

OFFICIAL SOUVENIR PROGRAM

\*\$1.

# SYDNEY-HOBART RACE

AND SOUTHERN CROSS CUP REVIEW

# 1975

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*The Royal Opera House, Covent Garden, London, is distinguished as one of the world's great opera houses. In the foyer, you'll find a marble bust of Dame Nellie Melba, who won her first major success in London in Donizetti's 'Lucia di Lammermoor'. The Royal Opera House is the*

*third theatre to occupy the same site continuously for almost two hundred and fifty years. Just as Covent Garden has maintained the finest traditions of the performing arts, so the House of Dunhill still preserves the finest traditions of the gentle art of smoking.*

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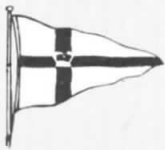
**Sydney-Hobart Race Director**  
G. Barton

**Radio Communications  
Officer**  
G. Barton

**Duty Officer Sydney**  
C.R. Scott

**Press Centre**  
C.R. Scott (OIC)  
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Sir Stanley Burbury, K.B.E.  
Governor of Tasmania

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J.M. Drew, O.B.E.

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J.A. Andrews

**Press Centre**  
R.A. Johnston (OIC)

# 31ST SYDNEY-HOBART RACE 1975

## December 26th 1975

12:00 Noon Eastern Summer Time (0100 hours GMT)

**Official Starter**

His Excellency the Governor-General Sir John Kerr,  
A.C., K.C.M.G., K.St.J., Q.C.

Starter's Boat – H.M.A.S. *Buccaneer*

*organised by*

The Cruising Yacht Club of Australia

*with the co-operation of*

The Royal Yacht Club of Tasmania

SPONSORED BY



Published by the Cruising Yacht Club of Australia, New Beach Road, Darling Point, N.S.W. 2027  
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B. Catters; D. Colfelt; J. Dawson; G. Hutchinson; J. North; C. Scott.

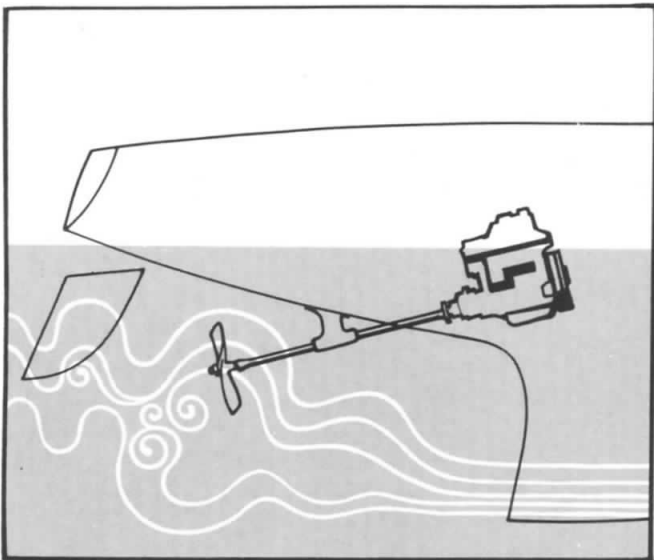
**Editor:** David J. Colfelt

**Printer:** Wymond Morell (Printers) Pty. Ltd. 160 Parramatta Rd., Camperdown N.S.W. 2050

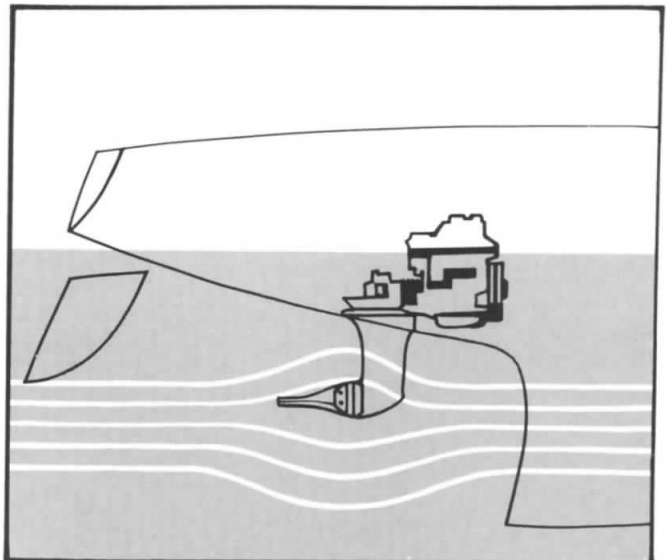
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# How to add an auxiliary engine without it being a drag.



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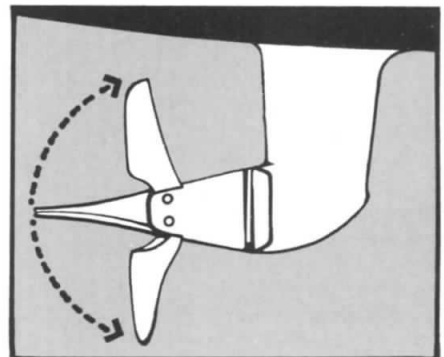
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Sir Francis Chichester was a remarkably astute businessman.

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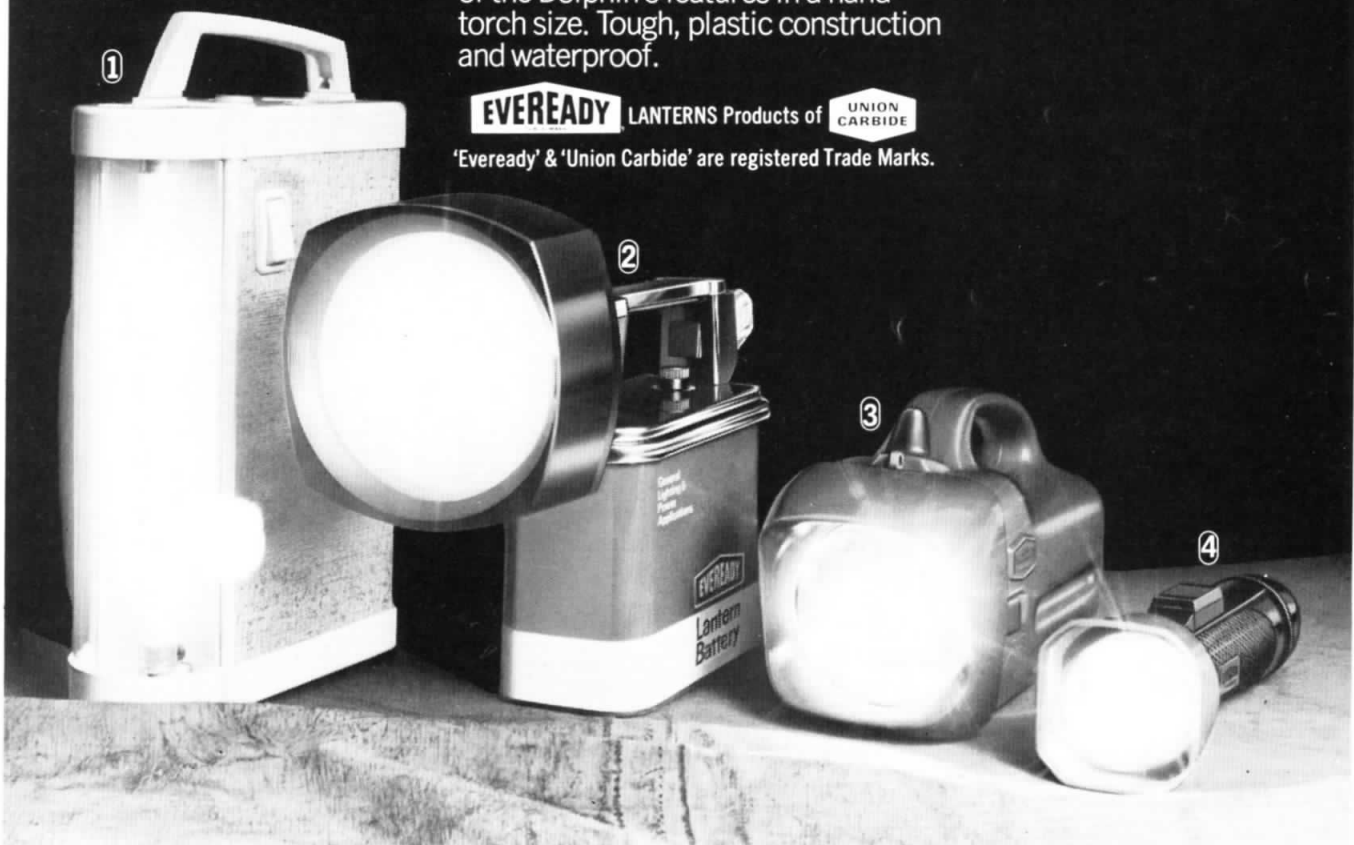
The outdoorsman's lantern. A big, powerful, sealed beam spotlight that shines up to 1000 metres. Also features an emergency red flasher, or a small general purpose light on reverse end.

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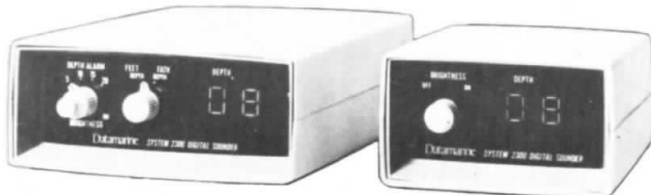


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SEAFARER LOG



SYSTEM 2300

MODEL 2303



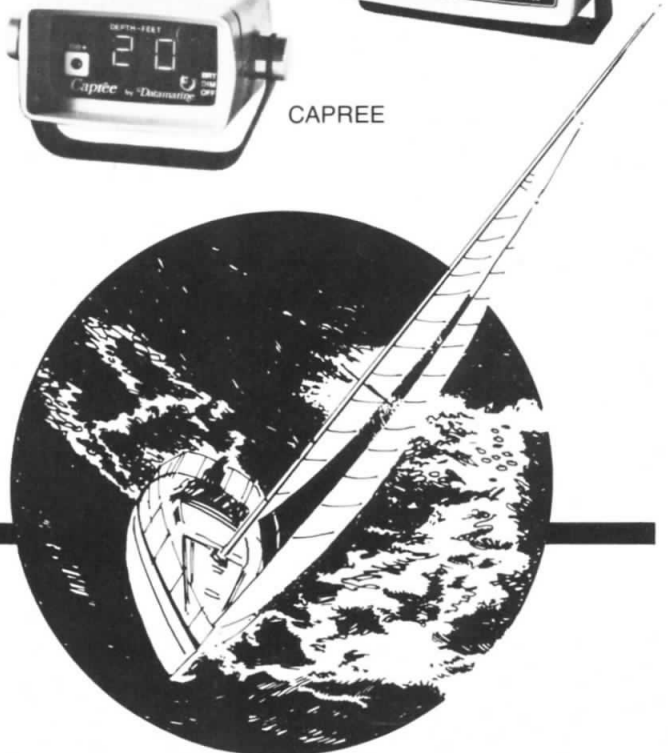
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# Psst! I want to tell you about my nutty insurance broker!

Now I know it's no secret we Aussies don't mind taking a little punt here and there, but STRUTH! You wouldn't believe some of the things this guy has on!

*Say a 95-year-old Hollywood western star is coming out here on his last ego trip; he's booked the Opera House. In his act he does a quick draw and shoots an apple off of you know who's head! This broker would actually insure that all three performances will go off without a hitch.*



This guy is insuring wine makers against bush fires this summer . . .



*. . . film producers against damage to footage or delays due to temperamental actors . . .*

*. . . blue water sailing types going to Hobart, Tahiti — even racing around the world . . .*



*He has even insured an Australian Mt. Everest expedition against their Sherpas catching flu! Fair dinkum!*



This guy prides himself that he built his company on his willingness to tackle insurance problems that others shy away from. No, his name's not Lloyd; but just talk to his team of executives. I may be a one-eyed wicket keeper, but I know a good broker when I see one.



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# COMMODORES' MESSAGES



## CRUISING YACHT CLUB OF AUSTRALIA



*With each year the Sydney-Hobart Race becomes more established as one of the great races in the Long Ocean Racing Calendar. And this race — the 31st — will be strongly contested by a large number of entries of both Australian and Overseas boats. This year being a year when the Southern Cross Series is contested we have*

*teams representing the U.K., Japan, U.S. and New Zealand competing.*

*For the first time we are sponsored, an action made necessary by escalating costs. We are very pleased to welcome T.A.A. and thank them for their assistance. The effect of sponsorship can only mean an increased interest in the Race among the general public and ultimately must result in benefit to ocean racing as a whole.*

*On behalf of the Cruising Yacht Club of Australia, I extend thanks to all who work towards the continuing success of this event with special thanks to the Royal Yacht Club of Tasmania for their full cooperation.*

*Best wishes to all competitors and may we have good even weather conditions that ensure that the best boat wins.*

*J.P. Diamond  
Commodore*



## THE ROYAL YACHT CLUB OF TASMANIA



*It is always easy to say that something is the biggest and the best. This year it would appear that the Sydney-Hobart Race is really going to be the biggest ever, and, I hope, the best.*

*The race has a lot going for it. The Southern Cross Cup Series will give the keen types a worthwhile pipe-opener, whilst the level rating*

*regatta, to be held after the Hobart, will allow the ton classes to prove, or disprove, their efforts in the major race.*

*The popularity of the Sydney-Hobart Race remains unflinching. The time of the year coupled with a race that is long but not too long, a promise of the usual spice of some hard weather around Tasmania — all go to create intense interest. The fact that the finish is at an attractive dock where every yachtsman knows he will be more than welcome adds to the appeal, and more and more yachtsmen from all over the world are drawn to the Race despite Australia's remoteness in a yachting sense. May this situation continue to develop, for there is no course on the Australian Coast which can compare with it.*

*As Commodore of the Royal Yacht Club of Tasmania, I wish all competitors interesting sailing and promise them the best of welcomes in Hobart.*

*J.M. Drew  
Commodore*

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H.M.A.S. *Buccaneer* — Official Starters Boat

## APPRECIATION

*The Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation of 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 Clubhouse, their efforts include manning the finishing line 24 hours of the day, — the provision of 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 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, TAA, Caltex Oil (Australasia) Ltd, Honeywell Pty Ltd, AWA, the Maritime Services Board of NSW, the Water Police of NSW, the Department of Civil Aviation, the Department of Shipping and Transport, the Royal Volunteer Coastal Patrol, Mr. V. Bahr, Regional Director, NSW Bureau of Meteorology, and the Royal Australian Navy for their contribution towards making the race the success it always is.*

### Photographic credits

We are indebted to many for the photographs appearing in this program. The following list may be incomplete, for which we apologise; many photographs obtained from C.Y.C. files date back many years and not all have had ready identification on them. For those whose photographs appear without recognition hereunder, we hope some quiet consolation will be taken in the fact of publication.

Ambrose Greenaway • *Auckland Star* • Beken of Cowes, UK  
 • Brian McKay, Auckland • Brian Curtis, Hobart • Colin Rowe, Plymouth, UK • Cantours Marine Studios, UK • David Cofelt, Sydney • Douglass Baglin, Sydney • *Evening Post*, Wellington • H. Okamoto, Japan • Ian McKenzie, Melbourne  
 • John Hearder, Sydney • J.F. Fitzpatrick • John Carnemolla, Sydney • Laurie Andrews, Gosford • Malcolm Gray, Adelaide  
 • *Manly Daily*, Sydney • Marine Photos, Auckland • Mirror Newspapers • *Modern Boating* • Norman Danvers, Sydney • Photo Patrol, Sydney • Polkinghorne & Stephens • Qantas • Royal Australian Navy • Stanley Rosenfeld, Newport, R.I. • Steinward Studio, Sydney • *The Australian* • *The Daily Telegraph* • *The Financial Times* • *The Mercury*, Hobart • United Press International • West Australian Newspapers, Perth

## ATTENTION NAVIGATORS

TAA, Official Sponsor of this year's Hobart Race, is offering a prize to all navigators for the best log book of the race. The prize is a week in Perth for two, travel and accommodation paid by TAA.

To qualify Navigators must use a handsome log book supplied by TAA to be issued at the Race briefing. The log is to be handed in at the finish of the Race with the same time limitations as the yacht's declaration. Judging will be by Gordon Marshall, C.Y.C.A. Director and Navigation Instructor. The winner will be announced at the formal prize giving.

Gordon Marshall explains his criteria as follows.

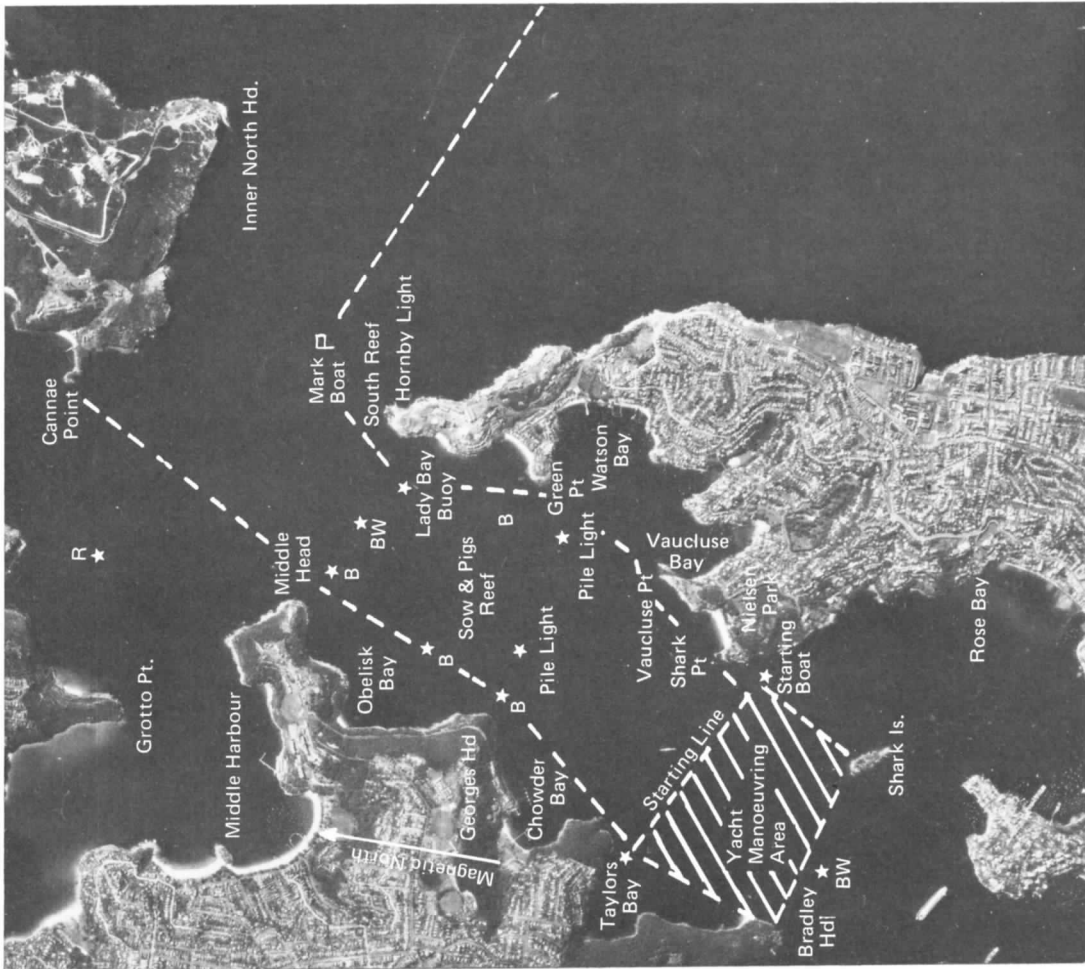
*It is desirable that the log book be used as the day to day record of the yacht's journey and thus be kept as a running journal. It should not be written in the comfort of Constitution Dock at the end of the race while declaration time is still available.*

*It is conceivable that a yacht's log book may suffer wear and tear during a race, unlike those kept in the dry confines of a steamer's bridge, but due care should be taken to see that a neat legible record is preserved.*

*To summarise, the sort of log book I expect will win this prize, would be one which a Marine Court of Enquiry would compliment the navigator should they have been investigating, say, a serious accident at sea. The more relevant information it holds, such as radio plots, details of both celestial and land fixes etc., as well as the customary courses, distances, speeds, etc. the better. It goes without saying that I confidently anticipate the standard to be extremely high, and that judging the ultimate winner is bound to be difficult.*

This appears an excellent opportunity to continue to promote excellence in navigation, a C.Y.C. objective for many years now.

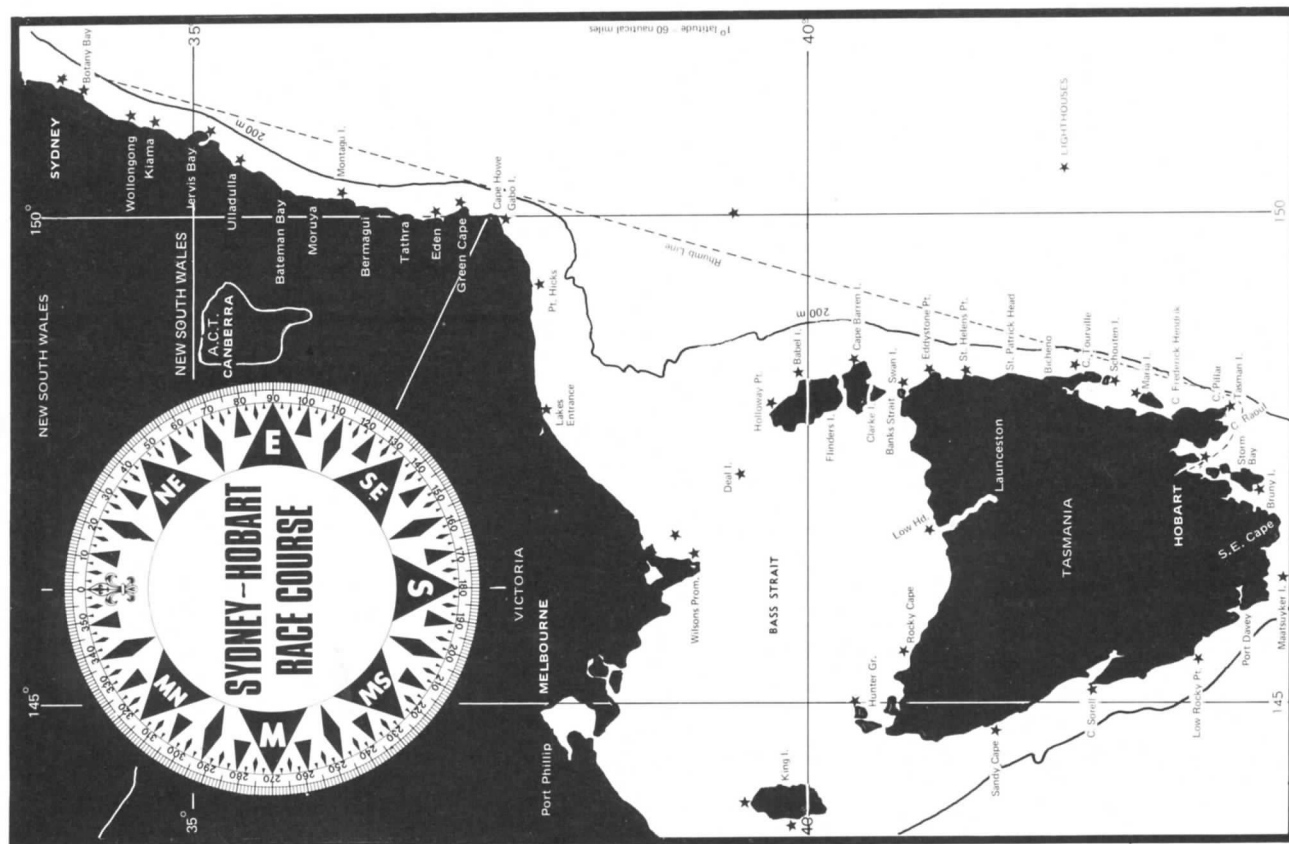




## THE START

**Time:** 1200 hrs (noon) EST (0100 hrs GMT). **Warning Signal:** Ten minutes before the start an orange ball hoisted on the Official Starter's Boat and gun fired. **Preparatory Signal:** Five minutes before the start, an orange cone hoisted and a gun fired. **Starting Signal:** both warning and preparatory signal shapes lowered and a gun fired (at 12 noon).

A record number of yachts will crowd this year's yacht manoeuvring area and starting line. Maritime Services Board patrol craft will be enforcing the spectator limit line (see above). Spectator craft will not be permitted inside the area bordered by a dotted line, which is a corridor extending between Shark Island and Bradley's Head on the south to Cannae Point and a mark boat off South Reef to the north, and on out the Heads. To give all Race participants a fair and even chance without interference by wake or obstacle, spectator craft are requested to stay well clear of the fleet at all times until they have manoeuvred into open sea. For spectators onshore, the natural amphitheatre foreshores of Nielson Park, Chowder Head and Ashton Park provide ideal viewing of the actual start, while the north and south headlands provide grand views of the fleet heading out to sea.



## THE COURSE

is from Sydney Harbour to the finish line in the River Derwent, leaving Tasman Island to starboard (right). Distance approximately 630 miles. The fastest time this course has ever been completed is 3 days 1 hour 32 minutes 9 seconds by *Helsal* in 1973.



# RADIO COMMUNICATIONS

This year we have a new Radio Relay ship, *Mascarin II*, owned and supplied by Tasmanian Steel Yachts. She is a 55' offshore motor vessel. Her twin diesels have a range of over 2,500 miles of 9 knots. Her equipment includes 24 mile radar, auto pilot, echo sounder and additional radio equipment installed for the event.

Throughout the race, three daily scheds will be undertaken with the fleet as well as an additional six ashore — an extremely busy schedule.

Information on progress is relayed simultaneously to the C.Y.C.A. and R.Y.C.T. live, all communications with the two Clubs being via the telephone subscriber service.

This year, our regular supporter, AWA, has again provided a Marconi Falcon II SSB set having 150 watts input and a range of 66 frequencies, of which 27 are used. In addition, AWA is providing two of its latest 120 watt SSB sets as backup equipment.

Since 1967 the use of computer time sharing facilities for the preparation of progressive race results has been provided free of charge by Honeywell. With this facility, overall positions on handicap can be estimated after each sched which makes a great contribution to maintaining public interest in the progress of the race. Honeywell is also providing the R.Y.C.T. with a telex machine which will enable that Club to pick up the computer positions from Melbourne.

The C.Y.C.A. and R.Y.C.T. are deeply grateful to AWA, Honeywell and Tasmanian Steel Yachts for the provision of this equipment and service; they represent a tremendous benefit.



*Mascarin II*. Skipper J. Brettingham-Moore, Watchkeeper G. Crundwell (2), C.Y.C.A. Representative P. Cosgrave (16), R.Y.C.T. Representative T. Loney, Radio Operator B. Oliver (15), ABC Sporting Broadcaster G. Bray, Cook (to be appointed), AWA Radio Technician (to be appointed).

## ABC BROADCAST SCHEDULE

### WEATHER

#### Friday, December 26th

0800-0802 2BL  
2302-2304 2BL

#### Saturday, December 27th

0730-0732 2BL/VLI  
1858-1900 2BL/BLI

#### Sunday, December 28th

0740-0745 7ZR  
0830-0836 7NT/7QN  
1240-1245 7ZL/7NT/7QN  
2400 7ZR/7NT/7QN

#### Monday, December 29th

0742-0745 7ZR/7NT/7QN  
1350-1355 7ZL/7NT/7QN  
1855-1900 7ZR/7NT/7QN  
2400 7ZR/7NT/7QN

#### Tuesday, December 30th

as for Monday 29th

#### Wednesday, December 31st

as for Monday 29th except  
0002-0005 7ZR/7NT/7QN

### PROGRESS REPORTS ABC Radio 1

#### Friday, 26th December

1828-1833  
2250-2300

#### Saturday, 27th December

1045-1055  
1828-1833  
2250-2300

#### Sunday, 28th December

1050-1100  
1821-1825  
2250-2300

#### Monday, 29th December

1050-1100  
1830-1835  
2250-2300

#### Tuesday, 30th December

1045-1055  
1838-1843  
2250-2300

#### Wednesday, 31st December

1045-1055  
1838-1843  
2250-2300

### Frequencies

Radio 1	2BL	740KHz
Radio 1	7ZR	940 KHz
Radio 2	7ZL	600 KHz
Radio 3	7NT	710 KHz
Radio 3	7QN	630 KHz
SW	VLI	6090 KHz



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particular skin type the protection it needs. Therefore, when selecting the Sea & Ski product best suited to your skin type it's most important that you consult the suncare guide or pharmacy assistant.

It is advisable that to maintain correct thickness required for desired protection, that Sea & Ski be re-applied every 2 or 3 hours, after excessive perspiration, or after showering or swimming.

