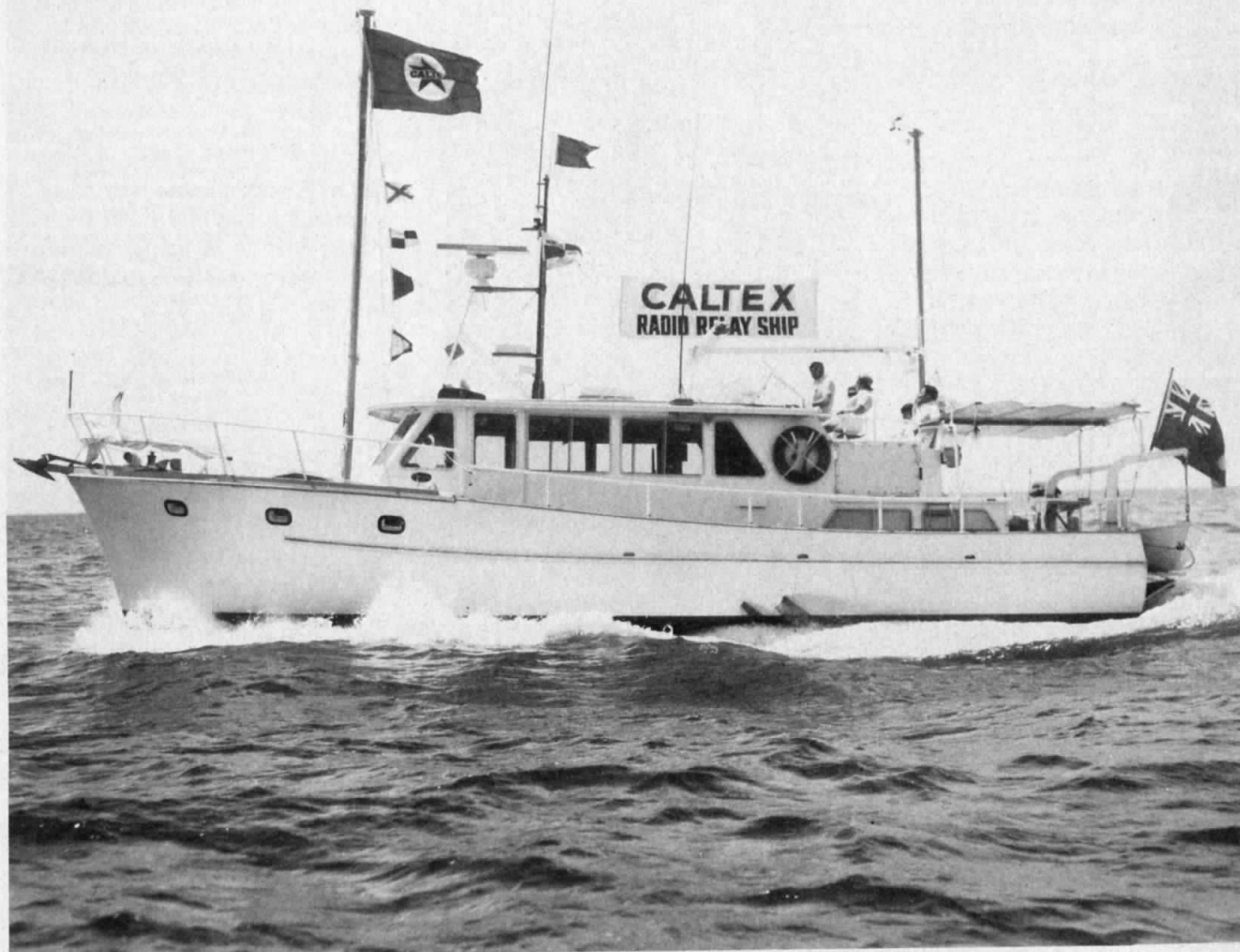
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T-SHIRTS are all the rage in major yachting events overseas and this year the Cruising Yacht Club of Australia has got into the swing with its first ever Sydney-Hobart Ocean Racing Classic T-Shirt. The T-Shirt features a yacht flying a multi-coloured spinnaker and is on sale at the CYCA for \$5 each in various sizes.

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COMMODORES' MESSAGES



Cruising Yacht Club of Australia

THIS Boxing Day the fleet will set off on the 30th Hobart; a race that over three decades has become recognised as one of the world's top three ocean races.

Back in 1945 the yachtsmen who founded the race decided on "a cruise to Hobart". Today the competitors sail with intense concentration without let-up, knowing that only minutes will separate them after days of racing.

The entry total of 66 is considerably down from last year's 90 starters, a record number that was boosted by overseas and interstate teams for the bi-annual Southern Cross Cup. Nevertheless, there will be no lack of first rate competition this year including some recently launched yachts which hope to win selection next year for the Australian Admiral's Cup Team.

A particular welcome is extended to our overseas entrants. Ondine III, the third of her line to come out from the United States, will be here to try and regain the line honors record that her first predecessor established in 1962 and was only taken over last year by Helsal.

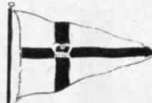
The New Zealanders are over every year and have won the race in 1967 and 1971. This year Buccaneer, Volante and Savant will be trying for the third Kiwi win.

The weather for every race is different; some of the pundits feel that the averages say that another gruelling heavy trip is about due. But it is through such conditions that the Hobart is recognised as an international test of yacht preparation, seamanship, navigation and endurance.

My congratulations and thanks are extended to all those who have worked and co-operated to make the race such a tremendous success. We are particularly grateful to the Officers and Members of the Royal Yacht Club of Tasmania and to the people of Tasmania who make the finish of the trip so pleasurable and memorable.

Fair winds and successful sailing to all and a safe passage home.

J.P. DIAMOND Commodore



The Royal Yacht Club of Tasmania

ONCE again the Sydney-Hobart is with us and the Royal Yacht Club of Tasmania has made every effort to see that the finish of the race and the care of the yachts and crews will be of a high and always improving standard.

We have upgraded our Club facilities greatly during the past twelve months and welcome all crews and their families during the race period. Our slipping facilities have been renewed and the new horizontal haul-out will accommodate yachts up to 20 tons.

I wish all participants the best of luck in their racing, and an interesting and trouble free race.

May the Sydney-Hobart remain the premier ocean race of Australia for many years to come.

J.M. DREW Commodore.

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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' Federation, the Overseas Telecommunications Commission, the Australian Post Office, Caltex Oil (Australasia) Ltd, Honeywell Pty Ltd, the Maritime Services Board of NSW, the Water Police of NSW, Department of Civil Aviation, the Department of Shipping and Transport, the Royal Volunteer Coastal Patrol, Mr. V. Bahr, Regional Director, NSW Bureau of Meteorology, Ansett Transport Industries, and the Royal Australian Navy for their contribution towards making the race the success it always is.

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FOR THE OVERALL WINNER ON CORRECTED TIME:

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

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

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

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

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

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

FOR THE SECOND YACHT ON CORRECTED TIME

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

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

FOR THE THIRD YACHT ON CORRECTED TIME

RYCT Trophy: Presented by the Royal Yacht Club of Tasmania.

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.

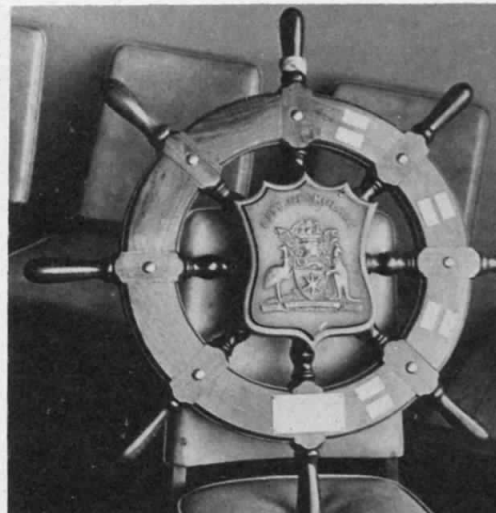


PETER ALLSOPP Memorial Trophy, for first on corrected time in Division A.

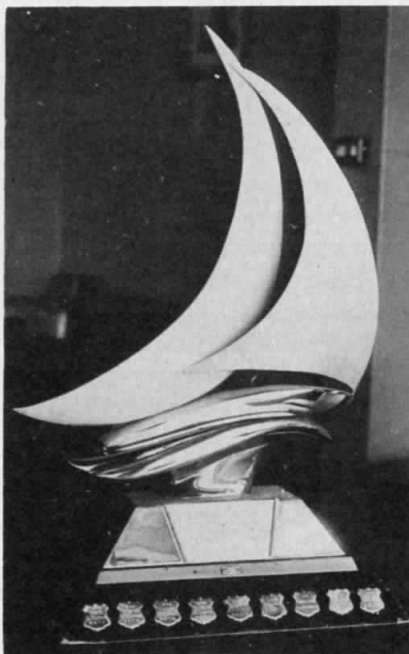
TROPHIES



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



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



GOVERNMENT OF TASMANIA TROPHY, presented to the overall winner.



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



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



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

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③ **'Eveready' Dolphin:**

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④ **'Eveready' Versatile light:**

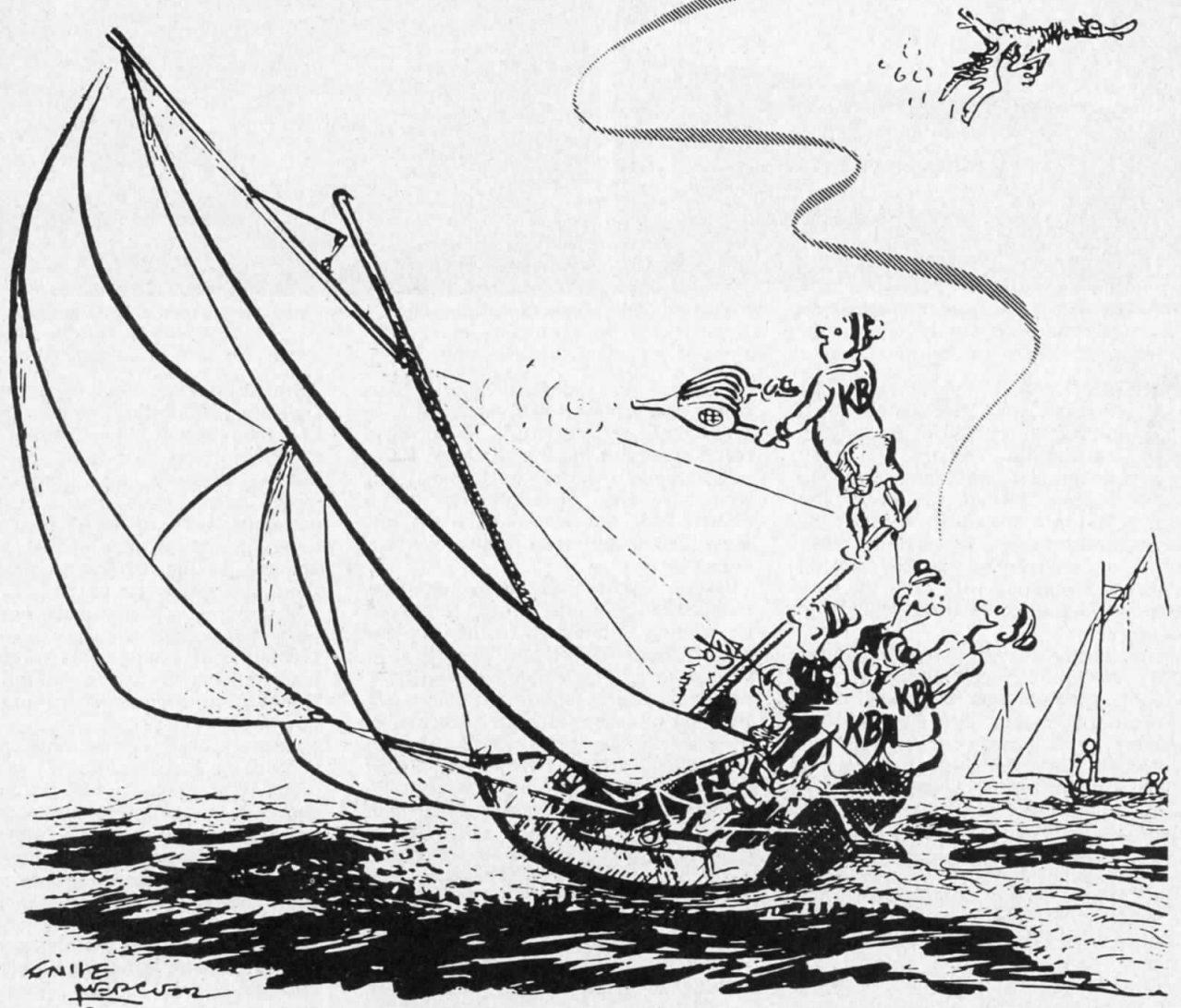
Another floater. It has many of the Dolphin's features in a hand-torch size. Tough, plastic construction and waterproof.

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30 years of history



TWENTY-eight years apart in development — at left, the 1946 winner Christina, at right, one of the favorites for 1974, Bumblebee 3.

TWENTYNINE years ago, on Boxing Day, 1945, nine small yachts set sail from Sydney — their destination Hobart. A small group of families and friends watched them struggle through the Heads and slowly sail into the south. Most of the boats were heavy, home-built craft, some owner-designed, wearing cotton sails and equipped with only the very basic sail handling gear and navigation instruments.

The smallest boat in the race, the 35ft cutter Rani "disappeared", to emerge six-and-a-half days later from Windswept Storm Bay to take line honors and, of course, win on corrected time. Second on corrected time was Ambermerle, sailed by John Colquhoun and Colin Kiel, which had sheltered from a storm in a bay on the New South Wales coast. The crew went fishing, then up-anchored when the storm abated to sail on and complete the race in eight days, eight hours. The last boat to finish took over 11 days.

Looking back at the result sheets of 29 Sydney-Hobart classics is to unfold 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 from yacht clubs in every State and Territory. From those result sheets spring the names of many now-famous yachts and yachtsmen who have won or competed in the Hobart race, not only Australians, but great yachtsmen from many overseas countries.

Several yachts have won the races twice, but only one, Freya, skippered by leading Sydney yachtsmen Trygve and Magnus Halvorsen, has won it three times. The Halvorsen brothers' personal record is five victories with their own boats and both have figures in placings in other yachts, Magnus having crewed in five second-placed boats.

Magnus Halvorsen, Peter Green and Stan Darling have each sailed in 23 Sydney-Hobarts, Trygve Halvorsen has had 22 races to Hobart. The Halvorsens competed in the second-ever Hobart race and all four will be sailing again this year — Magnus Halvorsen in Love and War, Trygve Halvorsen in Ondine III, Peter Green in Patrice III and Stan Darling in Ballyhoo.

Of the men who went to Hobart in that very first year, Capt Illingworth,

John Colquhoun, Jack Earl and Peter Luke (a foundation member and now life member of the Cruising Yacht Club of Australia) are still active sailors, although not competing in major ocean races these days. But certainly, many of the yachtsmen who sailed in the second Hobart are still actively racing offshore, several of them competing this year.

Of previous winning boats, most have been pensioned off for cruising or quieter club racing. But among the fleet heading south this Boxing Day is Koomooloo, the former Admiral's Cup representative and 1968 Sydney-Hobart winner, now sailed in Victoria by Ron Young.

The first race to Hobart virtually began as a combined cruise, but the enthusiasm of John Illingworth turned into a race (admittedly low key by today's standards) and Illingworth gave the Australians an example of what ocean racing was all about by walloping the pants off his opposition, taking line and handicap honors in the smallest boat in the fleet. Rani competed in only one Hobart race, coming to a bitter end on a beach near Newcastle on the NSW North Coast some 12 years ago.

Winston Churchill, skippered by the late Percy Coverdale in the first three races, then by the late Sir Arthur Warner and later his son Graham, has sailed in 14 Hobart races — the greatest number by any Australian yacht. She survived being driven ashore in Bass Strait and is still being actively sailed.

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

Winner was another small yacht, the 33ft Colin Archer double-ended sloop Christina, skippered by Bob Bull.

The next two races saw victories by the Tasmanian yacht Westward, a 42ft cutter designed, built and skippered by one of Tasmania's most famous boatbuilders, Jock Muir, for owner G.D. Gibson. The heavy displacement cutter revelled in the heavy conditions of both races. The 1948 race saw a record-breaking passage by Morna of 4 days, 5hrs, 1min 21sec, after breathtaking spinnaker runs of more than 200 miles, then a 300-mile thrash to windward. Smashed spars, sails in shreds, a man overboard (and recovered), flooded cabins, scaldings and a fire aboard were ingredients that made the fourth Sydney-Hobart race a real thriller.

The fifth Sydney-Hobart brought no stirring sagas of the sea, but the fleet was more evenly matched than ever before, with the result in doubt every foot of the course. Phil Davenport's famous globe-circling Waltzing Matilda took line honors by a mere two minutes from Margaret Rintoul, with handicap victory going to Merv Davey's Trade Winds, which finished only 40 minutes astern. Trade Winds was the first steel yacht to be built in the Eastern States of Australia and designed by Davey himself. Davey was then commodore of the Cruising Yacht Club of Australia and later became secretary and race secretary of the club.

For five years, the yachting experts had been saying that one day the Hobart race fleet would find itself sailing into a howling southerly from the crack of the starting gun. In 1950 their predictions proved correct but all but two of the 16 starters finished the race. The winner was Nerida, skippered by Colin Haselgrove, then vice-commodore of the Royal South Australian Yacht Squadron.

Nerida originally belonged to the Hardy family who recently bought her back and rigged her to her original topsail cutter rig. She is now a familiar sight on Sydney Harbor with America's Cup skipper Jim Hardy at the helm.

The 1951 race made yachting history; for the first three boats to finish — Margaret Rintoul, Lass O'Luss and Struen Marie — each broke the race record set by Morna in 1948, all finishing within an hour of each other. Struen Marie, skippered by Tom Williamson, won on corrected time.

Another South Australian win came in 1952 when the 38ft canoe-sterned Ingrid surprisingly won in a slow, nerve-racking race. Certainly more a cruising boat than an out-and-out racer, Ingrid was owned and skippered by Jim Taylor.

In 1953 the entries passed 20 for the first time, with 23 starters. There was a sensation when the cutter Wild Wave was involved in a rules infringement at the start and sailed all the way to Hobart only to be disqualified after a protest hearing. Nowadays, the penalty for such rules breaches is a percentage penalty, not outright disqualification.

Wellknown Sydney yachtsman Ron Hobson, later to become Commodore of the CYCA, won in the beautiful yacht Ripple, designed by L.A.C. Barber who also designed Rani.

The 1954 race saw the first of the five Sydney-Hobart wins by the Halvorsen brothers, in the 36ft Solveig — starting a tradition in canoe-sterned yachts and in Scandinavian names for their boats. It also saw the famous cutter Morna racing for her new owners, the Livingstone brothers, and with a new name, Kurrewa IV.

The winner of this year's 30th Sydney-Hobart will almost certainly have cost her owner tens, perhaps hundreds, of thousands of dollars to build and rig, but the winner of the 1955 race, Moonbi, cost only \$750 for the hull and spars when built at Gladesville back in 1936. Sydney yachtsman Hal Evans sailed her to victory in the light, fickle breezes of that year. She was wrecked by a hurricane off the Barrier Reef.

The next year saw the

Sydney-Hobart debut of one of the most famous of all its winners — Vic Meyer's Solo — and a victory at her first attempt. After a great tussle through a southerly gale off Storm Bay, Kurrewa IV took line honors by just over 32 minutes from Solo. But Solo won easily on corrected time.

The 57ft Solo was designed by Alan Payne and built in steel at Meyer's own foundry at Mascot, Sydney. Her Sydney-Hobart race record was two wins (1956 and 1962) and line honors in 1958 and 1969. Since retiring from ocean racing, Vic Meyer has circumnavigated Australia and the world three times — mostly with all-girl crews. She survived being driven ashore off Punta Arenas in South America and recently when I saw her on the slips at the CYCA she still looked in perfect condition.

The record book was rewritten in the 1957 race with both Kurrewa IV and Solo slashing Margaret Rintoul's 1951 record and, for the first time in the history of the race, breaking the four-day barrier. Kurrewa IV's time was 3 days 18hrs 30min 39sec, a record that was to stand until 1962. Corrected time honors went to Anitra V, giving the Halvorsens their second win. Anitra was a 38ft cutter designed and built by themselves.

The 1958 race was another milestone in the development of Australian yacht design and building. Siandra's victory set on the road to fame two new wellknown Sydney yachtsmen — Graham Newland and Ron Swanson. A Lion-class 35ft sloop designed by Arthur Robb, she was built by Swanson for Newland, who skippered her to a narrow victory over Anitra V. Swanson went on to become a noted yacht designer in his own right. Newland sailed Siandra to victory again in 1960 but has since mostly been sailing master on other people's yachts, including Ragamuffin in the Admiral's Cup and Stormy Petrel in the One Ton Cup.

THE END for the first-race winner Rani, on the beach at Mungo Brush, north of the Newcastle suburb of Stockton.



30 years of history

The race was a most testing event in light winds but with a touch of drama when Southerly sent out a Mayday and ran for Bermagui badly leaking. The race also saw prominent English yachtsman, Geoffrey Pattinson, competing in Uomie with a crew from Janzoon.

The Tasman Seabird class yacht, Cherana, designed by Alan Payne, won the 1959 race which was sailed mostly in stiff headwinds. Cherana was built by another now wellknown boatbuilder, Trevor Gowland, for Russell Williams and the yacht is still racing actively with the CYCA. Another Tasman Seabird, Tui Manu, recently won the Lord Howe Island race.

Siandra won again in 1960 from a record fleet of 32 yachts with another Tasman Seabird, the late Horrie Godden's much-travelled Kaleena, taking second place. The following year the 37ft Rival, owned by Alby Burgin and the late Nelson Rundle, notched up victory for Lake Macquarie Yacht Club. Rival was a sistership to the Alan Buchanan-designed Vashti, winner of the 1957 Fastnet Race.

The 1962 race saw the famous duel between Peter Warner's 70ft schooner Astor and Huey Long's globe-trotting 57ft yawl from America, Ondine, which resulted in line honors for Ondine by one minute exactly, the closest elapsed time margin in 29 races. Ondine's race time of 3 days 3hrs, 46min, 16sec. stood as the race record for 11 years, until bettered by Helsal in 1973.

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

The next three races were Freya's, the Halvorsen brothers notching up a remarkable total of five victories in the Hobart race — a record that will stand for many years. Unlike Solveig and Anitra V, Freya was designed by Trygve Halvorsen but skippered by Trygve and Magnus in each of the canoe-sterned 35-footer's brilliant victories in the fresh conditions of '63, '64 and '65.

The smallest yacht ever to win a Sydney-Hobart race is the 31ft sloop Cadence, designed by Wally Ward and built by Ron Swanson for Jim Mason. Featuring a raised foredeck and canoe stern, Cadence has proved a remarkable yacht over 11 years of constant ocean racing. Her Hobart record includes a first, a third, a



THE remarkable 1967 start, when a harbor mark broke loose and headed north, with the fleet forming a traffic jam to get round.

fourth, a seventh, and in addition she has won three Sydney-Brisbane races (the last this year) and a Montagu Island race.

The first serious New Zealand attack on the Sydney-Hobart classic came in 1967 when Chris Bouzaid sailed Rainbow II to victory from a record fleet of 67 starters. Designed by Sparkman and Stephens (incidentally the first S&S design to win the race) Rainbow II went on to win the One Ton Cup in Europe — the first Southern Hemisphere yacht to win this coveted international trophy. Another famous yachtsman in this race was the French singlehander Eric Tabarly who with a crew sailed Pen Duick III to line honors and second on corrected time.

