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# SYDNEY-HOBART YACHT RACE 1981







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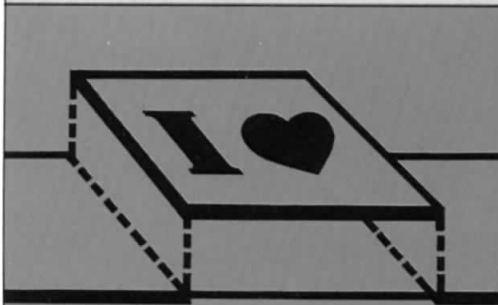
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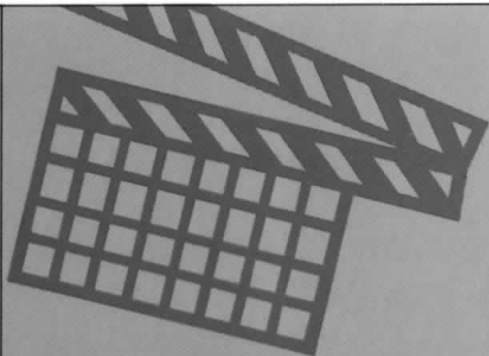
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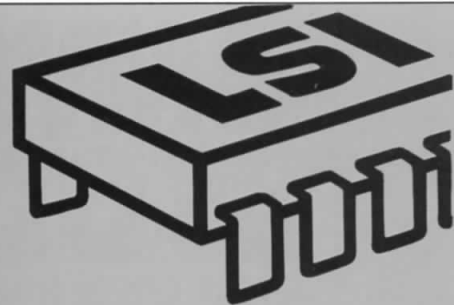
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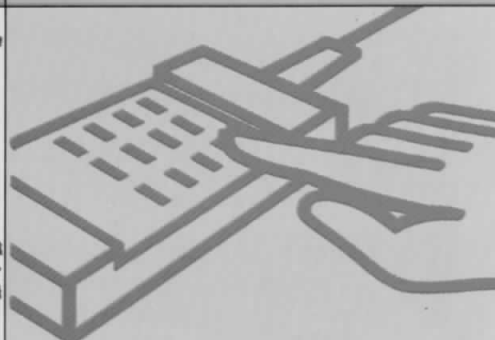
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VT-6500



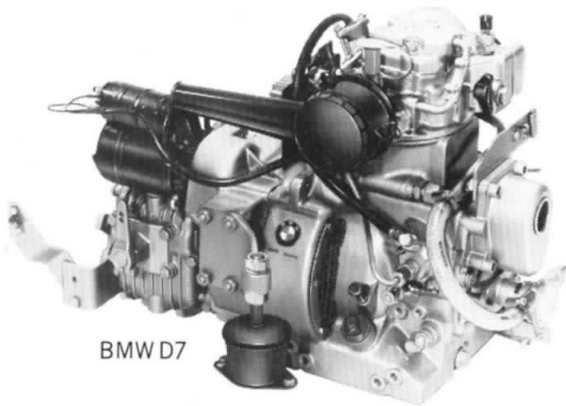


# BMW ENGINES FOR THE OTHER 75% OF THE WORLD'S SURFACE.

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## **BMW D7** 4.5kW (7 SAE hp)

At 68kg the Single Cylinder D7 is one of the world's lightest, most compact marine diesels.



BMW D7

It is ideally sized to provide trailable yachts and keelboats up to 8 metres with safe, reliable and economical power.

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## **BMW D12** 7.5kW (12 SAE hp)

Our 7.5kW model weighs a mere 104kg.

Of single cylinder construction, it has a forged steel crankshaft with an additional mass compensation shaft to reduce vibration.

The latest development in swirl-action combustion chamber assists to produce smooth running characteristics.



BMW D12

Another feature it shares with the D7 is low effort manual starting



in addition to electric starting.

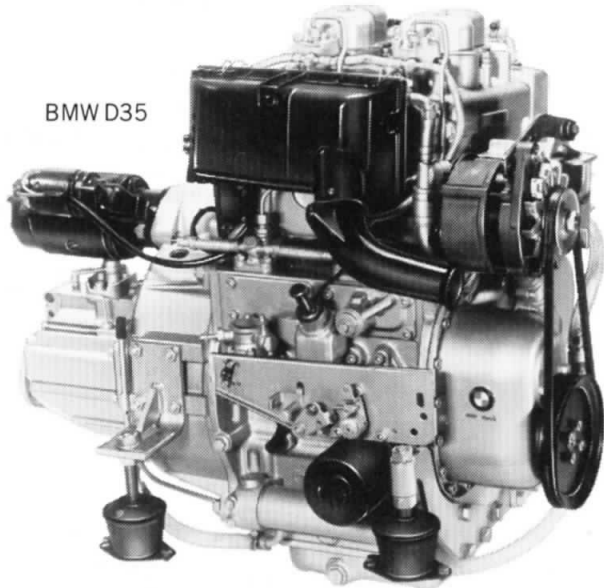
The D12 is suitable for the powering of 7-10 metre keelboats and displacement hulls.

**BMW D35** 22kW (35 SAE hp)

This two cylinder engine is outstanding in running smoothness and fuel efficiency.

With a weight of only 240kg its high power to weight ratio is unique for this class of engine.

The high standard of sound-proofing and safety features together with a long running life make the D35 a most comfortable engine to live with cruising yachts and displacement craft.

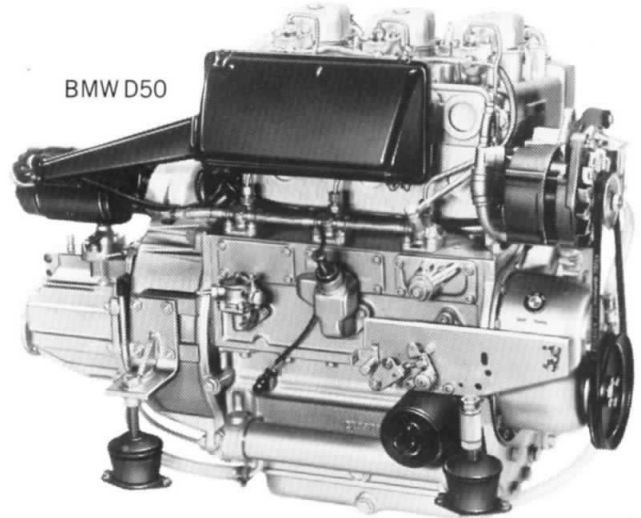


BMW D35

**BMW D50** 33kW (50 SAE hp)

As the largest of our small marine diesels the extra horsepower provided by the D50 has been found very efficient for powering larger cruising yachts and displacement craft.

The dependable Bosch fuel injection features individual systems to each of the three cylinders and this together with the many other new generation diesel design features in the D50 assures reliability and low maintenance.



BMW D50

Model	D7	D12	D35	D50
No. of Cylinders	1	1	2	2
Displacement	280cc/ 17.1 cu in	528 cc/ 32.2 cu in	1416 cc/ 86.4 cu in	2124 cc/ 129.6 cu in
Max Output	4.5 DIN kW (6 DIN hp/ 7 SAE hp) at 3600 rpm	7.5 DIN kW (10 DIN hp/ 12 SAE hp) at 3000 rpm	22 DIN kW (30 DIN hp/ 35 SAE hp) at 3000 rpm	33 DIN kW (45 DIN hp/ 52 SAE hp) at 3000 rpm
Weight	68 kg/150 lb	104 kg/229 lb	240 kg/529 lb	294 kg/648 lb

For more information contact  
BMW Marine, P.O. Box 414,  
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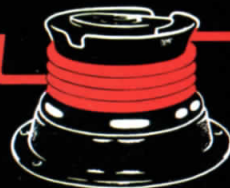
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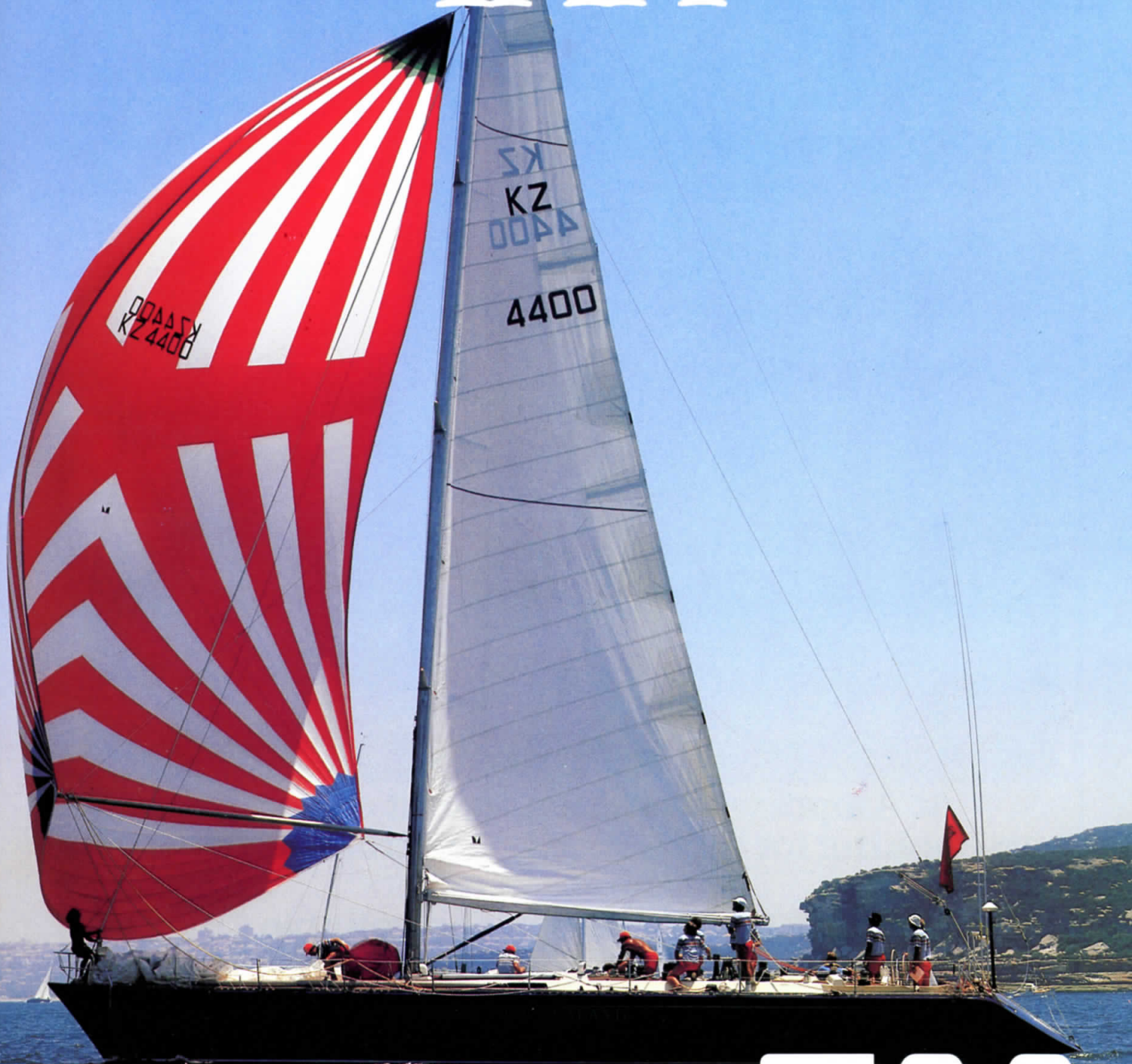


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Phone: (03) 398 1022. Telex: 38077 Yacht.

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# Set sail with TAA



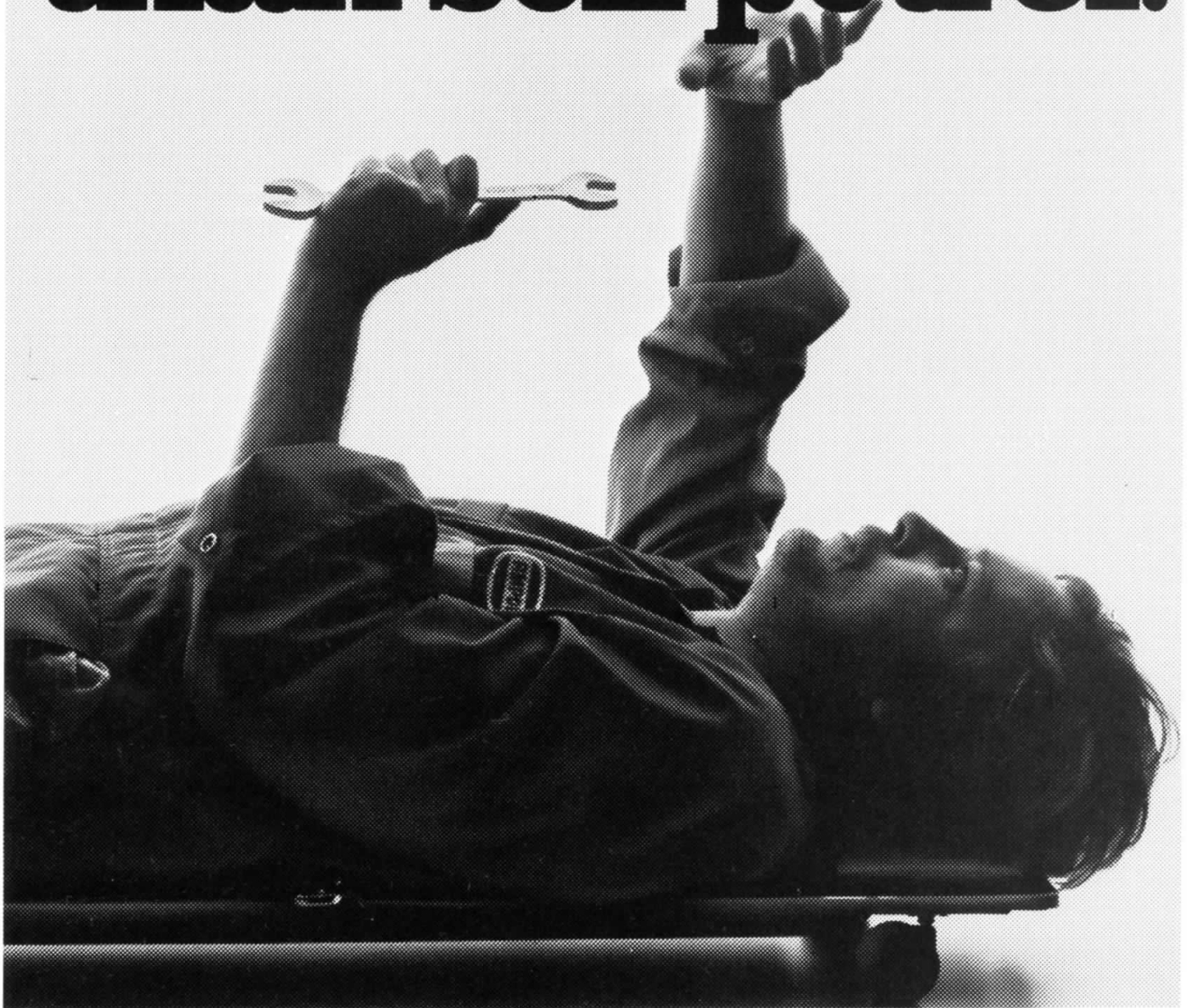
TAA are proud to be the official airline  
for the Hitachi Sydney-Hobart Yacht Race, 1981.

Photography by Ace Marine Photography, Sydney.



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# SYDNEY-HOBART YACHT RACE 1981

## 37TH YEAR

26 December 1981 at 1300 hours ESST (0200 hrs GMT)

### Official Starter

Rt. Hon. Malcolm Fraser C.H., M.P.,  
Prime Minister of Australia

### Starter's Vessel

HMAS 'Ibis'

### Organised by

The Cruising Yacht Club of Australia

### with the co-operation of

The Royal Yacht Club of Tasmania

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<b>Single Station Forecasting</b> The Cruising Yacht Club's Honourary Meteorologist, Vic Bahr, ISO, M.Sc., discusses weather observations from shipboard and the use to which these may be put in gaining a competitive edge in the Hitachi Sydney-Hobart Yacht Race.	18	<b>Southern Cross Galley Gourmet</b> In this international Southern Cross Cup year, two infamous sea-cooks address the problem of international tastes and the challenge of feeding an international yacht race crew.	69		
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### The Cruising Yacht Club of Australia

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K.C.D. Roxburgy

**Vice Commodore**

G. Girdis

**Rear Commodores**

P. Rysdyk, A. Brown

**Race Director and  
Radio Communications Officer**

K.H. Storey

**Deputy Race Director and  
Duty Officer Sydney**

C.R. Scott

**Press Centre**

D.F. Walker-Smith

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N. McDonald

M. Bryden-Brown

Miss A. Scott

**General Manager**

M. Le Bars



### The Royal Yacht Club of Tasmania

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**Commodore**

Dr. D.A. Cooper

**Vice Commodore**

J.M. Lucas

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D.E. McIndoe

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**Patrol Launch Officer**

O.H. Hedberg

**Secretary/Manager**

A.B. Neilson, DFC

# COMMODORE'S MESSAGES



### The Cruising Yacht Club of Australia

My Club, in conjunction with the Royal Yacht Club of Tasmania, derives enormous satisfaction from the response accorded to Australia's greatest yacht race. We are honoured to again welcome the Prime Minister of Australia, the Rt. Hon. Malcolm Fraser who, for the second time in three years, will officiate as Race Starter.

Two years ago, the Hitachi Southern Cross Cup brought 142 yachts across the finishing line in Hobart, and this year, given fair weather, we can expect more than 150 boats to crowd into Constitution Dock on New Year's Eve.

Whilst we do not have a spectacular contingent of maxi yachts, the general standard of the 1981 fleet is exceptionally high. Great interest will centre upon the divisional winners, who can this year expect more prominence in the official press reports. Public interest tends to fix upon the line honours dash, but all competitors realise that the real winners of the Hitachi Sydney-Hobart Race are those yachts which achieve a win in their respective divisions.

There is no doubt that our Race has captured the imagination and interest of yachtsmen and the general public alike, and for this reason a vast number of Club Members and Staff are prepared to contribute their time and effort to organise the race. We are, in addition, strongly supported by commercial sponsors and many public and other authorities without whose co-operation we could not mount this annual event.

On behalf of my Club and its Members, I thank all those who have contributed to our Race. To the competing yachts and their skippers and crews, I wish you good luck, fair winds and a safe and fast passage to the spectacular welcome that only the people of Hobart can provide.

**K.C.D. Roxburgh,  
Commodore, CYCA**



### The Royal Yacht Club of Tasmania

There can be few fairer cities than Hobart at which to end a prestigious yacht racing classic. The sheer beauty and hospitality of our Island State continues to attract yachtsmen and yachtswomen from all corners of the globe. This the 37th annual Sydney-Hobart Race will be no exception, and we anticipate a record fleet in excess of 155 vessels. Competition will be intense, especially as this year's Race will also be the major race in the Southern Cross Cup Series.

It is well to remember that Tasmania lies in the aptly named 'Roaring Forties', and the vagaries of our unpredictable weather can test even the most experienced seamen. I do ask all skippers and crews to be meticulous in their preparation of their vessels for sea, especially having regard to safety. We are all mindful of the need to maintain our excellent safety record.

The Royal Yacht Club of Tasmania acknowledges the assistance of our major sponsor, Hitachi, together with Trans Australia Airlines, the State Government of Tasmania, the Marine Board of Hobart and the Hobart City Council.

I wish all yachts fair winds and a fast passage on their way to Hobart, where the traditional enthusiastic Tasmanian welcome will await them.

**D.A. Cooper,  
Commodore, RYCT**



## General Race Information

### Communications Crew

The Communications Crew has been selected with an eye to the future and the desirability of establishing a pool of people experienced in Relay Ship duties and procedures.

**Bert Oliver, Crew Chief and Radio Operator**  
**John O'Toole, Chief Radio Technician**  
**Robert Matthews, Radio Technician**  
**Stewart Wheeldon, Radio Technician**  
**Peter Campbell, ABC Radio Direct Broadcasts**  
**John Quinn, Radio 2CH Direct Broadcasts**  
**Bill Thompson, Navigator and Plotter**  
**Capt. Frank L. Fullaway (USN, Ret.), Observer from Waikiki Yacht Club**

Bert Oliver of the ABC will be making his 22nd trip south on the Radio Relay Ship this year as Crew Chief and Chief Radio Operator for the CYCA. AWA has again made available the services of John O'Toole, who is rapidly becoming an 'old hand' at this, and also the services of two other radio technicians.

The CYCA is pleased to welcome to the Communications Crew Captain F.L. ('Tad') Fullaway, (USN, Ret.) from the Waikiki Yacht Club, Ala Wai Boat Harbour, Hawaii.

Capt. Fullaway is the Communications Chairman for the PAN AM Clipper Cup Series and is here to gain a working knowledge of our roll-call system and the general radio control procedures employed in the Hitachi Sydney-Hobart Race so that these may be employed as appropriate in future Clipper Cup Series. He will be present in the CYCA Press Centre before joining the Radio Relay Ship at Eden as an observer.

Capt. Fullaway spent 30 years in the US Navy and the US Coast and Geodetic Service; he has had a number of Naval Commands and is a yachtsman of some 55 years' experience. He was Communications Chief of the 1979 and 1981 TransPac Races.

### Radio Relay Ship

The Eden-based sea-going tug 'E.B. Cane' will be the Hitachi Radio Relay Ship for the 37th Sydney-Hobart Yacht Race, joining the prestigious list of craft which over the years have acted as the vital communication link with the fleet as it sails southwards.

'E.B. Crane' is the former 'Sydney Cove', at one time the pride of the Fenwick fleet. Built at Appledorn in the UK in 1956, she did 20 years of service out of Sydney before Graeme White purchased her in 1976. He renamed her after one of the Founding Directors of the chip mill factory at Eden, E.B. Cane.

'E.B. Cane' is now a full ocean-going tug capable of withstanding the rigours of sea voyaging for 45 days at a time. She has permanent accommodation for 14, which she will need for the ship's and communications

crew this year, perhaps the largest ever to make the trip on the official radio vessel for the Race.

She is powered by a National diesel which develops 1550 horsepower at 280 rpm and which delivers its thrust through a controllable pitch propeller. She is under full Commonwealth Survey and is Lloyds A1. Included in her ancillary equipment is a 14½-ft Zodiac inflatable rescue boat with 25 hp outboard motor.

### Ship's Crew

**Graeme White, Master**  
**Nveille Cowgill, Mate**  
**Sam Beazley, Chief Engineer**  
**Bill Beazley, Second Engineer**  
**Mavis Beazley, Galley Engineer**

A Third Engineer is as yet unnamed. The ship's crew will also include two Scout Venturers who will be Assistant Galley Engineers.



**The Starter's Vessel, HMAS Ibis, is a Ton Class mine sweeper under the command of Lieut. Commander M.S. Weldon.**

'E.B. Cane' on the slips at Eden being made ready for her duties as Radio relay Ship for this year's Hitachi Sydney-Hobart Yacht Race.



Graeme White, Master



## General Race Information



### The Royal Yacht Club of Tasmania and the Hitachi Sydney-Hobart Yacht Race

The Royal Yacht Club of Tasmania is a partner with the Cruising Yacht Club of Australia in the promotion and conduct of the Hitachi Sydney-Hobart Yacht Race. The main responsibility of this Club is, of course, at the end of the proceedings, the finish in Hobart. However, in the lead-up to the Race, Club Officials are closely involved with arrangements, and regular meetings are held with the Marine Board of Hobart, The Government Tourist Department and other bodies organising events in Hobart over this period.

The RYCT involvement in the finish of the Race could be divided into four main categories.

**Finishing Box and Berthing.** The finishing box at Castray Esplanade is manned by Club Members, generally three at a time working six-hour shifts. This operation extends from the first to finish to the last, and can be over a long period; in a recent Race it

was five days. Their duties are to accurately record finishing times and to provide the spectators in the vicinity of the finish progress reports of the Race and descriptions of the boats finishing.

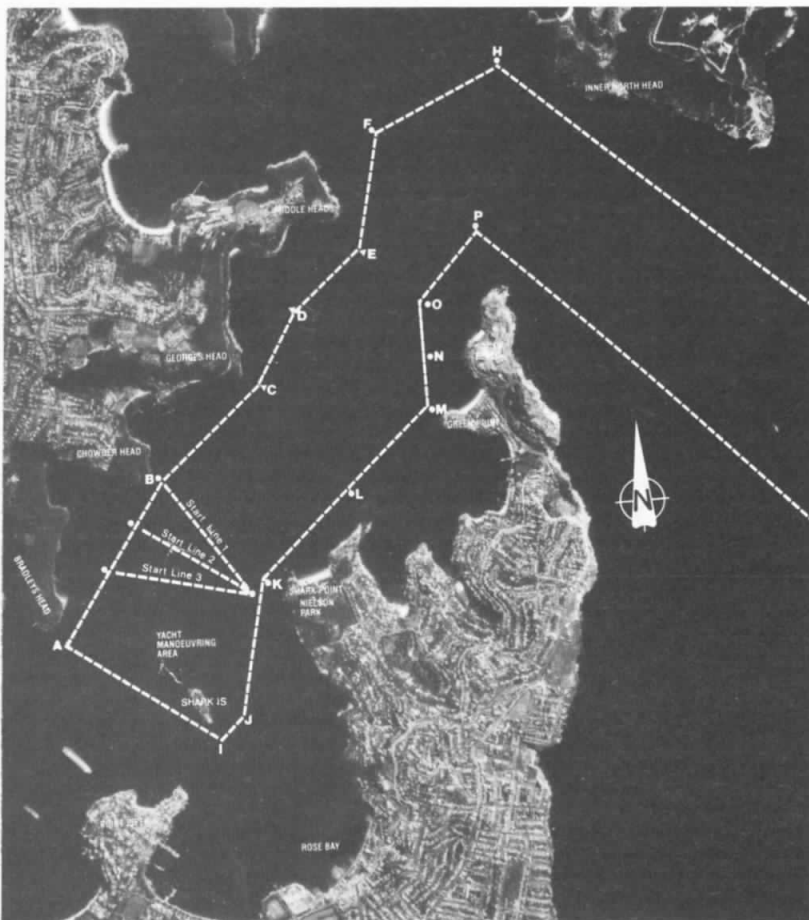
Club officials, in conjunction with the Marine Board, plan the berthing arrangements for Constitution Dock and adjacent wharves and arrange for fitting of catwalks, fenders, hoses and ladders. Members manning the Club's two Patrol Boats 'Robert Nettlefold' and 'James Mackey' meet each yacht as it finishes, allocate its berth in the dock, escort it in and assist in laying anchors, warps etc. These two boats are manned full-time in six-hour shifts, generally by two Members at a time. The boats carry out other duties, such as assisting the Water Police with spectator craft control and towing yachts to other locations as required.

**Press Centre.** The Club runs a Press Centre similar in operation to that at the CYCA. Telex position reports from the Radio Relay Vessel are plotted on a master chart. Two copies of this chart are made after each sched., one for the Clubhouse and one for the Hitachi Box alongside Constitution Dock. Information on yacht positions and handicap placings are issued to the media — locally for the first two days and then to all Interstate and overseas reporters when they arrive in Hobart to cover the finish. This centre is manned by Club Members on six-hour shifts, from 0700 to midnight for the first few days and full-

time when the competitors approach the Tasmanian Coast. They have the added responsibility of manning the Club's limited coast radio station VH7AM and accepting yacht position reports as they round Tasman Island and again as they enter the Derwent River. This radio is capable of monitoring the Radio Relay Ship's taking of position reports from the first day out of Sydney, and yachts are allowed to pass messages through the station as required.

**Hospitality.** Another facet of the organisation at the Hobart end of the Race is the hospitality offered to crews when they arrive. The Club endeavours to get one Member to act as liaison officer for each yacht. This is not always possible, and sometimes one Member has to look after two crews. These Members are recruited by advertising in the Clubhouse and in the Club magazine. A large notice board listing the names of entrants is placed in the foyer early in December, the members are encouraged to place their name against their preferred yacht.

Some members have been looking after the same yacht for many years, and lasting friendships have been made in this way. Each Liaison Officer is contacted by phone when his yacht is approaching the finish; he picks up his liaison bag and a carton of Cascade and proceeds to the dock to welcome the crew on behalf of the Club. His duties after the initial visit vary depending on the requirements of the particular crew, but it entails at least one visit per day while the yacht is in Hobart.



The starting area has been enlarged this year to take in Shark Island as shown. The spectator limit lines are defined as indicated on the map at the left; orange marker buoys and vessels displaying Dayglo orange markings will be anchored at intermediate points on both sides. Beginning from 45 minutes before the start, all spectator craft must pass inshore of the limits shown. Spectators are asked to keep well clear of Race participants, particularly as they struggle to clear the Heads, to give all a fair start on their 630-mile journey.

- A = Vessel 180 m ESE of Bradleys Head light
- B = Vessel 150 m ESE of Chowder Head
- C = Georges Head buoy
- D = Obelisk Bay buoy
- E = Middle Head buoy
- F = Orange buoy on 294T leads in The Sound
- G = Orange buoy 780 m SW of Cannae Point
- H = Orange buoy 435 m SW Cannae Point
- I = Totem Pole SE of Shark Island
- J = Shark Island SE dolphin
- K = Shark Point dolphin
- L = Orange buoy 280 m NW of Bottle and Glass beacon
- M = Orange buoy 160 m NW of Green Point obelisk
- N = Orange buoy 360 m S of Lady Bay
- O = Orange buoy 70 m W of Lady Bay
- P = Tug stationed 650 m NNE Hornby light

**Social Functions.** The Club also has the responsibility for organising the various social functions laid on for visitors while in Hobart, the main one, of course, being the Official Trophy Presentation. In 1980 for the first time this event was held at our Clubhouse and was a marked success. It will therefore be held at this venue again this year and this will entail a considerable amount of organisation. A temporary stage has to be set up and arrangements made for the visit of the Governor and other dignitaries; the vast array of trophies unpacked and laid out, and a public address system installed — all this over a holiday period. The Club is also responsible for arranging guest lists and invitations for the Governor's and Master Warden's functions.

The New Year Eve function at the Club has become somewhat of a problem. A large number of our own Members wish to attend, and because we have a limitation on the function of about 400, tickets for visitors are at a premium. If visitors wish to come to this excellent party, they are requested to arrange tickets before leaving home to come to Hobart.

There are always a thousand other things associated with this major event which need attention as they arise, and these are usually handled by our office staff.



The direct involvement of approximately 200 Members as well as Flag Officers, Committee Members and Staff make the successful conduct of the Hobart end of the Sydney-Hobart race a total Club effort.

**Rowan Johnston,  
Immediate Past Commodore,  
RYCT**

**Appreciation**

The Cruising Yacht Club wishes to record its appreciation of the Sponsors without whose support the preeminent position of this Race would not have been attained.



Hitachi Sales (Australia) Pty. Ltd., through the generosity of its Managing Director, Ken Caldecott, has this year increased its sponsorship of the Sydney-Hobart Yacht Race. The funds provided by Hitachi are used in the administration of the Race — to meet the costs of providing extra facilities to cater to the large number of overseas and interstate visitors, to provide over forty extra moorings in Rushcutters Bay, to make arrangements for media coverage of the Race, which includes the setting up of two press centres, and the provision of telephones and telex facilities.

In addition, extra staff are needed by the Club to provide meals and refreshments, extra marquees and bars must be set up in the Club grounds and temporary ablution blocks are needed.

The funds also provide special stationery needed for the Race — entry forms, Notice of Race, posters, as well as houseflags, competitors' flags and so on.

Hitachi's Ken Caldecott is himself a veteran of 20 Hobart Races and his love of the sport continues to be expressed in the support which he has offered the Cruising Yacht Club of Australia each year since 1974 for the running of the Hobart Race.

Ken says 'Hitachi is proud to be associated with the Race — our sponsorship is Hitachi's way of showing appreciation to its many customers in Australia for their acceptance of the wide range of Hitachi products.'

Another sponsor who has come forth year after year and who in fact provided the first commercial sponsorship for the Sydney-Hobart Race in 1975, is TAA.



This year TAA will again provide a cash contribution to the running of the Race as well as a number of services to yachtsmen. The company provides a special booking service in all States to arrange advance bookings for crews and a wharf-side booking office in Hobart. A special baggage service allows yachtsmen to leave their baggage at the Cruising Yacht Club of Australia on Boxing Day and, for a minimal cost, collect it from a TAA representative who meets the yachts when they

TIME	DAYS	STATIONS	RACE WEATHER FORECASTS FREQUENCIES (kHz)	NOTE
0105	M, T, W, Th	7ZL/NT/FG/SH	603/711/1161/1584	Race weather
0233	daily	VIM	2201, 4428.7	Bass Strait Fcst.
0610	M, T, W, Th	7ZR/ZL/NT/FG/SH	936/603/711/1161/1584	Race weather
0633	daily	VIM	2201, 4428.7	Gale warning
0700	daily	Relay Ship	4483	Race weather
0730	daily	Relay ship	4483	Race weather
0742	M, T, W, Th	7ZR/ZL/NT/FG/SH	936/603/711/1161/1584	Race weather
0848	daily	VIM	2201, 4428.7	General weather
0903	daily	VIS	2201, 4428.7	General weather
0918	daily	VIH	2201, 4428.7	General weather
1225	T, W, Th	7QN	630	Race weather
1240	M	7NT/FG/SH	711/1161/1584	Race weather
1245	T, W, Th	7ZL	603	Race weather
1303	daily	VIS	2201, 4428.7	General weather
1345	T, W, Th	7ZL	603	Race weather
1350	T, W, Th	7NT/FG/SH	711/1161/1584	Race weather
1358	Su	7NT/FG/SH	711/1161/1584	Race weather
1403	daily	VIH	2201, 4428.7	General weather
1433	daily	VIM	2201, 4428.7	General weather
1500	daily	Relay Ship	4483	Race weather
1530	daily	Relay Ship	4483	Race weather
1800	S	2BL/VLI	740/6090 (variable)	Race weather
1803	daily	VIS	2201, 4428.7	General weather
1818	daily	VIH	2201, 4428.7	General weather
1833	daily	VIM	2201, 4428.7	General weather
1855	Su	2BL/VLI	740/6090 (variable)	Race weather
1855	M, T, W, Th	7ZR/NT/FG/SH	936/711/1161/1584	Race weather
1858	Su	7ZR/NT/FG/SH	936/711/1161/1584	Race weather
2300	S, Su	2BL/VLI	740/6090 (variable)	Race weather
2400	daily	Relay Ship	4483	Race weather
2400	M, T, W, Th	7ZR	936	Race weather

Key  
M = Monday  
T = Tuesday  
W = Wednesday  
Th = Thursday  
F = Friday  
S = Saturday  
Su = Sunday

2BL = Radio 1, Sydney (702 kHz)  
VLI = Sydney 6090 kHz (short wave)  
7ZR = Radio 1, Hobart (936 kHz)  
7ZL = Radio 2, Hobart (603 kHz)  
7NT = Radio 3, Launceston (711 kHz)  
7QN = West Coast - Queenstown (630 kHz)  
7FG = East Coast - Fingal Valley (1161 kHz)  
7SH = East Coast - St Helens (1584 kHz)



## General Race Information

berth at Constitution Dock. On Boxing Day TAA provides a ferry to take 300 to 350 guests to watch the start of the Race. As many as 12 different countries are represented among the guests, including TAA clients and international airline representatives, thus extending international recognition of the Race. TAA also produces a Race poster which, over the years, has become something of a collector's item. The two most vital functions in the administration of the Race are the communications and information processing systems. These highly efficient facilities are largely responsible for the 100% safety record of the Race. The CYCA is greatly indebted to AWA for the provision of communications, and to General Electric Information Services Pty. Ltd. for the calculation of yacht handicap positions and results.



AWA's association with the Race goes back to 1969 when the company first installed radio telephones in the radio relay ship. The company has continued to supply the radio equipment including the sophisticated Telex-over-radio equipment now used on board the radio relay vessel to communicate with yachts and race headquarters.

The early Sydney-Hobart Races used Morse code to send scheduled position messages to the Cruising Yacht Club of Australia's press centre and double side-band radiotelephone for Race broadcasts to the ABC, both via Sydney Radio. With constantly improving technology the communications facilities provided for the Race have changed markedly. This year AWA will be providing Telex-over-radio facilities using a Marconi 'Spector' ARQ/FEC Error Correcting System with Creed 2300 Teleprinter. The main transceiver will be a Marconi 'Transocean' 400 watt HF SSB Transmitter with Marconi 'Pacific X' Communications Receiver. Two reserve transceivers will also be provided: a CAI CA-35MS MK II 150 watt HF SSB, and a Stephens SEA 101 120 watt HF SSB. A Hull 922 Transceiver will be used as the watchkeeping receiver, whilst an AWA Pilotphone VII 55 Channel 1MM Transceiver will act as the VHF Transceiver with an AWA Skyphone VHF Transceiver as Aviation VHF.

The navigation equipment supplied to the radio relay vessel this year will include an AWA/Tractor 'Transtar' Satellite Navigator C/W 'Observata' Compass.

With the help of this communications equipment, yacht positions can be determined quickly, and in an emergency aid or search facilities can be underway within minutes of a distress report being received.

GENERAL ELECTRIC

**MARK III**  
SERVICE

The high-technology equipment provided by GE Information Services will be used to calculate the handicap position of yachts and race results for the 13th successive year. Throughout the Race each yacht will radio its position twice daily to the radio relay ship and this information will be passed to Race Headquarters at the Cruising Yacht Club of Australia. The GE Mark III Computer will transfer information via satellite to a centre in Cleveland Ohio. The US computer, in constant operation seven days a week, will plot the latitude and longitude of each yacht and its position in the Race and relay details via satellite back to Sydney. This information is passed to the media and is available within 30 minutes after the yachts have reported their positions. Yachts are advised of their handicap position through the radio relay ship. This facility is made available free of charge by GE.

GE will also provide pilots of news media aircraft an up-to-date 'latest' position, i.e. latitude/longitude, report on the field to enable the aircraft to locate individual yachts quickly in adverse, low-cloud weather.

In the event of an emergency or if a yacht fails to report on a sked (due to adverse weather or radio communication breakdown) the computer will forecast the yacht's position based on its previous position reports and on the performance of similar yachts in the same area.



As has been its custom for a number of years, Ampol will again provide thousands of litres of fuel to the radio relay vessel. Ampol makes an important contribution to yachting in other areas too. For many years the company has sponsored the Ampol Tasman Series, a four-race event involving the South Solitary Island, Montagu Island, Sydney-Mooloolaba and Brisbane-Gladstone Races.

The Yachtsman of the Year award is sponsored by Ampol; this year the award was won by popular America's Cup skipper Sir James Hardy. Other Ampol sailing sponsorships include the Eighteen Footer and Trailer Sailer classes.

The Cruising Yacht Club of Australia gratefully acknowledges the generosity of the following companies and of the people who over the years have contributed a great deal of their personal time as well as their professional expertise to the successful organisation of the Race.

## OTC Coast Radio Stations expecting radio test calls

The CYCA is very grateful for the assistance and co-operation of the Overseas Telecommunications Commission, which operates the network of Coast Radio Stations, and Telecom, which operates the international exchange through which position reports are computer-processed. Both organisations have been extremely helpful and have volunteered assistance beyond reasonable expectation.

OTC, in encouraging good safety practice, has alerted all Coast Radio Stations to be expecting radio test calls from yachts wishing to check the performance of their radio on the vital international calling and distress frequencies, 2182 kHz, 4125 kHz, and 6215.5 kHz. Recent articles by Bill White in 'Offshore' magazine have pointed out the importance of testing emergency frequencies with a sufficiently distant station to get a meaningful report, particularly on the higher 4 MHz and 6 MHz frequencies, and it has also been noted that the radio performances of quite a number of last year's Race participants was not up to standard. OTC's Manager of Radio Operations, Tom Barker, has very generously offered the assistance of all Coast Radio Stations, which are awaiting calls and which are ready to issue signal reports on these frequencies upon request. OTC is not in a position to check the Race frequency, 4483 kHz, and yachts should call Penta Base for a check on this frequency.

Yachts are also encouraged to monitor and to make use of the international calling and distress frequencies in establishing contact with other yachts (before switching to an appropriate working frequency). This practice keeps the radio tuned to one of the vital safety frequencies, where emergency and weather information may be received as it is issued. Yachtsmen who may not be in the habit of communicating on these frequencies are reminded of the Silence Periods which must be observed, according to international convention, during the first three minutes after each hour and half hour.

OTC has also advised participants in the Hitachi Sydney-Hobart Yacht Race of the existence of a new VHF Seaphone installation which is located atop Mt. Cambewarra, inland between Nowra and Berri. Returning yachts which have VHF Seaphone capabilities are encouraged to keep their loved ones informed of their safety, and OTC would also appreciate receiving reports from yachtsmen regarding the range of this new VHF installation. (Returning yachts are also reminded that Radphone calls are now taken directly by Sydney Radio at La Perouse, and radio reception by this service has been markedly improved by the change in receiver location.)

**The Cruising Yacht Club also wishes to thank:**

The Government of Tasmania; the Corporation of the City of Hobart; the Marine Board of Hobart; the Waterside Worker's Federation; the Maritime Services Board of New South Wales; the Water Police of New South Wales; the Department of Transport; The Royal Volunteer Coastal Patrol; Mr Malcolm Lamond, Regional Director, NSW Bureau of Meteorology; the Royal Australian Navy Hydrographic Office; CYCA office staff and house staff, who work long hours under great pressure in pre-Race activities; the CYCA Publications Committee, who prepare this program; all contribute towards making the Race a success.

**The Publications Committee would especially like to thank:**

Richard Bennett for his generosity in providing some of his excellent photographs of the Race along the Tasmanian coast; Sandy Peacock for again making his most topical selection of photographs available to us; Ace Marine Photographics which supplied many of the photos of the entries; the other photographers and studios whose photographs we have used but have been unable to credit; our contributors, especially Vic Bahr, CYCA Honorary Meteorologist, Dr John Cannon, from Bellerive, Tas., Peter Shipway and Gill McLay for their considerable assistance with preparing the entries list and write-ups, and other Members and friends of the Committee who have prepared articles for this edition and who also devoted much time in preparing the 'form' for the entries.