### SEA & SKI SUNCARE GUIDE

SEA & SKI PRODUCT	Average percentage of burning rays screened out	FOR YOUR SKIN TYPE
<b>BLOCK OUT<sup>®</sup></b> (Contains: Isoamy I-p-N, N-dimethylaminobenzoate) Alcohol 70%)	<b>99%</b>	For fair skins that burn easily and <b>must</b> have maximum protection. Non-greasy, long-lasting. Tested under extreme conditions, Block Out Protection continues even after exercise, perspiration or bathing.
The Block Out formulation has been proven in 3 years of extensive clinical tests by top authorities. All Sea & Ski preparations except Tanfastic contain Aminobenzoate esters—the most effective group of sunscreens agents available.		
<b>SUNTAN LOTION<sup>*</sup></b> (Contains glyceryl p-aminobenzoate)	<b>92.5%</b>	For fair skins that want to tan but still need high protection, especially children.
<b>DARK TANNING OIL<sup>*</sup></b> (Contains isoamy I-p-N, N-dimethylaminobenzoate)	<b>89%</b>	For darker skins that want a deep tan while still needing adequate protection.
<b>INDOOR/OUTDOOR<sup>*</sup></b> (Contains isoamy I-p-N, N-dimethylaminobenzoate and dihydroxyacetone)	<b>89%</b>	For those who want to tan out of the sun; gives protection when in the sun.
<b>GOLDEN TAN</b> (Contains isoamy I-p-N, N-dimethylaminobenzoate)	<b>87.6%</b>	For skins that tan easily but need some protection against burning and drying.
<b>DARK TANNING LOTION<sup>*</sup></b> (Contains glyceryl p-aminobenzoate)	<b>70%</b>	For darker skins that want a deep tan while still needing adequate protection.
<b>CRAZIE ZINCS</b>	<b>98%</b>	Fun coloured zinc cream for nose and face protection.

7340 \*Figures in this chart are adaptations from the reports in the Medical Journal of Australia (1972), 2, 1448, and the New England Journal of Medicine, (1969) Vol. 280, 1459.



# SEA & SKI<sup>®</sup>

If still in doubt about the right Sea & Ski product for you, consult your pharmacy.

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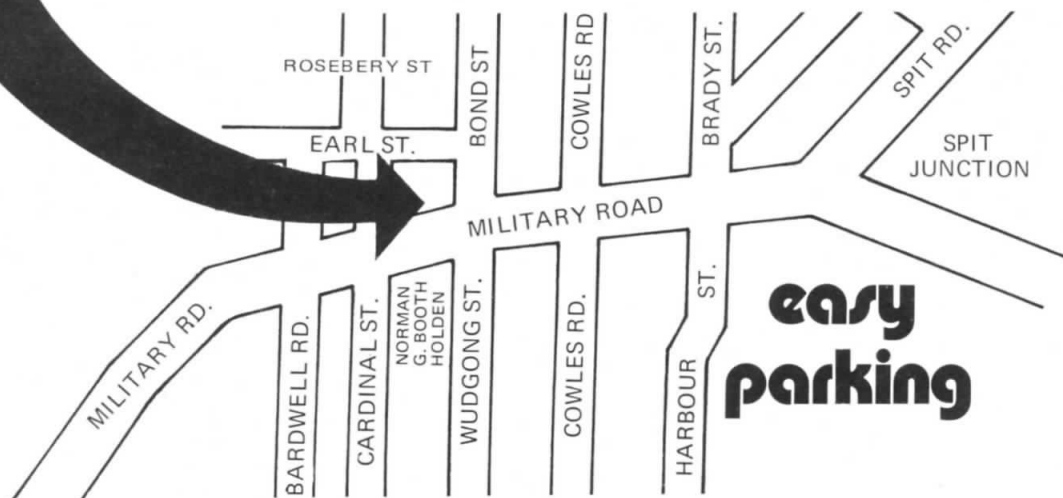


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# THE FIRST RACE TO HOBART

*Captain John H. Illingworth, R.N. (RET.), is the bedrock on which the Sydney-Hobart tradition is based. Naval officer, yachtsman, designer and author, he knew how to organise Australia's first deep-sea classic, and he had the experience to sail that race scientifically and win it.*

*Rani, Australian designed and built, represented the potential which Illingworth discovered and brought to light.*

*Here is his story of the first Race.*

by

JOHN H.

ILLINGWORTH,

R.N. (RET.)

Illustrations by HARRINGTON

It is curious to reflect that the first race, which has become one of the three great annual offshore events of the world, only took place in 1946. The others are, of course, the Fastnet and the Newport—Bermuda; all three are roughly the same length, about 630 miles.

The origin of the Sydney-Hobart was curious. In the early autumn of 1946, just after the end of the war, I gave a talk on ocean racing to the Royal Prince Alfred Yacht Club in Sydney. After thanking me, the chairman of the meeting, Peter Luke, said to the meeting that he and three other yachts were cruising from Sydney to Hobart at Christmas and he hoped I would join them. I stood up and replied that I should be delighted to take part if they would make an official race of it.

Thus was the Sydney-Hobart race born — out of a nice few drinks and a lecture at a Yacht Club. About a dozen yachts took part. They were measured under the Royal Ocean Racing Club's rule, which was already firmly established in Australia.

We took the start on Boxing Day morning, and this date has, I think, been used every year since. The snag was, and must still be, that one had to remain moderately sober over the Christmas celebrations which is never easy anywhere and especially difficult in a country where much is made of Christmas.

Anyway, we were safely sent away from the starting line situated off the Harbour's famous Heads. Already, even in those far-off days, every craft that could float was there to see us off and the cliffs were black with spectators. Outside, we turned south and set off on the long haul towards Tasmania.

It was blowing a nice breeze and we went away to the southward at a good clip, in company. We in *Rani* and another yacht, *Albermarle*, were 30 feet on the waterline and the small ones in the race soon were left behind by the bigger yachts. About then, for reasons unknown to us, our radio broke down. It was a broad reach with the wind from offshore, the east, and we were travelling fast.



With the radio inoperative, we never heard the gale warning that evening, the warning of a 'southerly buster' which is a south-west wind of any strength you like. As it breezed up, we reduced canvas, naturally. Then the mainsail split from end to end. It was a pre-war sail and tired, like we all were, I suppose. By the time we had gathered in the pieces in the dark, it was blowing much more strongly, force 9 rising to 10, so I continued under a smallish, heavy jib only. This held together and we sailed under it for about 24 hours which is roughly the normal duration of a southerly buster. We were carrying lee helm, of course. Half way through the blow, which was exceptionally strong, I put about and headed inshore. We were hardly making to windward, but we were safe and all in one piece.

Two of us were taking two-hour watches — nothing to do but keep the jib just full and pray for the dawn. We heard afterwards that the other yachts, brought up on Australian inshore racing no doubt, carried everything and carried away most things — topmasts gone, main booms broken and so on. There is a saying in English that the race 'goes to the swiftest. This race went to the slowest, the small yacht which was cautious.

I went below after my two hours, my face encrusted with salt and longing to dampen my lips. Kenneth Vaughan, in charge of the galley, kindly handed me a glass of water of which I drank deeply only to discover that he had given me a glass of paraffin by mistake! This, in a bad light, had no colour. The drink came back quickly enough, but the odour of paraffin remained with me for the rest of the race.

Just before we sighted land, on the return tack, the wind suddenly fell light, so we hanked on and hoisted the spare

The bard amongst the crew got out his squeeze box, the cook put a large chicken on to cook, and the skipper (me) got out the whiskey — a pleasant alternative to paraffin! And so we sailed peacefully across the stretch of sea abreast of the Tasman Straits, sometimes a well-reputed storm area. Later, off the Tasman coast, we met a much shorter blow of only moderate gale force. Once again the mainsail split, old pre-war canvas sails. But the hard-working amateur sail-maker on board had by this time mended the original sail, and this we set the moment the gale eased.

And so we went pleasantly south under twin genoas — one set to windward. I felt, rightly, that in these conditions we had better breezes well inshore. We worked the Baie des Fouques. (A Frenchman, translating one of my books said, that surely I meant 'des Focs?') Eventually we reached Tasman Island, a sensational little island south of Tasmania itself and separated from it by a narrow gorge of deep water. The rules of the race did not forbid us the use of this passage, which cut a corner, and the wind was fair. But my courage deserted me; I visualised a relatively small yacht at the bottom of a canyon, becalmed and beset by contrary currents.

So we sailed to the south of Tasman Island, and turned right up the west coast of Tasmania. Soon we were under the mighty basalt cliffs, 800 feet high and steep-to with lots of water close inshore. I had spotted a nice breeze close to the cliffs and we used that to good effect.

Tasmania was named after the Dutch explorer, Tasman, who originally called it Van Dieman's Land after his patron the Governor of the Dutch East Indies. It is a very large island, fertile and grows amongst many things some of the

*'John, awful, they  
have all been  
in for ages  
and ages'*



mainsail. To my distress, this did not go up properly; a screw had come loose in the track, so a hand had to go aloft and rectify things. After this *contretemps* all went well and we were soon back on a southerly course in a quiet breeze and quiet sea, near the coast. How delightful is a sail in perfect conditions after 24 hours in a real storm!

best apples in the world, also some remarkable timber, including the great Huon pine, a marvellous yacht building wood, and Ironbark, a very heavy and extra tough wood, sometimes used for the underside of keels. At the time of my visit in 1946 it was sparsely populated. Nearly half the size of Ireland, it had only two towns of consequence —



Hobart, on the big Derwent estuary in the southwest of the island, and Launceston in the North.

Shortly after we turned the southern tip of the Island we were sighted by a light aircraft, flying out of Hobart. It came low, the pilot waved from his open cockpit and we guessed we had been reported. Our wireless was still out of action and, having been out of touch with the other yachts, we did not know that we in *Rani* were well ahead of the small fleet.

The Royal Australian Air Force had made an exercise of the race reporting the position of each yacht every day. Having got well ahead, we were not sighted and so were reported 'missing' day after day. Then a Melbourne newspaper reported that 'John Illingworth's relatives had not altogether given up hope that the yacht had perhaps drifted ashore in an inaccessible place'. In other words, they had in fact, given up hope but were not prepared to say so to the press. That night the Hobart evening paper, with nice biblical knowledge, reported us in the offing off Hobart under the headline '*Rani* not lost but gone before'

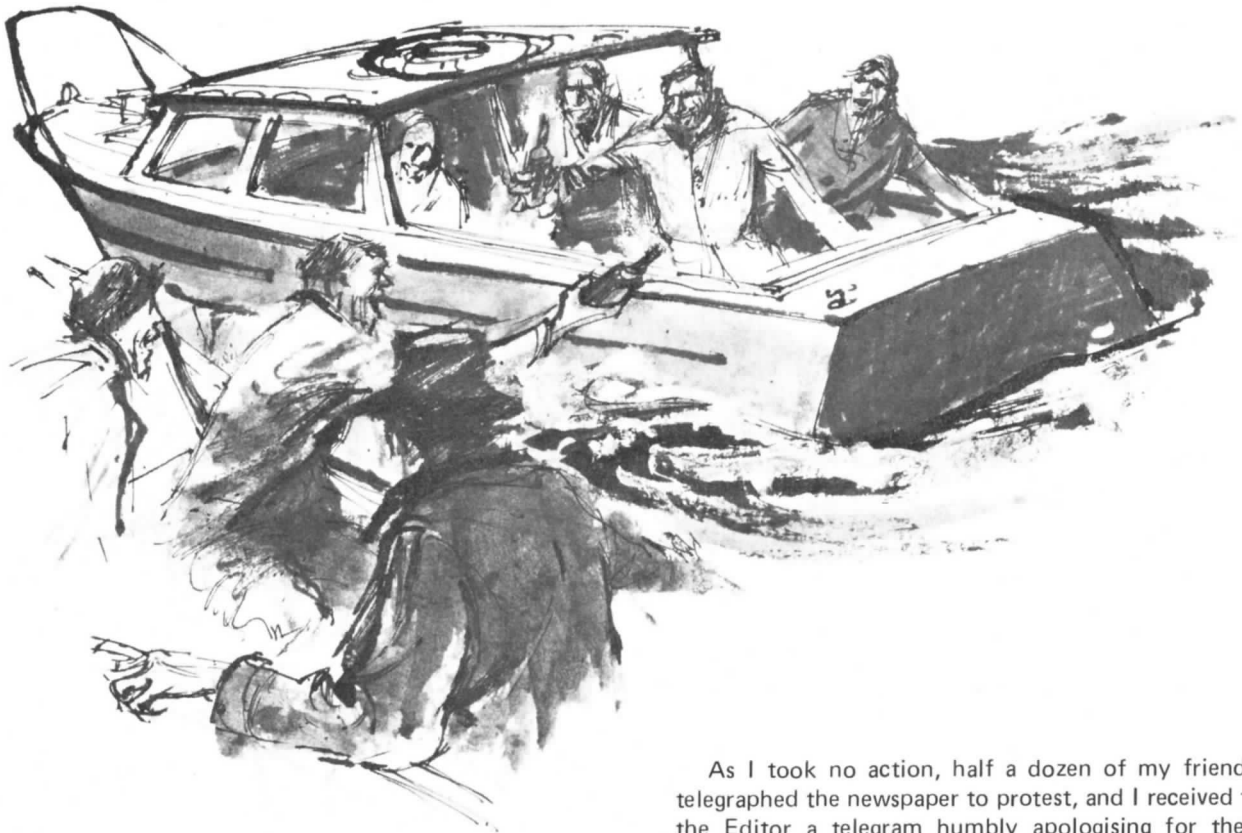
Of course, all this was unknown to us on board *Rani*. The breeze fell light and we made slow progress, but as we approached the entrance to the Derwent River a launch full of jolly pressmen and others came alongside, or nearly so, and threw two bottles of Scotch whisky into the cockpit — after a week at sea a very kind gesture and one not unwelcome at any time. I hailed the launch, 'How many yachts have arrived?' Cheers and jeers responded. They thought we had a wireless and 'knew all'.

Norman Hudson, an Australian crew member, exhausted with sail stitching, put his head in his hands and said to me,

headlights and hundreds of horns were tooting. I began to suspect that the other yachts had not been in 'for ages'. In fact we found that we were finishing about a day ahead of the rest of the fleet. It was not a glorious victory, though we were pleased enough, because the opposition was not very experienced in ocean racing whereas our crew was very good.

I berthed *Rani* alongside under sail and broached the new whisky supplies. The Governor's Aide de Camp (who happened to be my brother-in-law) was at the jetty and, after a noggin or two, he whisked me up to Government House. Admiral Binney, the Governor of Tasmania, was a charming person under whom I had had the honour to serve on a number of occasions in the British Navy. The A.D.C. had telephoned the news of our success, and he and his wife, an ex W.R.N.S. officer, were waiting in spite of the late (or rather early) hour, in their dressing gowns to greet me.

The Australians do many things very well, including racing horses and sailing boats and are very good sportsmen. So my horror was unbounded to read in the gossip column of the best known Sydney newspaper two days later that 'of course everybody must guess that to achieve such an extraordinary victory... Illingworth must have used his engine.' Had the gossip writer but known the folding propeller was so well wired up as a precaution against its flopping open at sea, that a few days later when I left Hobart to go north to Sydney, I had the greatest difficulty in breaking it out at maximum revolutions of the engine. Anyway, half a tank of auxiliary petrol does not win a 650 miles race by a day.



'John, awful, they have all been in for ages and ages.' So we sailed on to cross the finishing line in the small hours of the morning to find it illuminated by hundreds of motor car

As I took no action, half a dozen of my friends telegraphed the newspaper to protest, and I received from the Editor a telegram humbly apologising for the 'columnist's error'.

However, the Hobart Brewery had kindly filled up *Rani's* bilges with bottles of Cascade beer, so we sailed back slowly with much cheer on board. As you know, Australia brews some of the finest beer in the world and some Aussies claim Cascade to be the best of the lot.

# The Winner ... isn't always

by Tony Cable

Every year the media focus public attention on the big yachts in their battle for line honours in the Hobart Race. Many people gain the impression that the first yacht home wins (just like the horses). This is a misconception, for the handicap winner — the one that really earns the laurels — can come in many hours after the first boat to cross the line.

Every yacht has a handicap which is based on a formula calculated by a computer (see adjacent summary of handicapping). This formula takes into consideration a great many factors such as the length, amount of canvas (sail) carried, ballast, age and the type of material used in the hull (e.g. fibreglass or steel). A small yacht that sails well to its handicap can quite readily beat a much larger yacht whose handicap is higher. Indeed, many 'line honours' yachts are built expressly for speed at the expense of a good handicap; they are not designed to really win but rather to be "first past the post".

So a handicap simply makes it possible for boats of different physical sizes and capabilities to race fairly against one another. While it is an oversimplification, for all intents and purposes a handicap brings all boats onto an equal footing so that the boat that sails the best race and the nearest to its maximum capabilities will win.

One of the important factors considered in giving a boat its handicap (or "rating" as it is usually referred to) is the length of its waterline. The reason for this is that a yacht's maximum hull speed varies with its waterline length — simply, the longer it is, the faster it will go.

There is a rule of thumb that a yacht in smooth water has maximum speed of about  $1\frac{1}{2}$  times the square root of its waterline length ( $1.5 \times \sqrt{LWL}$ ). Basically the reason for this is that as a boat moves through the water, it pushes up a wave in front of it (a bow wave). A yacht has reached its maximum speed (or hull speed) when the trough it has created (between the bow wave and the resultant stern wave) is sufficiently deep that it would require a tremendous amount of extra sail power to pull the yacht over the "top" of its bow wave. According to this principle a boat with a waterline length of 24 ft. can reach a speed of about 7.3 knots ( $1.5 \times \sqrt{24}$ ) whereas one of the big ones, at say 69 ft., can do 12.4 knots ( $1.5 \times \sqrt{69}$ ). Yachts can exceed the theoretical hull speeds indicated above, e.g., when surfing down waves.

Anyway, maximum potential speed is only one of the many measures of how quickly a boat can be expected to finish the Hobart Race; among others that are less tangible would be how well a boat is navigated, how well the crew handles sail changes, how good the skipper's tactics are. These latter factors, however important they may be (and they are **very** important), cannot be measured before the race, so it is only the physical factors, such as the  $1.5 \times \sqrt{LWL}$  already discussed, that are computed in rating a boat. (cont. P 21)

## HANDICAPPING OCEAN RACERS

by Gordon Marshall and John Brooks

Perhaps the most difficult thing for the general public to understand about yacht racing is the system of handicapping; in fact, there are many yachtsmen who do not fully understand it either. At the risk of oversimplifying a complicated subject, the comparison can be made with horse racing, where a handicapper penalises a faster horse by giving it more weight to carry, in theory making it more equal to a slower horse.

A faster yacht is handicapped by giving a lower yacht more time to complete the race course. Since all yachts start the race at the same time, faster yachts will complete the course first, and unlike a horse race, the handicapping is applied after the race is over. The amount of the handicap is decided, of course, before the race begins. Unlike a horse, a yacht always has the same handicap unless it changes some important part of the hull or rig.

The handicap of yachts is derived by measuring them according to the **International Offshore Rule (I.O.R.)**. This is a lengthy process done by an accredited measurer, both in and out of the water (the yacht that is); it generally takes about 20 hours to complete. All of the pertinent measurements — length, breadth, depth, sail area, displacement factors, rig, and dozens of others — are fed into a computer, and the final result is the yacht's **rating**, expressed in feet. The rating is in turn converted to a **Time Correction Factor (T.C.F.)** by a formula which is the outcome of studying hundreds of race results; this formula is constantly under review. Currently, Australian T.C.F.'s are calculated from the formula  $T.C.F. = 6\sqrt{R} - .96$  (where R = rating).

The **Time Correction Factor** is applied to the time a yacht required to finish the race, or its **elapsed time**, to give a **corrected time**. This is then compared to the **corrected times** of other yachts in the race to establish the **Handicap Winner**, which is the yacht with the least **corrected time**.

It is usually the case that, the larger the yacht is, the larger is its handicap. *Kialoa*, for instance, is 79 ft. long and has an I.O.R. rating of 67.4 feet. Its T.C.F. is 1.0573; this means *Kialoa's* elapsed time for the race will be multiplied by 1.0573 to give its corrected time. *Patrice III*, which is 47 ft. long, has a rating of 35.96 ft. and a T.C.F. of 0.8596. For *Kialoa* to beat *Patrice III* on handicap it will have to sail approximately 20% faster all the way to Hobart and save nearly 12 minutes every hour on *Patrice III*.

Whilst the foregoing methods are reasonably equitable for varying sized yachts of recent vintage, older designs generally require additional help in their T.C.F.s to give them a chance of winning. This is attempted by the use of "Age Allowance" which reduces a yacht's T.C.F. by .4 of 1% for each year from 3 years of age up to 15 years.

## The Winner . . . isn't always

Let's look at some examples. As Gordon Marshall, the man who does most of the C.Y.C.'s measuring for ratings, points out, the statistics of the 30 Sydney-Hobart Races to date show that on only two occasions has the winner also been the first to finish — *Rani* in the inaugural race, and *American Eagle* in 1973. Remember last year when there were four yachts all over 70 ft. (*Ondine III*, *Ballyhoo*, *Buccaneer*, and *Helsal*). *Ondine III* (79 ft.) came home first, yet only got 12th on handicap; *Ballyhoo* (73 ft.) second in, came 16th; third was *Buccaneer* (73 ft.) yet she was 48th out of the 58 in the fleet; *Helsal* Fourth, came 53rd on corrected time. (In the 1973 race she established the race record, yet only came 39th).

In contrast to these results, little 30ft. *Granny Smith*, a Half Tonner, came 40th over the line yet came 3rd on handicap - a great effort.

One should also not completely reject the particular interest created by the big yachts. *Kurrewa IV* previously named *Morna* was almost an institution up to her retirement after the 1960 race — her 7th line honours trophy. The beautiful schooner *Astor*, fastest in 1961, 1963, 1964, also had much public following. The *Ondines* (I, II, III) from the U.S.A., added much colour over three visits. The honours were international on other occasions with *Fidelis* and *Buccaneer* (N.Z.), *Pen-Duick III* (France), *Stormvogel* (S. Africa), *Crusade* (U.K.) and *Kialoa II* (U.S.A.) all taking the line honours prize.

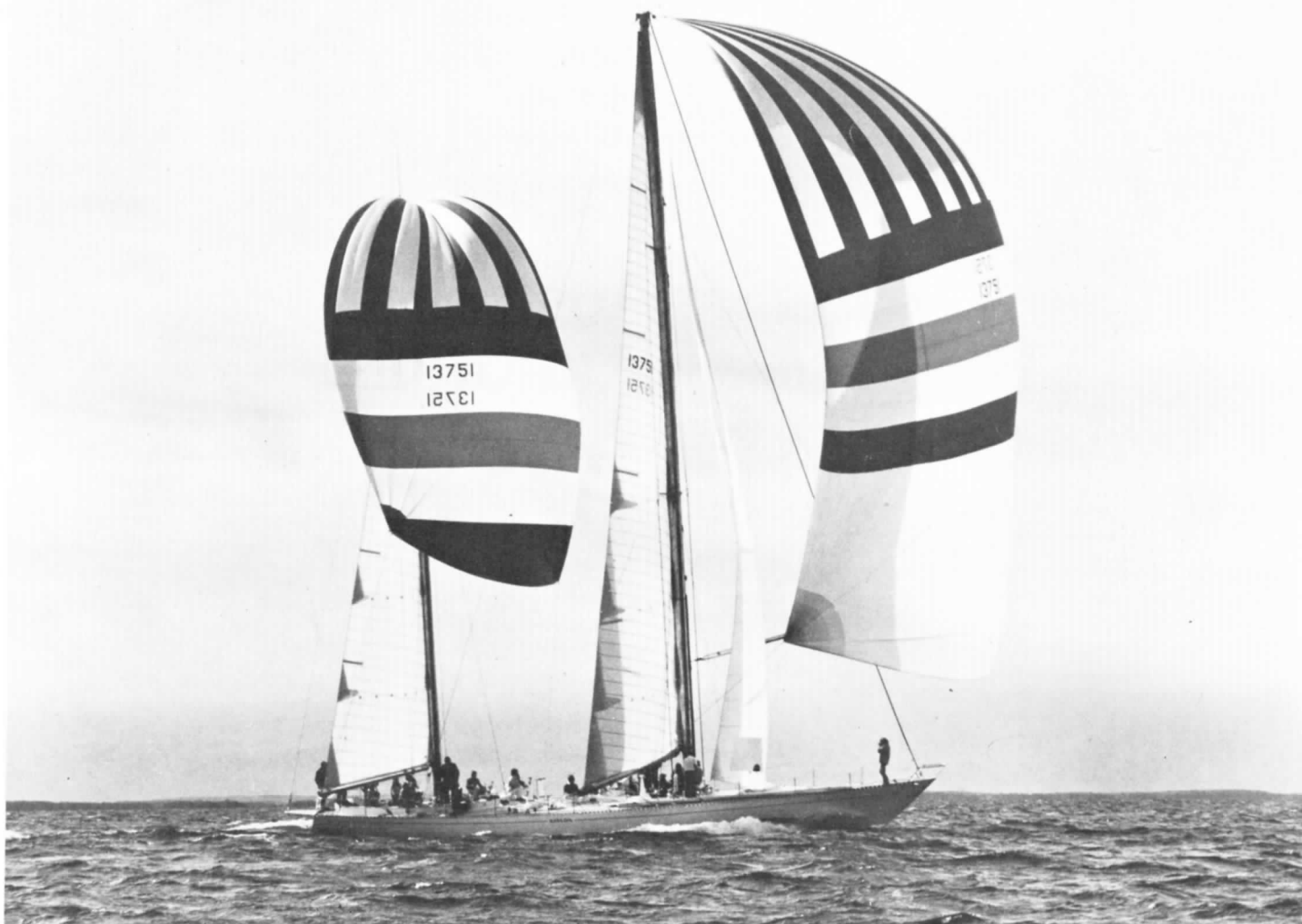
So, this year even if one of the big yachts is 100 miles in front, still be wary about putting your shirt on it; the final placing could still be well back in the fleet.



*Kurrewa IV*, previously *Morna*, was on seven occasions the fastest to Hobart, but she never won the race.

It is possible, through the use of a Honeywell Computer Terminal installed at the Cruising Yacht Club during the race, to estimate the corrected times of participants throughout the race. These will be the basis of the status reports released by the C.Y.C. Press Centre commencing on Boxing Day and continuing until the finish.

*Kialoa* — a favourite for line honours in 1975



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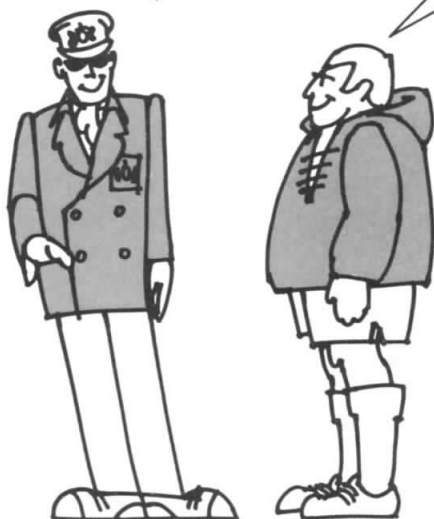
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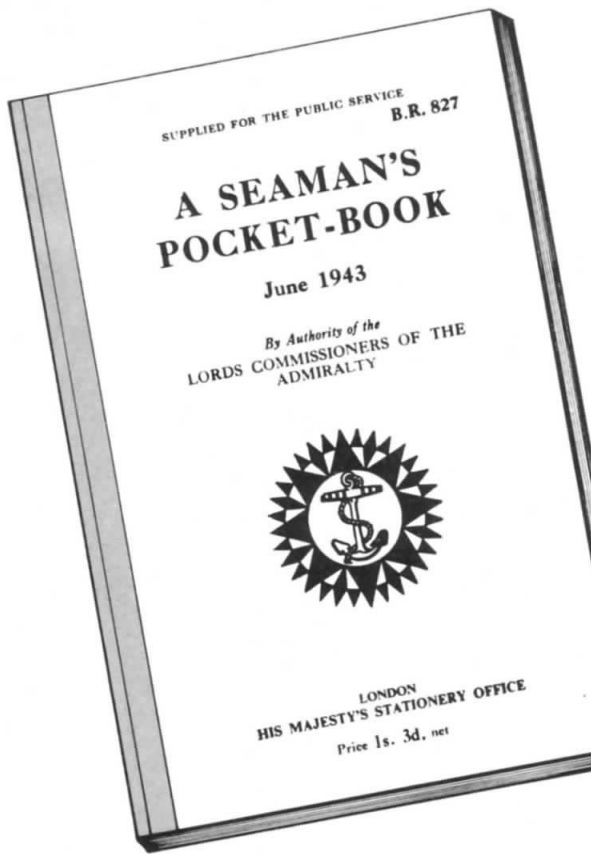
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During peace or war there are hazards of wind and sea, fog and shoal, fire and collision, which may be a source of menace to every vessel from the moment she is launched. Generations of seamen dealing successfully with these dangers have handed down their experience to the seamen of to-day. **Seamanship** is the art of ship management and maintenance, and the capacity to use foresight and common sense, to make fullest use of seamen's experience.

No warship has room for 'passengers' who stand about indifferent to what is going on around them. The seaman must develop **sea sense**, just as the driver of a motor vehicle develops 'road sense.' He must be alert continually to visualize what is happening, and to anticipate what might happen next. A true seaman is always ready to act in time to avoid injury to his ship or to his shipmates, or to himself. He does the right thing because he has learned how the sea behaves, and how it affects a ship afloat, and how she can be kept under control in spite of it.

There is no mystery about it, although many unfamiliar terms are used. These are necessary because things happen too quickly at sea to allow time for long and detailed instructions. Orders must be short and snappy, and they must be instantly and exactly obeyed.

So there are terms which distinguish clearly the different parts of a ship from one another, the relative positions of objects in or outside the ship, and the direction in which they lie. There are expressions describing the movement of objects on board, and the movement of the ship herself.

When a man chosen to play football for a team is allotted his place on the field he must learn a number of football terms and expressions before he can be of any use to his side. In the same way, every man called to serve afloat must recognise his responsibility to his shipmates. He must lose no time in acquiring **sea sense**, so that he can play his part in the team.