That year also saw the introduction by the Cruising Yacht Club of the Southern Cross Cup, modelled on the Admiral's Cup but with a lower minimum rating and open to State as well as National teams. Teams from New Zealand, New South Wales, Tasmania, the Australian Capital Territory, Queensland and Victoria competed with the four race series going to the NSW team of Mercedes III, Moonbird and Calliope. This series became a biennial event and the last one, in 1973, saw teams from New Zealand, Britain, the United States, Hong King, NSW, South Australia, Tasmania, Victoria and Western Australia competing with Britain winning the Cup for the first time.

Ondine II, Huey Long's 73ft successor to Ondine, took line honors in the 1968 race but was a day behind the record set by her predecessor. Corrected time results augured well for Australia's defence of the Admiral's Cup which we had won in 1967 with Mercedes III, Caprice of Huon and

Balandra. New team members Koomooloo (Denis O'Neill) and Ragamuffin (Syd Fischer) finished first and third respectively (the team subsequently finished second in the Cup after a disastrous Fastnet Race in which Koomooloo lost her rudder).

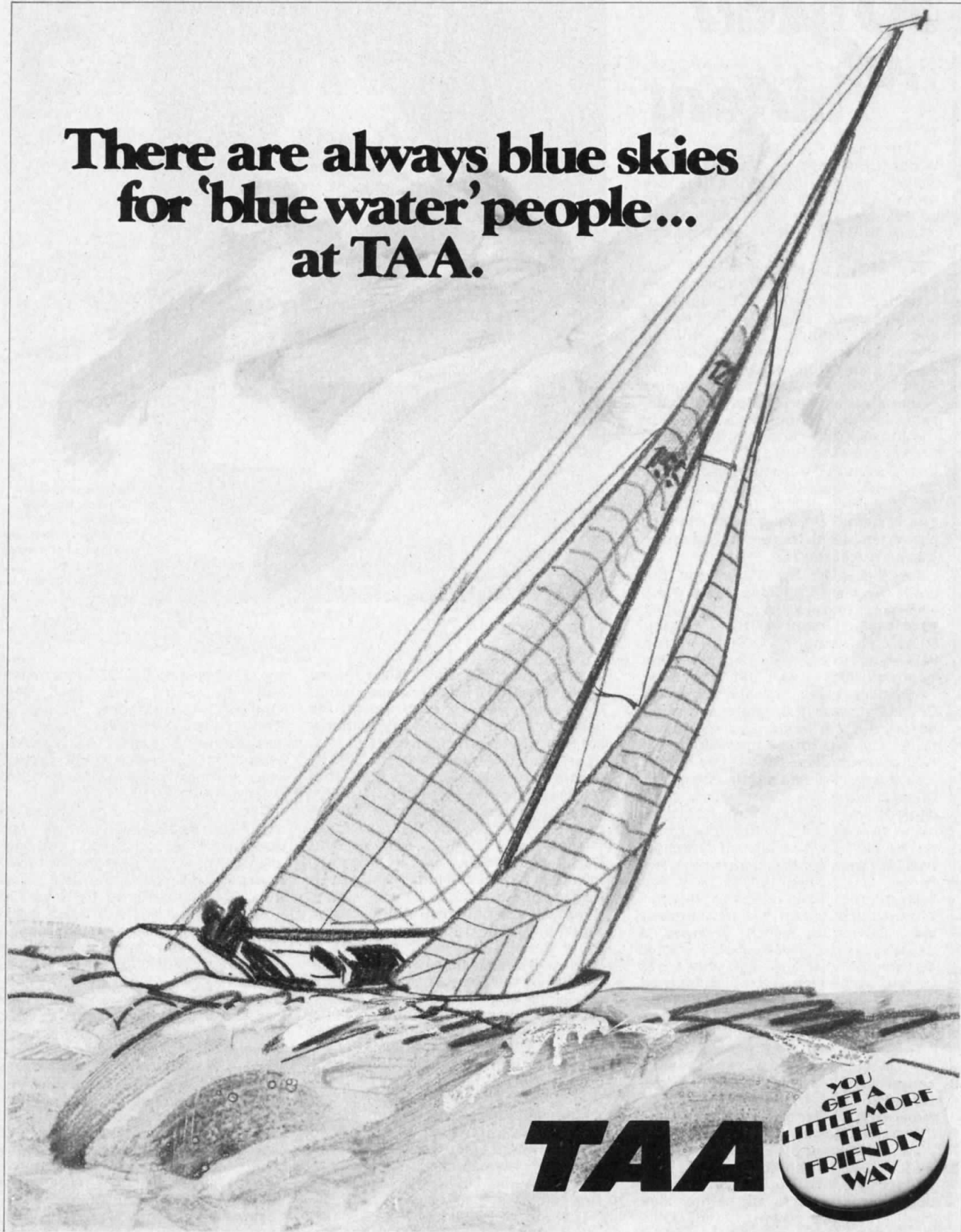
Koomooloo, a 41ft sloop, was designed by Ted Kaufman and built by Quilkey Bros — one of the first ocean racers built by the cold-moulded timber method. Both Koomooloo and Ragamuffin represented Australia in the Admiral's Cup again in 1971, when they came third, while the Sparkman and Stephens designed Ragamuffin made the 1973 team which again finished second.

A huge fleet of 79 yachts started in the 1969 Sydney-Hobart, the numbers boosted by the then strongest-ever international competition in the race. Again the race was the final event in the Southern Cross Cup series with teams from New Zealand and Britain in for the first time.

Race winner was the British yacht Morning Cloud, owned and skippered by Ted Heath, then Leader of the Opposition and later to become Prime Minister of England. Morning Cloud, a stock S&S 34, was only reserve in the British team for the Cup, but she revelled in the light to moderate breezes to win from British team yacht, Prospect of Whitby (Arthur Slater) with Sydney yachtsman Arthur Byrne third in Salacia.

The 1970 race was the "commodore's race" with Bob (now Sir Robert) Crichton-Brown's beautiful burgundy-hulled Pacha winning after one of the roughest races on record. Sir Robert is only the second commodore of the CYCA to win the Hobart race while in office (the other is Merv Davey in Trade

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30 years of history

Winds). Fourteen of the 61 starters were forced to retire as the fleet tore southwards before fresh nor'easters to be hit by a gale-force sou'westerly change in Bass Strait which lasted for 50 hours.

The 27th annual race in 1971 was again a Southern Cross Cup event and attracted 79 starters, including 16 from overseas. Britain, New Zealand and the United States entered three-boat teams while other overseas yachts came from Japan, and South Africa. Britain sent out her winning Admiral's Cup team of Morning Cloud, skippered by "Sammy" Sampson in the absence of Prime Minister Heath, Prospect of Whitby (Arthur Slater) and Cervantes IV (Bob Watson). The US team comprised three big boats, the 73-footers Kialoa II (Jim Kilroy) and Ondine (Huey Long) and the converted 12-Metre yacht, American Eagle (Ted Turner).

But the Brits, the Yanks and the crack cup team from New South Wales were no match for the superbly sailed Kiwi trio of Pathfinder (Brin Wilson), Runaway (John Lidgard) and Wai-Aniwa (Chris Bouzaid) all One Tonners. Not only did the New Zealanders clean up the Southern Cross Cup but they notched up an historical 1,2,3 in the Sydney-Hobart race. The beautiful American ketch Kialoa swept home to take line honors just before midnight on the third day, calms down the Tasmanian coast depriving her of a likely race record.

The fleet which sailed from Sydney on Boxing Day, 1972 included three past winners, Anitra, Koomooloo and Pacha, and turned out to be a real veteran's race. Main reason for this was the introduction for the first time of age allowances which increase a yacht's time correction factor according to her age. The object was to give well-sailed but older-designed yachts a chance to still be competitive with new boats built to the new International Offshore Rule.

The result saw a 21 minute victory on corrected time by the veteran converted 12-Metre American Eagle, skippered by Ted ("The Voice of America") Turner, from the 20-year-old Tasmanian-built Caprice of Huon, skippered by Gordon Ingate of Sydney. American Eagle took line honors and then Turner and his crew had the 20 hour wait before their historic double was assured. Only Rani, the first winner, and American Eagle have taken the double in a Hobart race. Third and fourth places



THE remarkable Cadence, smallest yacht ever to win the Hobart Race, and one of the most successful of Australian ocean racers.

overall went to Bob Miller's two radical creations — Ginkgo and Apollo II — which were to put him on the path to fame as an international designer of ocean racing yachts.

Last year the Cruising Yacht Club of Australia received a record 97 entries for the 29th Sydney-Hobart of which 90 boats started — the largest fleet of yachts ever to sail from Sydney Harbor. Again it was a Southern Cross Cup year with nine teams competing, including Britain, Hong Kong, New Zealand and the US.

Popular Yorkshireman Arthur Slater, captaining the British team for the third time in his latest Prospect of Whitby, led his team to a most popular victory in the Southern Cross Cup by scoring a fine second in the Hobart race. Race winner was the Bob Miller designed One Tonner, Ceil III, owned by Hong Kong yachtsman Bill Turnbull with Craig Whitworth as sailing master. Ceil III survived a severe knockdown in Storm Bay to give the Royal Hong Kong Yacht Club its first Hobart race trophy.

There was tragedy early in the race when a crewman died from a heart attack on the NZ yacht Inca — the first fatality ever in a Hobart race.

The race was virtually a one-tack affair from Sydney Harbor to the Iron Pot with good winds all the way and saw the three biggest boats in the race,

the 72ft Helsal, the 57-footer Apollo and the 59ft Siska, each better Ondine's long-standing record. Dr Tony Fisher's Helsal, the first ferro-cement yacht to contest a Hobart race and having her first race start, romped home in 3 days, 1 hour, 32min 9sec.

The race was a triumph for Australian designers. Bob Miller designed Ceil III and the third placegetter Rampage from Perth, while fourth boat on corrected time, Taurus, is a Cole 43 designed by Peter Cole. The first three boats to finish were all Australian-designed — Helsal by Joe Adams, Apollo by Bob Miller and Siska by owner-skipper Rolly Tasker.

The fleet which sails from Sydney on Boxing Day this year is the smallest since 1970, primarily because it is a non-Southern Cross Cup race and because other events such as the Level Rating Regatta are attracting more boats. But what it lacks in numbers it certainly makes up for in quality with some 17 brand new boats, including six yachts built specially as contenders for a place in next year's Admiral's Cup team. There are also four maxi-yachts, out to break Helsal's record time.

Once again, the Sydney-Hobart is certain to live up to its status as one of the most exciting ocean races in the world. ●

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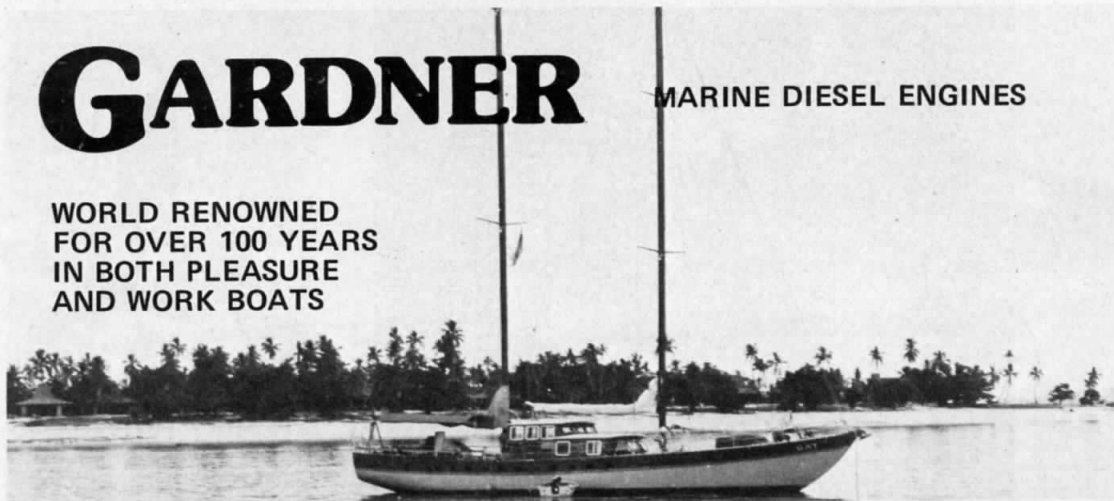
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HANDICAPPING OCEAN RACERS

The difficulties of handicapping ocean racing yachts are complex and give headaches to designers, owners and race organisers. Tony Mooney sets out to unravel some of the mysteries.

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.

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 International Offshore Rule has produced a remarkable variety of yacht shapes; narrow, light displacement hulls like that of Improbable (below, off Sydney last year); narrow, heavy hulls like Ginkgo; and the conventional heavy, beamy shape which stands most chance of all-round handicap success in a variety of conditions.



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'

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

$$TCF = \sqrt[6]{R} - 0.96$$

This is the first year of operation of this formula which was drawn up as a result of detailed study of actual race results over a number of years.

From this formula a yacht which has an 'R' of 40.0 feet has a TCF of .8893 and a yacht with an 'R' of 30.0 feet has a TCF of .8027.

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" — 92 Hr. 46.6 Min.

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

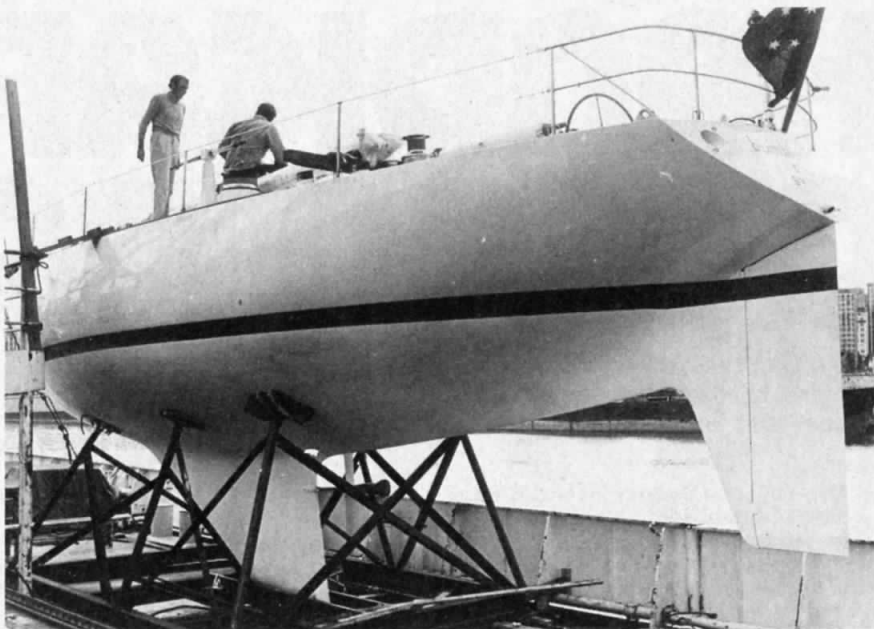
A — 84 Hr 46.6 Min. x .8893 = 75 Hr 23.5 Min.

B — 92 Hr 46.6 Min. x .8027 = 74 Hr 28.2 Min.

This means that "A" beat "B" across the line by eight hours, yet on Corrected Time "B" beat "A" by 55.3 minutes. In other words, yacht "B" performed better in relation to her handicap than did "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 a study of past Age Allowance systems, a new formula applies this year which gives a yacht over three years old an allowance on her TCF. This does not affect a yacht's



ONE OF THE Hobart favorites, John Kahlbetzer's Bumblebee 3. Design is by Argentinian German Frers, and is a full sister to the SORC-dominating Scaramouche. Shape is less tortured, generally simpler than earlier IOR hulls.

Rating (R) but is in the form of a reduction of her TCF by four per cent for each year of Age Allowance 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 one year's basic Age Allowance.

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, "A"'s TCF would then be .8893 — 12% (= .0107) = .8786. "B" would stay at .8027 and the corrected times would then be:—

"A" — 74 Hr 29.1 Min.

"B" — 74 Hr 28.2 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 prize 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 record was set in 1973 when Helsal (Dr Tony Fisher) took 3 days 1 hour 32 minutes and 9 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.

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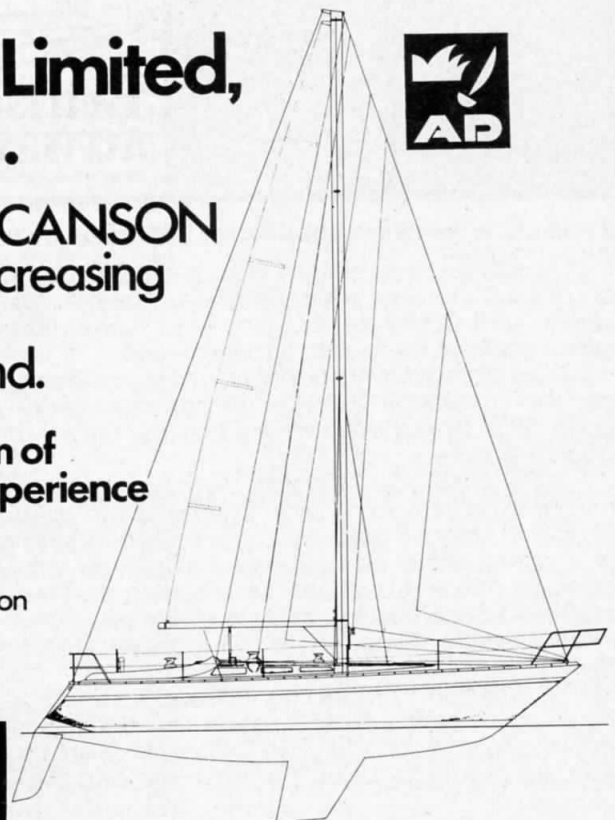
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SYDNEY-HOBART PROGRAMME — 1974

One of the most notable personalities among Sydney's blue-water yachtsmen in Mick York, who has put 38 years of sailing experience behind him. Profile by Peter Campbell.

TWO OF the yachts aboard which Mick York has crewed, photographed 25 years apart. Below is the beautiful Mistral II, in 1946, with most of the crew on the bowsprit; at right is the ketch Kialoa II, heading for line honors in 1971.



MICK YORK: 38 YEARS ON

EXPERIENCE is a keynote to success as a crew-member in any ocean racing yacht, particularly when competing in such long and, at times, gruelling, events as the Sydney-Hobart race. In every boat that does consistently well in ocean racing you will find crewmen with many thousands of nautical miles of ocean racing under their belts, along with experience in coping with almost every situation that can arise at sea in a small boat — galeforce winds, damaged gear and fittings, ripped sails, leaking hulls, crew injuries and illness, even dismasting.

Twenty-nine Sydney-Hobart races, plus the many offshore races held around the Australian coast, have given such experience to many Australian yachtsmen. Because of that experience they are in demand as sailing masters, navigators or foredeck bosses in the top contenders for ocean racing honors here and overseas. Take, for example, Mick York, whose ocean racing experience dates back to the second-ever Hobart race and who over those intervening years has covered

what must be one of the broadest fields of yachting experience by any Australian.

Apart from 14 Sydney-Hobarts, Mick has sailed in every major ocean race along the Australian East coast, has represented Australia in the Admiral's Cup and the America's Cup, gained Olympic selection, crewed in an international 6-Metre series, and has won in his own boat, Tui Manu, the recent Sydney-Noumea race — the longest ocean race held in Australian waters.

The name York is synonymous with the Cruising Yacht Club of Australia, the parent club of ocean racing in this country and the club which so successfully has run 29 Sydney-Hobarts. Mick is a foundation member of the CYCA, its first junior member. Over the years he has held such offices in the Club as rear-commodore, chairman of the sailing committee, chairman of the safety committee and is currently a director. His wife, Jeanette, is currently president of the Ladies' Committee of the Club.

Jeanette, incidentally, is the daughter of one of Australia's best-known figures in ocean racing administration, Merv Davey, a former Commodore, secretary and race secretary of the CYCA, and currently Chief Measurer for the International Offshore Rule in Australia. Jeanette is an experienced yachtswoman in her own right — in fact, the couple met during a Bird Island race when Mick was crewing in *Defiance* and Jeanette in *Horizon*.

Mick York is tall and lean, his deep suntanned face indicative of the many hours he has spent in the cockpit or on the foredeck of a yacht at sea. His physical fitness belies his age — now 48.

Actually a capsized and broken rudder in Vaucluse Bay set Mick on the path of ocean racing and international keelboat sailing. Yachtsman Harry Pfeiffer pulled him out of the water and towed the *Vee Jay* ashore. He invited young Mick York to sail in his keelboat, *Caprice*, the following weekend with the Sydney Amateur Sailing Club.

Mick accepted the invitation and so began 30 years of crewing and skippering a remarkable total of more than 40 different ocean racing or international class yachts that has taken him on several overseas campaigns.

The first Sydney-Hobart race in 1945 captured young Mick's imagination and he joined the newly-formed CYCA as its first first junior member. He got a berth aboard R.F. Evans' *Mistral II* for the second Hobart race in 1946, A fine-looking yacht which carried a

MICK YORK: 38 YEARS ON

to finish but not last on corrected time.

From 1951 to 1955, Mick owned a boatshed in Rushcutters Bay, just along from the CYCA (the clubhouse was just an old cottage called "Coasters' Retreat" where informality was the keynote). Mick didn't do much long ocean racing those days because of his business, but he and Jeanette were familiar figures as the starting team for the CYCA aboard an old half-cabin launch.

Mick did a second Hobart in Nimbus (the ill-fated yacht which foundered with the loss of three lives in the May gale this year off the NSW Central Coast) and then joined Mac Brown aboard *Catriona* for three Hobarts in 1956, 1957 (third to *Anitra V* and *Solo*) and 1959. In 1960 he sailed with Ron Hobson in *Joanne Brodie* and the following year was sailing master in the radio relay ship *Lauriana*.

In 1956 Mick bought the 35ft yacht *Magic*, which he sailed successfully in short ocean races for five seasons, including winning the prestige Paul Royle Memorial Cup. This was his first yacht of his own and those five years gave him a new insight to the role of skipper, organiser, sailing master and tactician in offshore racing.

The early 'sixties opened up a completely new field of yacht racing for Mick York — Australia's first challenge for the America's Cup. After two years of training in Sir Frank Packer's *Vim* and *Gretel*, Mick was chosen in the crew for *Gretel* and ran the foredeck in that enthralling series against *Weatherly* for the America's Cup in 1962. It was he who set the spinnaker in the famous surfing victory by *Gretel* in race two.

Mick was again in charge of the foredeck of *Gretel* for the 1965 elimination series against *Dame Pattie* off Sydney Heads, but was not available for the 1970 America's Cup challenge by *Gretel II*. In 1965 he also crewed in Gordon Ingate's *Caprice* of Huon in Australia's first challenge for the Admiral's Cup, the international team racing series for ocean racing yachts. *Caprice* won three of the four Cup races and the Aussie team finished second overall.

Mick recalled a cunning trick he and Gordon Ingate used in the first race of the Admiral's Cup in 1965. "We were running before a 4-knot breeze against a 5-knot tide soon after the start. I was up the bow with Gordon at the helm, each of us with a walkie-talkie set. As soon as we realised we weren't making any headway, we dropped a tiny anchor we had ready at the bow.

"We held our ground while the rest of the fleet virtually sailed backwards before they could drop their big anchors, and we went right through the fleet. And when the tide eased we were first to get our little anchor up and sail ahead."

While involved in all these

huge spread of canvas, *Mistral II* lacked, as did most yachts of her vintage, any of the refined sail-handling equipment of modern ocean racers.

Recalling those early races in *Mistral II* (1946-49) Mick commented: "Those were thrilling races, but really hard work for the crew. On every watch we had to climb the masts and move the rope halyards to prevent them chafing. Every time we tacked with the jackyard topsail set we also had to go aloft to dip the foot over the peak halyard.

"Of course, we had no winches or other modern gear. Our standard equipment was a block and tackle or a handy billy. One night coming up the *Derwent* to the finish we tacked every 20 minutes in a close battle with *Morna*."

In 29 years of Hobart racing, Mick York has seen a major change in the approach to ocean racing in Australia, in the boats and in the crews. "The early Hobart fleets were virtually any type of cruising yacht that could be taken to sea for several days," he said. "They were yachts built for comfort rather than speed, whereas today's ocean racers are designed and built to a rule and a rating.