# Tracor Satellite Navigator II

The AWA Tracor Satellite Navigator II is the third generation of satellite navigation receivers manufactured by Tracor. Along with various Tracor Omega systems, it represents world-wide navigation experience and capabilities dating back to 1967.

the SatNav II is a fully automatic, microprocessor-based system which provides continuous navigation information, updated by periodic satellite passes. Once initialised, the receiver continues to compute all essential navigation data, which is always available to the navigator.

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 STATE \_\_\_\_\_ P/CODE \_\_\_\_\_

ABC Race Progress Reports (2BL, Sydney - 702 kHz)	
26th December	1400-1410 1827-1831 2254-2300
27th December	1049-1055 1807-1810 2254-2300
28th December	1049-1055 1828-1831 2254-2300
29th December	1049-1055 1838-1841 2254-2300
30th December	1049-1055 1837-1840 2254-2300

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# SINGLE STATION FORECASTING

By V.J. Bahr, ISO, M.Sc.

The approach of another Hitachi Sydney-Hobart Yacht Race is always characterised by thorough preparation, something you will see stressed again and again in articles appearing in this Program. In spite of the most meticulous attention to matters such as crew selection and trailing, sail selection, radio communications and safety gear, one question remains in every competitor's mind during the passage along the southern New South Wales coast, across Bass Strait and even approaching the finishing line in the Derwent River: what will be the future force and direction of the winds, and especially, what will be the tactical impact of these wind changes?

Recognition has always been given by the Race Committee to the importance of providing adequate meteorological support to participants in the race. This is not only to ensure that timely warning of hazardous winds, seas and weather is given at official radio 'sked' times but also to provide information which will enhance the competitive aspect of the event, by allowing skippers and navigators to exercise their own meteorological judgements and expertise in deciding the course to be sailed.

Because of the limitations imposed by available time in radio broadcasts, yacht race weather forecasts issued by the Bureau of Meteorology cover the whole race fleet over a wide area. These will therefore describe the general conditions that will be experienced by the entire fleet. It is necessary for the mariner to use these forecasts in the light of the winds and weather actually being experienced on his vessel in order to be alert to predicted changes and so to take tactical advantage of variations in wind and to be prepared for any hazardous conditions.

TABLE 1. WIND AND ATMOSPHERIC PRESSURE GUIDE

WIND DIRECTION	ATMOSPHERIC PRESSURE (mbs)	TYPE OF WEATHER INDICATED
NE to SE	1016 to 1020 and steady	Early morning coastal drizzle with more scattered cloud during day; little temperature change for next day or two.
NE to SE	1016 to 1020 and rising rapidly	Increasing shower and rain activity; cooler temperatures.
NE to SE	1016 to 1020 and falling slowly	Fair with slowly rising temperature for the next day or two.
N to NW	1016 and falling rapidly	Wind strength increasing and rain within 12 to 24 hours. Development of low along an approaching cold front likely.
NE to NW	1016 to 1020 and falling slowly	Cloud increasing and rain within 12 to 18 hours in winter; in summer, increasing temperatures with afternoon and evening showers.
NE to NW	1016 to 1020 and falling rapidly	Increasing wind strength and rain within 12 hours. Development of a low along an approaching cold front likely.
W to SW	1016 or above and rising	Rain clearing rapidly and wind gradually decreasing; no further rain for next 24 hours; colder temperatures.
NE to SE	1016 or below and falling slowly	Rain will continue for another day or two.
NE to SE	1016 or below and falling rapidly	More rain with high wind followed in a day or two, clearing and colder as W to SW winds develop.
N to NW	1012 or below and falling rapidly	Severe storm soon; batten the hatches. It will be followed within 24 hours by clearing. In winter followed by colder west to southwest winds.
Returning to W to SW	1012 or below and rising rapidly	Clearing and wind decreasing.
W to NW	1012 and falling gradually	Wind increasing with further rain within 12 to 24 hours followed by rapid clearance.

TABLE 2. GUIDE TO FORECASTING WEATHER BY HIGH CLOUDS

CLOUD TYPE AND APPEARANCE	TYPE OF WEATHER INDICATED
<b>Cirrus, Cirrostratus, Cirrocumulus</b>	
If clouds are thin and white and in scattered filaments with NW/N winds:	Weather will be fair with no change, but freshening winds can be anticipated.
If they blacken or fuse together and seem to grey or yellow a bit, or if the high clouds gradually get lower and are followed by thicker clouds forming underneath, and the high clouds move from the north or northwest and surface winds veer towards the northwest:	There is increased probability of rain within 12 to 24 hours with increasing rain and reduced visibility. Sooner or later the winds will back to become west to southwest with clearing conditions.



Apart from the intimate knowledge of their own local weather and the information given in the scheduled weather forecasts, each crew also has the advantage of a pre-race weather briefing plus a copy of the latest isobaric chart prepared by the Bureau of

Meteorology. These aids together with an observation of the atmospheric pressure, air temperature, wind velocity and direction, cloud types and movement and prevailing weather, made at least every hour, will enable the complete yachtsman to do the

necessary **single-station weather forecasting**. Indeed, it is possible for each yachtsman to construct his own synoptic weather map using single-station weather analysis techniques. The accuracy of such a chart is considerably enhanced if the yacht's weather observations are combined with the coastal weather reports, broadcasts over the Coast Radio Stations, VIS Sydney, VIM Melbourne and VIH Hobart, to form a synoptic network<sup>1</sup>. Whenever the need to indulge in a single-station weather analysis and forecasting has been suggested to yachtsmen, invariably there has been an incredulous reaction — in spite of the fact that modern 'Homo sapiens' almost invariably arises from his bed each morning, observes the sky and wind, looks at his barometer, and then decides, on the basis of this single-station weather observation and analysis, whether he or she is in agreement with the official weather forecast.

Admittedly, the greater knowledge of meteorology one has, the more accurate will be one's interpretation of observations.

To encourage competitors in the 1981 Hitachi Sydney-Hobart Race to try their hand, here are some elementary rules to take into account when looking at significant weather features as observed from the individual yacht (Tables 1, 2, 3, 4, 5).

It will be noted that no one basic weather element — pressure, temperature, wind, cloud type and amount — is necessarily significant in itself; it must be related to one or more other elements. In particular, care needs to be taken in deducing the significance of a barometer reading, especially if the barometer is embellished with the legends frequently found on the face of the 'glass'. These usually focus attention on the actual pressure reading rather than on the pressure tendency or the rate of change of pressure, and do not take into account the other related parameters, such as wind and cloud. Further, most aneroid barometers available in Australia are manufactured in Europe and have legends applicable to the meteorology of the Northern Hemisphere. ▶

**TABLE 3. GUIDE TO FORECASTING WEATHER BY MIDDLE CLOUDS**

CLOUD TYPE AND APPEARANCE	TYPE OF WEATHER INDICATED
<b>Alto cumulus, Altostratus</b>	
If patches of these clouds seem to come together and fuse into sheets or stratified layers, and their movement is from the north or northwest and surface winds veering towards the northwest; or if there is a sun or moon corona present:	There is increased probability of rain in 6 to 12 hours with north-westerly winds and a change to partly cloudy and cooler with west to south-west winds.
If patches of clouds are moving from west or northwest and if surface winds are north-east or northerly:	Wind is likely to become north-westerly with hard, short rains followed by clearing cooler conditions and west to southwest winds.
If the patches of clouds appear in the morning on a humid summer day and have castle-shaped lumps extending from a common base.	You can expect thunderstorms and gusty winds later in the day.
If the clouds are isolated with patches of open sky and are moving in the same direction as the surface wind.	Weather will remain fair with little or no change.
If altostratus layers darken and lower from the north or northeast and surface winds are backing from the southeast and/or sun becomes hazy:	Long, steady rains approaching in a few hours. Warm front will pass followed by warm northwest winds and clouds.

**TABLE 4. GUIDE TO FORECASTING WEATHER BY LOW CLOUDS**

CLOUD TYPE AND APPEARANCE	TYPE OF WEATHER INDICATED
<b>Low clouds, Stratocumulus, Stratus, Nimbostratus</b>	
If stratocumulus clouds are rounded, and open patches of sky are showing, with clouds moving in the same direction as the surface wind:	Weather will not change for at least a day or so.
If they fuse and become grey and form an overcast:	Good chance of rain developing.
If a long, rolled stratocumulus cloud appears in the south or southeast, and surface winds are coming on strong from east or north-east:	Watch out for sudden, strong squalls with short hard rains followed by clearing and cooler conditions.
If there is a thick stratocumulus cover, and it begins to get higher and 'wrinkleup' with breaks here and there and the wind is steady from the east:	Weather will clear.
If you see stratus clouds in the morning and wind is light:	Clouds will break up soon and sky will be clear.
If dark nimbostratus clouds have formed out of lowering altostratus and clouds are coming from the north to northwest and surface winds are northeasterly:	You are almost sure to get steady rain followed by clouds breaking up and warmer weather with wind stiffening to westerly in a few hours.

<sup>1</sup>The author has been able to prepare these surface synoptic weather charts whenever he has competed in the Sydney Hobart Race.



## Single Station Forecasting

From the meteorological viewpoint, a critical tactical period for competitors in the 1980 Hitachi Sydney-Hobart Race, and especially those in the middle of the fleet, occurred during the afternoon and night of the

28th December. At this time, over the part of the course extending from the southern New South Wales coast to Eddystone Point, a decreasing north to northeast pressure gradient was causing light, variable winds. These

TABLE 5. GUIDE TO FORECASTING WEATHER BY VERY LOW VERTICAL CLOUDS

CLOUD TYPE AND APPEARANCE	TYPE OF WEATHER INDICATED
<b>Very low vertical clouds: Cumulus, Cumulonimbus.</b>	
If cumulus clouds are alone in the sky and do not develop until afternoon:	Fair weather with clouds breaking up at the end of the day.
If cumulus clouds form in the late morning on a humid day and build up in the afternoon:	You will get thundershowers in the afternoon or evening.
If cumulonimbus clouds develop in individual masses and come on from the west or northwest:	You will have fresh winds from the south or southeast with thunderstorms in the afternoon or evening with possibly hail and short, hard rain and stiffening winds.
If cumulonimbus or heavy cumulus clouds appear in solid banks on a line extending from the west, northwest or southwest and surface winds are strong from the south or southeast:	There is a strong possibility of hard thunderstorms, squalls and a sharp wind shift from the west or southwest followed by clearing.
If heavy cumulonimbus develop very dark or bulbous or breast-shaped bottoms which seem to build downwards:	You are almost certain to get severe thunderstorm and strong squalls. Watch carefully for water spouts and tornados.



A lowering band of cloud approaching over Sydney from the S-SW foretells an advancing southerly buster.

*"Out of the chamber of the south cometh the storm." — Book of Job. [see Table 4.]*

*(continued on page 22)*





Middle level altocumulus lenticularis with its typical zepplin shape heralds the advent of strong winds from the west in the near future. [see Table 3.]



Fair weather cumulus.



Cumulonimbus thunderstorm cloud.  
*"Yond' same black cloud, yond' huge one looks like a foul bombard that would shed his liquor."* – Shakespeare, The Tempest.  
 [see Table 5.]



Cirrus cloud cover indicating strengthening winds.  
*"Trace in the sky the painter's brush, The winds around you soon will rush."* – Old Sailor's legend.  
 [see Table 2.]



Cirrocumulus (mackerel) sky.  
*"A dappled sky, like a painted woman, soon changes its face."*  
 – English folklore.  
 [see Table 2.]



Altostratus sheet with sun halo.  
*"Dardur (the sun) has erected a gnyah (shelter) to ward off the rain."* – Aboriginal legend.  
 [see Table 3.]

## Single Station Forecasting

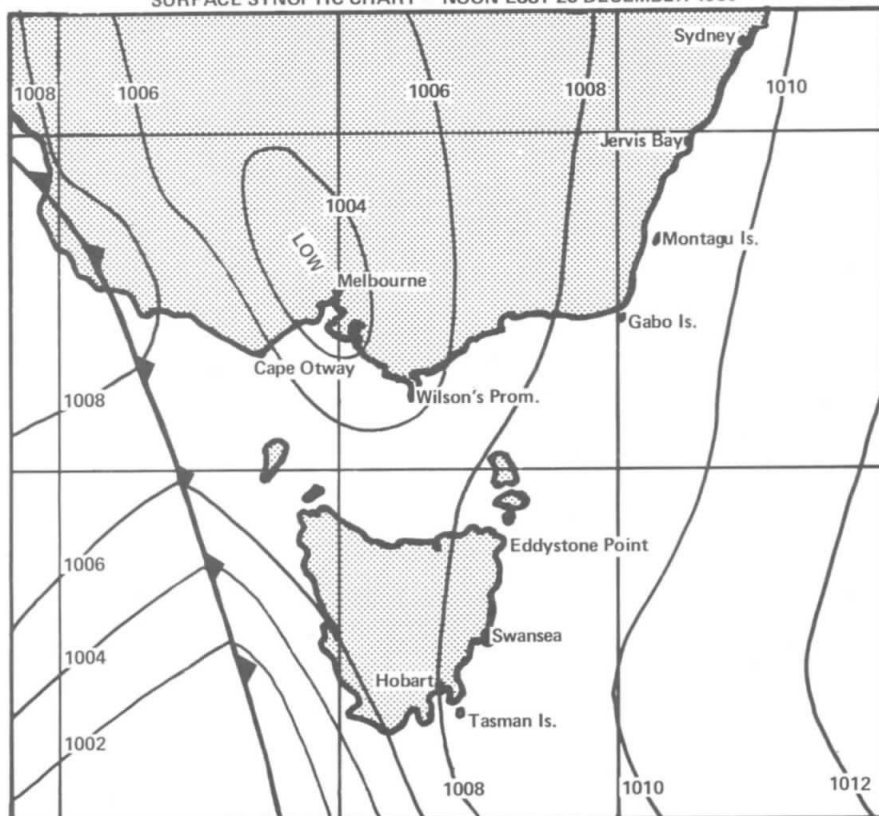
winds would persist for at least 12 hours, when a cold front passage, preceded by freshening northwesterly winds, would affect the fleet, resulting in fresh to strong westerlies taking control over the latter stages of the race.

This outlook is shown on the localised surface synoptic chart for Noon (ESST) 28 December 1980, which could have been prepared on board any yacht which took steps to receive the coastal weather reports from VIS,<sup>1</sup> VIM or VIH and which combined this coastal radio information with the broadcast yacht race forecasts and their own local observations. By maintaining systematic observations on board, a yacht entering Bass Strait could have been looking for slowly falling pressures because of the presence of a weak low over central Victoria, an increase in high-level and middle clouds and, close to the time of the frontal passage, winds from the northwest. As the meteorological sequences unfolded, appropriate tactics could have been adopted to minimise the effects of lightening winds and thus decrease, as much as possible, the greater advantage that the lead boats were acquiring from a steeper pressure gradient and much stronger wind conditions in the Tasmanian area.

The sequence of observations taken on a yacht approaching Bass Strait would have been similar to the following chronological sequence of data actually recorded at and reported from Gabo Island on the 28th and 29th December 1980.

These observations show that the cold frontal passage occurred in the area between 0300 and 0600 ESST and was accompanied by the typical SW wind change, rising barometric pressure, showers and colder temperatures. This demonstrates the valuable tactical information which is available to yachtsmen from systematic observation and logging of meteorological data. Encouragement to crews to acquire greater weather

SURFACE SYNOPTIC CHART – NOON ESST 28 DECEMBER 1980



DATE	TIME ESST	PRESSURE (mbs)	PRESSURE TENDENCY	TEMP °C	WIND	CLOUD	WEATHER
28 December	0900	1009.7	Steady	19	NE 15 kts	2/8 cumulus	Fine
28 December	1200	1008.8	Falling	21	NE 15 kts	Clear	Fine
28 December	1500	1006.0	Falling	24	NE 15 kts	1/8 cumulus	Fine
28 December	1800	1006.3	Falling then rising	21	N 5 kts	Overcast: cirrus and cirrostratus	Fine
28 December	2100	1007.0	Rising, then falling	18	NW 5 kts	Overcast: altostratus	Fine
29 December	0300	1007.0	Steady	17	N 3 kts	Overcast: altostratus	Rain
29 December	0600	1009.7	Rising	11	SW 10 kts	Overcast: stratus, stratocumulus	Showers
29 December	0900	1011.7	Rising	10	SW 20 kts	Overcast: stratus, stratocumulus	Showers
29 December	1200	1012.7	Rising	10	SW 20 kts	Overcast: stratus, stratocumulus	Showers

expertise is but one further step in developing even greater professionalism amongst Australia's blue-water sailors. □

<sup>1</sup>VIS weather broadcasts include latest reports from Jervis Bay, Moruya, Montagu Island and Gabo Island.



# DOWN FOR THE 30TH

## Interview with Peter Green by Frank Sticovitch

This year will be the 37th Sydney-Hobart Yacht Race, and one yachtsman will cross the starting line for the 30th time. He is none other than 57-year-old Peter 'Grandad' Green.

Peter, a well-known shipchandler, began sailing in Lake Macquarie on an open boat which his mother gave him when he was 14. He sailed this boat and other skiffs, including 18-footers, until the outbreak of World War II, when he joined the Navy as a seaman.

Peter is now married and has a son and two daughters, all active in sailing.

In 1947, a 23-year-old Peter sailed through the Heads for his first trip 'south'. Whilst in the Navy, he had sailed in and out of the Heads many times aboard corvettes and destroyers, but this time it was different — a different type of vessel. He thought to himself, "I've got to be mad!" He describes his first race:

"I remember my first Hobart vividly. I sailed with Bert and Russ Walker onboard 'Saltair', a 46-foot yawl-rigged motor sailer. She was very sound and beautifully built. All of us had our own bunks; mine was the most forward, and as we had no leechcloths, lying in this bunk was really something. There was no safety equipment whatsoever.

"Our sails were pre-War. The spinnaker was made the night before on the lounge room floor of the Walker's home — out of disposal parachutes. First time we put it up outside the Heads it turned inside out, so we pulled it down and tied knots, secured with marline, all along the luff and leech, and when we put it up again it looked like a leg of ham, but it worked.

"There was no refrigeration in those days. We kept legs of lamb and hams tied to the rigging. Boy! Did they smell after awhile.

"The watch-keeping was very strict. We had a crew of five, one man on deck at all times. This man held a piece of string which was tied to the wrist of the man whose turn was next.



"We had sailed for a day or so when the wind turned to the south and it got a bit hard. We put up a storm jib, but all the piston hanks blew out. We stayed within sight of land most of the time and we actually went inside Montaga Island and stayed there for half a day.

"We got a fresh nor'easter going into Bass Strait. The spruce spinnaker pole, which had broken many times before, snapped in half and gave up, and our beloved spinnaker just split from head to foot. As I was the youngest on board I was nominated to go up and fetch it. It was a hands and feet climb (we didn't have a bosun's chair), and I grabbed it and came down as quickly as I could.

"It took something like 6½ days to get to Hobart, and we finished seventh on corrected time. I was very impressed with the welcome we received. We stayed there for a fortnight or so. On the way home we copped a big southerly off Wineglass Bay which got us home in three days."

In 1948 Peter sailed on board 'Archina'. In following years he made the trip on 'Moonbi', 'Gipsy Queen', 'Margaret Rintoul' and 'Ripple', among others.

His toughest race was on 'Ripple', in 1956, with Ronnie Hobson. It was 'Ripple's' second Hobart run. On the

first night a hard southerly blew, and 'Ripple' fell off a wave, springing some planks away from the stem.

"Ronnie Hobson was not going to be put out just because a bit of water was coming in. We were pretty tough in those days. Mick Earl and Stan Gordon were in the crew; Maurie Devereaux, a famous single-hander, was our navigator.

"We had to pump all the time, 24 hours a day. At one stage going across Bass Strait our pump became obstructed with some rubbish and could not be worked. We grabbed buckets, pots and pans — everything we could get our hands on, and we started bailing until the pump was made serviceable again. That was the year we had a big southerly gale all the way across the Strait. It blew 87 knots in Storm Bay. Of course, we never stopped pumping until we reached the finishing line.

"We were the only boat that didn't heave to. I sailed the boat from Tasman Light to the Iron Pot; I have never been so cold in my entire life (I was the only man on deck — the rest were pumping). The water across Storm Bay was completely white. The fellows boiled water and rubbed me down to warm me up.

"We eventually crossed the line about 11.00 p.m., and as we came into Constitution Dock, who was there but

## Down for the 30th



SANDY PEACOCK

Jim Sampson from 'Lauriana', and he said we looked like we could go on forever. Mick and I were stuffed. That was a tough race.

"It was tougher than the '70 race, not because of the sea conditions but because it was so terribly cold and unpleasant, and considering the state of the boat we could not get any comfort. We came off watch and we had to pump; there was no way to relax and get proper rest."

Peter sailed to Hobart with Ron Hobson about nine times, first with 'Ripple' and later with 'Joanne Brodie'. He also sailed with Mac Brown on 'Catriona', and later with Norman Rydge on 'Lorita Maria'. He had a long stretch sailing with Sir Robert Crichton-Brown aboard 'Balandra' and later 'Pacha' on which he won his first Hobart Race. The race turned out to be ideal for 'Pacha', downwind running for the first two days, then a good beat to windward down the Tasmanian coast, and finally a wild spinnaker run into Storm Bay and down the Derwent.

After Sir Robert retired from ocean racing Peter was invited aboard

'Patrice III' and he is still sailing on her today. He hasn't sailed on that many different boats over all those years; as Peter says: "I have sailed five or six years with a skipper; I've enjoyed sailing with him, and I've always been loyal to the one boat; when we sail together and enjoy each other's company, why go sailing with somebody else? I've stopped sailing with a particular owner only when he gave up ocean racing, and I suppose I will sail with Ray Kirby until he stops sailing."

Peter has many fond memories of the people he has sailed with, and one of the best characters was the late Jack North.

"We were sailing on Gipsy Queen one year, and everyone aboard was seasick except Jack and myself. Jack had been off watch down below, when he raced out of the hatchway towards the gunwale and laid himself along the lifelines. I yelled out "Oh no! Not you, Jack?" and he yelled back, "No, I'm just washing this off me!" Apparently someone had been seasick all over him.

"Jack had enormous courage and was a joy to have aboard. After many years of sailing with him I did find out

one day that he could not swim one stroke.

"Another bloke was Billy Bold, who passed away a few weeks ago. I sailed with Bill aboard 'Balandra' and 'Pacha'. We shared the watches for many years. One thing about Bill, he was completely unflappable. I never saw him lose his temper. He was the best pourer of scotch I ever met; even today I still ask for a Billy Bold scotch.

"Stan Darling was another character. There is only one Stan Darling. I could tell a few stories about him, but they would be unprintable. I'll always remember Stan in the 1970 Race which we won on 'Pacha'. There was a thick fog and rain along the Tasmanian Coast, and we could not see a thing. We had a fix on Eaglehawk Neck just before it got dark. We could not see the Tasman light. We knew we were close, and we started to tack offshore. A message came from Stan saying two or three minutes more; after a time we tacked again, and I just happened to look up and there was Tasman Light flashing on top of me. We sent a message down to Stan, and Stan replied, "Well, that is where it is supposed to be!"

*(continued on page 79)*

# A DOCK CALLED CONSTITUTION

by John D. Cannon

## Ocean forecast, 15 February 1908

SQUALLY AND STRONG WINDS TO GALES, FROM WEST TO SOUTH, AND MODERATE TO ROUGH SEAS BETWEEN KANGAROO ISLAND AND GABO ISLAND AND AROUND TASMANIA; MOSTLY QUIET ELSEWHERE.

From the *Rime of the Ancient Mariner*

*"And now the storm-blast came, and he  
Was tyrannous and strong:  
He struck with his o'ertaking wings,  
"And chased us south along.*

Perhaps this forecast and quotation partly explain the sailor's love-hate relationship with the sea. They certainly help us appreciate the joy of the yachtsman, who after crossing the finishing line, has his boat guided under that splendidly masculine bascule bridge into the snug, maternal protection of Constitution Dock.

The tumultuous welcome given to each yacht entering this historic haven is a tangible link between Australia's two oldest cities and a living proof that they are both primarily sailors' towns. The history of the dock provides us with older links between Sydney and Hobart.

In addition to those acknowledged as the source of photographs and illustrations in this article, we wish to acknowledge and thank the Archives Office of Tasmania, the Tasmanian Maritime Museum, and any others whose work may not otherwise be credited.



Below: the lineup in Constitution Dock, 3 January 1953, (from left to right): Ripple; Ingrid; Moonbi; Lauriana (Radio Relay Vessel); Wraith of Odin; Solveig; Kintail; Ruthean; Terra Nova; Landfall; Nocturne; Fortuna; White Cloud; Nirvana; Pavana. Above: some of the lineup in the Dock, 1977.



THE MERCURY

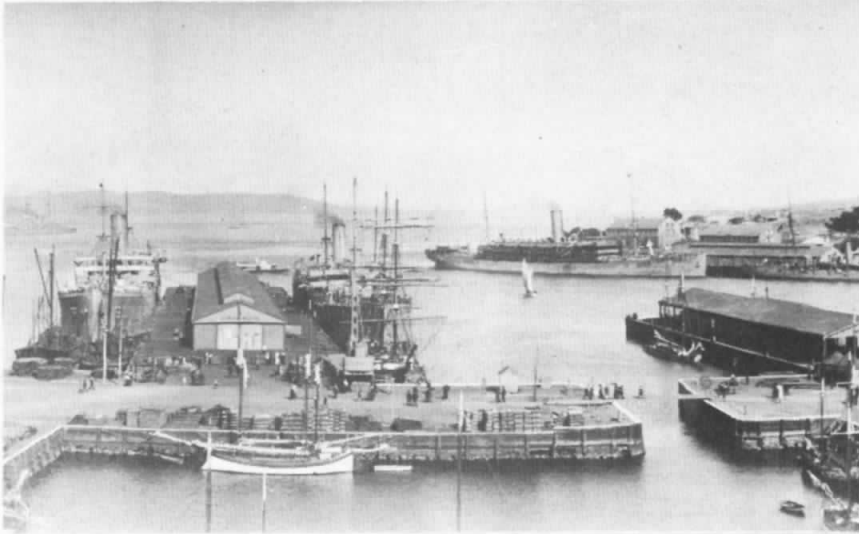
The plan for Constitution Dock was originated and carried to completion by Governor Sir William Denison. He arrived in Hobart Town on 26th January 1847, and the Dock was officially opened on Tuesday, 3rd December 1850.

The original western shoreline of Sullivans Cove adjacent to the present Dock was approximately on the opposite side of Davey Street. (See plan.) The initial planning of the development of the port facilities for Hobart Town was undertaken by Governor George Arthur's Commission of Survey which had been set up soon after Van Dieman's Land became a separate colony from New South Wales, in 1825. This investigation and planning was mainly done by the Surveyor-General, George Frankland, and civil engineer John Lee Archer. (Edward Dumaresq, who also served on the Commission, died in 1906 aged 104 years, the oldest JP in the country.)

Their recommendations were first made in 1828 and included a long, wide swathe of reclamation across this



## A Dock called Constitution



Top: Constitution Dock, 1914. Above: Constitution Dock 1872. The white cottage is one of Hobart's oldest buildings and was the home of Governor Macquarie's private secretary in the early days. The four-storey Bond Store facing the dock is encased in the present Customs House (see below). Below: At the Dock, January 1954 (with a good view of old Government Cottage).



THE MERCURY



Trading barges at Constitution Dock. From the early days of the colony until the Second World War, the trading vessels (always referred to as 'trading barges' in Southern Tasmania) were an important means of transport. Constitution Dock was the Hobart base of these gaff-rigged ketches and cutters.

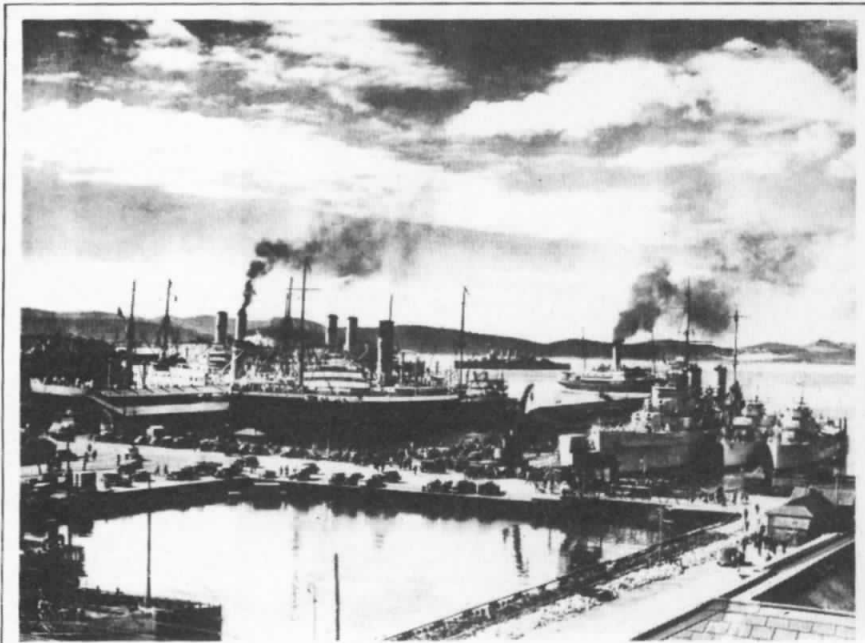
DRYING SAILS



ILLUSTRATED TASMANIAN MAIL

"Drying Sails", from the *Illustrated Tasmanian Mail*, 4 December 1929. The two oldest trading barges at that time were 'Mary' (left) and 'Huon Chief' (right).

NAVAL AND MERCANTILE SHIPPING IN HOBART PORT



MERCURY PICTORIAL ANNUAL

Above: Hobart Port, from the *Mercury Pictorial Annual*, 19 October 1937. The southern wharf of the Dock is still being reconstructed. Below: Constitution Dock, 15 December 1900, from the NE corner.



ILLUSTRATED TASMANIAN MAIL

charge of the construction of the Woolwich Dockyards for the Admiralty and in time to conceive and build Constitution Dock.

Many of the leading colonists welcomed Denison's plans for the Dock but objected to his use of convict labour in its construction. A public meeting held at the 'home' of the yachting fraternity in the early days, the Bird-in-Hand Hotel, strongly supported this view. Anti-transportation was the protest movement of the day!

Notwithstanding this opposition, there was a move made to name the Dock in Denison's honour. The 'Hobart Town Courier' of December 12 1850 said:

"The new Dock which was opened on Regatta Morning, as our readers are aware, is to be called Constitution Dock, although several merchants wrote to His Excellency to request that it should be called the Denison Dock. His Excellency thought that it would be more appropriate, as it was to be opened on the eve of the arrival of the new Constitution, to give it the name which has already been assigned to it.

However, it was not until 1855 that Denison was able to complete the negotiations with the Imperial Government which made Van Dieman's Land the first of the Australian colonies to attain Responsible Government.

He was then appointed Governor of New South Wales, and was also temporarily given the title of Governor-General of the Australian Colonies, a title not heard again until the Federation.

In Sydney, this outstanding military and civil engineer reorganised the public works system, and his plans



The handsome, black-hulled 'Good Intent' from the Irish settlement of Port Cygnet was, for many years, the proudest entrant in the Anniversary Regatta.

western shoreline, including the sand-spit running out to Hunter's Island. This whole area was to be called Marine Terrace.<sup>1</sup>

The reclamation of Marine Terrace made fairly slow progress. The work commenced on the shoreward side of the Franklin Wharf area and had to be preceded by cutting Murray Street down through the rock escarpment to the water's edge. Squares built of timber, rock and rubble, were filled with spoil to displace the water. The slow progress, and the quagmire which existed in the area, attracted a lot of criticism. Today we can be thankful that the progress was slow, for it meant that Denison arrived straight from his last position as Engineer-in-

<sup>1</sup>The plan did not include provision for any docks, and the only pier was a small stone jetty at the southern end of Hunter's Island. The most ambitious part of their proposals was for the construction of the New Wharf along the southern side of Sullivan's Cove, extending to the eastern end of Battery Point. This major project commenced in April 1830. Only seven months later, the first ship was able to berth alongside a completed section of the wharf. When this work was completed, in May 1834, they had created the whole area now known as Salamanca Place, including the quarried sites in which the present row of old stone buildings now stands. This was a great achievement for only one hundred convicts using no more than hand tools, black blasting powder and wheelbarrows. They must have been the pick of the convict population. The work was directed by the Inspector of Roads, Roderick O'Connor, with troops of the 63rd Regiment as guards. ▷

## A Dock called Constitution

for the defence of Port Jackson are commemorated in the name of the island fort built on the site of the notorious Pinchgut Rock. Thus, historically, there is good reason to consider starting the Sydney-Hobart Race from Fort Denison.<sup>2</sup>

### The opening

The opening of Constitution Dock took place in conjunction with Hobart Town's 13th Anniversary Regatta. The first Regatta, promoted by Sir John Franklin, had been held on 1st December 1838 to celebrate the discovery of Van Dieman's Land in 1642 by Abel Janszoon Tasman.

The spectacular preliminary to all Regattas until 1880 was the Flotilla, a procession of boats taking part in the Regatta. The Flotilla sailed from Sullivan's Cove, around Macquarie Point and up to the old Regatta site off the present Government House.

On this occasion, the Flotilla actually departed from Constitution Dock after a brief, formal opening by Thomas Daniel Chapman, a 35-year-old merchant and a leading agitator for the cessation of transportation and granting of self-government. Within a few years he was to be the first Tasmanian Treasurer and later, the Premier.

Sir William and Lady Denison were aboard an official vessel towed by 'Native Youths' (the Van Dieman's Land equivalent of Currency Lads or Colonial Boys) rowing a whaler. A fresh wind was blowing, with frequent squalls of rain. During the first sailing race a very heavy rain squall obscured the yachts from view, and when it cleared, one of the yachts, the 'British Queen', disappeared. She had filled and sunk, drowning the owner-skipper, John Petchey, his nephew, and four convict crew members. Only one crew member survived, a very experienced seaman and a ticket of leave holder named John Thompson. The owner's body was recovered and taken to a hotel for the Coroner's inquest, as was the custom of the day. The

<sup>2</sup>Denison, the builder of the Rideau Canal in Canada, also proposed the construction of the canal at Dunally. This other great love of all yachtsmen was named in his honour when it was opened on 13 October 1905. It was constructed for less than £18,000 by Knutson and Henrickson, the builders of the Tasman Island Lighthouse.



After 1955's Race. Note additions to Waterside Workers' Building.

Coroner gave a finding of accidental death, but severely criticised the owners of two other yachts for failing to render assistance.

Over the 131 years since that opening day, the Dock has always been carefully maintained and, at times, improved. A cluster of piles initially in the centre of the Dock for stern lines was later removed.

### The first bridge across the entrance

The proclamation establishing the Marine Board of Hobart was issued on 8th January 1858. The Board's first meeting took place five days later, and less than two months after that, the first bridge across the Dock entrance was opened. It was a swing bridge built by a Mr Ross, almost certainly John Ross, a shipbuilder from Nova Scotia, who arrived in Hobart Town in 1842. He built the first patent slip here in 1854 and it remained the biggest slip in Australasia until one still bigger was built in Wellington, New Zealand, just before the First World War. Ross acted as advisor to the Board when extensive work was done on the Dock entrance and wharves in 1865 at a total cost of £3,735. This bridge was reconstructed in 1896, by Mr A. Seabrook, for £40. As late as 1921 it cost only £180 to construct a new bridge.

On one occasion early in this century the little steamship 'Pinafore'

(Capt. 'Ned' Kenny) became jammed in the Dock entrance at low tide. Two humorous versions of this episode have been handed down. One is that Capt. Kenny acquired the vessel that day by paying the salvage, the other is that he used the incident to cancel an overdraft. But certainly the saucy little steamer and her bearded owner, wearing his bowler hat, were a colourful partnership.

### Today's bridge

The present bascule bridge was started in 1935, and the contract specified completion within four months. However, the contractors, Saunders and Ward, encountered design, construction, and supply difficulties and the construction work (see photograph) interrupted the full use of the Dock for 2½ years.

The small crane on the northern wall was installed over 90 years ago; before that it had been in use for many years on Franklin Wharf.

Extensive reconstruction on the walls has been undertaken on at least three occasions. Each time the principal dimensions have been made slightly smaller, so that the present size is 96.3 metres by 65.9 metres. The seaward wall was completely rebuilt in 1955 at a cost of slightly over £5,000. In 1965 it cost the Marine Board over \$80,000 to carry out a sim-



ilar rebuilding of the other three walls.

The average depth of the Dock has always been kept at about 2.75 m at the lowest tide. The most recent major dredging was done just under 10 years ago, from the Dock wall using a mobile crane with a grab, at a cost of about \$8,400.

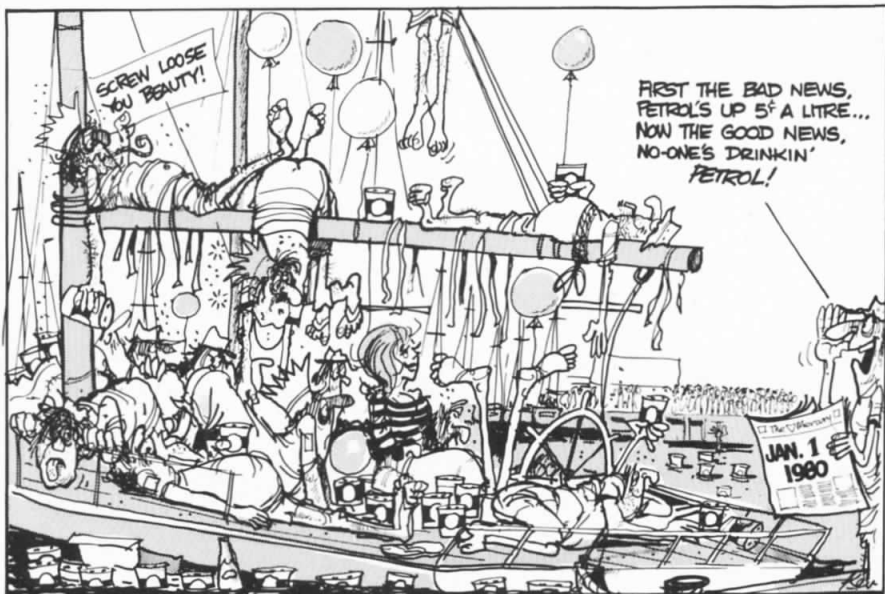
### The coming of electric light

The Dock surroundings were lit with gas street lights from 12th March 1857, until they were progressively replaced by electricity from July 1902. The Marine Board had argued with the Hobart Gas Co. for many years over the price of gas. But their troubles were not over, for the Gas Company generated the electricity! The Board had to purchase the electric arc lamps and then pay a charge of £25 per lamp per year.

From the early days of the colony until the Second World War, the trading vessels (always referred to as 'trading barges' in Southern Tasmania) were an important means of transport. Constitution Dock was the Hobart base of these gaff-rigged ketches and cutters. The construction of Victoria Dock was one of the first decisions of the first elected Marine Board in 1890. Although used by some trading barges, it continued to be mainly a fisherman's dock. The barges were the most colourful racing class at the Hobart Regatta from the first race in 1847 until their final race in 1951.

The late Capt. Harry O'May in 'Hobart River Craft' recounted a whimsical tale of the beautiful black-hulled 'Good Intent' (Capt. Thomas Nichols). She was, for many years, the proudest entrant from the Irish settlement of Port Cygnet. In one regatta in the 1880s the 'Good Intent' had to retire after being damaged in a pre-start collision with the old 'May Queen' (now moored in Waterman's Dock). One of the 'Good Intent's most ardent admirers came down to Constitution Dock next morning with his Irish blood still boiling and 'king-hit' Capt. Fred Boucher of the 'May Queen'. Later that morning he appeared before the Hobart magistrate and was fined £2, but he was the hero of the Deveraux Hotel at Cygnet the following Saturday night.

Constitution Dock was also the Hobart base of one of the fastest of all trading barges, the ketch 'Alice'



Cartoon from *The Mercury* celebrating the victory of the Tasmanian entry 'Screw Loose' in 1979's Race.

(Capt. Thomas Henry Nichols). She was launched for him in 1908 from Jim Wilson's yard at Cygnet, where his father's 'Good Intent' had also been built.

A day long remembered in the Dock's history was the date before the 1884 Regatta when Hobart was battered by an easterly storm. At least five yachts sank in the Derwent and many dragged their anchors, while over 40 vessels took shelter in the dock.

For many years, yachtsmen walking from the Dock to the prize giving at the City Hall<sup>3</sup> passed by a link with these trading barge days. The link was Gorrings' wood yard, strategically placed close to the Dock because a number of sailing barges, nicknamed 'wood hookers', brought hundreds of tons of firewood to the Dock each year for the fireplaces of Hobart.

On the northwest corner of the Dock stood a delicately-patterned cast-iron urinal. It offered only a little more privacy than the pissotieres of Paris. The proximity of this urinal to the Dock caused a number of its intoxicated patrons to fall into the water, and in the vain hope of stopping the drownings, a white rail was erected around that corner of the Dock. Partly on the suggestion of the Government Pathologist, the urinal was demolished,

<sup>3</sup>The prize giving (since 1980) is now held at the Royal Yacht Club of Tasmania.

but unfortunately this was done with sledge hammers.

### The Customs House

The Customs House is built around the old Government Bond Stores. The work was commenced by the Tasmanian Government (having taken over the original Customs House to be their Parliament House), but with the establishment of the Commonwealth Customs Department, it became a Federal responsibility, and it was completed in 1902. Its stonemasons have presented us with several interesting figures. The one which should appeal most to yachtsmen is a woman holding a wheatsheaf and a horn of plenty! The building adjacent to the southern wall of the dock was leased by the Waterside Workers Federation for many years and they and the Marine Board generously made it available for use by crew members of yachts in the Race.