4



## Common Sense

**Be sure of your grog and your grub...**

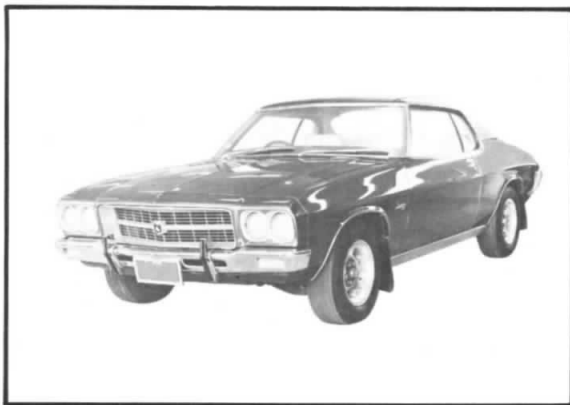
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# SOUTHERN CROSS CUP REVIEW

by Bob Ross

*Nine teams have entered the Southern Cross Cup ocean racing series to be sailed from Sydney in December. They are New Zealand, Japan, United Kingdom, United States, New South Wales, Victoria, South Australia, Tasmania and Western Australia.*

*The Southern Cross Cup is held every second year, in December of the same year as the Admiral's Cup and the Los Angeles-Honolulu Transpac races. It was introduced by the Cruising Yacht Club of Australia to encourage overseas and interstate yachtsmen to visit Sydney by providing three offshore races, besides the Sydney-Hobart race.*

*The series this year is the fifth to be held. The races are: Royal Prince Alfred Yacht Club Centenary Bowl, December 18, (offshore triangular course, about 30 nautical miles); Royal Sydney Yacht Squadron Cup, December 19, (ocean race of about 180 nautical miles); Middle Harbour Yacht Club Cup, December 22 (offshore triangular course, about 30 nautical miles); Sydney-Hobart (ocean race about 630 nautical miles). All races start at noon.*



The Southern Cross Cup is organised on similar lines to the Admiral's Cup – competition between teams of three yachts over four races culminating in the Sydney-Hobart.

The assured entry of New Zealand's top ocean racers and three interesting new yachts of Japan stems directly from the foresight of the Cruising Yacht Club of Australia officials who founded the Southern Cross Cup in 1967.

They instituted the Cup, to be held every second year not long after the Admiral's Cup and Los Angeles-Honolulu (Transpac) race, to stimulate overseas interest in the Sydney-Hobart race. They reasoned, correctly that owners would be attracted by the prospect of four keen races held over a reasonably short period than one long one in which luck can be such an important factor to success.

The first nation to be sparked into full international offshore activity by the Southern Cross Cup was New Zealand. The sheltered waters of the Hauraki Gulf, the deep fiord-like sounds to be cruised in the South Island, had led the New Zealanders to put their money and effort into cruising-oriented boats.

The first Southern Cross Cup, in 1967, encouraged the strongest entry of New Zealand yachts of quality ever seen in the Sydney-Hobart Race.

Among them was the Sparkman and Stephens One Tonner *Rainbow II* (Chris Bouzaid), and although New Zealand did not win the Southern Cross Cup that year, *Rainbow II* did win the Hobart Race, and Christ Bouzaid

was encouraged to take her on to Heligoland for the One Ton Cup, which he won at his second try in 1969.

That in turn led to a heavy program of One Ton building for the 1971 OTC in Auckland that eventually set the New Zealanders off on the international yachting armament race culminating in a good first try at the Admiral's Cup earlier this year.

That first Southern Cross series was a red-blooded affair with some hard sailing in very strong winds that resulted in a win for the New South Wales team with 312 from New Zealand 268, Tasmania 183, ACT 174, Queensland 134 and Victoria 97.

## 1969

The year 1969 was a signpost to a new British determination in ocean racing that won it the Admiral's Cup in 1971 and 1975 and the Southern Cross Cup in 1973.

Two invigorating human influences took a hand – Arthur Slater, who had lost a leg driving in a Monte Carlo car rally some years before and who took on sailing ocean racers as a more comfortable way to travel than Dragons, and Edward Heath.

Mr Heath, then Leader of the Opposition, had begun his waterborne activities at the age of 49 in dinghies, to keep fit. For the 1969 season, he launched a new fibreglass 34-footer, an S and S 34 called *Morning Cloud*. While she was too small to qualify for Britain's Admiral's Cup team, she was eligible for Southern Cross Cup.



Although Britain's challenge was a strong one, the New South Wales team comprising *Ragamuffin*, *Mercedes III* and Vince Walsh's S and S One Tonner *Boambillee*, retained the Cup.

*Ragamuffin* won all three of the races preceding the Hobart. She just could not go wrong that year, and in one of the 30-milers rounded the windward mark alongside the mighty *Crusade*.

Britain, although finishing second with 387 points to NSW's 419, took home the Tattersall's Cup with *Morning Cloud's* fine win in the Hobart Race.

Sailing well to the east of the rhumb line, and enjoying fresher no'easterly and northerly winds than boats further inshore, *Morning Cloud* finally handled well the stinging 35-knot southerly that headed the fleet off the Tasmanian coast. *Prospect of Whitby* was second overall, ahead of Arthur Byrne's original *Salacia*.



Then Governor of Tasmania, Sir Eric Bastyan, presenting the Tattersall's Cup to the Rt. Hon. Edward Heath, owner-skipper of *Morning Cloud*, for winning the 1969 Sydney-Hobart Race.

## 1971

Six months after winning the Hobart Race, Mr Heath became Prime Minister. His presence attracted for the first time wide press coverage of ocean racing in England. In return, he brought determined leadership and a wonderful capacity to organise Britain's Admiral's Cup effort of 1971.

He chose a new Sparkman and Stephens design 41ft overall, again named *Morning Cloud* and again manned by a very good crew headed by the former professional Owen Parker. *Morning Cloud* made the team, so did Arthur Slater's New *Prospect of Whitby*, another S and S design, 45ft overall. The third boat was *Cervantes IV*, an S and S 40 footer rating 29.5ft, just big enough to make the Admiral's Cup rating.

The British team attacked the Admiral's Cup with similar singlemindedness as the previous Australian teams had. Team spirit is more difficult to generate in England and practice together as a team, of the type followed in Australia by the all-Sydney AC teams of the past, is just impossible, with crews having to commute long distances by train or on choked roads to the Solent for their weekend sailing. But, under the captaincy of Ted Heath, there were team meetings before each race with discussions of tactics, thoughts about weather for the day and inquests into what had gone before.

Australia's 1971 team was a strong one, with Arthur Byrne's *Salacia II*, an S and S advanced model of *Ragamuffin*, *Ragamuffin* herself, and *Koomooloo* — a little elderly in a fast-changing design fashion to short keels, but manned by a very strong crew headed by Norman Rydge Jr, including Jock Sturrock and Mick Morris as the major helmsmen.

The winning British team went to Australia for the Southern Cross Cup, although affairs of State kept Ted Heath away. Sammy Sampson skippered the boat in his absence. They did not repeat their triumph in Australia that year; their flatter sails and high pointing techniques, so effective in the smoother English waters, just did not work in the confused slop off the NSW coast.

*Cervantes IV* won the 180-mile opening race from *Ragamuffin* and the Cole 43 *Polaris* (Les Savage NSW). But in the second race, a 30-miler, the real threats emerged: the New Zealand team of One Tonners dominated with *Pathfinder* (Brin Wilson) winning from *Ragamuffin* with *Wai-aniwa* (Chris Bouzaid) third and *Runaway* (John Lidgard) fourth.

*Wai-aniwa* won the third inshore race by six seconds from *Prospect of Whitby* with *Runaway* third. The third New Zealander, *Pathfinder*, was disqualified for using her engine after she grounded heavily on a reef in the harbour, north of Bradley's Head. The New Zealanders bringing up a fresh nor'wester off the Tasmanian coast in the Hobart race, ran down the bigger British yachts and hammered home their good fortune with skilled and daring sailing down to Tasman Island.

*Pathfinder* won the Hobart from *Runaway* and *Wai-Aniwa*, in a unique team clean sweep of the major placings. So the New Zealanders easily won the Southern Cross Cup with 376 from Britain's 353 and New South Wales' 314.

The victory was a fitting reward for the hard work that had gone into the New Zealand effort to stage and contest the One Ton Cup in Auckland in 1971 — snatched away from them by Syd Fischer's last-minute campaign with *Stormy Petrel*.



1971 N.Z. Southern Cross winning team member *Pathfinder*, who won the Hobart that year.

Three spectacular big American yachts formed a US team that year. Their main interest was in the line-honours struggle for the Hobart Race, and they carried far too big a handicap load to mix it with the efficiently-sailed smaller yachts in the Southern Cross Cup. They were Huey Long's *Ondine II*, Jim Kilroy's *Kialoa II* (both 73 footers), and the Twelve Metre *American Eagle*, converted for ocean racing by Ted Turner. *Kialoa* was first to finish in the Hobart, from *Buccaneer*, Tom Clark's 73ft plywood sloop from New Zealand, followed by *Ondine* and *American Eagle*.

Continued on page 29

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# SOUTHERN CROSS CUP REVIEW

## 1973

The Bob Miller twins *Ginkgo* (Gary Bogard) and *Apollo II* (Alan Bond) dominated the Australian offshore season of 1972-73 and were first choices for the Admiral's Cup team, with a *Ragamuffin* bumped out by micro-balloons here and there to gain a rating reduction. But, despite the promise of a first and a second in the Cowes-Dinard race preceding the series, the waves and fresh reaching legs were not about in England in 1973 for the Miller twins to show their best qualities.

Britain had a good team that year, selected from 32 triallists: the Nicholson 53 *Quailo III* (Donald Parr), a new S and S. *Morning Cloud* for Ted Heath and an outstanding new Carter 39-footer *Frigate*, sailed by Robin Aisher with a ruthless dinghy or one-design style that broke through some accepted ocean racing traditions but secured good results.

However, it was the Germans, never before a strength in the Admiral's Cup, that took off the series in light-moderate wind, flat-water conditions that looked made to measure for the home team.

The German team — *Saudade* (Albert Buell), *Rubin* (Hans-Otto Schuman) and Deiter Monheim's *Carina III* — based itself on Hamburg after the trials and trained and tuned as a team in much the way the Australians do from Sydney.

It drew heavily on the experience of top One Ton skipper Hans Beilken and his crews. And their sail-handling, boat-handling and tactics were first class. Germany deservedly won the Admiral's Cup with 831 points from Australia 779, Britain 749, USA 738 and Holland 566.

Britain sent a strong team on to the Southern Cross in 1973. Arthur Slater's *Prospect of Whitby*, *Quailo III* and the consistent Swan 44 *Superstar* (Alan Graham/David Johnson).

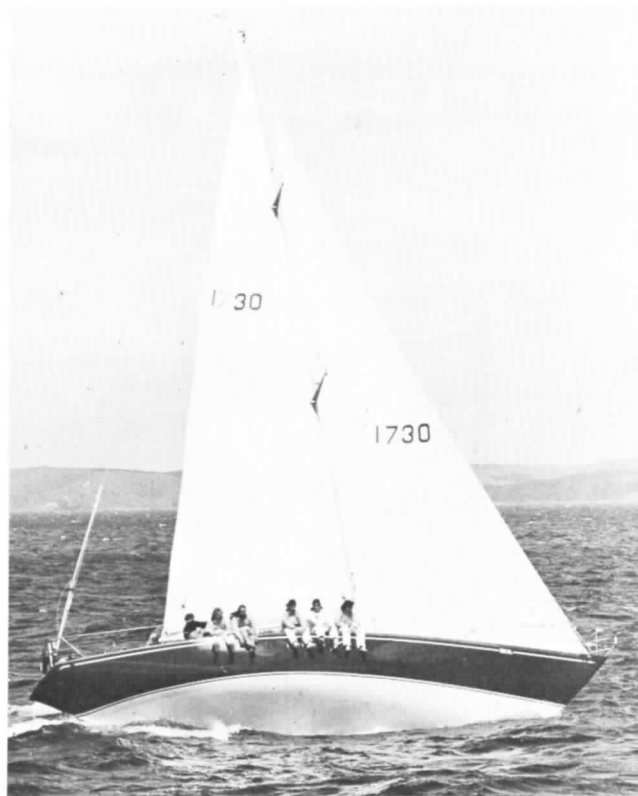
The New Zealanders mounted a full-sized assault in Admiral's Cup rating boats in preparation for a challenge for the Admiral's Cup in 1975. They sent a 45ft *Inca* (Evan Julian), 41ft *Quicksilver* (Brin Wilson) and 42ft *Barnacle Bill* (Doug Johnstone), all new Sparkman and Stephens designs.

With *Ginkgo* sold to an Italian owner and *Apollo II* not available as Alan Bond intensified his America's Cup challenge campaign, the talent in NSW was thinly spread. But the new *Saudade* type *Love and War* (Peter Kurts), and the consistent One Tonner *Pilgrim* (Graham Evans) joined *Rags* to make a competent if not brilliant team.

The New Zealanders began well with *Quicksilver* winning the opening 27-mile race from the new Miller One Tonner *Ceil III* (Bill Turnbull, Hong Kong), with *Inca* third and *Barnacle Bill* fifth, behind *Pilgrim*. *Prospect of Whitby* was penalised two hours or her elapsed time for failing to answer a recall signal at the start.

The New Zealand team placed well in the next two races, both won by Jack Rooklyn's 57-footer *Apollo*, sailing for the Hong Kong team. And with the Sydney-Hobart remaining, New Zealand led the series with 274 points from Britain 217, Hong Kong 215 and NSW 201.

In the Hobart race, the New Zealanders suffered a tragic setback when a crewman on *Inca* collapsed and died on the first day of the race. *Inca* lost seven and a quarter hours putting the body ashore and the morale of the entire team must have collapsed, although the Kiwis never used the tragedy as an excuse.



*Inca*, a member of the 1973 N.Z. team that led the series going into the Hobart. A crew member died on the way, *Inca* lost over seven hours; the Kiwis never used the tragedy as an excuse.

*Ceil III* won the Hobart race. But the British team took off the Southern Cross Cup, scoring heavily from a second within the Southern Cross Cup fleet by *Prospect of Whitby*, fourth from *Superstar* and ninth from *Quailo*. The final Southern Cross Cup points were: Britain 424, New Zealand 394, Hong Kong 373, NSW 366, Western Australia 273, Victoria 269, USA 240, South Australia 196 and Tasmania 59.

## 1975

And so to Southern Cross 1975. In NSW there is a determination to wipe out the memories of Australia's slump to ninth place in the Admiral's Cup last August.

In Cowes this year, Australia was swallowed in a rising competitive tide, with many more of the record 19 teams entered just as intent on winning and having the boats to do it.

The failure of the Australian team to figure in the first three placings (for the first time since it entered the Admiral's Cup competition in 1965) was mainly through the inability of its boats and crews to handle the very light winds and raging spring tides that characterised the series this year.

Britain, with two boats, *Yeoman XX*, a new Peterson Two Tonner skippered by Robin Aisher and the Frers design 46-footer *Noryema*, outstanding light weather performers, handled the conditions best and easily won with 980 points from Germany 875 and USA 846. Then came Holland 766, New Zealand 684, Spain 659, Ireland 656, Hong Kong 642, and Australia 604.

While one of the Australian team, the 53ft *Bumblebee 3* (John Kahlbetzer) stayed on to race in the northern hemisphere, the other two, *Mercedes IV* (Ted Kaufman) and *Love and War* (Peter Kurts) and likely members of the NSW Southern Cross Cup team followed some good performances in the selection trials.

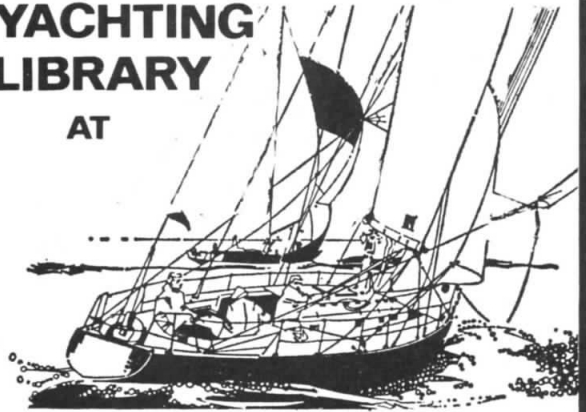
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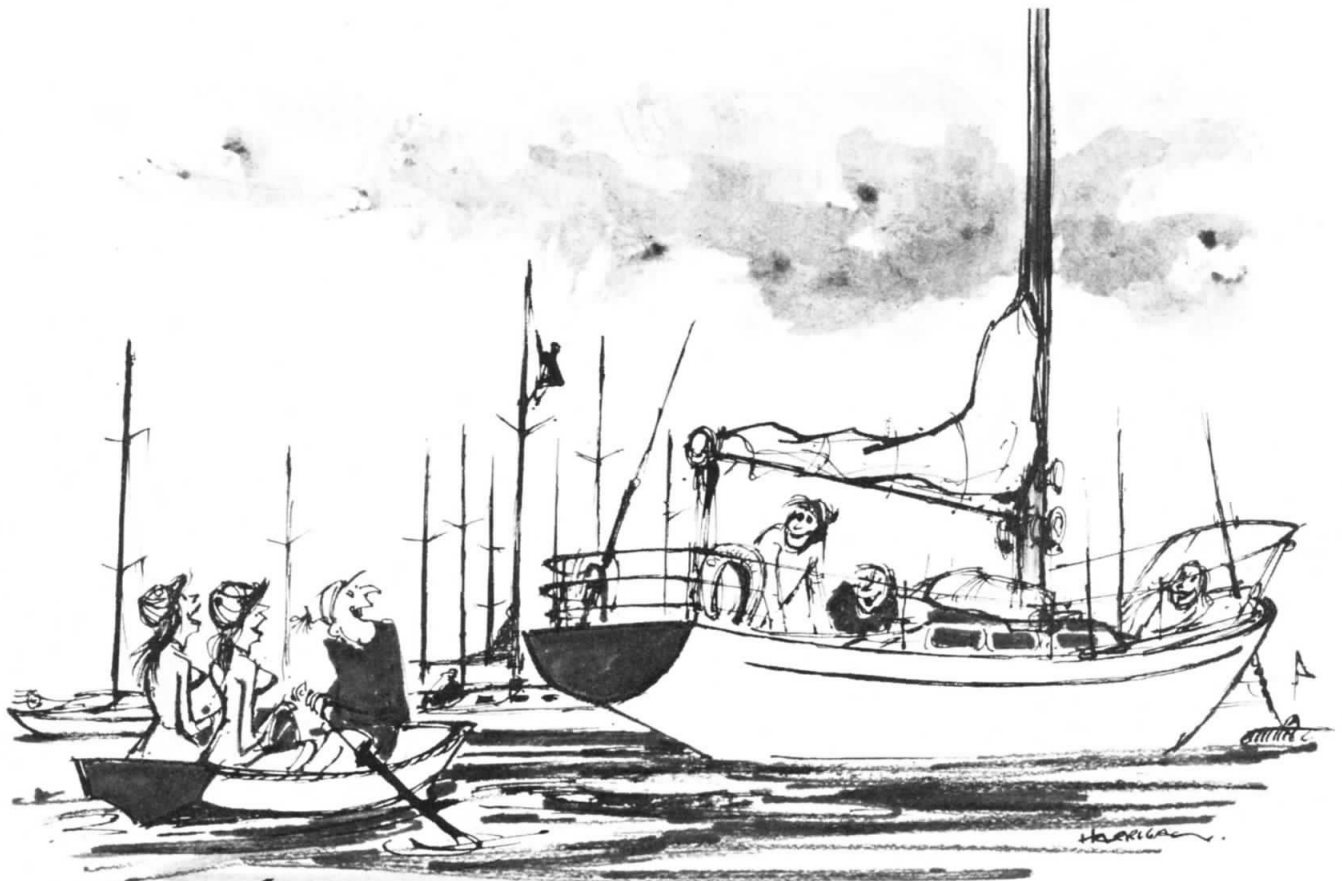
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PROV. RATING (in ft.)									
SAIL NUMBER									
R.P.A.Y.C. Bowl 12 noon, Dec. 18 30 miles									
R.S.Y.C. Cup 12 noon, Dec. 19 180 miles									
M.H.Y.C. Cup 12 noon Dec. 22 30 miles									
Sydney-Hobart 12 noon, Dec. 26 630 miles									
TEAM POINTS TOTAL AND POSITION									

**SOUTHERN CROSS CUP HISTORY**

- 1967
  - 1st — New South Wales 312 Points
  - 2nd — New Zealand 268 Points
  - 3rd — Tasmania 183 Points
- 1969
  - 1st — New South Wales 419 Points
  - 2nd — United Kingdom 387 Points
  - 3rd — New Zealand 316 Points
- 1971
  - 1st — New Zealand 376 Points
  - 2nd — United Kingdom 353 Points
  - 3rd — New South Wales 314 Points
- 1973
  - 1st — United Kingdom 424 Points
  - 2nd — New Zealand 394 Points
  - 3rd — Hong Kong 371 Points

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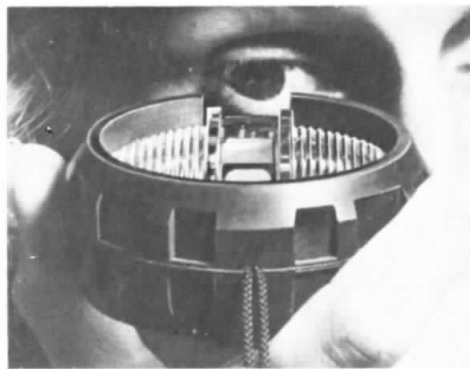
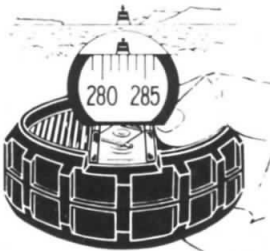
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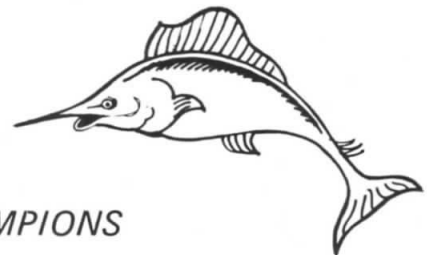
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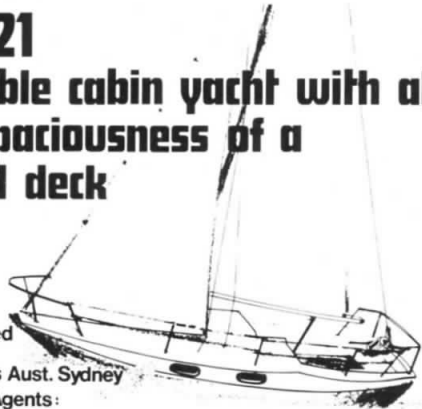
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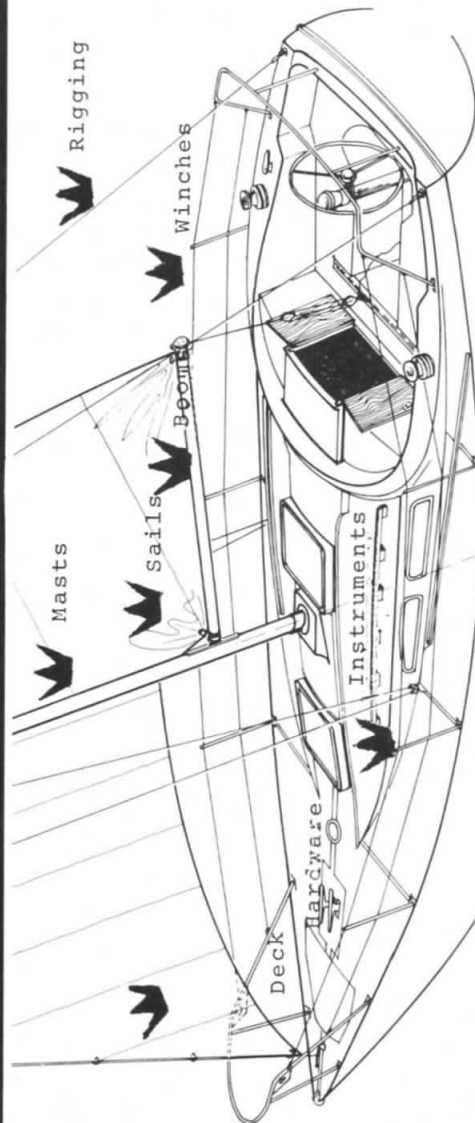
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# The Hobart — Not Always a Piece of Cake

by Tony Cable

The Hobart is one of the great events in the Australian sporting calendar. Internationally it ranks with the Fastnet Race (U.K.) and the Bermuda Race as one of the World's three top ocean races. All are over about 600 miles and while there may be others longer, these three gain their status from their often gruelling conditions and rugged demands on yachts and crews.

The race is keenly followed by hundreds of thousands; many must wonder what it is like to sail in it. Here are insights into some aspects.

The atmosphere surrounding the event is quite exciting; a feature that makes the regulars come back year after year — some for over 20 of the 30 races! There are ocean races all through the year, but the peak of activity builds up from about two months beforehand as crews are selected and the long process of detailed preparation begins.

Many yachts have permanent crews; others have extras who join just for this race. No matter how experienced the individuals are, all hands must be welded into a quick efficient and compatible team. They must get to know their boat thoroughly: how to get the ultimate performance from it; its sails (there may be 20 to 30 bags), the location of all other gear (it may be dark when needed); and the capabilities of their crew mates.

There are hundreds of jobs to be done. To mention a few: to meet the safety regulations, there must be checks on the medical kit, rubber dinghy, lifelines and flares; navigators have to bring their charts up to date and ensure that the various wind instruments etc. and compasses are reading true; the cook has to plan the menus for 3-5 days and load back-up supplies for emergencies; it has to be assumed that heavy, gear-busting weather will be met, so everything possible is checked and if doubtful, replaced.

By Christmas week, it is very busy. The boats have their hulls scrubbed and final preparations are undertaken. The fleet becomes more cosmopolitan as interstate and overseas yachts arrive.

Boxing Day and the crews stir early, keyed up to get going. There is still plenty to do with bread, ice, frozen stores and personal gear to be stowed. The marinas and yachts are crowded with visitors; everyone is wished luck — many need it.

The fleet leave their moorings early, flying their blue peter "leaving port" flags. Everyone has butterflies, nerves or jitters (or all three). Each crew is in its coloured uniforms and every year "Santa" seems to appear amongst them. There are hundreds of spectator craft around; all shapes and sizes. They make it very festive, but the yachties wonder how they will be able to sail through them all and hope they will not have to dodge too many in unskilled hands.

At the start there is tension; it would be a tragedy to be penalised for a rule infringement at this stage. The helmsmen concentrate and worry as they try to manoeuvre to a windward position to give them maximum clear air.

There is some relief as the naval starting gun booms and they are off to clear the Heads as soon as possible. The Water Police and Volunteer Patrol do a magnificent shepherding job.

Once out, the crews settle down to their 24-hour, no-let-up routine. The watches divide, some on deck some to their bunks — 4 hours on and 4 off. Each shift will have helmsmen and deckhands who will work the gear in the cockpit and sail changes on the foredeck. Several may share the cooking, or one unfortunate may do the lot (and there are just as few dish washers at sea as there are at home!).

The navigator will be much involved in plotting the course and reporting his position to the radio ship over three daily 'skeds'.

Often the start is sunny with a NE breeze that can push the fleet past the smoke smudge of Port Kembla and down to the light at Jervis Bay on the first night. If this holds, as it did last year and in 1951, spinnakers can be carried all the way down to Tasmania, making it an easy and record breaking run. If the wind gets up to 30-40 knots, the down-hill run can be quite hair raising as the yachts surf down big seas with the helmsmen concentrating on keeping them running straight; a gybe or broach one way or other could be disastrous. Spinnakers are kept on longer than is wise as maximum speed is called for, and the risk of a blow-out is anxiously accepted.

On the first day out there are plenty of yachts for company, but later, particularly for those which make their course well offshore, it is possible not to see another yacht for days. Each crew is its own community, with the only other life around being the occasional albatross, mutton bird, shark, sunfish or whale. Later, as the Derwent is neared other competitors converge and neck to neck battles develop, reminding everyone that minutes count even after days of sailing.

Old Hobart Race hands know that easy downwind sailing is just a very welcome bonus, they are really prepared for very nasty weather, particularly in Bass Strait, down the Tasmanian Coast and in the very aptly named Storm Bay. The race history is full of such descriptions as "southerly gale reached 86 mph", "70 knots in Storm Bay", "65 mph seas 25 ft".

When such conditions prevail again, there will be a wholesale test of men and boats — many will fail for yachts tend to be rigged lighter these days and some owners tend to underestimate the potential strains on their vessels. Also, many yachts will be low on experienced hands (as can be seen by looking through the crew lists in this programme). Ocean racing is a branch of sailing on its own; a harbour class Olympic champion may still not be a good seaman when it comes to driving a yacht in heavy weather.

In 1970 a gale lasting only 50 hours caused most of the record number of 14 retirements out of 61 entrants! In 1950 the fleet was in a southerly gale for four out of five-and-a-half days. If this year's fleet leaves in a gale and









## The Hobart — not a piece of cake

carries it down to Tasmania, the retirements could easily beat the record. A foretaste of this situation occurred on last October's Montagu Island Race when some 30 of the fleet of 45 pulled out (or were knocked out) when the wind was blowing at only about 35 knots!

Several hundred men (and the occasional women) compete in the race — journalists sometimes describe them in such terms as "the cream of blue water yachtsmen". In reality, if a big blow comes, this myth will be shattered as scores of them will fail — fear, seasickness and lack of stamina will lay low scores of them. It will be the hardened, experienced seamen in the fleet who will carry many short-handed yachts in.