"One of the most important changes in the technique of ocean racing has come about with the advent of electronic instruments. From seat of the pants steering we have gone to almost computerised sailing.

"Ocean racing has thus lost some of the basic feel of battling the sea and achieving maximum performance in a yacht through man's skill alone. But it has added a new, technical concept to offshore racing".

After four Hobart races in *Mistral II*, Mick joined the merchant marine and spent two years at sea in big ships as a marine engineer with Shaw Savill. While overseas, he had his first taste of international yachting, racing aboard Owen Aisher's *Yeoman* in Cowes Week in England.

Back in Australia for the 1951 Hobart race, Mick joined Tony Cohen aboard *Nimbus* in what was to be a most eventful race, with a fine example of good seamanship. Running before a howling nor'easter in Bass Strait *Nimbus* lost 8ft off the top of her mast. The crew went aloft and lashed new blocks for halyards, then hoisted a small mainsail, tied knots in the top of the spinnaker and set sail again for Hobart. Coming into Storm Bay an 80-knot gust split their sails. They ran for shelter behind the Iron Pot at the entrance to the *Derwent*, got to work with their trusty sewing machine — and finished the race, last



SIMILAR pictures taken 16 years apart. Above is the young Mick York up one of *Mistral's* two masts in 1946; below, a more mature Mick in *Gretel I's* bosun chair in 1962.



A MESSAGE TO ALL SYDNEY-HOBART ENTRANTS

YACHT	SAIL NO.	ORIGIN	YACHT	SAIL NO.	ORIGIN
Ali Baba	1447	NSW	Lollipop	565	NSW
Anaconda	A 48	TAS	Love and War	294	NSW
Antagonist	A 16	TAS	Mark Twain	SM 101	VIC
Appaloosa	G 3	VIC	Matika II	528	NSW
Apollo	1400	NSW	Mercedes IV	1313	NSW
Apollo III	1661	WA	Nathalie	Z 180	NZ
Avalon	1260	NSW	Ndumsky	R 76	VIC
Bacardi	SM 336	VIC	Nike	A 3	TAS
Ballyhoo	357	NSW	Ondine III	281	USA
Balandra	496	NSW	Onya of Gosford	1200	NSW
Binda	M 2	TAS	Pandora	826	NSW
Brumby	SM 15	VIC	Pania II	B 250	VIC
Brutta Faccia	R 96	WA	Patrice III	360	NSW
Buccaneer	NZ 1000	NZ	Pegasus	1532	ACT
Bumblebee 3	KA 1441	NSW	Pintado	G 4	VIC
Bushwhacker	1306	NSW	Poitrel II	347	NSW
Catricna "M"	26	NSW	Polaris	M 49	NSW
Cavaller I	MH 239	NSW	Ragamuffin	70	NSW
Come By Chance	1635	NSW	Red Boomer II	SP 39	TPNG
Conquista	SA 91	SA	Ruffian	5	NSW
Cordon Bleu	547	NSW	Ruthless	1510	NSW
Corroboree	350	NSW	Saracen II	246	NSW
Dorothy II	SM 253	VIC	Savant	1080	NZ
Duet	978	NSW	Sirocco	956	NSW
Fantasy Rag	R 70	VIC	Superstar	B 458	VIC
Granny Smith	A 16	NSW	Taurus	G 67	VIC
Gumblossom	B 23	VIC	Trevassa	1030	NSW
Helsal	262	NSW	Vittoria	SM 33	VIC
Honeywind	A 9	TAS	Volante	79	NZ
Huon Chief	A 11	TAS	Warri	964	NSW
Hustler	1292	NSW	Wild Goose	SM 10	VIC
Japarra	1180	NSW	Willi Willi	MH 22	NSW
Koomooloo	SM 73	VIC	Zilvergeest II	408	NSW
Leda	259	NSW			

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MICK YORK: 38 YEARS ON

international events, Mick decided that he and Jeanette needed a new yacht of their own, a good seaboat that could race competitively and also be a most comfortable cruising yacht. He found the answer in the Tasman Seabird, a 37-footer designed by Alan Payne which he had built in steel and raced to Hobart in 1964.

Mick christened her Tui Manu, the same name as the Vee Jay he sailed as teenager. Over the past 12 years he and his family have enjoyed many extensive cruises along the Australian East Coast as well as occasional races ("My philosophy is to enter races which lead me to cruising grounds, such as Sydney-Brisbane, Brisbane-Gladstone and this year the Noumea race," Mick says).

Tui Manu is now yawl rigged for family cruising but is still a highly competitive yacht, as proved by her win in the Sydney-Noumea race earlier this year.

In 1968 Mick changed to yet another type of yacht racing — the Olympic classes, crewing for Bill Solomons in the 5.5 metre Barrenjoey which Bill Northam had sailed to a gold medal win at the Tokyo Olympics in 1964.

"This was the most exciting series I have ever sailed in," Mick recalled. "It was a real challenge because we started the selection series with a boat which had not been sailed competitively for four years and we took delivery of her the night before the first race.

"We virtually tied her together with string, but we had great faith in this fine yacht. Coming into the last race Southern Cross (Norm Booth) and Barrenjoey had each won three races. To win selection we had to finish ahead of Boothie and he had to be fourth or worse.

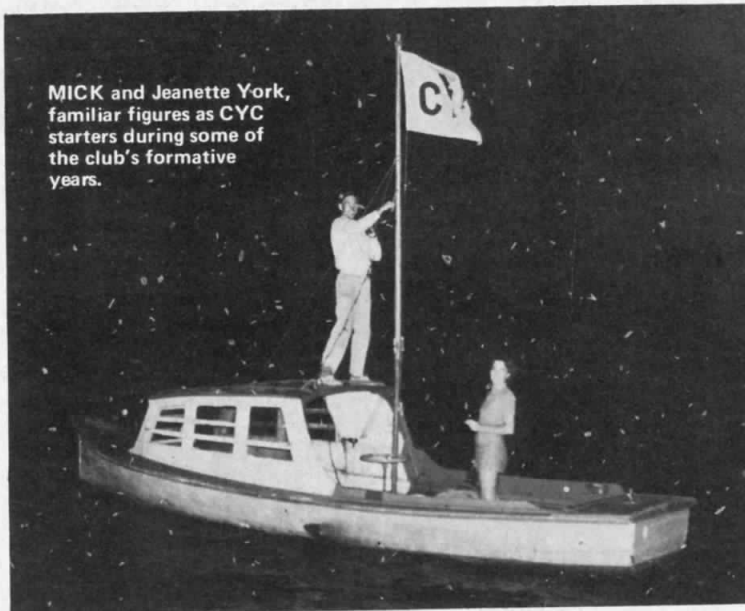
"But the boat felt so good we knew we could win — and win we did in a thrilling finish. It was the same with Caprice of Huon in the Admiral's Cup in 1965. We had so much faith in the boat that we knew we must win those races."

Unfortunately, business commitments prevented Mick from taking part in the Olympics at Acapulco, Mexico, and Jim Hardy took his place in Barrenjoey's crew.

However, after the Olympics Bill Solomons invited Mick to join the crew of John Taylor's 6-Metre, Toogooloowoo V, in the series against the US boat St Francis for the American-Australian Challenge Cup, sailed off Palm Beach in 1970. This series has led to a world revival of racing in 6-Metres with another challenge in 1976.

Since 1970 Mick York has concentrated mainly on sailing his own

MICK and Jeanette York, familiar figures as CYC starters during some of the club's formative years.



boat, Tui Manu. In 1971 he raced her in both the Sydney-Brisbane and Brisbane-Gladstone races and afterwards the York family went on an extensive cruise of the Barrier Reef in company with Caprice of Huon and Boomerang VIII.

Tui Manu went north again the following year, finished third overall and first in No 2 Division of the Brisbane-Gladstone, followed by another family cruising holiday in the Barrier Reef.

The Yorks have three children, all of whom are keen sailors. Andrew (18) crewed in Tui Manu in the 1972 Gladstone race and is a successful Moth sailor. He hopes to follow in his father's footsteps in ocean racing. Belinda (16) also sails a Moth while 11-year-old Phillip's forte is as a budding navigator — he's the pilot on the family cruises.

This year Mick sailed Tui Manu in the Sydney-Noumea race and scored a fine win in the 1200 nautical mile event. The extensive preparation given to making such a long voyage in a 37ft yacht paid off as the yawl came through a 60 knot gale unscathed and virtually led the fleet on handicap throughout the race.

Back in 1962, while in the United States on business, Mick had been invited to sail aboard Jim Kilroy's Kialoa. A strong friendship evolved and when Kilroy decided to bring his new boat Kialoa II to Australia for the 1971 Sydney-Hobart one of the first men he asked to sail with him was Mick York.

Kialoa II also represented the US in the Southern Cross Cup series and Mick sailed aboard as a watch master. Kialoa II, one of the most beautiful yachts ever to sail in a Hobart race, swept home to take line honors from a huge fleet of 79 boats.

"She was a fabulous ship, the most exciting race to Hobart I've ever

sailed," Mick said. "Jim Kilroy is an outstanding organiser, right down to the bunk you sleep in and the menu for all meals. As far as the sailing is concerned, everything is computerised — if you are sailing at a certain angle to the wind and the breeze kicks in you know exactly when it's time to change a sail."

Kilroy is bringing his newest yacht, Kialoa III, to Australia for the 1975 Southern Cross Cup and Sydney-Hobart race — and again has asked Mick York to sail with him as watch master.

Mick York is not going to Hobart this year. Instead he is planning and organising a campaign for Admiral's Cup selection as sailing master of Geoff Lee's new yacht, Geronimo. Geronimo is an Olympic M&W 48, designed by Bob Miller and built in Greece. She is a big Ginkgo, with a flush deck, coffee grinder winches, dual crew cockpits amidships, and is due in Australia by ship in early January.

Mick is putting into Geronimo all the experience in organising a yacht and her crew he has gained from his many years of sailing, particularly in Kialoa II. Without doubt, Geronimo will be one of the best prepared boats to go into the highly-competitive Admiral's Cup trials in late January and February 1975.

In 38 years of sailing from the age of ten, 30 of them in ocean racing yachts, Mick York has become one of Australia's outstanding yachtsmen — as a foredeck hand of great skill and judgment, as a sailing master with the flair for organising his crew and his boat, and as helmsman and skipper in his own right, and has risen to the top level of international yacht racing in Olympic sailing, the Admiral's Cup for ocean racers, and in the America's Cup.

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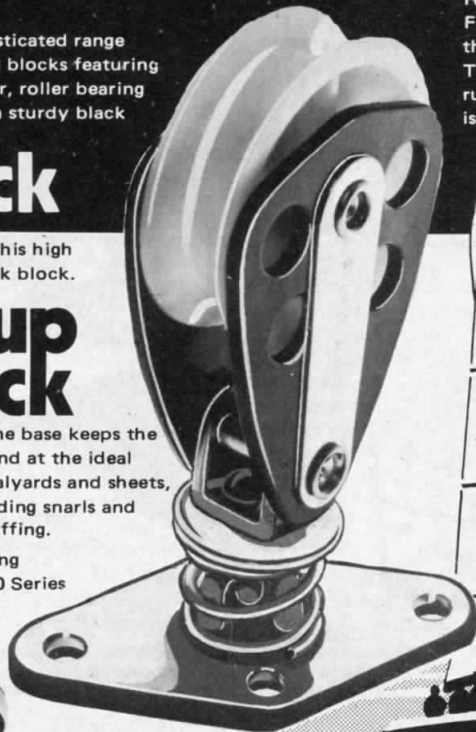
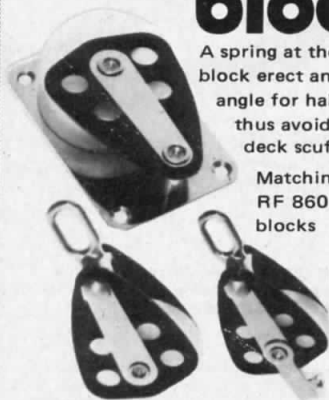
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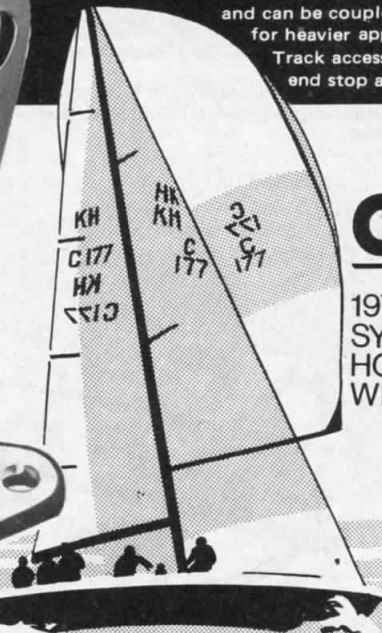
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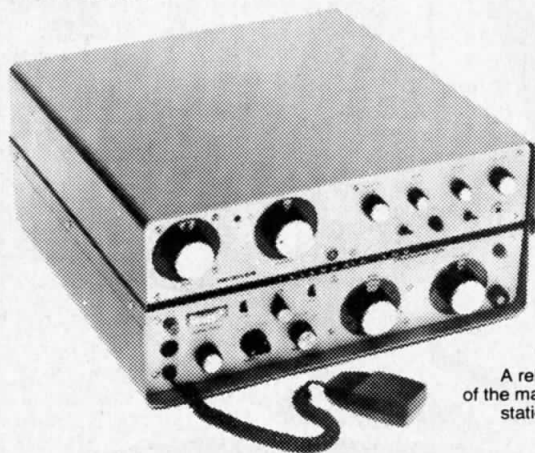
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SYDNEY-HOBART PROGRAMME — 1974

COMMUNICATIONS

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 assess 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 yacht's 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 on 1953 and 1954 and Lauriana (J. Samson) returned in 1955 to act continuously until 1958, and again in 1960 and 1961. Nunniong (J. Ezzard) sailed in 1959 and 1968, Coongoola (N. Thomas) in 1962, Tahuna RSAYS (H. Wilkens) in 1963, Lauriana (W. Tyree) in 1964, and Mia Mia (J. Hammond) in 1965 and 1966.

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

The 1972 radio ship was Stella Maris, a 69-footer owned by Albert Visser, Victoria.

Last year Geoff Hammond again made his 76-footer Mia Mia available, making her third voyage with the Sydney-Hobart fleet.

The radio relay ship for this year's Sydney-Hobart will be Ron Youngman's 45ft diesel cruiser/motor sailer which, although the smallest vessel to fulfil this role, is a seasoned craft for radio relay work with yacht fleets. Over the past two years she has twice been radio relay ship for Sydney-Brisbane and Montagu Island

REPORTS BY HONEYWELL MARK III TIME REPORTING

SYDNEY-HOBART YACHT RACE TIME REPORT

DATE 1900 ON 12 74

YACHT	ELAPSED		DEFECTED		DIVISION		POSITION	
	D	H	M	SEC	A	B	C	D
WELL III	12	40	27	17	1	1	1	1
FRID FELT OF WHITBY	12	44	27	24	1	1	1	1
FRID FELT OF WHITBY	11	52	42	20	1	1	1	1
FRID FELT OF WHITBY	12	30	18	20	2	4	4	4
FRID FELT OF WHITBY	12	34	20	20	2	4	4	4
FRID FELT OF WHITBY	12	35	17	20	2	4	4	4

FRID FELT OF WHITBY
FRID FELT OF WHITBY
FRID FELT OF WHITBY



ABOVE: Skipper Ron Youngman. **BELOW:** South Pacific. **LEFT:** Part of the test re-print of last year's results done earlier this year using the new satellite linkup to the Honeywell centre in Ohio.



and also for the inaugural Lord Howe Island race and a South Solitary Island race. Skipper Ron Youngman is also Broken Bay Search Director of the Royal Volunteer Coastal Patrol.

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.

Three years 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 1974.

A major milestone in Sydney-Hobart communications and press information was the introduction of computer time sharing in 1967, for the preparation of progressive race results. This is provided free of charge to the club by Honeywell who this year will make history by using the vast Mark III computer complex in Cleveland, Ohio, USA, via an Intelsat IV satellite link.

Mark III allows more than 420 cities throughout the world to assess the

reporting programs seconds after the data is entered in Sydney and to receive the results simultaneously.

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.

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. ●

SOUTH PACIFIC CREW LIST

Ron Youngman Owner/Skipper
Mrs. Youngman Cook
John Gleave Engineer
Jack Hopper Navigator
Merv Davey (14) CYCA Race Plot
David Goode (2) Radio Operator
Peter Young (4) Radio Technician
Bert Oliver (14) ABC Broadcaster

MODERN BOATING'S NEW PHOTOGRAPHIC CONTEST

YACHTS and yachting events provide one of the most exciting and beautiful subjects for the amateur photographer, incorporating action, people, and the sea. Over the next couple of months there will be a feast of major yachting throughout Australia to photograph, including such spectacular events as the Sydney-Hobart race start and the 18-footer national titles on Sydney Harbor; the Contender and 18-footer worlds in Brisbane; the Fireball and Lightweight Sharpie nationals on Port Phillip Bay; the 505 nationals in Canberra; The Javelins and Diamonds in Perth, and the Sydney-Hobart and Melbourne-Hobart finishes in Hobart.

MODERN BOATING magazine is anxious to get on-the-spot action pictures, both color and black and white, of this yachting. This year the magazine is offering valuable prizes for the best pictures it receives of national championships, major ocean racing events and regattas over the holiday period.

In particular, this applies to the Sydney-Hobart race, and

crew-members have an unequalled opportunity to come up with some great action pictures. In fact, the cover picture of this program was taken by a crew member during a Hobart race.

There will be two sections — one for color slides, the other for black and white prints. Full details and entry forms are in the January issue of MODERN BOATING.

First prize for the best color print will be a Canon FTB 35mm single lens reflex camera with focal plane shutter, worth \$332. First prize for the best black and white print will be a Canon TLB 35mm single lens reflex with focal plane shutter worth \$291.

For full details of this contest, buy January MODERN BOATING — and don't forget to take your camera to Hobart with you.



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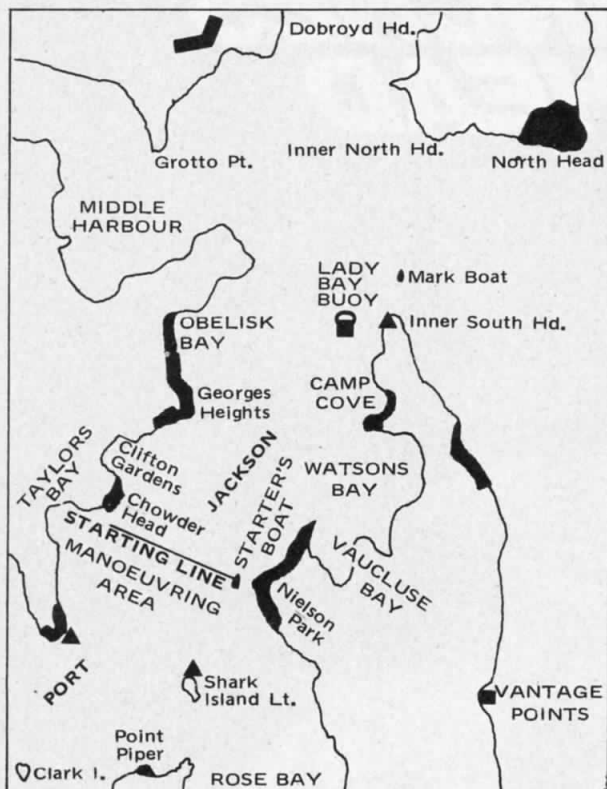
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THE START



THE fleet of nearly 70 yachts expected to start in this year's 30th Sydney-Hobart race will be given a "clearway" to the Heads between noon and one o'clock on Thursday, December 26. The starting line will be between Taylor's Bay on the western shore and Steel Point, near Nielsen Park, on the eastern shore. The starter's boat, HMAS Bombard, will be moored on the eastern end of the line. The western end will be manned by Marabou, skippered by Keith Storey.

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 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 an 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 Nielsen 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.

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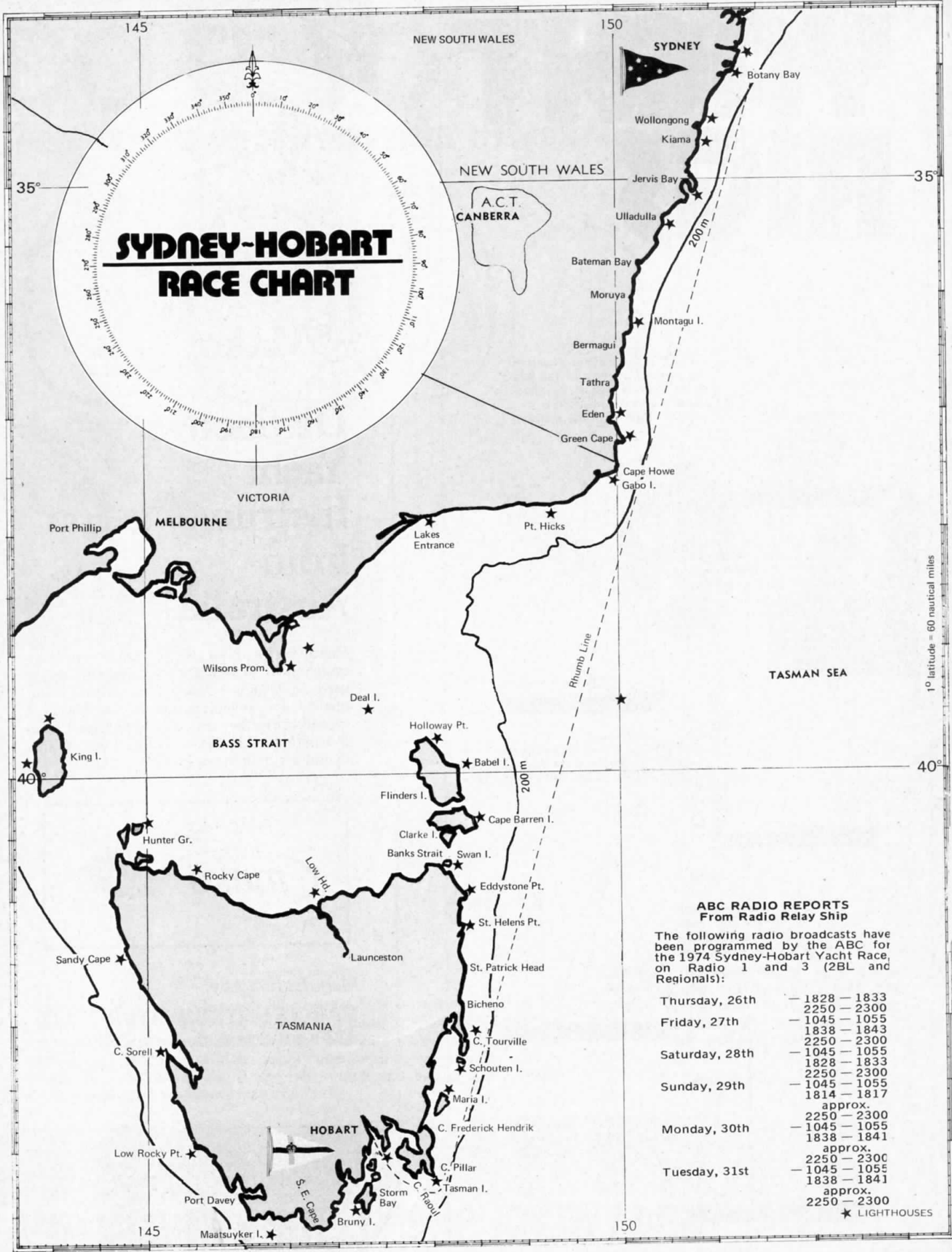
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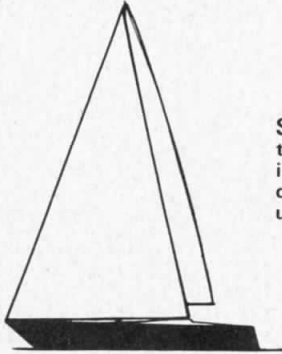
**ABC RADIO REPORTS
From Radio Relay Ship**

The following radio broadcasts have been programmed by the ABC for the 1974 Sydney-Hobart Yacht Race, on Radio 1 and 3 (2BL and Regionals):

Thursday, 26th	— 1828 — 1833 2250 — 2300
Friday, 27th	— 1045 — 1055 1838 — 1843 2250 — 2300
Saturday, 28th	— 1045 — 1055 1828 — 1833 2250 — 2300
Sunday, 29th	— 1045 — 1055 1814 — 1817 approx. 2250 — 2300
Monday, 30th	— 1045 — 1055 1838 — 1841 approx. 2250 — 2300
Tuesday, 31st	— 1045 — 1055 1838 — 1841 approx. 2250 — 2300

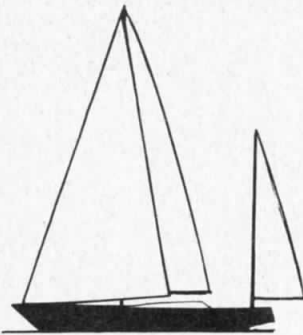
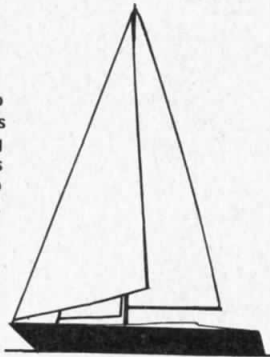
★ LIGHTHOUSES

YACHT RIGS



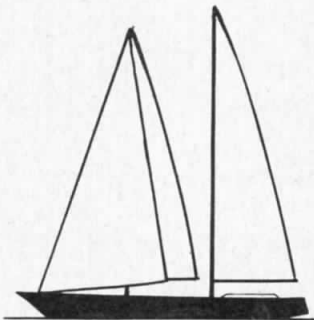
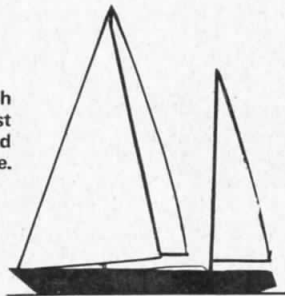
SLOOP. One mast one headsail, the rig used by most of the boats in the Sydney-Hobart. On modern ocean racers the headsail is usually bigger than the mainsail.