The museum building adjoining the Customs House is an extension of the museum originally built in 1863 for the Royal Society of Tasmania, second in seniority to the Royal Society in London. There is an excellent view of the dock from the bridge-like marine section of the Museum. The Marine Board building was the subject of a lengthy dispute between the Hobart City Council and the Board, but the sailors prevailed as it is built on piles beyond the original high water mark

(continued on page 79)

# ROUND-THE-WORLD RACING



By Sandy Peacock

COURTESY AUSTRALIAN SAILING

Long distance ocean racing is back in the news this summer with the 1981-82 Whitbread Round-the-World Race halfway over and the Xerox Sydney to Rio Race coming up in January. Racing across oceans is still the toughest challenge that sailing can offer, but this branch of the sport has come a long way in the last ten years, growing from almost novelty status into a busy and highly competitive circuit in its own right.

It all started with the first Observer Single-handed Trans-Atlantic Race (OSTAR) from Plymouth to Newport. That race had only five starters, but by 1976 entries for the four-yearly OSTAR had risen to a massive 250, of which an impressive 150 crossed the starting line. And since then the Race

has spawned three new Trans-Atlantic events.

At least one long distance ocean race has been sailed in each of the last ten years, a remarkable record considering the logistics and time involved in staging international yacht races on this scale:

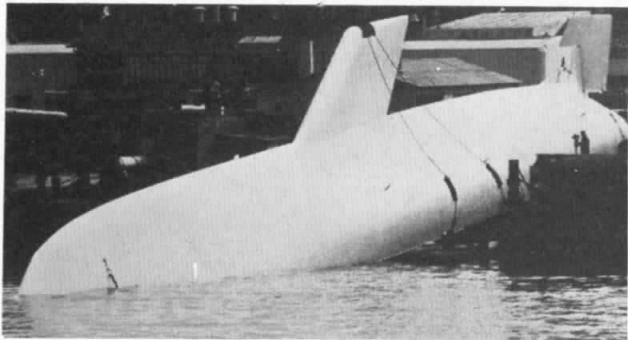
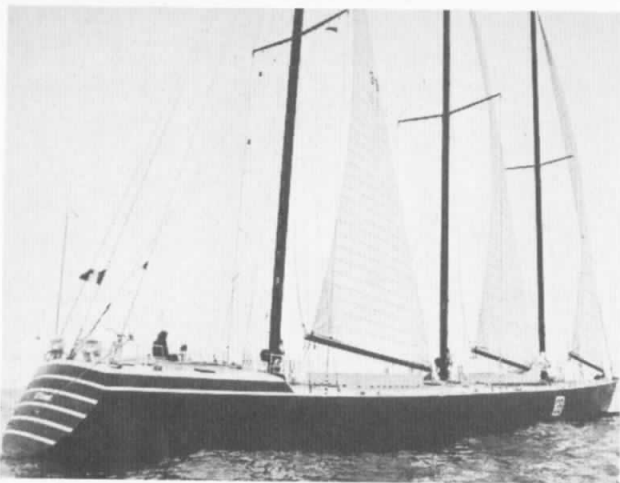
- 1972 OSTAR
- 1973-74 Whitbread Round-the-World Race
- 1975-76 Financial Times Clipper Race
- 1976 OSTAR
- 1978 Route du Rhum (single-handed trans-Atlantic race)
- 1979 Transat de Double (two-handed race)
- 1979 Parmelia Race (Plymouth to Fremantle)
- 1980 OSTAR
- 1981 Double-handed Observer/Europe 1 Trans-Atlantic Race
- 1981-82 Whitbread.

The inaugural Xerox Sydney-Rio Race is next up on the calendar.

## The Fascination and challenge

Why has long distance racing grown so spectacularly over the last decade? Part of the story is the way that both the round-the-world and single-handed races have fired the imagination of the sailing fraternity and the public alike. The risks, the classic image of man against the sea and the sheer time and distances involved speak for themselves. Nick Creech, a crewman on Australia's 'Anaconda II' in the Financial Times Clipper Race, put it neatly. "The world, when all's said and done, is the ultimate race course."

Long distance racing also has its own celebrities — outstanding sailors



**Opposite page:** 'Ceramco New Zealand', the Kiwi's big hope in the current Whitbread Race, has a light-displacement hull and fractional rig that are a calculated gamble in round-the-world racing (photo courtesy *Australian Sailing* magazine).

**Top left:** The first of the monster-maxis, the 130 ft 'Vendredi Treize', was an extraordinary sight at the start of the 1972 Trans-Atlantic Race. But she was a mere dinghy compared to 'Club Mediterranee' (*middle and immediately above*), a 236 ft leviathan so big that she had to be launched upside-down.

**Top right:** Chay Blyth's 77 ft ketch 'Great Britain II' has been the most successful of the round-the-world racers. She took fastest time in two Whitbread Races and set a new round-the-world record in the Financial Times Clipper Race. She is seen here with Robin Knox-Johnston at the helm in the 1978 two-handed Round Britain Race.

**Beneath top right:** three of the huge trimarans that dominate the trans-Atlantic races, battling heavy conditions in the 1980 doublehanded 'Trans-At'.

JONATHAN EASTLAND PHOTO COURTESY AUSTRALIAN SAILING



## Round the World Racing

whose single-handed feats or racing successes have made them national heroes — like the Frenchman Eric Tabarly and the late Alain Colas, Britain's Chay Blyth, Robin Knox-Johnston, Naomi James, and the 65-year-old American Phil Weld, who won last year's OSTAR in record time.

Another reason for the fascination of this marathon racing is the boats themselves. A fleet of round-the-world maxis tied up together in port, or hitting a starting line, is one of yachting's most impressive sights. The Whitbread fleets have included many famous maxis — beautiful yachts like 'Condor of Bermuda', 'Kings Legend', 'Flyer' and 'Sayula II'; streamlined, no-compromise racers like France's 'Pen Duick VI' and 'Gualoises II'; huge boats like the 80 ft 'Burton Cutter' and the 84 ft 'Anaconda II'.

### The incredible machines

There are few boats more spectacular at sea than the big trans-Atlantic multihulls at full power, boats like Alain Colas' famous trimaran 'Manureva', or Chay Blyth's 80 ft tri, 'Great Britain III'; or the 54 ft foil-borne tri, 'Paul Ricard', with which Eric Tabarly smashed the 75-year-old record for an Atlantic crossing earlier this year, setting a time of 10 days 5 hours 14 minutes for the passage, and notching up 360 miles on her best one-day run, which no yacht had ever achieved. Radical design developments and the exotic construction of many of the latest trimarans, in some cases with the full backing of the French Navy, have thrust long distance racing into the space age.

Doing their part in attracting attention, too, were the monster-maxis, which the French probably built as much for their shock value as for any practical purpose. First was the three-masted 130-footer, 'Vendredi Treize', which finished second to Alain Colas when he broke the OSTAR record in 1972 in 'Manureva'. Then came the unbelievable 236-footer 'Club Mediterranee', which Colas sailed into second place in the 1976 OSTAR before being penalised for needing outside assistance.

Above all, long distance racing has boomed because it has attracted commercial sponsorship on a scale that few sailors would have believed possible. A long line of major companies,

in Britain and Europe especially, have underwritten the huge costs of running the races or building boats, many of them maxis or big multihulls.

There has been such a rush to build and sponsor new boats that a rivalry has even emerged between the organisers of the trans-Atlantic races over the last few years. The rivalry has been basically the British versus the French. Each side has held both a single-handed and a double-handed race of its own since 1978.

### For the French, the spice of life . . .

In spite of the Whitbread Race, the French regard single-handed trans-Atlantic sailing as the world's ultimate yacht race. When the British organisers of the OSTAR introduced an upper size limit for the race after 1976, thus barring the French monster-maxis, the French hit back. Arguing that such a race should be open to all boats and remain a forum for design progression, they launched their own version of the OSTAR in 1978.

This was the Route du Rhum, a 4000-mile course from St Malo in France to Guadeloupe in the West Indies. Although the British were unimpressed and stayed away 'in droves' (except for Chay Blyth), the race proved to be one of the most dramatic long distance races ever. Its climax was an extraordinarily close finish. After 23 days at sea, only 98 seconds separated the first two boats, Canadian Michael Birch's little 38 ft trimaran 'Olympus Photo' and Frenchman Michael Malinowski's 69 ft monohull 'Kriter V'.

The sad denouement of the race was the loss of 'Manureva' and Alain Colas, the quiet Frenchman who had learnt to sail in Sydney in the late 1960s. Together with earlier deaths in the 1973-74 Whitbread and the 1976 OSTAR, it was a sombre reminder of the risks involved in these races.

### The English success

Many of the world's top long-distance sailors compete both in round-the-world races and the trans-Atlantic single-handed and double-handed events. Two of the men who have done both most successfully are the Englishmen Chay Blyth and Rob James. With his crew of paratroopers Blyth skippered 'Great Britain II' to fastest time in the 1973-74 Whitbread.

This year Blyth and James teamed to push the 65 ft trimaran 'Brittany Ferries' through gale-force conditions to win the double-handed Observer/Europe 1 Trans-Atlantic Race, smashing the 157-year-old east-west sailing record with their new time of 14 days 13 hours 54 minutes.

Both trans-Atlantic and round-the-world racing are punishing tests of boats and gear, and physically and mentally demanding for the crews, but the differences between them are becoming more marked every year.

The 'trans-Ats' have become the domain of ultra-modern technology and powerful racing machines (mainly trimarans) that are designed to be driven hard, at great speeds, over a much shorter distance and generally less extreme conditions than the round-the-world yachts. The retirement rate in the various trans-Ats is usually fairly high.

### The secret is survival

The round-the-world races are just as intensely competitive but they are also survival epics, where endurance is the key and the boats and rigs must be built as much for strength as for speed. What sets these races apart is the extremes of wind, seas and temperatures that the yachts can and often do encounter, particularly in the Southern Ocean, and the fact that when trouble occurs it can be a very long way to anywhere.

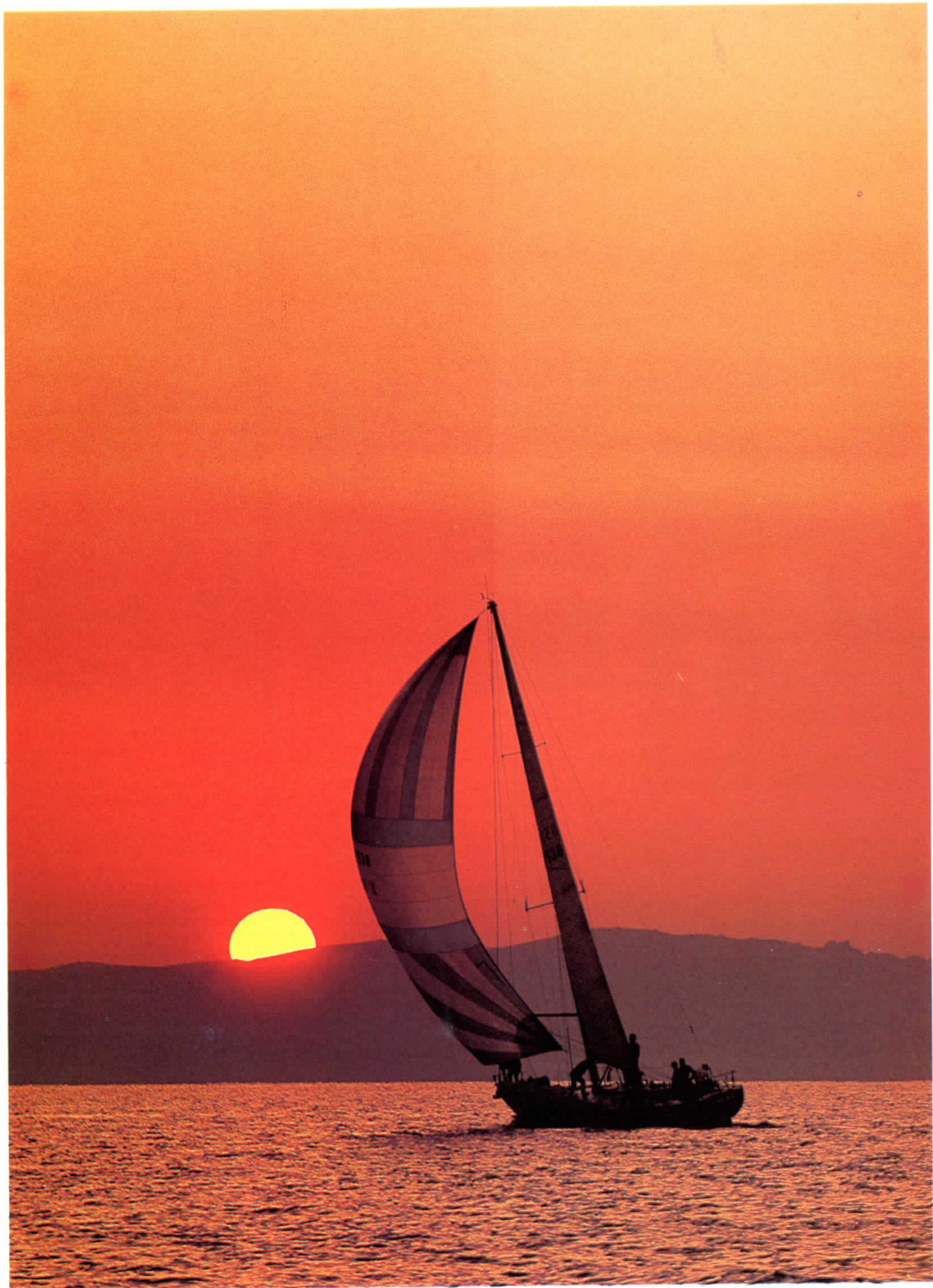
After his Financial Times Clipper Race on 'Anaconda II', Nick Creech wrote in 'Australian Sailing' that:

"Sailing round the world, the only real competitor is the sea and hence the emphasis is different . . . Boat and crew have to be accurately placed — more often nursed — to last the distance. Just finishing is quite difficult and means enough in itself to make retirement unthinkable, apart from the fact that in this sort of contest there is rather more chance of said retirement being permanent.

"Seaworthiness is the ultimate criterion and the boat must be able to survive a knockdown, capsize or pitch-

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Right: At the end of the journey for the round-the-world racer, and in sharp contrast with the fury of mid-ocean storms, there is the protection and tranquility of exotic ports. Ocean racing in the 1980s is becoming increasingly international, with top meets spanning the globe from Cowes to Hawaii, from Sardinia to Sydney, offering the participant both the challenge of the highest competition from man, and from the sea, and also the opportunity to see the most beautiful corners of the earth. (Photo: sunrise at Sardinia, by Sandy Peacock.) ▶





## Round-the-world racing

poling, any one of which, it seems to me, is more likely to happen than not. Various boats in the (1973-74) Whitbread Race were knocked down, the most famous incident being 'Sayula II's capsizes, and in the Clipper Race both 'CS & RB' and 'Anaconda II' took a beating. 'Anaconda II' was badly pooped by a rogue wave, then picked up and dumped like a Bondi surf boat.

"The most interesting point about the whole thing was that there was apparently nothing we nor anyone else could have done to avoid it. We were simply in exactly the wrong place at exactly the wrong time — and the chances of that happening in such a long passage seem pretty high."

Overall, Creech said, a crew competing in a race like this should be prepared for the worst possible conditions. A seaworthy, well-found boat that can take severe and sustained punishment is basic to the whole concept of long distance racing.

### The challenge of design

The necessary compromise between strength and seaworthiness on one hand and high performance on the other is reflected by the yachts that have dominated the round-the-world races. The Mexican yacht 'Sayula II', which won the 1973-74 Whitbread on corrected time, was a standard fibreglass Swan from Finland's Nautor yard, extremely strong in both hull construction and rig. The 1977-78 corrected time winner, Cornelius van Reitschoten's aluminium 65-footer, 'Flyer', from Holland, was another strongly-built medium-displacement yacht.

'Great Britain II', which not only took fastest time in both those Whitbreads but also set a new round-the-world sailing record (134 days 5 hours 51 minutes) in the Financial Times Clipper Race, had a finer and lighter (shallower-displacement) hull and was a far more stripped-out boat. She was obviously a faster type of yacht, and while tough enough to handle round-the-world racing, she did suffer considerably from it.

Australian Army Major Brian Hayden, who crewed aboard 'Great Britain II' in the Clipper Race, wrote a detailed article on preparing for a round-the-world race in the August-September issue of the CYCA's magazine 'Offshore' this year. He noted that, according to her designer, Alan Gurney, 'Great Britain II's foam sandwich hull was still sound after two of

these races but she needed a new deck. The foam sandwich deck did not have the rigidity to take the loadings transmitted by the hull and the weight of water upon immersion, and when the whole boat came out of the water and then fell.

### The fearless Kiwis

One boat that is a real gamble by round-the-world standards is 'Ceramco New Zealand', the sleek Kiwi flier which won the 1980 Hitachi Sydney-Hobart. 'Ceramco' is a light aluminium 69-footer, designed by Bruce Farr, with a powerful fractional rig on a 90 ft mast. Her shallow-displacement hull and flat aft sections were designed for downwind speed in the hard following conditions of the Southern Ocean, and she certainly proved in the Hobart that she can handle that sort of stuff.

A yacht like 'Ceramco' could simply surf away from the rest of the fleet in the roaring forties. But she has to be tough enough to handle the punishment to windward in a race which, by past experiences, is likely to be at least 50% windward sailing.

'Ceramco' was well placed on the first leg of the current Whitbread Race when the failure of an intermediate stay brought her mast down. She sailed the remaining 3,900-odd miles to Cape Town under jury rig, was fitted with a new mast there, and at the time of writing she was ready for the start of the leg to Auckland at the beginning of November.

The first boat into Cape Town was the new 'Flyer', a 76 ft Frers design, and after one leg the corrected time leaders in the race were the French yacht 'Kriter IX' (a 62 ft Gilles Vaton design), 'Charles Heidsieck III' (a 66 ft Frers, also from France), and 'Flyer'. The contest should remain close for the whole of the 27,000 mile race.

If the Whitbread fleet hits the sort of conditions that rolled 'Sayula II' and 'Anaconda II' in previous years, it is most likely to be on the legs across the Southern Ocean to Auckland and around Cape Horn. This will also be the most daunting prospect for the Sydney-Rio yachts.

### Expect the worst

It's not easy to imagine the experience of capsizing a maxi yacht in these con-

ditions. Butch Dalrymple-Smith, a member of 'Sayula II's crew in the 1973-74 Whitbread Race, wrote the following account for Bob Ross' 'Windward' magazine after the boat's knockdown on the Cape Town to Sydney leg. Running before the roaring forties in mid-Indian Ocean, she had been rolled by a huge wave and capsized. Her crew estimated they turned over 150-170 degrees.

"The wind had been blowing at 50-55 knots, from astern, for two and a half days. It did not give us any problems but it raised this appalling, unpredictable sea. I had always visualised the Southern Ocean as an endless line of long rollers. It is not like that at all; the waves come at you in all directions. They're certainly big... I remember looking at one I believed was about as high as the boat is long.

"But the ones to worry about are those that start off small and suddenly peak absolutely underneath you. They don't necessarily come from the stern but often from the quarter. You cannot see this wave forming until a moment before it strikes the boat and then it's too late. It was this sort of wave that rolled 'Sayula II'.

"Two men were on deck. One of the best helmsmen we had was steering, and both men were clipped on. We had only a storm jib and storm staysail up, tiny sails, there mainly to make it easier for the helmsman to keep the head away.

"'Sayula II' was on the face of the wave when the falling crest caught the stern first, forcing it down the wave faster than the bow. With the bow gripping the water and the stern in the falling water, the boat slewed around almost broadside on to the wave. And then the wave broke, rather like a dumper at Bondi. The boat literally fell — no one knows how far.

"The boat just dropped and when it hit, it was further over than horizontal, because we broke the cabin window, which meant we had hit partly on the deck. Everything fell out of its stowage. The marks on the ceiling from fallen articles meant the angle was conservatively 155 degrees and the broken Brookes and Gatehouse masthead unit and bent steaming light confirmed that the mast went well and truly under.

"Both men in the cockpit were thrown off but were hanging onto something belonging to the boat as well as being secured by their lifelines. (When one of them dragged himself back on board, the stainless steel clip-hook of his safety harness was so badly distorted it would not close.)

"Down below, water was gouting in through the broken window in the cabin top. Keith, somehow, was out from under the pile. I followed him to the hatch, grabbing a foul weather top on the way. I felt the mast was bound





JONATHAN EASTLAND PHOTO COURTESY AUSTRALIAN SAILING

Round-the-world scenes aboard Condor of Bermuda: (Top left) Surfing before the roaring forties. (Top right) Battling the cold in the southern ocean. (Middle left) Sailing under jury rig after losing the mast. (Middle centre and right) Replacing a worn-out spinnaker halyard.



to be over the side, but it was still up. We moved out onto the foredeck, slipping and sliding on salad oil and noodles that had mysteriously found their way on deck. We waited for help, 15 seconds or so, and then by ourselves dropped the sails.

"The two men on deck were back on board by the time we reached the deck and Bob was helming the boat on course again. We didn't realise at the time the difficulty he was having just physically turning the wheel because of all the broken gear, sheets and halyards draped across it.

"The more immediate problems were inside the boat, and we returned below. What a shambles there was. Ramon Carlin, the owner, had already started bailing into the garbage bucket, someone else was pumping on the internal bilge pump, Ray was trying to get a crewman with a suspected broken leg below. All this in an area not much bigger than a telephone box.

"Eventually a semblance of order was restored, the injured crewman treated, and two more bilge pumps and a bucket chain were brought into operation. After two hours of frantic effort

we freed the bilge of most of its water. No bilge pump worked more than 50 per cent of the time as there was so much muck in the bilge.

"The six exhausted watchkeepers spent two hours on and one hour off for the rest of the night. We knew it was all over at about 11.00 a.m. next morning when the engine started with the first push of the button. Everything electrical and mechanical had been wiped dry and sprayed with WD40. With the noise of the engine and the warmth of the sun, the wounded realised they were still alive and ventured forth. The six of us thankfully retired into the dry bunks, 24 hours after the capsizing."

#### Why do they do it?

The tale above is by no means unique, nor is it anywhere near the worst such tale ever told. Round-the-world yachtsmen know that they can expect to be tested to the limit, and most are well prepared for it. After all, that is one of the reasons they are out there rather than cruising lazily in tropic

waters, or racing round the buoys in the safety of their home ports. As long as there are oceans, and emptiness, and the faint scent of danger, there will be sailors waiting to take up the helm of what some would call the 'Ship of Fools', and others would dub a 'Ship to Adventure'. Whatever trip they're on, you could never call it boring. □



# 1981 ENTRIES







**ADRENALIN - 1999**  
LOA 11.4 m; LWL 7.8 m;  
Beam 3.6 m; Draft 2.2 m

This will be the second Hobart for this Doug Peterson designed fractional rigger. She did well last year (18th overall and 3rd in division) and could figure this year especially in running and reaching conditions. Her best effort to date was third overall in the 1980 Montagu Island Race. An experienced crew will keep her going no matter what the weather, and she will be amongst the leaders.

CREW: Skipper B. Ryan (5), Navigator B. Walpole (12), N. Ryan (3), P. Kavanagh (4), K. Sheppard (6), D. Gaudy (4), J. McKenzie, P. Walters.

Cruising Yacht Club of Australia



**APHRODITE - 166**  
LOA 11.5 m; LWL 9.4 m;  
Beam 3.1 m; Draft 1.8 m

This will be the second Hobart start for this production Compass 1-tonner with an experienced crew headed by CYCA Vice-Commodore George Girdis. Her other start was the gale-tossed '77 Race when she was forced to retire. Since then she has raced to Nouema (in '79). She will prefer fresher conditions to match the lighter weight modern designs.

CREW: Skipper G. Girdis (1), Navigator K. Moss (10), V. Walsh (7), Phil Ross, D. Ross, J. Harrison (14).

Cruising Yacht Club of Australia



**ADRIA AUSTRALIS - SA 10**  
LOA 14.6 m; LWL 10.7 m;  
Beam 3.6 m; Draft 2.3 m

This will be the 6th Hobart for this big Buchanan sloop originally built by Josko Grubic. Constructed in steel, her best result was 19th in her first Hobart (1967). She should finish towards the middle, but will give owner Antony Harry and his enthusiastic South Australian crew a comfortable and dry trip south. She has raced in all major races out of South Australia.

CREW: Skipper A. Harry (2), P. Balnaves (2), T. Simpson (1), others to be nominated.

Royal South Australian Yacht Squadron



**APOLLO - 1400**  
LOA 21.6 m; LWL 20.1 m;  
Beam 5.1 m; Draft 3.7 m

The latest Ben Lexcen design for Jack Rooklyn will start a favourite for line honours. Launched in May this year, her first major race was the Montagu, where she was second across the line to the record-breaking Helsal II. Rooklyn knows what line honours is about, being first across in '76 in Ballyhoo and in the original Apollo in '78. A third such victory for this experienced crew would not surprise.

CREW: Skipper J. Rooklyn (6), Navigator J. Brooks (5), D. Van Woerden (7), S. Brown (12), R. Grimes (8), B. Ramsden (6), P. Gardner (4), P. Wulff (2), P. Walsh (4), M. Bell (4), J. Keeran (3), A. Brown (7), N. Cohen (3), N. Milligan (2), Janet Blake (2), C. Crafoord (2), E. Lawrence, A. Schmeling (3), W. Peterson (1).

Cruising Yacht Club of Australia



**AETOS - 2444**  
LOA 13.4 m; LWL 11.3 m;  
Beam 4.2 m; Draft 2.4 m

Aetos is a new Ron Holland cruiser/racer whose first race was this year's Lord Howe Island in which she was 4th over the line. This is the first Hobart for her owner Jim Caralis, but she has an experienced crew which previously raced the 3/4-tonner Spider with much success. Her performance will be watched with interest as she is one of Holland's latest.

CREW: Skipper J. Caralis, K. Tierney (12), L. Killingworth (4), T. Hawkins, I. Treharne (10), K. Yates, J. McGuire.

Cruising Yacht Club of Australia



**APOLLO III - KA 1661**  
LOA 16.6 m; LWL 13.8 m;  
Beam 4.3 m; Draft 2.7 m

This former Admiral's copper has raced twice to Hobart; she gained a sixth in 1974 under skipper Alan Bond. However, in 1981 she is a little out-dated, although this Lexcen design could still perform well particularly if conditions are on the boisterous side. This year she will be sailed by Alan's son, John, who also took her to a second overall in the Fremantle-Bali Race.

CREW: Skipper J. Bond (1), Navigator J. McMullen, K. Judge (1), T. Peelen, N. Stretton, D. Semmons, A. Smith, B. Kempthorne, B. Lexcen (6), A. Wilson, L. Killingworth (7).

Fremantle Sailing Club



**ALLEGRO - PD 13**  
LOA 10.2 m; LWL 9.1 m;  
Beam 3.3 m; Draft 1.8 m

Allegro is a Joe Adams cold-moulded wood design which hails from the Port Dalrymple Yacht Club in Tasmania. Launched in November 1980, she has placed in minor offshore races in Bass Strait but her long-distance form is not yet tested. Her skipper knows Bass Strait well, and several of her crew are old hands at the waters between Melbourne and Tasmania. They will know where to look for the wind in the final stretches of this race.

CREW: Skipper R. Myler (1), Navigator P. Rae (1), J. Rae (1), G. Myler, J. Saul, P. Guy, M. Whitmore.

Port Dalrymple Yacht Club



**APOLLO V - KA R 199**  
LOA 13.1 m; LWL  
Beam 4 m; Draft 2.4 m

This is the latest in the long line of Apollos by Admiral's Cup/America's Cup owner Alan Bond. She was an automatic selection for the Australian Admiral's Cup Team and performed creditably in England. A member of the Australian Southern Cross Team, she has recently been fitted with wheel steering. She will start one of the Race favourites, with an experienced crew headed by Olympic Bronze Medalist John Bertrand.

CREW: Skipper A. Bond (4), Navigator R. Hammond (25), B. Case (19), J. Bertrand (3), D. Shea, J. Longley (5), R. Simpson (4), G. Simmer, S. Carter, L. Kleist, I. Porter (2).

Royal Perth Yacht Club of Western Australia



**ANACONDA II - KA 48**  
LOA 25.1 m; LWL 20.4 m;  
Beam 6.1 m; Draft 3 m

The largest yacht in the fleet, Anaconda II has probably sailed more miles, too. She did the Sydney to Dover leg of the Financial Times Clipper Race in '76 and the '79 Parmelia race, UK to Fremantle. This will be her 6th Hobart, and she will be amongst the early finishers, especially in heavy weather. Her colourful owner Josko Grubic will push this big Alan Buchanan design hard but may find the competition a little hot. Third across the line last year has been her best effort.

CREW: Skipper/Navigator J. Grubic (19), M. Hogan (10), C. Wall-Smith (2), D. Ryan (4), D. Hagen (1), N. Nattress (3), R. Campbell (3), R. Howarth (2), P. Lewis (2), J. Harriett (3), K. Thomas (1).

Royal South Australian Yacht Squadron



**AQUILA - SM 44**  
LOA 10.1 m; LWL 7.3 m;  
Beam 3 m; Draft 1.8 m

A stock Sparkman and Stephens 34, Aquila is a sistership of the 1969 Hobart Race winner Morning Cloud. She will give a good account if there are fresh windward conditions and she could surprise in her division. She has raced many miles, her best result being the 1980 Great Circle Race when she was 3rd overall and 1st in division. She represented Hong Kong in the 1973 Southern Cross Cup when under charter, and this year will be pushed hard by an experienced crew.

CREW: Skipper/Navigator H. Handley, J. Handley, R. Handley, D. Handley, A. Handley, D. Taylor, R. Potter, R. Lawson, R. Campbell.

Sandringham Yacht Club





**AZTEC – 2335**  
**LOA 12.8 m; LWL 10.9 m;**  
**Beam 3.9 m; Draft 2.1 m**

Aztec's skipper in this race will be one of the youngest, although not the least experienced, doing the trip south. Formerly Wainunu V, this one-off aluminium Cole 2-tonner was one of the many casualties of the rough 1977 race, her last trip to the Apple Isle in battle dress. She will be looking for fresh windward work to do her best, and additions of experienced crew this year will help her to approach her full potential.

CREW: Skipper A. Wenham (2), Navigator I. Thornton (1), K. Baron, D. Gulicher, A. McLean, E. Ostergaard, S. Godman, P. Lee, R. Swinnerton.

Royal Sydney Yacht Squadron

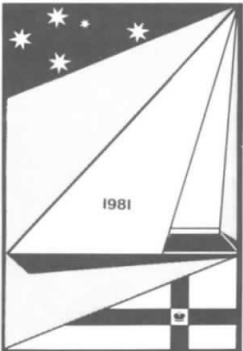


**BIG SCHOTT – 2111**  
**LOA 12.6 m; LWL 11 m;**  
**Beam 3.9 m; Draft 2.1 m**

Another strong performer designed by Doug Peterson, Big Schott won her division in the 1979 Race, and although a little outdated she is still capable of a high placing. She has an experienced crew under former CYCA Commodore Tony Pearson. Best going to windward, she has been very actively raced, with her successes including a win in the 1979 Sydney-Noumea Race, Division A in the 1979 Hobart, and she is the CYCA's 1980/81 Blue Water Champion.

CREW: Skipper A. Pearson (9), Navigator J. MacLurcan (4), P. Edmonds (7), G. Masters (1), P. Morgan (3), G. Griffiths, S. Lissiman (4), J. Lawler, Jillian Carter, C. MacLurcan (2).

Cruising Yacht Club of Australia



**BANCROFT BAY – ME 101**  
**LOA 12.6 m; LWL 11 m;**  
**Beam 3.8 m; Draft 1.9 m**

Bancroft Bay will give her veteran crew a comfortable ride south, to have them fit for the rigours of Constitution Dock, but she will be hard-pressed to place in the top half of the fleet. It would nevertheless be hard to find a better-prepared boat. The skipper's son is the current Australian Etchell 22 champion.

CREW: Skipper D. Byrne (4), Navigator K. McIntyre (1), M. Jackson (5), B. Legg (3), A. Dean, J. Bramwell

Metung Yacht Club



**BILLABONG – B23**  
**LOA 10.3 m; LWL 8.2 m;**  
**Beam 3.2 m; Draft 1.8 m**

A great little performer from Victoria designed by her skipper, Peter Joubert, Billabong always gives a good account of herself, no matter what the conditions. Her 3rd in division last year was an outstanding effort. An experienced crew will ensure another good showing, especially in moderate-to-fresh conditions. Her best overall effort was 10th in 1978.

CREW: Skipper P. Joubert (10), Navigator Kay Flockart (7), A. Butler (21), W. Anderson (10), B. Fairlie (4), A. Vautin (5).

Royal Brighton Yacht Club

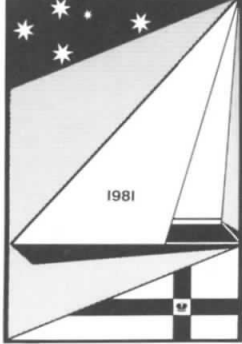


**BATTLE – F 77**  
**LOA 14.1 m; LWL 10.3 m;**  
**Beam 4 m; Draft 1.8 m**

A Holman and Pye yawl built by Bowman Yachts, Battle has amongst her crew the colourful and well-known Freddie Thomas, and he is sure to push this yacht hard. The yacht competed in the Parmelia Race two years ago and earlier this year in the Fremantle to Bali Race.

CREW: Skipper J. Kent, F. Thompson (19), J. Thompson (1), others to be nominated.

Mooloolaba Yacht Club



**BIBLEGUMBIE**  
**LOA 11.3 m; LWL 9 m;**  
**Beam 3.6 m; Draft 2 m**

A shiny new Ed Dubois fractional-rigged one tonner. Bimblegumbie from Hong Kong was just launched (November) and will be taking her crew on their first Hobart. They are, however, by no means new to the rigors of the ocean, having seen heaps of the China Sea and two of them having done the infamous 1979 Fastnet on the Hong Kong Admiral's Cupper, Vanguard. Her form is unknown, but she can be expected to be pushing the front runners hard.

CREW: Skipper K. Jacobs, Navigator R. Snape (10), T. Yourieff, M. Dagge, C. MacClean, J. Stanton (6).

Royal Hong Kong Yacht Club



**BATTLESTAR – 591**  
**LOA 13.8 m; LWL 11.6 m;**  
**Beam 4.1 m; Draft 2.3 m**

Formerly the 1977 Admiral's Cup representative, Superstar, under her new owner, Harry Janes, she will be racing for the Hong Kong Southern Cross Team. Although a 4-year-old design by Doug Peterson, Battlestar is still capable of performing well, especially if windward conditions prevail. Built in Melbourne, she represented Victoria in the 1977 and 1979 Southern Cross Series. Her best placing in the Hobart was 99th and she was unfortunate in having to retire 1977 and 1978 races.

CREW: To be nominated.

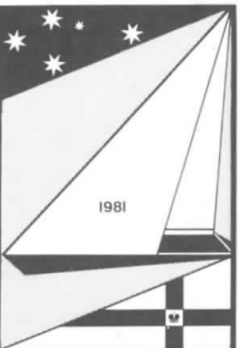


**BINDA – S 42**  
**LOA 11 m; LWL 8.5 m;**  
**Beam 3.2 m; Draft 1.8 m**

This is the 8th Hobart start for this yacht, one of the popular Swanson 36 class. She has sailed many miles, including the 1979 Sydney-Noumea race and three West Coasters. Her owner and crew know the rigours of Bass Strait well, having raced there often, and with a healthy age allowance she could give the modern designs a run for their money in fresh weather.

CREW: Skipper/Navigator I. Ritchie (3), S. Keil (1), E. Wilson, M. Buck, M. Johnston, C. Cook, P. Ralph.

Royal Melbourne Yacht Squadron



**BEACH INSPECTOR – 2277**  
**LOA 9.4 m; LWL 7.3 m;**  
**Beam 3.2 m; Draft 1.7 m**

This yacht will start one of the favourites especially if it is a 'little boat' race. She has had an outstanding record since her launching just over 12 months ago. She won the 1980 South Solitary Island Race, then went on to win the Sydney-Mooloolaba Race and then the Brisbane-Gladstone in 1981. She also won her Division in the recent Montagu Island Race under her competent owner Graham Jones. She will take a power of beating in any weather.

CREW: Skipper G. Jones (14), Navigator J. Robson-Scott (14), Dr R. Hudson, R. Hudson, P. Antill (4), M. Tunbridge, P. Isaacs.

Royal Prince Alfred Yacht Club



**BLACK MAGIC – R 13**  
**LOA 12.2 m; LWL 10.4 m;**  
**Beam 3.8 m; Draft 2.1 m**

Another new fractional rig 40-footer by Ed Dubois, Black Magic has only just taken to water (September) and is therefore another 'wild card' in the deck. She is sister ship of Sealater and a close relation of Once More Dear Friends, although this Race is much more than a matter of hardware. Her owner/skipper has two Australian Half Ton Championships under his belt, including a win in 1980, and he can be expected to be driving his seasoned crew hard.

CREW: Skipper R. Layton, Navigator S. Shauassy (2), T. Bold (2), A. Sheers (3), P. Miller (8), D. Fewster (2), C. Beanland, T. Dorning, I. Robertson.

Royal Yacht Club of Victoria

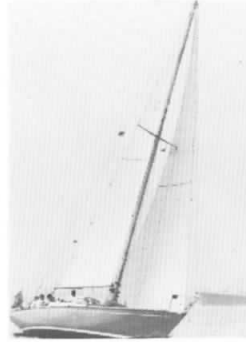


**BLUE MOVES - SM 178**  
LOA 10 m; LWL 8.5 m;  
Beam 3.4 m; Draft 1.8 m

This is the second Hobart Race for this well-performed Dick Carter 3/4-tonner. She has a tremendous record around her home waters of Port Phillip, with 1st overall in the 1981 Lady Nelson Trophy and 2nd in the 1981 Golden Fleece Series, her best efforts. Will be pushed hard by an experienced crew and a major placing would not surprise.

CREW: Skipper B. Moore (1), Navigator A. Dick, P. Taylor (4), P. Aldridge (2), R. Presser, L. Ferguson.

Sandringham Yacht Club



**BYZANCE - C 7**  
LOA 12 m; LWL 8.7 m;  
Beam 3.3 m; Draft 1.9 m

This Hong Kong entry was formerly known as Uni-Na-Mara and is a Swan 40 design built by Nautor in Finland. This will be the first Hobart for her crew. As an older design (built in 1971) she has had her better days. In 1974 she was Colony Champion in Hong Kong and was 3rd overall in the China Sea Race that year. She will not do well on handicap, but the visitors will nevertheless get an enthusiastic reception.

CREW: Skipper P. Scholfield, Navigator H. Greaves, P. Wilcocks, C. Neale, I. Caws, O. Stanley, D. Saunders, B. Weston

Royal Hong Kong Yacht Club



**BORSALINO - 396**  
LOA 11.1 m; LWL 9.5 m;  
Beam 3.2 m; Draft 2 m

This S111 design has sailed many miles since her launching 12 months ago. Her owners David Herlihy and John Hughes enjoy the scene immensely, and their 11th place in the 1981 Sydney-Noumea Race pleased them greatly. She was 58th in her first Hobart last year, but given extensive periods of hard running and reaching she could improve greatly on that effort.

CREW: Skipper J. Hughes (1), Navigator T. Carroll (1), B. Walker (1), D. Herlihy, S. Lawson, A. Pearson (2), G. Deigan.

Middle Harbour Yacht Club

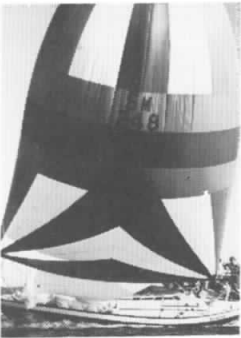


**CARRY ON - PH 30**  
LOA 11 m; LWL 9.8 m;  
Beam 3.2 m; Draft 1.8 m

A Duncanson 37 cloop from Port Hacking Ocean Yacht Club she will be doing her first trip to Hobart. Her crew have competed in long races along the east coast but are doing their first trip south. Duncansons are normally cruiser/racers and would not be contenders for high placings; the crew will be looking for the experience.

CREW: Skipper J. Dowrick, Navigator P. Dews, C. Brown, P. Donnelly, J. Cruickshank, A. Yates, Colin Pender, P. Moller.

Port Hacking Ocean Yacht Club



**BREADFRUIT - SM 248**  
LOA 10.4 m; LWL 30.3 m;  
Beam 3.4 m; Draft 1.8 m

Breadfruit opened this season with a 3rd in the 180-mile Queenscliff to Stanley Race, and she has had a great amount of success in her 5-year career. A Peter Cole designed 3/4-tonner, this will be her 4th trip south and she could surprise in her division. Skipper Rob Sill has a sound reputation, and in 1978 she was the Victorian 3/4-ton champion. Will do best in a breeze.

CREW: Skipper/Navigator: R. Sill (6), E. Silbereisen (4), J. Hargreaves (1), P. Inghbold (1), I. Court (4).

Sandringham Yacht Club



**CASABLANCA - 2176**  
LOA 14.5 m; LWL 13.7 m;  
Beam 3.6 m; Draft 2.7 m

Casablanca has recently been re-launched after a major refit above and below decks. She was 5th over the line and 11th on handicap in the 1978 Sydney-Hobart but was less fortunate in 1977, when she retired with a broken mast. She rates too high to be a serious contender for handicap honours. Her 1978 successes included line honours in the Lord Howe Island Race.