Conditions on a yacht pounding to windward are not at all pleasant for even the toughest hand. Down below with the hatches closed, it becomes humid and stuffy; cigarettes and the occasional cigar, add to the smog. Even on the tidiest yacht the main cabin can be littered with soggy sails and personal gear — oilskins, seaboots and discarded squelshy clothing.

Sleep may be elusive under damp blankets in a bucking bunk. Cooking may be impossible on the stove that will be madly swaying on its gimbals. Even if it is attempted, the hardy cook might only be rewarded with the sight of his pot of peas somersaulting off to join the sandwiches, sugar and other mush already on the floor. Those that are still eating make do with biscuits, hunks of cheese and chocolate.

On deck, spray and chunks of water will be lashing the watch. Some helmsmen take to wearing goggles to save their eyes from pellets of spray. Water will dribble into oilskins already wet with condensation and perspiration. It can be cold, black, miserable and tiring. Moving around on deck is slow and usually only by crawling or sliding. Lifelines are worn in case of being washed overboard. For'ard hands have a great ride when sail changing, shooting up on the crests high above the troughs, and then

Above: *Patrice III* slams her way to windward in a 40 knot breeze under headsail only after losing her main in last year's Hobart.  
Below: No champagne sippers aboard *Maria* as bleak cold lashes across her deck.



hanging on grimly as they plunge in under the next wave.

Please note well: those landlubbers who think that the ocean racer is a Pacific Playboy sipping champagne all the way down — this image is a fantasy!



*Some helmsmen take to wearing goggles to save their eyes from pellets of spray. Moving around on deck is slow — usually only by crawling or sliding.*

These conditions are so much harder on the men on the smaller boats. They get thrown around and pounded more. They have to battle out there for days longer than the big yachts (at least they get a lot more sailing in!) The big boats have a different call on crews, who handle big and potentially dangerous gear — a foresail may weigh several cwt. — but they get into port very much earlier to be all showered, dry and warm, while the bulk of the fleet are still threshing around.

Through all this, spirits can be at a low ebb, boats can pull out because of lack of morale. On the other hand, those who know that it can't last forever can enjoy some great humour and spirit that comes to the fore at such times. Lasting friendships are made among men who have spent days together in tough times and know that they have been tested and can take it.

Easy race or hard, the finish is eventually reached and one of the best parts begins — the wonderful welcome, at whatever hour, as each yacht pulls in. The crew gets a loud clap and cheer from the hundreds of people at Constitution Dock. The people of Hobart are an integral part in making the race what it is; the regulars know they win hands down as the most friendly, hospitable people in Australia.



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1967	"Bali Hai"
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Peter Green

Magnus Halvorsen

Stan Darling

# 75 HOBARTS AMONG THEM

OFFSHORE interview by John "Fred" Dawson

Each of these yachtsmen will be competing in their 25th Sydney-Hobart race this year. Among them they will have covered at least 47,250 miles of ocean racing in this event, (even if they had sailed the shortest distance, straight down the rhumb line of 630 nautical miles to Hobart. According to local and overseas experts 25 trips for any man in any one ocean race would seem to be a world record; in 1975 three individual yachtsmen will be achieving this in the same race.

OFFSHORE magazine recently interviewed Stan Darling, who will be navigating on Jack Rooklyn's 75 foot *Ballyhoo*; Peter Green, sailing master aboard Ray Kirby's 47 foot *Patrice III*; and Magnus Halvorsen, navigator on the American 79 foot *Kialoa III* owned by Kim Kilroy. We talked to them together in order to find out how they achieved this record, what they love about ocean racing, and why they keep at it.

**OFFSHORE:** After 25 Hobarts do any of you have thoughts of retiring from Sydney-Hobart races or the ocean racing scene?

Stan Darling confessed he had retired a few times already but continues because he considers "it keeps one out of mischief". Peter has no intention of retiring while he is able to do the job and some "poor owner" will invite him along for a sail (and when people forget about him he will retire). Magnus Halvorsen indicated he would keep going as long as he could enjoy it.

**OFFSHORE:** Stan & Magnus, you are currently navigators and the physical side of ocean racing is nowhere as important to you as it is to Peter Green. Peter, as sailing master, do you find that as you become older your job is more difficult?

Peter Green advises that age is no handicap as the crew



get kinder to "grandfathers". He is mainly concerned with steering and urging the younger chaps on.

**OFFSHORE: Ages, how old are you?**

Stan 68 years, Magnus 57 years, Peter 51 years.

**OFFSHORE: How does the "Hobart" compare in toughness with other blue water classics in which you have competed?**

Peter Green thought that the Fastnet was a harder race because of the extraordinary conditions of wind (or lack of it) and tide, particularly one against the other. He also felt it was much more testing from the navigator's point of view. For actual strength of breeze and variety of weather and gear busting situations, the Hobart was a difficult race. He considered the Fastnet was the hardest race he had done.

Both Stan & Magnus felt that the Hobart was the toughest race of the international circuit. Magnus feels the attractive thing about the Hobart is the variety of meteorological phenomena — fog, sleet, snow, mirages, dust storms, insect plagues and water spouts. The only things he hasn't yet encountered are icebergs.

It was agreed that the weather systems that prevailed in Fastnet races moved more quickly than systems encountered in the Hobart. The latter systems lasted longer, giving gales which were more prolonged.

**OFFSHORE: Does the Hobart have something special that makes it different from any other blue water classic?**

The general concensus of the group was that the variety of weather made it unique and particularly the start in a sub-tropical climate and the finish just about 600 miles due south in a much cooler latitude. All felt that the atmosphere at the start, on Sydney Harbour, and the reception in Hobart was unequalled in any other ocean race in the world.

**OFFSHORE — Stan & Magnus, you are sailing on *Ballyhoo* and *Kialoa III*, respectively; how do you think you will fare in line honours?**

Stan Darling felt *Kialoa III* was probably the fastest boat in the world, particularly downwind, although, he felt *Ballyhoo* was the fastest boat uphill, and if the weather was predominantly on the nose, she would take a lot of beating. He made no secret of his respect for *Windward Passage*.

On the other hand Halvorsen informed us that *Kialoa III* was supposed to be faster on every point of sailing than any twelve metre, and because of her sheet size and speed there was a consistent problem in keeping sails in one piece.

**OFFSHORE: Peter Green, *Patrice III* could hardly rate as a line honours threat but on handicap she should be right up amongst them?**

Those that sail on her feel that she has a very good chance at handicap honours.

**OFFSHORE: From a navigator's point of view and without giving away your tactics, Stan and Magnus, what generally will your course be in respect of the rhumb line?**

Stan Darling felt that it was normal to sail approximately up to 20 miles east of the rhumb line, but weather circumstances at the time of the race made it necessary to vary this. Magnus agreed.

**OFFSHORE: Magnus, when you sail on a top foreign boat like *Kialoa III*, how strong is your voice as a local expert when the skipper, for tactical reasons, feels he should change the course from the one you have chosen?**

Magnus Halvorsen sailed on *Kialoa II* four years ago and *Prospect of Whitby* two years ago, and on every occasion the skipper followed his advice.

**OFFSHORE: How do boats today compare with boats in which you competed in your first Hobart as to hull construction, sails, rigging, crews and comfort?**

Halvorsen advised that initially there were no synthetics and all ropes were of natural fibres. Darling thought it would be almost a nightmare to start out as they did in 1947, although he still felt boats were well found then. Green felt boats in those days just did not have horsepower in their gear similar to boats of today. Some boats that he sailed on were so wet that their decks were only good for straining out the seaweed. Peter also felt that lack of safety equipment was a big drawback with earlier vessels.

It was explained that close to the end of the war all materials were in short supply and one had to make things oneself. Spinnakers were made from disposal parachutes and even calico. They felt that there was not much difference in the crews of the 40's and those of the present day. Perhaps earlier crews were more loyal and worked more as a team. Stan felt that today there are a number of "heavyweights" or "experts" and "indians", but the boat's success really depends on how these groups "weld into a team". Peter added that he felt a better team could be built by moulding one or two less experienced crew into the shape required by the boat. "Heavies" are not always the answer because compatibility, team work and loyalty are so important.

**OFFSHORE: What in ocean racing keeps you coming back?**

Peter Green; the challenge; every time you go out you meet different conditions and there always seems to be one situation that you have not met before, and so you learn something else.

Magnus Halvorsen; I get more kicks out of making a passage than anything. Three years of 12 metre sailing around the buoys was enough.

Stan Darling; In ocean racing there is not only a challenge but a changing challenge. After all if you race around the buoys, its just probably a matter of a competition between you and another boat for points. In ocean racing, every time you go out no one has any idea what it is going to be like — not the slightest idea what it is going to be like.

All agreed that mental stamina was most important on a boat particularly in hard wet conditions. The crew have to be driven all the time and morale kept high in order for a boat to do well. From a crew point of view, Green thought that at 30-35 years of age, crew members are at their best.

Darling mentioned the camaraderie that grows up automatically in an ocean racing crew which keeps a good crew going in difficult times.

**OFFSHORE: How many Hobarts have you won, in what boats and what Years?**

Stan — 5	<i>Solveig</i>	1954
	<i>Anitra</i>	1957
	<i>Freya</i>	1963
	<i>Freya</i>	1964
	<i>Pacha</i>	1970
Peter — 1	<i>Pacha</i>	1970
Magnus — 5	<i>Anitra</i>	1957
	<i>Freya</i>	1963
	<i>Freya</i>	1964
	<i>Freya</i>	1965
	<i>Love &amp; War</i>	1974

Continued on page 46



# This year, for the first time, the Sydney to Hobart Yacht Race has a backer-TAA

We're proud to be associated with this race – and we're looking forward to helping you see it. During the race carnival, TAA will be operating 6 flights a day to Hobart via Melbourne – and of course, you can return to Sydney on any one of 6 daily flights from Hobart after the race is over. And that's not all – you can also take advantage of any of the special holidays below, put together just for the race. See your local TAA Travel Agent or TAA today – and follow the blue water people the Friendly Way!

## 1. TAA's Sydney Special Holiday

Arrive Sydney Thursday, Christmas Day. Stay at Wentworth Hotel. Next morning, board a special ferry at Circular Quay to watch the start of the race. On Saturday, 27th December, spend the morning at the Royal Sydney Yacht Club before joining your flight home.

Prices from:			
Melbourne	\$123	Hobart	\$188
Brisbane	\$127	Launceston	\$172
Canberra	\$ 74	Adelaide	\$171
		Perth	\$394

## 2. TAA's Hobart Holiday

Arrive Hobart Saturday, 27th December, travel by TAA coach to Wrest Point Hotel Casino. Enjoy six nights accommodation at the Casino plus a full day tour to Port Arthur with transport to TAA's vantage point on the Derwent to see the finish of the race. The holiday includes a tour of the Royal Yacht Club of Tasmania, including lunch – plus days at your leisure to explore Tasmania. Jet back for home on January 2nd.

Prices from:			
Melbourne	\$169	Adelaide	\$236
Brisbane	\$321	Sydney	\$243
Canberra	\$218	Perth	\$459

## 3. TAA's Sydney-Hobart Holiday (combination of Holidays 1 and 2)

Arrive Sydney Thursday, Christmas Day. Stay at the Wentworth Hotel. Next morning, board a special ferry at Circular Quay to watch the start of the race. On Saturday, 27th December, spend the morning at the Royal Sydney Yacht Club, then fly to Hobart. Stay at Wrest Point Casino for 6 nights – and watch the exciting finish of the race. The holiday includes a day tour of Port Arthur and lunch at the Royal Yacht Club of Tasmania – plus days to spend at your leisure. Jet back for home on January 2nd.

Prices from:			
Melbourne	\$282	Adelaide	\$340
Brisbane	\$361	Perth	\$563
Canberra	\$282	Newcastle	\$300

## 4. TAA's Hobart Weekender

This is a TAA Weekender – one or two nights in Hobart, (available any day of the week) with accommodation in the wing of the Wrest Point Casino. Join in – and see the end of the race before boarding your flight for home.

Prices from:	<b>1 night</b>	<b>2 nights</b>
Melbourne	\$ 86	\$ 96
Brisbane	\$228	\$238
Canberra	\$132	\$142
Adelaide	\$149	\$159
Perth	\$356	\$366
Sydney	\$155	\$165

Call at your TAA Travel Agent or TAA for full details and brochures of TAA's Special Yacht Race Holidays. Prices shown are based on Economy air travel and accommodation on a share-twin room basis. Prices and flights are correct at publication deadline but subject to change without notice.

# TAA have No





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*Apollo III, photograph courtesy  
of Modern Boating Magazine.*

Sydney-Hobart Program 1975







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pleased to  
welcome you  
aboard.*

75 Hobarts among them (from p. 43)

### OFFSHORE: What was your toughest Hobart?

Halvorsen, Darling and Green felt that the 1956 Race was the hardest as four days out of five were hard southerlies up around the 60 m.p.h. On entering Storm Bay the wind got up to 84 m.p.h. from the southwest (enough for everyone); it was intensely cold. Their boats had been continually wet for 5 days and even worse conditions at the end were just about the limit. Peter Green said it was one race he would never want to sail in again. Peter said he nearly retired from ocean racing after the 1956 Hobart. Both Darling and Green thought that the 1970 race was also a very tough one with a hard run for two days followed by a southeast gale of 70 m.p.h. for the next 36 hours.

Outside Hobart races Stan Darling has competed in five Fastnets, four Trans-Pacs and four Trans-Tasmans; Peter Green has done three Fastnets, one Newport-Bermuda and one Trans-Atlantic.

Magnus Halvorsen has been in the Fastnet two times and done three Trans-pacs and five Trans-Tasman races. He sailed in *Freya* when she won the Hobart three years in a row (1963-4-5); in 1963 and 1964 Stan Darling was the navigator. All three have represented Australia a number of times in Admiral's Cup challenges.



*Freya* – Only yacht with a Hobart hat-trick with three consecutive victories 1963-1965

### OFFSHORE: Have you all completed the course in each Hobart race?

All have finished in each year except Magnus Halvorsen, who was aboard *Apollo 1* in 1970 when their rudder fell off 25 miles southeast of Gabo Island. Magnus points out that this happened after the longest run he has ever had in 24 hours, approximately 240 miles before a very moderate Nor'easter.

Away from the sea, Stan Darling is a retired building engineer, a bachelor. Magnus is a retired master boat-builder who does consultation work. He is married with four children. Peter Green, or "Dad" as he is commonly known, is married to "Mum" and they have a family of three. Peter is a successful ships' chandler.

So as the 26th December 1975 approaches and these three sailors once again take to the sea in small boats, we wish them luck. After 75 races or 47,250 miles, which is nearly twice around the world, perhaps they are entitled to be called veterans.



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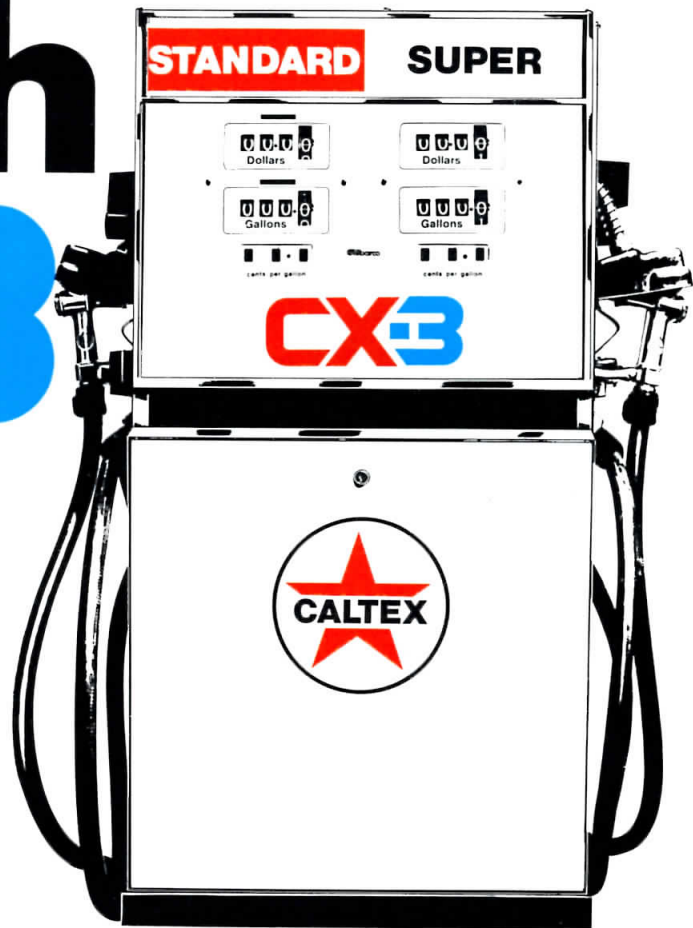
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# Ramblings on the Rig of Sailing Vessels

by Jack North



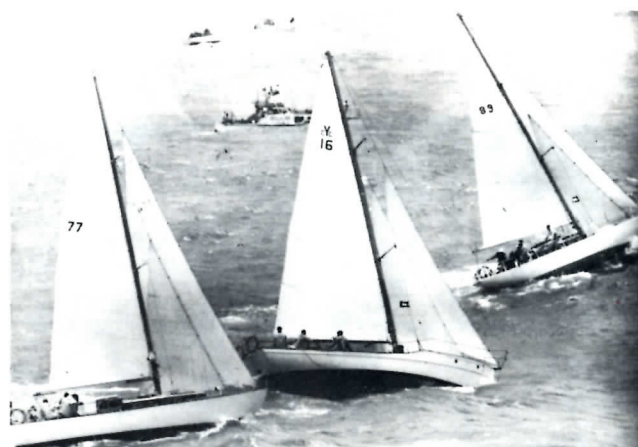
All the yachts that ever raced from Sydney to Hobart have been fore-and-aft rigged, i.e. their sails are set roughly in line with the keel. The principal fore-and-aft rigs are the **sloop**, **cutter**, **ketch**, **yawl** and **schooner**, which are identified by the arrangement of sails normally carried when working to windward.

**Sloops** dominate yacht racing, possibly because they are an efficient simple rig; they have one mast only with one headsail. The sloop has evolved from the **cutter** rig, which also has only one mast but which carries two or more headsails. The cutter was most favoured in days past when cotton was the principal sail cloth — before the revolution in sail fabrics of the nineteen fifties when it became possible and practicable to fill the fore triangle (the triangle in front of the mast formed by the mast and headstay) with one huge genoa jib only, instead of the yankee jib and staysail worn by the cutter.

This single genoa is more efficient aerodynamically, but it puts enormous pressure on its sheets, which are the ropes by which a sail is controlled. Powerful sheet winches were designed for the new breed of racing yacht which, in turn, had to be strengthened to stand the sail pressure she was called on to carry.

On some points of sailing, notably a broad reach, the

cutter rig sometimes has advantages, and it is not uncommon for a sloop to carry a staysail and yankee jib in her sail locker. On the other hand cutters often set a genoa when sailing to windward, thus becoming, in effect, sloops.



*Three famous cutters soon after the start of the 1961 Hobart Race, Anitra V, Kintail and Lass O' Luss. Lass O' Luss was later converted to a sloop and then to a yawl, while Kintail started life as a ketch. Anitra V also became a sloop.*



The **ketch** and the **yawl**. Each of these has two masts, the main and the mizzen, of which the mizzen is the shorter and is behind the main. There is no clear definition of either a ketch or a yawl, but it is generally accepted that the mizzen sail of a ketch is larger in relation to the main than that of the yawl. The rest depends upon your own judgement, the local usage and the term used by the yacht's crew. If the mizzen mast is stepped ahead of the rudder post the yacht is probably a ketch, but if it is abaft that post she is more likely to be a yawl. This rough-and-ready guide should not be taken as arbitrary; it might not apply in the case of a double ender, for instance, if the rudder were right outboard on the sternpost.

Some ketches have mizzens so big they could almost be called **schooners**. The masts of a two-masted schooner are the fore- and the main- and the mainmast is as tall as, or taller than, the foremast. Two-masted schooners have sailed in the Hobart race, the most successful being *Astor* who took line honours in 1961, 1963 and 1964. She'd have done it in 1962 also, when she finished in 3 days 3 hours 47 minutes and 16 seconds, but the American ketch *Ondine* was one minute ahead of her.

A three-masted schooner, the *Ile Ola* started in the 1960 race to Hobart. The masts of a three-master are the fore-main- and mizzen- while in a four-master the fourth mast is the jigger in England and Australia. In the United States, where most of these four-masters are, the fourth mast is more commonly called the spanker.

During the early part of this century schooners of five and six masts were built for commercial use, and bitter were the arguments about the naming of those extra masts. In the eighteen forties when the steamships *Great Britain* and *Great Eastern* were fitted with six masts to carry auxiliary sails, the problem is said to have been overcome by naming them after the days of the week, from Monday to Saturday. The sardonic joke was that there was no Sunday at sea.

A seven-master schooner, the *Thomas W. Lawson*, was launched in 1902 and no satisfactory mast naming system was ever devised for her. But the argument would be purely academic now; nobody is likely to build a seven-masted schooner yacht.

Most yachts hoist their mainsails straight up the mast on the tracks. In the late nineteen twenties this new tail-masted rig was called "Bermuda" rig in England and "Marconi" in America, but Australian yachtsmen never made up their minds about it. They used both terms indiscriminately. Nowadays the names have lapsed while the gaff rig, which has been displaced, has become the marine equivalent of the vintage car. The gaff (the spar at the head

of the sail), is hoisted by "throat" and "peak" halliards. Although neither as simple as the newer rig nor as efficient for racing, gaff rig does have some advantages, such as a shorter mast, and therefore survives in cruising yachts to some extent.



*The gaff cutter Nerida has recently been restored to her original rig. She won the 1950 Hobart Race as a Bermuda yawl.*

So much for fore-and-aft rig. The other great type, **square rig**, has hardly ever (though not never) appeared in yachts. Square riggers have yards across their masts to carry four-sided sails. Without being too technical about it, a **brigantine** has two masts, the foremast being square rigged and the main fore-and-aft rigged. A **brig** is square rigged on both masts.

**Barquentines** and **bargues** are three-masted, the former square-rigged on the foremast only and the latter on the fore- and main masts. A three-master, square rigged on all masts, is a ship or a full-rigged ship.

Towards the end of the era of commercial sail they began to build four-masted barques, square rigged on fore-, main- and mizzen-, and fore-and-aft on the jigger. A few four-masted ships appeared and an even smaller number of five-masted barques. Probably the greatest sail carrier of them all was Germany's *Preussen* of 1902. She was a five masted ship.

*Sloop*



*Ketch – the mizzen usually in front of the rudder post.*



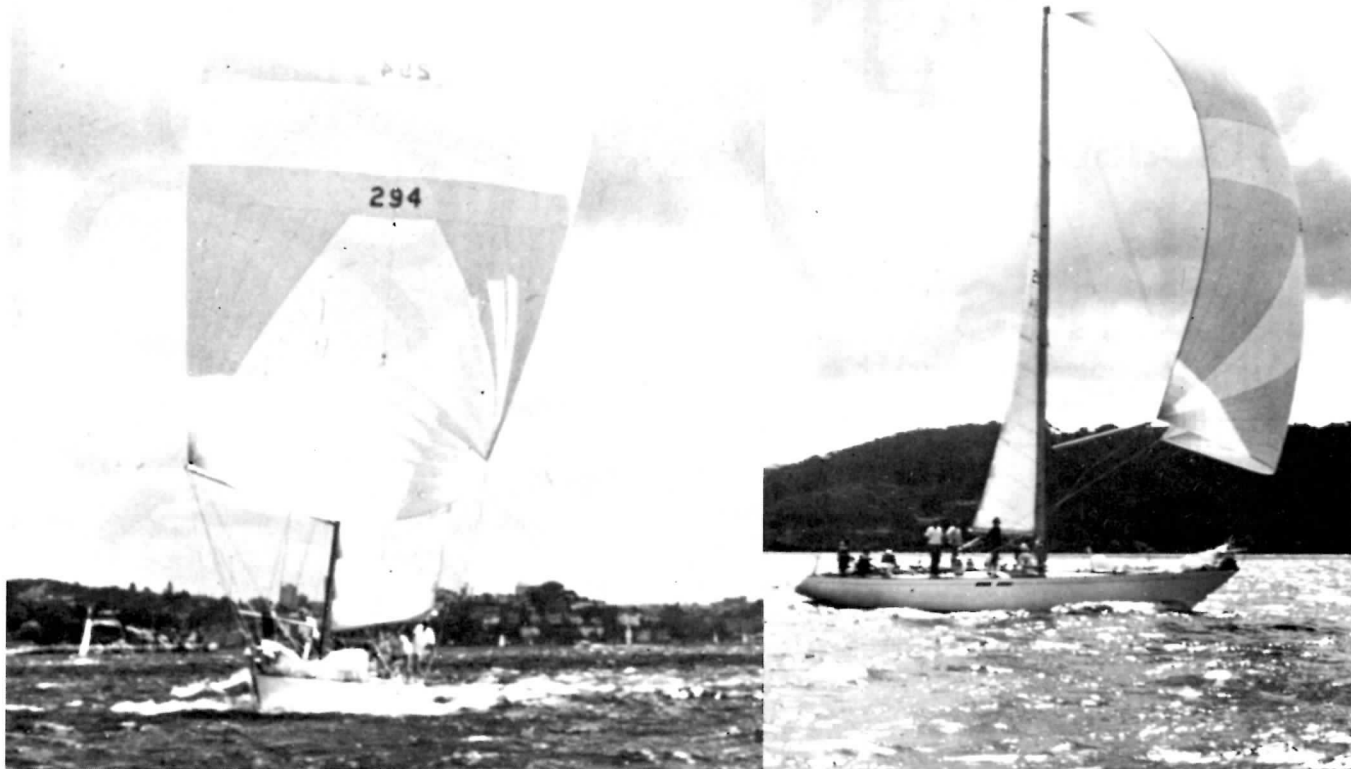
*Yawl – the mizzen usually behind the rudder post.*



*Schooner. Astor, most successful schooner in Hobart Race history.*



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# 31ST SYDNEY-HOBART RACE 1975

## Gallery of Entries

We regret that information received after  
12th November could not be included here



*Love and War*, latest in the gallery of winners for her 1974 victory

### ANACONDA — A48

LOA 53'6"; LWL 37'5"; Beam 14';  
Draft 8'3"

A strong handsome steel sloop this will be the second year Anaconda has sailed to Hobart, Tasmania being her home state. She has always found it hard to be in the first half of the result sheet on handicap, but if conditions are fresh there is every chance she might be up there this year.

CREW: Owner/Skipper G. Ellis (2), Navigator G. Doolan (8), G. Ellis (1), P. Ellis (1), M. Ellis, B. Shepherd (1), W. Watson (2), P. Cousins (2), R. Griggs (1), C. Wood.



### ANDURIL — 13806

LOA 39'; LWL 33'; Beam 12'9";  
Draft 6'9"

Hailing from Marblehead, Massachusetts, Anduril is a member of the U.S. team for the Southern Cross Cup series. A stock Carter Offshore 39 built in G.R.P. by Olympic Yachts, she carries a well-seasoned American crew, but both boat and crew have yet to be tested in Australian waters; previous Carter designs have done very well out here.

CREW: Owner/Skipper J.C. Foster, Navigator J. Scott, H. Wait, W. Robbins, P. Robbins, J. Muldrig, D. Kellett (6).



### ANTAGONIST — A16

LOA 39.7'; LWL 29.5'; Beam  
11.8'; Draft 6.5'

This Van De Staadt design was launched just in time for last year's Race; her 37th was therefore quite encouraging. She has apparently done no further ocean racing since, but her owner/builder, R. Hickman, with 8 previous Hobarts under his belt, will be pushing her hard.

CREW: Skipper R.F. Hickman (8), Navigator R. Hickman, L. Nibbs (8), C.J. Nibbs (7), I.D. Coward (7), K. Peterson (6), D. Lockley (3).