CUTTER: One mast, two headsails. Many sloops use this rig at times during the course of a race as it is better suited to certain conditions.

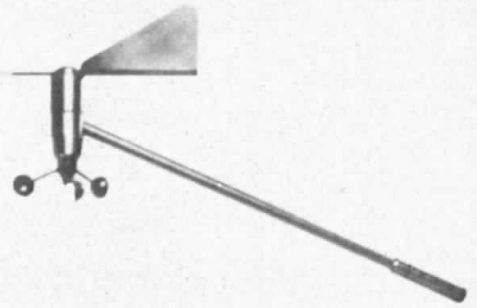


YAWL: Two masts with the shorter after mast (Mizzen) stepped aft of the hull's waterline.

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



SCHOONER: Two or more masts, with the foremast shorter than the mainmast.



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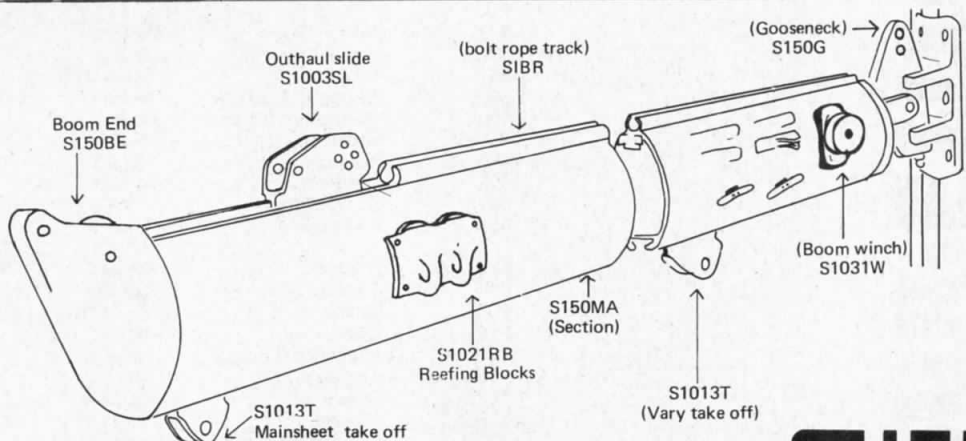
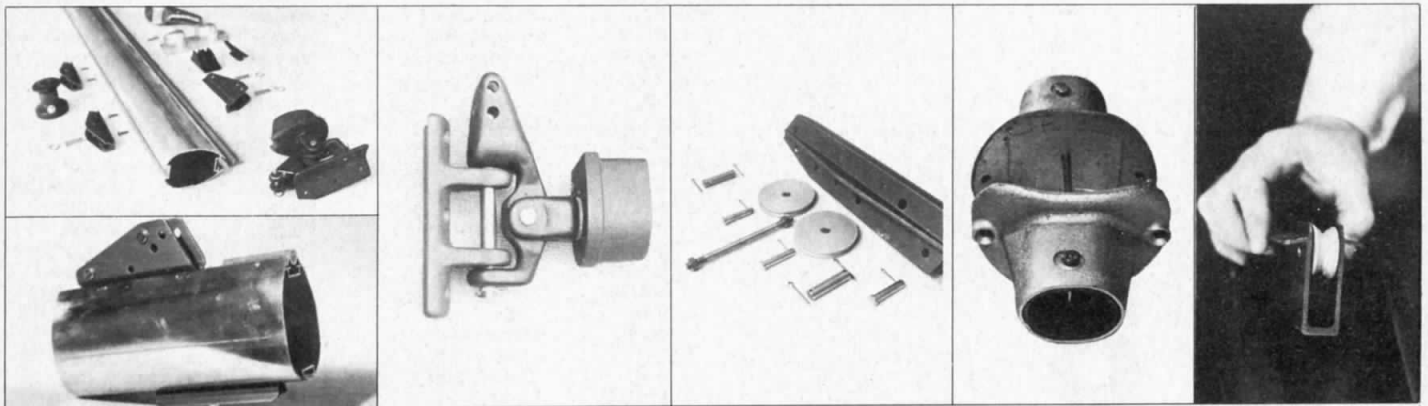
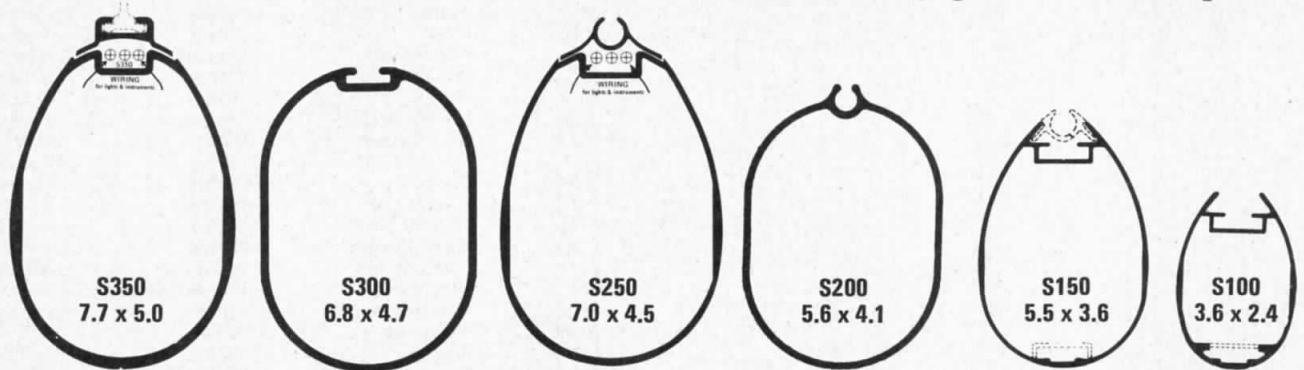
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LANGUAGE TO PEOPLE WHO KNOW ABOUT YACHTS!

30th SYDNEY-HOBART

THE COMPETITORS

SAIL NO.	NAME OF YACHT	HULL COLOR	COUNTRY OR STATE
M 2	Binda	White	Tasmania
A 3	Nike	White	Tasmania
G 3	Appaloosa	Orange/White	Victoria
G 4	Pintado	White	Victoria
5	Ruffian	White	N.S.W.
A 9	Honeywind	Turquoise	Tasmania
SM 10	Wild Goose	White	Victoria
A11	Huon Chief		Tasmania
SM 15	Brumby	White	Victoria
A 16	Antagonist	White	Tasmania
A 16	Granny Smith	Green	N.S.W.
B 23	Gumblossom	White	Victoria
26	Catriona M	White	N.S.W.
SM 33	Vittoria	White/Orange	Victoria
SP 39	Red Boomer	White	Papua
A 48	Anaconda	White	Tasmania
M 49	Polaris	White	N.S.W.
G 67	Taurus	White	Victoria
70	Ragamuffin	White	N.S.W.
R 70	Fantasy Rag	White	Victoria
SM 73	Koomooloo	Varnish	Victoria
R 76	Ndumsky		Victoria
79	Volante		N.Z.
SA 91	Conquista	Orange	S.A.
R 96	Brutta Faccia	Dark Green	W.A.
SM 101	Mark Twain	Grey	Victoria
Z 180	Nathalie		Switzerland
MH 222	Willi Willi	White	N.S.W.
MH 239	Cavalier I	White	N.S.W.
246	Saracen II	White	N.S.W.
B 250	Pania II	Navy Blue	Victoria
SM 253	Dorothy II	White	Victoria
259	Leda		N.S.W.
262	Helsal	White	N.S.W.
281	Ondine III	Blue	U.S.A.
294	Love & War	White	N.S.W.
SM 336	Bacardi		Victoria
347	Poitrel II	White	N.S.W.
350	Corroboree	White	N.S.W.
357	Ballyhoo	Green & Gold	N.S.W.
360	Patrice III	White	N.S.W.
408	Zilvergeest II	Blue	N.S.W.
B 458	Superstar	Blue	Victoria
496	Balandra	White	N.S.W.
528	Matika II	White	N.S.W.
547	Cordon Bleu		N.S.W.
565	Lollipop	Pink	N.S.W.
826	Pandora	White	N.S.W.
956	Sirocco	White	N.S.W.
964	Warrri	Navy Blue	N.S.W.
978	Duet	White	N.S.W.
1000	Buccaneer	Black	N.Z.
1030	Trevassa	White	N.S.W.
1080	Savant	Black	N.Z.
1180	Japarra	Gold	N.S.W.
1200	Onya of Gosford	White	N.S.W.
1260	Avalon	Red	N.S.W.
1292	Hustler	Green	N.S.W.
1306	Bushwhacker	White	N.S.W.
1313	Mercedes IV	Bottle Green	N.S.W.
1400	Apollo	White	N.S.W.
KA 1441	Bumble Bee III	White	N.S.W.
1447	Ali Baba	Blue	N.S.W.
1532	Pegasus	Blue	N.S.W.
1635	Come By Chance	White	N.S.W.
1661	Apollo III		

OWNER'S NAME	LOA	PROVISIONAL I.O.R. RATING	DESIGNER	HULL MATERIAL	YEAR LAUNCHED
A.M. Rundle	36'	27.4'	R. Swanson	Fibreglass	1969
C.E. Davies	35.33'	24.4'	S. & S.	Timber	1973
R.T. Spence	32.9'	23.5'	Buchanan	Timber	1973
E.H. Wilson	33.5'		Syndicate	Fibreglass	1974
J. Kinsella	43.48'	32.0'	P. Cole	Fibreglass	1972
T.H. Bragg	41.83'	31.4'	N.D. Jennings	Steel	1972
I.D. Russell	36.98'	27.1'	P. Joubert	Timber	1971
H.D. Calvert	36.0'		Jennings & Calvert	Timber	1974
P.J. & R.S. Robinson	30'10"		Joe Adams	Fibreglass	1974
R.F. Hickman	41'		Van de Stadt	Timber	1974
W. Anderson	30.3'	21.7'	P. Joubert	Fibreglass	1972
P.N. Joubert	30.27'	21.5'	P. Joubert	Fibreglass	1973
B.C. Folbigg	40.4'	28.2'	Warwick Hood	Timber	1965
L.J. Abrahams	42.14'	31.4'	S. & S.	Timber	1970
W.T. McNeil	60'		L. Randall	Timber	1971
G.R. Ellis	53.5'		Buchanan	Steel	1970
L.H. Savage	43.56'	32.0'	P. Cole	Fibreglass	1971
A.M. Kelso	43.57'	31.9'	P. Cole	Fibreglass	1970
S. Fischer	53.8'		Miller	Aluminium	1974
J. Musgrove	48.4'	38.1'	S. & S.	Timber	1968
R.K. Young	41.2'	30.6'	H.T. Kaufman	Timber	1968
L. Fallshaw	29.36'	21.7'	R. Swanson	Fibreglass	1973
N.H. Price	51.45'	48.8'	Miller	Timber	1968
J.P. Rochfort	30.2'		John Spencer	Fibreglass	1974
G. Fornaro	36.75'		Dick Carter	Timber	1974
R.J. Langman	38.63'	27.2'	S. & S.	Fibreglass	1971
W. Ischer	36.0'		Amel	Fibreglass	1972
J. Hawley	42.95'	35.5'	P. Joubert	Fibreglass	1973
J.P. Partridge	32.07'	21.2'	R. Salthouse	Fibreglass	1974
J.H. Jamison	36.36'	24.6'	Camper/Nicholson	Fibreglass	1962
E.N. Fuller	30.4'		Lund & Tilley	Fibreglass	1973
E.W. Wall-Smith	33.3'	24.9'	P. Joubert	Fibreglass	1971
N. Gosson	53.5'		Joe Adams	Aluminium	1974
A. Fisher	72.0'		Joe Adams	Ferro Cement	1973
S.A. Long	78.99'	68.8'	Britton Chance	Aluminium	1974
P. Kurts	47'	35.2'	S. & S.	Timber	1973
R.J. Gould/ W.H. Rockliff	43.5'	32.6'	P. Cole	Fibreglass	1970
J. Robson-Scott	33.34'	25.1'	P. Joubert	Fibreglass	1970
G. Hutchinson	40.4'	29.3'	S. & S.	Timber	1964
J. Rooklyn	73.0'		Miller	Aluminium	1974
R.J. Kirby	46.71'	36.7'	S. & S.	Aluminium	1974
A.J. Murray	33.24'	24.5'	Warwick Hood	Timber	1967
K. Farfor	44.17'	33.2'	S. & S.	Fibreglass	1973
Dept. of Army	46.0'	34.6'	Camper/Nicholson	Timber	1965
A. Pearson	35.0'	24.8'	Miller	Timber	1974
J. Violet	35.0'		Duncanson		1973
P.W. Kline/ I.T. Millar	30.2'	21.7'	P. Joubert	Fibreglass	1974
H. Janes	43.25'	30.0'	Camper/Nicholson	Fibreglass	1970
P. & T. Firmstone	45'	30.25'	S. & S.	Timber	1939
J.H. Bleakley	34.4'	27.1'	Miller	Timber	1969
J.P. Diamond	36'		Swanson	Fibreglass	1970
T.E. Clarke	73.0'	68.9'	John Spencer	Timber	1969
F.R. Duffield	48.25'	35.5'	E.J. Muir	Timber	1971
K.L. Cox	40.45'	34.7'	John Spencer	Plywood	1970
N.G. O'Brien	54.0'		Bollard & Bennett	Ferro Cement	1974
P. Rysdyk	31.02'	21.7'	P. Cole	Fibreglass	1974
E.J. Slight	42.9'	30.4'	Frans Maas	Steel	1971
P. Bates & B. Climo	45.07'	39.8'	Spencer	Plywood	1972
F. Spencer	37.25'	27.5'	Garry Mull	Fibreglass	1972
H.T. Kaufman	41.9'	32.2'	H.T. Kaufman	Timber	1974
W. Rooklyn	57.84'	51.3'	Miller	Timber	1969
J.D. Kahlbetzer	52.97'	42.0'	German Frers	Aluminium	1974
B.P. Walpole	34.7'	25.5'	Duncanson	Fibreglass	1973
G.R.W. Snow	35.08'	26.8'	Duncanson	Fibreglass	1973
R.W. Barry-Cotter	42.0'		Ron Swanson	Fibreglass	1974
A. Bond	54.0'		Miller	Aluminium	1974

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entries for the

SYDNEY-HOBART YACHT RACE 1974

ALI BABA — Sail No. 1447

LOA 35ft; LWL 28.7ft; Beam 10ft 9in; Draft 6ft.
This Duncanson 35 had her stern lines modified by South Australian designer Alan Blackburne and has since had more than her share of success in Sydney, including 1st in C.Y.C.A. Division 'C' Winter Point Score. One to watch if conditions favor the small boats.
Crew: Skipper/Navigator B.P. Waipole (3), Co-Skipper L. Esdaile (3), M. Beston (2), K. Tierney (4), C. Herbert, R. Schumack.

ANACONDA — Sail No. A 48

LOA 53ft 6in; LWL 37ft 6in; Beam 14ft; Draft 8ft 3in.
A Buchanan (U.K.) design built in steel, Anaconda is a handsome sloop which has represented South Australia in Southern Cross competition. She has had no luck in Sydney-Hobart racing but could do better under her new owners.
Crew: Skipper G. Ellis (1), Navigator G. Doolan (7), J. Muir (4), R. Lange (1), W. Watson (1), B. Shepherd, G. Corkhill, P. Ellis, G. Ellis, G. Cousins.

ANTAGONIST — Sail No. A16

LOA 39ft 6in; LWL 29ft 8in; Beam 12ft; Draft 6ft 6in.
This Van de Stadt design was entered last year by Tasmanian yachtsman Frank Hickman but was not completed in time for the race. Although Antagonist has just been launched she will be in good hands when she does hit the water as Frank has seven Hobart Races to his credit, the first in 1948.
Crew: Skipper R.F. Hickman (7), Navigator John Solomon (6), Lester Nibbs (7), Cliff Nibbs (5), Ian Coward (7), Keith Peterson (5), Roland Young (3).

APOLLO — Sail No. 1400

LOA 57ft 6in; LWL 51ft; Beam 13ft 6in; Draft 8ft 2in.
A seasoned campaigner, Apollo is sure to be raced as hard as ever this year. She had her most successful season in 1972/73 under the ownership of Jack Rooklyn and was second over the line in the 1973 Hobart, finishing 18th overall.
Crew: Owner/Skipper W. Rooklyn (2), Navigator B. Ramdane (2), T. Sharples (8), G. Long (4), G. Cole (1), M. Anderson, J. Winning (1), P. Gardiner, C. Hatfield (1), I. Baird, P. Slade (2).

APOLLO III — Sail No. 1661

LOA 54ft; LWL 46ft; Beam 13.5ft; Draft 8.5ft.
A contender for the Australian Admiral's Cup team, this new aluminium boat is another in a series from the team of Bob Miller — designer, Halvorsen & Gowland — builders, Alan Bond — owner. Despite hurried preparation this yacht will still be one of the favourites for handicap honors.
Crew: Skipper A. Bond (3), Navigator D. Hammond (17), R. Miller (1), A. Norman (3), R. Sergeant (9), J. Bourke (7), P. O'Donnell (9).

APPALOOSA — Sail No. G 3

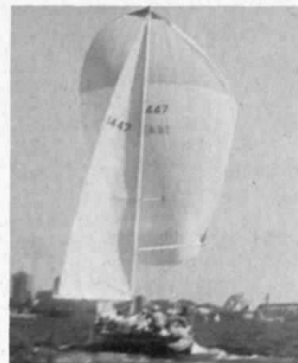
LOA 33ft; LWL 24ft; Beam 10ft 2in; Draft 5ft 7in.
This Buchanan 3/4-Ton design is appearing for the first time in the Sydney-Hobart Race and little is known of its potential. Built in cold moulded Oregon, Appaloosa races out of Royal Geelong Yacht Club.
Crew: Owner/skipper R. T. Spence, Navigator G. Priddle, M. Spence, R. Lyle, R. Morrison, H. Friese.

AVALON — Sail No. 1260

LOA 42ft; LWL 31ft; Beam 12ft; Draft 7ft.
Formerly "Onya of Gosford" this welded steel sloop is from the board of Dutch Designer Frans Maas and was built in Tasmania in 1971. Avalon has not been successful against modern lightweight I.O.R. Designs but is an excellent sea boat and will show up well in heavy conditions.
Crew: Skipper Eric Slight, Navigator John Slight, Brian Crouch, John Findlay, Steven McKeveit, Patrick Moroney, Peter Robertson.

BACARDI — Sail No. SM336

LOA 43ft 5in; LWL 32ft; Beam 10ft 11in; Draft 6ft 6in.
With Taurus, Bacardi would be the best known of the Cole 43's and was a top performer for years. Now sailing out of Sandringham,



ALI BABA



ANACONDA



APOLLO



APPALOOSA



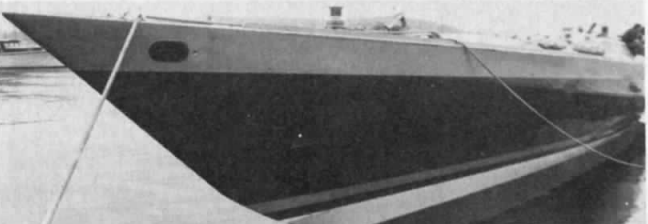
AVALON



BACARDI



BALANDRA



BALLYHOO



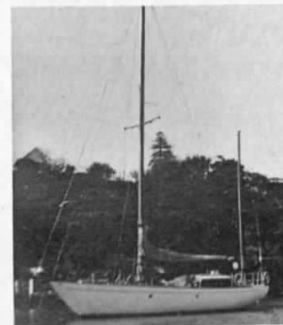
BINDA



BRUTTA FACCIA



BUMBLEBEE 3



CATRIONA M



CORDON BLEU



BRUMBY



BUCCANEER



BUSHWHACKER



CAVALIER I

Victoria, her best performance to date in 1974 was 3rd in the Apollo Bay Race.
Crew: Skipper R.J. Gould (4), Navigator R. Allen, W.H. Rockliff, J. Bennett (3), G. Coutts, G. Griffiths (2), C.D. Hall, S. Bull (1), M. Graham, J. Simmonds.

BALANDRA — Sail No. 496

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

This veteran yacht will be sailing in her 9th Sydney-Hobart race since being launched in 1965. Balandra was one of Australia's top yachts in 1967 and was part of the winning Australian team in the Admiral's Cup Challenge of that year.

Crew: Skipper J.D. Tickle (1), Navigator L. Machin, B. Mooney, I. Simpson (1), G. Nesbitt, D. Edmonds, S. Mackerill, G. Turvey, S. Cameron.

BALLYHOO — Sail No. 357

LOA 73ft; LWL 65ft; Beam 15ft 6in; Draft 10ft 3in.

The latest in big boat design from Bob Miller, this aluminium flyer is sure to be driven hard by owner/skipper Jack Rooklyn in this her first major race. One of the race highlights will be the battle between Ballyhoo and Ondine for line honors.

Crew: Skipper J. Rooklyn (2), Navigator S. Darling (24), D. Mickledorough (12), W.F. Adams (1), C. Tumpane, S. Schofield (9), L. Burke (2), T. Gowland (16), G. Dunn (14), P. Jolley (1), P. Cole (4), N. Hyett (6), M. Bienstock, D. Tracy (1), M. Farley.

BINDA — Sail No. M 2

LOA 35ft 11in; LWL 29ft; Beam 10ft 5in; Draft 6ft.