CREW: Skipper P. Bush (1), Navigator I. O'Hara (4), P. Hopwood (7), R. Steele (2), P. Glynn (2), R. Richards, P. Taylor, G. Richards, R. Skepper, A. Foster, P. McAdam, P. Clinton (1).

Middle Harbour Yacht Club



**BREAKAWAY - 188**  
LOA 12.2 m; LWL 11.1 m;  
Beam 3.6 m; Draft 2 m

This will be the first Hobart for this 40-ft aluminium Cole design from Western Australia active in offshore racing on the west coast. Among the notches on her belt are a first in the 380 mile Albany-Fremantle Race, second overall in the Fremantle-Geraltion, and a number of placings in minor races out of Fremantle. Her seasoned crew will enjoy the competition on our coast.

CREW: Skipper K. McDonald (1), Navigator J. Dewing (1), S. Darby (2), A. Hood (4), M. Rowland, M. Hughes, J. Stone, G. McDonald, P. Pickett.

South of Perth Yacht Club

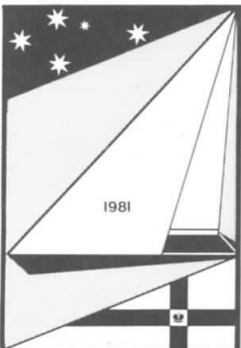


**CASTILLE - SP 5**  
LOA 13.7 m; LWL 11.6 m;  
Beam 4.3 m; Draft 2.1 m

This 45-footer from the South of Perth Yacht Club was designed by S.E. Ward and the owner and built in 1977. She is obviously a fast boat, having a return leg race record in the Albany-Fremantle, 385 miles in under 37 hours. This record has since been taken by fellow WA entrant Evelyn, and this fact should make them healthy rivals. She had some good successes in racing from 1978 and with an experienced crew should give a good account of herself.

CREW: Skipper G. Rodoreda (1), Navigator W. Hopkinson (2), R. Boyle (1), G. Johnson, N. Winley, S. Hartley, B. Delfs, M. Brede, T. Hookway.

South of Perth Yacht Club



**BUCCANEER - 637**  
LOA 22.5 m; LWL 20.7 m;  
Beam 4.9 m; Draft 3.7 m

A John Spencer designed 74-footer, Buccaneer first sailed to Hobart in the hard 1970 Race in which she was first over the line. Somewhat outdated against the current fleet of maxis, she should not worry the line honours contenders. This year she will carry a taller rig which is yet to be tested. Buccaneer is now owned by the Ocean Youth Club of Australia, and she will be crewed by a team of youngsters looking for the experience.

CREW: Skipper J. Mace (4), A. White (3), E. Nobbs (5), C. Hatfield (7), others to be notified.

Ocean Youth Club of Australia



**CATHY LEE - 2759**  
LOA 9.6 m; LWL 7.5 m;  
Beam 3.1 m; Draft 1.7 m

A first-up 8th in division last year was a great effort for this popular East Coast 31 design. Her owner Norm Guy and his keen crew never miss a race and are building up quite a record, including 2nd in 1/2-ton division of the 1980/81 Long Ocean Point Score and 2nd in her division of the tough 1980 Montagu Island race. Will give a good account in her division especially in a breeze.

CREW: Skipper G. Riding (3), Navigator N. Guy (1), M. Worrat, T. Clift, I. Swift, G. Bailey.

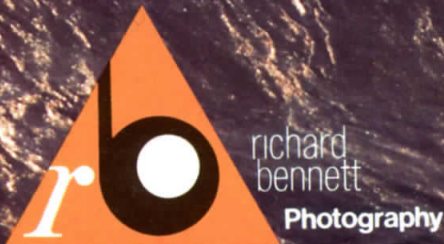
Cruising Yacht Club of Australia



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**CHALLENGE — SM 339**  
LOA 13.9 m; LWL 10.4 m;  
Beam 4.4 m; Draft 2.4 m

A superb S&S design that will start as one of the race favourites, Challenge was third last year and with an ounce of luck could have won the race. She has a tremendous racing record under veteran owner Abrahams, winning the 1980 Grot Circle Race, King of the Derwent Race, 2nd in the 1980 Sydney to Suva, member of the Australia's winning Clipper Cup team 1980 and in the Victorian Southern Cross team. Her highly experienced crew and a first-ever victory for Victoria would not surprise. Let's hope that, unlike last year, there is plenty of wind in there for Louie in the Derwent.

CREW: Skipper L. Abrahams (17), Navigator D. Lang (20), C. Anderson (3), J. Hall (1), I. Davis (4), W. Dixon (3), C. Purtell (4), R. Doussett (3), G. Watt (13), B. Kibbie (1), M. Allen, R. Evans (22), M. Crawford (25), F. Johnson (13).

Sandringham Yacht Club



**CHELINDA — 635**  
LOA 11 m; LWL 9.1 m;  
Beam 3.2 m; Draft 1.2 m

A veteran boat and crew which will, no doubt, be looking forward to the great Hobart hospitality. Chelinda's highly experienced crew, under skipper John Keown, who navigated Koomooloo in the 1971 Admiral's Cup, included cockpit hand Merv Clarke, who is well known for his gastronomic delights in any weather. They will have a comfortable trip in this Swanson 36 class and will prefer a northeaster.

CREW: Skipper J. Keown (8), Navigator K. Laker (7), N. Rydge (12), E. Dermody (6), M. Clarke (4), A. Friend.

Royal Sydney Yacht Squadron



**CHERRY CHEER — 156**  
LOA 9.5 m; LWL 7.3 m;  
Beam 2.7 m; Draft 1.7 m

Her first Hobart two years ago was a great effort, finishing 13th overall. The boat is a real family affair: skipper Peter Attrill built the boat, and his son and daughter are in the crew. A rugged little Swanson design, she could figure high in the placings in a little boat race. This will be the skipper's fifth Hobart Race; his first was way back in 1953 (they keep coming back!).

CREW: Skipper/Navigator P. Attrill (4), S. Lovell (1), A. Olding, S. Gilbert, M. Attrill (1), Mandy Attrill (1).

Bellerive Yacht Club



**CHLOE — 996**  
LOA 9.4 m; LWL 8.4 m;  
Beam 3.1 m; Draft 1.7 m

Chloe will be making her second trip to Hobart this year. In her first effort last year she finished 59th overall and 9th in her division. A Peter Cole Nantucket, she has performed reasonably in short races out of Sydney. It is expected that the skipper and crew have benefitted from last year's Race and will account themselves among the 1/2-tonners.

CREW: Skipper D. Rourke (1), Navigator J. Burton, B. Johnston (1), G. Miele, W. Barton, B. Lutman.

Cruising Yacht Club of Australia



**CHOWRINGHEE — 357**  
LOA 10.5 m; LWL 8.8 m;  
Beam 3.3 m; Draft 1.7 m

This Alan Blackburne design in fibreglass previously named Valkyrie, Chowringhee was launched in 1980. The boat has not done much racing, and while her crew has ocean racing experience, it is not expected that she will be showing up at the end of the fleet.

CREW: Skipper J. Birtles (7), Navigator J. Bartlett (1), K. Birtles (2), W. Gardner, P. McSwiney, N. Cox.

Royal Sydney Yacht Squadron



**CONDOR OF BERMUDA - KB 78**

LOA 23.8 m; LWL 20.1 m;  
Beam 5.6 m; Draft 4 m  
Condor of Bermuda should be nicknamed Phoenix after her reappearance on the racing scene. She was all but destroyed on a Tahitian reef on her way home from the 1979 Sydney-Hobart Race and has been completely rebuilt in New Zealand. Nevertheless she will start favourite for line honours against Vengeance, Helsal II and Apollo.  
CREW: Skipper R. Bell (1), D. Lewis (2), L. Best (1), K. Priestly (1), others to be notified.

Royal Bermuda Yacht Club

**DESTINY - 183**

LOA 13.8 m; LWL 11.9 m;  
Beam 3.9 m; Draft 2.4 m  
Destiny's owner and crew are one of the keenest on the coast, always finishing, but rarely in the placings. They will be just as happy to get there as to win. This big steel cutter designed by Joe Adams has been the breeding ground for many young crew members, and this year her crew will also include many youngsters. This will be her third Hobart start and after the race will compete in the Sydney to Rio race.  
CREW: Skipper T. Taylor (2), D. Gillies, others to be nominated.

Royal Sydney Yacht Squadron

**DAMEL - B 81**

LOA 11 m; LWL 9.8 m;  
Beam 3.7 m; Draft 1.9 m  
This Bruce Farr design finished 14th overall in the 1977 Sydney-Hobart Race and has sailed successfully in Victorian waters since she was launched in that year. She competed again in 1979 and finished in the middle of the fleet. A sistership to 1976 winner Piccolo, her crew should be happy to beat the group of Farr 1104's in this race.  
CREW: Skipper D. Currie (2), Navigator G. Hamilton (1), S. Lynch (2), K. Harris (2), K. Green (1), A. Poulton, G. Ferguson (1), K. French.

Royal Brighton Yacht Club

**DRAGONFYRE - A 99**

LOA 9.9 m; LWL 7.9 m;  
Beam 3 m; Draft 1.5 m  
Racing out of the Port Dalrymple Yacht Club in Launceston Tasmania, Dragonfyre's record has been very good. Designed by American Alan Gunney, she won the 1976 Melbourne to Devonport Race and took line honours in the 1977 Goose Island Race. She finished a great 10th in her only previous Hobart start, in 1975, but may now find the competition a little tough to repeat that effort.  
CREW: Skipper R. Genders (2), Navigator T. Stronach, T. Bessel (1), G. Kenworthy (1), A. Van Ash, A. Grant.

Port Dalrymple Yacht Club

**DAMI-DOO - 3208**

LOA 11.2 m; LWL 10 m;  
Beam 3.3 m; Draft 1.9 m  
Dami-Doo is one of a handful of Duncanson 37's in this race, yachts that are cruiser/racers with an inclination towards the former. Dami-Doo's first and only effort in the Hobart was in 1979 when she finished 72nd overall. She should be encouraged by the challenge of racing against her sisterships.  
CREW: Skipper J. Low, D. Rye (3), J. Kerbyk, C. Mollison, I. Jemison, D. Cook.

Cruising Yacht Club of Australia

**EAGLE - TYC 727**

LOA 13.9 m; LWL 13.6 m;  
Beam 4 m; Draft 1.6 m  
This brand new Peter Cole design was launched in July and has not yet done any racing. She is representing the Tamar Yacht Club and no doubt will look a picture in her huon pine varnished topsides. Her crew are well experienced in the Hobart trip, but the lack of race tuning will prove against her this time.  
CREW: Skipper R. Winspear, Navigator H. Gibson (2), C. Wood (3), J. Oakley (3), G. Ellis (3), C. Cunningham (2), L. Cox (1), D. Tracey (1), G. Allway, R. Edgington, C. Youl.

Tamar Yacht Club

**DANCING LADY - 2960**

LOA 11.6 m; LWL 9.5 m;  
Beam 3.7 m; Draft 1.9 m  
This will be the second Hobart start for this Bruce Farr 11.6 built by Binks Yachts in Adelaide. At best in hard running conditions, last year she was well placed until the southerly passed over the fleet. She finished 67th overall and being 38th to finish. Her experienced skipper has sailed many miles.  
CREW: Skipper M. Grigg, B. Russell (1), C. Marsh (1), others to be nominated.

Cruising Yacht Club of Australia

**ENERGY OF RORC - 3344**

LOA 17.4 m; LWL 13.6 m;  
Beam 4.5 m; Draft 2.1 m  
Energy is a production Bowman 57 who is on a world cruise which takes in the Hobart Race. A magnificent-looking green-hulled ketch, she may find the competition too hot against the modern designs, but will nonetheless be amongst the early finishers. Her crew is made up of a mixture of Australian, Englishmen and Americans. As with all two-masters, she will prefer running and reaching conditions.  
CREW: To be nominated.

Cruising Yacht Club of Australia

**DECEPTION - 3200**

LOA 11.2 m; LWL 9.8 m;  
Beam 3.7 m; Draft 2.1 m  
Now racing out of Western Australia, this former NSW yacht was a member of that winning Southern Cross Cup team in 1979. Designed by Doug Peterson, she is capable of winning this race to add to her already impressive list of successes. A very experienced and skillful crew that have already won the 1981 Sandovers West Coast Series and the Cutty Sark Cup in the West.  
CREW: Skipper K. Norlin, Navigator R. Harris, J. Cassidy, M. Balinski, S. Cuesik, G. Johnson, J. Sharp, A. Brown.

Fremantle Sailing Club

**ENVY - 808**

LOA 12.8 m; LWL 11 m;  
Beam 4.1 m; Draft 2.1 m  
This new Doug Peterson masthead 42-footer launched in April is representing the Royal Queensland Yacht Squadron. She has an experienced crew and already to her credit has a first in the 1981 Brisbane-Noumea. Nothing is known of her current form beyond this win, but she is obviously one of those lesser-known vessels that cannot be overlooked as a good performer.  
CREW: Skipper M. Hewitt, P. Bruen (2), R. Cannon (1), G. Brook (1), others to be nominated.

Royal Queensland Yacht Squadron



**EVELYN - R 100**  
 LOA 16.8 m; LWL 14.3 m;  
 Beam 4.5 m; Draft 2.9 m

This light-displacement 55-footer from WA was designed by owner Jack Cassidy, and Jim Merton. She was launched in August 1980 and went on to take 4th overall in the Hobart. Jack has sailed in every ocean race in the West over the past 7 years and finished every one of them. This year Evelyn won the Albany-Fremantle Race, creating a new race record. She was 6th in the Fremantle-Ball. This boat goes like a bat out of hell; watch her perform in this race.

CREW: Skipper J. Cassidy (2), Navigator C. Russell (1), S. McLennan (1), J. Mews (2), M. Rodoreda (1), K. Standish, R. Standish, T. McDavitt (1), D. McCracken, W. Folley (1), M. Connell, R. Lawson, D. Reid - 2 TBA.

Royal Perth Yacht Club of Western Australia



**GHOST TOO - 2604**  
 LOA 11 m; LWL 8.5 m;  
 Beam 3.4 m; Draft 2 m

Formerly owned by CYCA Commodore Kerry Roxburgh, Ghost Too was recently purchased by John Nankervis as a step up from his Defiance ½-tonner. A Carter production ¾-tonner, Ghost Too is capable of a very high class placing.

CREW: Skipper J. Nankervis, Navigator T. Flynn (2), T. Craven (2), S. May (3), B. Ferguson, D. McGrath, R. Bosley.

Cruising Yacht Club of Australia

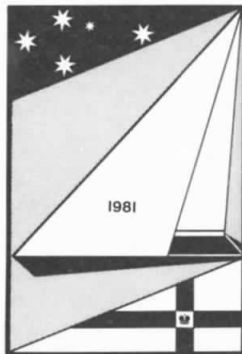


**EXPECTATION - 4526**  
 LOA 11.6 m; LWL 9.5 m;  
 Beam 3.6 m; Draft 1.9 m

This fractional-rig sloop designed by Bruce Farr is a New Zealand entry launched in April this year. Her only race to date was the Auckland-Suva Race, in which she came 12th. Made of GRP, she should prefer stronger breezes, particularly running and reaching. Her crew are strong on ocean racing experience, and while the Kiwis are always a danger, it is unlikely that this boat will be among the placegetters.

CREW: Skipper M. Renner (1), Navigator D. Renner, J. Davie (1), W. Roberts, C. Banks, S. Stuart, B. Renner.

Royal Port Nicholson Yacht Club



**GOLDEN PROSPECTS - SP 10**  
 LOA 12.2 m; LWL 11 m;  
 Beam 3.7 m; Draft

A Ron Holland designed 2-tonner from Western Australia, Golden Prospects was only launched in November this year. As yet untried, she has good credentials both in designer and crew, which is headed by Admiral's Cup selector Dick Fidock from South Australia. Her performance against well-tried 2-tonners will be watched with interest.

CREW: Skipper R. Fidock (11), R. Last (3), S. Moody (2), A. Short (1), R. Smith, M. Smith (2), B. O'Keefe (1), J. Granger (1).

South of Perth Yacht Club

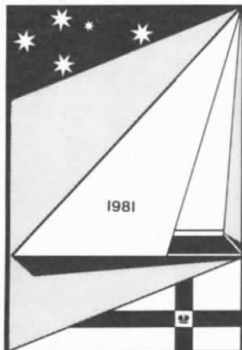


**FARR-FETCHED - A 1104**  
 LOA 11 m; LWL 9.1 m;  
 Beam 3.7 m; Draft 1.8 m

A Tasmanian entry and sistership to Piccolo, which won the 1976 race, Farr-Fetched was launched in 1976, and these boats have now been superseded. Owner Calvert has only had two races in her, but he got second placings in the Maria Island and Bruny Races. She has only one previous Hobart to her credit, retired in 1977 (along with many others). Her crew are experienced, and the Tasmanian fans will see her give a creditable account of herself.

CREW: Skipper D. Calvert, Navigator D. Gourlay (4), S. Shield (4), S. Price (2), B. Brook, A. Calvert, E. Kiddle (3), I. Wells (3).

Royal Yacht Club of Tasmania



**HASTA LEUGA - S 26**  
 LOA 10.3 m; LWL 7.9 m;  
 Beam 3.4 m; Draft 1.8 m

This sloop was designed by her owner but as yet has not raced IOR. She did finish 8th in the Arbitrary Division in the 1979 Apollo Bay Race. With an experienced skipper who has competed in one Great Circle Race, 10 Portland Races and one Hobart to Auckland Race, this yacht may find the going a little tough in this competition, but her crew could push this little yacht into a divisional place.

CREW: Skipper R. Sullivan (1), C. Herrod (1), E. Jorgenson, T. Walters, others to be nominated.

Royal Melbourne Yacht Squadron

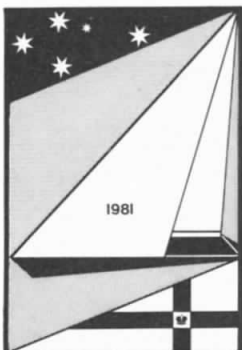


**FARR OUT - 2802**  
 LOA 11 m; LWL 9.8 m;  
 Beam 3.7 m; Draft 1.8 m

Another Bruce Farr 1-tonner launched late 1976, Farr Out has been to Hobart three times before - 1976, 1977, 1978, with her best performance being 29th in 1976. This crew are not long on ocean-racing experience, and with an ageing design they will be unlikely to be amongst the first-runners this event but will enjoy the hospitality of the Tasmanians.

CREW: Skipper C.A. Troup (1), Navigator (to be nominated), H. Diesner (2), G. Jackson (1), P. Franks, G. Bergmann, D. Marks (1).

Cruising Yacht Club of Australia



**HELMI - 3245**  
 LOA 14.4 m; LWL 13.4 m;  
 Beam 4.7 m; Draft 2.1 m

The only schooner in this year's race, Helmi was built of steel by her owner and launched in 1978. So far she has not raced, but will need a big effort to be in the top half of the fleet. She will provide comfort rather than speed.

CREW: Skipper J. Pursi-Hemo, Navigator T. Lamberton (2), T. Pursi-Hemo, O. Pursi-Hemo, G. Swift (5), J. Pierson, M. Lingrem, M. Wellard, S. Finlayson.

Cruising Yacht Club of Australia

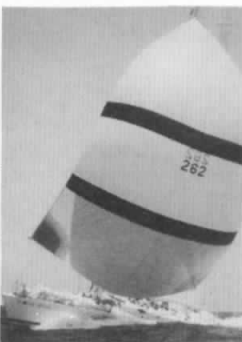


**FLIGHT - 747**  
 LOA 10.4 m; LWL 8.8 m;  
 Beam 3.3 m; Draft 2 m

A successful UFO 34 flying south for the second time, Flight finished 75th in 1979. She enjoyed a fine season last year with a second in the South Solitary Island Race and a second overall in the Tasman Sea Trophy. Her duel with the other UFO's will be very keen, and she could easily come out near the top in her division.

CREW: Skipper G. Lamble (1), Navigator R. Loxton (1), J. Loxton (1), P. Lamplough (1), A. Phippen (1), I. Kindred (1), J. Reid.

Royal Prince Alfred Yacht Club



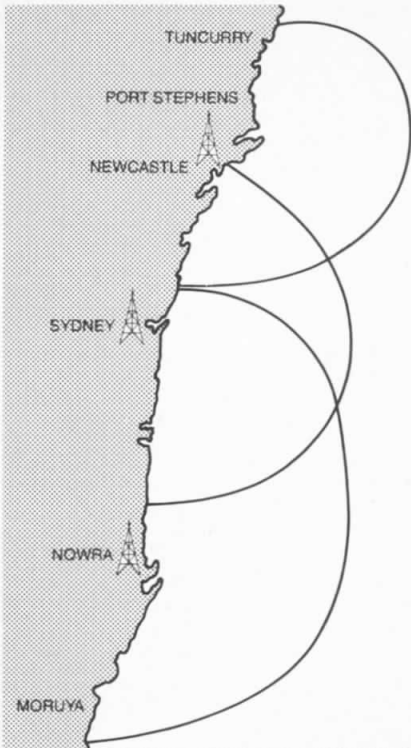
**HELSEAL II - 262**  
 LOA 20 m; LWL 18.3 m;  
 Beam 4.4 m; Draft 2.9 m

One of Australia's best-known and fastest offshore racers, Helsal II of Our Town Newcastle is now under charter to Fred Williams from Newcastle backed by a very experienced crew, including previous race winners John Pickles, Albert Mitchell and Alby Burgin. Helsal II recently demolished the Montagu Island Race record by over six hours, and with following or reaching breezes of moderate strength should be one of the prime contenders for line honours.

CREW: Skipper F. Williams, Navigator A. Burgin (23), A. Mitchell (23), J. Pickles (10), M. Barnett (3), B. Dorrell (3), G. Moses (2), T. Poole (3), C. Freeman (1), T. Owens (1), P. Hopwood, R. Moss, H. Quinn, P. Wyse, G. Watts, R. Hughes.

Lake Macquarie Yacht Club

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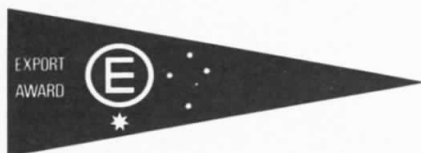
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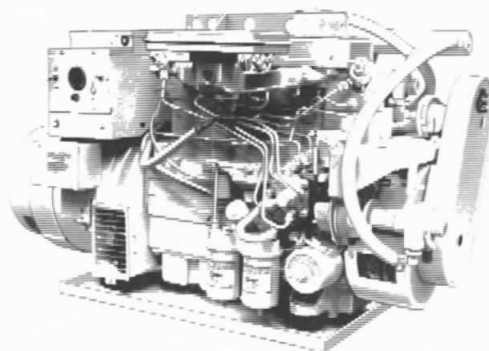
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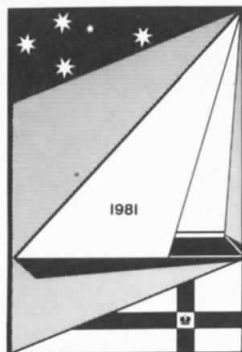
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**HITCHHIKER - KA R 303**  
 LOA 12.3 m; LWL 10.1 m;  
 Beam 3.9 m; Draft 2.2 m  
 The aspiring star of this year's Australian Admiral's Cup Team, she returns as a member of the Australian Southern Cross Cup Team after a disappointing performance in England which she more than made up for with a slashing victory in the Two Ton Cup this year in Sardinia. Along with her Admiral's Cup teammates she will start one of the race favourites skippered by the 1977 America's Cup helmsman Noel Robins. Designed by Argentinian German Frers she proved an outstanding boat in all conditions and will take a power of beating in this race.  
 CREW: Skipper N. Robbins, Navigator J. Baxter (4), P. Briggs, I. Dodds (3), P. Gilmour, R. Scriver (4), J. English (2), D. Powys (9), S. Lissiman (3).

Royal Perth Yacht Club of Western Australia



**IDLE VICE - 2679**  
 LOA 11 m; LWL 9.8 m;  
 Beam 3.7 m; Draft 1.9 m  
 This production Farr 1104 which began its career as Sorcerer has done little racing since her launching in 1978, but her new owners have raced the 1/2-tonner with great skill and success. With a little age allowance, they will give the other yachts in the division a hurry-up, while a top overall prize may be a little beyond them.  
 CREW: Skippers R. Tressider/S. Williams, Navigator G. Smith (6), A. Tressider, J. Hodge, J. Harkness, one to be nominated.

Middle Harbour Yacht Club



**HORNET - SA 150**  
 LOA 10.3 m; LWL 8.8 m;  
 Beam 3.3 m; Draft 1.8 m  
 This is the third Hobart for this wholesome Duncanson 35 whose recent record in her local Tasmanian waters includes a 3rd in 1981 Bruny Island Race, 1st in 1981 Smooth Island - Variety Bay Race and 3rd in the 1981 Wedge Island. On this form she will give the more modern designs in her class a great run for their money. Will be at her best in a breeze, but her 11th in 1975 Hobart may be hard to better.  
 CREW: Skipper N. Georgeson (1), Navigator H. Bayley-Stark (6), R. Cowle, T. Allen, I. Hunt, R. Macdonald, Amanda Macdonald.

Derwent Sailing Squadron



**IMOGENE - G 194**  
 LOA 13.4 m; LWL 11.3 m;  
 Beam 4 m; Draft 2.1 m  
 With her unusual stern sections and profile, Imogene is one of the most distinctive-looking yachts in the Hobart fleet. This Peter Joubert design has a long ocean-racing record that includes the tough 1976 West Coaster and 1977 Sydney-Hobart. Her present crew has plenty of experience (one of them sailed in the 1979 Parmelia Race), and they should show out best in hard conditions.  
 CREW: Skipper I. Haskett (1), J. Edwards, P. Spence, others to be nominated.

Royal Geelong Yacht Club



**HOT PROSPECT II - 2086**  
 LOA 11 m; LWL 9.8 m;  
 Beam 3.7 m; Draft 1.8 m  
 Hot Prospect II is a production Farr 1104 now based in Mooloolaba, Queensland. With the very experienced Ken Down as sailing master, Hot Prospect II will be well sailed and should place well in her division.  
 CREW: Skipper R. Robertson, Navigator P. Woodruff (1), K. Down (3), J. Casey, D. Trott, M. Leggo, G. Canfield, G. Nickerson, P. Hollis.

Mooloolaba Yacht Club



**IMPECCABLE - MH 106**  
 LOA 10.2 m; LWL 8.1 m;  
 Beam 3.4 m; Draft 2 m  
 One of the prettiest of this season's new IOR yachts, Impeccable is a light-displacement Doug Peterson 1/2-tonner with a big fractional rig. She was beautifully built in wood by Doug Brooker in Sydney. She has a good crew from Middle Harbour Yacht Club and is one of the favourites to take out Division C in the Hobart.  
 CREW: Skipper J. Walker, Navigator P. Richardson (1), M. Ridley (1), I. Urhter (2), M. Dougherty (2), P. Bourke, J. Downes, W. Hardcastle.

Middle Harbour Yacht Club



**HOTSHOT - H 70**  
 LOA 9.1 m; LWL 7.3 m;  
 Beam 3.1 m; Draft 1.8 m  
 Hotshot is a sistership to the well-performing Carter 1/2-tonner, Wheelbarrow. She was dismantled in October and has had little racing by which to judge her current form, but she is sure to do well in her class under skipper Greg Prescott.  
 CREW: Skipper G. Prescott (1), Navigator P. Turner, P. Jones, L. Fenton, D. Reeve.

Derwent Sailing Squadron



**IMPETUOUS - 2552**  
 LOA 12.3 m; LWL 10.4 m;  
 Beam 3.9 m; Draft 2.1 m  
 This Ron Holland designed 2-tonner was a member of Australia's winning Admiral's Cup team in 1979, and since then owner Graham Lambert and his enthusiastic crew have sailed a lot of miles for many successes. Although this is a three-year-old design, she is still capable of giving the modern designs a real run for their money. Her two Hobart starts have proved a 58th in 1979 and a 29th last year. A high placing this year would surprise nobody and please all.  
 CREW: Skipper P. McTavish.

Royal Hong Kong Yacht Club



**HUMDINGER II - 366**  
 LOA 13 m; LWL 10.8 m;  
 Beam 3.9 m; Draft 2.3 m  
 This Peter Cole fibreglass design has only just been launched by Comprador Marine and is a sistership to Sagatarrus and Vivacious. She is owned by Brian Northam, son of Sir William, our yachting gold medalist. With him are a few other old Hobart hands. Humdinger is not expected to be among the top runners but will be well handled to finish well up in the fleet.  
 CREW: Skipper B. Northam (1), Navigator N. Amott (16), F. McNulty (9), S. Lawson (2), I. Grist, R. Barwick (1), D. Blake, M. Press, G. Critchley.

Royal Prince Alfred Yacht Club



**INCH BY WINCH - 393**  
 LOA 13.3 m; LWL 12.2 m;  
 Beam 4 m; Draft 2.4 m  
 This yacht narrowly missed selection in the 1981 Australian Admiral's Cup team under former owner Denis O'Neil. Beautifully built in aluminium in New Zealand, and designed by Doug Peterson, this big sloop will put in a good performance under new owner, the colourful Joe Goddard. Unfortunately dismantled early in the season, she is now back to top condition, and this young crew will be looking to better the fine 9th placing of last year.  
 CREW: Skipper J. Goddard (6), Navigator B. Diethelm (4), J. Goddard Jnr (6), P. Goddard (6), J. Kafka (1), F. Havelka (1), P. Franki, T. Ambler, G. Byrnes.

Cruising Yacht Club of Australia



**INFRA RED - 182**  
LOA 11 m; LWL 9 m;  
Beam 3.6 m; Draft 2 m

This fibreglass 1-tonner was launched in January this year and is representing the Royal South Australian Yacht Squadron. She is a design from the well-known European Naval Architect, Van de Stadt. She has not shown much form yet, and while her crew is experienced in local ocean racing, this Hobart does not promise to be a highly successful one for them in the IOR stakes.

CREW: Skipper P. Mander, G. Jones, R. Ottaway, others to be nominated.

Royal South Australian Yacht Squadron



**KATE KELLY - SM 33**  
LOA 11.8 m; LWL 9.8 m;  
Beam 3.1 m; Draft 1.8 m

An S&S design, built by Cheoy Lee in Hong Kong, she began life as Kintama, which raced successfully out of Sydney a few seasons ago. Her best performance was line honours in the 1972 Brisbane to Gladstone Race, a tremendous effort because that was the year that cyclone Emily passed over the fleet. A little out-designed now, she will be very capably sailed under the command of husband and wife team Don and Judy Blainey.

CREW: Skipper D. Blainey (2), Navigator P. Stockfeld (2), Judy Blainey, R. Moody (5), B. O'Flaherty (3), R. Hayton (3).

Sandringham Yacht Club



**INVINCIBLE - M 818**  
LOA 11 m; LWL 9.8 m;  
Beam 3.7 m; Draft 1.8 m

This well-performed Bruce Farr design is a sister-ship to the 1976 Sydney-Hobart winner Piccolo. Now racing out of Devonport, Tasmania, included amongst her recent successes are 4th in the 1980 West Coaster, 1980 Northern Tasmanian Winner and 1st in the 1981 Rudder Cup. This will be her 3rd Hobart race having finished 26th in 1976 and 95th in 1979. Should be in the top half of the fleet.

CREW: Skipper W. Bienefelt (1), Navigator A. Gifford (2), B. Bienefelt (1), N. Henderson, R. Matthews (2), T. White (2), D. De Haan, J. Fraser-Easton.

Mersey Yacht Club



**LONGNOSE - 3035**  
LOA 13.1 m; LWL 12.5 m;  
Beam 3.1 m; Draft 2.7 m

A Joe Adams designed Naut 40, Longnose is up for her second Hobart Race. In her inaugural effort last year she finished a dismal 85th. Naut 40's are a very popular cruising yacht, but the crew will be working hard to finish in the money.

CREW: Skipper P. Stransky (1), Navigator A. Hickey (2), W. Row (3), P. Snowball (2), A. Stransky (1), T. Carr (1), N. Masterman.

Cruising Yacht Club of Australia



**JIMMY BLACKSMITH II - 230**  
LOA 12.2 m; LWL 10.4 m;  
Beam 3.7 m; Draft 1.8 m

A Joe Adams design, Jimmy Blacksmith was launched in November 1979 and is participating in her first Hobart Race. She hails from Southport Yacht Club, and her racing has been confined to Queensland waters. Her best result is a 3rd in the Arbitrary Division of the last Brisbane-Gladstone Race. Her crew is experienced in long-distance racing and should enjoy this race.

CREW: Skipper R. Van Coeverden; Navigator A. Dixon, J. Taylor (4), D. Ennis, A. Saunders, M. Reid, P. Saxby, P. Atkinson, R.W. Van Coeverden.

Southport Yacht Club



**MAID ROSALINDE - 408**  
LOA 10.1 m; LWL 7.9 m;  
Beam 2.9 m; Draft 1.8 m

This 33-ft sloop has competed in six previous Hobarts, initially as Zilvergeest II. She hails from Royal Prince Alfred Yacht Club, and she has fared extremely well in the point score. Her best effort in ocean races has been a line honours/IOR win in the 1978 South Solitary Island Race.

CREW: Skipper J. Quinn (5), N. Fielding, R. Goodey, J. Fowell, K. Martin, J. Marwood.

Royal Prince Alfred Yacht Club



**JISUMA - SM 32**  
LOA 11 m; LWL  
Beam 3.1 m; Draft 1.8 m

Named after the original owner's daughters Jill, Sue and Mary, this Swanson 36 will definitely not win the Hobart Race in this, her 6th attempt. She is owned by the irrepressible 'Rocky' Rockcliff from the Sandringham Yacht Club. Come rain, hail, storm and tempest, this yacht will press happily on. This crew will be dangerous to get involved with in Constitution Dock.

CREW: Skipper W. Rockcliff (5), Navigator J. Gould (12), D. Shields (2), D. Vickers (2), G. Ainley, G. Temby, G. Zadow (4), K. Aslander.

Sandringham Yacht Club

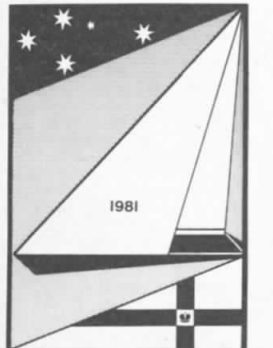


**MARIA - M 121**  
LOA 11 m; LWL 8.2 m;  
Beam 3.2 m; Draft 1.9 m

A vintage 1-tonner originally from Hobart, this S&S design represented Australia in the 1971 One Ton Cup. She now sails from Melbourne and has competed in many offshore events from Port Phillip Bay. Last year she finished 15th in her class after being becalmed for many hours.

CREW: Skipper M. Preston (2), D. Collings (2), D. Kelly (2), others to be nominated.

Mornington Yacht Club



**JOSEPHINE - D 328**  
LOA 10.3 m; LWL 8.4 m;  
Beam 3.3 m; Draft 2 m

This first-ever entrant from Denmark, a hearty welcome is extended to Werner Gram and his crew who have sailed many miles to compete in this year's Race. Designed by the well-known Peter Bruun in 1974, and rating 24.9, she has raced extensively in the Northern Hemisphere, and we eagerly await her first race in our waters.

CREW: Skipper W. Gram, others to be nominated.

Royal Danish Yacht Club



**MARGARET RINTOUL II - 2170**  
LOA 14.8 m; LWL 12.5 m;  
Beam 4.1 m; Draft 2.4 m

This famous yacht was recently sold to Tasmanian yachtsman Ron Jackman who previously owned Brer Fox. Margaret Rintoul II was the original Ragamuffin, which starred in Admiral's Cup events including a win in the 1971 Fastnet Race. As Margaret Rintoul II she was raced by Stan Edwards with great success. She was built in 1968 and has been kept in excellent condition; in previous Hobarts she came very close to the gong, and she could still hold her own in top company.

CREW: Skipper R. Jackman (5), Navigator R. Lange (8), R.J. Jackman (5), P. Jackman (3), C. Jackman (4), R. Muir (8), P. Probin (5), I. Beattie (3), A. Masters (4), T. Dawes (1), F. Dixon (1).