# 31st SYDNEY ~ HOBART RACE

# IDENTIFICATION CHART

Sail No.	Name of Yacht	Hull Colour	LOA	Provisional I.O.R. Rating	Year Launched	Hull Material	Country or State	Owner's Name	Designer
KA 1	Gretel	Pale Blue	67'1"		1962	Timber	Victoria	Gretel Syndicate	Alan Payne
TYC 1	Tanglefoot	White	32'9"	25.6	1974	Timber	Tasmania	D.R. Hart	A.P. Gurney
M 2	Boomerang of Belmont		42'0"		1968	Fibreglass	N.S.W.	A.G. Burgin	P. Joubert
A 3	Nike	White	35'3"		1973	Timber	Tasmania	C.E. Davies	S & S
G 3	Appaloosa	Green	32'11"		1973	Timber	Victoria	R.T. Spence	A. Buchanan
S 3	Tina of Melbourne	Light Blue	36'8"		1968	Timber	Victoria	A. Tsakamakis	S & S
G 4	Pintado	White	33'6"		1974	Fibreglass	Victoria	E.H. Wilson	Syndicate
R 4	Mary Blair	Red	41'4"		1970	Aluminium	N.S.W.	J. Savage & F. Short	Warwick Hood
M 8	Binda	White	35'11"	27.4	1968	Fibreglass	Tasmania	A.M. Rundle	R. Swanson
A 9	Honeywind	Turquoise	42'0"		1972	Steel	Tasmania	T.H. Bragg	N.D. Jennings
SM 10	Wild Goose	White	36'11"	27.1	1971	Timber	Victoria	I.D. Russell	P. Joubert
A 11	Huon Chief	Red	36'0"	27.4	1974	Timber	Tasmania	H.D. Calvert	N.D. Jennings
RF 11	Siska	Red	53'0"		1975	Aluminium	W.A.	R.L. Tasker	S & S
PD 13	Bravura		29'7"	21.5	1974	Timber	Tasmania	R. Myler	H. Wagstaff
SM 15	Brumby	White	30'7"	21.6	1974	Fibreglass	Victoria	P. & R. Robinson	Joe Adams
A 16	Antagonist	White	39'8"		1974	Timber	Tasmania	R.F. Hickman	Van de Stadt
17	Give 'em Plenty		31'9"	21.6	1975	Fibreglass	Queensland	V.R. Day	R. Miller
RF 20	Rampage	Blue	39'3"	29.7	1973	Timber	W.A.	P. Packer	R. Miller
PD 26	Tuppence	Blue	36'5"	26.3	1974	Fibreglass	Tasmania	T. Barringer	R. Swanson
SM 33	Victoria	White/Orange	42'2"		1970	Timber	Victoria	L.J. Abrahams	S & S
R 44	Aquila	White	33'0"	24.5	1971	Fibreglass	Victoria	M.E. Braham	S & S
PD 45	West Wind	White	37'10"		1974	Fibreglass	Tasmania	K. & R. Findlay	A. Smith
A 48	Anaconda	White	53'6"	37.3	1970	Steel	Tasmania	G.R. Ellis	A. Buchanan
SA 49	Rebel		33'8"	24.5	1975	Fibreglass	S.A.	R.E. Francis	A. Blackburne
B 64	Sea Jade	White	29'5"		1975	Fibreglass	Victoria	L.W. Grant	R. Swanson
65	Dancing Mouse	Maroon	35'1"	24.6	1975	Timber	N.S.W.	C. McGarry	R. Miller
67	Gerónimo	Green	48'3"	36.4	1974		N.S.W.	A.G. Lee	R. Miller
G 67	Taurus	White	43'7"		1970	Fibreglass	Victoria	A.M. Kelso	P. Cole
R 70	Fantasy Rag	White	48'6"	38.1	1968	Timber	Victoria	J. Musgrove	S & S
SM 73	Koomooloo	Varnish	41'2"	30.6	1968	Timber	Victoria	R.K. Young	H. Kaufman
89	Meltemi	Yellow	45'1"	33.5	1971	Fibreglass	N.S.W.	B.C. Psaltis	S & S
R 89	Sir Henry Merkin	White	47'1"	42.2	1974	Timber	W.A.	T.S. Martin	J. Young
RF 90	Morning Star	White	33'2"	24.2	1973	Fibreglass	W.A.	Swarbrick Bros.	Sparkman/Stephens
RF 94	Imogene		43'		1975		W.A.	B. Bowden	Peter Joubert
R 96	Blue Poles	White/Blue	34'5"	24.5	1975	Fibreglass	Victoria	J.A. Harris	A. Blackburn
R 96	Brutta Faccia	Dark Green	36'9"	27.2	1974	Timber	W.A.	G. Fornaro	Carter
97	Pacha	Burgundy	54'2"	42.4	1969	Aluminium	N.S.W.	Sir Robert Crichton-Brown	Camper Nicholson
A 99	Dragon Fyre	White	32'7"	25.6	1974	Timber	Tasmania	R.C. Genders	A. Gurney
M 99	Polaris	White	43'7"	32.0	1971	Fibreglass	N.S.W.	L.H. Savage	P. Cole
SM 111	Apollo II	Orange/White	44'9"		1972	Aluminium	Victoria	R. & I. Thurston	R. Miller
MH 114	Rough Red	Red	32'0"		1974	Fibreglass	N.S.W.	K. Le Compte	Swanson
M 123	Bedouin	White	35'0"	24.4	1975		N.S.W.	T. Michilis	P. Cole



K 148	Noryema	White	46'6"	35.5	1975	Aluminium	U.K.	R. Amey	G. Freers
SA 150	Hornet	White	34'0"		1974	Timber	S.A.	J. Duncanson	A. Blackburne
MH 184	Marsude	White	33'6"	27.6	1970	Timber	N.S.W.	P.H. Menere	R. Miller
206	Barbarian	White	38'0"		1970	Timber	N.S.W.	J. Goddard	R.C. Davies
MH 222	Willi Willi	White	42'11"		1973	Fibreglass	N.S.W.	J.H. Ratten	P. Joubert
E 226	Pilgrim	Light Blue	38'7"	27.5	1971	Fibreglass	W.A.	J.H. Jamison	S & S
246	Saracen II	White	36'4"		1962	Fibreglass	N.S.W.	N.E. Gosson	Camper Nicholson
259	Leda	Aluminium	52'11"		1974	Aluminium	N.S.W.	P. Kurts	Joa Adams
KA 294	Love and War	White	46'8"	35.2	1973	Timber	N.S.W.	R. Gould & W. Rockliffe	S & S
SM 336	Bacardi	Green	43'5"	31.7	1969	Fibreglass	Victoria	J. Rooklyn	P. Cole
357	Ballyhoo	Green	72'5"	66.2	1974	Aluminium	N.S.W.	R. Kirby	R. Miller
360	Patrice III	White	46'8"	36.3	1974	Aluminium	N.S.W.	E.N. Kindred	S & S
387	Myuna II	Tangerine	35'2"	26.4	1974	Timber	N.S.W.	S.G. Kuhn	J. Duncanson
433	Moonbird	White	36'3"	28.1	1967	Timber	N.S.W.	A.T. Clutton	R. Swanson
450	Mercedes III	White	40'0"	30.2	1966	Timber	N.S.W.	K. Farfor	H. Kaufman
B 458	Superstar	Blue	44'2"	33.2	1972	Fibreglass	Victoria	J.K. Rae	S & S
461	Silhouette	White	36'0"		1961	Timber	N.S.W.	D. Ingall	A. Moore
494	Gidgee	White	42'11"	37.2	1973	Fibreglass	N.S.W.	P. Joubert	P. Joubert
496	Balandra	White	46'0"	34.6	1965	Timber	N.S.W.	Army Sailing Club	Camper Nicholson
528	Matika II	White	35'1"	24.6	1974	Timber	N.S.W.	A. Pearson	R. Miller
560	Thunderbolt	White	35'5"	24.3	1968	Timber	N.S.W.	L.P. Harding	G. Shields
565	Lollipop	Pink	30'3"	21.7	1974	Fibreglass	N.S.W.	I. Millar & P. Kline	P. Joubert
809	Tawarri	Pale Blue	41'2"		1966	Timber	N.S.W.	J.D. Lewis	Swanson
826	Pandora	White	43'3"	30.0	1970	Fibreglass	N.S.W.	H. Janes	Nicholson
910	Makara	White	30'8"	22.3	1962	Timber	N.S.W.	J. Charody	L. Randall
964	Wanni	Light Blue	34'5"	27.9	1968	Timber	N.S.W.	J.H. Bleakley	R. Miller
978	Duet	White	36'0"	26.8	1969	Fibreglass	N.S.W.	J.P. Diamond	Swanson Bros.
NZ 1000	Buccaneer	Black	73'1"	68.9	1970	Timber	New Zealand	T.E. Clark	J. Spencer
1080	Savant	Black	40'5"		1970	Timber	New Zealand	K.L. Cox	J. Spencer
1111	Skyllark	White	32'8"	21.7	1971	Timber	N.S.W.	L.L. Ward	R.E. Carter
1137	Plum Crazy	Purple	30'2"	21.7	1971	Timber	N.S.W.	M. Bowen & G. Thomas	Miller & Adams
1180	Japarra	Yellow	53'10"	35.4	1974	Ferro Cement	N.S.W.	N.G. O'Brien	Bolland & Bennett
1292	Hustler	Green	45'9"	39.8	1972	Timber	N.S.W.	B. Climo & P. Bates	J. Spencer
KA 1313	Mercedes IV	Green	41'10"	32.2	1974	Timber	N.S.W.	H.T. Kaufman	H.T. Kaufman
1317	Zilvergeest III	White	33'1"	24.5		Timber	N.S.W.	A. Murray & H. Vallance	S & S
1400	Apollo	White	57'10"	51.3	1969	Timber	Queensland	H. Takeda	R. Miller
J 1414	Vago	White	45'0"		1975	Aluminium	Japan	P. Hill	S & S
1510	Ruthless	Red	35'11"	27.5	1975	Fibreglass	N.S.W.	G. Snow	D. Peterson
1532	Pegasus	Light Blue	35'1"	26.7	1973	Fibreglass	N.S.W.	A. Bond	Duncanson
1661	Apollo III	White	54'7"	42.1	1974	Aluminium	N.S.W.	H. Okazaki	R. Miller
J 1666	Miyakadori III	Green/White	54'2"	41.3	1975	Aluminium	Japan	J. Robson-Scott	S & S
1667	Fair Dinkum	White	34'1"	24.4	1975	Fibreglass	N.S.W.	Anderson Bros.	P. Cole
1669	The Fox	Red/White/Blue	40'0"	28.4	1975	Fibreglass	N.S.W.	T. Yamasaki	R. Miller
J 1710	Sunbird V	Blue/White	54'2"		1975	Aluminium	Japan	Y. Ikeda	S & S
J 1771	Shioji Too	White	36'0"		1975	Aluminium	Japan	A. Sweeney	Kennosuke Hayashi
1823	Diamond Cutter	Turquoise	39'8"	35.8	1974	Fibreglass	N.S.W.	J.B. Senior	D. Peterson
1833	Kailua	Gold	47'8"	39.0	1974	Timber	New Zealand	J.D. Edmonds	Bruce Farr
1911	Quando	White	38'8"		1966	Timber	N.S.W.	M. Champion	C. Robertson
1919	Huon Lass	White	39'11"		1974	Timber	New Zealand	Marshall Bros.	R. Miller
1999	Brer Fox	White	50'5"	36.9	1974	Aluminium	New Zealand	D.R. Hooper	S & S
2120	Corinthian	Royal Blue	38'0"		1974	Timber	New Zealand	C. Johnson & N. Vitali	B. Wilson
2181	Tempo	White	37'10"		1975	Aluminium	New Zealand	H.L. Smith	S & S
2265	Quickstep	White	39'11"	31.0	1974	Timber	New Zealand	G. Stagg	J. Spencer
2555	Whispers of Wellington	Red	41'6"		1975	Fibreglass	New Zealand	K. Wright	D. Peterson
2557	Natelle Two	Teak	36'0"	27.5	1975	Fibreglass	New Zealand	D. Hogg & A. Stewart	D. Peterson
7099	Thundercloud	White	72'8"	70.0	1968	Timber	U.S.A.	R.M. Johnson	A. Gurney
13751	Windward Passage	White	78'10"	67.4	1974	Aluminium	U.S.A.	J.B. Kilroy	S & S
13806	Kialoa	White	39'0"	29.5	1974	Fibreglass	U.S.A.	J.C. Foster	R.E. Carter
47721	Anduril	White	35'8"	27.5	1975	Aluminium	U.S.A.	R.E. Turner	D. Peterson
	Pied Piper	Yellow	36'0"		1964	Fibreglass	N.S.W.	B.F. Geissler	Van der Staadt
	Astolot	White	36'0"						



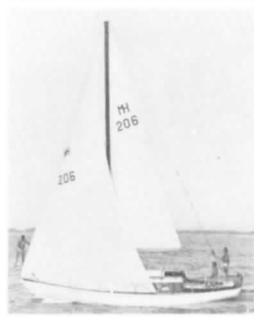
**APPALOOSA — G3**  
 LOA 33'; LWL 24'; Beam 10'2";  
 Draft 5'7"  
 Appaloosa is a very successful  
 Victorian yacht which was 2nd in  
 Division 'C' in last year's Hobart  
 Race and won the first Melbourne  
 to Hobart west coast race in 1973,  
 the year of her launching. Constructed  
 of timber to a Buchanan design,  
 she was built by her owner and  
 races out of Geelong.  
 CREW: Owner/Skipper R.T.  
 Spence (1), Navigator H. Freise (1),  
 P. Graham, R. Morrison (1), D.  
 Phillips, R. Stott.

**BALLYHOO — 357**  
 LOA 72'; LWL 66'; Beam 15';  
 Draft 11'  
 Launched 1974, technical prob-  
 lems have clouded her form. 2nd  
 home in last year's Hobart. Took  
 line honours Sydney-Brisbane and  
 Brisbane-Gladstone Races. 5th  
 across line in Transpac; lost rudder  
 in Royal Hawaiian Cup. Pundits  
 respect her windward ability and  
 in these conditions is expected to  
 give Kialoa III and Windward  
 Passage competition for line honours.  
 CREW: Owner J. Rooklyn (3),  
 Navigator S. Darling (24), D. Mickle-  
 borough (13), H. Treharne (8),  
 M. Summerton (10), T. Ellis (10),  
 J. Crisoffersen (10), D. Tracey (2),  
 B. Ramsden (3), C. Tumpene (3),  
 T. Stevenson (4), L. Dale, J. Stan-  
 ley (2), P. Kudlich.



**APOLLO — 1400**  
 LOA 57'10"; LWL 46'; Beam  
 13'6"; Draft 8'2"  
 A veteran campaigner, Apollo is  
 sure to be raced as hard as ever  
 this year. Finished 15th in last  
 year's Hobart. On charter, she  
 will be representing Qld. this year.  
 CREW: Skipper S. Barrett, Navi-  
 gator J. de Vere (6), J. McHendrick,  
 K. McHendrick, J. Thorpe, R.  
 Stirling (4), D. Hutchen (6), N.  
 Ham (3), M. Bell (rest to be  
 appointed).

**BARBARIAN — 206**  
 LOA 38'; LWL 29'; Beam 11'2";  
 Draft 6'3"  
 Launched in 1970 Barbarian  
 competed in the 1971 Hobart  
 finishing 47th. She has sailed in a  
 number of Brisbane and Gladstone  
 races. She will have a large follow-  
 ing this year carrying the first ever  
 all-girl crew in the Sydney Hobart  
 Race. The girls, led by Vicki  
 Willman, have already given a good  
 account of themselves this year in  
 races in N.S.W., including the  
 rugged Montagu Island Race.  
 CREW: Skipper V. Willman, Navi-  
 gator S. Beach, P. Brinsmead,  
 H. Neville, N. Cox, N. Shore. Two  
 to be nominated.



**APOLLO II — SM111**  
 LOA 45'; LWL 41'; Beam 12'3";  
 Draft 7'6"  
 This aluminium Miller design  
 partnered her sister ship Ginko in  
 the 1973 Admiral's Cup. Previous  
 to this she had a very good 4th in  
 the '72 Hobart. She has since been  
 racing in Victoria. In this year's  
 Queenscliffe-Apollo Race she was  
 2nd.  
 CREW: Skipper C. Newman, Owner  
 R. & I. Thurston, Navigator K.  
 Flockart (2), K. Wilson, R. Wilson,  
 J. Graham, A. Williams, B. Collins,  
 J. Augustine.

**BEDOUI — M 123**  
 LOA 35'0"; LWL -; Beam 11'1"  
 Designer Peter Cole. Launched  
 August 1975. Competed in  
 Swansea-Cabbage Tree, Swansea-  
 Lion Island, Swansea-Sydney-  
 Swansea, but has shown no  
 placings.  
 CREW: Owner/Skipper T. Michilis,  
 J. Braidwood (4), D. Braidwood  
 (4), W. Russell (9), D. Powys (2),  
 G. Harrap (2).



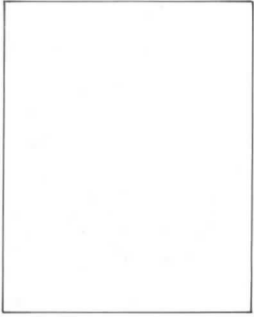
**APOLLO III — 1661**  
 LOA 53'6"; LWL 41'5"; Beam 14';  
 Draft 8'  
 Alan Bond's Apollo III has under-  
 gone some modification since fail-  
 ing in Admiral's Cup selection trials  
 earlier this year, modifications  
 which have lowered her rating by  
 nearly half a foot. At time of writ-  
 ing she had not had any serious  
 competition since then, but Bond's  
 Hobart boats are always well  
 crewed and well sailed so she will  
 be one of the boats to beat.  
 CREW: Owner/Skipper Alan Bond  
 (4), Navigator R. Hammond (18),  
 A. Norman (4), S. Bull (2),  
 G. Waring (3), S. Champaloup, G.  
 Douglas, S. Ward (1), J. Burke (8),  
 B. Jackson (13).

**BINDA — M8**  
 LOA 36'; LWL 29'; Beam 10'5";  
 Draft 6'2"  
 One of the well known Swanson  
 36' class. She hails from the Mersey  
 Yacht Club, Devonport, Tasmania.  
 Now out designed but becoming  
 more competitive with additional  
 age allowance. Binda has represent-  
 ed Victoria and Tasmania in South-  
 ern Cross Cup Teams. She always  
 turns in an honest performance.  
 She finished 31st in last year's race.  
 CREW: Skipper A. Rundle (2),  
 J. Bramich (2), I. Collidge (2),  
 G. Sims (1), E. Vincent (1), J.  
 Rogers, W. Van Edgom.



**AQUILA — R 44**  
 LOA 33'1"; LWL 24'6"; Beam  
 10'1"; Draft 5'11"  
 This Sparkman and Stephens sloop,  
 launched in Perth in 1972, comes  
 from Melbourne. She has a good  
 record in Victorian local races and  
 sailed in the 1973 Hobart Race,  
 finishing in the middle of the  
 field of 90. The stepping of a new  
 mast has resulted in a new rating  
 being allotted.  
 CREW: Skipper M. E. Braham,  
 Navigator R. Dickin, D. Aitken,  
 M. Vanderwarker, P. Bowen, J.C.  
 Purtell (1).

**BLUE POLES — R96**  
 LOA 24'3"; LWL 29'9"; Beam  
 10'9"; Draft 5'8"  
 Another Duncanson 3/4 tonner from  
 Melbourne where she has been  
 very successful in short ocean races.  
 Another boat to watch if condi-  
 tions suit the small boats. She is  
 bound to be raced vigorously by  
 her Victorian crew who will no  
 doubt have their eyes set on the  
 Australian 3/4 Ton Championships  
 in Hobart after the long race.  
 CREW: Skipper John Harris, Navi-  
 gator Cpt. Anthony Beck, John  
 Molloy, Alan Sheers (2), David  
 Cranwell (2), David Wallace.



**BALANDRA — 496**  
 LOA 46'; LWL 35'; Beam 12';  
 Draft 7'6"  
 This famous Australian yacht is now  
 owned by the Army and this will  
 be her 10th Sydney to Hobart  
 effort. She recently underwent an  
 extensive refit and managed to  
 regain some of her former glory as  
 one of the most handsome yachts  
 around Sydney Harbour.  
 CREW: Skipper Capt. B. Hayden,  
 Co-Skipper Maj. I. Simpson (2),  
 Maj. D. Hannell, Cpl. S. Balenzuela,  
 Cpl. D. Edmonds (1), Gnr. R.  
 Burns (2), Cfn. T. Wise, 2 to be  
 nominated.

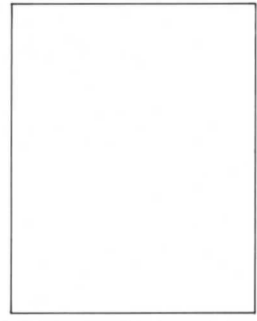
**BOOMERANG OF BELMONT  
 — M2**  
 LOA 42'; LWL 36'; Beam 13';  
 Draft 6'3"  
 This Joubert designed fibreglass  
 sloop was launched late in Decem-  
 ber 1968 and really surprised  
 experts with a 2nd overall that  
 year. This year she will be under  
 the command of owner/skipper  
 Alby Burgin, one of Australia's  
 most experienced offshore helms-  
 men, who won with Rival in 1961.  
 With a good crew, she will give a  
 good account of herself.  
 CREW: Owner A.G. Burgin (crew  
 list not supplied)





**BRAVURA — PD 13**  
 LOA 30'; LWL 24'; Beam 9'8";  
 Draft 5'8"  
 This Half Ton Copper from the Port Dalrymple Yacht Club, Tasmania, is having her first trip down. Designed by H. Wagstaff (N.Z.) and built by R. Myler, she has done local racing, having to her credit a 2nd in last year's Tamar-Westernport Race. A sister ship has been doing very well in Auckland lately.  
 CREW: R. Myler (Skipper), B. Guy (Navigator), R. Milner, A. Guy, G. Warren, M. Bamford.

**DIAMOND CUTTER — 1792**  
 LOA 36'; LWL 30'; Beam 11'8";  
 Draft 6'4"  
 A new design by Doug Peterson, this one tonner is newly launched and thus little is known of her performance. Her potential on the other hand is tremendous, and if her crew can get this boat going fast in time for the Hobart race she will present a considerable threat to others in her class.  
 CREW: Skipper A.J. Sweeney (2), Navigator R.M. Grant, J.A. Walsh (1), C. Kelly (1), C.D. Hay (1), G. Phipps (1).



**BRER FOX — 1919**  
 LOA 39'11"; LWL 30'; Beam 11'8";  
 Draft 6'2"  
 This New Zealander is from the board of Bob Miller. Launched in May 1974, has done very little racing; therefore no form guide.  
 CREW: Owner Marshall Bros. (crew list not supplied)

**DRAGONFYRE — A 99**  
 LOA 35'6"; LWL 25'9"; Beam 9'9";  
 Draft 5'4"  
 Another entrant from Port Dalrymple Yacht Club, Tasmania. She was designed by A. Gurney and is constructed with three skins of King Billy. She was third in the 1974 Melbourne-Devonport race.  
 CREW: Skipper R. Genders, Navigator W. Griffith, R. Matthews, A. Gifford, T. Lovett, N. Blazley.



**BRUMBY — SM 15**  
 LOA 31'; LWL 25'; Beam 10' 7";  
 Draft 5'1"  
 A half ton design by Joe Adams, Brumby finished fifth in division in the 1974 Sydney-Hobart when brand new and untuned. She can be expected to improve her performance this year.  
 CREW: Owner/Skipper P.J. Robinson, Navigator R.S. Robinson, R. Moody, D. Young, one to be nominated.

**DUET — 978**  
 LOA 36'; LWL 27'; Beam 10';  
 Draft 6'  
 Duet is a Swanson 36, of a class which collectively has an excellent record in the Sydney-Hobart race; Duet herself is a veteran. She first raced to Hobart in 1969 and has now completed this gruelling event five times, the last four with her present owner, C.Y.C.A. Commodore Joe Diamond.  
 CREW: Owner/Skipper J.P. Diamond (4), B. Fletcher (1), G. Bacon (1), P. James (1), G. Fraser.



**BRUTTA FACCIA — R96**  
 LOA 36'9"; LWL 28'4"; Beam 12'5";  
 Draft 6'1"  
 A West Australian based yacht Brutta Faccia is a Carter One Ton design derived from Ydra, but executed in timber. Now nearly two years old she had only moderate success in the 1974 Sydney-Hobart Race but more racing experience can only have improved her.  
 CREW: Skipper G. Fornard, Navigator R. Watis, J. Ryan, A. Hood, W. Seabrook, one to be nominated.

**FAIR DINKUM — 1667**  
 LOA 34'1"; LWL 28'3"; Beam 11'3";  
 Draft 5'8"  
 This Peter Cole design was launched in February this year. She won the 1/4 Ton Level Rating Series under the ownership of the builders Mayrack Marine. Then with the very experienced new owner, she came second overall in the tough Montagu Island race. Obviously one to watch.  
 CREW: Owner/Skipper J. Robson-Scott (12), G. Jones (12), B. Jeffries (4), I. Downing (6), K. Barry-Cotter, G. Robson-Scott (1).



**BUCCANEER — NZ 1000**  
 LOA 73'; LWL 62'; Beam 16';  
 Draft 11'  
 Buccaneer has covered most of the world in her career including three previous Hobarts. Probably has more miles under her keel than any other still active racing yacht. Line honours in 1970 Hobart. Will be confronted by at least three other maxi boats all chasing the same prize.  
 CREW: Owner/Skipper T. Clark (3), Navigator W. McKinlay (5), J. McCormick (5), J. Bailey (2), B. McKay (3), J. Davies (2), K. Austin (2), G. Clark (2), B. Whitcomb (1), D. Campbell, R. Bowman, J. Burreight (1), R. Ruppert.

**FANTASY RAG — R 70**  
 LOA 48'8"; LWL 38'; Beam 13'3";  
 Draft 7'  
 Formerly the famous Ragamuffin, Fantasy Rag continues her winning ways in Melbourne under the ownership of J. Musgrove. She finished fifth overall in the 1974 Sydney-Hobart and, ironically, was leading Syd Fisher's new Ragamuffin on handicap until Ragamuffin retired with rigging problems.  
 CREW: Owner J.M. Musgrove (crew list not supplied)



**CORINTHIAN — 1999**  
 LOA 50'; LWL 38'2"; Beam 13'8";  
 Draft 7'10"  
 This blue aluminium boat from the S & S stable launched May last year. Was N.Z. Admiral's Cup trialist coming 4th in overall points. A number of her crew have competed in the classic in previous years, including Chris Bouzaid, who came from a long way back to win in 1967 in his Rainbow II.  
 CREW: Skipper R. Hooper, J.B. Beavis (3), C. Bouzaid (4), I. Chambers (2), R. Tong, N. Riley, D. Davies (6), G. Morriss, G. Dalton, A. Gregory, F. Tattersfield, C. Severne.

**GERONIMO — 67**  
 LOA 48.26'; LWL 40'; Beam 12.4';  
 Draft 7.4'  
 Geronimo is a Miller design built in Greece as a G.R.P. production boat by Olympic Yachts. Dogged by bad luck, Geronimo arrived late for the Admiral's Cup trials, fared badly without pre-series tuning or crew practice. Her bad luck continued with a dismasting in the Montagu, so she has yet to settle down to serious ocean racing.  
 CREW: Owner/Skipper Geoff Lee (3), Navigator R. Brenac (3), R. Mische (10), M. Burke (5), A. Mitchell (15), F. Arrowsmith (1), A. York, A. Hearder, J. Humphrey (2), W. Hammond.





**GIDGEE — 494**  
 LOA 43'; LWL 47'; Beam 13';  
 Draft 6'6"  
 A sloop from the board of P. Joubert, Gidgee was launched in December 1973. This will be her first Hobart race and she should do well in light to moderate conditions.  
 CREW: Skipper D. Ingall, Navigator N. Arnott (12), G. West, R. Kingsley, P. Simpson, J. Hornby, R. Woolcock, W. Rowell, R. Smith.



**IMOGENE — RF 94**  
 LOA 43'; LWL 36'; Beam 13';  
 Draft 6'9"  
 Date Launched: November 1975.  
 Designer: Peter Joubert. Races: Fremantle/Geraldton return and Fremantle/Bunbury return, no placings shown. From West Australia.  
 CREW: Owner/Skipper B. Bowden, Navigator C. Arcus, B. Cook, C. Bridgeland, R. Bowden, D. Jackman, R. Patterson.



**HONEYWIND — A9**  
 LOA 42'; LWL 33'; Beam 12';  
 Draft 7'3"  
 Appearing for the second time in this event, Honeywind had the misfortune to finish last in the 1974 race. However, heavy weather conditions could lift her performance.  
 CREW: Owner/Skipper T. Bragg (1), Navigator P. Atrill (2), F. Chatterton (1), P. Moore (1), J. Hansen (1), P. Bragg (1), N. Cook (1), R. Marsland.

**JAPARRA — 1180**  
 LOA 54'; LWL 47'6"; Beam 16';  
 Draft 6'  
 Japarra is a striking looking ketch, yellow hulled, featuring a long low dog-house. Strictly a cruising yacht, Japarra is of ferro-concrete construction, one of the few yachts of this type ever to appear in the Sydney-Hobart Race.  
 CREW: Skipper N. O'Brien, Navigator H.V. Watson (1), R. Fox (1), L. Rickard, others to be nominated.



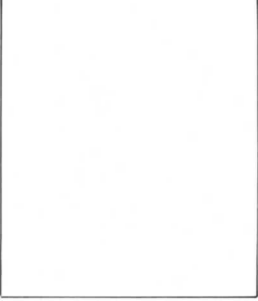
**HORNET — SA 150**  
 LOA 34'3"; LWL 29'9"; Beam 10'9"; Draft 5'8"  
 Hornet as the Duncanson Three-Quarter Ton prototype which had considerable early success in short ocean races and level rating events in 1975. Since modified as a result of this experience she could do well in this race if conditions favour the small boats, and she will be well up in her class whatever the conditions.  
 CREW: Owner/Skipper J. Duncanson (crew list not supplied)

**KIALOA — 13751**  
 LOA 78'8"; LWL 64'; Beam 17.4';  
 Draft 11'6"  
 Since launching 10/1974, Kialoa has built a reputation for awesome speed and power in America and Europe. Has a perfect line honours record and remarkable handicap scores and time records in varying conditions and races. Starts favourite for line honours and in right conditions could be handicap winner.  
 CREW: Owner/Skipper J.B. Kilroy (1) Navigator M. Halvorsen (24), C. Wilson, S. Beggs, T. Crisp (1), P. Dunn, R. Neville (1), N. Hilton (1), S. Williamson (1), T. Lalonde (1), G. Miltimore (1), J. Kilroy Jnr., J. Piggott, D. Pedrick, I. Nicholls, B. Mitchell (1), B. Mitchell Jnr., B. Kendall (2).



**HUON CHIEF — A11**  
 LOA 36'; LWL 30'; Beam 11'9";  
 Draft 6'5"  
 This One Tonner launched last year is starting for the second time. Designed by N. Jennings, she won the One Ton Division last year and earlier this year won her class in the Australian Level Rating Regatta. She competed in the World One Ton Championships in Newport, Rhode Island and is expected to be a force in this year's race.  
 CREW: Skipper H. Calvert (5). Others to be named.