This will be this 36 ft stock Swanson's third Sydney-Hobart Race. Well performed, she has represented both Victoria and Tasmania in 1971 and 1973 Southern Cross Cup Series. With her age allowance and moderate "on the nose" conditions, Binda will again turn in an honest performance, being just back in the water after a major refit.

Crew: Owner/skipper A. M. Rundle (1), Navigator, J. Bramich (1), I. Collidge (1), W. van Egdom (1), P. Foster (1), E. Vincent, G. Sims.

BRUMBY — Sail No. SM 15

LOA 31ft; LWL 25ft; Beam 10ft 7in; Draft 5ft 1in.

Brumby is one of a new series of Half-Tonners designed for fibreglass production by Joe Adams. At the time of going to print none of the boats had done any serious racing.

Crew: Skipper P.J. Robinson (2), Navigator R. S. Robinson (2), P. Allen (1), S. Walsh, I. Primrose (1).

BRUTTA FACCIA — Sail No. R 96

LOA 36ft 9in; LWL 28ft 4in; Beam 12ft 3in; Draft 6ft 3in.

This Western Australian yacht is a timber version of the famous Ydra One Ton Cup design by Dick Carter. New this year, she has had early success in W.A., winning the Fremantle-Geraldton-Fremantle race outright in both directions.

Crew: Skipper G. Fornaro (1), Navigator G. Bell, B. Merry, C. Mullins, J. Ryan (2), C. Mews (4).

BUCCANEER — Sail No. 1000

LOA 73ft; LWL 63ft; Beam 16ft; Draft 11ft 3in.

This famous New Zealand cutter has now sailed approximately 60,000 miles offshore since launching in 1969, including two previous Sydney-Hobart Races and two Trans-Pacific Races. Buccaneer is certain to be well up in the race for line honors but will find the competition a lot tougher than when she took out fastest time in 1970.

Crew: Owner/Skipper T.E. Clark (2), Navigator W.D. McKinlay (4), H.J. McCormick (4), J. Bailey (1), B. McKay, B. Robertson (2), G. Clark (2), G. Sinclair, J. Davies (2), J. Homer (2), J. Symonds, H. Whitcombe, I. Hutchinson, J. Bunright, L. Wade.

BUMBLEBEE 3 — Sail No. KA 1441

LOA 53ft; LWL 44ft 3in; Beam 14ft; Draft 8ft 2in.

Another in the growing number of aluminium ocean racers, this Frers designed yacht only recently arrived from the U.S.A. where she was built by Palmer Johnson. An Admiral's Cup contender she should do very well in the Sydney-Hobart, crewed as she is by some of Australia's top yachtsmen.

Crew: Skipper J. Kahlbetzer, Navigator G. Freeman (4), M. Fletcher (3), G. Gilliam (4), D. Banse, W. Edgerton, R. Venables (2), L. Burke (3), J. Corner (2), D. Kilponen (2), P. Clark (1).

BUSHWHACKER — Sail No. 1306

LOA 37ft; LWL 27ft 6in; Beam 11ft 9in; Draft 6ft 6in.

A stock Ranger 37 One Tonner, designed by Gary Mull and built in America. Was a member of the US team at the 1972 One Ton Championship in Australia. Under her new owner she has been campaigned strongly, taking out the One Ton Division of the 1974 Level Rating Regatta.

Crew: Skipper F.D. Spencer (1), Navigator Brig. J. Hooten (2), P. Maurant (2), H. Doling, R. Andries (2), J. Carsten, P. Pinnock (9).

CATRIONA M — Sail No. 26

LOA 40ft; LWL 30ft; Beam 12ft; Draft 6ft 9in.

This timber yawl, launched in 1965, was designed by Warwick Hook and built by Alfred Johnsen. She has not been campaigned particularly successfully in her most recent races and should find the going tough against the many newer competitors.

Crew: Skipper B. C. Folbice, Navigator B. Bennison, W. Rose, P. Russell, R. Tobias, Dr. P. Rapson, B. Hones.

CAVALIER I — Sail No. MH 239

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

First of a new series of New Zealand-designed production Half Tonners Cavalier has no racing record to date. Her performance in the Sydney-Hobart Race will be watched with interest.

Crew: Skipper John Partridge, Navigator Roger Ellison, Guy Keon (2), Laddie Gordon, John Hunter, Roger Fowler, Bob Salthouse.

COME BY CHANCE — Sail No. 1635

LOA 42ft; LWL 34ft; Beam 12ft 6in; Draft 6ft 2in.

One of a series of yachts recently produced from Ron Swanson's original design this sturdy, handsome sloop is more of a cruising yacht but should give her crew a comfortable ride to Hobart.

Crew: Owner/Skipper R. W. Barry-Cotter, Navigator R. Young, D. Collins (2), I. Tringham, H. Pearce, C. Knott.

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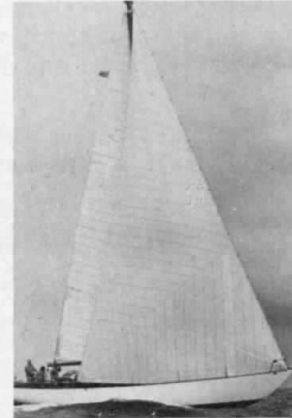
CONQUISTA



CORROBORREE



DUET



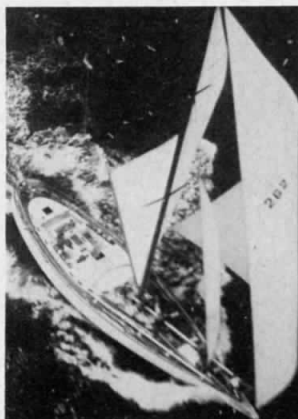
FANTASY RAG



GRANNY SMITH



GUMBLOSSOM



HELSAL



HONEYWIND

CONQUISTA — Sail No. SA 91

LOA 30ft 2ft; LWL 24ft; Beam 10ft 1in; Draft 4ft 11in. Conquista is a Spencer Half Ton design built in Adelaide by John Rochfort. An attractive-looking design, this boat stands out in its orange colour scheme. At the time of entry Conquista had little race practice and her potential is unknown. Crew: Skipper J.P. Rochfort, Navigator I. Scott, D. Rohrsheim, G. Turley, J. McA. Manson (1).

CORDON BLEU — Sail No. 547

LOA 35ft; LWL 28ft 9in; Beam 10ft 8in; Draft 5ft 10in. A stock Duncanson 35, Cordon Bleu was launched June 1973, but nothing is known of her form to date. Crew: Skipper J.H. Violet, Navigator B. Paul, J. Cooke (1), W. Butler (1), A. Dalgarno.

CORROBORREE — Sail No. 350

LOA 40ft; LWL 30ft; Beam 10ft; Draft 6ft 3in. This veteran Sparkman & Stephens design was completely refitted recently by her new Sydney owner, Gray Hutchinson, and is once again a familiar sight on Sydney Harbor. Corroborree started in four previous Hobart Races, her best performance being 9th in 1967. Crew: Skipper G. Hutchinson, Navigator B. Hutchinson, R. Nursey, W. Morgan (1), B. Peters, N. Jones (1), W. Burrridge (9), D.P. Stevenson.

DOROTHY II — Sail No. SM 253

LOA 33ft 3in; LWL 25ft; Beam 10.1ft; Draft 6ft. A Joubert 1970 design, she came 51st in the December '72 Hobart Race and more recently topped the Division II Aggregate Score with Sandringham Yacht Club she will find the competition pretty tough, however. Crew: Skipper E.W. Wall-Smith (1), Navigator K.A. Briggs (1), R.G. Chapman, M.C. Franck.

DUET — Sail No. 978

LOA 36ft; LWL 27ft; Beam 10ft; Draft 6ft. More for the fun than the money, this Swanson 36 skippered by Commodore Joe Diamond tries yet another Sydney-Hobart. It's unlikely however, even with an age allowance, that she will finish among the top runners. In 1969 she made 32nd, 1970 23rd, 1971 34th and in last year's race made 52nd. Crew: Skipper J.P. Diamond (3), G. Hibbard, P. James, D. Stojanovich, V. D'Emilio.

FANTASY RAG — Sail No. R 70

LOA 48ft 8in; LWL 38ft; Beam 13ft 3in; Draft 7ft. Beneath the shiny new name lurks one of the most famous ocean racers of all time, the mighty Ragamuffin. Ragamuffin has represented Australia more than any other single ocean racer, including 3 successive Admiral's Cup Challenges. Fantasy Rag, now owned by Jack Musgrove, sails out of the Royal Yacht Club of Victoria. It would be ironical if she won this race, since as Ragamuffin the Sydney-Hobart was the only important race which eluded her.

Crew: Skipper J. Musgrove, Navigator R. Howe (3), C. Anderson (1), B. Case (11), R. Evans (1), R. Evans (14), R. Hose (6), S. Musgrove, F. Warner (8).

GRANNY SMITH — Sail No. A 16

LOA 30ft; LWL 24ft; Beam 9ft 10in; Draft 5ft 3in. One of the best known Joubert Half Tonners, Granny Smith has an excellent record in Sydney racing and was 4th in her division in the 1973 Sydney-Hobart. Constant racing since then has improved her even more.

Crew: Skipper/Navigator W. Anderson (3), K. Swarbrick (1), A. Barnes (2), J. Baker.

GUMBLOSSOM — Sail No. B 23

LOA 30ft 3in; LWL 24ft; Beam 9ft 8in; Draft 5ft 8in. Peter Joubert's own design, this Half-Tonner finished 6th in 'D' Division in the 1973 Hobart Race. Since then Gumblossom has raced only in Port Phillip Bay, representing the Royal Brighton Yacht Club successfully in I.O.R. Teams racing. Crew: Owner/Skipper P. Joubert (5), Navigator D. Nicol (3), A. Butler (19), A. Ifould, J. Tempamy.

HELSAL — Sail No. 262

LOA 72ft; LWL 62ft; Beam 19ft 6in; Draft 10ft. This Ferro cement giant caused a great stir in yachting circles when she appeared last year. Her owner, Dr. Tony Fisher, further confounded his critics by taking line honors in the 1973 race and smashing the elapsed time record by over two hours, in what was Helsal's very first race. Although by now a more seasoned campaigner, Helsal will find the competition a lot hotter this year. Crew: Owner/Skipper T. Fisher (1), Navigator J. Adams, Sailing Master D. Lawson (10), O. Karlsen (5), G. Rouvray (7), B. Davies (8), A. Forbes, G. Barter, A. Brown (2), B. Livesey (2), D. Tovey (1), G. Radford (1), J. Pearce, M. Cameron, J. Gibson (4), D. Cause (1), R. Hagley, J. Whelan.

HONEYWIND — Sail No. A 9

LOA 42ft; LWL 33ft; Beam 12ft; Draft 7ft 3in. Built in 1972, this Tasmanian yacht is starting her first Sydney-Hobart Race but has had some success racing out of Hobart in recent years. Likes heavy going best. Crew: Skipper T. Bragg, Navigator P. Attrill (1), F. Chatterton, P. Moore, J. Hanson, N. Cook, J. Smith, P. Bragg.

HUON CHIEF — Sail No. A 11

LOA 36ft; LWL 30ft; Beam 11ft 9in; Draft 6ft 3in. Another new Tasmanian yacht, a Peterson design built in Huon Pine, Huon Chief, was only launched in October, so this is her first Sydney-Hobart. Not so for owner Hedley Calvert, who is starting his fifth Sydney-Hobart. Crew: Skipper H. Calvert (4), Navigator R. Ashlin (4), H. Coad (4), J. Sharp (3), I. Smith (4), N. Millin, N. Tall.

HUSTLER — Sail No. 1292

LOA 45ft; LWL 38ft; Beam 10ft 2in; Draft 6ft 6in. A Spencer design of chined plywood construction, Hustler has never shown up well under IOR Rating, but has been known to display a fair turn of speed off the wind. Crew: Skipper P. Bates (2), Navigator B. Climo (2), G. Wight (1).

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HUSTLER



KOOMOOLOO



LOLLIPOP



LOVE & WAR



MARK TWAIN



MERCEDES IV



NIKE



ONYA OF GOSFORD



ONDINE III

JAPARRA — Sail No. 1180

LOA 54ft; LWL 47ft 6in; Beam 16ft; Draft 6ft.

Japarra is a cruising ketch and is only the second yacht of ferro cement construction to enter the Sydney-Hobart Race. The first was Helsal which took line honors last year.

Crew: Skipper N.G. O'Brien (5), Navigator J. Epstein (8), L. Roberts (2), L. Wicks.

KOOMOOLOO — Sail No. SM 73

LOA 41ft 2in; LWL 33ft; Beam 11ft 5in; Draft 6ft 10in.

A Ted Kaufman design, Koomooloo has been one of the most successful of Australian designed yachts, representing overseas in the 1971 Admiral's Cup. She has an excellent Sydney-Hobart record with a handicap win in 1968 but is now outclassed by the newer designs.

Crew: Skipper R. K. Young (1), Navigator R. Wyatt (1), B. Collins (1), R. Sill (1), J. Swift (1), I. McColl, D. Bowen (1), B. Whiteside.

LEDA — Sail No. 259

LOA 53ft 6in; LWL 44ft; Beam 15ft 7in; Draft 8ft.

A Joe Adams design, built in aluminium for Nev Gosson, Leda's performance against Bumblebee III and Apollo III will be of much interest. It is hoped she is fully prepared in time to start.

Crew: Skipper N. Gosson (5), Navigator P. Toolan (1), R. Bearman (5), C. Deeker (1).

LOLLIPOP — Sail No. 565

LOA 30ft 3in; LWL 24ft; Beam 9ft 7in; Draft 5ft 6in.

This striking pink Joubert-designed Half Tonner was launched in March, 1974. She should put up a good performance for her size, having come 11th in the latest Montagu Race.

Crew: Co-Owner/Skipper, P. W. Kline (2) and I. Millar (2), Navigator, G.B. Field (1), P. D. Johnstone-Hall (2), R. Warren, T. Carpenter (1).

LOVE & WAR — Sail No. 294

LOA 49ft; LWL 35ft 6in; Beam 13ft 7in; Draft 7ft.

This Sparkman & Stephens sloop, built by Quilkey Bros., was launched in 1973 and is undoubtedly one of our top contenders for next year's Admiral's Cup Team. Her successes include: 1st 1973/4 Blue Water Long Ocean Racing Championship, 1st Winter Point Score and several wins in this season's short races. She has an experienced young crew and it would be no surprise if she took this event.

Crew: Skipper, P. Kurts (9), R. Norman (19); P. Shipway (5), M. Heese (6), J. Munson (1), J. Harris (3), J. Carruthers, J. Anderson (2), D. Forbes (1).

MARK TWAIN — Sail No. SM 101

LOA 39ft; LWL 29ft; Beam 11ft 6in; Draft 6ft 6in.

This S & S One Tonner has raced successfully out of Sandringham Yacht Club since launching in 1971 and won the One Ton Division of the 1972 Sydney-Hobart, in which she finished a creditable 15th overall.

Crew: Owner/Skipper R. J. Langman (5), A. C. Hurray, P. H. Bath (5), J. Mooney (4), C. Smith (13), A. Morrison (2), N. Kelly.

MATIKA II — Sail No. 528

LOA 35ft; LWL 29ft; Beam 10ft; Draft 5ft 6in.

Yet another Bob Miller design, this time in the 3/4-Ton level rating class. New this season she replaces the successful Matika I for Tony Pearson and if conditions favour the small boats she is sure to do well.

Crew: Owner/skipper A. Pearson (2), Navigator C. Graham (3), T. Simmatt (4), J. Dunstan (2), D. Owen (1), D. McDonnell (2), H. Leslie.

MERCEDES IV — Sail No. 1313

LOA 42ft; LWL 36ft; Beam 12ft 7in; Draft 6ft 6in.

Launched in June this year, this is the latest of the Ted Kaufman designed Mercedes boats and this one will also be chasing Admiral's Cup selection in January. One of the favorites for handicap honors, at the time of going to press Mercedes IV had captured six firsts and two seconds out of nine starts this season.

Crew: Skipper/Navigator, H. E. Kaufman (9), F. Johnson, L. Abbott, P. Wolf, P. Edmonds, R. Howlett, I. McDermitt.

NATHALIE — Sail No. Z180

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

Designed and built by Amel, this fibreglass Swiss sloop is more of a cruiser than a racer and has never done a Sydney-Hobart before. It is most unlikely that she'll be in the top runners.

Crew: Owner/skipper E. Williou.

NIKE — Sail No. A 3

LOA 35ft 4in; LWL 26ft; Beam 10ft 5in; Draft 5ft 11in.

This S & S designed Three-Quarter Tonner was untried before last year's Sydney-Hobart, in which she finished 23rd in Division "C". Nothing is known of Nike's performance since then, but she is bound to have improved with race practice.

Crew: Skipper C.E. Davies (1), W. Hornsey, F. Newstead, G. Richardson (1), D. Wells, J. Young.

NDUMSKY — Sail No. R 76

LOA 29ft 4in; LWL 24ft; Beam 10ft 2in; Draft 5ft 6in.

This Swanson Half Tonner had a poor performance in last year's Sydney-Hobart Race, due to an incomplete sail wardrobe, but has recently been performing well in Victorian racing and should do a lot better this year.

Crew: Skipper L. Fallshaw (3), Navigator H. Alderdice (5), A. Griffen, C. Purtell (1), D. Norman (1).

ONDINE III — Sail No. 281

LOA 79ft; LWL 69ft; Beam 17ft; Draft 11ft 9in.

The latest is Huey Long's string of line honors contenders all of the name Ondine. This one is a Britton Chance design executed in aluminium by Bob Derecktor's Yard, and was launched in February. It has taken elapsed time honors in its first four races including the Newport/Bermuda classic.

Crew: Owner/skipper S.A. Long (3), C. Gillette, T. Richardson, M. Robertson, K. Slocum, J. Ottewill, D. Loetsee, A. Simpson, D. Elliot, J. Raby, R. Bryn, W. Tompkins, R. Symonette, S. Brown, HRH Don Juan de Bourbon, T. Halvorsen (22), G. Trew.

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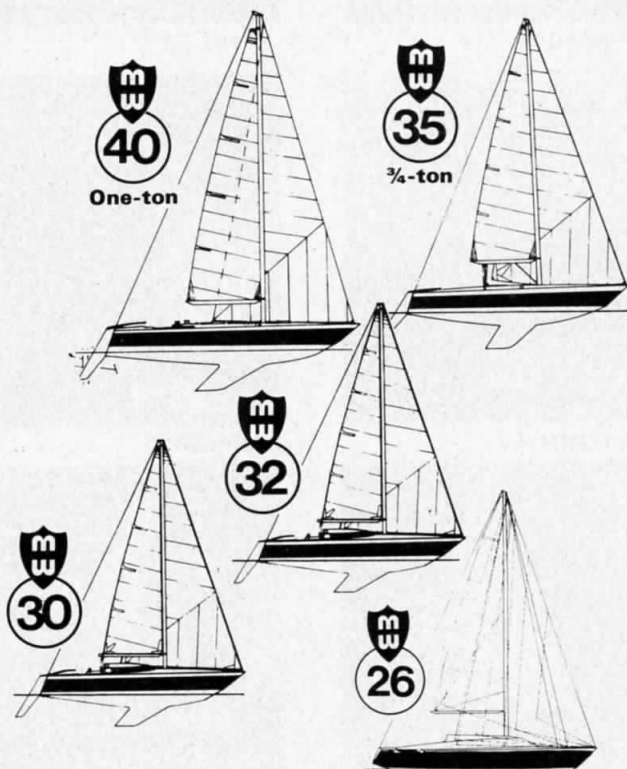
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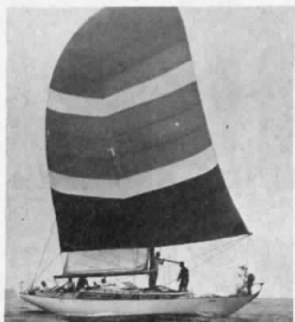
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PANDORA



PANIA II



PATRICE III



PINTADO



POITREL II



POLARIS



SARACEN II



SAVANT



SIROCCO

ONYA OF GOSFORD — Sail No. 1200

LOA 31ft; LWL 24ft; Beam 10ft 3in; Draft 5ft 2in.
This year Peter Rysdyk is taking down another Onya. This one is a lot smaller, being an East Coast 31 designed by Peter Cole. She is a sister ship of Shenandoah, the current Australian Half Ton Champion. Soon after launching this year Peter won the inaugural 450-mile Lord Howe Island Race. She should be well up there if conditions favour the smaller yachts.
Crew: Skipper P. Rysdyk (5), L. May (1), S. Travillion (3), R. Hammond (3), P. Bullock.

PANDORA — Sail No. 826

LOA 43ft 3in; LWL 33ft; Beam 11ft 3in; Draft 6ft 9in.
Pandora is a stock Camper and Nicholson 43 built in 1970. Now sailing out of Middle Harbour Yacht Club but little is known of her current form.
Crew: Skipper, H. Janes, Navigator, R. Forster, D. Ross (10), R. Lange (5), M. Hogan (4), C. Straus, R. Duff, H. Burrell, E. McLennan.

PANIA II — Sail No. B 250

LOA 30ft 5in; LWL 24ft; Beam 10ft; Draft 5ft 7in.
Pania II is a stock Endeavour 30 launched in March of 1973. Unfortunately little is known of past performances of this yacht, but her owner is an experienced yachtsman in Victorian waters.
Crew: Owner/Skipper E. N. Fuller, Navigator H. Parker, P. G. Crook, D. Tunnescliffe, S. Manson.

PATRICE III — Sail No. 360

LOA 47ft; LWL 34ft 7in; Beam 13ft 5in; Draft 7ft 7in.
Built by Halvorsen and Gowland in aluminium this S & S design is a near hull sister to Love and War. Launched September this year she has not achieved her top performance yet but must loom as a danger for handicap honors.
Crew: Skipper R. J. Kirby (4), Navigator F. May (2), W. Gibson (4), D. Keating (4), P. Green (23), J. Dawson (7).

PEGASUS — Sail No. 1532

LOA 35ft; LWL 27ft 7in; Beam 10ft 6in; Draft 5ft 9in.
A pretty, light blue stock Duncanson sloop launched in December '73. Pegasus has been consistently campaigned, taking third place in Offshore B Division in the 1974 C.Y.C.A. Winter Season.
Crew: Skipper G. Snow, Navigator P. Bishop (3), C. Pollock (5), T. Harpley, B. Rayner S. Cadman, T. Snow.

PINTADO — Sail No. G 4

LOA 33ft 6in; LWL 25ft; Beam 10ft 6in; Draft 6ft.
Launched in October 1974 after being built by her owner, this new 3/4-Tonner sloop has not done too much racing, but her owner certainly has in Victoria. Even so she's an unknown quantity, in spite of having a lot of well known names involved in her design.
Crew: Skipper E.H. Wilson (4), Navigator K.W. Murphy, B.F. Brayton, G. Wilson, A. Curtis (1), B. Griffiths, I.S. Watson (2).

POITREL II — Sail No. 347

LOA 33ft 3in; LWL 25ft; Beam 10ft 3in; Draft 6ft 3in.
A seasoned campaigner, has competed in 11 previous Sydney-Hobarts. After an outstanding performance in races with several Sydney clubs in the 73-74 season, she more recently scored a win and three placings in the past four races of the R.P.A.Y.C. No 1 Offshore Division series. However, she only managed to get mid-way up the fleet in the '73 Hobart Race.
Crew: Skipper J. Robson-Scott (11), G. Jones (11), B. Jeffries (3), I. Downing (5), P. Tierney (1), G. Robson-Scott.

POLARIS — Sail No. M 49

LOA 43ft 6in; LWL 33ft; Beam 10ft 1in; Draft 6ft 4in.
This fibreglass Cole 43 has competed in the 1971, 1972 and 1973 Hobart Races, taking 11th place overall in last year's race and 5th in Division B. With the benefit of the extra age allowance this year, she could again do quite well.
Crew: Owner/skipper L.H. Savage.