Royal Yacht Club of Tasmania



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# HITACHI SYDNEY-HOBART YACHT RACE

## IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	LOA (m)	Beam	Prov. Rating	TCF	Year of Launch	Hull Const.	Country State	Owner/Charterer	Designer
B 1	Seaulater	Sloop	White	12.1	3.7			1981	GRP	Vic.	J. McL. Taylor	Dubois
MH 4	Salamander II	Sloop	White	11.0	3.7	28.4	.7773	1978	GRP	NSW	K. White	Farr
SP 5	Castille	Sloop	White	13.7	4.3			1977	Wood	WA	E.J. Rodoreda	S.R. Ward
C 7	Byzance	Sloop	Blue	12.0	3.3			1971	GRP	NSW	D.J. Saunders	S & S
SA 10	Adria Australis	Sloop	White	14.6	3.6	30.9	.8017	1966	Steel	SA	A. Harry	Buchanan
SP 10	Golden Prospects	Sloop	White	12.2	3.7			1981	GRP	WA	J.W. Granger	Holland
M 11	Tucana	Sloop	White/orange	9.1	3.0	22.0	.7054	1980	GRP	Tas.	L.C. Dean	Knoop
PD 13	Allegro	Sloop	White	10.2	3.3	27.9	.7722	1980	Wood	Tas.	R. Myler	Adams
R 13	Black Magic	Sloop	Black	12.2	3.8			1981	GRP	Vic.	R. Layton	Dubois
B 15	Merinda	Sloop	Golden yellow	8.9	3.1	21.1	.6939	1974	GRP	Vic.	A.G. Taylor	Swanson
SM 19	Sunburst	Sloop	White	12.2	3.9			1978	Alum.	Vic.	R.K. Young	Peterson
H 21	Quintal	Sloop	White/orange	9.3	3.1	21.6	.7003	1978	Wood	Tas.	H.C. Knoop	Knoop
B 23	Billabong	Sloop	White	10.3	3.2	24.0	.7295	1977	GRP	Vic.	P.N. Joubert	Joubert
PH 26	Scallywag	Sloop	White	11.9	2.8	44.7	.9239	1980	GRP	NSW	R. Johnson	Adams
S 26	Hasta Luega	Sloop	White	10.3	3.4				GRP	Vic.	R.L. Sullivan	Sullivan
A 30	Thylacine	Sloop	Dk.green/white	10.5	3.3	23.4	.7225	1976	GRP	Tas.	J.W. Burton	Blackburne
PH 30	Carry On	Sloop	White	11.0	3.2	26.9	.7617	1980	GRP	NSW	C. Brown	Duncanson
SM 32	Jisuma	Sloop	White	11.0	3.1	24.5	.7353	1968	GRP	Vic.	W. Rockcliff	Swanson
SM 33	Kate Kelly	Sloop	White	11.8	3.1	25.5	.7466	1971	GRP	Vic.	D.W./J. Blainey	S & S
R 40	Patrol	Sloop	White/red	10.2	3.3	26.2	.7542	1980	GRP	ACT	Army Sailing Assn.	Adams
S 42	Binda	Sloop	White	11.0	3.2	24.7	.7376	1969	GRP	Vic.	I.D. Ritchie	Swanson
SM 44	Aquila	Sloop	White	10.1	3.0			1971	GRP	Vic.	B.W. Edmunds	S & S
KA 48	Anaconda II	Ketch	White	25.1	6.1	65.1	1.0331	1975	GRP	SA	J. Grubic	Buchanan
SA 52	Morning Hustler	Sloop	White	10.1	3.1	22.2	.7079	1971	GRP	SA	J.H. Cowell	S & S
SP 59	Parmelia	Sloop	White	13.9	4.0	35.2	.8401	1978	GRP	WA	A. Chandler	Curran
63	Onya	Sloop	Red/white	12.8	3.9	31.8	.8101	1975	Wood	NSW	P. Rysdyk	Kaufman
S 67	Moonlighter	Sloop	White	10.3	3.3	24.6	.7454	1979	GRP	Vic.	K.S. Wood	Holland
67	Taurus II	Sloop	Dark blue	13.0	4.0			1981	Alum.	NSW	A.G. Lee	Peterson
SM 67	Spotlight	Sloop	White	13.3	4.2	34.3	.8324	1978	GRP	Victoria	M. Page	Peterson
H 70	Hotshot	Sloop	White/orange	9.1	3.1	21.3	.6965	1978	GRP	Tas.	L.L./B.A./G.L. Prescott	Carter
KA 70	Ragamuffin	Sloop	White/blue	13.0	4.0	33.0	.8310	1981	Alum.	NSW	S. Fischer	Peterson
R 70	Revenge	Sloop	White	10.0	3.4	24.2	.7318	1977	GRP	Vic.	J. Sproule	Carter
F 77	Battle	Yawl	White	14.1	4.0					Qld.	J.P. Kent	Holeman & Pye
R 77	Sgian Dubh	Sloop	White	10.2	3.1	21.9	.7041	1970	GRP	Vic.	R.W. Lean	Joubert
KB 78	Condor of Bermuda	Sloop	Varnished wood	23.8	5.6			1977	Wood	Bermuda	R.A. Bell	Sharp
B 81	Dame!	Sloop	White/green	11.0	3.7			1977	GRP	Vic.	W.A.J. Currie	Farr
SM 87	Sequel	Sloop	White	11.0	3.2	24.4	.7341	1971	GRP	Vic.	G.S./D.M. Coutts	Swanson
M 88	Piccolo	Sloop	White	11.5	3.8	28.7	.7803	1977	Wood	NSW	R. Shroder	Farr
H 88	The liquidator	Sloop	White	9.2	3.1	22.9	.7165	1977	GRP	Tas.	G. Meyer/A.J. MacDonald	Farr
89	Meltemi	Sloop	White	13.5	3.9	30.3	.7960	1971	GRP	NSW	B.C. Psaltis	S & S
A 94	Morning Tide	Sloop	White	10.1	3.1	22.5	.7116	1974	GRP	NSW	J. Davern	S & S
97	Pacha	Sloop	Maroon	16.6	4.4			1969	Alum.	NSW	J. de la Vega	Camper & Nicholson
SA 98	Renegade	Sloop	White	12.3	3.8			1981	GRP	SA	R.E. Francis	Holland
PD 99	Dragonfyre	Sloop	White/red	9.9	3.0	24.6	.7364	1974	Wood	Tas.	R.C. Genders	Gurnie
R 100	Evelyn	Sloop	White	16.8	4.5			1980	Wood	WA	J. Cassidy	Merton & Cassidy
ME 101	Bancroft Bay	Sloop	Off-white	12.6	3.8	32.0	.8119	1979	GRP	Vic.	D.H. Byrne	Savage
MH 106	Impeccable	Sloop	White	10.2	3.4	24.5	.7442	1980	Wood	NSW	J.U. Walker	Peterson
H 111	2001	Sloop	Red/white/blue	9.1	3.1			1978	GRP	Tas.	C. Denny	Holland
A 113	Rebecca	Sloop	Light blue	10.7	3.2	25.5	.7466	1977	GRP	NSW	V.H. O'Neill	Duncanson
M 121	Maria	Sloop	Red/white	11.0	3.2	25.2	.7432	1970	Wood	Vic.	M. Preston/D. Kelly	S & S
130	Vengeance	Sloop	Red	23.5	6.0	66.9	1.0422	1978	Alum.	NSW	B. Lewis	Tasker
SA 150	Hornet	Sloop	White	10.3	3.3	23.7	.7260	1974	Wood	Tas.	N. Georgeson	Blackburne
155	Solandra	Sloop	White	9.9	3.1	20.9	.6913	1977	Wood	Tas.	R.W. Escott	Buchanan
156	Cherry Cheer	Sloop	Red	9.5	2.7	21.0	.6926	1977	Wood	Tas.	P.B. Attrill	Swanson
166	Aphrodite	Sloop	White	11.5	3.1	26.2	.7542	1972	GRP	NSW	G.S. Girdis	Smith
MH 178	Zig Zag	Sloop	White	10.1	2.7			1981	GRP	NSW	P. Kelly	Adams
SM 178	Blue Moves	Sloop	White	10.0	3.4	24.1	.7307	1978	GRP	Vic.	B. Moore	Carter
KB 181	Santervea	Sloop	Red	18.7	4.8	48.0	.9350	1980	Alum.	WA	T. Veale	S & S
182	Infra Red	Sloop	Red/white	11.0	3.6			1981	GRP	SA	P.L. Mander	Van de Stadt
183	Destiny	Cutter	White	13.8	3.9	33.9	.8289	1975	Steel	NSW	T.A. Taylor	Adams
188	Breakaway	Sloop	White	12.2	3.6	32.0	.8119	1978	Alum.	WA	K.J. McDonald	Cole
G 194	Imogene	Sloop	White/R/B/Y	13.4	4.0			1976	Wood	NSW	I. Haskett/J. Edwards	Joubert
KAR 199	Apollo V	Sloop	Dark blue	13.1	4.0			1980	GRP	WA	A. Bond	Peterson
202	Orani	Sloop	Pale blue	12.6	3.0	25.1	.7421	1964	Wood	Tas.	W.G.P. Read	McGuire
SM 202	Seaqesta	Sloop	Blue/gold/or.	12.4	3.9			1981	Alum.	Vic.	AG.G Neate	Dubois
E 226	Pilgrim	Sloop	Light blue	11.8	3.6	25.4	.7455	1971	GRP	WA	J.H. Ratten	S & S
230	Jimmy Blacksmith II	Sloop	White	12.2	3.7	33.7	.8272	1979	GRP	Qld.	R. Van Coeverden	Adams
SM 248	Breadfruit	Sloop	Red/white	10.4	3.4	23.9	.7284	1976	GRP	Vic.	R. Sill	Cole
M 250	Morning After	Sloop	White	11.8	3.6			1979	GRP	Vic.	C. McMillan	S & S
257	Phoenix	Sloop	White	11.0	3.6	27.4	.7763	1980	GRP	NSW	E. Vidor	Davidson
262	Helsal II	Sloop	White	20.0	4.4	69.8	1.0691	1979	GRP	NSW	F. Williams	Adams
KAR 303	Hitchhiker	Sloop	Red/white	12.3	3.9			1981	GRP	WA	P. Briggs	Frers
327	Zeus II	Sloop	White	9.2	3.0	20.3	.6833	1979	GRP	NSW	J.R. Dunstan	Joubert
U 328	Josephine	Sloop	White	10.3	3.3	24.9	.7398	1973		Denmark	W. Gram	P. Bruun
330	Police Car	Sloop	Dark blue	12.7	3.9	32.3	.8246	1979	Alum.	WA	P.R. Cantwell	Dubois

Sail No.	Name of Yacht	Rig	Hull Colour	LOA (m)	Beam	Prov. Rating	Year of Hull	Country	Year of Const.	State	Owner/Charterer	Designer
M 336	Screw Loose	Sloop	Blue/yellow	8.9	3.1		1977	GRP	Tas.		R. Cumming	Holland
SM 339	Challenge	Sloop	Maroon/yellow	13.9	4.4	34.1	.8408	Alum.	Vic.		L. Abrahams	S & S
352	Ultraviolet	Sloop	White	11.8	3.6	29.8	.8008	GRP	NSW		J.H. Violet	Peterson
355	Mystic Seven	Sloop	White	11.1	3.1	25.3	.7443	GRP	NSW		N.D. Chidgey	Swanson
357	Chowringhee	Sloop	White	10.5	3.3	24.9	.7398	GRP	NSW		J. Birtles	Blackburne
360	Patrice III	Sloop	White	14.3	4.1	34.7	.8359	Alum.	NSW		R.J. Kirby	S & S
366	Humdinger II	Sloop	Grey	13.0	3.9		1981	GRP	NSW		W.B. Northam	Cole
393	Inch' by Wince	Sloop	Black	13.3	4.0	33.7	.8372	Alum.	NSW		J. Goddard	Peterson
395	Rager I	Sloop	White	13.2	3.3	28.4	.7773	GRP	NSW		M.A. Clements	Cole
396	Borsalino	Sloop	White	11.1	3.2	33.6	.8363	GRP	NSW		J.H. Hughes/D.J. Herlihy	Swarbrick
408	Maid Rosalinde	Sloop	White	10.1	2.9	22.3	.7091	Wood	NSW		J.H. Quinn	Hood & Murray
458	Mirrabooka	Sloop	Light blue	13.5	3.8	32.9	.8201	GRP	Tas.		J. Bennetto/J.M. Lucas	S & S
475	Seawind	Sloop	Cream	13.1	3.7	27.5	.7680	Wood	NSW		W.J./B.E. Clay	S & S
528	Matika III	Sloop	White	11.0	3.8	30.4	.7969	Wood	Tas.		P.S. Graves	Lidgard
560	Thunderbolt	Sloop	White	10.8	3.1	21.8	.7028	Wood	NSW		L.P. Harding	Shields
SM 567	Taurus	Sloop	Yellow	13.3	3.3	29.1	.7843	GRP	Vic.		E.P. Taylor	Cole
578	Rogis Too	Sloop	White	12.2	3.7	33.9	.8289	GRP	NSW		R.J. Brown	Adams
591	Battlestar	Sloop	Blue	13.8	4.1	35.7	.8443	Alum.	Hong Kong		W. Steele	Peterson
635	Chelinda	Sloop	White	11.0	3.2	23.7	.7260	GRP	NSW		J.W. Keown	Swanson
637	Buccaneer	Sloop	Black	22.5	4.9		1970	Wood	NSW		M. Mace/E. Morgan	Spencer
K 711	Yeoman XXIII	Sloop	White	13.2	4.1	33.8	.8381	Alum.	UK		R.A. Aisher	Frers
TYC 727	Eagle	Sloop	Lt. varnish	13.9	4.0	38.1	.8744	Wood	Tas.		R. Winspear	Cole
747	Flight	Sloop	White	10.4	3.3	23.8	.7272	GRP	NSW		G.B. Lambie	Holeman & Pye
K 776	Mayhem	Sloop	Blue	12.2	3.9		1981	GRP	UK		U.U. May	Peterson
SM 801	Mulloka	Sloop	Yellow	10.1	3.1	22.8	.7152	GRP	Vic.		P.R. Jacka	S & S
808	Envy	Sloop	Gr./gold/wh.	12.8	4.1	31.8	.8101	Alum.	Qld.		M. Hewitt	Peterson
M 818	Invincible	Sloop	Sky blue	11.0	3.7	28.5	.7783	GRP	Tas.		W. Bienefelt	Farr
955	Wy-Ar-Gine III	Sloop	White	13.0	3.9	32.0	.8218	GRP	NSW		R.I. Outley	Cole
996	Chloe	Sloop	Yellow	9.4	3.1	21.2	.6952	GRP	NSW		D. Rourke	Cole
A 1104	Farr-Fetched	Sloop	White/green	11.0	3.7	28.0	.7732	GRP	Tas.		U.C. Calvert	Farr
2697	Wheelbarrow	Sloop	White	9.1	3.1	21.0	.6926	GRP	NSW		I.C. Tringham	Carter
2701	Mary Muffin	Sloop	White	14.3	4.1	36.2	.8485	Alum.	NSW		G.A. Blok	Frers
2759	Cathy Lee	Sloop	White	9.6	3.1	20.5	.6860	GRP	NSW		N.J. Guy	Cole
2773	White Elephant	Sloop	White/blue	11.7	3.6	34.3	.8425	GRP	NSW		H.W./J.M. Elliffe	Farr
2802	Farr Out	Sloop	White	11.0	3.7	28.8	.7813	GRP	NSW		C.A. Troup	Farr
2855	Saltpetra	Sloop	White	9.2	2.9	20.6	.6873	GRP	NSW		P. Hinton	Joubert
2960	Dancing Lady	Sloop	White	11.6	3.7	34.5	.8443	GRP	NSW		M.M. Grigg	Farr
2966	Wrinkles	Sloop	Sloop	10.0	3.4	23.8	.7360	GRP	Qld.		R. Parkin	Carter
3000	Once More Dear Friends	Sloop	Pale blue	12.0	3.8	30.4	.8066	GRP	NSW		P.P. Kurts	Dubois
3007	Szechwan	Sloop	Red	11.9	3.6	29.1	.7938	Wood	NSW		J.S. Whitty	Davidson
3035	Longnose	Cutter	White	13.1	3.1	45.7	.9308	GRP	NSW		P. Stransky	Adams
3041	Smuggler	Sloop	White	11.1	3.6	27.4	.7763	Wood	NSW		T. Simpson	Dubois
3054	Vivacious	Sloop	White	13.0	3.9	31.8	.8199	GRP	NSW		J.A. Brown	Cole
3111	Nand III	Sloop	Light blue	12.2	3.4		1979	Steel	NSW		R.U. Chapman	Watts & Chapman
3118	Morning Miss	Sloop	Blue	10.1	3.1	21.7	.7016	GRP	NSW		R.G./C.A. Purcell	S & S
F 3200	Deception	Sloop	White	11.2	3.7	28.1	.7742	Wood	WA		W.K. Norlin	Peterson
3208	Dani-Uoo	Sloop	White	11.2	3.3	29.0	.7833	GRP	NSW		J.E. Low	Duncanson
3223	Red Herring II	Sloop	Red/white	13.8	3.8	33.4	.8246	Wood	NZ		R.W. Bridge	Spencer
3245	Helmi	Schooner	White	14.4	4.7	35.3	.8410	Steel	NSW		J.H. Pursi Heimo	Van-Hulsen
3326	Nike	Sloop	White	10.8	3.2	23.6	.7248	Wood	NSW		J.A. Hunt	S & S
3344	Energy of Rorc	Ketch	Green	17.4	4.5		1979	GRP	UK		K.R. Byers	Holeman & Pye
3444	Vanguard	Sloop	White	11.5	3.8	29.0	.7833	Wood	NSW		R.H. Cawse	Farr
3557	Sweet Caroline	Sloop	White	12.7	4.1	31.9	.8209	Alum.	NSW		M.W.D. Phillips	Davidson
3989	Nero	Sloop	White	14.0	4.3		1979	Wood	NZ		A.F. Shanks	Lidgard
4000	Sagacious	Sloop	Black	13.1	3.9		1981	GRP	NSW		G.J. Appleby	Cole
1170	X-Ragamuffin	Sloop	White	13.7	4.3	35.0	.8486	Alum.	Papua N.G.		B. Tardrew	Peterson
1191	Minna	Sloop	White	13.3	3.3	28.6	.7793	GRP	SA		H.A. Handley	Cole
1214	Shenandoah	Sloop	Black	9.5	3.1	20.3	.6833	GRP	NSW		J.R. Charody	Cole
1221	Margaret Rintoul III	Sloop	Blue	15.4	4.5	42.1	.9051	Alum.	NSW		S.R. Edwards	Frers
1400	Apollo	Sloop	Green	21.6	5.1	67.7	1.0588	Alum.	NSW		J. Rooklyn	Lexcen
1510	Vanessa III	Sloop	White	11.0	3.5	26.9	.7617	Wood	NSW		B.K./K.A. Jagger	Peterson
KA 1661	Apollo III	Sloop	Navy blue	16.6	4.3		1974	Alum.	WA		J. Bond	Lexcen
J 1710	Sun Bird V	Sloop	Wh./or./maroon	16.5	4.3		1975	Alum.	Japan		T. Yamasaki	S & S
1999	Adrenalin	Sloop	Var. wood	11.4	3.6	30.0	.8027	Wood	NSW		B.C. Ryan	Peterson
2086	Hot Prospect II	Sloop	Wh./gr./red	11.0	3.7	28.4	.7773	GRP	Qld.		R.J. Robertson	Farr
2111	Big Schott	Sloop	White	12.6	3.9	31.1	.8036	Alum.	NSW		A. Pearson	Peterson
2126	Scallywag (SS)	Sloop	White	9.1	3.1	20.6	.6873	GRP	NSW		R.J. Winton	S & S
2140	Mercedes V	Sloop	White	12.6	3.9	31.5	.8073	Alum.	NSW		I. Lewis	Kaufman
2170	Margaret Rintoul II	Sloop	White	14.8	4.1	34.5	.8341	Wood	Tas.		R.W. Jackman	S & S
2176	Casablanca	Sloop	White	14.5	3.6	48.0	.9350	Wood	NSW		P. Bush	Biddlecombe
2277	Beach Inspector	Sloop	White	9.4	3.2	22.5	.7202	GRP	NSW		G. Jones/R. Hudson	Dubois
SM 2304	Relentless	Sloop	White	11.3	3.7	27.5	.7774	Wood	Vic.		A.J. Elsworth	Peterson
2335	Aztec	Sloop	White	12.5	3.9	31.8	.8101	Alum.	NSW		P. Wenham	Cole
2418	Scorpio II	Sloop	Off-white	10.4	3.3	23.2	.7201	GRP	Tas.		J. Fuglsang	Blackburne
2444	Aetos	Sloop	White	13.4	4.2	35.9	.8563	GRP	NSW		J. Caralis	Holland
2552	Impetuous	Sloop	Wh./red/green	12.3	3.9	31.3	.8055	Alum.	Hong Kong		P. McTavish	Holland
2555	Natelle II	Sloop	Navy blue	12.8	3.8		1975	GRP	Tas.		S.D. Leitch/J. Solomon	Peterson
2604	Ghost Too	Sloop	White	11.0	3.4	24.0	.7295	GRP	NSW		J.R. Nankervis	Carter
2679	Idle Vice	Sloop	Green/white	11.0	3.7		1978	GRP	NSW		R./A. Tressider/S. Williams	Farr
2690	Pimpernel	Sloop	White	10.1	3.1	22.9	.7165	GRP	NSW		H.J. Holland	S & S
4182	Satin Sheets	Sloop	Blue	12.5	3.9	32.1	.8129	Alum.	NSW		A.A. Strachan	Peterson
K 4488	Wee Willie Winkie	Sloop	White	12.5	3.7	30.3	.8057	GRP	UK		S. Gallagher	Holland
KZ 4499	The Roperunner	Sloop	White	12.1	4.0	30.0	.8027	GRP	NZ		G. Thorpe	Farr
4513	Ngaruru	Sloop	White	14.0	4.3		1981	Wood	NZ		B.A. Millar/M.J. Muir	S & S
4526	Expectation	Sloop	White	11.6	3.6		1981	GRP	NZ		U.M. Kenner	Farr
KZ 4666	Southern Raider	Sloop	Wh./red/black	11.6	3.8	29.2	.7948	Wood	NZ		South. Off. Chlg. Synd.	Davidson
I 9382	Petrosina	Sloop	Navy blue	11.7	3.6	29.2	.7948	GRP	Italy		G. Capone	Valllicelli
	Bimblegumbe	Sloop	White	11.3	3.6		1981	GRP	Hong Kong		K. Jacobs	Dubois



**MARGARET RINTOUL III - 1221****LOA 15.4 m; LWL 12.8 m;  
Beam 4.6 m; Draft 2.7 m**

This yacht is the latest German Frers design and a development of the Acadia/Blizzard designs which have been extremely successful in overseas competition. Margaret Rintoul III was launched only in October this year, and in the few races she has competed in she has demonstrated great potential. Stan Edwards has put together a very good crew headed by Sailing Master Graeme Freeman, who was previously in charge of Bumblebee 4.

CREW: Skipper S. Edwards (2), Navigator L. Carter (6), G. Freeman (10), M. Edwards (4), B. Edwards (4), P. Shipway (12), R. Antill (4), J. Munson (8), T. Richardson (6), S. Bull (5), G. Cavill (1), B. Hart (5), G. Gilliam (12), R. Gumley (4).

Cruising Yacht Club of Australia

**MERCEDES V - 2140****LOA 12.6 m; LWL 10.7 m;  
Beam 3.9 m; Draft 2.2 m**

Mercedes V has been a participant in the Hobart Race since 1977. Originally built for Ted Kaufman and designed by his son, Scott, she was a trialist for the 1977 Admiral's Cup Team, and although she showed a lot of potential, she was not selected. Ian Lewis will be taking her for the second time, and he has selected a very well-knitted crew who have been sailing her since this year's CYCA Winter Series.

CREW: Skipper I. Lewis (2), R. Moran (3), D. Sherwood (3), P. West (3), others to be nominated.

Royal Sydney Yacht Squadron

**MARY MUFFIN - 2701****LOA 14.3 m; LWL  
Beam 4.1 m; Draft 2.1**

This yacht, now on her third name and third owner, has a tremendous record in Hobart Races. Beginning life as Ragamuffin, she was 3rd in 1976 and 2nd in 1977; as Constellation, she was 3rd in 1978. Her present owner, Geoffrey Blok, has raced many successful miles including line honours in the 1980 Suva Race. A fine 17th overall last year, a position she could easily improve on under this experienced crew, she will enjoy going to windward in a breeze as shown by her 1977 result, when she turned in a great performance in gale force weather.

CREW: Skipper/Navigator G. Blok (2), D. Lawson (19), G. O'Connor (4), P. Turner (5), M. Drent (1), D. Stalker (5), P. Thackray, D. O'Neil (9), J. Pearce (6), T. Haynes, I. Rajaloo (3).

Cruising Yacht Club of Australia

**MERINDA - B 15****LOA 8.9; LWL 7.3;  
Beam 3.1; Draft 1.8**

This Swanson designed 1/2-tonner hails from Royal Brighton Yacht Club in Victoria. She has competed in three previous Hobarts, her best result being a seventh overall in the 1979 race, won by another 1/2-tonner, Screw Loose. No details are known of her current form, however, Swanson boats are proven boats for this race.

CREW: Skipper A. Taylor (3), Navigator C. Oldfield (3), S. Riddell (2), V. Riddell, J. Mort.

Royal Brighton Yacht Club

**MATIKA III - 528****LOA 11 m; LWL 9.1 m;  
Beam 3.8 m; Draft 1.8 m**

A 1-tonner designed and built in New Zealand by J. Lidgard and originally owned by past CYCA Commodore Tony Pearson, Matika III has competed in three previous Hobart Races with mixed success. Now based in Hobart, she will have the benefit of local knowledge from her experienced crew.

CREW: Skipper P. Graves (1), Navigator J. Lucas (1), S. Graves (1), C. Batchelor (2), W. Coward (1), R. Horne (1), A. Nicholas.

Royal Yacht Club of Tasmania

**MINNA - 1191****LOA 13.3 m; LWL 9.8 m;  
Beam 3.3 m; Draft 2 m**

One of the famous Cole 43 class, Minna originally raced out of Sydney competing in the 1972 Sydney-Hobart Race in which she placed 7th. Although a little outdated now, she will still give a good account of herself under her South Australian crew. She also gained line honours in the 1974 West Coaster as well as numerous successes in local races.

CREW: Skipper B. Edmunds (1), Navigator R. Tainton (1), J. Aitkin (1), P. Hooks (1), R. Bower, M. French.

Royal South Australian Yacht Squadron

**MAYHEM - K 776****LOA 12.2 m; LWL 9.8 m;  
Beam 3.9 m; Draft 2.1 m**

A member of the British Southern Cross Cup Team, Mayhem's owner David May previously raced Winsome 77 in the Southern Cross Series of 1977. This will be his third Hobart, excluding line honours on Crusade in the 1969 Race. Mayhem was a reserve for this year's British Admiral's Cup Team and comes with a powerful crew, headed by Congressional Cup winner Rod Davis from America. She will start amongst the favourites. A masthead Doug Peterson design, she will be at her best going to windward in any conditions.

CREW: Skipper D. May (2), Navigator M. Sharpe, R. Davis, D. Howlett, J. Urquhart, J. Caulcutt, M. Peckham, B. May, D. Powys (9), A. Gale.

Royal Thames Yacht Club

**MIRRABOOKA - 458****LOA 13.5 m; LWL 11 m;  
Beam 3.8 m; Draft 2.3 m**

Mirrabooka is the only Swan 44 in Australia. Built by Nautor in Finland from an S&S design, she first came to Australia in 1973, then named Superstar of Hamble, as a team member of the British Southern Cross Team. She was sold after that series to a Melbourne owner, and then came to Sydney as Pandora II. John Bennetto purchased her and renamed her Mirrabooka. She retired last year with rigging failure; her best current form is a course-breaking record for the 1980 Maria Island Race.

CREW: Skipper J. Bennetto (22), J. Lucas (13), D. Mickleborough (16), S. Firth (8), G. Wells (3), P. Bennetto (1), R. Oldmeadow, R. Coombes, C. Lockley.

Royal Yacht Club of Tasmania

**MELTEMI - 89****LOA 13.5 m; LWL 11.2 m;  
Beam 3.9 m; Draft 2 m**

An S&S design launched way back in 1971, Meltemi came 2nd in her class in that year's Hobart Race. She was first in the 1972 Aegean Rally, but from then on her performance has diminished. She is no longer competitive against modern designs but will hold her own in a good breeze to windward. She is sailing under the Canberra Yacht Club burgee and will be crewed by very keen members from the club.

CREW: Skipper B. Psaltis (21), Navigator M. Mathews (2), G. Tuisk (2), E. Psaltis (2), T. Dalton (1), D. Sharpe (1), O. Tuisk, J. Townsend, J. Bell (2).

Canberra Yacht Club

**MOONLIGHTER - S 67****LOA 10.3 m; LWL 8.5 m;  
Beam 3.3 m; Draft 1.9 m**

This Ron Holland-designed 3/4-tonner from Melbourne will be doing the Hobart Race for the first time. It will also be the first for the crew, whose main purpose has been the West Coaster Race for the last two years. Her best effort in that Race was an eighth overall in the 1979 event.

CREW: Skipper K. Wood, Navigator R. Edelsten-Pope, G. Galloway, L. Gellie, C. Pangrazio, I. Wood, S. Bond.

Royal Melbourne Yacht Squadron

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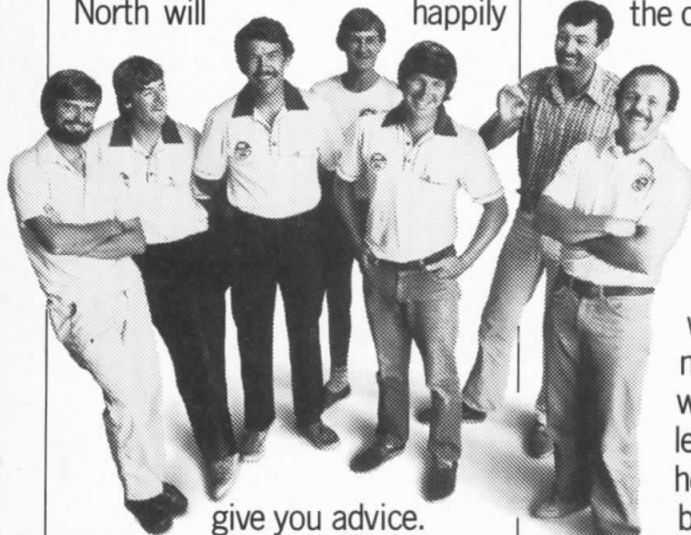
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**MORNING AFTER - M 250****LOA 11.7 m; LWL**  
**Beam 3.6 m; Draft 2.2 m**

This S&S design formerly Morning Mist was built by Bowman yachts and launched in December 1979. She has competed in the past two Melbourne-Hobart Races finishing 8th in division last year. She finished 9th in division in the tough Melbourne-Apollo Bay Race. Her experienced crew has many Hobarts among them.

CREW: Skipper C. McMillan (1), Navigator P. Le Roy (1), A. McMillan (1), D. Le Roy (1), C. Carliile (4), M. Inglis (1), P. Mulquinney, C. Morton, G. Scholefield.

Mornington Yacht Club

**MYSTIC SEVEN - 355****LOA 11.1 m; LWL 9.1 m;**  
**Beam 3.1 m; Draft 1.8 m**

This Swanson 36 always gives a good account of herself under the competent command of husband and wife team, Neville and Valerie Chidgey. She will have a comfortable and safe trip south on this, her 5th, Hobart. Her best race record was a third overall in the 1977 Lord Howe Race. A little outdated now, she could still do well in fresh conditions.

CREW: Skipper/Navigator N. Chidgey (4), Valerie Chidgey (4), R. Catt (2), I. Grant (1), M. Armour (2), 1 to be nominated.

Sydney Amateur Sailing Club

**MORNING HUSTLER - SA 52****LOA 10.1 m; LWL 7.3 m;**  
**Beam 3.1 m; Draft 1.8 m**

Morning Hustler is one of the great S&S 34 class, rugged performers in a breeze, and a sistership to the 1969 winner Morning Cloud. She finished 10th overall and 2nd in her division in 1979 and since then has performed creditably in local South Australian races. Her 2nd overall in the 1981 Neptune Island Race and 1st overall 1981 Port Lincoln Race have been fine efforts, but she may find these difficult to repeat in this year's Hobart. She should be in the top half of her division, especially in tough weather.

CREW: Skipper/Navigator J.H. Cowell (2), Mrs A.C. Cowell (1), S.H. Cowell (2), D.S. Harris (2), B. McArthur, I.A. Roberts.

Kangaroo Island Yacht Club

**NAND III - 3111****LOA 12.2 m; LWL 10.5 m;**  
**Beam 3.4 m; Draft 2.2 m**

A strongly-built steel yacht launched in 1979, Nand III is competing in her second Sydney-Hobart Race. She will not enjoy light conditions in which she will not sail to a high rating for waterline length. In stormy conditions, this is a yacht that will gallop on a reach.

CREW: Skipper R. Chapman (2), Navigator E. Chapman (1), J. Earl (1), I. Wein (1), S. Jenkins (1), M. Bennon (1), 2 to be nominated.

Cruising Yacht Club of Australia

**MORNING MISS - 3118****LOA 10.1 m; LWL**  
**Beam 3.1 m; Draft 1.8 m**

This is the third Hobart Race for this, yet another of the famous S&S 34 designs. She raced formerly as Morning Mist, finishing 52nd in 1971 and 67th in 1973. Now being raced enthusiastically out of Sydney, she finished 28th overall and 5th in her division in the recent Montagu Island Race. Her young crew will find a top place difficult, but may give the divisional placings a shake.

CREW: Skipper R. Purcell, Navigator P. Kline (9), S. Gunns, G. Purcell, M. Hayson (1), B. McIntosh (1).

Cruising Yacht Club of Australia

**NATELLE II - 2555****LOA 12.8 m; LWL 10.7 m;**  
**Beam 3.8 m; Draft 2.3 m**

This will be Natelle II's seventh Hobart start but the first under new owners Dennis Leitch and John Solomon, from Hobart. A Doug Peterson design built in New Zealand, she has an outstanding record and with her very experienced crew could secure a top place in this race. A 6th in 1976 and 5th in 1977 have been her best Hobart efforts; she was the outright winner of the 1976 Montagu Island Race. Long periods of windward work will suit best, and the harder it blows the better these 'Apple Islanders' will prefer it.

CREW: Skipper D. Leitch (3), Navigator J. Solomon (11), N. Nibbs (9), J. Hansen (3), I. Doward (9), K. Spooner (1), W. Watson (5), M. Grainger (3), D. Lockley (7).

Derwent Sailing Squadron

**MORNING TIDE - A 94****LOA 10.1 m; LWL 7.9 m;**  
**Beam 3.1 m; Draft 1.8 m**

Another S&S 34 built by Swarbrick Bros. of Perth, Morning Tide and a number of this class are racing this year, and they should have a race all of their own. The owner is only new to this yacht, and it is expected he will do his best to keep up to his competitors.

CREW: Skipper J. Davern (1), Navigator M. Tomaszewski (1), C. Oh, Jilly Francis, J. Potts, 1 to be nominated.

Sydney Amateur Sailing Club

**NERO - 3989****LOA 14 m; LWL 11.3 m;**  
**Beam 4.3 m; Draft 2.2 m**

A private entry from New Zealand, this beautifully constructed yacht by designer/builder John Lidgard took line honours in the Tauranga to Villa Race last year and was 3rd on handicap. This will be her first visit to Australia, and little else is known of her capabilities.

CREW: Skipper A. Shanks, M. Ford, G. Ford, D. Thompson, R. de Groot (2), B. Coleman, J. Moate (2).

**MULLOKA - SM 801****LOA 10.1 m; LWL**  
**Beam 3.1 m; Draft 1.8 m**

Another S&S 34, Mulloka will be competing in her 3rd Hobart. She finished 14th in 1976 and was dished in 1977. She will find the opposition very tough this year, but the crew have sailed many miles in all the major races out of Victoria, including the 1979 Great Circle Race and the Melbourne-Hobart Race.

CREW: Skipper P. Jacka, Navigator J. Guiney, R. Head, G. Henderson (1), T. Crespin (1), J. Beaumont, J. Reid.

Sandringham Yacht Club

**NIKE - 3326****LOA 10.8 m; LWL 7.9 m;**  
**Beam 3.2 m; Draft 1.8 m**

An 8-year-old S&S 3/4-tonner built of huon pine by Creese of Hobart, Nike must rely heavily on her age allowance to make her competitive with the lighter-constructed, later-design yachts.

CREW: Skippers J. Hunt (2)/R. Hickman (4), Navigator D. Iggulden, I. Davies, D. Sudano, P. Warren, B. Hunt.

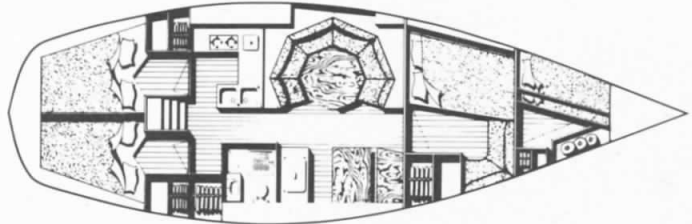
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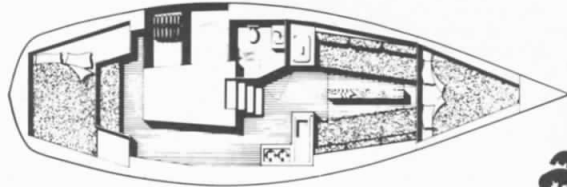
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ARE A GOOD PART OF LIVING



**NGARURU - 4513**  
 LOA 14 m; LWL 11.1 m;  
 Beam 4.3 m; Draft 2.4 m

A welcome entrant from New Zealand, Ngaruru is an S&S design which is a development of Challenge. She competed in the NZ Admiral's Cup trials, but her late launching counted against her. Brian Millar, the co-owner, is back for his 5th Hobart having skippered Koamaru two years ago when she was a member of the NZ team with a very experienced crew who could easily provide the Kiwi's with another win in this event, the outcome of her duel with Challenge could decide one of the top places.

CREW: Skipper B. Miller (4), Navigator N. Burgess (1), M. Muir (2), G. Goddard (1), G. Wagstaff (2), K. Larkin, W. McKenzie (3), P. Lawrence, three to be nominated.

Royal Port Nicholson Yacht Club



**PARMELIA - SP 59**  
 LOA 13.9 m; LWL 11 m;  
 Beam 4 m; Draft 2.4 m

A welcome visitor from WA, this will be the first Hobart for this Phil Curran design built in Airex foam. She is best known for her fine 5th overall in the 1979 Parmelia Race from England. She also competed in the tragic 1979 Fastnet and performed creditably with no damage or gear failure although this will be the first Hobart for her crew, too, they are very experienced and specialise in long distance sailing.

CREW: To be nominated.

South of Perth Yacht Club



**ONCE MORE DEAR FRIENDS - 3000**  
 LOA 12 m; LWL  
 Beam 3.8 m; Draft 2.2 m

Owned and skippered by twice Hobart winner, Peter Kurts, this will be a second Hobart Race for Once More Dear Friends. Placed 17th last year soon after her launching, this Dubois design is one of the favourites for a good performance with her improved equipment and a very experienced crew, which includes the 18-footer champion, Andrew Buckland, and others who have sailed with Peter for many years.

CREW: Skipper P. Kurts (16), Navigator L. May (8), A. Buckland (2), S. Kurts, A. Cape, D. Griffiths, R. Forbes (7).

Cruising Yacht Club of Australia



**PATRICE III - 360**  
 LOA 14.3 m; LWL  
 Beam 4.1 m; Draft 2.3 m

A powerful S&S 48-footer under Ray Kirby and veteran sailing master Peter Green, Patrice III is well sailed and will give a good account, especially in fresh headwinds. 7th in 1976 was her best performance; she represented NSW in the 1975 Southern Cross Cup and, under charter, sailed for Ireland in 1979. Built by Trevor Gowland in aluminium, she was launched in 1974 and has only missed one year since then. She could suffer in light airs.

CREW: Skipper R. Kirby (9), Navigator G. Hooten (7), P. Green (29), R. Norman (25), F. Sticovich (4), J. Woodford (2), J. Nelson (4), D. Johnson (6), R. McLelland (1), L. Riding (2), M. Blackmore, P. Sims.

Cruising Yacht Club of Australia



**ONYA - 63**  
 LOA 12.8 m; LWL 9.7 m;  
 Beam 3.9 m; Draft 2.4 m

This is the former 1975 Admiral's Cup representative Mercedes IV designed by her original owner, Ted Kaufman. Beautifully built by Ces Quilkey from end-grain balsa, her best performance was 4th in 1974. That year she also won the prestigious Montagu Island Race. The last four years were spent racing out of Melbourne with moderate success, but she is now in the hands of CYCA Rear-Commodore Peter Rysdyk who, by the way, is due for a better run of luck than he had with his previous Onya of Gosford.

CREW: Skipper/Navigator: P. Rysdyk (12), P. Jenkins-Brasil, R. Stuart (3), R. Purcell (3), P. Brinsmead (6), G. Fox (1), P. Whitecross (1), J. Temple (1), O. Suckling.

Cruising Yacht Club of Australia



**PATROL - R 40**  
 LOA 10.2 m; LWL 9.2 m;  
 Beam 3.3 m; Draft 1.7 m

Patrol is the official Army entry for this year. She was launched in July 1980, but as yet the yacht has not been raced; she has sailed over 1000 km in trials out of Sydney. This Mottle 33 may find the competition a little hot, but it will make a great change for the crew from the battlefields of Victoria Barracks.

CREW: Skipper K. Wolfe (1), Navigator J. Gray, J. Tracey, D. Wickenden, R. Knight, M. Atkinson.

Army Sailing Association



**ORANI - 202**  
 LOA 12.6 m; LWL 8.5 m;  
 Beam 3 m; Draft 1.8 m

A beautifully-built Huon pine sloop from Hobart, designed by McGruer, she will be competing in her 2nd Hobart Race. Her first was 1979 when she sailed a great race placing 3rd in Division B. Launched in 1964, she is quite capable of repeating that result with a healthy age allowance and a competent crew under skipper 'Wobbler' Read. She has won the Bruni Island race and has had several placings in Maria Island Races. A win might surprise, but would make a taxi hard to find in old Hobart Town.

CREW: Skipper W. Read (3), Navigator G. Nash (1), R. Sellens (4), B. Parker (1), G. Meyer (3), R. Latham, G. Davidson.

Royal Yacht Club of Tasmania



**PETROSINA - I-9382**  
 LOA 11.7 m; LWL 9 m;  
 Beam 3.6 m; Draft 2 m

Petrosina's Sydney-based Italian owner will be racing to Hobart under the flag of Italy, and skipper of CYCA Commodore Kerry Roxburgh. Italy has been one of the most progressive countries in IOR racing in recent years. Petrosina's designer Vallicelli is not well known in Australia but his boats have performed well for Italy at the Admiral's Cup and Sardinia Cup, and he designed the winner of last year's One Ton Cup. It will be interesting to see the performance of his first Sydney-Hobart entrant.

CREW: Skipper K. Roxburgh (7), Navigator W. Hoare (3), G. Capone, G. Lamond (2), A. Gambacorti (1), D. MacDonald (6), two to be nominated.

Circola Vela Roma



**PACHA - 97**  
 LOA 16.6 m; LWL 12.2 m;  
 Beam 4.4 m; Draft 2.6 m

One of the CYCA's best-known yachts, this Camper and Nicholson 54-footer won the Sydney-Hobart in the big blow of 1970 under her previous owner Sir Robert Chrichton-Brown. Her new owner Jose de la Vega has assembled an experienced crew for this year's Hobart, and Pacha has a big age allowance. If she gets a hard windward slog she could easily power her way into a high placing.

CREW: Skipper J. de la Vega (1), Navigator G. Marshall (15), J. Dawson (12), J. Noakes (12), A. Parker (1), P. Hamblett (1), B. Davies (12), N. Fitzpatrick (2), G. McNeill (5), R. Howlett (12), B. Harris (5), W. Wright (7), J. Myer (3), T. Beaumont.

Cruising Yacht Club of Australia



**PHOENIX - 257**  
 LOA 11 m; LWL 9.1 m;  
 Beam 3.6 m; Draft 2 m

Long periods of hard, free-sheeting could see this Laurie Davidson design reproduce the form that won her the 1980 Montagu Island Race. Skipper Erwin Vidor is one of the keenest on the coast and prior to this yacht, which has been in the water just over 16 months, he raced successfully the Farr one tonner Farr Out. Last year Phoenix finished 21st overall and 5th in division, a position this highly experienced crew could easily improve on.

CREW: Skipper E. Vidor (4), Navigator M. Purdie (3), M. Hunderson (5), E. Messenger (18), T. Messenger (3), B. Fawkes (4), D. Lake, J. Howard (2).

Cruising Yacht Club of Australia





**PICCOLO – M 88**  
 LOA 11.5 m; LWL 10.7 m;  
 Beam 3.8 m; Draft 2.1 m

This yacht began life as Hecate and represented Australia at the World One Ton Cup in Auckland, New Zealand in 1977. She was then purchased by John Pickles of Lake Macquarie, who had already won the 1976 Hobart Race with his previous yacht of the same name. This year Piccolo is under charter to former 16 footer ace Bob Schroder, who will push the boat hard, as evidenced by a fine 3rd overall in the latest Montagu Race. Piccolo finished 22nd overall last year.

CREW: Skipper R. Schroder (5), Navigator to be nominated, P. Gracie (3), M. Schroder, G. Royal (1), F. Smith, A. Lobb, T. Smith (1).

Lake Macquarie Yacht Club



**RAGAMUFFIN – KA 70**  
 LOA 13 m; LWL 10.1 m;  
 Beam 4 m; Draft 2.4 m

A legendary name in the world of ocean racing, this is the fifth yacht to bear the name Ragamuffin, and it is the latest Peterson design. She was not ready for last year's event but was selected for the Admiral's Cup Team to compete in England this year, where she was the top-performing Australian yacht. Her owner Syd Fischer is perhaps Australia's most successful ocean racing yachtsman, who has won events around the world whilst a first in Hobart has always eluded him. Must be a favourite.

CREW: Skipper S. Fischer (15), Navigator P. Eadie (9), R. McGrath (4), D. Forbes (4), T. Ellis (12), R. Mundie (4), C. Hay (5), H. Van Kretschmair (4), D. Ellis (2), S. Brezewitz (3), P. Tierney (10).

Royal Sydney Yacht Squadron



**PILGRIM – E 226**  
 LOA 11.8 m; LWL 9.8 m;  
 Beam 3.6 m; Draft 2 m

One of the products of the golden age of S&S design (the early 1970's), Pilgrim is one of the prettiest IOR yachts ever built in Australia. She had an impressive racing record on the east coast under her first owner Graeme Evans, highlighted by a close second place in the 1972 One Ton Cup. Under current owner Jim Ratten she won the 1981 Fremantle to Bali Race and is still a formidable IOR boat with her age allowance. Like other classic designs of her vintage, she would love a sustained bash to windward in the Hobart.

CREW: Skipper J. Ratten (2), Navigator T. Cooper, J. Byrne (1), T. Bridge (3), J. Gaunt, P. Pinder, K. Swarbrick.