**KAILUA — 1823**  
 LOA 42'; LWL 35'; Beam 13';  
 Draft 7'  
 A recent Bruce Farr design Kailua was launched late last year and little is known of her in Australia. She did well in the Auckland-Noumea race, however, and her performance in Australia will be watched with close interest due to the growing reputation of her young designer.  
 CREW: Skipper J.B. Senior, Navigator R.W. Farrant, W. Colson (1), R. Munns, W. Kidman, J. McCall, J. McIntosh, D. Turner.



**HUON LASS — 1911**  
 LOA 38'7"; LWL 28'7"; Beam 9'7"; Draft 6'9"  
 Built in mahogany by Max Creese from a Robert Clark design and launched in 1966, she is competing in her 5th Hobart. In 1967 she was 2nd with Rainbow II as individual point scorers in the Southern Cross series. She has been very consistently placed in her division in each race.  
 CREW: Skipper/Navigator M. Champion (1), D. Macrae (2), M. Preston (rest to be named).

**KOOMOOLOO — SM 73**  
 LOA 41'; LWL 33'; Beam 11'5";  
 Draft 6'10"  
 The 1968 handicap winner Koomooloo was a member of the powerful 1971 Australian Admiral's Cup team and raced successfully in Australia and overseas until modern designs came along to outpace her. Now racing out of Melbourne she remains one of the most handsome yachts in Australia.  
 CREW: Skipper R.K. Young (2), Navigator G. Marshall (9), J. Swift (2), R. Sill (2), B. Whiteside (1), A. Sharp, P. Taylor, R. Simpson (1).



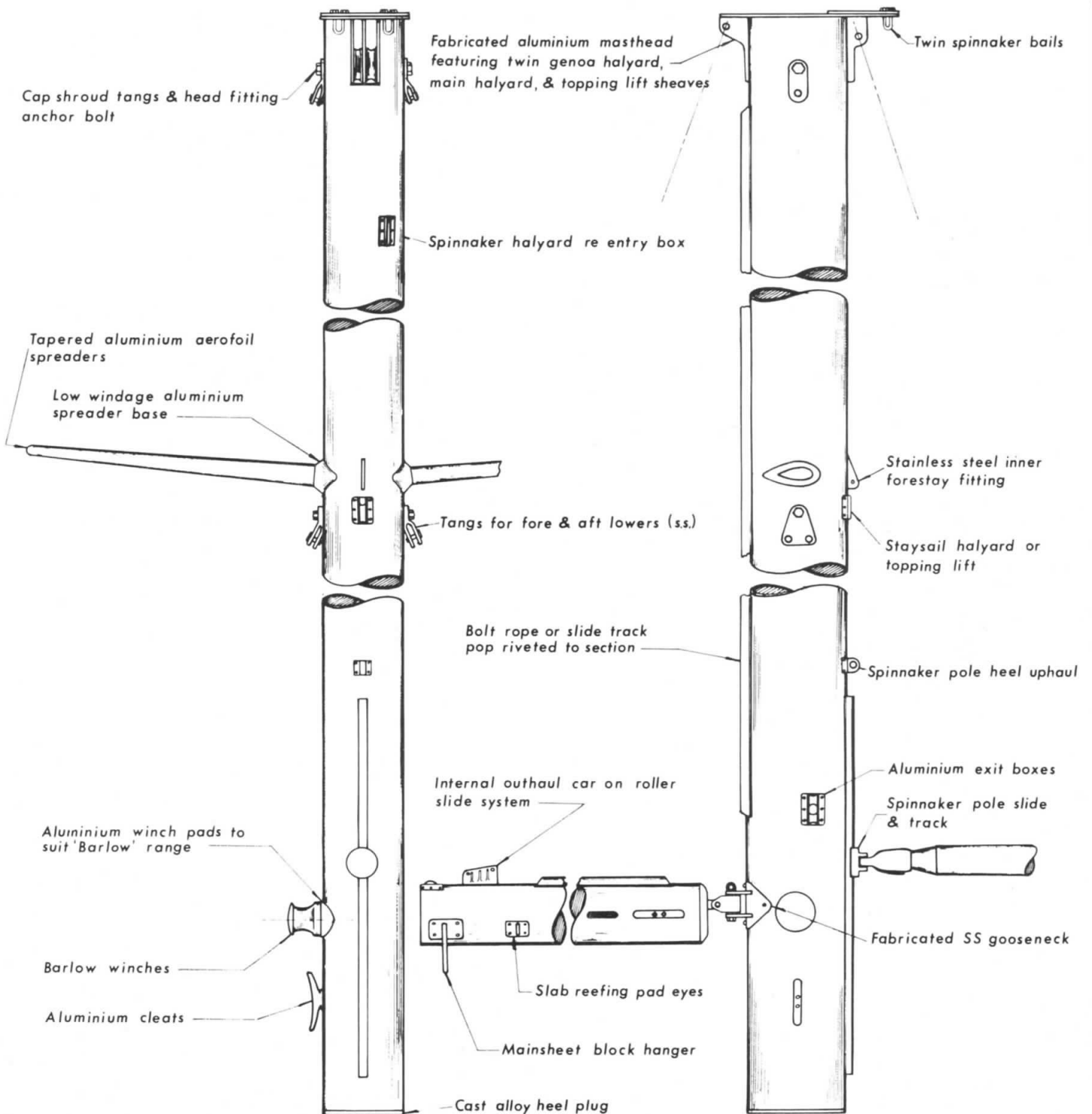
**HUSTLER — 1292**  
 LOA 45'; LWL 38'; Beam 11'9";  
 Draft 6'3"  
 Hustler is a chined plywood construction designed by Spencer whose boats are very fast off the wind. Hustler is no exception; best ever performance was in 1973 Montagu Race beating some larger boats home in a race that became a running and reaching battle. Unsuitable to the I.O.R. handicap system, Hustler usually finds the Hobart race poor hunting ground but keeps coming back.  
 CREW: Owner/Skipper P. Bates (3), Navigator B. Climo (3), D. Langford, S. Firth (1), R. Baydon, two to be nominated.

**LEDA — 259**  
 LOA 53'; LWL 44'; Beam 15'7";  
 Draft 8'  
 This aluminium sloop designed by J. Adams (launched December 1974) was not finished for start in last Hobart. Competed in the Admiral's Cup trials and subsequently altered her sail plan to mast-head rig which has vastly improved her performance.  
 CREW: Owner/Skipper N. Gosson (5), Navigator P. Toolan (1), D. Bearman (5), H. Cruickshanks (4), J. Walker (2), B. Hare, P. Turner, two to be nominated.





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**LOLLIPOP — 565**  
 LOA 30'3"; LWL 24'; Beam 9'6";  
 Draft 5'6"  
 This Joubert-designed half tonner performed well in the 1974 race and has since won the Flinders Cup and Half Ton division of the Long Ocean Points Score.  
 CREW: Joint Skippers I. Millar (3)/ P. Kline (3), Navigator G. Field (2), T. Carpenter (2), P. Maloney, N. Millar.

**MELTEMI — 89**  
 LOA 44'7"; LWL 34'6"; Beam 12'  
 Draft 7'6"  
 This Swanson built fibreglass S and S design was launched in 1971. She was second in her class in the 1972 race and first in the Aegean rally in 1973. In 1974 she sailed back from the Mediterranean. Bill Psaltis is a very experienced, hard-driving skipper and she will be sailed to her maximum.  
 CREW: Skipper B. Psaltis (14), Navigator B. Gramp (3), P. Geddes, R. Starret (4), C. Hornsby, R. Andriess (4), P. Payne.



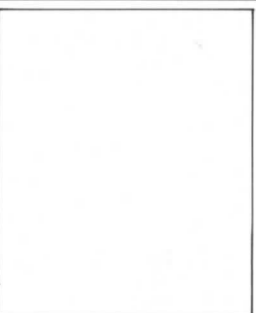
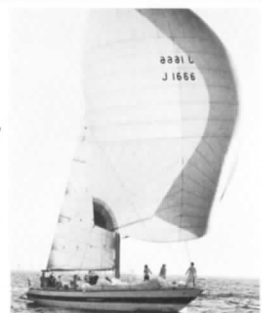
**LOVE & WAR — 294**  
 LOA 47'; LWL 35'6"; Beam 13'6";  
 Draft 7'  
 Love and War celebrated her return from Admiral's Cup competition with a win against strong competition in 40 knot gale, thereby serving notice she will be one of the top contenders in the 1975 Hobart. Was 1973/74 C.Y.C.A. Blue Water Champion, won the 1974 Hobart and will probably start favourite for this year. Experienced crew.  
 CREW: Skipper P. Kurts (11), Navigator W. Lawler (8), R. Norman (20), J. Carruthers (1), P. Clarke (9), J. Anderson (3), J. Munson (2), P. Shipway (6).

**MERCEDES IV — KA 1313**  
 LOA 41'; LWL 36'; Beam 12.5';  
 Draft 6.7'  
 The latest in a dynasty of Mercedes boats owned, designed and raced by Ted Kaufman, Mercedes IV was in the 1975 Australian Admiral's Cup team and is campaigning for selection in the Southern Cross Cup team. Designed to rate two ton, she performs well in Australian waters. One of the favourites for a handicap win.  
 CREW: Skipper/Navigator H.T. Kaufman (10), F. Johnson (5), P. Duffield (5), L. Abbott (2), P. Wolf (1), P. Edmonds (3), N. Bennetts (15), M. Hesse (8).



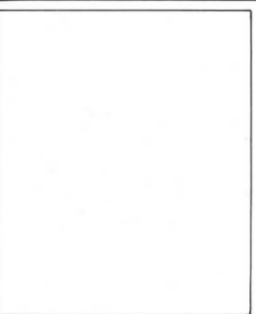
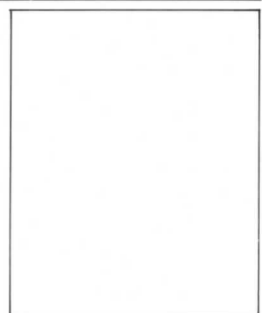
**MAKANA — 910**  
 LOA 30'7"; LWL 24'; Beam 9'2";  
 Draft 5'1"  
 Makana is a 'Blythe Spirit' Class yacht of timber. Raced successfully in Sydney Harbour under a previous owner some years ago but recently has been confined to cruising activities. This will be the first Sydney-Hobart race for Makana and her new owner-skipper.  
 CREW: Skipper J.R. Charody, Navigator A. Kovalskis, J. Mazaraky (2), R. Rynehart, G. Smith, J. Nicholas, R. Brown.

**MIYAKADORI III — J 1666**  
 LOA 54'2"; LWL 39'4"; Beam 14';  
 Draft 8'2"  
 Miyakadori III is a recent S and S design built of aluminium in Japan. Launched in May this year she has covered many miles, first to Los Angeles for the Transpac, then back to Japan, and finally to Sydney for the Southern Cross Cup. With her sister ship Sunbird V, Miyakadori is part of the Japanese team.  
 CREW: Skipper J. Fukuyoshi, Navigator S. Ishiai (1), M. Nasai, Y. Tsuzuki, N. Sakai, N. Miya, K. Motohashi, Y. Shibata, Y. Watanabe, Y. Ichiki, N. Iwasawa, R. Kobayashi, K. Inove, Y. Narumi.



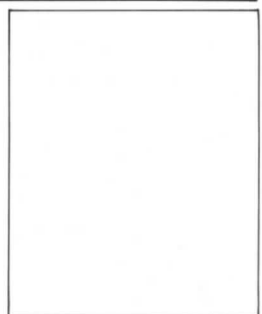
**MARY BLAIR — R 4**  
 LOA 41'4"; LWL —; Beam 11'5";  
 Draft —  
 This Warwick Hood designed aluminium sloop was launched in 1970. This will be her 5th trip down. In 1973 she got a very creditable 11th. Recently acquired from Victoria by new owners J. Savage and F. Short.  
 CREW: Navigator J. Savage (2), F. Short (1), A. Plympton, C. Penberthy, B. Penberthy, S. Dawes, M. Short, J. Savage Jnr.

**MYUNA 2 — 387**  
 LOA 35'; LWL 28'9"; Beam 10'6";  
 Draft 6'  
 One of several Duncanson 35's in the race Myuna is one of the more experienced ones although not in Hobart Race. Done most of the races off the east coast of Australia and the crew know boat and conditions well. Duncanson 35's like a bit of breeze to sail to their rating, and if conditions suit, Myuna will do well in her class.  
 CREW: Skipper I. Kindred; Navigator K. Preussner, M. Fegent, P. Seabourne (3), N. Cartledge, P. Lepparde.



**MARSUDE — MH 184**  
 LOA 33'; LWL 28'; Beam 9'7";  
 Draft 5'10"  
 This will be the first Hobart for this small Miller designed sloop. Paul Menere recently purchased her; she has a job ahead with her new crew.  
 CREW: Owner/Skipper P. Menere, P. Sarlos, R. Barrabule, P. Finch, K. Hurly

**NATELLE TWO — 2555**  
 LOA 41'6"; LWL 34'; Beam 12'6";  
 Draft 8'  
 Natelle Two is a New Zealand owned/built in G.R.P. with an Aerex core. This new type of construction is gaining in popularity overseas and this is the first of the type to appear here. A Doug Peterson design, Natelle Two will be watched with interest in Australia.  
 CREW: Skipper K. Wright, Navigator B. Woolley (2), M. Espanhake (1), P. Waterhouse (1), C. Bedcett (1), S. Woolley, A. Baker (1), R. Denning (1).



**MATIKA II — 528**  
 LOA 35'; LWL 28'; Beam 10'5";  
 Draft 5'6"  
 This Miller 3/4 tonner, owned by the C.Y.C.A. Rear-Commodore, Tony Pearson, was launched late in 1974 and went on to come 22nd in the last Hobart race. She will be raced with a very keen crew.  
 CREW: Owner A. Pearson (3), Skipper T. Simmat (6), D. Owen (3), K. Roxburgh (1), J. Dunstan (3), H. Leslie (1), E. Cohen.

**NIKE — A3**  
 LOA 35'4"; LWL 26'; Beam 10'4";  
 Draft 5'11"  
 An S & S designed three-quarter tonner, this Tasmanian yacht is sailing in the Hobart Race for the third time. Last year she finished 19th overall and 3rd in Division "C". She has maintained a high level racing performance since her launching from Max Creese's Hobart yard in October 1973.  
 CREW: Skipper C.E. Davies (2), Navigator R.H. Lange (3), W. Hornsey (1), G. Richardson (2), D. Wells (1), J. Young (1).





**PACHA — 97**  
 LOA 55'; LWL 40'; Beam 13'9";  
 Draft 8'3"  
 Probably the most beautiful yacht in Australia, Pacha lines up for this year's Hobart after 18 months under cruising gear only. Although she will find it hard to keep up with newer designs on handicap, age allowance will compensate. Pacha won the 1970 Hobart, one of the toughest. Still a force to be reckoned with if conditions are fresh, particularly downhill.  
 CREW: Owner Sir R. Crichton-Browne (11), Navigator J. Brooks (4), W. Bold (17), B. Rouvray (8), G. Long (5), B. Davies (9), A. Cable (11), C. Hatfield (2), A. Forbes (1), J. Noakes (9).

**PINTADO — G 4**  
 LOA 33'6"; LWL 24'3"; Beam 10'4";  
 Draft 5'7"  
 Hailing from Geelong, Pintado sailed in the 1974 Hobart race. She has done little racing since, and nothing is known of her present form.  
 CREW: Skipper Eustace H. Wilson (5), G. Wilson (1), K. Shimmin, B. McDonald, E. Armstrong, and one other to be selected.



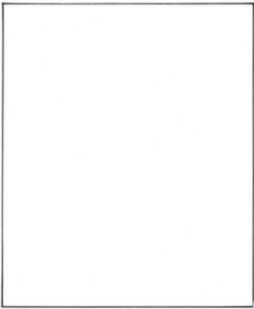
**PANDORA — 826**  
 LOA 43'; LWL 30'; Beam 11'6";  
 Draft 6'9"  
 A Camper & Nicholson sloop launched in May 1970 Pandora sails from Middle Harbour. She finished in the middle of the fleet in last year's race but won the Long Ocean Points Score, Division II for 1974-75.  
 CREW: Skipper Harry Janes (1), R. Forster (1), H. Burrell (1), C. Strauss (1), T. Melennan (1), M.A. Hogan (8), B. Duff (1), K. McDonald.

**PLUM CRAZY — 1137**  
 LOA 30'; LWL 25'3"; Beam 10'8";  
 Draft 5'3"  
 Although she has only one previous Hobart race to her credit, this purple hulled sloop is well known in Sydney. Designed by Bob Miller and Joe Adams she has sailed consistently well since her launching in December 1971.  
 CREW: Skipper Tig Thomas (1), Navigator Ted Thomas (1), Rowland Bull (4), Martin Leschka, Bob Bernard.



**PATRICE III — 360**  
 LOA 46'10"; LWL 34'7"; Beam 13'5";  
 Draft 7'7"  
 A near sister to Love and War, Patrice III was unlucky to miss Admiral's Cup team selection this year but achieved consolation by winning the 1974/75 CYCA Blue Water Championship. An S & S design in aluminium, she is currently in top form and will be the boat to beat for handicap honours.  
 CREW: Owner R.J. Kirby (5), Sailing Master P. Green (24), Navigator D. Hocking (9), C. Wildman (11), D. Slingsby (3), D. Keating (5), B. Harris (2), W. Gibson (5), J. Dawson (8).

**POLARIS — M99**  
 LOA 43'3"; LWL 33'; Beam 10'11";  
 Draft 6'3"  
 A Cole 43 launched in April 1971, Polaris is starting her fifth trip to Hobart. Her performance has been good and consistent with overall placing of 10th in 1971, 11th in 1972, 15th in 1973 and 13th in 1974.  
 CREW: Skipper Graham Paterson (2), Navigator Bob Snape (4), Ian Cuthbert, Jamie Cuthbert, Peter Hicks, Lew Hutchinson, Howard Keggan, Tony Mowbray (1), John Stanton (1).



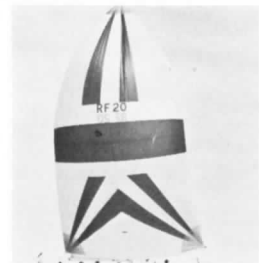
**PEGASUS — 1532**  
 LOA 35'; LWL 27'; Beam 10'6";  
 Draft 6'  
 A good looking Duncanson sloop, Pegasus sailed in last year's Hobart race. In October, 1975 she finished third in her division in the Montagu Island race.  
 CREW: Skipper G. Snow (1), Navigator P. Bishop (4), T. Harpley (1), B. Ragner (1), J. Bairs, S. Cadman (1).

**QUICKSTEP — 2181**  
 LOA 38'; LWL 28'7"; Beam 11'7";  
 Draft 6'4"  
 Launched in New Zealand in May 1975, and built of aluminium, this is another sloop from the Sparkman and Stephens drawing board. Her racing performance is now known at the time of printing but she was competing in the Southern Cross selection trials for New Zealand.  
 CREW: Skipper H. Smith, Navigator N. Jordon, B. Kerr, I. Macgregor, D. Dudley, W. Stitchbury.



**PIED PIPER — 47721**  
 LOA 35'10"; LWL 30'; Beam 11'2";  
 Draft 7'  
 Ted Turner is back for another attempt at the Hobart Race and Southern Cross Cup series, this time with the aluminium sloop Pied Piper. The yacht, designed by Peterson, was launched in June 1975, is current North American One Ton champion, and won the 1975 One Ton Cup series.  
 CREW: Skipper R.E. Turner (3), Navigator W.F. Adams (2), M. O'Meara (2), J. Pugh (2), R. Doyle.

**RAMPAGE — RF20**  
 LOA 40'; LWL 29'; Beam 11'8";  
 Draft 6'4"  
 This Bob Miller designed One Tonner from Western Australia was third in the 1973 Hobart race. Since then her record includes first overall in the 1975 Fremantle-Albany race.  
 CREW: Skipper Peter Packer (2), Navigator Ron Packer (6), Chris Packer (1), Scott McAllister (3), Rob Hammond, Jon Simonds (2).



**PILGRIM — E 226**  
 LOA 38'7"; LWL 29'8"; Beam 11'8";  
 Draft 6'7"  
 Another Sparkman and Stephens sloop built in 1971, Pilgrim sailed in the 1971 and 1973 races under Sydney ownership. Since being sold to J. Ratten in Western Australia, she has given a good account of herself in the West, coming second in the Esperance-Albany and Fremantle-Geraldton-Fremantle races.  
 CREW: Owner J. Ratten (crew list not supplied)

**REBEL — SA 49**  
 LOA 33'8"; LWL 28'; Beam 10'8";  
 Draft 5'10"  
 Designed by A. Blackburne and launched in August 1975. The form of this South Australian sloop is not known at this stage.  
 CREW: Owner R.E. Francis (2), R. Miles (1), P. Poimear (1), I. Cox, B. Calaby, T. Deslandes.





**ROUGH RED — MH 114**  
 LOA 32'; LWL 24'; Beam 10';  
 Draft 5'10"  
 Another Swanson sloop, Rough Red was launched in November 1974. She came 5th overall in the 1975 Sydney-Brisbane race, and can be distinguished by her red hull. CREW: Skipper K. Le Compte, Navigator A. Hancock (7), J. Willie (4), B. Currie (2), B. Wood, P. Williams.

**SILHOUETTE — 461**  
 LOA 36'; LWL 27.5'; Beam 9'4";  
 Draft 5'6"  
 A Swanson 36 built of timber in 1961, Silhouette is the original Swanson 36 and was first raced by Ron Swanson himself in the 1961 Sydney-Hobart. Swanson 36's have a great record in the Hobart and continue to enhance reputation as sea kindly. Newly refitted Silhouette returns under M.H.Y.C. burgee of J.K. Rae, who has lots of offshore experience in small yachts. This is his first Hobart. Skipper: J.K. Rae, Navigator Captain G.B. Hitchman, G.F. Clarke, C.J.E. Rae, D.G. Clark D.A. Rae.



**RUTHLESS — 1510**  
 LOA 35'9"; LWL 27'6"; Beam 11';  
 Draft 6'7"  
 Designed in US by Peterson, Ruthless is masthead sloop by Quilkey Brothers. Launched February just in time for the Level Rating when, lacking practice, finished a disappointing sixth in One Ton. Is steadily improving, finishing third overall in Sydney-Brisbane (1st in Division 1), and currently fourth in CYCA Spring Point Scores. Could do well in this race if conditions suit. CREW: Owner/Skipper Peter Hill (6), Navigator H. Vaughn, T. Vasaremorell, L. Carter, L. Roberts, and one to nominate.

**SIR HENRY MERKIN — R 89**  
 LOA 47'; LWL 41'; Beam 13'6";  
 Draft 7'9"  
 Launched in 1974, we have no details of the form of this West Australian entry other than that she has participated in offshore races over there. Our best wishes to an entry that has to travel so far to compete. CREW: Skipper T. Martin, Navigator P. Harris, R. Eastaugh, W. Dodd, K. Grace, J. Chute (3), J. Royce, A. Brown, I. Edwards, G. McGarry, W.W. Edean.



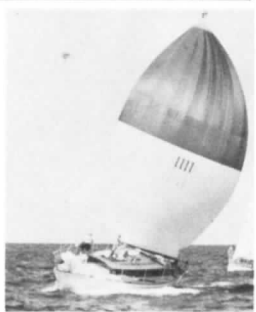
**SARACEN II — 246**  
 LOA 36'4"; LWL 30'6"; Beam 9'6";  
 Draft 5'9"  
 This veteran campaigner is a Camper and Nicholson design launched in 1962. Outclassed by modern yachts her best performance was in 1964 when she finished 13th overall. CREW: Skipper B. Wright (4), Navigator M. Williamson (1), E. Tindall (3), G. Wilson (3), D. O'Neil (3), B. Rowlings.

**SISKA — RF 11**  
 LOA 53'; LWL 39'; Beam 13'7";  
 Draft 8'8"  
 Our last information was that this large S & S aluminium sloop was still under construction. An entrant in the W.A. Southern Cross Cup team she is expected to do well with her experienced crew under the guidance of Rolly Tasker. CREW: Skipper R. Tasker (3), Navigator J. Solomon (5), P. Drake-Brockman (4), J. Seale (3), P. Hay (4), W. Banks (1), H. Clayton, G. Lahiff, R. Lynn, D. Liggins (2), S. Tasker (1).



**SAVANT — 1080**  
 LOA 40'; LWL 34'; Beam 10'6";  
 Draft 7'  
 This sloop from Wellington New Zealand was designed by John Spencer and launched in 1970. She has raced in Noumea and Suva as well as in the 1971 and 1974 Hobart races. Although a good performer, especially downwind, her rating has been too high to allow her to do well on handicap. CREW: Skipper K. Cox (2), Navigator A. Griffith, P. Prendeville (1), R. Smith (2), G. Boyce, B. King (1).

**SKYLARK — 1111**  
 LOA 32'8"; LWL 24'; Beam 11';  
 Draft 5'6"  
 Now a veteran half-tonner Skylark has completed three Hobarts and perhaps more long ocean races than any other half-tonner around Sydney. Best Hobart result was 1973 (19th overall) when she won her division easily beating many larger boats off the stick. If Joe Ward can repeat that result amid a swarm of hot new boats in his class he will be a happy man. Don't bet against it. CREW: Skipper Joe Ward (3), Navigator J. Meeken, S. Collekidis (2), R. Ellis, J. Jackson.



**SEA JADE — B 64**  
 LOA 29'5"; LWL 24'; Beam 10'2";  
 Draft 5'6"  
 Designed by Ron Swanson, this yacht is one of the smallest in the fleet. She was launched in October 1975 and has no previous racing record, but with her pedigree she should do well. CREW: Skipper D. van Woerden (2), Navigator B. Beavis (6), E. Montgomery, M. Welsh, R. Jewell.

**SUNBIRD V — J 1710**  
 LOA 54'2"; LWL 39'4"; Beam 14';  
 Draft 8'2"  
 Many will remember smiling faces of the owner and navigator from their appearance in Sunbird III for 1972 World One Ton Cup. Back now with impressive new 54 S & S design in aluminium (a sister ship to Miyakadori III) as part of the Japanese team for the Southern Cross Cup. Launched August 1975, the Southern Cross and Hobart represent Sunbird V's first international competition. CREW: Owner/Skipper T. Yamasaki (1), T. Hirotsu (1), Y. Take-mura, T. Watanabe, Y. Iizumi (1), S. Mifune (1), Y. Yoshida, T. Uchida, Y. Hamada, T. Ishii, T. Iseki, M. Takahashi, Y. Tsunekawa, T. Nakagawa, R. Fry.



**SHIOJI TOO — 1771**  
 LOA 11m; LWL 8.9m; Beam 3.5m;  
 Draft 1.95m  
 A small aluminium sloop was designed and built in Japan. The owner has previously raced in the 1972 and 1974 Okinawa-Tokyo races. The best of fortune to them in this race. CREW: Owner Y. Ikeda (crew list not supplied)

**SUPERSTAR — B 458**  
 LOA 44'; LWL 36'8"; Beam 11'6";  
 Draft 7'2"  
 An S & S sloop launched in 1972, was one of Europe's top racing yachts in 1973. As a member of the U.K. Southern Cross Cup team she came 7th overall in the 1973 Hobart race, and sailed in the 1974 race under Victorian ownership. This is her third trip to Hobart. CREW: Owner/Skipper K. Farfor (6), Navigator P. Avery (2), R. Jepson (3), J. Ruddle (4), N. Sharpe (3), T. Bond (1), M. Hipgrave (4), V. Kibby (4), S. Thistlethwaite.





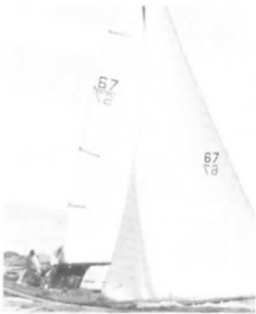
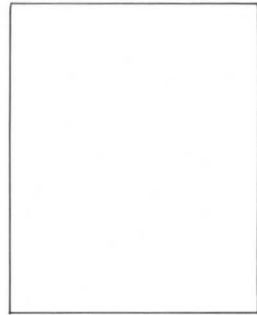


**TANGLEFOOT — TYC 1**  
LOA 32'6"; LWL 25'8"; Beam 9'8"; Draft 5'3"

Designed by Alan Gurney, this yacht will be one of the smaller entries this year. As well this will be her first Hobart and we wish her luck in her tramp south. Another Tasmanian entry from Tamar Yacht Club whose owner and crew should be at home regardless of conditions in Bass Strait.  
CREW: Skipper R. Hart, Navigator J. Taylor, D. Orpwood, D. Jack, P. Hesketh, R. Hillier.

**THUNDERBOLT — 560**  
LOA 35.4"; LWL 29"; Beam 9.7"; Draft 6'

Built by Quilkey Brothers and launched in 1968 this three-quarter tonner performed well in her second Hobart race in 1969 to gain fourth. She retired in 1970 with a broken mast and in 1974 retired again damaged. Should be in the middle of the fleet.  
CREW: Skipper L. Harding, Navigator P. Beeston, R. Hart (4), W. Rowe (2), D. Johnson, J. Pidcock.