RAGAMUFFIN — Sail No. 70

LOA 53ft 8in; LWL 46ft; Beam 12ft 9in; Draft 8ft 2in.
The new Ragamuffin, a Miller design built in aluminium, will be a race handicap favorite. In the old Rags, Syd Fischer won major ocean races all over the world, except for the Sydney-Hobart, and he dearly wants to win.
Crew: Skipper S. Fischer (11), Navigator W. Lawler (7), H. Treharne (6), I. Treharne, T. Ellis (9), J. Christoffersen (11), M. Summerton (9), P. Tierney, J. Stanley, J. Noakes (8), I. Perdriau (1).

RED BOOMER II — Sail No. SP 39

LOA 60ft; LWL 46ft; Beam 16ft; Draft 6ft 3in.
Little is known of this big ketch except that it is based in Port Moresby and has cruised extensively in New Guinea waters. Built by her owner in 1971 this will be boat and owner's first Sydney-Hobart Race.
Crew: Skipper W.T. McNeil, Navigator Cmdr. S. Bateman R.A.N. (1), J. Feeney (2), C. Hogan, C. Williams, T. Roberts, R. Cruikshank, G. Sheehan, P. Drake, Dr. P. Enders, J. Clarke, D. Leonard.

RUFFIAN — Sail No. 5

LOA 43ft 3in; LWL 32ft; Beam 10ft 9in; Draft 6ft 9in.
One of the most recently built Cole 43's, Ruffian performed well in the 1973-74 season but slipped to 46th in the Sydney-Hobart Race. Normally well-sailed, she should do better this year.
Crew: Skipper J. Kinsella (2), Navigator J. McDonnell (9), F. Arrowsmith, R. Aitkin (1), P. Grinstead, I. Lewis, B. Robison.

SARACEN II — Sail No. 246

LOA 36ft 4in; LWL 30ft 6in; Beam 9ft 6in; Draft 5ft 9in.
A veteran Hobart participant, Saracen II is a Camper and Nicholson design launched in 1962. Outclassed by modern yachts her best Hobart performance was in 1964 when she finished 13th overall.
Crew: Owner J. H. Jamison (1), Skipper H.H. Jackson (1), Navigator W. Fesq (15), G. G. Smith, R. B. Withers, A. S. Neilson.

SAVANT — Sail No. 1080

LOA 40ft 5in; LWL 34ft; Beam 10ft 6in; Draft 6ft 8in.
Another Spencer design, this boat appropriately comes from New Zealand. Of plywood construction, Savant was launched in 1970 and first appeared in a Sydney-Hobart Race in 1971. A good downwind performer, but Savant has little chance on I.O.R. Handicap.
Crew: Skipper/Navigator K. L. Cox (1), R. Smith (1), M. Muir, P. Prendeville, B. King, M. Findlayson.

SIROCCO — Sail No. 956

LOA 45ft; LWL 32ft; Beam 10ft 9in; Draft 6ft 3in.
Sirocco was built in 1939 in Hobart and is a well known old yacht in Australia, although this is only her second Sydney-Hobart Race. Sirocco's first Sydney-Hobart was quite eventful, as she broke her tiller during the race and was dismayed on the way home.
Crew: Skipper T. A. Firmstone (1), Navigator H. V. Watson (1), P. J. Firmstone (1), R. Fox (1), J. Brown (1), N. Wagener, P. de Graaf.

SUPERSTAR — Sail No. B 458

LOA 44ft; LWL 35ft 2in; Beam 12ft 5in; Draft 7ft 2in.
One of Europe's top racing yachts in 1973, "Superstar" represented the United Kingdom in the 1973 Southern Cross Cup. In that series she performed well for the winning U.K. team, and scored 7th overall in the 1973 Hobart and 3rd in Division 'B'. Now racing out of Melbourne she could be a danger.
Crew: Owner/Skipper K. Farfor (5), Navigator P. Avery (1), N. Sharpe (2), R. Jepson (1), M. Hipgrave (3), I. Elliot, J. Ruddell (3), V. Kirby (1), R. Holmes.

TAURUS — Sail No. G 67

LOA 43ft 3in; LWL 32ft 3in; Beam 10ft 11in; Draft 6ft 6in.
Taurus is one of the best known of the Cole 43 designs, having been campaigned extensively by Geoff Lee. Her best performance in a Sydney-Hobart Race was last year when she finished 4th on handicap against very strong competition. Taurus was recently acquired by her new owner Dr A. M. Kelso of the Royal Geelong Yacht Club.
Crew: Owner Dr. A. M. Kelso (1), Sailing Master A. Mitchell (14), N. Bennetts (14), M. Burke (4), A. Cable (10), J. Humphrey (1), A. Plympton (2), T. Thompson (14), J. Walker (1).

TREVASSA — Sail No. 1030

LOA 48ft 3in; LWL 34ft; Beam 12ft 3in; Draft 6ft 9in.
A Jock Muir design built by him in Hobart, Trevassa is a fine sea boat which will give its experienced crew a comfortable ride under any conditions. This will be Trevassa's third Sydney-Hobart; she was 33rd last year.
Crew: Skipper F. R. Duffield (9), Navigator, K. Ryman (4), C. Haynes (2), G. Ahlers (1), R. Watters (1), R. Carlier (1), L. Job (1), D. Nikolai.

VITTORIA — Sail No. SM 33

LOA 42ft; LWL 32ft; Beam 11ft 6in; Draft 6ft 10in.
One of the best known Victorian yachts, Vittoria has sailed in every Sydney-Hobart since her launching in 1970. Best performance of 5th in 1970 was almost matched last year until she was penalised 28 places on a protest. Vittoria is always sailed to the maximum by experienced skipper Lou Abrahams.
Crew: L. J. Abrahams (9), Navigator D. Lang (13), L. Nichols (11), G. Watt (4), J. Bright (4), D. Earle (1), N. Baird (3).

VOLANTE — Sail No. 79

LOA 51ft 5ins; LWL 44ft 6in; Beam 11ft 6in; Draft 8ft 7in.
One of the earlier Bob Miller designs, Volante was launched in 1968 and has been very successful in New Zealand races ever since. This will be the first Sydney-Hobart for Volante, and it will be interesting to see how she performs against later Miller Designs.
Crew: Skipper N. H. Price, Navigator P. Kingston (2), K. Austin (1), I. Lichtenstein, T. Bailey, P. Collins, B. Christenson, R. Denny, L. Mason, B. Millar, D. Pullman, T. Sherson.

WARRI — Sail No. 964

LOA 34ft 6in; LWL 29ft; Beam 10ft 4in; Draft 6ft
A 1967 Bob Miller design this One Tonner prefers heavier going. Warri has appeared in two previous Sydney-Hobarts and represented Australia in the 1971 World Series One Ton Cup in New Zealand.
Crew: Skipper J. H. Bleakley (7), Navigator D. Hocking (8), R. Mische (9), N. Koloslov (9), J. Nobbs (1).

WILD GOOSE — Sail No. SM 10

LOA 37ft; LWL 30ft; Beam 12ft 6in; Draft 6ft 6in.
A One Ton level rating design by Peter Joubert Wild Goose was launched in 1971 and has since competed in three Sydney-Hobart Races. Her best performance was in 1971 when she finished 32nd overall.
Crew: Owner/Skipper I.D. Russell (3).

WILLI WILLI — Sail No. MH 222

LOA 43ft; LWL 38ft; Beam 12ft 6in; Draft 6ft 6in.
A cruising version of Peter Joubert's Boomerang VII design, Willi Willi has raced extensively since launching in 1973. Although she has little handicap success Willi Willi is usually well up with other boats her size on elapsed time.
Crew: Skipper J. Hawley, Navigator R. Gray (3), D. Alfonso, M. Dimmitt, K. Birtles (1), J. Coulter (3), R. de Costa, D. Walsh, R. Griffith.

ZILVERGEEST II — Sail No. 408

LOA 33ft; LWL 25ft; Beam 9ft 6in; Draft 6ft.
This Hood design is now over seven years old and should be outclassed by modern design. However, modifications by owner Alan Murray and non-stop sailing by her experienced crew ensures that Zilvergeest's presence is always felt.
Crew: Skipper A. Murray (9), Navigator B. Vallance (8), C. Davis (7), B. Johnson (5), R. Hunt (3), S. Kingsland (1).



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VOLANTE



WARRI



WILD GOOSE

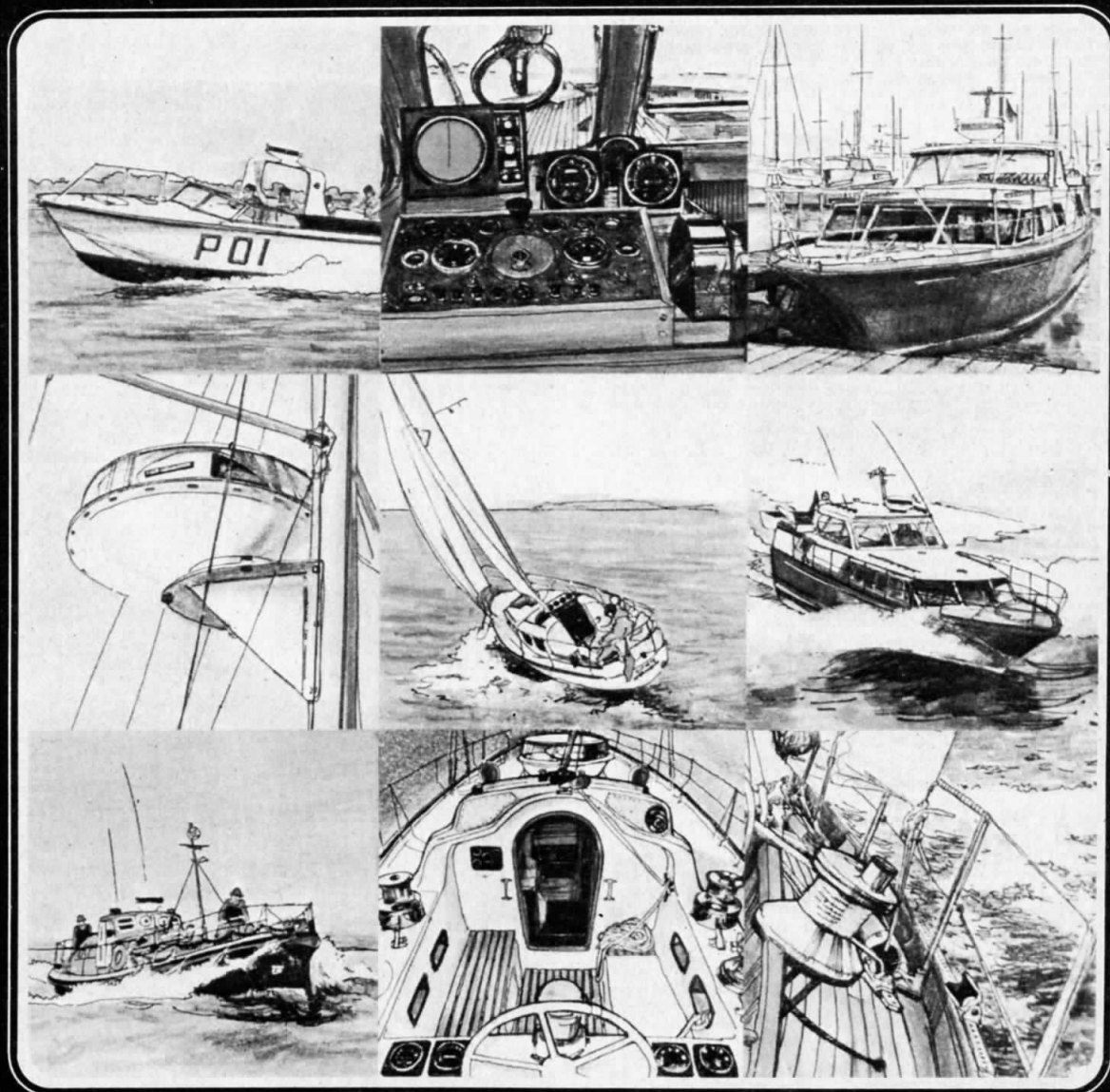


WILLI WILLI



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EMI EMI MARINE

RACE HISTORY

THE result sheets of 29 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.

1945

(Times are given in days, hours and minutes)

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

FASTEST TIME: RANI

RETIRED: ARCHINA (P. Goldstein).

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



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

HELSAL, the 72ft ferro cement hulled sloop owned and skippered by Dr Tony Fisher of Sydney, broke Ondine's 11-year-old Sydney-Hobart record in the race of 1973 with an elapsed time of 3 days, 1 hour, 32 minutes, 9 seconds.





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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHRISTINA	J.R. Bull	6-18-51-15	.6625	4-11-53-27
2.	SAGA	B. J. Halvorsen	6-09-52-00	.7161	4-14-11-02
3.	MORNA	C. Plowman	5-02-53-33	.9104	4-15-52-53
4.	DEFIANCE	F. A. Bullock	5-19-19-25	.8180	4-17-58-00
5.	MATTHEW FLINDERS	A. Palfreyman	5-22-05-20	.8071	4-18-40-48
6.	TRADE WINDS	M. E. Davey	7-01-00-45	.6960	4-21-37-58
7.	SOUTHERN MAID	C. Philp	6-06-44-45	.7910	4-23-14-24
8.	ACTIVE	H. M. Tate	6-07-08-47	.7980	5-00-36-53
9.	MISTRAL	R. F. Evans	5-18-51-40	.8855	5-02-57-41
10.	WAYFARER	P. M. Luke	7-12-21-15	.6980	5-05-53-14
11.	JURREWA III, F. & J. Livingston		7-07-30-30	.8235	6-00-31-52

FASTEST TIME: MORNA

RETIRED: ILEX (N. W. Thomas), SIRIUS (J. S. Booth), CONNELLA (B. R. O'Brien), WINSTON CHURCHILL (P. Coverdale), MERLAN (W. L. Curtis), UNIS J (B. W. Davies), KAULA (D. McAllister), and FEGMHR (F. A. Harris).

WEATHER: Light North East winds for the first two days, then a 65 m.p.h. Sou'westerly hit the fleet in Bass Strait with seas up to 25 feet. Calms following made for a slow race.

1947

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD	G. D. Gibson	5-13-19-04	.7232	4-00-24-56
2.	MOONBI	H. S. Evans	5-22-46-02	.6807	4-01-10-54
3.	PEER GYNT	T. Halvorsen	6-01-18-15	.6853	4-03-34-37
4.	KINTAIL	D. Macrae	5-20-00-56	.7359	4-07-02-15
5.	FORTUNA	Dr. R. Wishaw	6-05-13-09	.6965	4-07-55-52
6.	TRADE WINDS	M. E. Davey	5-23-15-01	.7342	4-09-10-28
7.	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.	BENECIA	F. A. Harris	6-13-21-12	.7211	4-17-28-03
14.	MATTHEW FLINDERS				
		A. Palfreyman	5-22-35-06	.8071	4-19-04-49
15.	SIRIUS	J. S. Booth	6-02-51-07	.7900	4-20-00-47
16.	JOSEPHINE	B. C. Penton	5-20-33-37	.8340	4-21-13-38
17.	KURREWA III	F. Livingston	6-01-19-26	.8140	4-22-17-37
18.	HORIZON	S. Berg	6-23-46-36	.7199	5-00-46-57
19.	MISTRAL II	R. F. Evans	5-10-58-45	.8848	5-03-51-13
20.	ALOHA	J. A. Clark	8-03-19-48	.6343	5-03-53-52
21.	STORMBIRD	J. H. A. Herford	7-11-16-40	.6938	5-04-22-59

1948

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

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

FASTEST TIME: MORNA

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

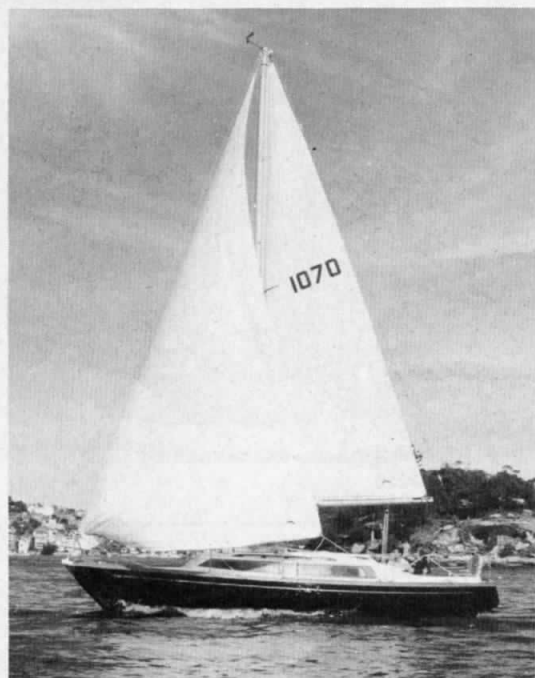
WEATHER: Hard running down the N.S.W. Coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

1949

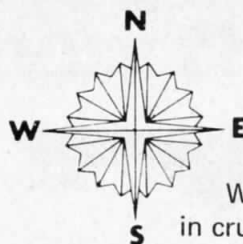
(Times are given in days, hours, minutes and seconds)

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

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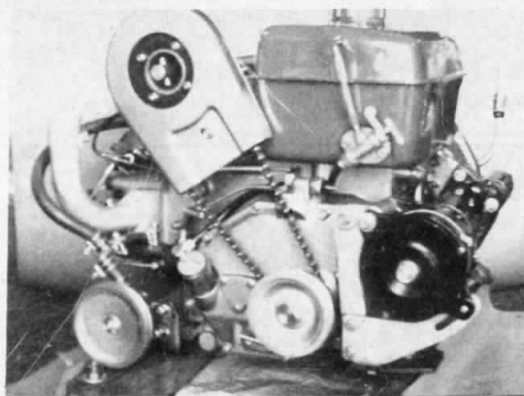
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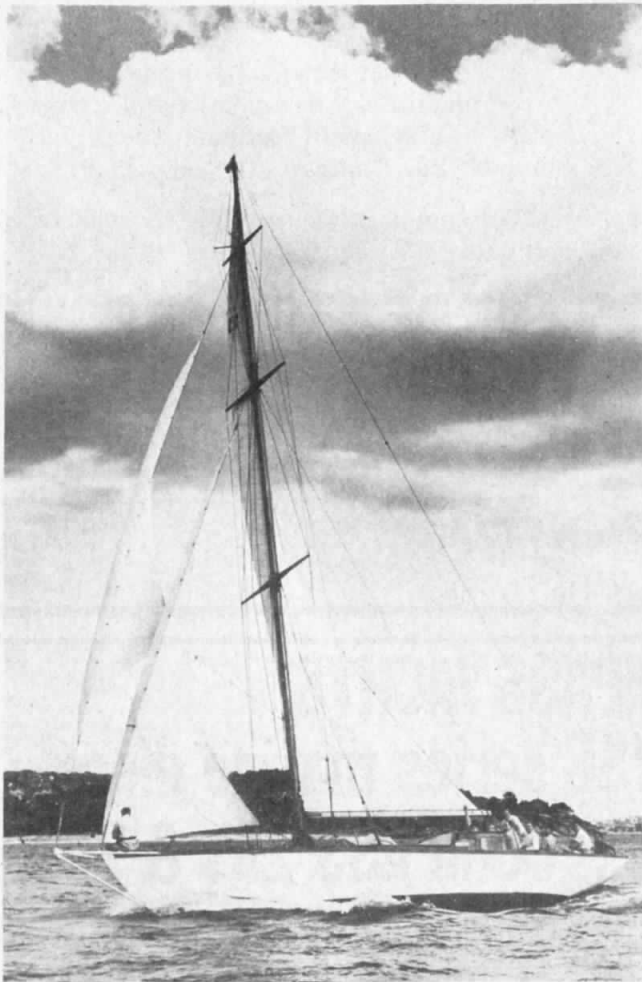
SH/74

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

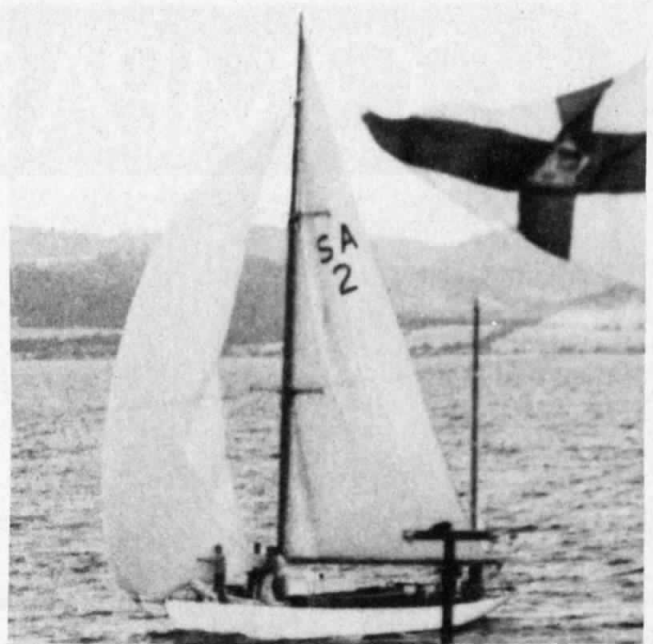
(Times are given in days, hours, minutes and seconds)

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

FASTEST TIME: MARGARET RINTOUL.

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

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



NERIDA, first in 1950.

1951

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

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

FASTEST TIME: MARGARET RINTOUL.

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

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



STRUEN MARIE, winner in 1951.

SYDNEY

**you may know the breezy
way down
but we know the fastest
way back!**



ATTENTION ALL CREWS!

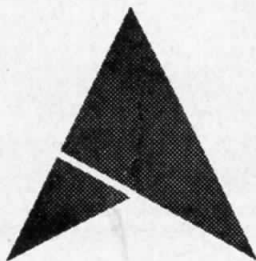
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TUES.	31st	7.00	10.40	2.05	4.20	5.20		
WED.	1st	7.00 7.00	10.40	2.05	4.20	5.20		
THURS.	2nd	7.00	10.40	2.05	3.55	5.20		
FRI.	3rd	7.00	10.40	2.05 2.40	4.20	5.20	8.15	8.45
SAT.	4th	7.00	10.40	2.05		5.20		
SUN.	5th	7.00	10.40	2.05		5.20	8.15	9.50
MON.	6th	7.00 10.00		2.05	3.55	5.20		

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ANSETT
AIRLINES OF AUSTRALIA

1952

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

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

(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	4-02-09-46
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

(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. College	5-05-58-00	.6672	4-04-03-15
14.	EVEN	F. J. Palmer	4-18-13-14	.8836	4-04-55-31
15.	KURREWA IV	F. & J. Livingston	4-18-33-42	.9185	4-09-13-30
16.	DEFIANCE	N. D. Rundle	5-06-44-12	.8320	4-09-26-42

FASTEST TIME: EVEN.

RETIRED: WANDERER (E. Massey)

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



MOONBI, 1955 winner.



Hugh Treharne wants to let Australian Yachtsmen know of some interesting facts about sailcloth.

Blue Peter Sails enjoys some distinct advantages over other sailmakers, one being all Dacron used in our Loft is Texlon. Kenny Watts in California U.S.A. makes it to use in his own Loft, and Blue Peter Sails has exclusive use of it in Australia.

Kenny Watts' Dacron is a pure fibre pounded into the tightest weave of any sailcloth in the world. No resin fillers are used in the finishing of Texlon, and its extremely low diagonal stretch characteristics enable us to cut Cross-cut Genoa's and High Aspect Jibs that are smooth, powerful, light and fast.

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Many yacht owners with sails made from resin-filled Dacrons or soft finished fabrics experience a continuing problem where their Headsail luffs become too full and the draft blows aft.

Sails cut from Texlon eliminate this age old problem. Texlon's endurance and durability ensures a good long racing life, very important when you consider these are your boat's racing engine.