Esperance Bay Yacht Club



**RAGER I – 395**  
 LOA 13.2 m; LWL 9.8 m;  
 Beam 3.3 m; Draft 2 m

One of several Cole 43's competing this year, this yacht is now eight years old. As Ruffian she has competed in four Hobart Races, with 9th overall in 1976. As with all Peter Cole designs, she should perform well to windward and enjoys a substantial age allowance.

CREW: Skipper M. Clements (1), Navigator B. Adam (1), S. Rajah (1), C. Clements (1), K. Williams, S. Ghant, W. Anderson, J. Barrett, H. Parson (1).

Cruising Yacht Club of Australia



**PIMPERNEL – 2690**  
 LOA 10.1 m; LWL 8.5 m;  
 Beam 3.1 m; Draft 1.8 m

One of many Swarbrick-built S&S 34's in this race, Pimpernel has competed in two previous Hobart Races with mixed results – a good 17th in 1979, and 63rd in 1980. Her owner does not give details of her current form, but considering 1981 competition, things may be tough for her in a very strong Division C.

CREW: Skipper D. Blumentals (2), T. Dodds (2), D. Dizant (2), M. Avey (1), R. Player (1).

Cruising Yacht Club of Australia



**REBECCA – A 113**  
 LOA 10.7 m; LWL 8.7 m;  
 Beam 3.2 m; Draft 1.8 m

One of many Duncanson 3/4-tonners which have competed in Sydney-Hobart races, this five-year-old boat is making her first trip this year with a fairly inexperienced crew. Rough weather in Bass Strait and Storm Bay will make them much more experienced by New Year's Eve, whilst a good result would be most satisfying.

CREW: Skipper H. O'Neill, Navigator W. Rowell, R. Lawler (1), P. Robinson, W. Brown, I. French, M. Groskops.

Sydney Amateur Sailing Club



**POLICE CAR – 330**  
 LOA 12.7 m; LWL 10.7 m;  
 Beam 3.9 m; Draft 2.1 m

This fabulous performer is capable of winning this Race, especially in a breeze. Designed by Ed Dubois just in time for the 1979 Admiral's Cup trials, she proved a sensation right from her first sail, dominating the trials then going on to spearhead Australia's 1979 Admiral's Cup triumph. Under her second owner Jim Hardy she finished 8th overall and 1st in her division in the last Hobart, and earlier this year she scored a slashing line honours/handicap double in the 180 mile Cabbage Tree Island race sailed in gale conditions. She will start one of the favourites.

CREW: Skipper P. Cantwell (1), Navigator C. Packer (3), J. Hardy (5), J. Mooney (4), others to be nominated.

Royal Perth Yacht Club of Western Australia



**RED HERRING II – 3223**  
 LOA 13.8 m; LWL 11.5 m;  
 Beam 3.8 m; Draft 2.4 m

A Spencer design which was launched in 1977, her best racing effort came in the 1981 Auckland-Suva Race in which she finished 3rd on handicap and 1st in her division. She has had a lot of success in races out of Wellington, including line honours in the 120-mile race to Nelson. Like all boats by this designer, she will give her Kiwi crew a fast ride in strong downwind conditions.

CREW: Skipper R. Bridge, K. Burt (1), K. Gowry, B. Gault, R. Mann, A. Holdoway.

Mana Cruising Yacht Club

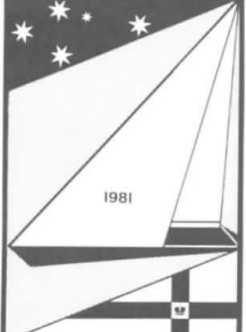


**QUINTAL – H 21**  
 LOA 9.3 m; LWL 7.3 m;  
 Beam 3.1 m; Draft 1.7 m

Quintal is a magnificent little performer from the Apple Isle that has chalked up a remarkable run of successes since her January 1978 launching. Not the least was a fine 5th in the 1979 Hobart Race, her only previous start. To repeat this effort it will take some doing but in a little boat race she could be right up there again. She is the current Tasmanian Half Ton Champion. She won both the Wedge Island and Betsley Island Races in 1981.

CREW: Skipper H. Knoop (1), Navigator R. Cole (1), R. Lilley (1), R. Laughlin (1), W. Knoop, P. Moore (3).

Bellerive Yacht Club



**RELENTLESS – SM 2304**  
 LOA 11.3 m; LWL 9.6 m;  
 Beam 3.7 m; Draft 2.1 m

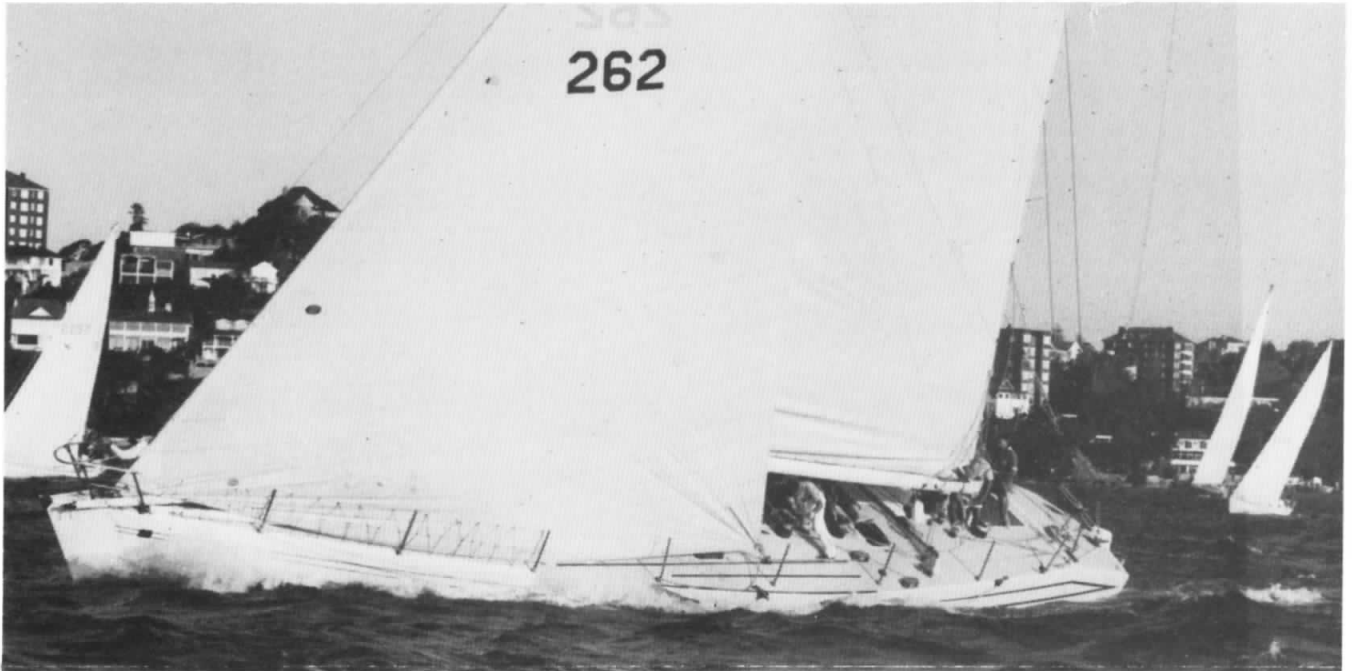
This Doug Peterson design could easily provide Victoria with their first-ever Hobart victory. Since her launching in February 1978, this boat has been an instant success – winning the CYCA Blue Water Championship in the 1979/80 season, being a member of the winning NSW Southern Cross Cup team in 1979, and winning the 1980 West Coaster. This will be her third Hobart Race; she was 26th in 1978 and 19th in 1979. A win would not surprise in any conditions, and her duel with sister-ship Deception will be one of the race highlights.

CREW: Skipper A.J. Elsworth, Navigator P. Lambert (1), G. Knezic, K. Nixon, J. Moore, A. Nankervis, K. Nankervis, I. Hudson.

Royal Brighton Yacht Club

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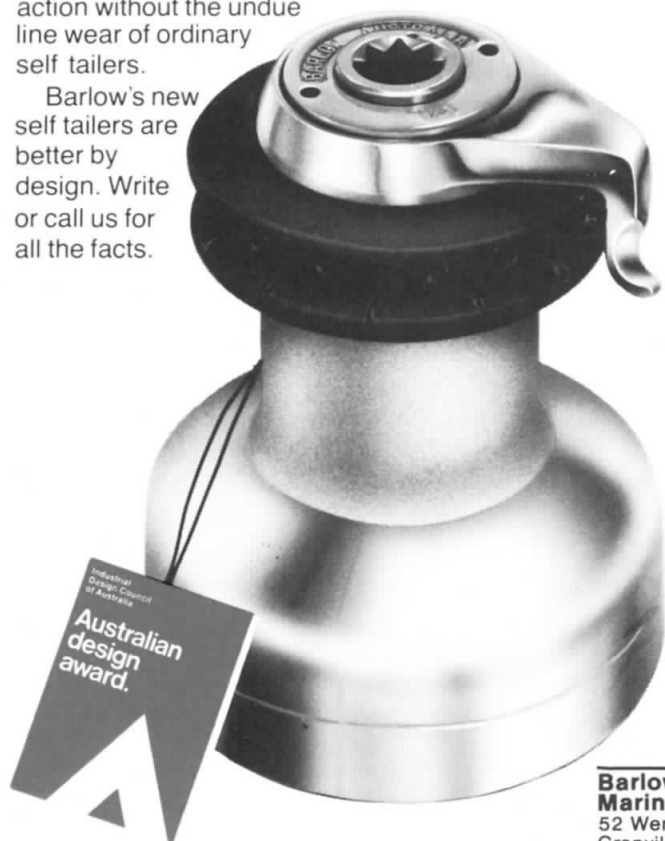
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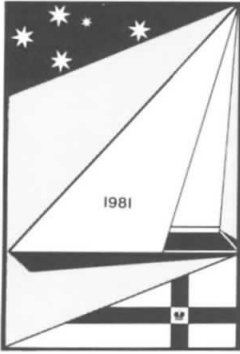
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**RENEGADE – SA 98**  
 LOA 12.3 m; LWL 10.4 m;  
 Beam 3.8 m; Draft 2.1 m

A Ron Holland designed 2-tonner launched in October this year, Renegade has not yet any racing form. Built in Adelaide for a South Australian owner, she will have competed in trials for the South Australian Team, which had not been completed at time of going to press.  
 CREW: Skipper R. Francis (4), C. Vorbach (4), P. Dyer (1), P. Polmear (2), others to be nominated.

Royal South Australian Yacht Squadron



**SALTPETA – 2855**  
 LOA 9.2 m; LWL  
 Beam 2.9 m; Draft 1.7 m

The Currawong 30 is a classic Joubert design of the early 70's. Since her launching in 1980 Saltpetra has raced successfully in the CYCA Long Ocean Point Score series and in last year's Sydney-Hobart. Her owner/skipper, who completed his first Hobart in 1960, and who has also sailed in the Fastnet and the Trans-Tasman, has an experienced crew who should give a good account of themselves this year.  
 CREW: Skipper/Navigator P. Hinton (2), R. Hale, C. Berry (1), P. Ingham (1), R. Hutton, 1 to be nominated.

Greenwich Flying Squadron



**REVENGE – R 70**  
 LOA 10 m; LWL 8.5 m;  
 Beam 3.4 m; Draft 1.8 m

This is a Dick Carter production 3/4-tonner has made two previous Hobart trips placing 32nd and 46th. She has a new owner, and sailing again from the Royal Yacht Club of Victoria, will have to be really going well to finish in the top half of the fleet.  
 CREW: Skipper F. Hammond (2), Navigator R. Tripp (3), W. Owen (1), C. Furey, J. Sproule, B. Bowden (3), M. Armstrong, H. Russell.

Royal Yacht Club of Victoria



**SANTERVEA – KB 181**  
 LOA 18.7 m; LWL 14 m;  
 Beam 4.8 m; Draft 2.7 m

From Western Australia, the 61-ft Santervea is one of the biggest yachts in the race. The red-hulled aluminium-S&S design has an experienced crew which has raced in the Fastnet, Parmelia, Great Circle and Pan Am Clipper Races. In 1981 she notched up 2nd-fastest in the Fremantle-Bali Race and is in the Western Australian team for this year's Southern Cross Cup.  
 CREW: Skipper T. Veale, H. Clayton (2), I. Exton (5), G. Cassidy (1), others to be nominated.



**ROGIS TOO – 578**  
 LOA 12.2 m; LWL  
 Beam 3.7 m; Draft

A Joe Adams design that was formerly Jimmy Blacksmith. We do not know much of her form to date, but her crew know the route well. Should give a reasonably comfortable trip and will finish in the middle of the fleet.  
 CREW: Skipper R. Brown (2), J. Hearne (2), J. Durrington (3), others to be nominated.

Botany Bay Yacht Club



**SATIN SHEETS – 4182**  
 LOA 12.5 m; LWL 10.4 m;  
 Beam 3.9 m; Draft 2.1 m

One of the best-known offshore boats in Sydney, Satin Sheets is a Peterson design built in 1977. As Sunburst she narrowly missed selection for the Admiral's Cup Team in '77 but has since had many successes under her present owner Andrew Strachan, including a division win in the Sydney-Brisbane Race and a 2nd on IOR in the 1980 Lord Howe. She is at her best sailing to windward in light conditions.  
 CREW: Skipper A. Strachan (2), Navigator R. Kidd (1), M. Green (3), P. Brownbill (4), C. Strauss (5), J. Pearce, R. Dovey, W. Gibson (6).

Royal Sydney Yacht Squadron



**SAGACIOUS – 4000**  
 LOA 13.1 m; LWL 10.8 m;  
 Beam 3.9 m; Draft 2.3 m

Sagacious is one of the handsome new 43-ft IOR racer-cruisers designed by Peter Cole and built by Comprador Yachts. Comprador's Gary Appleby built this boat for himself, with a powerful fractional rig that should be best suited to medium to fresh conditions.

CREW: Skipper G. Appleby (1), Navigator I. Potter (5), P. Millburn (2), S. Lamb (5), M. Atkinson (2), C. Jones (5), B. Stephens (1), N. Hoey (1), P. Moor.

Cruising Yacht Club of Australia



**SCALLYWAG – PH 26**  
 LOA 11.9 m; LWL 11.2 m;  
 Beam 2.9 m; Draft 2.1 m

Scallywag is a Joe Adams design whose high rating will make a handicap place difficult, but she could be amongst the early finishers. Only one year old her first major race was the Sydney-Brisbane Race, and then she raced to Noumea, finishing 7th, and then she placed 20th in the Montagu Island Race. She will prefer strong following winds, but her handicap will be just too much for her to overcome to place well on IOR.

CREW: Skipper R. Johnston, Navigator M. Cameron (7), R. Mitchell, A. Cameron, R. Kilkelly, R. Swain, G. Johnston, J. Cox.

Port Hacking Ocean Yacht Club



**SALAMANDER II – MH 4**  
 LOA 11 m; LWL 9.8 m;  
 Beam 3.7 m; Draft 1.9 m

Here's another one of the stock Farr 1104s which have continued to race successfully offshore in Austria since Piccolo's win in the 1976 Sydney-Hobart. Salamander II was fitted out by owner Ken White and his sons Greg and Steve, and she has been one of the top boats in the two-handed series sailed off Sydney this year and last year. She is the winner of the 1981 Montagu Island Race. She must be one of the favourites for Division B in the Hobart and a top overall prospect.

CREW: Skipper K. White (2), Navigator K. Mascord (2), S. White (3), G. White (5), J. Hebden (2), J. Taverner (2), M. Hayes, C. Gibbons (2), R. Lepastrier (2).

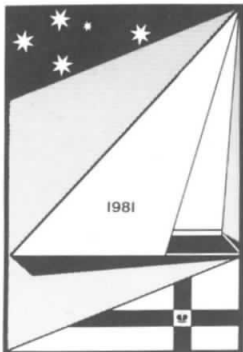
Middle Harbour Yacht Club



**SCALLYWAG (SS) – 2126**  
 LOA 9.1 m; LWL 7.3 m;  
 Beam 3.1 m; Draft 1.6 m

Scallywag is a Defiance 30 designed by Sparkman and Stephens. As Golconda she has been a regular in CYCA 1/2-ton races since launching in 1976 and is being sailed to Hobart for the first time this year. Her crew have many years of experience and can be expected to give a good account of themselves.  
 CREW: Skipper R. Winton, L. Carr (2), G. Barron, others to be nominated.

Royal Sydney Yacht Squadron



**SCORPIO II — 2418**  
 LOA 10.4 m; LWL 9.4 m;  
 Beam 3.3 m; Draft 1.8 m  
 Heading for home, this Hobart-based Duncanson 35 will have every incentive to do well. These boats perform well in heavy going, but don't like light weather. Her skipper and crew have done the Sydney-Hobart run a number of times, but this is the first time for Scorpio II.  
 CREW: Skipper J. Fuglsang, S. Muir (2), S. Halliday (1), H. Vandenburg, others to be nominated.

Royal Yacht Club of Tasmania



**SEAWIND — 475**  
 LOA 13.1 m; LWL 9.7 m;  
 Beam 3.7 m; Draft 2.1 m  
 Built in 1963, Seawind has done five previous Hobarts, although this is her first since 1967 and a first for her skipper. She also has an experienced crew with 27 Hobarts to their credit. A S&S design and Swanson-built boat, she should give a comfortable ride but may find the competition a bit tough.  
 CREW: Skipper J. Clay, Navigator D. O'Connell (13), B. Clay (1), Janet Clay, P. Westlake (1), J. Purbrick, J. Cantor, K. Bridgestocke (12), E. Finckh.

Royal Prince Alfred Yacht Club



**SCREW LOOSE — M 336**  
 LOA 8.9 m; LWL 7.3 m;  
 Beam 3.1 m; Draft 1.5 m  
 The great little winner of the 1979 Hobart is back for her third Race, and given another little boat race she is sure to be up front again. She showed her victory was no fluke by finishing second in her division last year and 23rd overall, and her renewed battle with arch rival Wheelbarrow could provide plenty of action. Designed by Ron Holland, she began her career as Mash. She is now under the command of the yachting butcher, Bob Cumming, who will be hoping the rest of the fleet will be easy meat.  
 CREW: Skipper R. Cumming (2), Navigator G. Behrens (2), T. Grant (2), S. Walker (1), T. Oakley (1), N. Cropp.

Mersey Yacht Club



**SHENANDOAH — 1214**  
 LOA 9.5 m; LWL 7.6 m;  
 Beam 3.1 m; Draft 1.5 m  
 A famous boat, being the first of the Peter Cole's successful East Coast 31's, this yacht counts a win in the Australian Half Ton Championships and a 1st overall in the 1977 Montagu Island Race among her credits. This will be her fifth Hobart; she was 4th overall in 1979, but had to pull out in 1980 with a broken cap shroud.  
 CREW: Skipper J.R. Charody (3), Navigator R. Cortis (2), P. Sarlos (6), A. Andrews (1), P. Cummins, M. Heenan, M. Walton.

Cruising Yacht Club of Australia



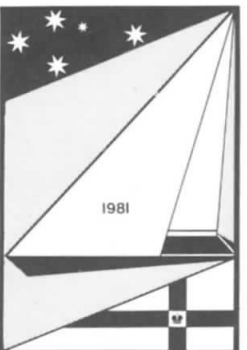
**SEQUEL — SM 87**  
 LOA 11 m; LWL 9.7 m;  
 Beam 3.2 m; Draft 1.8 m  
 This is the first Hobart start for another of the famous Swanson 36 class. As Wendy Two she finished 12th overall in the 1978 West Coaster, and as Sequel finished 10th in the 1979 Melbourne-Devonport Race and 5th in the same Race in 1980. Owner Graham Coutts will be on his fourth Hobart Race as well as having raced many miles around Bass Strait and in the Pacific. She may find the opposition a little tough.  
 CREW: Skipper G. Coutts (3), Navigator D. Maddern, C. Hall (2), J. Pivec, T. Clark, A. Coutts, R. Dawes.

Sandringham Yacht Club



**SGIAN DUBH — R 77**  
 LOA 10.2 m; LWL 7.3 m;  
 Beam 3.1 m; Draft 1.8  
 This boat has been to Hobart three times before, the last time being in 1979 under her present skipper. Her best result in long races was 1st on corrected time in the 1971 Sydney-Brisbane Race. She may be hard pressed by the competition in the Hobart but has performed solidly in races from her home club in recent years.  
 CREW: Skipper/Navigator Rick Lean (1), David Lean (1), J. Horton (1), D. McLean (1), J. Cain, T. Walkley, R. Murphy.

Royal Yacht Club of Victoria



**SEAQUESTA — SM 202**  
 LOA 12.4 m; LWL  
 Beam 3.9 m; Draft  
 This aluminium Ed Dubois 41-footer at date of printing had not been launched. She will be another entry from the Sandringham Yacht Club with a crew having Hobart Race and Victorian ocean racing experience. She is from the board of one of the world's current hot designers. This is the sort of 'mystery' entry that could show a good result if her lack of tuning does not prove to be against her, which it probably will.  
 CREW: Skipper/Navigator A. Neate (2), H. Proctor (1), K. Horsburgh (2), J. Whittaker, T. Neate, J. Wilcox, P. Elliott, D. Lawrence, I. Ross, A. Robinson.

Sandringham Yacht Club



**SMUGGLER — 3041**  
 LOA 11.1 m; LWL 9 m;  
 Beam 3.6 m; Draft 2.1 m  
 The latest 1-ton design from top English designer Ed Dubois, she has a powerful and seasoned crew headed by former World 18-ft Champion, Steve Kulmar, and Sydney sailmaker Bob Fraser. She will start as one of the short-priced favourites for this Race. She has proved an outstanding boat since her launching in May of this year. She performs well in all weathers, especially running and reaching, and it would be hard to go beyond her for a top place in her division.  
 CREW: Skipper T. Simpson, Navigator P. Shaw (4), R. Fraser (4), S. Kulmar (2), R. White (1), M. Spies (5), S. Jarvin.

Middle Harbour Yacht Club



**SEAUATER — B 1**  
 LOA 12.1 m; LWL 10.4 m;  
 Beam 3.7 m; Draft 2.2 m  
 This yacht will be one of the top contenders for the overall prize. This Ed Dubois design was rushed into the water for the Australian Admiral's Cup trials, but lack of time and preparation counted against her although at times she showed blistering speed. Owner 'Squizzy' Taylor is one of Victoria's top helmsmen, and with this hot crew she will be one to watch specially in light winds. Taylor previously owned the successful yachts Concupine and the Victorian Southern Cross Cup team member Moonshadow.  
 CREW: Skipper J. Taylor (7), Navigator R. Venables (7), R. Evans (8), G. Edgerton (2), J. McCredie (4), G. Simmonds (4).

Royal Brighton Yacht Club



**SOLANDRA — 155**  
 LOA 9.9 m; LWL 7.3 m;  
 Beam 3.1 m; Draft 1.7 m  
 This small timber Alan Buchanan design was launched in 1977 and is one of the Royal Yacht Club of Tasmania entries. As such she will thus have a big local following. She had a few placings in ocean races in 1979, but with a young and reasonably inexperienced crew she does not promise to take away any laurels for her State.  
 CREW: Skipper R. Escott (2), C. Escott (3), Navigator N. Connor, R. Behrens, D. Connor, S. Hamilton.

Royal Yacht Club of Tasmania



**SOUTHERN RAIDER – KZ 4666**  
 LOA 11.6 m; LWL 9.4 m;  
 Beam 3.8 m; Draft 2.1 m

A minimum-rating Davidson design, this fractional-rigged sloop was launched only in September and is being sailed to Australia for the Race. She is built in timber, and while she is as yet unproven could prove a hard one to beat with her very experienced New Zealand crew.  
 CREW: Skipper F. Dickson, G. Collins, B. Lang, others to be nominated.

Banks Peninsula Cruising Club



**SZECHWAN – 3007**  
 LOA 11.9 m; LWL 8.8 m;  
 Beam 3.6 m; Draft 2.1 m

Szechwan is a Laurie Davidson minimum-rater launched just prior to the last Admiral's Cup trials in which she showed great speed at times, especially in lighter weather. This season under owner/skipper Jeremy Whitty she is one of the top three contenders for Blue Water points, and she fields a young talented crew. Szechwan will be a front runner with a big chance for top honours.  
 CREW: Skipper J. Whitty (2), Navigator G. Halls (5), L. Minehan (1), R. Daley, M. Uerstoep, R. Jacobs (1), R. Byerley (1), J. Wilmot (2), Jane Humphris, T. Blomfield.



**SPOTLIGHT – SM 67**  
 LOA 13.3 m; LWL 11.6 m;  
 Beam 4.2 m; Draft 2.4 m

Spotlight's crew of 10 have 44 Hobarts among them, many of whom raced on Apollo II, and this is sure to make Spotlight a formidable opponent. As Bacardi she was well known as one of Melbourne's best boats. She should do well this year.  
 CREW: Skipper M. Page (2), Navigator J. Graham (6), C. Newman (6), N. Kelly (8), A. Williams (6), B. Collins (7), R. Hewitt (1), K. Wilson (1), B. Kellerman (4), A. Arblaster (3).

Sandringham Yacht Club



**TAURUS – SM 567**  
 LOA 13.3 m; LWL 9.1 m;  
 Beam 3.3 m; Draft 2.1 m

Taurus is a well-tried Cole 43 entering in her eighth Race, her best result being a fourth overall in 1973. She returns after four years of racing in Victorian waters and across Bass Strait. Last year she did well to finish second overall in the Melbourne-Hobart event. Her crew have travelled many times, and a race of this distance would suit their experience.  
 CREW: Skipper J. Magdeburger (1), Navigator M. Maxwell, E. Taylor, P. Bevez (1), V. Felix, T. Tanner, D. Marks, J. Bennett (8), P. Mealing, M. Ware.

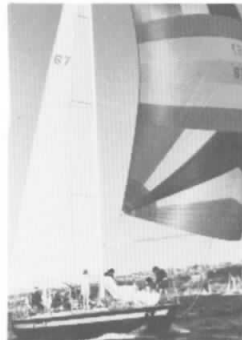
Sandringham Yacht Club



**SUN BIRD V – J 1710**  
 LOA 16.5 m; LWL 11.9 m;  
 Beam 4.3 m; Draft 2.6 m

The CYCA is delighted to see this big S&S design from Japan back in Australia for her second Sydney-Hobart. Her first was in 1975, and owner Tatsumitsu Yamasaki also sailed Sun Bird II in the 1972 Hobart. Sun Bird V has represented Japan at the 1977 Admiral's Cup, 1978 SORC and 1978 Clipper Cup and in several of the world's major long distance races. She revels in heavy conditions, and that's what her crew from the Nippon Ocean Racing Club will be hoping for in the Hobart.  
 CREW: Skipper T. Yamasaki (1), R. Fry (1), T. Hirotane (2), others to be nominated.

Nippon Ocean Racing Club



**TAURUS II – 67**  
 LOA 13 m; LWL 10 m;  
 Beam 4 m; Draft 2.4 m

Taurus II was launched in October 1981. She is a Peterson 43, sistership to Ragamuffin and Apollo V, which are members of the Australian Admiral's Cup team and Southern Cross team. Taurus II will be using these two yachts as yardsticks, and in competing against them she should gain a high placing. Geoff Lee has put together a good crew, headed by experienced yachtsman and sailmaker Hugh Treharne.  
 CREW: Skipper G. Lee (5), Navigator R. Brennac (9), R. Mische (16), H. Treharne (10), W. Ratcliff (17), P. Ratcliff (1), W. Riley (4), D. Graff (3), M. Burke (10), D. Massey (1), P. Williams (1).

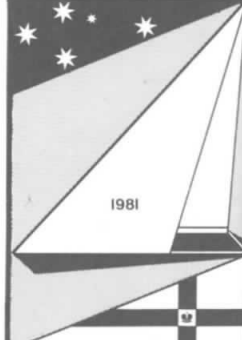
Cruising Yacht Club of Australia



**SUNBURST – SM 19**  
 LOA 12.2 m; LWL 10.4 m;  
 Beam 3.9 m; Draft 2.1 m

Sunburst is a Doug Peterson aluminium two tonner built in 1978. She is one of Victoria's better-performed ocean racers owned by Ron Young. She has shown plenty of speed at times and is capable of a high division placing.  
 CREW: Skipper R. Young (5), Navigator H. Halliburton (2), J. Swift (5), P. Shillabeer (1), J. Augustine (1), R. Cole, J. Mort, R. Sheppard (1), P. Berry (1).

Sandringham Yacht Club



**THE LIQUIDATOR – H 88**  
 LOA 9.2 m; LWL 7.3 m;  
 Beam 3.1 m; Draft 1.6 m

The Liquidator is a lightweight Farr 1/2-tonner formerly from Sydney but now sailing in Tasmania under dual skippers Greg Meyer and A. McDonald. The Liquidator was one of the top 1/2-tonners in previous years, but age and a comparatively small sail plan will make her task difficult against the newer yachts.  
 CREW: Skipper G. Meyer (3), Navigator C. Waldie (1), J. Burke, K. Scott, two to be nominated.

Royal Yacht Club of Tasmania



**SWEET CAROLINE – 3557**  
 LOA 12.7 m; LWL 11.5 m;  
 Beam 4.1 m; Draft 1.2 m

Sweet Caroline is a Laurie Davidson 2-tonner owned by prominent ocean racing skipper Marshall Phillips. One of Sydney's hottest yachts, she is sailed by a very experienced crew led by Norman ('the Foreman') Hyett and Col Betts. Sweet Caroline will be one of the favourites for the race in any weather conditions.  
 CREW: Skipper M. Phillips (4), Navigator D. Hocking (14), N. Hyett (8), C. Betts (21), D. Hardy (2), J. Carstens, J. Burke (10), G. Prior.

Cruising Yacht Club of Australia



**THE ROPERUNNER – KZ 4499**  
 LOA 12.1 m; LWL 9.1 m;  
 Beam 4 m; Draft 2.1 m

A 2-ton design by Bruce Farr, she was a triallist for the NZ Admiral's Cup team. She showed good early form in the elimination and observation trials, but she did not make the team. New Zealand boats have always shown high competitiveness in this event and it is expected that this boat will be among the front runners.  
 CREW: Skippers L. Green (1)/G. Thorpe (2), Navigator A. Gray (15), L. Abbott (7), C. Grande (5), J. Stephenson, N. Paul, G. Paul, A. Wallbridge.

Royal New Zealand Yacht Squadron



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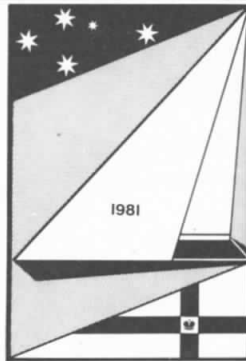
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**THUNDERBOLT - 560**  
 LOA 10.8 m; LWL 8.9 m;  
 Beam 3.1 m; Draft 1.8 m

This will be Thunderbolt's 11th trip to Hobart with best placing of 4th in 1968. A timber sloop built in 1968, she will find the handicap going pretty hard against the newer yachts.  
 CREW: Skipper P. Harding (6), Navigator J. Holdaway (6), R. Mills (4), D. Ross (3), J. McInnes, C. McTavish (3), W. Rowe (6).

Royal Sydney Yacht Squadron



**VANESSA III - 1510**  
 LOA 11 m; LWL 9.4 m;  
 Beam 3.5 m; Draft 1.8 m

This is the former Ruthless having her first start under owner Kim Jaggar, who previously raced the Cole 31 of the same name. As Ruthless she performed very well with Peter Hill and revels in light windward work. Designed by Doug Peterson and built by Ces Quilkey, she was launched in 1975 and in that year raced for Queensland in the Southern Cross Cup. She has also won a Montagu Island Race but may find the competition a bit tough in this race.

CREW: Skipper K. Jaggar (4), Navigator B. Jaggar (2), K. Boyle (4), G. Cuthbertson (3), D. Marks (5), J. Thomas (4), J. Rice (3), G. Johnson (1).

Cruising Yacht Club of Australia



**THYLACINE - A 30**  
 LOA 10.5 m; LWL 8.8 m;  
 Beam 3.3 m; Draft 1.8 m

A production Duncanson 35 that has raced many miles, her latest long voyage was the 1981 Sydney-Noumea Race when she finished a fine 4th overall. A great little boat always, and well handled, this will be her third Hobart start. She was 66th overall last year and 64th in 1977. Will be well up in the division, especially in heavy conditions.

CREW: Skipper/Navigator J. Burton (2), M. Jackson (2), B. Solager, B. Barker (1), P. Kirkman (1), S. Marshall.

Bellerive Yacht Club



**VANGUARD - 3444**  
 LOA 11.5 m; LWL 9.1 m;  
 Beam 3.8 m; Draft 2.2 m

This Farr designed 1-tonner has always been a good performer under its popular, energetic owner Dick Cawse and is enjoying its best season yet since launching in 1977. Penalised on handicap under changes to the racing rule, she still wins so consistently that those changes must now be found acceptable. A very good result can be expected from her experienced crew.

CREW: Skipper R. Cawse (9), Navigator C. Oxenbold (7), G. Rouvray (14), G. Downs (5), I. Baird (7), J. Vale (3), P. Messenger, D. Walsh (1).

Cruising Yacht Club of Australia



**TUCANA - M11**  
 LOA 9.1 m; LWL 8 m;  
 Beam 3 m; Draft 1.7 m

Racing out of Burnie, Tasmania, this will be the second start for this Walter Knoop design. Her first start last year resulted in retirement, but she will be out for a better effort this year. One of the smallest yachts in the fleet, she will be well up in a little boat race; she has raced extensively in the Bass Strait area and should know what it is about.

CREW: Skipper/Navigator L. Dean (2), Maryanne Dean (1), D. Pilkington (1), P. Floyd, D. Smith, B. Furrage.

Mersey Yacht Club



**VENGEANCE**  
 LOA 23.5 m; LWL 19.8 m;  
 Beam 5.9 m; Draft 3.6 m

Formerly Siska, Vengeance is a Rolly Tasker designed and built maxi with an impressive history of ocean and passage races to her credit. Only recently sold, she now appears under the Bernard Lewis/David Kelllett racing combination which has done such a great job with the venerable Gretel I in recent years. Vengeance will be well in the battle for line honours.

CREW: Skipper B. Lewis, Navigator B. Cramp (9), D. Kelllett (9), A. Cable (15), B. Gould (16), D. Parkes (5), J. Bisley (3), S. Hellmrich (3), P. Snowball (2), P. Thompson (2), C. Tipney (2), A. Stanton (1), J. Cleland, M. Thompson, E. Watts.

Cruising Yacht Club of Australia



**2001 - H111**  
 LOA 9.1 m; LWL 6.9 m;  
 Beam 3.1 m; Draft 1.7 m

A sistership to the 1979 winner, Screw Loose, 2001 is having her first Hobart. She could be right up amongst the leaders in light weather. Her experienced owner Colin Denny went to Hobart in 1976 on Sarnia and to Noumea in 1979 aboard Huon Chief. She could surprise in little boat weather.

CREW: Skipper C. Denny (1), Navigator R. Hart (1), B. Simpson (4), A. Edwards, L. McDougall, G. King.

Royal Yacht Club of Tasmania



**VIVACIOUS - 3054**  
 LOA 13 m; LWL 10.8 m;  
 Beam 3.9 m; Draft 2 m

One of the newest designs from Peter Cole, this yacht was launched just prior to last year's Race when she was placed a creditable 28th. Her performance should have improved in the intervening year with time to settle the teething troubles. She is a vivacious yacht with a great deal of comfort for the off-watch crew.

CREW: Skipper J. Brown (2), Navigator R. Hunt (6), J. Woods (2), G. Butler (2), R. Connolly, I. Bennett, S. Kritisler, 2 to be nominated.

Cruising Yacht Club of Australia



**ULTRAVIOLET - 352**  
 LOA 11.8 m; LWL 9.1 m;  
 Beam 3.6 m; Draft 1.8 m

A Doug Peterson design which was launched early this year, too late for the Admiral's Cup Trials, she has been racing successfully in the RPYC offshore series. With a good IOR rating and an experienced crew, this yacht could prove to be very competitive on all points of sail. It will be interesting to see whether the numerous designer's modifications of the past twelve months have had any effect.

CREW: Skipper J. Violet (5), Navigator J. Hawley (9), J. Hancock (2), N. MacLeay (2), J. Hornby (4), K. Tokoro, N. Williams, W. Brewer (4).

Cruising Yacht Club of Australia



**WEE WILLIE WINKIE - K4488**  
 LOA 12.2 m; LWL  
 Beam 3.7 m; Draft

Wee Willie Winkie is a new Ron Holland design that sailed for New Zealand in the last Admiral's Cup before being sold to the obviously Irish Seamus Gallagher. Wee Willie Winkie is part of the strong UK team and sports a barrage of jovial heavies, including Harold Cudmore, Rodney Pattison and Butch Dalrymple-Smith. She should perform very well in Australia's fresher winds.

CREW: Skipper H. Cudmore (3), B. Dalrymple-Smith (1), S. Gallagher, R. Pattison (1), A. Burnell (1), M. Maeder, A. Ball.

Royal Ocean Racing Club

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**WHEELBARROW - 2697****LOA 9.1 m; LWL 7.2 m; Beam 3.1 m; Draft 1.7 m**

The impressive racing record of this Carter 1/2-tonner includes 2nd place overall (behind Screw Loose) in the 1979 Hobart and a win in Division D in last year's Race. Wheelbarrow and Screw Loose will again be top prospects for division honours — and overall honours if it's a small boat race this year. But they'll be hard pressed to beat Australia's fastest 1/2-tonner, Beach Inspector.

CREW: Skipper I. Tringham (5), Navigator R. Young (4), T. Tringham (4), J. Berry (2), C. Knott (1).

Royal Prince Alfred Yacht Club

**YEOMAN XXIII - K 711****LOA 13.2 m; LWL 11 m; Beam 4.1 m; Draft 2.6 m**

The latest of Robin Aisher's famed ocean racers, Yeoman XXIII is a Frers 44 built of aluminium with a composite deck. Launched in April 1981, she quickly gained a place in the victorious 1981 British Admiral's Cup team giving her an impressive, if limited, racing history. Must be one of the favourites for this race.

CREW: Skipper R. Aisher, Navigator A. Greenaway (2), G. Gurney, J. Holamby (1), M. Newton (1), C. Preston (1), I. MacDonald-Smith, T. Parker, A. Munro, M. Smith, C. Blundell (1).

Royal Ocean Racing Club

**WHITE ELEPHANT - 2773****LOA 11.7 m; LWL 9.5 m; Beam 3.6 m; Draft 1.9 m**

White Elephant is a Farr design that, under owner Harry Elliffe, has been a consistent performer in most races. She will prefer a hard downhill run for most of the race but still might find her rather high rating too much to carry against the specialist racers.

CREW: Skipper/Navigator H. Elliffe, J. Elliffe, C. White (1), C. Maltby, T. Maltby, P. Harrison.

Middle Harbour Yacht Club

**ZEUS II - 327****LOA 9.2 m; LWL 7.3 m; Beam 3 m; Draft 1.7 m**

Zeus II has shown tremendous form since her launching in May 1979. She was the winner of last year's CYCA Long Ocean Point Score and she finished 3rd in her division in last year's race, backed by a similar result in the last Brisbane Race. A win in the Half Ton Division would not surprise.

CREW: Skipper J. Dunstan (8), Navigator D. Owen (5), G. McKellar (2), P. Mahy (1), T. Gooch, R. McConnell (2), M. Turner.

Royal Sydney Yacht Squadron

**WRINKLES - 2966****LOA - 10 m; LWL 8.1 m; Beam 3.4 m; Draft 1.8 m**

A bigger version of Wheelbarrow, Wrinkles was launched only in January of this year and has done little racing. However, her skipper was crew in Wheelbarrow, which finished 2nd in 1979, and she could well do the same this year. A Dick Carter design, she has a highly experienced crew and will be favoured by light weather.

CREW: Skipper R. Parkin (1), Navigator G. Thornton, T. Black (3), I. Stevens (2), B. Staples, B. Ellis.

Royal Prince Alfred Yacht Club

**ZIG ZAG - MH 178****LOA 10.1 m; LWL 9.6 m; Beam 2.7 m; Draft 1.8 m**

A 33-ft Joe Adams design built by Carina Yachts and launched in November 1981, Zig Zag is of the Adams 10 mould. Her crew are experienced in this type of boat, having sailed aboard Waggies II last year. They will also have the extra confidence of having the designer aboard. Zig Zag will be at her best in running conditions.

CREW: Skipper P. Kelly (1), Navigator J. Adams (2), G. Radford (4), Frances Haley, Pauline Carr.

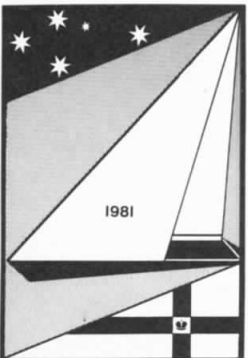
Middle Harbour Yacht Club

**WY-AR-GINE III - 955****LOA 13 m; LWL 10.8 m; Beam 3.9 m; Draft 2.2 m**

A brand new Peter Cole masthead sloop, she is a development of the fractional rig built by Comprador Marine. A sistership to Sagacious, this will be her first major race, and she should give a good account of herself in any weather.

CREW: Skipper R. Oatley, J. Granger (1), C. Granger, C. Langford, T. Ashton, others to be nominated.

Royal Sydney Yacht Squadron

**X-RAGAMUFFIN - 1170****LOA 13.7 m; LWL 11.6 m; Beam 4.3 m; Draft 2.4 m**

Chartered by Bruce Tardrew of the Royal Papua Yacht Club, X-Ragamuffin is the 1979 Peterson 45 version of the Ragamuffin series and the fourth of that name to be built by Syd Fischer. She was a member of the 1979 Australian Admiral's Cup Team and in the 1980 Clipper Cup Team, both of which were victorious, and X-Ragamuffin is still a boat to be reckoned with in this Race.

CREW: Skipper B. Tardrew, others to be nominated.