**TAURUS — G67**  
LOA 43'7"; LWL 33'; Beam 11'; Draft 6'7"

This Cole 43 has been one of the most consistently good performers. Her 5 previous performances turned in 6, 5, 13, 4, 9 on handicap. She was taken over by her southern owner earlier this year and has obtained several good places in Victorian races. We look forward to another sound race result.  
CREW: Skipper I. Watson (2), Navigator W. Thompson (15), Owner A. Kelso (2), K. Curtis (2), J. Chandley (2), B. Griffiths (1), J. Coates (1), M. Steen, E. Lawrence.

**THUNDER CLOUD — 2557**  
LOA 10.9m; LWL 9m; Beam 3.4m; Draft 1.9m

This balsa cored fibreglass sloop was designed by D. Peterson and built by Cavalier Lidgard Yachts, N.Z. and launched in August this year. She won the N.Z. Southern Region preliminary Southern Cross Cup trials and we await with interest to see if she makes her national team.  
CREW: Skipper D. Hogg (1), Navigator A. Stewart (1), P. Macdonald (1), G. Crawford, K. Lidgard (2), R. Lysaght, B. Barraclough (1).



**TAWARRI — 809**  
LOA 41'; LWL 38'; Beam 11'6"; Draft 7'

Built by Swanson Bros in 1966 for extensive cruising purposes, this sloop has been down to Hobart three times before. Given heavy conditions this crew will be driving her hard.  
CREW: Skipper J. Lewis (3), Navigator P. Johnston-Hall (3), T. Vasey (4), I. Cameron (3), W. Taggart, G. Hackney, J. Green (2), R. Uren.

**TUPPENCE — PD 26**  
LOA 36'; LWL 28'; Beam 10'5"; Draft 6'

Her maiden Hobart, this Swanson fibreglass boat could be a dark horse in light to moderate conditions. Tuppence won both Northern Tasmanian Offshore point score and I.O.R. Division A. Another Tasmanian entry whose crew will know all about Bass Strait weather; we wish her luck in the classic.  
CREW: Skipper T. Barreter, Navigator G. Reynolds (9), G. Dineen, R. Cassidy, P. Herron, R. Reynolds, D. McMillan.

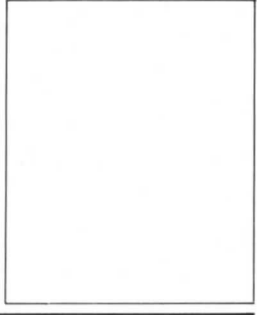


**TEMPO — 2120**  
LOA 38'; LWL 29.5'; Beam 11.2'; Draft 6.5'

Launched late in 1974, she was designed and built by the late New Zealander Brin Wilson. She was 4th overall in the Whangarei-Noumea Race this year.  
CREW: C. Johnson & N. Vitali (crew list not supplied)

**VAGO — J 1414**  
LOA 13.7m; LWL 10.5m; Beam 4m; Draft 2.2m

This is a brand new S & S aluminium sloop launched last October, too recently to assess any form. However Mr Takeda has raced to Hobart three times previously and obviously knows what is required to win the event.  
CREW: Skipper/Navigator J. Takeda (3), P. Cole, G. Ingate (5), F. Thomas (13), M. Kaido, A. Kanazashi (1), K. Yamaguchi.



**TINA OF MELBOURNE — S3**  
LOA 36'7"; LWL 26'7"; Beam 10'1"; Draft 6'3"

This yacht has won every major ocean race in Victoria, the One Cup Division in the 1970 Hobart Race and 5th overall the same year. If the weather is fresh and hard as it was in 1970, no doubt Tina will be up in front of middle size boats on handicap this year.  
CREW: Owner A. Tsakmakis, Skipper/Navigator B. Wyatt (2), R. Williams, R. Allum, B. Glover (3), J. Gilbertson (2).

**VITTORIA — SM 33**  
LOA 42'; LWL 32'; Beam 11'5"; Draft 6'10"

This will be Vittoria's sixth Hobart race. She has represented Victoria in two Southern Cross challenges and Admirals Cup Trials. Her best Hobart performance was in 1974 with seventh overall. Her well known, experienced skipper will be pushing her to the limit regardless of conditions. A force to be reckoned with.  
CREW: Skipper L. Abrahams (10), Navigator D. Lanf (14), G. Watt (9), L. Nicholls (12), D. Earle (2), N. Baird (4), R. Evans, M. Crafoord (19)









**THE FOX — 1669**  
LOA 40'; LWL 32'; Beam 11'6"; Draft 6'2"

This is a just launched M & W 40 built by Anderson Bros and is expected to be raced hard. She should have good form if one compares her to her sister ships, Ceil III and Rampage who came 1st and 2nd in 1973.  
CREW: Skipper/Navigator K. Anderson (3), R. Anderson (3), P. Anderson (2), R. Walls (1), V. Demilio (1), P. De Graf (1), R. Jemison (1).

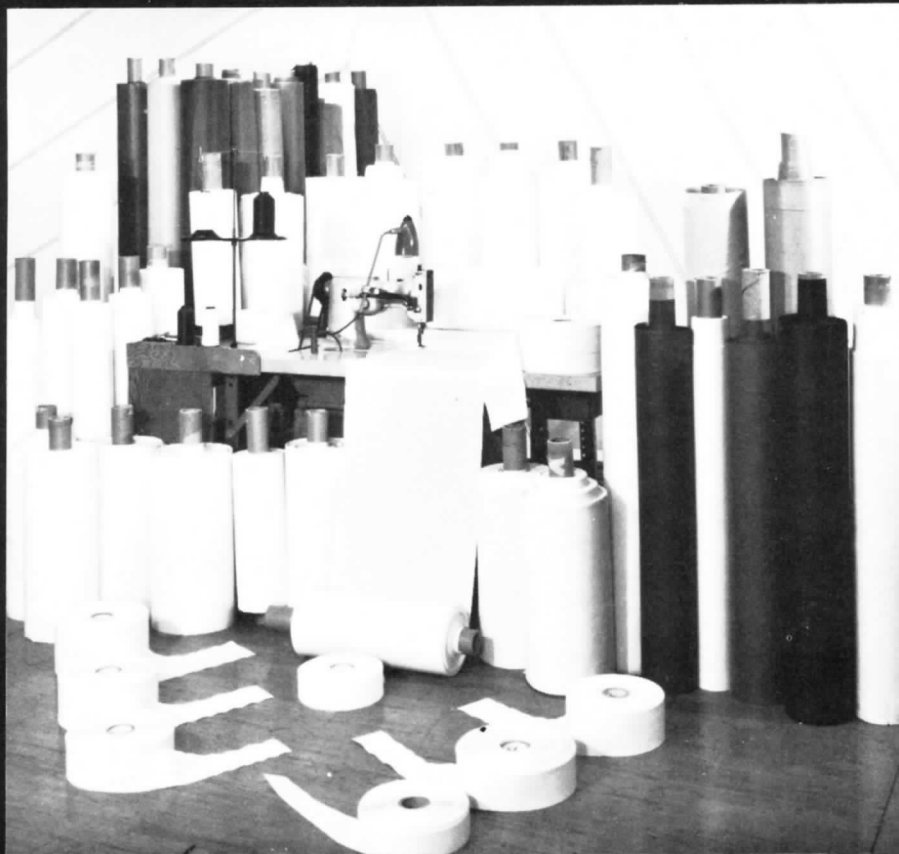
**WARRI — 964**  
LOA 34'6"; LWL 29'; Beam 10'4"; Draft 6'

Launched in 1968, Warri has taken part in two previous Hobart races in 1972 and 1974. She had her best season in 1974/75 when she was second in the CYCA Division 2 point score. Outclassed now by modern designs she will be at her best in heavy conditions.  
CREW: Skipper J. Bleakley (8), Navigator D. McNeil, J. Nobbs (2), R. Smith (1), N. Kolesov (10), one to be nominated.



		<p><b>WESTWIND — PD 45</b>  <b>LOA 37'10"; LWL 30'; Beam 11';</b>  <b>Draft 6'</b>  This compass 38 launched in July 1974 comes from Launceston, Tasmania, and has raced in the local Bass Strait waters. This class is noted more for cruising.  <b>CREW:</b> Skipper R. Findlay, I. Wells (1), P. Bowden (1), C. Youl, J. Horner (1), D. Booth, A. Gardner.</p>	
		<p><b>WHISPERS OF WELLINGTON — 2265</b>  <b>LOA 40'; LWL 32'; Beam 12'3";</b>  <b>Draft 6'3"</b>  Launched in May 1974 this yacht already has some 9000 miles of ocean campaigning under her keel. She was 6th in the New Zealand Admiral's Cup trials and her wins include 1st in "A" Division of the Whangarei-Noumea Race.  <b>CREW:</b> Owner G. Stagg (crew list not supplied)</p>	
		<p><b>WILD GOOSE — SM 10</b>  <b>LOA 37'; LWL 30'; Beam 12'6";</b>  <b>Draft 6'6"</b>  A One Ton Class by Joubert, launched in 1971. She has been down four times, last year finishing 34th. Her form indicates that she will have to be sailed very efficiently to do well, if the race is for small boats.  <b>CREW:</b> Owner I.D. Russell (crew list not supplied)</p>	
		<p><b>WILLI WILLI — MH 222</b>  <b>LOA 43'; LWL 38'; Beam 12'8";</b>  <b>Draft 6'6"</b>  A near sister ship to Boomerang of Belmont, from the board of Peter Joubert. She has to her credit a 3rd in the Sydney-Brisbane. Under new ownership and crew she will find a good placing difficult, but they will have a good trip particularly if they have to go "downhill".  <b>CREW:</b> Owner/Skipper J. Goddard, A. Le Rutte (6), R. De Coster (1), W. Brewer, R. McLeish (1), P. Lee (1), J. Blewitt, J. Goddard Jn.</p>	
		<p><b>WINDWARD PASSAGE — 7099</b>  <b>LOA 73'; LWL 65'; Beam 20';</b>  <b>Draft 9:8"</b>  One of the world's most famous ocean racers. Holds 11 elapsed time records, including Transpac and Miami-Nassau. Has reputation of being perhaps the fastest ocean racer in the world. There will be much interest in her clash with Kialoa III, Ballyhoo. She and Kialoa III are here for a showdown to determine who is the biggest gun at sea.  <b>CREW:</b> Skipper F. Johnson, P. Bowker (3), D. Vaughn, J. Rumsey, R. Banks, N. Wells, S. Mackenzie, A. Schmelling, J. Alderman, A. Gooch, R. Man, C. Findlay, S. Brown (8).</p>	
		<p><b>ZILVERGEEST III — 1317</b>  <b>LOA 33.1"; LWL 25'; Beam 10.08';</b>  <b>Draft 6.06'</b>  A name well known to Hobart race followers. Her namesakes always had the reputation of being small, tough and tenacious. No. 111 previously known as Marara was 2nd in 1974 Montagu, 1st and 2nd respectively in the last two 1/4 Ton Championships. Also a very popular 3rd in the last Montagu. Alan, Murray, B. Vallance and their crew are among the most experienced in this fleet.  <b>CREW:</b> Co-owners A. Murray (10), B. Vallance (9), B. Johnson (6), R. Hunt (4), S. Kingsland (2), J. Maddox (8).</p>	

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1st "Northstar" Peterson 30'

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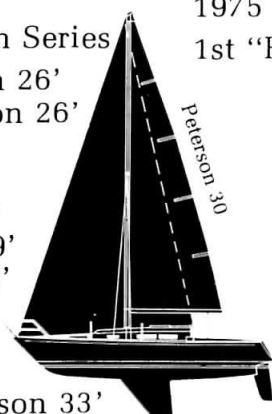
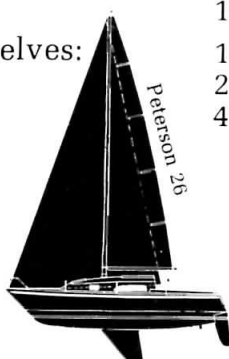
1st "El Principio" Peterson 26'  
2nd "Tickled Pink" Peterson 26'

1975 World Two Ton Series

1st "Ricochet" Peterson 39'  
3rd "Vendetta" Peterson 39'

1975 World ¾ Ton Series

1st "Solent Saracen" Peterson 33'



1975 World One Ton Series

1st "Pied Piper" Peterson 36'  
2nd "Gumboots" Peterson 36'  
4th "Kindred Spirit" Peterson 36'

1975 SORC Series

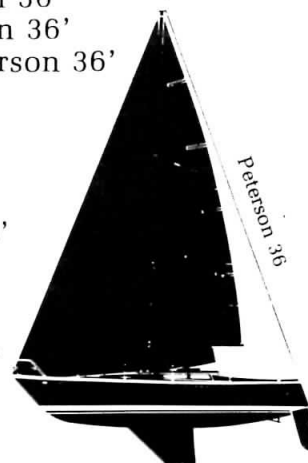
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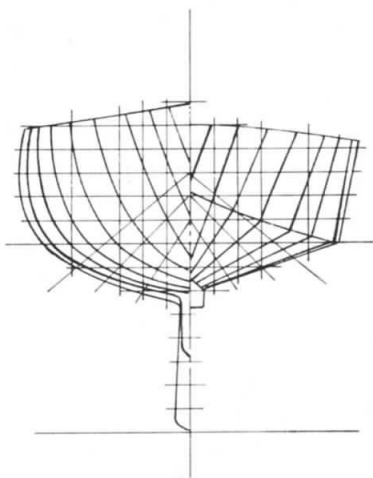
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# RACE HISTORY

The result sheets of 30 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.



HELAL, 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. The record still stands and will take a lot of beating.



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

## 1945

(Times are given in days, hours and minutes)

Pl.	Yacht	Owner	Elapsed Time	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.



# Sydney-Hobart Race History – 1946 to 1949



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

## 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





## Sydney Hobart Race History – 1949 to 1951

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

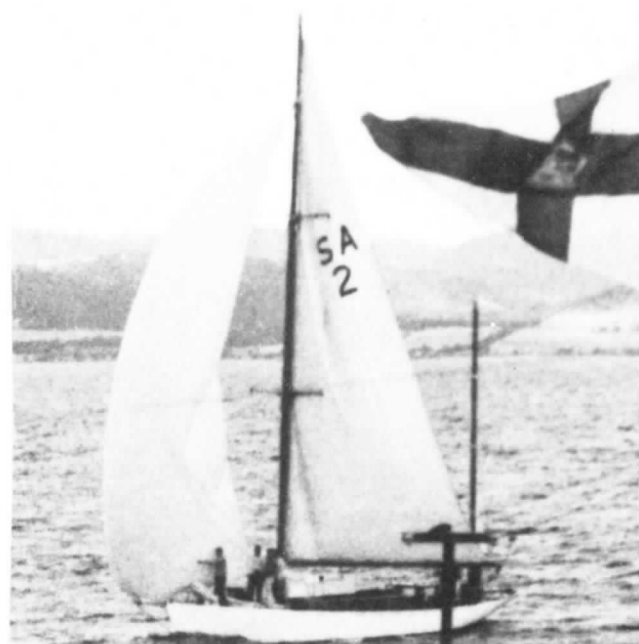
FASTEST TIME: WALTZING MATILDA.

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



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.

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

FASTEST TIME: MARGARET RINTOUL.

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

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

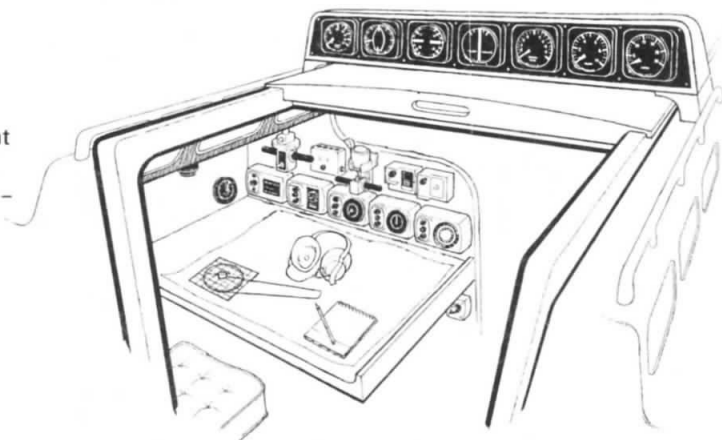


STRUEN MARIE, winner in 1951.

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Australian Broadcasting Commission

### RADIO 1 BROADCASTS

Dec 26	Dec 27	Dec 28	Dec 29	Dec 30	Dec 31
1828-1833	1045-1055	1050-1100	1050-1100	1045-1055	1045-1055
2250-2300	1828-1833	1821-1825	1830-1835	1838-1843	1838-1843
	2250-2300	2250-2300	2250-2300	2250-2300	2250-2300

### TELEVISION

A recorded coverage of the start will be shown at approximately 1.00 pm Eastern Standard Time.



## Sydney-Hobart Race History – 1952

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.

# WATTS IN A NAME ?



KEN WATTS has been making winning sails in California since 1936. In the late 1940's, he helped Du Pont adapt synthetic fibres for sailcloth. In 1965, when his demands for an extremely tightly woven cloth became too costly for his supplier to fulfil, he built his own weaving plant. Hence, **TEXLON DACRON**.

**TEXLON DACRON** is woven on very powerful, especially constructed looms and with a carefully controlled weaving process, pounds together more warp and fill yarns per square inch than is found in other sailcloths. The subtle balance in stretch ratio between 0° (warp), 45° (bias) and 90° (fill) provides especially woven cloths for both mainsails and headsails. Since the yarns in **TEXLON DACRON** are bound so closely together, they move very little thus giving a minimal bias to fill stretch ratio with very much more satisfactory recovery characteristics and almost nil porosity.

After the initial weaving the fabric passes through many more processes in its preparation for the sailmaker; the 'Scourer' which cleans the seizing and all other impurities which would interfere with further tightening processes to follow; the 'Palmer' in which it is dried slowly at 250° then uniformly shrunk so that the weave will tighten evenly; then to a machine where an application of 435° heat 'sets' or tempers the weave. Since the high heat also causes some shrinkage, the yarns are further compacted. Finally the most important step, 'calendar' where the fabric is subjected to temperatures up to 450°F and pressures up to 140,000 lbs. This treatment presses the weave flat, jams the individual yarns even closer together and finishes the surface of the fabric. Thus, the processing plant has transformed each bolt of soft carefully woven material into slick surfaced tightly set cloth suitable for each specific type of sail.



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# Sydney-Hobart Race History – 1953 to 1955

## 1953

(Times are given in day,s hours, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIPPLE	R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG	T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3.	HORIZON	S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohan	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT	B. Warming	5-21-59-07	.7130	4-05-14-15
7.	JOSEPHINE	R. A. Houghton	5-07-25-51	.8068	4-06-48-40
8.	GIPSY QUEEN	A. C. Eden	6-05-07-10	.7013	4-08-34-39
9.	KURREWA III	F. & J. Livingston	5-07-27-20	.8258	4-02-15-10
10.	ELLIDA	J. Halliday	6-15-06-14	.6620	4-02-19-36
11.	NOCTURNE	J. R. Bull	6-00-52-46	.7319	4-10-02-14
12.	RUTHEAN	A. & T. Toll	5-08-58-09	.8252	4-10-25-31
13.	WRAITH OF ODIN	B. O'Brien	5-21-08-32	.7744	4-13-18-02
14.	ONRUST	D. Tober	7-05-18-30	.6574	4-17-55-58
15.	WARANA	P. R. Warner	7-00-13-00	.7195	5-01-01-55
16.	NELL GWYNN	F. Hickman	7-02-16-57	.7306	5-04-24-30
17.	FLAMINGO	W. McCarthy	8-02-09-16	.6590	5-07-21-16
18.	ISIS	R. May	8-21-16-00	.6359	5-15-36-58
20.	PATIENCE	A. B. Wilson	8-18-45-00	.6684	6-07-15-07

FASTEST TIME: SOLVEIG.

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

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

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



RIPPLE, first in 1953.

## 1954

(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. Colledge	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. Burrigide	5-08-59-37	.6768	3-15-18-10
6.	CAROL J	J. Halliday	5-03-50-53	.7086	3-15-45-31
7.	LASS O' LUSS	J. Colquhoun	5-05-52-29	.6991	3-15-59-57
8.	PATIENCE	A. B. Wilson	5-13-10-00	.6684	3-16-57-54
9.	SOUTHERN MYTH	N. Howard	5-03-11-08	.7274	3-17-36-19
10.	TRADE WINDS	M. E. Davey	5-06-58-42	.7139	3-18-39-00
11.	SOLO	V. Meyer	4-23-10-31	.7801	3-20-58-07
12.	WINSTON CHURCHILL	A. G. Warner	5-04-57-17	.7795	4-01-24-08
13.	TAM O' SHANTER	A. N. Colledge	5-05-58-00	.6672	4-04-03-15
14.	EVEN	F. J. Palmer	4-18-13-14	.8836	4-04-55-31
15.	KURREWA IV	F. & J. Livingston	4-18-33-42	.9185	4-09-13-30
16.	DEFIANCE	N. D. 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.





# Sydney-Hobart Race History – 1956 to 1958

## 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.	JANZOOM	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.	RIFFLE	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. Burrigidge	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'ARRE	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.	RENEE	P. S. Parry	9-20-57-00	.6630	6-13-05-52

FASTEST TIME: KURREWA IV.

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

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



SOLO, first in 1956 and again in 1962.

## 1957

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

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

2.	SOLO	V. Meyer	3-20-19-16	.7973	3-01-36-37
3.	CATRIONA	D. M. Brown	4-07-42-45	.7596	3-06-46-48
4.	KURREWA IV	F. & J. Livingston	3-18-30-39	.9114	3-10-29-31
5.	METUNG	Dr. T. Beatty	4-19-01-40	.7264	3-11-33-22
6.	KISMET	K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH	N. C. Howard	5-02-58-10	.7250	3-17-09-10
13.	JANZOOM	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.



# Sydney Hobart Race History – 1959

## 1959

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHERANA	R. T. Williams	5-02-13-53	.6590	3-08-33-02
2.	ANITRA V	T. & M. Halvorsen	4-18-01-47	.7094	3-08-53-34
3.	SOUTHERLY	D. E. Mickleborough	5-02-59-11	.6612	3-09-58-47
4.	MALOHI	N. H. McEnally	5-04-43-42	.6615	3-10-30-28
5.	KALEENA	H. E. Godden	5-06-06-39	.6565	3-10-47-30
6.	JANZOON	W. R. Slade	5-00-55-23	.6993	3-12-33-41
7.	PEGASUS	N. F. Brooker	5-06-35-15	.6697	3-12-46-32
8.	SOUTHERN MYTH	N. C. Howard	4-21-56-35	.7250	3-13-30-31
9.	AILSA	J. Marion	5-19-38-02	.6181	3-14-18-28
10.	LASS O' LUSS	J. Colquhoun	5-02-04-03	.7080	3-14-32-23
11.	SOLO	V. Meyer	4-13-33-12	.7973	3-15-20-49
12.	SYLVENA	S. H. Moray	5-05-47-11	.6981	3-15-48-41
13.	LOLITA	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.

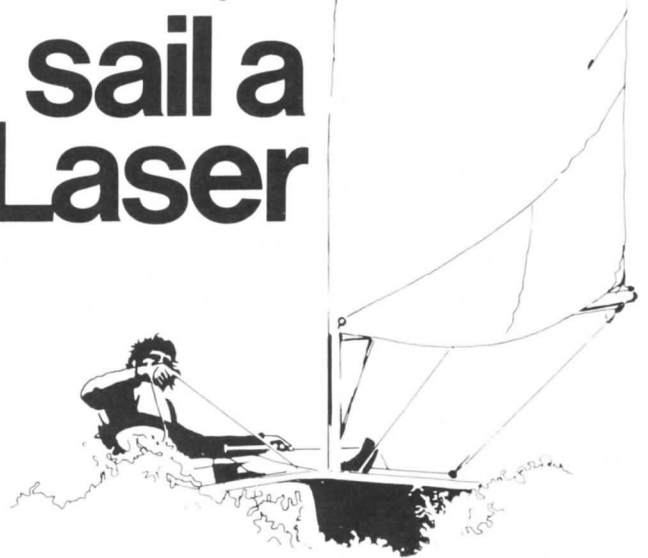
## 1960

(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.	JANZOON	W. R. Slade	5-00-21-03	.6993	3-12-09-41
8.	SOLO	V. Meyer	4-10-23-42	.7973	3-12-49-43
9.	PATIENCE	A. B. Wilson	5-08-30-47	.6665	3-13-38-28
10.	RAMAVA	R. J. Mercer	5-11-22-20	.6565	3-14-13-57
11.	CAROL J	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV	F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.8480	3-20-00-18
21.	SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22.	ARCHINA	J. Howie	4-22-58-28	.7853	3-21-25-50
23.	TAM O' SHANTER	R.A.N. College	5-20-32-41	.6673	3-21-46-16
24.	SOUTHERN MYTH	N. C. Howard	5-10-15-04	.7252	3-22-28-17
25.	SOUTHERLY BUSTER	K. R. Gourlay	6-03-58-34	.6387	3-22-30-34
26.	EOS	M. T. Flower	5-23-33-42	.6742	4-01-03-43
27.	WINSTON CHURCHILL	G. A. Warner	5-00-13-14	.8082	4-01-09-44

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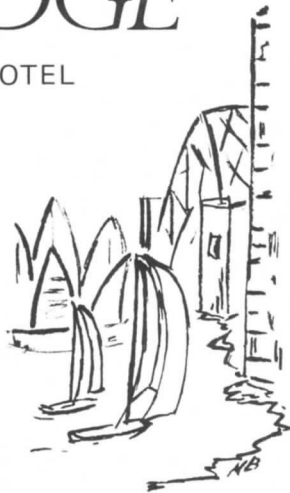
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## Sydney-Hobart Race History — 1960 to 1962

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	3-12-02-50
12.	SILHOUETTE	R. Swanson	5-02-39-53	.7040	3-14-21-21
13.	SOUTHERN MYTH	N. C. Howard	4-23-38-57	.7252	3-14-46-10
14.	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-15
15.	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16.	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	.7077	3-19-21-51
19.	SOUTHERLY	D. Mickleborough	5-18-56-05	.6608	3-19-48-29
20.	AILSA	J. Marion	6-06-03-28	.6174	3-20-30-44
21.	SYLPH J	A. G. & G. D. Lawson	5-20-35-26	.6653	3-21-32-06
22.	SIMBA	C. Dorman	6-01-26-33	.6575	3-23-37-42
23.	ATHENA	J. Jarrett	6-02-33-07	.6689	4-02-01-42
24.	SYLVENA	S. H. Moray	5-21-14-48	.6981	4-02-36-15
25.	BOONGOWN	J. Molesworth	6-09-14-30	.6475	4-03-13-26
26.	PHANTOM	W. K. Mooney	6-00-40-38	.6863	4-03-17-31
27.	SIANDRA	D. M. Bowden	6-08-50-11	.6596	4-04-48-39
28.	MISTRESS	W. Pettingell	6-06-41-07	.6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-09-26-36
30.	GALETEA M	N. W. Kestel	7-09-23-41	.6270	4-15-13-35
31.	JOLLY ROGER	A. J. Sutton	7-06-21-22	.6767	4-21-59-12
32.	FORTUNA	J. B. Griffen	7-02-17-37	.6951	4-22-22-16
33.	FOUR WINDS II	S. W. Gibson	7-20-11-16	.6904	5-09-55-28

FASTEST TIME: ASTOR

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

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

## 1962

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

1963 to 1965

### 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.	MALOHU	S. Fischer	5-17-07-40	.6555	3-17-53-14
18.	LASS O' LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24.	SOUTHERLY	D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	.6613	4-00-40-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27.	RUTHEAN	A. V. & I. J. Toll	5-01-05-40	.8065	4-01-39-46
28.	WINSTON CHURCHILL	G. Warner	5-03-53-37	.8213	4-05-45-11
29.	NIRIPA	J. W. White	6-02-31-30	.7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31.	SOUTHERN MYTH	N. C. Howard	6-06-51-11	.7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	.6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

FASTEST TIME: ASTOR

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

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

### 1964

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-01-17-35	.8014	3-05-58-14
2.	CAMILLE	R. Swanson	4-04-09-22	.7901	3-07-08-00
3.	JANZOON II	W. Russel Slade	4-05-13-34	.7823	3-07-11-21
4.	CADENCE	H. S. Mason	4-11-58-09	.7371	3-07-35-03
5.	SALACIA	A. W. Byrne	4-04-08-38	.8035	3-08-27-56
6.	LORITA MARIA	N. B. 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. J. McLaren	5-05-21-37	.7575	3-22-57-37
28.	CHERANA	W. R. S. MacRae	5-06-37-15	.7567	3-23-48-50
29.	MARCO POLO	K York-Syme	5-08-07-00	.7542	4-00-37-32
30.	ROVAMA	R. J. Mercer	5-06-43-08	.7808	4-02-56-31
31.	METUNG	T. O. Beatty	5-06-13-15	.8292	4-08-38-44

FASTEST TIME: ASTOR

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

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

### 1965

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	.7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	.7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	.7475	3-15-46-20





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

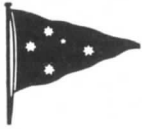
6.	NARANDA	I. A. R. Polson	4-21-25-12	.7522	3-15-46-20
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	.8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	.7563	3-16-30-06
10.	KURURA	N. F. Milne	4-21-00-08	.7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gilling	4-21-21-58	.7562	3-16-45-03
12.	FANFARE	G. P. Patterson	4-08-05-23	.8536	3-16-51-03
13.	TAMBOO	R. J. Green	4-21-30-53	.7566	3-16-54-52
14.	POITREL	J. Robson-Scott	4-20-57-20	.7607	3-16-58-05
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	3-20-22-21
34.	BACCHUS, D.	P. E. Deaton	4-14-23-32	.8458	3-21-22-10
35.	CORROBOREE	K. A. Gray	4-20-37-11	.8036	3-21-42-55
36.	FRANKLIN	R.A.N.	4-19-01-42	.8189	3-22-11-48
37.	CARINA	R. L. Holford	4-22-49-38	.7981	3-22-50-11
38.	SOUTHERN MYTH	N. C. Howard	4-20-59-43	.8250	4-00-31-16
39.	TAHUNA	E. A. Hales	4-20-36-52	.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

FASTEST TIME: STORMVOGEL.