Why not enjoy extra speed — you will be delighted when you find you still have that speed the following summer as well.

Call us at the Loft, and discuss improvements to your boat speed.



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1956

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

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

FASTEST TIME: KURREWA IV.

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

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



SOLO, first in 1956 and again in 1962.

1957

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

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

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

FASTEST TIME: KURREWA IV

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

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



ANITRA V, top in 1957.

1958

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

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

FASTEST TIME: SOLO

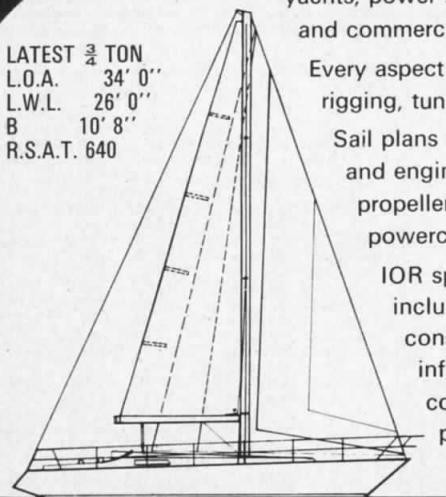
RETIRED: SOUTHERLY (D. E. Mickleborough), KURREWA IV (J. & F. Livingston), RUTHEAN (A. & T. Toll).

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

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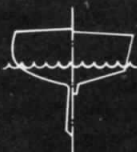
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L.W.L. 26' 0"
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(Time: are given in days, hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHERANA	R. T. Williams	5-02-13-53	6590	3-08-33-02
2.	ANITRA V	T. & M. Halvorsen	4-18-01-47	7094	3-08-53-34
3.	SOUTHERLY	D. E. Mickleborough	5-02-59-11	6612	3-09-58-47
4.	MALOHI	N. H. McEnally	5-04-43-42	6615	3-10-30-28
5.	KALEENA	H. E. Godden	5-06-06-39	6565	3-10-47-30
6.	JANZOOM	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

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

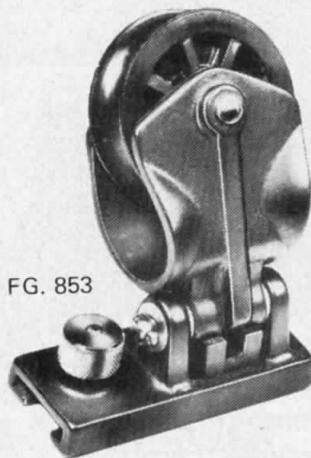
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-00-59-03	.6596	3-07-48-04
2.	KALEENA	H. E. Godden	5-01-59-03	.6565	3-08-04-57
3.	MALOHI	N. H. McEnally	5-01-58-04	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5.	NORLA	T. & M. Halvorsen	4-19-57-03	.7177	3-11-13-04
6.	JOANNE BRODIE	R. C. Hobson	5-09-19-41	.6501	3-12-03-48
7.	JANZOOM	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.	RAMOLA	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV	F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.8480	3-20-00-18
21.	SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22.	ARCHINA	J. Howie	4-22-58-28	.7853	3-21-25-50
23.	TAM O' SHANTER	R.A.N. College	5-20-32-41	.6673	3-21-46-16
24.	SOUTHERN MYTH	N. C. Howard	5-10-15-04	.7252	3-22-28-17
25.	SOUTHERLY BUSTER	K. R. Gourlay	6-03-58-34	.6387	3-22-30-34
26.	EOS	M. T. Flower	5-23-33-42	.6742	4-01-03-43
27.	WINSTON CHURCHILL	G. A. Warner	5-00-13-14	.8082	4-01-09-44



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28. BRILLIANT	M. C. Forster	5-20-26-18	.7194	4-05-01-53
29. KINTAIL	G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30. FOUR WINDS	S. W. Gibson	7-03-13-55	.6376	4-12-32-24

FASTEST TIME: KURREWA IV.

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

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



SIANDRA, 1958 and 1960 victor.



RIVAL, first in 1961.

1961

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

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

FASTEST TIME: ASTOR

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

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

1962

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

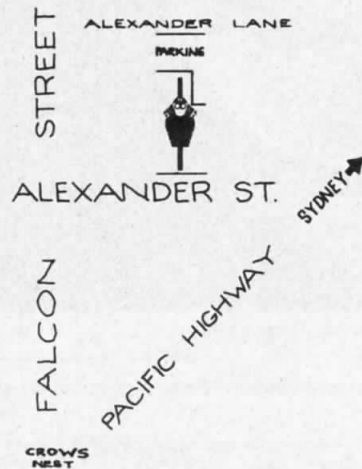
Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	3-04-29-15	.7943	2-12-45-14
2.	ONDINE	S. A. Long	3-03-46-16	.8105	2-13-24-45
3.	GALATEA M.	N. W. Kestel	4-03-53-00	.6323	2-15-09-22
4.	JULIE	A. & J. Sturrock	4-01-11-38	.6571	2-15-51-58
5.	MALOHI	S. Fischer	4-02-58-19	.6555	2-16-52-34
6.	RONITA	R. A. Cottee	4-02-56-54	.6563	2-16-56-23
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. Shield	4-04-41-35	.6604	2-18-29-52
14.	SYLPH	Lawson Bros.	4-04-27-24	.6653	2-18-50-02
15.	ASTOR	P. R. Warner	3-03-47-16	.8836	2-18-57-58
16.	BIRRAHLEE	C. V. Jones	4-06-18-14	.6562	2-19-07-55
17.	CHRISTINA	A. Berns	4-05-36-06	.6628	2-19-20-30
18.	SALACIA	R. F. Rusk	4-00-18-46	.7046	2-19-51-43
19.	DU-MA-LEE	L. V. Reilly	4-04-27-32	.6809	2-20-24-09
20.	ANITRA V	J. S. Samson	4-02-29-54	.6999	2-20-53-20
21.	NORLA	J. S. Howie	4-02-34-49	.7060	2-21-35-52
22.	SEAMAN	J. Leahy	4-07-16-00	.6743	2-21-37-58
23.	MISTRAL III	M. C. Dowd	4-06-46-52	.6779	2-21-40-31
24.	MOANA	R. H. G. Lamplough	4-09-30-05	.6622	2-21-51-47
25.	MERCEDES II	H. T. Kaufman	4-02-32-38	.7130	2-22-15-42
26.	CAPRICE	G. Ingate	4-01-06-39	.7278	2-22-40-38
27.	WINSTON CHURCHILL	G. A. Warner	3-11-17-19	.8498	2-22-46-43
28.	CAROL J	J. Halliday	4-04-07-08	.7077	2-22-51-15
29.	SEA BEE	J. Ashton-Martin	4-02-57-53	.7217	2-22-51-15
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. Pettigell	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.	AOEA 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.	GODEWIND	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

(Times are given in days, minutes and seconds)

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

FASTEST TIME: ASTOR

RETIRED: AOTEA II (R. K. Hunt), AQUA BLEU (J. F. Parson), BIRRAHLEE (C. V. Jones), BOONGOWN (Dr. J. Molesworth), FOUR WINDS II (S. W. Gibson), GEMINI (P. A. Zalal), 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.

1965

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	.7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	.7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	.7475	3-15-46-20
6.	NARANDA	I. A. R. Polson	4-21-25-12	.7522	3-15-46-20
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	.8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	.7563	3-16-30-06
10.	KURURA	N. F. Milne	4-21-00-08	.7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gilling	4-21-21-58	.7562	3-16-45-01
12.	FANFARE	G. P. Patterson	4-08-05-23	.8536	3-16-51-03
13.	TAMBOO	R. J. Green	4-21-30-53	.7566	3-16-54-52
14.	POITREL	J. Robson-Scott	4-20-57-20	.7607	3-16-58-05
15.	PALANA	R. J. Shield	4-20-54-27	.7613	3-17-00-06
16.	BINDAREE	G. G. Blackwood	4-20-58-18	.7617	3-17-05-50
17.	ODIN	L. Abrahams	4-16-17-52	.7940	3-17-09-51
18.	ATHENA	J. Jarrett	4-22-05-04	.7553	3-17-11-21
19.	TAM O' SHANTER	K. MacGregor	4-20-58-10	.7626	3-17-12-03
20.	JANZOON II	W. Russell-Slade	4-18-09-09	.7823	3-17-18-05
21.	CAROUSEL	L. E. Gabriel	4-21-27-28	.7639	3-17-43-33
22.	RIVAL	A. G. Burgin	4-20-57-27	.7681	3-17-50-06
23.	MISTER CHRISTIAN	P. Kurts	4-18-13-59	.7955	3-18-52-20
24.	KARINGAL	A. Berns	4-18-11-25	.7966	3-18-57-50
25.	SOUTHERLY	D. Mickleborough	4-22-04-06	.7710	3-19-01-51
26.	VALHALLA	A. & P. Hankin	4-20-44-56	.7805	3-19-07-21
27.	ASTELOT	A. G. Croft	4-20-45-55	.7804	3-19-07-25
28.	AKALA	J. H. Bleakley	4-21-31-04	.7792	3-19-34-10
29.	SEAWIND	N. F. Brooker	4-16-06-50	.8184	3-19-45-15
30.	FARE-THREE-WELL	R. T. Williams	4-20-46-51	.7874	3-19-57-11
31.	THEME	K. Bridgestocke	5-00-45-10	.7625	3-20-04-26
32.	TAIRERE	A. Adams	4-20-46-38	.7893	3-20-10-20
33.	SALACIA	A. Byrne	4-19-57-46	.8035	3-20-22-11
34.	BACCHUS, D	P. E. Deaton	4-14-23-32	.8458	3-21-22-10
35.	CORROBOREE	K. A. Gray	4-20-37-11	.8036	3-21-42-55
36.	FRANKLIN	R. A. N.	4-19-01-42	.8189	3-22-11-48
37.	CARINA	R. L. Holford	4-22-49-38	.7981	3-22-50-11
38.	SOUTHERN MYTH	N. C. Howard	4-20-59-43	.8250	4-00-31-16
39.	TAHUNA	E. A. Hales	4-20-36-52	.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

1964

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-01-17-35	.8014	3-05-58-14
2.	CAMILLE	R. Swanson	4-04-09-22	.7901	3-07-08-00
3.	JANZOON II	W. Russell-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	4-16-57-21	.7655	3-14-28-03
19.	PHYLLIS GRAHAM	R. Roxburgh	4-04-51-40	.8617	3-14-54-43
20.	POITREL	J. R. Robson-Scott	4-17-48-40	.7641	3-14-57-47
21.	ASTOR	P. R. Warner	3-20-05-05	.9564	3-16-04-11
22.	AKALA	J. Bleakley	4-17-35-00	.7792	3-15-30-14
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. McLaren	5-05-21-37	.7575	3-22-57-37
28.	CHERANA	W. R. S. MacRae	5-06-37-15	.7542	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.

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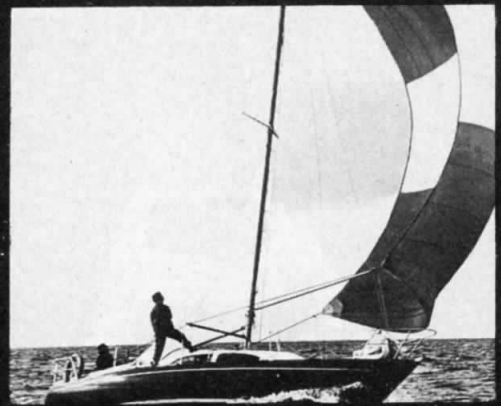
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FASTEST TIME: STORMVOGEL.

RETIRED: BIRRAHLEE (C. Jones), MENABILLY (J. Keilty), SAGA (L. Little), Thekla (E. Eggers).

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

1966

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

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



CADENCE, first in '66.

42.	ALCHERINGA	J. N. Bridgland	6-06-33-19	.8257	5-04-18-49
43.	SAGA	L. S. Little	7-02-28-41	.7831	5-13-30-04
44.	ALTAIR	G. W. Moore	6-13-01-18	.8635	5-15-35-18

FASTEST TIME: FIDELIS.

RETIRED: ANTIGUA (F. A. Hogarth), ZILVERGEEST (A. J. Murray)

WEATHER: Light Nor-Easter at the start with southerly change first night out. Light variable winds with a fresh Westerly across Bass Strait. Light and variable down Tasmanian coast.

1967

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

Pl	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RAINBOW II	C. Bouzaird	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	5-11-53-08	.7323	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-THREE-WELL	R. Williams	5-06-22-22	.7859	4-03-18-59
19.	ADRIA	J. Grubic	4-23-04-31	.8360	4-03-32-50
20.	SARINA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21.	CATRIONA	D. M. Brown	5-05-04-57	.7982	4-03-50-28
22.	FIDELIS	J. D. Davern	4-06-36-48	.9823	4-04-47-49
23.	WEATHERLY	J. Gilliam	5-08-04-47	.7894	4-05-06-22
24.	POITREL	J. Robson-Scott	5-13-55-46	.7564	4-05-18-16
25.	NORLA	J. Bennetto	5-05-38-46	.8142	4-06-18-03
26.	RONITA	R. A. Cottee	5-16-24-44	.7550	4-06-56-28
27.	ASTELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28.	MYTH OF ARRAN	D. Reid	4-22-00-33	.8769	4-07-28-56
29.	LASS O'LUSS	P. C. Psaltis	5-08-12-33	.8072	4-07-29-18
30.	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31.	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32.	ANITRA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33.	TAMBOO	R. J. Green	5-17-18-24	.7567	4-07-53-50
34.	SHIMAAL	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35.	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36.	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37.	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38.	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39.	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40.	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41.	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42.	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-13-37-15
43.	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58



RAINBOW, One Tonner won for NZ in 1967.

44. ENID	J. C. A. Cockle	4-19-00-17	1.0577	4-14-08-24	16. STARFIRE OF PERTH	D. McAllister	4-10-45-22	.9007	4-00-09-18
45. KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48	17. HUON LASS	H. Calvert	5-02-08-49	.7954	4-01-09-20
46. SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29	18. SALOME	K. Pix	5-08-51-36	.7568	4-01-31-16
47. MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50	19. SALACIA	A. Byrne	5-01-57-10	.7945	4-01-53-29
48. SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41	20. WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-01-57-59
49. MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38	21. CALLIOPE	C. Middleton	5-15-18-36	.7323	4-03-05-15
50. SEPTEMBER SONG	T. Palmer	6-00-55-19	.7690	4-15-26-43	22. JUPITER	P. Yates	5-02-04-20	.8120	4-03-07-21
51. MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42	23. ADRIA	J. Grubic	4-23-32-57	.8360	4-03-56-35
52. RIVOLI	F. F. Varcoe	6-05-10-45	.7619	4-17-39-34	24. BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-04-18-20
53. SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53	25. ODIN	L. Abrahams	5-07-13-30	.7959	4-05-15-30
54. ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48	26. LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-24-41
55. SOUTHERN MYTH	N. C. Howard	5-20-51-02	.8250	4-20-12-06	27. RENEGADE	J. Lidgard	5-14-30-48	.7654	4-06-57-23
56. SEA BEE	J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05	28. SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
57. CAROL ANNE	P. Battersby	6-03-23-25	.8016	4-22-08-52	29. CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
58. SEA WITCH	C. R. Forbes	5-23-32-31	.8271	4-22-43-24	30. GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
59. LOLITA	N. G. Cassin	6-18-40-45	.7684	5-05-00-09	31. ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
60. ATAMAN	E. A. Brodie	7-08-01-45	.7451	5-11-09-33	32. CEDALION	R. Fidock	5-23-40-45	.7474	4-11-23-08

FASTEST TIME: PEN DUICK III

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

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

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.

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KOOMOLOO, winner in '68.

59.	ZILVERGEEST	A. Murray	5-08-26-56	.7375	3-22-43-51
60.	SISKA	R. Tasker	4-01-59-18	.9745	3-23-29-22
61.	SHI BUI	A. Wallis	4-23-55-10	.7973	3-23-36-42
62.	ANITRA V	G. Barwick	5-01-29-57	.7883	3-23-46-40
63.	MISTRESS	W. Pettingell	5-07-27-54	.7690	4-00-28-57
64.	ENID	W. MacRae	4-08-07-12	.9577	4-03-42-56
65.	FOUR WINDS II	S. Gibson	5-07-40-24	.7908	4-04-57-50
66.	MAKARETU	N. Gosson	5-05-32-22	.8293	4-08-06-35
67.	TOREA	G. Stern	5-06-16-13	.8256	4-08-14-55
68.	FIDELIS	J. Davern	4-05-17-29	1.0431	4-09-39-25
69.	DORADO	J. Lake	5-23-57-11	.7366	4-10-02-08
70.	MYRA	A. Eklund	6-08-47-15	.7226	4-14-24-15
71.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-15-33	.7476	4-15-35-10
72.	FRANKLIN	R.A.N.	5-20-53-40	.8014	4-16-54-46
73.	WRAITH OF ODIN	B. & D. O'Brien	5-08-40-18	.8816	4-17-26-12
74.	EVEN	W. Gibson	5-06-51-20	.9507	5-00-36-05
75.	DIVA JANA	D. Kelly	6-08-02-16	.8154	5-03-58-18

FASTEST TIME: CRUSADE

RETIRED: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZON I (R. George), UTEIKAH IV (P. Fowler).

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



MORNING CLOUD, Ted Heath's 1969 winner.

1969

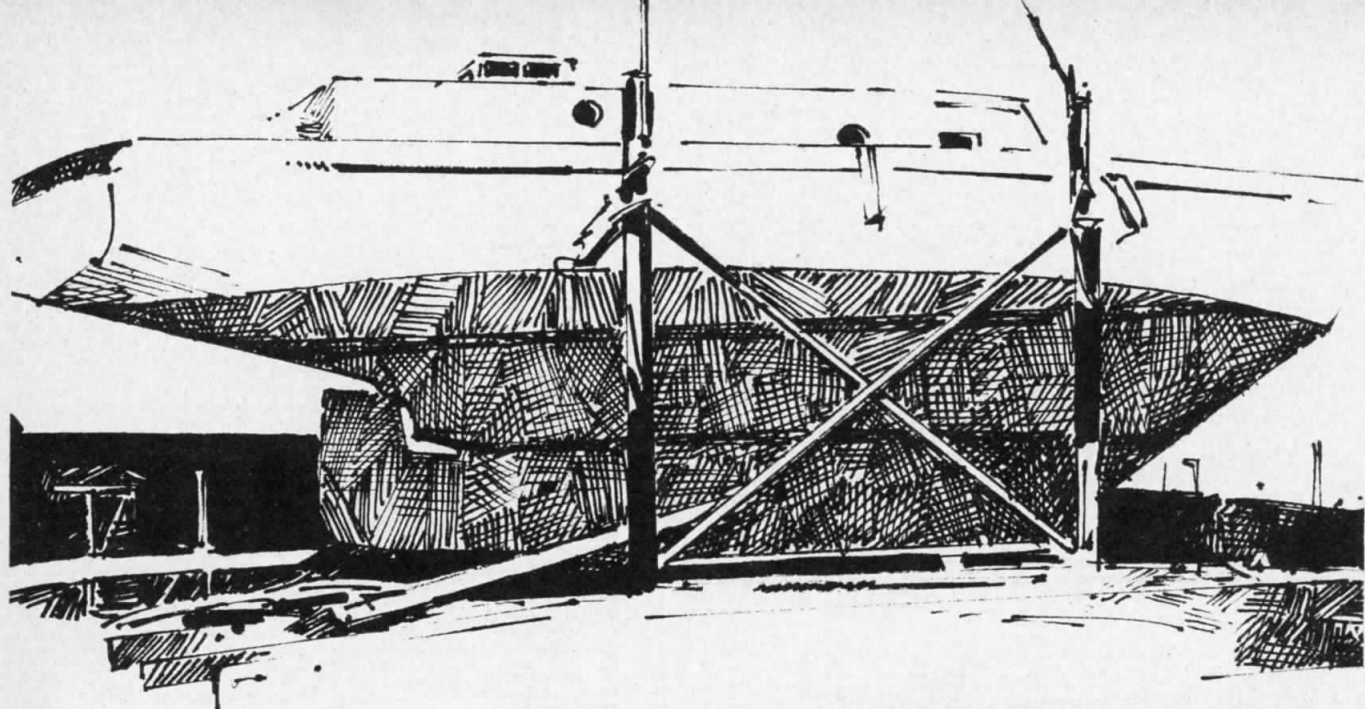
(Times are given in days, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MORNING CLOUD	E. Heath	4-05-57-53	.7496	3-04-25-57
2.	PROSPECT OF WHITBY	A. Slater	4-00-19-19	.8024	3-05-17-19
3.	SALACIA	A. Byrne	4-02-40-57	.7945	3-06-24-11
4.	THUNDERBOLT	G. Shields & F. Thomas	4-06-35-05	.7644	3-06-24-56
5.	TINA OF MELBOURNE	B. Scott	4-06-07-44	.7690	3-06-32-13
6.	MERCEDES III	H. Kaufman	4-02-47-55	.7972	3-06-45-44
7.	BOAMBILLEE	V. Walsh	4-06-31-03	.7690	3-06-50-09
8.	MORNING AFTER	R. Hill	4-08-40-39	.7541	3-06-56-14
9.	REBEL	B. Wilson	4-06-43-05	.7690	3-06-59-24
10.	BANDIT	M. Tostevin	4-06-45-34	.7690	3-07-01-18
11.	CAVALIER SEUL	D. P. Cavalier	4-07-05-03	.7672	3-07-05-10
12.	WARRI	W. Hart	4-07-20-01	.7690	3-07-27-49
13.	RENEGADE	J. Lidgard	4-08-23-23	.7663	3-07-59-37
14.	OUTRAGE	Colson Bros.	4-08-49-03	.7707	3-08-46-58
15.	HOTSPUR	P. Packer	4-08-35-51	.7739	3-08-56-52
16.	GILLAWA	A. Wildman	4-09-43-18	.7681	3-09-12-17
17.	RAGAMUFFIN	S. Fischer	3-22-50-26	.8598	3-09-32-38
18.	CAPRICE OF HUON	G. Ingate	4-04-31-36	.8142	3-09-50-55
19.	MOONBIRD	N. Brooker	4-10-31-12	.7690	3-09-54-49
20.	MORANDOO	W. Rice	4-14-38-10	.7424	3-10-08-10
21.	VAGO	H. Takeda	4-09-02-21	.7821	3-10-09-04
22.	SATANITA II	D. Wilkie	4-02-08-02	.8376	3-10-11-48
23.	SUNDOWNER	R. Swanson	4-02-47-04	.8330	3-10-17-14
24.	VENINDE II	G. Jorgensen	4-11-13-05	.7690	3-10-27-02
25.	ODIN	L. Abrahams	4-07-36-23	.7959	3-10-27-36
26.	BALANDRA	R. Crichton-Brown	4-02-19-39	.8414	3-10-43-50
27.	MELITE	I. Brodziak	4-11-44-23	.7690	3-10-51-07
28.	MAIO ROSALINDE	B. Finch	4-14-13-56	.7545	3-11-10-12
29.	SARACEN II	J. Morris	4-13-08-15	.7623	3-11-11-43
30.	CRUSADE II	M. Aitken	3-15-07-40	.9561	3-11-18-10
31.	CORROBOREE	J. White	4-08-07-40	.8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	.7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	.7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	.7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-05	.7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	.7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	.7541	3-12-46-03
38.	ROULETTE II	F. Andrews	4-07-58-26	.8171	3-12-57-24
39.	SALTY TIGER	J. Powell	4-01-11-27	.8794	3-13-28-10
40.	SALOME	K. Pix	4-17-39-40	.7559	3-13-54-29
41.	AKALA	J. Bleakley	4-15-27-57	.7736	3-14-13-47
42.	MYTH OF ARRAN	D. Reid	4-03-19-55	.8722	3-14-38-14
43.	CARINA	P. Daniel	4-21-35-47	.7420	3-15-15-23
44.	PATSY	F. Duffield	4-12-58-49	.8012	3-15-18-54
45.	ADRIA	J. Grubic	4-08-55-29	.8360	3-15-43-01
46.	CAMELOT	R. 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.	MYTH OF BRIGHTON	G. Chapman	4-07-58-46	.8655	3-17-59-38
52.	DESTINY II	G. Evans	5-03-44-40	.7307	3-18-25-12
53.	SANCHO	R. Langman	4-23-53-45	.7548	3-18-29-50
54.	SARNIA	G. Warner	4-08-24-33	.8801	3-19-53-26
55.	WINSTON CHURCHILL	J. Gilliam	4-20-18-09	.7948	3-20-26-13
56.	WEATHERLY	J. Gilliam	4-20-18-09	.7948	3-20-26-13
57.	PHANTOM OF BRIGHTON	J. Attwood, G. Macted & K. Harry	4-23-51-08	.7719	3-20-30-50
58.	CAPUCINE	R. Breaney	5-03-43-33	.7487	3-20-38-01
59.	MONSOON	Sturrock & Monney	4-23-03-40	.7795	3-20-48-29