# EAT WELL

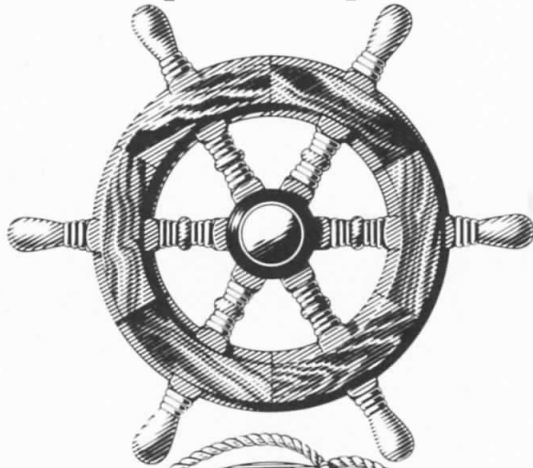
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(the man who brought you the 'Quiet Little Drink')

Sketches by Greg Gaul

*Knocker White, who is a regular columnist on the subject of sea cooking, began his journalistic career with the purpose of lifting the imagination of sea cooks out of the bilges, and by so doing, promoting greater esteem for sea cooks. Co-incidentally, he foresaw happier, better-fed crews. Knocker's detractors say that his 'haute gallee cuisine' is totally impractical and causes many a shambles aboard otherwise well-organised ships. His followers, on the other hand, claim they are winning more races, having relearned the truth of the old saying 'a Navy sails on its stomach'.*

*Anyone who has contemplated Knocker's cooking, even tasted his curried sausage rolls at the CYCA bar, would not dispute that his ideas are indeed challenging. Some would even go so far as to say he is not totally bereft of talent even if he is, on occasion, subject to incredible flights of imagination. He is, therefore, recommended reading for cooks, crews and skippers alike, for without good thoughts can there indeed be good anything?*

*In this article, Knocker takes up the challenge of contemplating international demands that are likely to be placed before sea cooks of the Southern Cross Cup series. Without over-cluttering his 'galleys' with interminable recipes, methods, and ingredients, he tickles the culinary imagination with some international (and local) suggestions for this inter-continental Southern Cross Cup competition.*

This is dedicated to all those brave souls who, despite jibes from the crew (in addition to the tactical ones), find themselves chained to the galley stove preparing food during all of the races in the prestigious Southern Cross Cup series.

Can you just imagine all the varied tastes gathered from all over the world that will be converging upon Sydney Harbour for the 1981 Southern Cross Cup? Of course you can't, so you'll have to read on and discover, if you are called upon to do galley duties, what sort of food to prepare for crews from any given country. (You see, due to the vicissitudes of arranging crew, a lot of overseas yachts will require sea cooks when they arrive at the CYCA.) You pier head jumpers<sup>1</sup> had better be prepared.

## Some international suggestions

For example, during the last Southern Cross Cup series one of the cooks on a large American yacht took ill for a

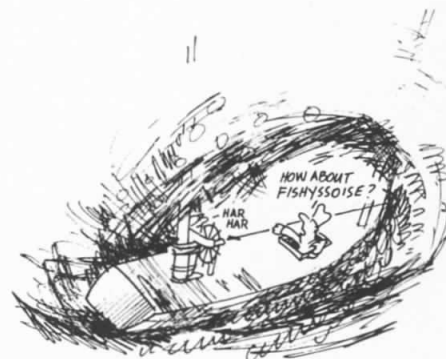
couple of days, and so they grabbed a poor insignificant chap off the wharf to fill in. How was he to know how to cook **Californian Hickory-Broiled Lamb with Buckwheat Cakes and Black-eyed Peas?** He took the easy way out and put on **Stuffed Wallaby Feet and Billy Tea.** He hasn't been seen since. The moral of it all is this: when in a Roman galley, do as the Romans do.

Let's consider a few possibilities. Suppose you find yourself on a Japanese yacht preparing **Raw Fish and Seaweed.** To give you a hand, here is a recipe given me by the cook of Furaibo, a competitor in the 1979 Sydney-Hobart Race.

## Oden (Japanese Garbage Stew)

### Ingredients.

Seaweed  
Lotus root  
Bonito scales  
Jellied potato juice  
Water  
Salt  
Any left-over vegetables



### Method.

Place ingredients in a large pot. Serve with soya beans and noodles and heaps of sake.

New Zealand is another country which competes, but not everybody knows how to prepare **Smoked Kiwi.** Or how would you cook for a crew of a Lebanese yacht? Could you organise **Tabbouleh** at lunchtime?

There will also be English yachts, with the crews craving for **Lancashire Hotpot.** And **Fried Kippers and Smoked Haddock with Chips** wrapped in the 'Times'.

What about catering for a Canadian yacht. How would you go about finding **Canadian Snow Bird,** or serving **Whale Steaks?**

I do remember one enterprising young seacook a couple of years ago who managed quite well. He had had

<sup>1</sup>For those unfamiliar with the term, a 'pier head jumper' is one who is a last-minute recruit to a yacht, sometimes literally from the end of the pier and onto a moving yacht. ▷



plenty of experience overseas, had just finished the racing season off the East African coast sailing on an Arabian dhow and he was an expert at stuffing dates at the happy hour. He crewed on a large American yacht, and he has listed some of his typical recipes prepared for a crew of 25.

#### Breakfast

##### Eggs Florentine

#### Ingredients.

50 poached eggs  
50 rashers bacon (rinds optional) grilled  
50 toasted muffins (borrowed from Mary)  
2 litres cheese sauce  
4 bunches spinach.

#### Method.

Lightly steam shredded spinach, drain and place on buttered muffins. Add grilled bacon and eggs. Pour cheese sauce over.

#### Lunch

##### Lobster Salad with Avacado and Mangoes

#### Ingredients.

12½ lobsters  
10 avacadoes (sliced)  
10 mangoes  
6 bunches of lettuce  
2 kg tomatoes (sliced)  
6 cucumbers (sliced)

#### Method.

Place lobster on a bed of lettuce and arrange the remaining ingredients around it.

#### Happy hour

##### Crumbed Camembert Deep Fried Caviare Pate Champagne with Peaches

#### Dinner

##### Stuffed Wild Duck

#### Ingredients.

25 Wild Duck  
Stuffing: Chopped dried apple with cooked rice and bacon.

#### Method.

Wrap in foil, cook approximately one hour in a moderate oven. Serve with sauted mushrooms, boiled baby potatoes with parsley, and steamed broccoli.

Not everybody, however, takes so naturally and with such enterprise to sea-cooking. Lucy Lovegrove from the cruising set was in a stew when she had to find out how to prepare **Greek Meat Balls in Avgolemno Sauce** for a boat she found herself on.

And what about cooking **Short Soup** for a Chinese 'won tonner'?

Even the names of some of the

yachts conjure up thoughts of food that will be in demand. For example:

Condor of Bermuda — BBQ Condor Wings  
Police Car — Bread and Water  
Mary Muffin — Toasted Muffins  
Satin Sheets — Breakfast in bed  
Shogun — Japanese Steam Boat  
Bacardi — and one for the road  
Once More Dear Friends — and another for the road  
Breadfruit — Raisin toast  
Taurus II — Bit of Bull  
any British boat — Pomegranate

#### Some local colour

But it is not only the overseas sailors who have 'different' styles of cuisine. And you may find yourself, for example, cooped up in the galley of a boatful of, say, Victorians.

Australians do eat some strange things. Just spare a thought for an overseas sea cook who may get a trip on an Aussie boat. He may be asked to come up with **Stuffed Emu, garnished with Paterson's Curse**, or an occasional **Knockerburger with Gum Leaf Chutney**. There is always the possibility of getting **Jumbuck Stew with Billabong Mushrooms**. What about **Bass Strait Bumnuts**, always handy for breakfast, boiled of course.

Another speciality of the house is **Cable Croquettes**, not to be confused with Rose Bay Croquet or **South Australian Crowettes**. If you like to cook with tomato sauce, get yourself onto a Victorian yacht; they like it on anything, even on **Cable Croquettes** (to deaden the taste, probably).

Western Australians have interesting eating habits. **Sandgroper on Toast** is very popular, as is **Quokka a la Bond**.

**Curried Crow** is the favourite of most South Aussies, washed down with heaps of Valley wine.

I haven't fancied **Kingaroy Peanuts with Bent Banana Fritters**, but Queenslanders love them.

If you've ever eaten **Humblepie**, you have probably come from a Canberra yacht club.

But let's not forget the Tasmanians, who have some of the interesting and popular delicacies that once tasted, one will never forget. All visitors to Hobart this year will be queuing up for **Curried Scallop Pies** (never eat them cold), and, of course, **Baked Mutton Bird**, which has been on Tasmanian menus since Port Arthur was a one-way tourist resort.

So, I trust that all resident and overseas galley gourmets alike will benefit from all this information and will eat well in a southerly direction.

Personally, I will be sailing on a French yacht and eating **Kermits in Garlic Sauce**.

Many more overseas recipes may be found in the CYCA cook-book, *Sea Fare*, which is available from the Cruising Yacht Club of Australia, at a modest cost.

Happy Sailing!



## CULINARY CRITIQUE BY TONY CABLE

*Tony Cable has never been accused of pretention and, in fact, fancies himself a guardian of bald truth (or is it a bald guardian of truth?). Anyway, in the pursuit of his faith he is known for his diatribes on such subjects as 'famous navigators', 'heavies', 'weather forecasters' — in fact, anyone who aspires to be (or who puts himself out as) anything other than an ordinary bloke. With some sixteen Hobart Races to his credit, he also claims to be a qualified judge of pronouncements on any aspect of ocean racing.*

*Having served his apprenticeship in the galley, he feels more than qualified (you might say "duty bound") to critique Knocker White's trapeze artistry in front of the stove. Here Tony reflects on Knocker's suggestions, and proffers his own theory of sea cookery which, perhaps could be summed up: "Be resourceful, and sail with a cast-iron stomach."*

Knocker is undeniably an accomplished sailor but one of those who thinks that a boat revolves solely around the galley (and its chef), just as many navigators believe that the centre of effort is at the chart table.

The disruption to the crew which happens to cop one of these cooks is unfathomable, if you'll pardon my nautical turn of phrase.

You may have heard the tale of a couple of Hobarts ago when our cook on Gretel tried Knocker's **Festive Turkey** recipe — you know, the one out of the 'Larousse Gastronomique', where you shove a quail up a chook up a duck up a turkey? Well, it took the entire crew of 15 two hours (in the middle of Bass Strait) to pluck the birds. They had to use the coffee grinders to pull the birds all up one another. It took five hours to bake, and we got so hungry that we had to have an entree of Family Assorted biscuits, hunks of cheese, and some Christmas cake that one chap's mother had sent aboard. After all of this (and the long delay) we, of course, couldn't eat the prissy poultry when it eventually did arrive.

What will happen to the gullible sea cooks from overseas? Will they swallow Knocker's curious culinary juxtapositions, his 'local exotica'? Where will our esteemed visitors find all of the ingredients suggested? In Sydney?

If only to spare the poor sods valuable hours which they will otherwise surely squander, may I suggest that, in the case of **Oden**, seaweed can be readily acquired from under the CYCA's marina; lotus roots can be got in Chinatown; as Bonito scales will be out of season, prawn shells will have to

be substituted, and these can be collected at Christmas parties.

The real problem will occur for American chefs who, being curious as well as gullible tourists, are in double trouble. They are sure to want to try Knocker's local concoctions, and with-



out a bit more tutoring than is offered by Knocker, they are 'up the Putty'<sup>2</sup>. Their salvation lies with me and the fact that most of their skippers have piles of money. All these cooks have to do is, firstly, get the old man's American Express card and hire a Lear jet. Take off for Wally the Wombat's Butchery at Bathurst to get the Wallaby feet; thence to Bluey's Squatters Requisites, Gulgong, for the Jumbuck. Next, head for Bourke Aviary Supplies for fresh Emu. Red Kangaroo is readily available at Goo-doo-ga, a good-size Grey Kangaroo at

<sup>2</sup>Refers to the Putty Road, in New South Wales, one end of which leads somewhere, the other end, nowhere.

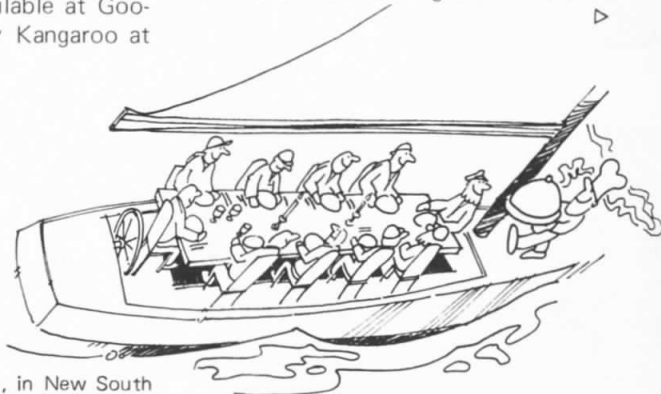


Armidale, and Blue Kangaroo at Moree. A side visit can be made to Warren if Wild Pig is needed.

I've already devoted too much time to straightening out Knocker's culinary contortions. Even in the absence of his ilk, our chefs de mer can get up to their ears in hot water, seemingly effortlessly, spanning the distance from the frying pan to the open flame in a single hapless tumble.

Take the experience of Sandy, when rustling up 'the good Aussie breakfast' for the French crew of 'Variag' in the 1977 Hobart. The first comment croaked out by a gagging French crewman was "Qu'est-ce que c'est ce cafe Australien?" With horror, Sandy realised that he had used the seawater tap when mixing up the powdered milk. Alas, it had already been applied to the cornflakes and scrambled eggs as well as the coffee, and he breathlessly awaited the compliments on the rest of the breakfast.

Something like this happened on 'Cherana' after the big blow in the '70



Hobart. As the weather lightened, they decided to have their first hot meal for some time, which was to be a bunch of rissoles. The famished crew couldn't wait to get into them, and were devastated to find that the cook had, mistaking it for the oil, used the contents of the detergent bottle for frying the rissoles and had rendered them inedible (for all but the most foul-mouthed aboard).

So, these are the kind of okker chefs that Knocker is trying to convert. They could really spend their time much more profitably by learning the lessons of initiative under difficulty. This is the mark of the true sea cook.

Such initiative was shown by Spiesey on 'Deception' one time when he went down below to heat up some frozen Quiches Lorraine. Finding that the stove was not heating, he completely dismantled it, serviced it, cleaning the jets, checking the gas pipes, and then totally reconstructing it. In spite of his heroics and the agonised groans of hunger from the now-weak crew, he still could get only a feeble flame, which barely managed to melt the custard. With great presence of mind and under considerable pressure, he poured the molten custard into mugs, and the crew had this for dinner, with the pastry cut into 'fingers' for dipping.

Faced with the hopelessness of trying to cook at sea, there are a number of really smart hands around who know that if they go down to the galley and cook terribly badly, they will not be asked to do it again. Take a chap called Duncan, for instance. He always cooks eggs mixed with sardines for breakfast; he personally loves the dish, but no one ever allows him to repeat it.

Jacko is a smart hand. He was up north on 'Southerly' one time, and being short of food, got some sausages, bread and scallops from a Greek cafe. A few days later when it was his turn to cook, he realised that he was doing pretty well and started to worry that he would get a full-time job at it. Cleverly he decided to muck up the meal with his special 'gravee'. Now, gravee is just plain flour burnt into black lumps, floating in boiling water. This he served over the scallops, along with slices of green mouldy bread.

Another tip comes from Clem. Any

time he goes ocean racing he packs into his seabag two cans of Pal dog food, and when his time comes to cook, after a suitable interval of being busy in the galley, he casually hands up a plate, piled with Pal, and asks someone to "throw this overboard, it's a bit oversalted". Naturally he is never asked to cook on the voyage again.

Lest any reader come to the conclusion that I am capable only of knocking Knocker, I will close by disclosing a couple of sea-going suggestions and a few ad hoc combinations that have been created on yachts whose stores have virtually run out.

### Kellett's Roast Duck Stromboli

#### Ingredients.

1 duck  
3 eggs  
4 slices fresh pineapple  
5 kg uncooked popcorn

#### Method.

Place duck in pre-heated oven (350 degrees) for one hour. Remove duck and stuff with remaining ingredients and replace it in oven. The duck is cooked when the popcorn blows its bum off.

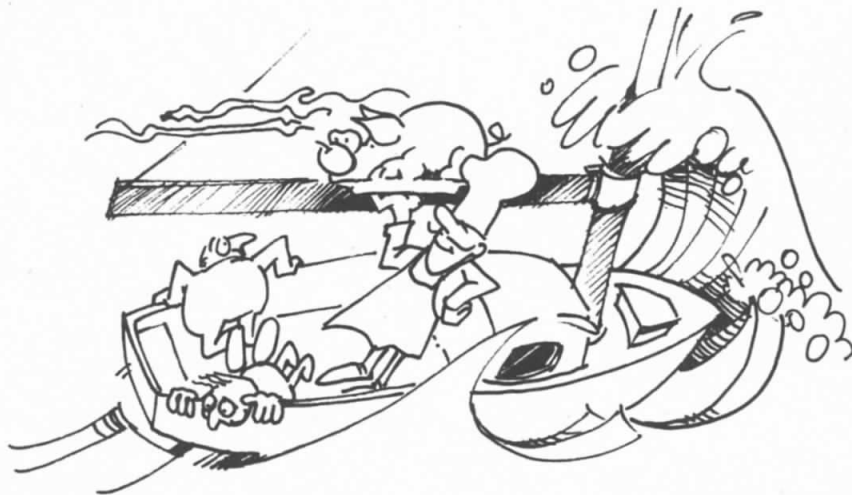
### Some quick tips

- Cornflour, rum and sugar can be made into scones.
- Gingernut sausages can be made with crushed gingernuts, vegemite and a bit of butter, all rolled up and lightly fried.
- If you run out of chocolate biscuits, the crew can be satisfied with a Sao biscuit and a square of chocolate.

□ Duncan said that it is an ocean racing fact that if meat is about on the turn, cook it in champagne, which will stop it going off.

□ Mickelborough says you should always travel with a few packs of zinc blocks to combat over-all heartburn. Take these before every meal to avoid electrolysis in the guts.

□ If you have cooked something that you think might end up killing someone, e.g. you may have used an old packet of Deb (instant mashed potatoes) that has been open aboard for two years, the shot is to wake up one of the off-watch and give him his meal saying he is the "last to eat". If he goes back to sleep for two hours and can be re-awakened, then your concoction is safe for the rest of the crew. □







BRIAN HAYDEN

# THE CHALLENGE OF THE SOUTHERN OCEAN

by John Brooks

The Hitachi Sydney-Hobart Yacht Race is the high point of the Australian ocean racing calendar, the culmination of much planning by CYCA officials, skippers and crews. For many of the latter it fulfils a long-held ambition to compete in one of the greatest ocean races in the world, and for them it represents the ultimate challenge, just as Mt. Everest represents the climber's greatest challenge. For a handful of yacht crews, however, the 1981 Hitachi Sydney-Hobart Race will be merely a training exercise, a shakedown cruise, a 650 mile warm-up for the high adventure to follow on January 24th when they

start the 8,500 mile Xerox Sydney to Rio Race.

When the gun signals the start of this adventurous race, unparalleled in Australian sport, it will be the result of two years of effort by race promoter, John Williams. From the germ of an idea he had nearly two years ago, John Williams has nursed the concept through to an auspicious beginning, and the prospects for the 1984 race, and beyond, are very exciting. Delicate negotiations with government departments, yacht clubs, and sponsors in two widely separated and different countries has produced more than just a yacht race, as impressive as that is.

Some might even say that to John Williams can go some of the credit for the burgeoning of friendly relations between Brazil and Australia, which extends to both trade and tourism and which is receiving the closest attention at high government levels in both countries.

When the crews set out on this Odyssey they will have spent much time studying the recommended sailing route from Sydney to Cape Horn, which dates back to the days of commercial sail and wool clippers. From Sydney the route slants south-east across the Tasman Sea to skirt to the south of New Zealand, unless an opposing wind stream over the Tasman forces the vessel to use the stormy Cook Strait between the North and South Islands of New Zealand. Thereafter the yachts will plunge further south through the roaring forties and into the fifties latitudes, and some will even venture into the 'screaming sixties', braving the dangers of drift ice and contrary winds from the east.

Most will probably stick relatively close to the recommended sailing route for the 5,800 miles to Cape



Horn, creating a battle of wits for the navigators as they endeavour to keep the yachts tracking in favourable wind patterns created by the low pressure areas which travel east along or about the 55th parallel. Too far north and the yachts will run into light conditions associated with the Pacific High (pressure area); too far south and there is the risk of getting to the south side of the low pressure systems and into easterly winds.

Travelling deeper towards the antarctic, into the high sixties, for instance, shortens the route because it remains close to the great circle track between Sydney and Cape Horn, but it brings the boat into antarctic conditions and constant problems with drift ice. In these areas the wind is by no means likely to remain from the west, and poor visibility can cause even greater problems with ice. The problems associated with racing at night, however, are removed because at that time of the year the high southern latitudes enjoy nearly 24 hours of daylight.

All yachts will sight drift ice from time to time, the degree of hazard being inversely proportional to the visibility. Where there is ice, there is cold, and for this race the crews will be equipped with protective thermal suits, something the average Aussie yachtsman has never had to contemplate. Staving off the cold and keeping dry is a constant battle which can sap the strength of the crew unless it is trained and thoroughly prepared to deal with cold.

As big as some yachts are, they represent a tiny space in which to cram all of the equipment, supplies and crew for extended periods. This presents an added challenge for the skipper, firstly in selecting a crew that will be compatible in extreme conditions for long periods and, secondly, in providing the leadership and example necessary to lift the crew, either as a unit or individually, when it is down. Over the weeks of hardship which this race represents there will be plenty of occasions when such leadership will be essential.

With continuous bad weather the rule rather than the exception, the navigator could sail for days on end without astro sights to confirm his position, and direction-finding radio signals are non-existent. Radio beacons

and LORAN are too far away to be of use, and the absence of an Australian Omega station renders this otherwise world-wide aid useless where it is most needed for this race. For the more lavishly equipped yachts, the answer to the problem is the satellite navigation system, which is the only electronic navigation aid available along the southern reaches of the Pacific.

In the loneliness of the Southern Ocean the yachtsman can depend on no one for rescue if things go wrong, so the key to survival is, first of all, meticulous preparation, then constant vigilance — vigilance against sudden weather shifts, against drift ice, against giant rogue waves, against wear-induced damage, against crew exhaustion, against carelessness. A hidden flaw in a mast fitting or a carelessly-handled runner can be expensive for a yacht owner in a Saturday ocean race, and for the crew the most it can cause is acute embarrassment back at the clubhouse. In the southern ocean it means disaster, and there will be no tow back to the marina. When you are 3,000 miles from the nearest land, you either repair the damage and continue to the nearest port, or resort to prayer.

Once around the dreaded Cape Horn, a significant moment in any mariner's life, over 2,500 nautical miles remain along the recommended sailing route via the Falkland Islands, a lonely British outpost, then north-

wards to Rio, standing well offshore to avoid the northerly winds inshore and to take advantage of the north-bound Falkland Current. From latitude 40 degrees south to Rio, the prevailing winds can be fickle, and it is here that the yachts are most likely to experience the frustration of extended calm patches and contrary winds, but they will love it, because it will be a tropical paradise by comparison with the Southern Ocean.

Finally will be the race to the finish line, off Copacabana Beach and Rio de Janeiro, which has a harbour as spectacular as the one at Sydney that they will have left six weeks (or more) previously.

Rio is a cosmopolitan city with a population (in 1970) of over seven million people, and from the preparations in hand it is apparent that when the Aussie yachties arrive they will receive a welcome that they will not forget in a hurry. They will also know that they have been in one of the toughest races in the world and one of the most adventurous; they will have tested their own limit as much as that of the boat; they will have survived the hazards of a Sydney-Hobart Race multiplied tenfold. The ultimate hazard, however, is the Southern Ocean itself. Vast and empty except for icebergs and sea life, it is, and always has been, a deadly arena for mariners. Huge seas, unpredictable weather and fierce recurring gales make it a place to respect, if not fear. □



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## Tasmania. The Treasure Island.

# IT'S ALL PLANNING

by **Bill Sherman**

If your boat is not ready by the 22nd, you're in trouble." This remark by a successful ocean racing skipper reflects the attitude that is needed for anyone to compete successfully in the Hobart.

When the Hobart fleet sets off so magnificently down Sydney Harbour on Boxing Day, what it represents is not only a tremendous amount of money, but a quite incredible amount of planning, preparation and dedication going back, in some cases, twelve months or more.

Every boat will have made the decision to enter the 1981 Hobart many months before. For example, the crew of 'Big Schott', which is owned and skippered by past CYCA

Commodore (1980/'81), Tony Pearson, started to think about the race the day after they finished the 1980 Hobart. The crew analysed their strengths and weaknesses, the boat's capabilities and the correctness, or otherwise, of decisions made during the race on such matters as sail changes, course, and watchkeeping.

Out of that post-race analysis came decisions to fit a new mast, alter the profile of the rudder and to replace or re-cut some of the sails. The crew also agreed to be more aggressive in changing up to larger sails as the wind strength decreased, or generally, to work harder as a crew to get to Hobart earlier next time.

It's all much harder than it might



RICHARD BENNETT



BILL SHERMAN

seem. Geoff Blok of 'Mary Muffin' put it this way: "Like that well-known cookbook says, firstly get a yacht. Buy, charter or build it according to the personal taste of your bank manager. Assemble on the wharf a quantity of sails and gear, crew and liberal lashings of food and booze. Toss those ingredients on board, add a spray of salt water, and you are now ready to think about racing."

Geoff Blok describes what he looks for, and expects from, his yacht and crew, emphasising that the comments are peculiar to his boat.

"The yacht you are about to go to sea in must be sound and of sufficient strength to withstand a solid pounding without losing sight of the fact that you are racing, after all. And in those quiet drifting moments when the soufflé is rising and the breeze is only just noticeable on your face, the strength and weight of your yacht should not be so great that there is no forward movement indicated by the instruments.

"Coupled with soundness of the yacht is safety equipment. At no time would I try to save a penny on buying inferior items — it could well mean me hanging onto that life buoy which won't hold my weight, or me trying to crawl into a life raft that has barely inflated

"You cannot expect a racing crew to maintain its stamina and morale on a cold sausage and a swig of warm lemonade. Take plenty of food; I've never heard of any crew member putting on weight during a race. Don't make it elaborate; food should be able to be prepared easily, hot, or more important, cold.

"I always make a point of eating last; it allows the crew to have their fill and ask for more. Also, if two or more retire to the forepeak and concertina from the knees up, I can decline my share and open a can of Canadian crab meat.

"Booze is always a moot point among skippers. My own feeling is that if the crew think they can handle it, let them bring it on board. I have never experienced a crew member unable to take his watch during a race or unable to complete it to the best of his ability (because of booze). A 'happy hour' is a good morale booster and a time to talk over problems and to contemplate new techniques.

"Not enough can be said about crews. I look for experience, compatibility, sense of humour and reliability. Your own evaluation of these will decide the composition of your work crew. Without a good crew, gear usually gets broken, injuries occur and races are lost."

The crew requirements are many and varied, but in the specialist category the boat must have three helmsmen, a navigator, a foredeck hand and two sail trimmers as a minimum. It is essential that they are healthy, compatible, enthusiastic, competitive, safety-conscious and have a long concentration span. It is also desirable that the majority of the crew not suffer from seasickness in any conditions. It is essential that most have sufficient experience so that they can do every other job on the boat and also play a part in the repair and maintenance of the yacht equipment and the cooking, washing up and maintenance of the yacht itself.

The demands of the campaign are such that a crew member must be able to take a considerable amount of time off from his business and family responsibilities to participate in preparation for and competition in the events of the season.

Then it is just a matter of training hard each week until Christmas, hopefully all the while enjoying the racing and improving crew and boat performances, with the object of reaching a peak of performance on the 26th to 30th of December 1981 and winning that coveted Hobart Race trophy.

It is this sort of approach that so often separates the boats at the top of the fleet from those further down. Of course, on some boats, where crews have sailed together for many years, some things can be taken for granted.

'Vanguard' is a Farr 1-tonner. She was built in 1977 and will be doing her third Hobart in 1981. In 1978 she won both the Montagu Island Race and the CYCA Long Ocean Point Score series. In other words, she is a well-campaigned and tested boat with an established crew.

Her crew is particularly interesting. She is raced by eight, most of whom have raced together on 'Vanguard' for the last three seasons. Others were previously on boats with the owner/skipper, Dick Cawse. Dick believes that crew compatibility is the most important single factor on a successful ocean racer and says, candidly, that he probably wouldn't have sailed this year if it weren't for the crew he has. 'Vanguard' works a system of two watches, one with the skipper or watch captain and the other led by Geoff Rouvray. There are three men in each watch, with two others 'floating', these are the navigator and the forward hand, neither of whom stand watches.

As an example of how experienced the crew is, the navigator, Chris Oxenbold, is a Commander in the RAN and teaches navigation at HMAS 'Watson'. 'Vanguard' also has a crew man, Ian Daird, who enjoys (and is good at) cooking dishes like beef and burundy, sweet-and-sour chicken and tuna cas-

serole, home-made and frozen before the start of the race. They are the order of the day.

Even with such an established boat, a 'coming of war' was held in April, when the decision to go to Hobart was made. Lots of crew practice wasn't needed, but the performance of the boat was thoroughly reviewed, a work list prepared and additional or replacement gear agreed upon. In addition, the boat was thoroughly campaigned in the races leading up to the Hobart, the aim being to have her tried, tested and 'in with a chance' well before race day.

Of course, the organisation on each boat is different. 'Matika II' is a 35-ft three-quarter tonner. In the 1980 Hitachi Sydney-Hobart Race, she won her division. Her owner, Leslie Green, is fairly new to racing, and this is recognised and allowed for in the way she has been organised in her successful racing career under his leadership. In a long ocean race, 'Matika II' normally has a crew of eight. The watches are four hours for the crew and two hours for the helmsmen. The navigator and skipper aren't on the roster, but they act as relief helmsmen and cooks. Normally there are three to four persons on the deck per watch, four during a sail change. Besides the full-time navigator, there are at least two others who can navigate and operate the radio.

There are six berths; one is solely for the navigator, who is really on call 24 hours a day. At the end of the watch, the helmsmen will write up the log and take responsibility for logging any course alterations — if it is not necessary to wake the navigator. The navigator has, of course, overall responsibility for the log.

Green says: "The meals on 'Matika II' are planned. We usually take Cryovac-packed fresh meat, which lasts quite a few days unopened. We take two or three beef fillets, one of which will feed the crew. The fillets are sliced and quickly fried for the main meal. Breakfast is usually eggs and cereal; lunch is sandwiches. There is always plenty of fresh fruit, biscuits and chocolate. Tins of soup, salmon and fruit are back-up food in bad weather.

"Decisions on tactics, choice of sails, in fact, most decisions are made with all of the crew participating if they wish to. I am one of the least experienced of our crew and really try to run the boat as I would any organisation or business — harmony being very important as is maintaining enthusiasm at all times."

After all that preparation, it's time to start. One skipper, who delights in having the last word, described the race as rather like soldiers going off to war. "They march down George Street to the cheers of the crowds. A few days later they find themselves in a war with no bands and no glamour, and quite a few of them might say as they cross Bass Strait in a storm, "What the hell am I doing here?"

But most can't wait to do it again next year. □



## Down for the 30th (continued from page 24)

And what of the 'rivalry' between Peter, Stan Darling and Magnus Halvorsen for the most Hobarts? Peter does not think that there is any rivalry. All three have been there for the challenge, and all have been fortunate to be there at the beginning, and have been able and keen to keep it up. Peter feels that his 'score' will be beaten, and the time won't be too far away. There are a lot of yachties now with 25 or 26 Hobarts behind them who are a lot younger. He says that 'chalking up' another number is not what it is all about. It is the privilege of going down that counts, and he feels that Stan and Magnus have the same attitude. All three have been friends for a long time.

To Peter the Hobart is the epitome of ocean racing. There is no start like it, and there is no finish like it anywhere else in the world. Even with increasingly large fleets year after year, there is no way it should be changed.

Asked about his thoughts on future races, Peter compares the last few years, when fleets have become larger.

"The boats are a lot larger and faster, and the crews are so much better. Safety has come a long way. A boat that raced in the early Hobarts would not be accepted today, and anyone would be mad to take one."

How long before he gives ocean racing away? He does not know. Health aside, he will hang around until there is no more challenge or when they stop asking him to go.

After all these years has he found the ideal boat to 'do' a Hobart?

"The ideal boat, if there is such a thing, would have to be strong enough to get there. To me, small boats are doing it the hard way. I've sailed down on a few; there is nothing like a big boat. I feel that a boat between 42 feet and 52 feet would be the ideal size, big enough and fast enough to give you some excitement."

And what does 30 Hobarts mean to Peter Green?

"Tremendous sailing, the friendships over the years, wonderful comradeship. I would not swap it for all the tea in China."

And, yes, he still gets butterflies at the start. □

## A Dock called Constitution (continued from page 29)

and is thus on Marine Board territory. On this site, but facing the lower end of Elizabeth Street, a Mariner's Church was built in 1863. Its construction was mainly due to the generosity of Henry Hopkins, who had chaired that anti-transportation protest meeting at the Bird-in-Hand some years earlier. This old church was made redundant by other welfare organisations, and in 1918 was dismantled and re-erected at St Peter's at Sandy Bay.

Adjacent to the southwest corner of the dock is a city block of buildings owned and partly dismantled by the Hobart City Council with the intention of creating a City Square. These plans seem to have been shelved after the Marine Board building was erected. What an appropriate site for an ocean racing park, with busts of Sir William Denison and John Illingworth, perhaps a piece of Fastnet Rock, somewhere an honour roll of overall winners on corrected time, and maybe even a few scale-models cast in bronze of outstanding yachts such as 'Rani', 'Four Winds I', 'Freya', and the original 'Ragamuffin'.

### Threats to the Dock's existence

The Dock has twice been seriously threatened with destruction. The first threat came when the General Manager of the Tasmanian Railways presented a strong case in 1908 and 1910 for the construction of a new Hobart Railway Station on the dock site. This double-bareled attack was repulsed by two outstanding Master Wardens, A.E. Risby, in 1908, and W.H. Burgess Snr., in 1910. On both occasions the Marine Board issued the Nelson-like statement:

**"The Board regrets that it cannot entertain the proposals of the Government to surrender the Docks for the purpose of a Railway Station."**

The matter was finally resolved on 8th March 1910 when a conference was held between the Government and the Board. The report on the meeting concluded "... that the government would accept the decision of the Board as its final determination in the matter."

A more recent attempt to destroy the Dock was made in 1950 by the Hobart City Council acting on a report from the City Engineer, which propo-

sed the draining of Constitution Dock and the erection of a four-storey car park on the site. This time, the Marine Board's defence of the Dock was led by Master Warden Alan Johnson, whose father was Capt. Alfred Johnson of the trading ketch 'Lily May' in days gone by.

Throughout its life the Dock has welcomed many visiting yachts, but perhaps none more unusual than the dugout canoe 'Tilikum', in 1903 during Capt. Voss' amazing voyage around the world.

After the yachts finished in the first Sydney-Hobart Yacht Race, they tied up in Watermen's Dock. The winning skipper, John Illingworth, went to dinner with a newly-arrived Marine Board officer, Capt. C.A. Woods. They both had a background of Royal Navy training and service. The next year the yachts berthed in Constitution Dock, and 'A-1' Woods was there to help. He stayed on for another 30 years, 10 as Deputy Harbourmaster and finally Port Master and Harbourmaster, at all times facilitating the use of the Dock. It was entirely due to his tact and consideration for everyone that the final serious objection by the Professional Fishermen's Association in 1972 was withdrawn, and that the Dock continues to be made available free of charge to Sydney-Hobart yachts.

This generous hospitality is, of course, extended by the Marine Board, many of the Wardens having had a lifelong association with sailing and the sea. One Master Warden, Roy Gibson, crewed for Archie Robertson when 'Rangere' won the first Stonehaven Cup, and continued as an outstanding fore'ard hand for many years. He was elected to Life Membership of the RYCT, partly in recognition of his 16 years service as skipper of the 'Robert Nettlefold'. Besides being a Marine Board Warden for a record 33 years, he has also probably towed the greatest number of Race yachts into the Dock. Many yachtsmen were no doubt unaware that they were in the capable hands of the Master Warden of the Port of Hobart.

At the RYCT, where ocean racing is only one facet of the activities, there have been great ocean racing commodores, like 'Jock' Geeves, Les Gabriel and Jim Hickman to further the happy use of Constitution Dock. In return the Race has given the Dock international recognition, so that yachtsmen in every country know that in Hobart, Tasmania, there is a Dock called Constitution. □



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# RACE HISTORY

## Race History 1945-1947

The results of 36 Sydney-Hobart Yacht Races are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost informal contests among a handful of what were basically cruising craft to highly organised competitive meets among the most up-to-date racing machines.

Reading through the following pages, which contain the complete history of results, you will see that, while the size of the fleets going to Hobart has changed dramatically — from eight in 1945 to a record 147 yachts that cleared the Heads on Boxing Day 1979 — the weather has remained capricious, as ever. The photographs in the Gallery of Winners on the following pages clearly show the dramatic evolution of yacht style, change which has accelerated in recent years. The challenge of this 630 nautical mile race, through some of the world's wild waters, is, however, as it ever was.

### How it all began

Although ocean racing in small yachts goes back to the beginning of this century overseas, little interest was taken in deepwater racing in Australia until the formation of the Cruising Yacht Club of Australia. Both in Australia and New Zealand, one or two attempts had been made to stage ocean races, but it was not until the year after the formation of the CYCA that a definite step was taken.

At this time the CYCA was lucky enough to have the late Captain J.H. Illingworth, R.N., as an Honourary Member. Illingworth, an authority on every aspect of blue-water racing and a Committee Member of the Royal Ocean Racing Club of Great Britain, gave a lecture to the Club one night after its usual dinner. At the end of his talk, Peter Luke said to Illingworth, "Walker, Earl and I are going to cruise down to Hobart. Why don't you come along?"

Illingworth replied, "Why don't we make it a race?"

Said Luke, "Okay, we'll make it a race." And thus the Sydney-Hobart Yacht Race was born.

The Royal Yacht Club of Tasmania co-operated from the other end and selected the cutter Winston Churchill, designed and built by Percy Coverdale, for their entry in the first race. Entries closed on December 1, 1945, and the Race was open to any yacht on the register of a recognised yacht club. Before being allowed to enter, each yacht had to pass an examination conducted under the rules of the RORC. Although a number of offshore and passage races had been sailed around the coast in the past, and a number of notable matches sailed over considerable distances between two vessels, no full-scale, long distance races had been run before that Sydney-Hobart Race in 1945.

Note: There is minor variation in the expression of times given on the following pages. In 1945, days, hours, and minutes are given. From 1946-1973, days, hours, minutes and seconds are given. The advent of computers used in plotting handicap results during the course of the race in 1974 saw the advent of days, hours, minutes and tenths of minutes, which has continued from that year.

## 1945

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

FASTEST TIME RANI

RETIRED ARCHINA (P. Goldstein).

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

## 1946

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. Philip	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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	WESTWARD	G. D. Gibson	5-13-19-04	.7232	4-00-24-56
2	MOONBI	H. S. Evans	5-22-46-02	.6807	4-01-10-54
3	PEER GYNT	T. Halvorsen	6-01-18-15	.6853	4-03-34-37
4	KINTAIL	D. Macrae	5-20-00-56	.7359	4-07-02-15
5	FORTUNA	Dr. R. Wishaw	6-05-13-09	.6965	4-07-55-52
6	TRADE WINDS	M. E. Davey	5-23-15-01	.7342	4-09-10-28
7	SALTAIR	A. E. Walker	6-06-23-20	.7024	4-09-37-07
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. Philip	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. Periton	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	6-25-46-36	.7199	5-00-46-57
19	MISTRAL II	R. F. Evans	5-10-58-45	.8848	5-03-51-13
20	ALOHA	J. A. Clark	8-03-19-48	.6343	5-03-53-52
21	STORMBIRD	J. H. A. Herford	7-11-16-40	.6938	5-04-22-59

FASTEST TIME MORNA

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

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

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

'Pacha', winner in 1970.