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

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

make friends with  
**CASCADE**  
truly Tasmanian



# Sydney-Hobart Race History – 1966, 1967

## 1966

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

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



CADENCE, first in '66.

## 1967

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RAINBOW II	C. Brouzard	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	.7892	3-21-10-31
8.	CASTANET	L. Carmichael	5-08-49-03	.7315	3-22-13-47
9.	CORROBOREE	K. A. Gray	4-23-20-44	.7987	3-23-19-17
10.	WATHARA II	B. Cameron	5-05-28-39	.7667	4-00-12-13
11.	CALLIOPE	K. Middleton	5-11-53-08	.7323	4-00-34-47
12.	MOONBRID	N. F. Brocker	5-06-32-38	.7682	4-01-12-38
13.	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14.	CAVALIER	J. Roche	5-13-11-55	.7378	4-02-16-28
15.	SATANITA	D. H. R. Wilkie	5-01-38-39	.8083	4-02-19-39
16.	MALOHI	S. Fischer	5-10-36-26	.7550	4-02-36-31
17.	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18.	FARE THEE-WELL	R. Williams	5-06-22-22	.7859	4-03-18-59
19.	ADRIA	J. Grubic	4-23-04-31	.8360	4-03-32-50
20.	SARINA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21.	CATRIONA	D. M. Brown	5-05-04-57	.7982	4-03-50-28
22.	FIDELIS	J. D. Davern	4-06-36-48	.9823	4-04-47-49
23.	WEATHERLY	J. Gilliam	5-08-04-47	.7894	4-05-06-22
24.	POITREL	J. Robson-Scott	5-13-55-46	.7564	4-05-18-16
25.	NORLA	J. Bennetto	5-05-38-46	.8142	4-06-18-03
26.	RONITA	R. A. Cottee	5-16-24-44	.7550	4-06-56-28
27.	ASTELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28.	MYTH OF ARRAN	D. Reid	4-22-00-33	.8769	4-07-28-56
29.	LASS O'LUSS	P. C. Psaltis	5-08-12-33	.8072	4-07-29-18
30.	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31.	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32.	ANITRA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33.	TAMBOO	R. J. Green	5-17-18-24	.7567	4-07-53-50
34.	SHIMAAL	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35.	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36.	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37.	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38.	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39.	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40.	FRANKLIN	R. A. N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41.	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42.	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-13-37-15
43.	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58

Continued on Page 83



RAINBOW, One Tonner won for NZ in 1967.



## Sydney-Hobart Race History – 1967, 1968

44.	ENID	J. C. A. Cockle	4-19-00-17	1.0577	4-14-08-24
45.	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46.	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47.	MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50
48.	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49.	MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38
50.	SEPTEMBER SONG	T. Palmer	6-00-55-19	.7690	4-15-26-43
51.	MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42
52.	RIVOLI	F. F. Varcoe	6-05-10-45	.7619	4-17-39-34
53.	SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7577	4-17-53-53
54.	ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48
55.	SOUTHERN MYTH	N. C. Howard	5-20-51-02	.8250	4-20-12-06
56.	SEA BEE	J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57.	CAROL ANNE	P. Battersby	6-03-23-25	.8016	4-22-08-52
58.	SEA WITCH	C. R. Forbes	5-23-32-31	.8271	4-22-43-24
59.	LOLITA	N. G. Cassin	6-18-40-45	.7684	5-05-00-09
60.	ATAMAN	E. A. Brodie	7-08-01-45	.7451	5-11-09-33

FASTEST TIME: PEN DUICK III

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

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

### 1968

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

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

16.	STARFIRE OF PERTH	D. McAllister	4-10-45-22	.9007	4-00-09-18
17.	HUON LASS	H. Calvert	5-02-08-49	.7954	4-01-09-20
18.	SALOME	K. Pix	5-08-51-36	.7568	4-01-31-16
19.	SALACIA	A. Byrne	5-01-57-10	.7945	4-01-53-29
20.	WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-01-57-59
21.	CALLIOPE	C. Middleton	5-15-18-36	.7323	4-03-05-15
22.	JUPITER	P. Yates	5-02-04-20	.8120	4-03-07-21
23.	ADRIA	J. Grubic	4-23-32-57	.8360	4-03-56-35
24.	BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-04-18-20
25.	ODIN	L. Abrahams	5-07-13-30	.7959	4-05-15-30
26.	LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-24-41
27.	RENEGADE	J. Lidgard	5-14-30-48	.7654	4-06-57-23
28.	SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
29.	CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
30.	GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
31.	ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
32.	CEDALION	R. Fidock	5-23-40-45	.7474	4-11-23-08
33.	GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-10-35
34.	RIVAL	A. Burgin	5-23-40-24	.7556	4-12-33-34
35.	SHU-BI-HIMMANY	L. Jenkins	6-04-20-57	.7354	4-13-05-45
36.	KALEENA	H. Godden	5-22-46-42	.7662	4-13-23-48
37.	ZILVERGEEST	A. Murray	6-05-28-38	.7375	4-14-14-22
38.	PORTIA	R. Robertson	6-06-54-48	.7339	4-14-45-19
39.	OPTIMIST	H. Beilken	5-23-44-43	.7722	4-15-00-00
40.	ALCHERINGA	J. Bridgland	5-11-57-37	.8448	4-15-28-48
41.	RAPTURE	F. Callaway	5-08-15-00	.8764	4-16-23-53
42.	FOUR WINDS II	S. Gibson	5-22-25-07	.7908	4-16-37-28
43.	CALYPSO	G. Wignall	6-08-38-08	.7462	4-17-53-47
44.	NATANI	O. Trewartha	6-08-34-11	.7496	4-18-21-58
45.	ATHENA	A. Friebe	6-10-46-20	.7444	4-19-12-44
46.	SHIMAAAL	C. Earl	5-23-40-29	.8021	4-19-14-29
47.	SEA WITCH	C. Forbes	5-21-02-49	.8182	4-19-24-16
48.	SIRIUS	J. McKenzie	5-08-51-41	.9024	4-20-17-04
49.	BACCHUS D	P. Deaton	5-20-08-17	.8473	4-22-44-20
50.	TEMERAIRE	C. White	6-22-39-22	.7286	5-01-25-33
51.	ARAPAWA	B. Millar	6-03-48-21	.8283	5-02-25-39
52.	DORADO	J. Lake	6-23-28-12	.7443	5-04-38-54
53.	SAGA	L. Little	7-05-16-41	.7753	5-14-20-32
54.	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	6-02-32-04

FASTEST TIME: ONDINE II.

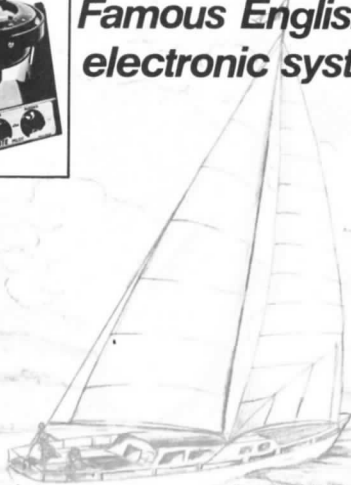
RETIRED: ANITRA V (Sir Garfield Barwick), CAMELOT (J. Borrow), CAROUSEL (M. Brakell), CORROBOREE (J. White), FRANKLIN (RANS), KARAWA (L. Kloster), MARIA VAN DIEMEN (P. Hill), PATSY (F. Duffield), RAGE (H. Denius), ROIAATA (N. Gillard), RONITA (R. Cottee), SYLVENA (S. Moray), THUNDERBOLT (G. Shields).

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

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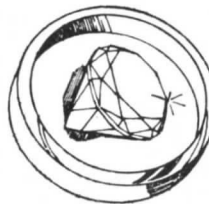
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## Sydney-Hobart Race History – 1968 to 1970



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 1 (R. George), UTEIKAH IV (P. Fowler).

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

## 1969

(Times are given in days, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MORNING CLOUD	E. Heath	4-05-57-53	.7496	3-04-25-57
2.	PROSPECT OF WHITBY	A. Slater	4-00-19-19	.8024	3-05-17-19
3.	SALACIA	A. Byrne	4-02-40-57	.7945	3-06-24-11
4.	THUNDERBOLT	G. Shields & F. Thomas	4-06-35-05	.7644	3-06-24-56
5.	TINA OF MELBOURNE	B. Scott	4-06-07-44	.7690	3-06-32-13
6.	MERCEDES III	H. Kaufman	4-02-47-55	.7972	3-06-45-44
7.	BOAMBILLEE	V. Walsh	4-06-31-03	.7690	3-06-50-09
8.	MORNING AFTER	R. Hill	4-08-40-39	.7541	3-06-56-14
9.	REBEL	B. Wilson	4-06-43-05	.7690	3-06-59-24
10.	BANDIT	M. Tostevin	4-06-45-34	.7690	3-07-01-18
11.	CAVALIER SEUL	D. P. Cavalier	4-07-05-03	.7672	3-07-05-10
12.	WARRI	W. Hart	4-07-20-01	.7690	3-07-27-49
13.	RENEGADE	J. Lidgard	4-08-23-23	.7663	3-07-59-37
14.	OUTRAGE	Colson Bros.	4-08-49-03	.7707	3-08-46-58
15.	HOTSPUR	P. Packer	4-08-35-51	.7739	3-08-56-52
16.	GILLAWA	A. Wildman	4-09-43-18	.7681	3-09-12-17
17.	RAGAMUFFIN	S. Fischer	3-22-50-26	.8598	3-09-32-38
18.	CAPRICE OF HUON	G. Ingate	4-04-31-36	.8142	3-09-50-55
19.	MOONBIRD	N. Brooker	4-10-31-12	.7690	3-09-54-49
20.	MORANDOO	W. Rice	4-14-38-10	.7424	3-10-08-10
21.	VAGO	H. Takeda	4-09-02-21	.7821	3-10-09-04
22.	SATANITA II	D. Wilkie	4-02-08-02	.8376	3-10-11-48
23.	SUNDOWNER	R. Swanson	4-02-47-04	.8330	3-10-17-14
24.	VENINDE II	G. Jorgensen	4-11-13-05	.7690	3-10-27-02
25.	ODIN	L. Abrahams	4-07-36-23	.7959	3-10-27-36
26.	BALANDRA	R. Crichton-Brown	4-02-19-39	.8414	3-10-43-50
27.	MELITE	I. Brodziak	4-11-44-23	.7690	3-10-51-07
28.	MAID ROSALINDE	B. Finch	4-14-13-56	.7545	3-11-10-12
29.	SARACEN II	J. Morris	4-13-08-15	.7623	3-11-11-43
30.	CRUSADE	M. Aitken	3-15-07-40	.9561	3-11-18-10
31.	CORROBOREE	J. White	4-08-07-40	.8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	.7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	.7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	.7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-05	.7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	.7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	.7541	3-12-46-03
38.	ROULETTE II	F. Andrews	4-07-58-26	.8171	3-12-57-24
39.	SALTY TIGER	J. Powell	4-01-11-27	.8794	3-13-28-10
40.	SALOME	K. Pix	4-17-39-40	.7559	3-13-54-29
41.	AKALA	J. Bleakley	4-15-27-57	.7736	3-14-13-47
42.	MYTH OF ARRAN	D. Reid	4-03-19-55	.8722	3-14-38-14
43.	CARINA	P. Daniel	4-21-35-47	.7420	3-15-15-23
44.	PATSY	F. Duffield	4-12-58-49	.8012	3-15-18-54
45.	ADRIA	J. Grubic	4-08-55-29	.8360	3-15-43-01
46.	CAMELOT	J. Borrow	4-14-29-21	.7940	3-15-43-41
47.	CAVALIER	J. Roche	4-23-29-59	.7378	3-16-10-01
48.	KARINGAL	A. Berns	4-13-47-04	.8063	3-16-31-08
49.	APOLLO	A. Bond	3-15-26-22	1.0134	3-16-36-40
50.	SEQUANA	M. Tilley	5-00-51-16	.7406	3-17-30-17
51.	DESTINY II	G. Chapman	4-07-58-46	.8655	3-17-59-38
52.	SANCHO	G. Evans	5-03-44-40	.7307	3-18-25-12
53.	SARNIA	R. Langman	4-23-53-45	.7548	3-18-29-50
54.	WINSTON CHURCHILL	G. Warner	4-08-24-33	.8801	3-19-53-26
55.	WEATHERLY	J. Gilliam	4-20-18-09	.7948	3-20-26-13
56.	PHANTOM OF BRIGHTON	J. Attwood, G. Maxted & K. Harry	4-23-51-08	.7719	3-20-30-50
57.	CAPUCINE	R. Brenac	5-03-43-33	.7487	3-20-38-01
58.	MONSOON	Sturrock & Mooney	4-23-03-40	.7795	3-20-48-29



MORNING CLOUD, Ted Heath's 1969 winner.

## 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. Rydye, 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. Keilty	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. McKerry	5-05-39-43	.7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	.7844	4-01-02-16
22.	MISTRESS	W. Pettingell	5-04-18-38	.7844	4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	.7854	4-01-31-04
24.	TAMPICO II	A. McKenzie-Smith	5-13-24-56	.7312	4-01-33-12
25.	CAMELOT	M. Clarke	5-02-32-27	.8024	4-02-19-35
26.	FARE-THREE-WELL	J. Easdon	5-05-07-30	.7896	4-02-47-55



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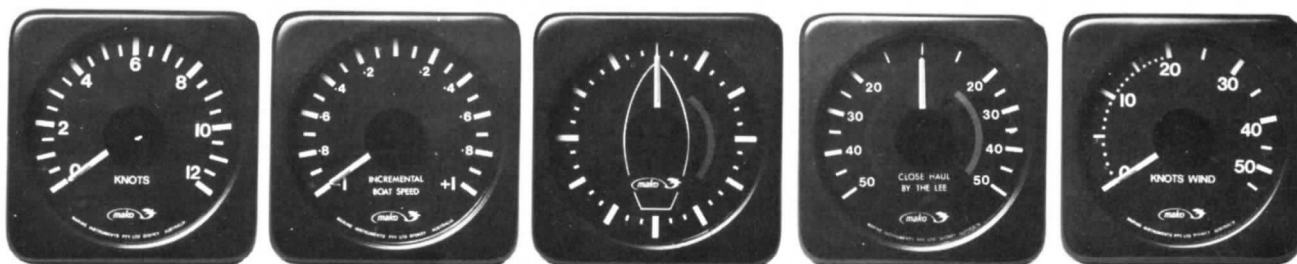
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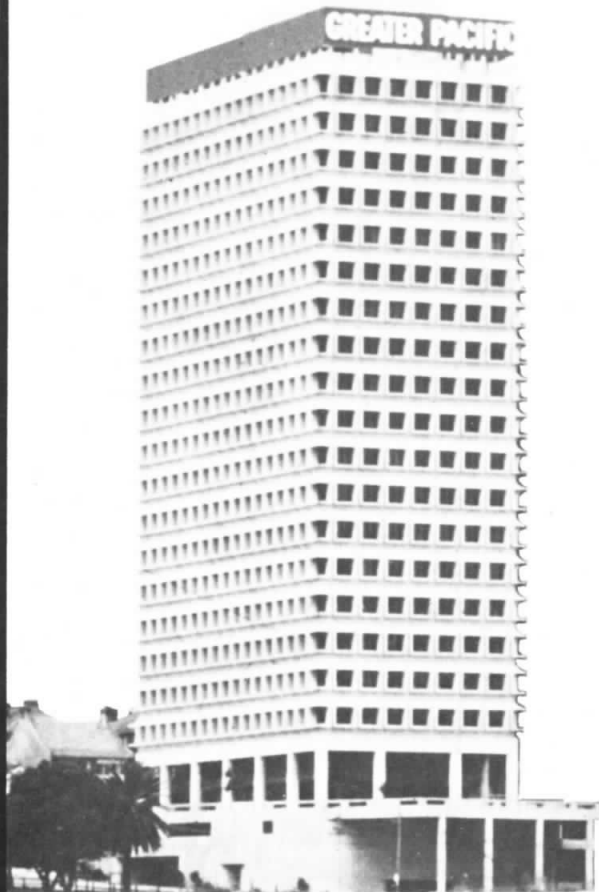


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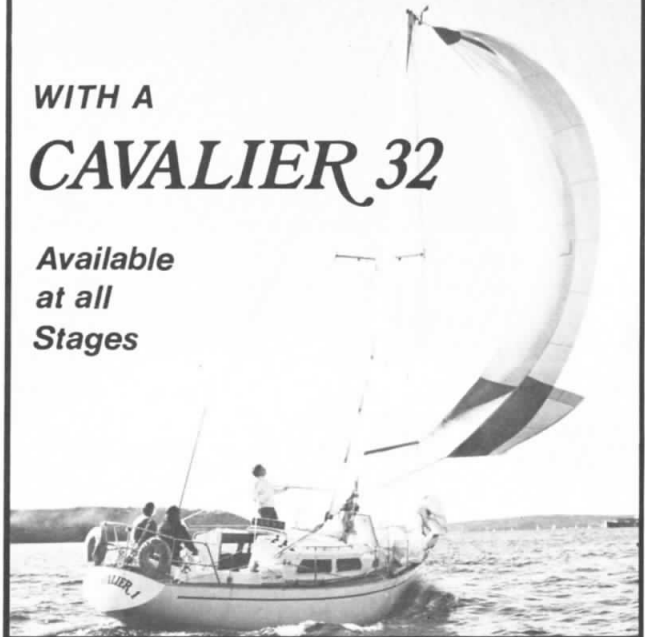
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# Sydney-Hobart Race History – 1970, 1971



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	5-15-33-53	.8060	4-11-40-48
42.	FRANKLIN	Royal Aust. Navy	5-04-07-37	.8060	4-13-15-54
43.	NATANI	O. Trewartha	5-04-21-54	.8937	4-14-13-34
44.	ILINA	J. Court	5-04-21-54	.8937	4-15-08-42
45.	ALCHERINGA	J. Bridgland	5-12-28-39	.8481	4-16-21-15
46.	ANACONDA	J. Grubic	5-01-37-14	.8805	4-20-46-20
47.	SOUTHERN MYTH	N. C. Howard	6-04-28-29	.8255	5-02-33-57

### FASTEST TIME: BUCCANEER

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

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



PACHA, first in 1970.

26.	MORNING MISCHIEF	R. R. Cavill	4-16-46-27	.7590	3-13-35-43
27.	BOOMAROO III	H. Findlay	4-16-40-55	.7610	3-13-45-02
28.	BINDA	J. S. Vickery	4-14-14-01	.7796	3-13-56-16
29.	THUNDERBOLT	G. Needham	4-16-37-29	.7660	3-14-16-13
30.	MORNING MATILDA	R. P. McIntyre	4-17-35-37	.7620	3-14-33-29
31.	PIMPERNEL	J. Beaumont & Partners	4-16-31-54	.7709	3-14-45-02
32.	WILD GOOSE	I. D. Russell	4-15-10-00	.7844	3-15-11-56
33.	PATRICE	P. M. 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.	SISK A	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	.7560	3-20-38-44
57.	BALANDRA	Army Eastern Command	4-14-10-35	.8431	3-20-53-22
58.	LOWANA II	K. Anderson & Partners	4-23-49-26	.7806	3-21-32-04
59.	SYLPH VI	J. North & Partners	5-03-06-11	.7671	3-22-25-56
60.	ALCHERINGA	J. N. Bridgland	4-15-46-47	.8481	3-22-48-00
61.	MAKARETU	N. Gosson	4-17-13-39	.8406	3-23-10-44
62.	SKINFLINT	J. K. Henley	5-01-57-33	.7844	3-23-39-53
63.	ONDINE	S. A. Long	3-15-32-17	1.0931	3-23-41-15
64.	WINSTON CHURCHILL	G. Warner	4-12-06-46	.8851	3-23-41-25
65.	BUCCANEER	T. Clark	3-15-27-19	1.0967	3-23-54-44
66.	FRANKLIN	Royal Aust. Navy	4-23-20-03	.8060	4-00-10-59
67.	DORADO	J. I. Lake	5-08-22-24	.7534	4-00-42-59
68.	SKYLARK	J. L. Ward	5-14-03-37	.7248	4-01-10-00
69.	SARLENA	C. McGarry	5-10-40-19	.7767	4-05-29-34
70.	SONG OF SOLVEIG	I. Forsyth-Grant	5-12-38-52	.7699	4-06-07-31
71.	DIDGERIDOO	T. Simmat	5-17-59-26	.7905	4-13-04-53
72.	PATIENCE	N. J. Bowden	6-02-33-20	.7544	4-14-33-40
73.	CASSANDRA	E. H. Howe	6-07-29-48	.7434	4-16-37-20
74.	CAPUCINE	C. Durrrough	6-06-38-06	.7504	4-17-02-11
75.	JASNAR	P. Kinsella & Partners	13-13-58	.7249	4-17-58-40
76.	FOUR WINDS	S. W. Gibson	6-04-01-22	.7951	4-21-41-34

### FASTEST TIME: KIALOA II

RETIRED: MARIA, MISTRESS, VAN DIEMEN.



PATHFINDER, another NZ One Tonner, in 1971.

## 1971

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

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



## Sydney-Hobart Race History – 1971 to 1973

**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 sou'west. Finally, as the bulk of the fleet approached the Tasmanian coast, the wind swung round to the nor'west and freshened to 30 knots giving the middle-of-the-fleet boats a great spinnaker reach down the coast bringing them right onto the heels of the leaders. Over the final two days, almost all the fleet encountered frustrating calms but the middle-sized yachts held their own right to the finish.

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.

### 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.	VICTORIA	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 46 47	.8436	3 09 33 32
19.	BALANDRA	Army Eastern Command	4 02 54 45	.8269	3 09 47 26
20.	CALLIPYGE	A. Streichenberger	4 03 04 13	.8320	3 10 25 35
21.	ESCAPADE	Mr. & Mrs. G. P. Hedges	4 09 59 03	.7786	3 10 31 09
22.	CHANTAL	Marshall Bros	4 10 40 29	.7752	3 10 41 39
23.	MATIKA	A. Pearson	4 14 04 35	.7556	3 11 10 25
24.	SUNBIRD 11	T. Yamasaki	4 11 32 23	.7786	3 11 43 49
25.	BOOMERANG VII	J. De Vere	4 01 14 52	.8628	3 11 54 19
26.	WATHARA 11	R. W. Jackman	4 14 54 39	.7636	3 12 41 29
27.	PATRICE	R. J. Kirby	4 10 30 22	.7962	3 12 48 01
28.	TREVASSA	F. R. Duffield	4 06 52 24	.8255	3 12 55 18
29.	STARFIRE OF PERTH	N. McAllister	4 03 51 06	.8584	3 13 42 45
30.	MERCEDES III	K. Farfor	4 13 20 27	.7882	3 14 10 56
31.	SALACIA	F. W. 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.	ROOMAROO 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



THE converted 12-Metre American Eagle took line and handicap honors in 1972.

### 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





## Sydney-Hobart Race History – 1973


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

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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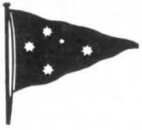
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CEIL III, Sydney-designed and built, won for Hong Kong in 1973.



## Sydney-Hobart Race History — 1974

### SYDNEY HOBART YACHT RACE — RESULTS 1974

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-27.33	.8503	3-13-25.04
2	BUMBLEBEE 3	J. D. Kahlbetzer	4-01-03.85	.9044	3-15-47.09
3	GRANNY SMITH	W. Anderson	5-06-47.98	.7016	3-16-57.76
4	MERCEDES IV	H. T. Kaufman	4-12-19.22	.8236	3-17-12.76
5	FANTASY RAG	J. Musgrove	4-08-53.04	.8604	3-18-14.53
6	APOLLO III	A. Bond	4-02-58.93	.9125	3-18-19.27
7	VITTORIA	L. J. Abrahams	4-16-36.60	.8064	3-18-48.52
8	PATRICE III	R. J. Kirby	4-09-30.37	.8613	3-18-52.35
9	TAURUS	A. M. Kelso	4-16-34.98	.8078	3-18-56.67
10	KOOMOOLOO	R. K. Young	4-18-42.32	.7931	3-18-58.37
11	NDUMSKY	L. Fallshaw	5-08-08.12	.7101	3-18-59.33
12	ONDINE III	S. A. Long	3-13-51.93	1.0642	3-19-22.68
13	POLARIS	L. H. Savage	4-17-01.68	.8087	3-19-24.34
14	POITREL II	J. Robson-Scott	5-04-58.95	.7353	3-19-53.98
15	APOLLO	W. Rooklyn	4-00-52.80	.9521	3-20-14.37
16	BALLYHOOD	J. Rooklyn	3-16-52.35	1.0426	3-20-39.51
17	APPALOOSA	R. T. Spence	5-07-33.57	.7265	3-20-40.32
18	BACARDI	R. J. Gould/W. H. Rockliff	4-18-37.55	.8095	3-20-47.38
19	NIKE	C. E. Davies	5-04-52.32	.7431	3-20-47.54
20	GUMBLOSSOM	P. N. Joubert	5-12-59.90	.6990	3-20-57.95
21	ZILVERGEEST III	A. J. Murray	5-08-05.63	.7263	3-21-02.07
22	MATIKA II	A. Pearson	5-04-55.12	.7488	3-21-32.35
23	ALI BABA	B. P. Walpole	5-04-05.75	.7556	3-21-46.01
24	SUPERSTAR	K. Farfor	4-16-59.33	.8328	3-22-05.83
25	DUET	J. P. Diamond	5-05-50.47	.7484	3-22-10.77
26	DOROTHY II	E. W. Wall-Smith	5-09-13.48	.7308	3-22-26.24
27	BALANDRA	Dept of Army	4-19-56.23	.8147	3-22-27.24
28	BRUTTA FACCIA	G. Fornaro	5-02-16.25	.7742	3-22-39.72
29	HUON CHIEF	H. D. Calvert	5-02-04.40	.7763	3-22-45.93
30	MARK TWAIN	R. J. Langman	5-03-35.67	.7681	3-22-55.98
31	BINDA	A. M. Rundle	5-05-49.27	.7546	3-22-56.68
32	LOLLIPOP	P. W. Kline/I. T. Millar	5-15-30.18	.7016	3-23-04.13
33	PANDORA	H. James	5-01-01.48	.7866	3-23-11.88
34	WILD GOOSE	I. D. Russell	5-05-55.73	.7638	4-00-11.07
35	PINTADO	E. H. Wilson	5-13-31.20	.7224	4-00-27.29
36	BRUMBY	P. J. & R. S. Robinson	5-15-30.18	.7127	4-00-43.21
37	ANTAGONIST	R. F. Hickman	5-02-36.95	.7898	4-00-50.52
38	BUSHWACKER	F. Spencer	5-04-56.00	.7774	4-01-07.39
39	ONYA OF GOSFORD	P. Rysdyk	5-16-50.42	.7101	4-01-10.21
40	WILLI WILLI	J. Hawley	4-18-05.30	.8529	4-01-18.36
41	PEGASUS	G. R. W. Snow	5-06-43.82	.7688	4-01-25.82
42	RUFFIAN	J. Kinsella	5-01-03.83	.8085	4-01-52.81
43	CORROBOREE	G. Hutchinson	5-07-33.72	.7703	4-02-15.66
44	ANACONDA	G. R. Ellis	4-19-32.73	.8540	4-02-40.55
45	SAVANT	K. L. Cox	4-22-37.00	.8325	4-02-44.90
46	CAVELIER I	J. P. Partridge	5-21-35.58	.6987	4-02-55.86
47	HUSTLER	P. Bates/B. Climo	4-18-37.42	.8665	4-03-19.28
48	AVALON	E. J. Slight	5-06-28.97	.7969	4-04-47.64
49	BUCCANEER	T. E. Clarke	4-00-24.90	1.0477	4-05-00.84
50	CONQUISTA	J. P. Rochfort	5-22-23.12	.7101	4-05-06.47
51	CORDON BLEU	J. Violet	5-10-51.82	.7742	4-05-18.87
52	SARACEN II	J. H. Jamison	6-00-19.85	.7096	4-06-25.03
53	HELSAL	A. Fisher	4-00-50.72	1.0672	4-07-21.20
54	TREVASSA	F. R. Duffield	5-10-19.92	.8063	4-09-05.20
55	CATRIONA M	B. C. Folbigg	5-20-01.02	.7564	4-09-54.52
56	VOLANTE	N. H. Price	4-17-04.95	.9419	4-10-30.74
57	RED BOOMER II	W. T. McNeil	5-11-14.40	.8047	4-20-06.48
58	HONEYWIND	T. H. Bragg	6-01-42.00	.8162	4-22-55.22

FASTEST TIME: Ondine III

RETIRED: Sirocco, Come By Chance, Ragamuffin, Warri, Pania II.

**WEATHER:** For the first 24 hours the breezes were light and variable N.E.-S.E. On the second afternoon and night the fleet managed to cover useful ground running with a N.E. up to 20 knots. The morning of the 28th was a S.S.W. 15-25 which faded in the afternoon. On the fourth day the fleet sailed in W. and N.W. winds 35-40 knots with some experiencing puffs of 50-60 knots and fairly high seas. Over the next two days conditions were a little easier with 10-30 knots W.S.W., although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.

Love and War, 1974 Winner ▶

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