1970

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PACHA	R. Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2.	RAGAMUFFIN	S. Fischer	3-20-42-28	.8869	3-10-13-20
3.	SALACIA II	A. W. Byrne	3-22-09-23	.8893	3-11-43-59
4.	KOOMOLOO	N. B. Rydge, Jr.	4-11-35-40	.8150	3-15-41-21
5.	VITTORIA	L. Abrahams	4-11-58-48	.8168	3-16-11-52
6.	TAURUS	A. G. Lee	4-10-29-31	.8301	3-16-29-40
7.	MATIKA	N. Long	4-19-31-17	.7844	3-18-36-53
8.	MORNING MISCHIEF	R. R. Cavill	4-23-46-08	.7590	3-18-54-16
9.	CADENCE	D. Jones	5-04-28-38	.7383	3-19-54-06
10.	BACARDI	P. Cole	4-14-59-31	.8292	3-20-02-04
11.	BUCCANEER	T. E. Clark	3-14-06-12	1.0730	3-20-23-19
12.	TAMBOO	R. Green	5-04-15-22	.7524	3-21-29-24
13.	TINA OF MELBOURNE	B. R. Scott	5-00-30-15	.7767	3-21-35-44
14.	BOOMERANG VIII	P. Joubert	5-03-25-27	.7620	3-22-02-56
15.	CAPUCINE	R. Brenac	5-05-53-05	.7504	3-22-27-50
16.	LOMA	W. Burrows	5-05-34-25	.7524	3-22-28-53
17.	PROSPECTOR	R. Lloyd	5-06-42-33	.7489	3-22-53-32
18.	CHERANA	J. Keelty	5-08-10-58	.7455	3-23-33-36
19.	VENINDE II	G. E. Jorgensen	5-02-43-43	.7815	3-23-54-44
20.	SARLENA	C. McGarry	5-05-39-43	.7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	.7844	4-01-31-04
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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27.	PATSY OF ISLAND BAY	F. R. Duffield	5-00-31-37	.8200	4-02-49-55
28.	CALYPSO	G. G. Wignall	5-12-59-19	.7444	4-02-59-48
29.	ONYA II	P. Rysdyk	5-10-28-56	.7590	4-03-02-10
30.	BALANDRA	Army Eastern Com.	4-20-46-28	.8516	4-03-26-41
31.	WEATHERLY	J. Gilliam	5-04-09-00	.8042	4-03-50-28
32.	DIDGERIDOO	T. Simmat	5-05-51-43	.7961	4-04-11-55
33.	SOUTHERLY	D. Mickleborough	5-12-33-48	.7564	4-04-16-15
34.	FOUR WINDS II	S. W. Gibson	5-07-07-21	.7961	4-05-12-07
35.	PATRICE	R. Kirby	5-05-36-41	.8068	4-05-20-35
36.	ANITRA V	Sir Garfield Barwick	5-07-50-35	.7942	4-05-31-98
37.	ASTELOT	P. Zalai	5-15-31-53	.7651	4-07-41-42
38.	UTIEKAH IV	P. C. Fowler	5-11-35-21	.8068	4-10-09-57
39.	DESTINY II	G. Chapman	5-03-24-36	.8617	4-10-20-32
40.	AKALA	J. Bleakley	5-19-41-17	.7689	4-11-24-22
41.	BOOMERANG VII	P. Hill	5-04-07-37	.8675	4-11-40-48
42.	FRANKLIN	Royal Aust. Navy	5-15-33-53	.8060	4-13-15-54
43.	NATANI	O. Trewartha	6-04-23-35	.7428	4-14-13-34
44.	ILINA	J. Court	5-04-21-54	.8937	4-15-08-42
45.	ALCHERINGA	J. Bridgland	5-12-28-39	.8481	4-16-21-15
46.	ANACONDA	J. Grubic	5-01-37-14	.8805	4-20-46-20
47.	SOUTHERN MYTH	N. C. Howard	6-04-28-29	.8255	5-02-33-57

FASTEST TIME: BUCCANEER

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

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

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

FASTEST TIME: KIALOA II

RETIRED: MARIA, MISTRESS, VAN DIEMEN.

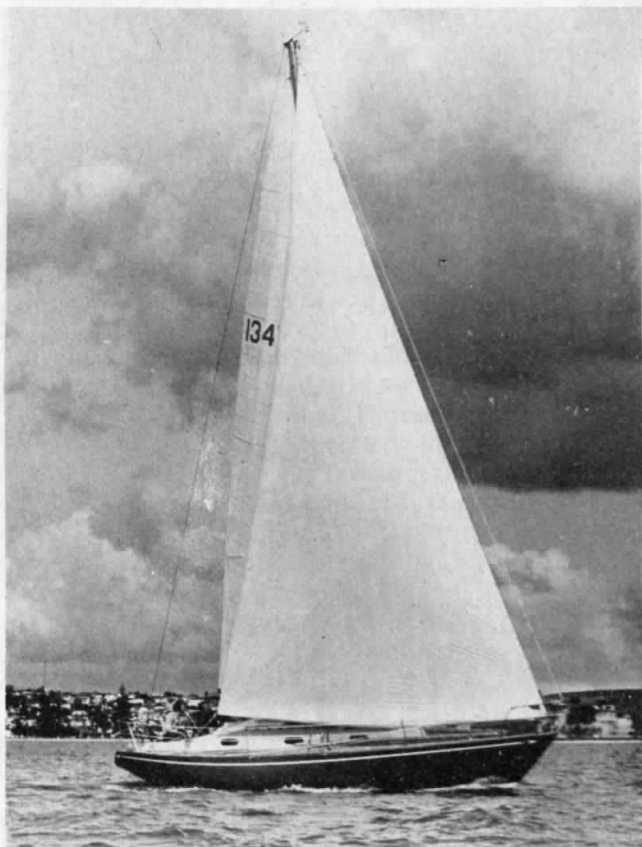


PACHA, first in 1970.

1971

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PATHFINDER	B. Wilson	4-00-02-04	.7835	3-03-14-34
2.	RUNAWAY	J. Lidgard	4-01-00-50	.7844	3-04-05-51
3.	WAI-ANIWA	R. H. Walker	4-01-15-07	.7844	3-04-17-03
4.	MORNING CLOUD	E. Heath	3-21-58-57	.8141	3-04-30-40
5.	TAURUS	A. G. Lee	3-21-05-48	.8266	3-04-57-13
6.	CERVANTES IV	R. C. Watson	3-23-55-11	.8077	3-05-28-26
7.	PROSPECT OF WHITBY	A. Slater	3-20-54-02	.8362	3-05-41-00
8.	KOOMOOLOO	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. Farfor	4-09-08-27	.8077	3-12-55-19



PATHFINDER, another NZ One Tonner, in 1971.



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Cat pleasure craft diesel engines are the smallest, lightest marine diesels in their horsepower class—and they fit any boat 22 ft. or longer.

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Pictured: the Savage 33ft. cabin cruiser.

Dimensions: length 33 ft. — beam 13 ft. 3 ins. — draught 2 ft. 10 ins.

Fuel Capacity: 360 gal.

Engines: 2 Caterpillar 3160 pleasure craft diesels, developing 203 SHP @ 2800 RPM.


Propellers: 18 in. x 18 in. 3 blade.

Reduction: Twin Disc MG 506 1.5:1.

Cruising Range: 500 miles.



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Navigation instruments for the yachtsmen who know

Wind direction indicators & anemometers

The HENGIST and HORSA together provide a highly accurate wind direction and speed measuring system employing a combined electrical pick-up unit at the masthead and three dials, giving 'fine' and 'coarse' displays of apparent wind direction, and a scale reading of wind speed. These precision instruments give the high standards of accuracy required for 'tuning' and sailing modern ocean and class-racing yachts. Three versions are available: Model A for ocean racing and the larger cruising yachts, Model B for land based installations, and Model C for yachts in the 'half-ton' and 'quarter-ton' categories.

General Specifications

- The main instrument cases are die-cast in type LM6 aluminium-silicon alloy and coated in grey nylon by a fusion process. They are hermetically sealed to provide complete protection for the electronic components against moisture and dust and a desiccator is fitted which may be withdrawn for re-activation when necessary.
- All fastenings, control shafts etc., are in stainless or passivated steel, and shafts are hermetically sealed.
 - Plugs and sockets are in palladium-plated brass or anodised aluminium and are hermetically sealed.
 - All indicators are sealed against ingress of moisture to prevent condensation on the inside of the glass windows.
 - All instruments are designed to withstand mechanical shock and vibration forces of up to 40g and to operate over the temperature range 0°-60°C.

Echo sounder

The HECTA echo sounder is a highly accurate depth measuring instrument for yachts and other small vessels. Eight models are available for measuring depths in feet and fathoms or in metres. Some models are powered by internal batteries of standard mercury type and all models incorporate switched ranges to give high accuracy and discrimination in shallow water. Other models use the ship's d.c. supply and measure to greater depths. Two models are provided with a separate case for the transmitter unit which provides the high power necessary for long range echo sounding. Most models employ only the meter form of display. Depth is indicated by a bold white pointer moving over a circular scale having white markings on a black background and may be simultaneously presented to the helmsman on a large repeater dial in the cockpit. Some models employ the rotating lamp type of display and also include facilities for the connection of a meter repeater.

HARRIER combined log and speedometer, HERMES speedometer and HOUND amplifier

The HARRIER is a highly accurate electronic log and speedometer. Distance run is recorded in steps of one-hundredth of a nautical mile, to a total of 10,000 miles at the control unit, and at an optional remote repeater unit with zero reset button. The log, operating on digital principles, retains its accuracy indefinitely. Speed is indicated on a two-inch (5 cm) dial at the control unit and at one or two optional four-inch (10 cm) sealed repeaters. Resettable log repeaters are available for use with control units that are fitted with the extra socket required for this purpose. Please specify when ordering. Models are available to suit maximum boat speeds of 10, 15, 20, 30, 40 or 60 knots respectively.

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WEATHER: The fleet had light to moderate north to nor'east 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 south-west. Finally, as the bulk of the fleet approached the Tasmanian coast, the wind swung round to the north-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.

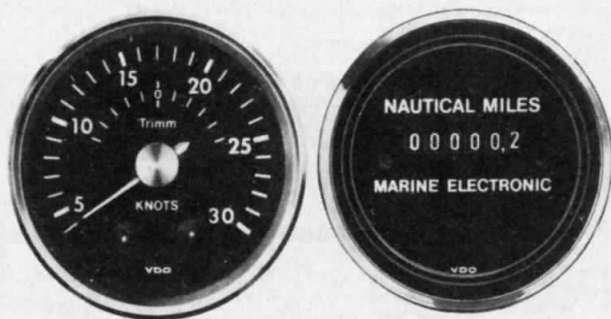
1972

(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.	ESCAPEDE	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	.7555	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. Farlor	4:13:20.27	.7882	3:14:10.56
31.	SALACIA	F. W. Thomas	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.	JANZOON 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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Distance Counter Connection is made to the speed indicator. The counter registers the distance in nautical miles. With only one speedometer, a second distance counter may be fitted.

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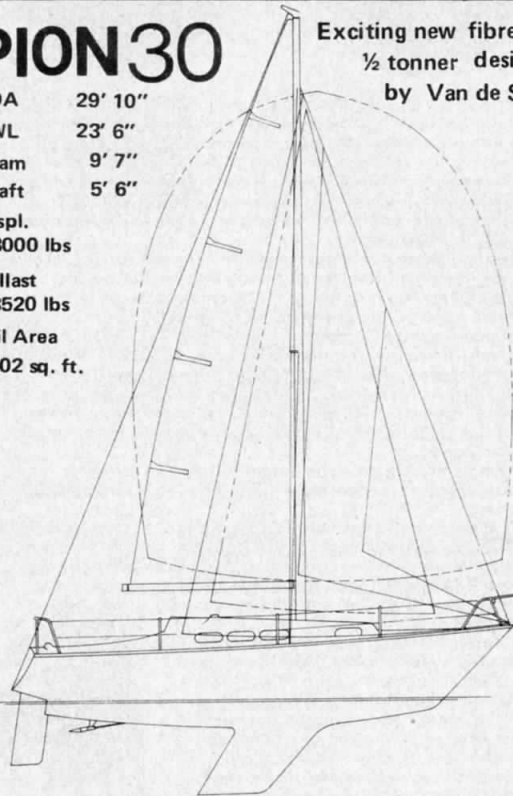
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72. EVEN	W. J. Gibson	5-06-17-31	.8813	4-15-18-03
73. SYLPH VI	I. A. North	6-19-28-00	.7240	4-22-20-59
74. NIRIMBA	Royal Aust. Navy	6-20-34-48	.7276	4-23-44-54
75. SIROCCO	J. L. Ward	5-08-21-09	.9409	5-00-46-00

FASTEST TIME: AMERICAN EAGLE

RETIRED: ANACONDA, BACARDI, NOCTURNE, KIDNAPPER.

WEATHER: The CYC put back the starting time to 12 noon EAST to give the afternoon seabreeze time to catch up with daylight saving and the huge fleet started in a light nor'easter. The breeze continued light to moderate for the first two hours of the race, giving the fleet a spinnaker run down the NSW coast. The leaders gybed off Jervis Bay and they reached down almost to Twofold Bay before a fresh southerly came in. After a few tacks off Cape Howe, most of the fleet were able to sail across Bass Strait on a close fetch in the fresh sou'wester. With the wind abeam from the west and nor'west, the leaders continued to make a fast reach down the Tasmanian coast. Then without warning the leaders were hit by a fierce southerly change gusting to more than 40 knots. But as they approached the Iron Pot, the leaders ran in a series of frustrating calms as the rest of the fleet battled a Force 7 gale of the East Coast. However, as the front passed, almost all the fleet were to suffer the same frustrations as they sailed a "stop-go" course up the Derwent. The race was a long drawn-out affair as the smaller yachts had to battle headwinds down the East Coast, round Tasman Island and then across Storm Bay — most of them also encountering the fickle winds of the Derwent.



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1973

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

1	CEIL III	W. Turnbull	3-12-05-34	.7786	2-17-28-28
2	PROSPECT OF WHITBY	A. Slater	3-07-49-47	.8471	2-19-29-48
3	RAMPAGE	P. Packer	3-12-44-57	.8031	2-20-03-43
4	TAURUS	A.G. Lee	3-11-52-25	.8147	2-20-19-54
6	IMPROBABLE	D.W. Allen	3-07-09-56	.8666	2-20-36-17
7	SUPERSTAR	E.A. Graham	3-09-35-10	.8410	2-20-36-50
8	LOVE AND WAR	P. Kurts	3-08-27-31	.8547	2-20-46-05
9	RAGAMUFFIN	S. Fischer	3-07-47-16	.8674	2-21-02-54
10	QUAILO III	D. Parr	3-06-06-22	.8853	2-21-08-50
11	MARY BLAIR	P. Riddle	3-13-04-25	.8175	2-21-32-51
12	QUEEQUEG	M. Dowling	3-09-16-34	.8564	2-21-36-17
13	BARNACLE BILL	D. Johnstone	3-12-33-45	.8237	2-21-39-14
14	CALLIPYGE II	A. Streichenberger	3-11-57-35	.8311	2-21-46-44
15	POLARIS	L.H. Savage	3-13-19-25	.8205	2-22-00-29
16	MATIKA	A. Pearson	3-21-07-49	.7538	2-22-12-05

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17	PACHA	Sir R. Circhton-Brown	3-06-41-56	.8957	2-22-29-25	62	CARDINAL PUFF	P.D. Rundle	5-01-52-55	.6881	3-11-52-00
18	APOLLO	P. Jolly	3-02-12-06	.9541	2-22-47-44	63	INCA	E. Julian	4-03-32-12	.8427	3-11-52-46
19	SKYLARK	J.L. Ward	4-05-17-01	.7034	2-23-14-34	64	WILD GOOSE	I.D. Russell	4-12-22-28	.7741	3-11-53-32
20	PAPILLON	J. Wrightson	3-17-01-24	.8025	2-23-26-28	65	ALI BABA	B.P. Walpole	4-16-04-04	.7551	3-12-37-20
21	TEQUILA	D'Arcy Whiting	3-11-09-02	.8613	2-23-37-03	66	ASTROLABE	A.R. Gear	5-02-17-20	.7034	3-14-01-04
22	SISKA II	Rolly Tasker	3-03-38-14	.9614	3-00-43-03	67	MORNING MIST	A. Neate	4-22-52-27	.7279	3-14-31-42
23	QUICKSILVER	B. Wilson	3-19-01-53	.7990	3-00-44-03	68	BALANDRA	Army	4-10-10-42	.8239	3-15-28-48
24	ONYA OF GOSFORD	P. Rysdyk	3-19-23-46	.7972	3-00-51-39	69	SEQUANA	M.J. Tilley	5-05-33-10	.6973	3-15-32-52
25	PILGRIM	G. Evans	3-21-34-57	.7786	3-00-51-47	70	SOLENT	P.J. & R. Robinson	5-05-46-30	.6974	3-15-42-56
26	MORNING HUSTLER	R. Fidock	4-04-14-30	.7305	3-01-13-35	71	BANJO PATERSON	J. Jarrett	3-23-41-34	.9205	3-16-05-06
27	VARIAG	M. Henrion	4-01-09-43	.7540	3-01-15-36	72	NIRIMBA	Navy	5-01-58-40	.7246	3-16-23-06
28	BUSHWACKER	F.D. Spencer	3-22-08-55	.7786	3-01-18-14	73	NUDUMSKY	L. Fallshaw	5-05-43-25	.7079	3-16-59-59
29	RUNAWAY	I. Gibbs	3-23-43-14	.7696	3-01-39-59	74	HUSTLER	P. Bates & B. Climo	4-05-50-36	.8742	3-17-01-53
30	MORNING MISCHIEF	R.C. Halliday	4-06-16-08	.7213	3-01-45-59	75	OLYMPIA	C. & J. McDermid	5-02-59-00	.7331	3-18-09-32
31	GRANNY SMITH	W. Anderson	4-09-16-22	.7004	3-01-46-54	76	ASTELOT	J.P. Walker	5-03-12-33	.7390	3-19-03-05
32	MARARA	K.H. Flehr	4-04-20-06	.7357	3-01-48-59	77	RENEGADE	D.G. Hogg	5-01-49-45	.7521	3-19-37-40
33	TREVASSA	F.R. Duffield	3-18-33-33	.8192	3-02-11-09	78	MILLUNA	T. Stokoe	4-23-29-25	.7706	3-20-04-45
33	VITTORIA	L.J. Abrahams	3-12-32-12	.8099	2-20-27-58	79	SOU'WESTER	N. Holman	5-11-28-15	.7034	3-20-28-36
34	LOWANA II	K.R. & P. Anderson	3-23-46-55	.7775	3-02-28-13	80	BOOMERANG VIII	A.M. Kelso	5-06-15-44	.7335	3-20-36-47
35	LADY JANE	L.W. Grant	4-01-05-58	.7763	3-03-22-42	81	NIKE	C. Davies	5-03-59-50	.7489	3-20-51-41
36	KISHMUL	J.C. Welson	4-02-13-09	.7741	3-04-01-52	82	DIAMOND CUTTER	A. Sweeney	5-05-45-09	.7387	3-20-53-35
37	PATRICE	R.J. Kirby	3-23-52-21	.7932	3-04-02-45	83	JANZON II	W. Cavill	5-05-11-40	.7437	3-21-06-25
38	MARK TWAIN	R.J. Langman	4-01-41-56	.7786	3-04-04-06	84	PISCES	H. Lewis	4-19-45-51	.8230	3-23-16-26
39	HELSAL	A. Fisher	4-01-32-09	1.0444	3-04-48-03	85	TAWARRI	J. Blug	4-22-53-15	.8025	3-23-24-26
40	GUMBLOSSOM	P. Joubert	4-14-18-06	.7004	3-05-15-19	86	MAKULU	H. Blug	5-22-42-33	.6874	4-02-05-53
41	BOOMAROO III	H.W. Findlay	4-10-02-25	.7305	3-05-27-44	87	WARANA	I. Edwards & P. Sturgess	5-12-24-32	.7661	4-05-26-18
42	SURAYA	K. Steinman	4-07-00-14	.7526	3-05-31-14	88	KORUMBURRA	K. Boston	5-22-56-51	.7274	4-07-58-48
43	KOOMOOLOO	R.K. Young	4-01-27-37	.7961	3-05-35-17	89	SARACEN II	J.H. Jamison	6-02-26-07	.7108	4-08-05-10
44	MAGGIE	J. Duncanson	4-06-49-29	.7600	3-06-08-47	90	VALHALLA	D. Vanderbent	5-07-41-07	.8899	4-17-37-37
45	ANACONDA	J. Grubic	3-19-06-19	.8611	3-06-27-03						
46	RUFFIAN	J. Kinsella	4-00-13-51	.8184	3-06-45-19						
47	MAKARETU	N. Gosson	4-01-20-05	.8097	3-06-48-42						
48	MERCEDES III	K.R. Farfor	4-04-44-18	.7831	3-06-53-17						
49	POITREL II	J. Robson-Scott	4-10-29-33	.7412	3-06-55-55						
50	AQUILA	J. Park	4-13-23-27	.7318	3-08-03-07						
51	KINGURRA	G.A. Warner	3-23-44-09	.8410	3-08-30-50						
52	DUET	J.P. Diamond	4-11-22-47	.7538	3-08-56-33						
53	HELLFIRE	K.L. Turner	4-14-04-19	.7357	3-09-10-40						
54	AQUARIUS	R.E. Francis	4-09-20-33	.7752	3-09-39-41						
55	ZILVERGEEST II	A. Murray	4-17-23-05	.7249	3-10-11-33						
56	FRANKLIN	R.A.N.	4-11-21-28	.7682	3-10-28-19						
57	SIROCCO	T. & P. Firmstone	4-11-01-13	.7710	3-10-30-45						
58	ASSEGAAI	E.R. Rooms	4-19-16-20	.7189	3-10-52-09						
59	CAROL J	J. Oliver	4-12-27-39	.7681	3-11-18-30						
60	BINDA	A.M. Rundle	4-13-43-26	.7595	3-11-20-59						
61	SUNDOWNER	B. Price	3-23-44-54	.8719	3-11-28-58						

FASTEST TIME: Helsal
DISQUALIFIED: Alcheringa, Ruthean.

WEATHER: The key to success in the 1973 Sydney-Hobart race was to keep well to the east of the rhumb line and boats that did this had good breezes all the way. Generally, it was an easy race with running or fast reaching conditions throughout and the only gear-busting conditions came near the finish for the smaller yachts. The race started in a light nor-easter, swinging to the north-west and increasing to 20 knots during the night, then veering to the east and south-east on the second day. Finally it backed again to the north on the third and fourth days with gusts of up to 50 knots which hit the smaller boats with some severity, although none suffered serious damage. The fast reaching conditions enabled Helsal, Apollo and Siska to all better Ondine's previous best elapsed time.

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