Gallery of Winners



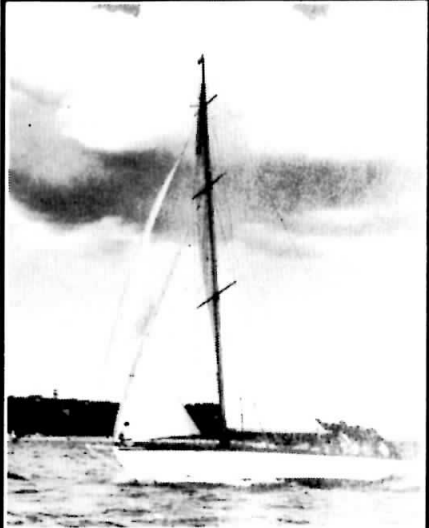
1945 – Rani



1946 – Christina



1947, 1948 – Westward



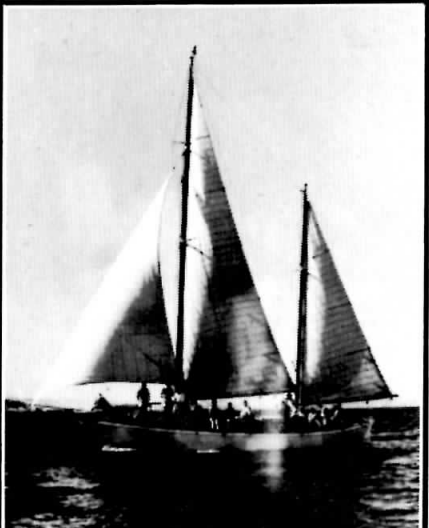
1949 – Tradewinds



1950 – Nerida



1951 – Struen Marie



1952 – Ingrid



1953 – Ripple

Gallery of Winners



1954 — Solweig



1955 — Moonbi



1958, 1960 — Siandra



1956, 1962 — Solo



1957 — Anitra V



1959 — Cherana



1961 — Rival



1963, 1964, 1965 — Freya

Gallery of Winners



1966 – Cadence



1967 – Rainbow



1968 – Koomooloo



1969 – Morning Cloud



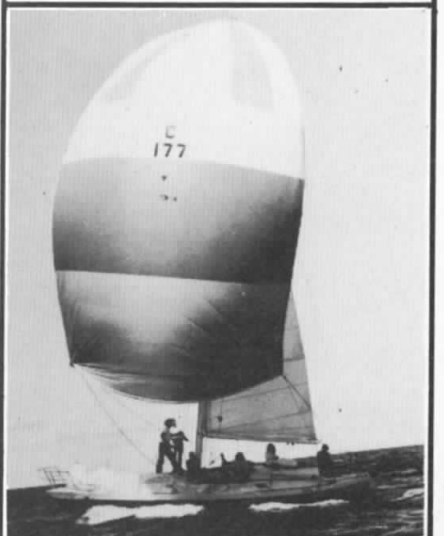
1970 – Pacha



1971 – Pathfinder



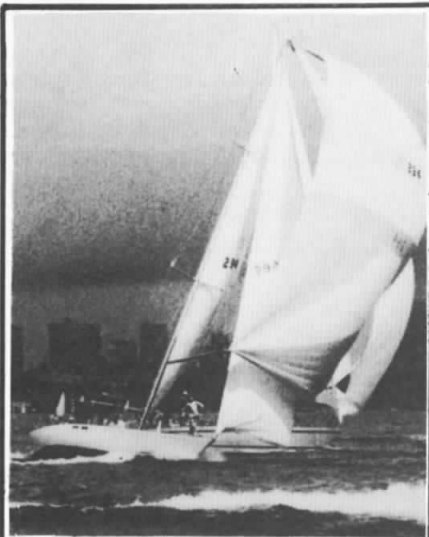
1972 – American Eagle



1973 – Ceil III



Gallery of Winners



1974, 1978 – Love & War



1975 – Rampage



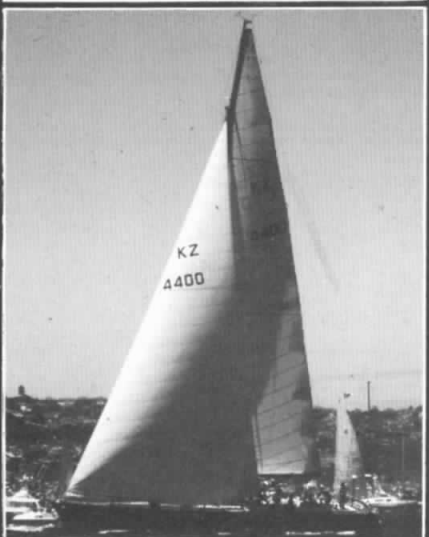
1976 – Piccolo



1977 – Kialoa



1979 – Screw Loose



1980 – New Zealand





# Race History 1948-1954



## 1948

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. Plovman	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	.7864	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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	3-23-39-43
2.	WALTZING MATILDA	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA	J. Halliday	6-05-26-10	.6603	4-02-40-22
4.	MARGARET RINTOUL	A. Edwards	5-10-35-01	.7652	4-03-55-21
5.	FORTUNA	W. Fesq	6-02-05-07	.6948	4-05-30-00
6.	SEASALTER	D. H. Jarvis	6-04-50-30	.6831	4-05-41-06
7.	LASS O' LUSS	J. Colquhoun	6-02-07-35	.6982	4-06-01-32
8.	GIpsy QUEEN	A. C. Eden	6-00-45-24	.7056	4-06-08-25
9.	PEER GYNT	M. & T. Halvorsen	6-05-26-35	.6849	4-06-21-13
10.	NOCTURNE	J. R. Bull	6-02-08-02	.7364	4-11-36-47
11.	HORIZON	S. Berg	6-06-12-43	.7199	4-12-08-15
12.	INDEPENDENCE	E. Messenger	6-00-05-13	.8274	4-23-13-03
13.	MISTRAL II	R. F. Evans	6-02-00-54	.8945	5-10-44-31

FASTEST TIME: WALTZING MATILDA.

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

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

## 1950

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	NERIDA	C. P. Haselgrove	5-06-15-49	.7597	3-20-17-13
2.	MARGARET RINTOUL	A. W. Edwards	5-05-28-35	.7606	3-23-26-14
3.	MISTRAL V	G. W. Rex	5-05-47-01	.7704	4-01-21-23
4.	FORTUNA	W. Fesq	6-02-50-26	.6923	4-05-39-28
5.	SOLVEIG	T. & M. Halvorsen	6-01-41-29	.7149	4-08-08-25
6.	KINTAIL	D. Macrae	6-04-02-23	.7048	4-08-20-35
7.	GIpsy QUEEN	A. C. Eden	6-06-52-20	.7056	4-10-28-02
8.	JASNAR	A. E. Saafeld	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11.	MISTRAL II	R. F. Evans	5-17-00-54	.8829	5-00-58-14
12.	WANDERER	E. Massey	7-02-08-35	.7505	5-07-41-33
13.	BACHELOR'S WIFE	B. Tanner	8-14-10-00	.6455	5-13-05-00
14.	SEAWARD	P. Benson	9-07-30-20	.6359	5-22-07-38

FASTEST TIME: MARGARET RINTOUL.

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

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

## 1951

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.

## 1952

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	5-05-49-46
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.

## 1953

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIPPLE	R. C. Hobson	5-12-58-36	.6633	3-16-12-12
2.	SOLVEIG	T. & M. Halvorsen	5-07-12-50	.7048	3-17-39-37
3.	HORIZON	S. Berg	5-10-41-46	.7016	3-19-41-47
4.	KURURA	J. A. Clark	6-06-25-06	.6426	4-00-39-32
5.	NIMBUS	A. L. Cohen	6-05-23-15	.6571	4-02-09-45
6.	BRILLIANT	B. 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), JANZOOM (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.

## 1954

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLVEIG	T. & M. Halvorsen	5-07-38-56	.7048	3-17-58-01
2.	GIpsy QUEEN	A. C. Eden	5-09-26-33	.7006	3-18-41-15
3.	CAROL J	J. Halliday	5-07-37-37	.7112	3-18-46-06
4.	KINTAIL	D. Macrae	5-07-23-34	.7290	3-20-52-10
5.	SOUTHERN MYTH	N. Howard	5-07-47-53	.7363	3-22-05-52
6.	WHITE CLOUD	G. Brenac	5-07-42-29	.7689	4-02-11-41
7.	TAM O'SHANTER	R. A. N. College	6-00-16-07	.6861	4-02-58-59
8.	LAURIBADA	J. Holm	5-19-49-18	.7104	4-03-19-45
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.

# Race History 1955-1960

## 1955

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

## 1956

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	4-05-03-33	.7927	3-08-33-52
2.	ANITRA	T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3.	CAROL J	J. Halliday	4-20-31-58	.7069	3-10-22-37
4.	JANZOON	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH	N. C. Howard	5-00-28-46	.7252	3-15-22-18
8.	RIPPLE	R. C. Hobson	5-13-29-55	.6621	3-16-23-22
9.	CATRIONA	D. M. Brown	4-20-39-07	.7656	3-17-18-32
10.	KURREWA IV	J. & F. Livingston	4-04-31-14	.9114	3-19-36-52
11.	FANTASY	D. Burrige	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	A. N. 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	6-22-38-77	.6808	4-17-26-55
20.	NIRIPA	G. E. Peacock	7-09-03-10	.7048	4-20-19-37
21.	PHARRE	R. Cortese	6-21-04-24	.6753	4-23-33-48
22.	FOUR WINDS	R.A.N. College	9-10-18-00	.6369	5-08-37-20
23.	FAILIMA	J. McLaren	7-22-03-00	.6813	5-10-45-15
24.	NIRVANA	Dr. K. Laws	6-19-27-33	.8173	5-13-42-44
25.	SERENADE	L. Esdaille	7-18-27-40	.7291	5-15-58-00
26.	RENE	P. S. Parry	9-20-57-00	.6630	6-13-05-52

FASTEST TIME: KURREWA IV.

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

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

## 1957

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	W. R. Slade	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH	N. C. Howard	5-02-58-10	.7250	3-17-09-10
13.	JANZOON	W. R. Slade	5-07-20-07	.7064	3-17-59-59
14.	TAHUNA	H. Wilckens	5-07-06-53	.7384	3-21-51-47
15.	WINSTON CHURCHILL	Sir Arthur Warner	5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE	N. D. Rundlet	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.

## 1958

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.

## 1959

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	5-00-42-33	.6722	3-15-51-46
14.	METUNG	Dr. T. O. Beatty	5-01-52-22	.7270	3-16-36-05
15.	LORRAINE	R. F. Rusk	5-12-08-28	.6846	3-18-44-30
16.	CATRIONA	D. M. Brown	5-00-56-30	.7617	3-20-07-17
17.	BIRRAHLEE	J. & T. Savage	5-20-23-00	.6595	3-20-34-58
18.	KURREWA IV	F. & J. Livingston	4-15-13-29	.8651	4-00-13-14
19.	WINSTON CHURCHILL	Sir Arthur Warner	4-23-27-47	.8084	4-00-34-26
20.	ARCHINA	J. S. Howie	5-00-55-29	.7995	4-00-40-46
21.	RUTHEAN	A. & T. Toll	4-23-04-53	.8336	4-03-15-58
22.	TAM O' SHANTER	R.A.N. College	6-09-45-00	.6673	4-06-35-41
23.	SOLANO	G. Glen Carr	6-09-23-30	.6786	4-08-05-30
24.	FOUR WINDS	S. W. Gibson	7-01-39-05	.6376	4-12-10-11

FASTEST TIME: SOLO

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

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

## 1960

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. Rundlet	4-03-19-24	.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

(continued on next page)





# Race History 1960-1964



(continued from previous page)

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

FASTEST TIME: KURREWA IV.

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

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

## 1961

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. J. Earl	4-22-51-06	.6590	3-06-19-24
6.	NORLA	J. S. Howie	4-16-29-04	.7061	3-07-25-31
7.	SOLO	V. Meyer	4-05-30-03	.7912	3-08-18-27
8.	KALEENA	H. E. Godden	5-02-50-07	.6540	3-08-20-03
9.	LASS O' LUSS	B. C. Psaltis	4-20-43-16	.7085	3-10-41-49
10.	KINTAIL	G. A. Horniman	4-18-37-40	.7282	3-11-28-19
11.	TAHUNA	E. A. Hales	4-19-25-40	.7368	3-13-02-50
12.	SILHOUETTE	R. Swanson	5-02-39-53	.7040	3-14-21-21
13.	SOUTHERN MYTH	N. C. Howard	4-23-38-57	.7252	3-14-46-10
14.	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-15
15.	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16.	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	.7077	3-19-21-51
19.	SOUTHERLY	D. Mickleborough	5-18-56-05	.6608	3-19-48-29
20.	ALSA	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. Boyden	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.

36.	LARNARNI	W. Wakefield	4-01-45-59	.7708	3-03-21-30
37.	AOEA II	R. K. Hunt	4-20-09-57	.6523	3-03-46-30
38.	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	.8339	3-04-54-07
39.	GOODEWIND	K. R. Laws	4-08-04-24	.7546	3-06-32-01
40.	ILINA	K. R. Murdoch	4-03-31-37	.7985	3-07-28-20

FASTEST TIME: ONDINE.

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

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

## 1963

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	.8855	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	3-14-30-29
11.	ANITRA V	J. S. Samson	5-03-42-00	.6999	3-14-34-39
12.	NORLA	R. Bennetto	5-03-25-22	.7060	3-15-08-11
13.	CAROL J	J. Halliday	5-04-20-13	.7055	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	.6663	3-17-27-53
17.	MALOHI	S. Fischer	5-17-07-40	.6555	3-17-53-14
18.	LASS O' LUSS	B. C. Psaltis	5-07-08-47	.7072	3-17-55-05
19.	SEA BEE	J. Ashton-Martin	5-08-03-14	.7158	3-19-39-40
20.	JOY TOO	J. & J. McLaren	5-22-25-44	.6575	3-21-38-49
21.	SYLPHIDE	W. Boetcher	5-23-35-12	.6557	3-22-08-59
22.	ASTOR	P. R. Warner	4-10-53-00	.8836	3-22-26-32
23.	KALEENA	H. E. Godden	5-21-08-41	.6746	3-23-12-58
24.	SOUTHERLY	D. Mickleborough	5-23-56-33	.6672	4-00-02-18
25.	PALANA	R. Shield	6-02-12-01	.6613	4-00-40-56
26.	STRUEN MARIE	A. J. Wildman	6-01-16-44	.6655	4-00-40-59
27.	RUTHEAN	A. V. & I. J. Toll	5-01-05-40	.8065	4-01-39-46
28.	WINSTON CHURCHILL	G. Warner	5-03-53-37	.8213	4-05-45-11
29.	NIRIPA	J. W. White	6-02-31-30	.7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	.6838	4-12-01-49
31.	SOUTHERN MYTH	N. C. Howard	6-06-51-11	.7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	.6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	.6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	.6653	5-03-13-30

FASTEST TIME: ASTOR

RETIRED: AOTE A 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 upset many calculations. Then a fresh South Westerly down Tasmania way which reached 70 knots in Storm Bay caused many retirements.

## 1962

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

## 1964

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 MARIE	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	R. 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

(continued on next page)

# Race History 1964-1967

(continued from previous page)

RETIRED AILSA (J. Marion), ATELOT (A. G. Croft), BACCHUS D (P. E. Deaton)  
 BINDAREE (G. G. Blackwood), LOLITA (N. G. Cassin), 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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	.7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	.7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	.7475	3-15-46-20
6.	NARANDA	I. A. R. Polson	4-21-25-12	.7522	3-15-46-20
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	.8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	.7563	3-16-30-06
10.	KURURA	N. F. Milne	4-21-00-08	.7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gilliam	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-Stade	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.	ATELOT	A. G. Croft	4-20-45-55	.7804	3-19-07-25
28.	AKALA	J. H. Bleakley	4-21-31-04	.7792	3-19-34-10
29.	SEAWIND	N. F. Brooker	4-16-06-50	.8184	3-19-45-15
30.	FARE-THÉE-WELL	R. T. Williams	4-20-46-51	.7874	3-19-57-11
31.	THEME	K. Bridgestocke	5-00-45-10	.7625	3-20-04-26
32.	TAIRERE	A. Adams	4-20-46-38	.7893	3-20-10-20
33.	SALACIA	A. Byrnie	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. Brynzest	3-20-30-09	1.0645	4-02-28-28
42.	ALCHERINGA	J. N. Bridgland	5-01-48-13	.8226	4-04-11-45
43.	INGRID	C. M. Earl	5-08-42-41	.7840	4-04-54-35
44.	BARANNE	J. Wedd	5-13-25-00	.7654	4-06-07-03
45.	ILINA	K. R. Murdoch	4-18-27-15	.9097	4-08-07-06
46.	ENID	J. Cockle	4-12-48-05	.9577	4-08-11-56
47.	CUTTY SARK	W. R. Bradley	4-23-39-29	.9231	4-14-27-23
48.	CORSARO II	Italian Navy	4-20-53-45	.9777	4-18-17-20
49.	ARUNTA PRINCESS	A. Mark	6-12-28-12	.7696	5-00-25-10

FASTEST TIME: STORMVOGEL.

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

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

## 1966

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.	MALOH	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.	ATELOT	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	4-07-31-56
17.	RONITA	R. A. Cottee	5-16-39-11	.7588	4-07-41-33
18.	ODIN	L. J. Abrahams	5-10-41-41	.7945	4-07-50-12
19.	BALANDRA	R. Crichton-Brown	5-02-06-46	.8529	4-08-08-59
20.	LORITA MARIA	N. B. Rydge	5-13-27-24	.7829	4-08-29-00
21.	POITREL	J. Robson-Scott	5-17-37-16	.7594	4-08-30-35
22.	TAONUI	J. Lidgard	5-07-24-16	.8226	4-08-48-10
23.	SALACIA	A. W. Byrnie	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.	ROPANU	R. K. Brown	5-17-01-32	.7831	4-11-18-17
32.	BACCHUS D	P. E. Deaton	5-06-45-29	.8469	4-11-21-05
33.	SHIMAAL	C. M. Earl	5-13-24-14	.8102	4-12-06-00
34.	CARMEN	J. H. Edmunds	6-06-13-30	.7331	4-14-07-47
35.	CAROUSEL T	L. E. Gabriel	6-01-49-36	.7633	4-15-18-34
36.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-20-16	.7557	4-16-20-17
37.	THEKLA	F. F. Varcoe	6-08-20-13	.7619	4-20-03-56
38.	RIVOLI	E. Eggers	5-11-06-09	.9070	4-22-54-36
39.	CAROUSEL	M. R. Brakell	6-10-47-54	.7568	4-21-09-05
40.	CARINA	R. L. Holford	6-05-07-41	.7981	4-23-01-09
41.	NAM SANG	J. Thompson	5-08-10-33	.9568	5-02-38-19
42.	ALCHERINGA	J. N. Bridgland	6-06-33-19	.8257	5-04-18-49
43.	SAGA	L. S. Little	7-02-28-41	.7831	5-13-30-04
44.	ALTAIR	G. W. Moore	6-13-01-18	.8635	5-15-35-18

FASTEST TIME: FIDELIS.

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

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

## 1967

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RAINBOW II	C. Bouzard	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. Byrnie	4-18-21-24	.8025	3-20-02-19
5.	MERCEDES III	H. Kaufman	4-18-41-05	.8035	3-20-08-56
6.	HUON LASS	H. D. Calvert	4-20-09-51	.7949	3-20-20-19
7.	MISTER CHRISTIAN	P. Kurts	4-22-03-47	.7692	3-21-10-31
8.	CASTANET	L. Carmichael	5-08-49-03	.7315	3-22-13-47
9.	CORROBOREE	K. A. Gray	4-23-20-44	.7987	3-23-19-17
10.	WATHARA II	B. Cameron	5-05-28-39	.7667	4-00-12-13
11.	CALLIOPE	K. Middleton	5-11-53-08	.7323	4-00-34-47
12.	MOONBRID	N. F. Brocker	5-06-32-38	.7682	4-01-12-38
13.	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14.	CAVALIER	J. Roche	5-13-11-55	.7378	4-02-16-28
15.	SATANITA	D. H. R. Wilkie	5-01-38-39	.8083	4-02-19-39
16.	MALOH	S. Fischer	5-10-36-26	.7550	4-02-36-31
17.	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18.	FARE-THÉE-WELL	R. Williams	5-06-22-32	.7859	4-03-18-59
19.	ADRIA	J. Grubic	4-23-04-31	.8360	4-03-32-50
20.	CATRIONA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21.	SALACIA	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	4-05-18-03
26.	RONITA	R. A. Cottee	5-16-24-44	.7550	4-06-56-28
27.	ATELOT	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	4-07-28-19
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. G. 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. H. Edmunds	6-06-09-40	.7331	4-14-04-58
44.	ENID	J. C. A. Cockle	4-19-00-17	1.0577	4-14-08-24
45.	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46.	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47.	MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50
48.	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49.	MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38
50.	SEPTEMBER SONG	T. Palmer	6-00-55-19	.7690	4-15-26-43
51.	MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42
52.	RIVOLI	F. F. Varcoe	6-05-10-45	.7619	4-17-39-34
53.	SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54.	ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48
55.	SOUTHERN MYTH	N. C. Howard	5-20-51-02	.8250	4-20-12-06
56.	SEA BEE	J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57.	CAROL ANNE	P. 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	5-11-09-39

FASTEST TIME: PEN DUICK III

DIVISION RESULTS: Div. 1: Pen Duick III; Div. 2: Rainbow II.

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.



# Race History 1968-1970



## 1968

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	N. 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	.7658	4-01-31-16
19.	SALACIA	A. Byrne	5-01-57-10	.7945	4-01-57-59
20.	WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-03-05-15
21.	CALIOPE	C. Middleton	5-15-18-36	.7323	4-03-07-21
22.	JUPITER	P. Yates	5-02-04-20	.8120	4-03-56-35
23.	ADRIA	J. Grubic	4-23-32-57	.8360	4-04-18-20
24.	BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-05-15-30
25.	ODIN	L. Abrahams	5-07-13-30	.7959	4-06-24-41
26.	LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-57-23
27.	RENEGADE	J. Lidgard	5-14-30-48	.7654	4-09-48-38
28.	SARNIA	R. Langman	5-20-11-02	.7648	4-10-01-59
29.	CAVALIER	J. Roche	5-23-42-55	.7378	4-10-08-57
30.	GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-53-35
31.	ONDINE II	S. Long	4-03-20-02	1.0761	4-11-23-08
32.	CEDALION	R. Fidock	5-23-40-45	.7474	4-12-10-35
33.	GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-33-34
34.	RIVAL	A. Burgin	5-23-40-24	.7556	4-13-05-45
35.	SHU-BI-HIMMANY	L. Jenkyds	6-04-20-57	.7354	4-13-23-48
36.	KALEENA	H. Godden	5-22-46-42	.7662	4-14-14-22
37.	ZILVERGEEST	A. Murray	6-05-28-38	.7375	4-14-45-19
38.	PORTIA	R. Robertson	6-06-54-48	.7339	4-15-00-00
39.	OPTIMIST	H. Beilken	5-23-44-43	.7722	4-15-28-48
40.	ALCHERINGA	J. Bridglaw	5-11-57-37	.8448	4-16-23-53
41.	RAPTURE	F. Callaway	5-08-15-00	.8764	4-16-37-28
42.	FOUR WINDS II	S. Gibson	5-22-25-07	.7908	4-17-53-47
43.	CALYPSO	G. Wignall	6-08-38-08	.7462	4-18-21-58
44.	NATANI	O. Trewartha	6-08-34-11	.7496	4-19-12-44
45.	ATHENA	A. Frieze	6-10-46-20	.7444	4-19-14-29
46.	SHIMAAL	C. Earl	5-23-40-29	.8021	4-19-24-16
47.	SEA WITCH	C. Forbes	5-21-02-49	.8182	4-20-17-04
48.	SIRIUS	J. McKenzie	5-08-51-41	.9024	4-22-24-20
49.	BACCHUS D	P. Deaton	5-20-08-17	.8473	5-01-25-33
50.	TEMAIRE	C. White	6-22-39-22	.7286	5-02-25-39
51.	ARAPAWA	B. Millar	6-03-48-21	.8283	5-04-38-54
52.	DORADO	J. Lake	6-23-28-12	.7443	5-14-20-32
53.	SAGA	L. Little	7-05-16-41	.7753	6-02-32-04
54.	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	

FASTEST TIME ONDINE II.

DIVISION RESULTS: Div. 1: Koomooloo; Div. 2: Moonbird.

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

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

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	.7507	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	4-23-40-40	.7795	3-20-48-29
59.	ZILVERGEEST	A. Murray	5-08-26-56	.7375	3-22-43-51
60.	SISKA	R. Tasker	4-01-59-18	.9745	3-23-29-42
61.	SHI BUI	A. Wallis	4-23-55-10	.7973	3-23-36-22
62.	ANITRA V	G. Barwick	5-01-29-57	.7883	3-23-46-40
63.	MISTRESS	W. Pettingill	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.	TOKA	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

DIVISION RESULTS: Div. 1: Prospect of Whitby; Div. 2: Morning Cloud; 1-Ton: Tina of Melbourne.

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

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

## 1970

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PACHA	R. Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2.	RAGAMUFFIN	S. Fischer	3-20-42-28	.8869	3-10-13-20
3.	SALACIA II	A. W. Byrne	3-22-09-23	.8893	3-11-43-59
4.	KOOMOOLOO	N. B. Rydge, Jr.	4-11-35-40	.8150	3-15-41-21
5.	VITTORIA	L. Abrahams	4-11-58-48	.8168	3-16-11-52
6.	TAURUS	A. G. Lee	4-10-29-31	.8301	3-16-29-40
7.	MATIKA	N. Long	4-19-31-17	.7844	3-18-36-53
8.	MORNING MISCHIEF	R. R. Cavill	4-23-46-08	.7590	3-18-54-16
9.	CADENCE	D. Jones	5-04-28-38	.7383	3-19-54-06
10.	BACARDI	P. Cole	4-14-59-31	.8292	3-20-02-04
11.	BUCCANEER	T. E. Clark	3-14-06-12	1.0730	3-20-23-19
12.	TAMBOO	R. Green	5-04-15-22	.7524	3-21-29-24
13.	TINA OF MELBOURNE	B. R. Scott	5-00-30-15	.7767	3-21-35-44
14.	BOOMERANG VIII	P. Joubert	5-03-25-27	.7620	3-22-02-56
15.	CAPUCINE	R. Brenac	5-05-53-05	.7504	3-22-27-50
16.	LOMA	W. Burrows	5-05-34-25	.7524	3-22-28-53
17.	PROSPECTOR	R. Lloyd	5-06-42-33	.7489	3-22-53-32
18.	CHERANA	J. 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. McGarry	5-05-39-43	.7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	.7844	4-01-02-16
22.	MISTRESS	W. Pettingill	5-04-18-38	.7844	4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	.7854	4-01-31-04
24.	TAMPIO 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—THEE—WELL	J. Easdon	5-05-07-30	.7896	4-02-47-55
27.	PATSY OF ISLAND BAY	F. R. Duffield	5-00-31-37	.8200	4-02-49-55
28.	CALYPSO	G. G. Wignall	5-12-59-19	.7444	4-02-59-48
29.	ONYA II	P. Rysdyk	5-10-28-56	.7590	4-03-02-10
30.	BALANDRA	Army Eastern Com.	4-20-46-28	.8516	4-03-26-41
31.	WEATHERLY	J. Gilliam	5-04-09-00	.8042	4-03-50-28
32.	DIDGERIDOO	T. Simmat	5-05-51-43	.7961	4-04-11-55
33.	SOUTHERLY	D. Mickleborough	5-12-33-48	.7564	4-04-16-15
34.	FOUR WINDS II	S. W. Gibson	5-07-07-21	.7961	4-05-12-07
35.	PATRICE	P. 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.	STELTON	P. Zalai	5-15-31-53	.7651	4-07-41-42
38.	UTIEKAH IV	F. 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	4-11-21-22

(continued on next page)

## 1969

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	3-06-24-11
5.	TINA OF MELBOURNE	B. Scott	4-06-07-44	.7690	3-06-32-13
6.	MERCEDDES 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.					



# Race History 1970-1972

(continued from previous page)

41.	BOOMERANG VII	.....P. Hill	5-04-07-37	.8675	4-11-40-48
42.	FRANKLIN	.....Royal Aust. Navy	5-15-33-53	.8060	4-13-15-54
43.	NATANI	.....O. Trewartha	6-04-23-35	.7428	4-14-13-34
44.	ILINA	.....J. Court	5-04-21-54	.8937	4-15-08-42
45.	ALCHERINGA	.....J. Bridgland	5-12-28-39	.8481	4-16-21-15
46.	ANACONDA	.....J. Grubic	5-01-37-14	.8805	4-20-46-20
47.	SOUTHERN MYTH	.....N. C. Howard	6-04-28-29	.8255	5-02-33-57

FASTEST TIME: BUCCANEER

DIVISION RESULTS: Div. 1: Pacha; Div. 2: Morning Mischief; 1-Ton: Matika.

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.

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

## 1972

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 40 47	.8436	3 09 33 32
19	BALANDRA	Army Eastern Command	4 02 54 45	.8269	3 09 47 26
20	CALLIPYGE	A. Streichenberger	4 03 04 13	.8320	3 10 25 35
21	ESCAPADE	Mr. & Mrs. G. P. Hedges	4 09 59 03	.7786	3 10 31 09
22	CHANTAL	Marshall Bros	4 10 40 29	.7752	3 10 41 39
23	MATIKA	A. Pearson	4 14 04 35	.7556	3 11 10 25
24	SUNBIRD 11	T. Yamasaki	4 11 32 23	.7786	3 11 43 49
25	BOOMERANG VII	J. De Vere	4 01 14 52	.8628	3 11 54 19
26	WATHARA 11	R. W. Jackman	4 14 54 39	.7636	3 12 41 29
27	PATRICE	R. J. Kirby	4 10 30 22	.7962	3 12 48 01
28	TREVASSA	F. R. Duffield	4 06 52 24	.8255	3 12 55 18
29	STARFIRE OF PERTH	N. McAllister	4 03 51 06	.8584	3 13 42 45
30	MERCEDES III	K. Farlor	4 13 20 27	.7882	3 14 10 56
31	SALACIA	F. W. Thomas	4 17 51 43	.7657	3 15 11 03
32	UNICORN	R. G. Graham	5 04 34 50	.7004	3 15 15 22
33	GRANNY SMITH	W. Anderson & C. Shaffran	5 04 35 44	.7034	3 15 38 25
34	MOKOIA	J. M. Tattersall	5 04 38 03	.7034	3 15 40 03
35	ENDEAVOUR III	G. H. Gardner	5 05 10 21	.7034	3 16 02 46
36	ONYA OF GOSFORD	P. Rysdyk	4 13 20 45	.8072	3 16 15 50
37	SEQUANA	M. J. Tiley	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. Cooley	5 00 07 05	.7662	3 20 02 05
46	BOOMAROO III	H. W. Findlay	5 04 36 44	.7399	3 20 12 02
47	CARINA	P. Daniel	5 06 25 25	.7309	3 20 24 10
48	WARRI	J. H. Blackley	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	UTIEKAR 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
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	S.B. Guy	5 08 21 09	.9409	5 00 46 00

## 1971

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PATHFINDER	B. Wilson	4 00 02 04	.7835	3 03 14 34
2.	RUNAWAY	J. Lidgard	4 01 00 50	.7844	3 04 05 51
3.	WAI ANIWA	R. H. Walker	4 01 15 07	.7844	3 04 17 03
4.	MORNING CLOUD	E. Heath	3 21 58 57	.8141	3 04 30 40
5.	TAURUS	A. G. Lee	3 21 05 48	.8266	3 04 57 13
6.	CERVANTES IV	R. C. Watson	3 23 55 11	.8077	3 05 28 26
7.	PROSPECT OF WHITBY	A. Slater	3 20 54 02	.8362	3 05 41 00
8.	KOOMOOLOO	J. Gilliam	3 23 41 21	.8150	3 05 59 11
9.	VICTORIA	L. Abrahams	4 00 00 01	.8159	3 06 19 35
10.	POLARIS	L. H. Savage	3 23 44 51	.8292	3 07 23 37
11.	RAGAMUFFIN	S. Fischer	3 17 37 54	.8861	3 07 25 21
12.	BACARDI	P. Cole	3 23 36 37	.8336	3 07 42 02
13.	STORMY PETREL	C. Curran	4 06 15 41	.7844	3 08 12 50
14.	MELTEMI	B. C. Psaltis	3 23 29 25	.8422	3 08 25 18
15.	SATANITA II	D. H. R. Wilkie	3 23 46 09	.8482	3 09 13 52
16.	PLUM CRAZY	G. Thomas & Partners	4 16 33 23	.7226	3 09 19 59
17.	PILGRIM	G. Evans	4 08 01 30	.7835	3 09 30 13
18.	HUON LASS	H. Calvert	4 08 03 00	.7841	3 09 35 08
19.	PACHA	R. Crichton Brown	3 17 37 41	.9157	3 10 04 20
20.	MARK TWAIN	R. J. Langman	4 08 50 38	.7844	3 10 14 22
21.	WHISPERS II	G. Stagg	3 21 19 11	.8813	3 10 14 33
22.	TINA OF MELBOURNE	B. R. Scott	4 10 51 13	.7758	3 10 53 49
23.	ANACONDA	J. Grubic	3 23 50 48	.8789	3 12 14 22
24.	MORNING HUSTLER	R. H. Fidock	4 15 03 25	.7590	3 12 17 31
25.	MERCEDES III	K. Farlor	4 09 08 27	.8077	3 12 55 19
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	R. J. Kirby	4 12 04 55	.8068	3 15 12 01
34.	DUET	J. Diamond	4 15 55 50	.7796	3 15 15 39
35.	STORMY	C. Bruynzeel	3 22 06 33	.9301	3 15 31 61
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 26 24
40.	SALACIA	F. W. Thomas	4 15 24 55	.7924	3 16 17 07
41.	CAVALIER	J. Roche	4 23 54 42	.7374	3 16 25 22
42.	MARY BLAIR	P. Riddle	4 09 08 14	.8448	3 16 49 12
43.	PATSY OF ISLAND BAY	E. J. Muir	4 11 34 55	.8262	3 16 53 02
44.	KINTAMA	R. George	4 15 51 39	.7957	3 17 00 27
45.	BOOMERANG VII	P. M. Hill	4 06 39 31	.8675	3 17 03 23
46.	SISKA	R. Tasker	3 17 04 12	1.0043	3 17 27 10
47.	BARBARIAN	A. F. Alle	4 16 41 16	.7948	3 17 33 50
48.	ZILVERGEEST II	A. J. Murray	4 23 14 22	.7590	3 18 30 09
49.	ONYA OF GOSFORD	P. Rysdyk	4 15 23 46	.8132	3 18 35 14
50.	SAVANT	K. L. Cox	4 11 41 15	.8474	3 19 15 15
51.	CADENCE	D. M. Jones	5 03 34 11	.7393	3 19 21 18
52.	MORNING MIST	A. G. Neate	5 00 44 17	.7570	3 19 23 55
53.	RAGE	E. S. Lawrence	4 23 22 32	.7704	3 19 58 00
54.	CALLIPYGE	A. Streichenberger	5 07 09 31	.7258	3 20 21 79
55.	AWARRI	J. D. Lewis	4 15 47 40	.8262	3 20 21 52
56.	CARINA	P. Daniel	5 02 32 50	.7560	3 20 38 44
57.	BALANDRA	Army Eastern Command	4 14 10 35	.8431	3 20 53 22
58.	LOWANA II	K. Anderson & Partners	4 23 49 26	.7806	3 21 32 04
59.	SYLPH VI	I. North & Partners	5 03 06 11	.7671	3 22 25 56
60.	ALCHERINGA	J. N. Bridgland	4 15 46 47	.8481	3 22 48 00
61.	MAKARETU	N. Gosson	4 17 13 39	.8406	3 23 10 44
62.	SKINFLINT	J. K. Henley	5 01 57 33	.7844	3 23 39 53
63.	ONDINE	S. A. Long	3 15 32 17	1.0931	3 23 41 15
64.	WINSTON CHURCHILL	G. Warner	4 12 06 46	.8851	3 23 41 25
65.	BUCCANEER	T. Clark	3 15 27 19	1.0967	3 23 54 44
66.	FRANKLIN	Royal Aust. Navy	4 23 20 03	.8060	4 00 10 59
67.	DORADO	J. I. Lake	5 08 22 24	.7534	4 00 42 59
68.	SKYLARK	J. L. Ward	5 14 03 37	.7248	4 01 10 00
69.	SARLENA	C. McGarry	5 10 40 19	.7767	4 05 29 34
70.	SONG OF SOLVEIG	I. Forsyth Grant	5 12 38 52	.7699	4 06 07 31
71.	DIDGERIDOO	T. Simmat	5 17 59 26	.7905	4 13 04 53
72.	PATIENCE	N. J. Bowden	6 02 33 20	.7544	4 14 33 40
73.	CASSANDRA	E. H. Howe	6 07 29 48	.7434	4 16 37 20
74.	CAPUCINE	C. Durrough	6 06 38 06	.7504	4 17 02 11
75.	JASNA	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

DIVISION RESULTS: Div. 1: Morning Cloud; Div. 2: Plum Crazy; OTC: Pathfinder.

RETIRED: MARIA, MISTRESS, VAN DIEMEN.

FASTEST TIME: AMERICAN EAGLE

(continued on next page)



# Race History 1972-1974



(continued from previous page)

DIVISION RESULTS: Div. A: American Eagle; Div. B: Caprice of Huon; Div. C: Matika; Div. D: Sequana; 1-Ton: Mark Twain; 1/2-Ton: Unicorn.

RETIRED: ANACONDA, BACARDI, NOCTURNE, KIDNAPPER.

WEATHER: The CYCA put back the starting time to 12 noon local time to give the afternoon sea breeze time to catch up with daylight saving, and the huge fleet started in a light nor'easter. The breeze was 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, until 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 into a series of frustrating calms as the rest of the fleet battled a Force 7 gale off 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.

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	ATELOT	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

## 1973

FASTEST TIME: Helsal

DIVISION RESULTS: Div. A: Prospect of Whitby; Div. B: Rampage; Div. C: Ceil III; Div. D: Skylark.

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 northwest and increasing to 20 knots during the night, then veering to the east and southeast 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 all to better Ondine's previous best elapsed time.

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
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
17	PACHA	Sir R. Crichton-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	3-04-02-45
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	ASSEGAII	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	.7959	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

## 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	BALLYHOO	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	3-20-11-07
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	CHEVALIER 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

(continued on next page)

# Race History 1974-1976

(continued from previous page)

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	HELIAL	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

DIVISION RESULTS: Div. A: Love and War; Div. B: Vittoria; Div. C: Potrel II; Div. D: Granny Smith.

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

WEATHER: For the first 24 hours the breezes were light and variable NE-SE. On the second afternoon and night the fleet managed to cover useful ground running with a NE'er up to 20 knots. The morning of the 28th was SSE 15-25 knots, which faded in the afternoon. On the fourth day the fleet sailed in W and NW 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 WSW, although some yachts experienced much stronger breezes down the Tasmanian coast and around Tasman Island.

## 1975

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	RAMPAGE	P. Packer	3-04-43.03	.7988	2-13-16-56
2	FAIR DINKUM	J. Robson-Scott	3-10-35.23	.7442	2-13-27.47
3	SUPERSTAR	K. Farlor	3-03-13.00	.8228	2-13-53.18
4	PIED PIPER	B. F. Geissler	3-07-38.58	.7774	2-13-55.10
5	PROSPECT OF PONSONBY	N. R. Angus	3-07-59.06	.7752	2-14-00.16
6	BRER FOX	Marshall Bros.	3-07-41.40	.7784	2-14-02.03
7	NORYEMA	R. Amey	3-00-52.39	.8529	2-14-09.26
8	POLARIS	L. H. Savage	3-05-30.58	.8052	2-14-24.58
9	DUET	J. P. Diamond	3-11-46.20	.7453	2-14-26.07
10	DRAGONFYRE	R. C. Genders	3-12-56.04	.7355	2-14-28.10
11	HORNET	J. Duncanson	3-12-22.08	.7442	2-14-47.14
12	PILGRIM	J. H. Ratten	3-10-23.16	.7650	2-15-01.36
13	DANCING MOUSE	C. McGarry	3-12-59.04	.7454	2-15-20.51
14	HUON LASS	M. Champion	3-11-38.37	.7583	2-15-25.37
15	BLUE POLES	J. A. Harris	3-13-24.45	.7431	2-15-28.12
16	LOVE AND WAR	P. Kurts	3-02-38.46	.8503	2-15-28.18
17	WARRI	J. H. Bleakley	3-11-45.13	.7587	2-15-32.38
18	CORINTHIAN	D. R. Hooper	3-01-35.03	.8646	2-15-37.15
19	NIKE	C. E. Davies	3-13-29.24	.7442	2-15-37.18
20	FANTASY RAG	J. Musgrove	3-02-00.42	.8604	2-15-40.47
21	APOLLO II	R. & I. Thurston	3-03-12.07	.8477	2-15-44.55
22	MELTEMI	B. C. Psaltis	3-05-33.18	.8220	2-15-45.06
23	PATRICE III	R. Kirby	3-02-14.48	.8596	2-15-49.21
24	KAILUA	J. B. Senior	3-02-37.49	.8554	2-15-50.20
25	BRUTTA FACCIA	G. Fornaro	3-10-23.01	.7752	2-15-51.50
26	MOONBIRD	S. G. Kuhn	3-12-14.50	.7586	2-15-54.35
27	HUON CHIEF	H. D. Calvert	3-10-30.06	.7763	2-16-02.46
28	NATTELLE TWO	K. Wright	3-06-18.07	.8181	2-16-03.32
29	THE FOX	Anderson Bros.	3-10-23.44	.7805	2-16-18.35
30	TEMPO	C. Johnson & N. Vitali	3-10-45.00	.7774	2-16-19.47
31	DIAMOND CUTTER	A. Sweeney	3-11-39.30	.7720	2-16-34.30
32	HUSTLER	B. Climo & P. Bates	3-03-00.33	.8629	2-16-43.31
33	BEDOUIN	T. Michilis	3-15-12.05	.7431	2-16-47.58
34	QUICKSTEP	H. L. Smith	3-11-26.22	.7774	2-16-51.57
35	APOLLO III	A. Bond	2-23-54.01	.9029	2-16-55.07
36	VITTORIA	L. J. Abrahams	3-08-34.17	.8064	2-16-58.22
37	MERCEDES III	A. T. Clutton	3-11-50.25	.7757	2-17-02.06
38	SUNBIRD V	T. Yamasaki	3-01-31.50	.8847	2-17-03.09
39	KOOMOLOO	R. K. Young	3-10-23.09	.7931	2-17-20.25
40	WHISPERS OF WELLINGTON	G. Stagg	3-08-28.06	.8124	2-17-22.21
41	THUNDERBOLT	L. P. Harding	3-19-01.27	.7182	2-17-22.25
42	PINTADO	E. H. Wilson	3-19-07.13	.7183	2-17-27.06
43	WINDWARD PASSAGE	R. M. Johnson	2-14-59.52	1.0401	2-17-31.26
44	GERONIMO	A. G. Lee	3-04-16.09	.8596	2-17-33.40
45	QUICKSILVER	R. Wilson	3-10-23.39	.7968	2-17-39.06
46	RUTHLESS	P. Hill	3-12-27.19	.7774	2-17-39.20
47	SISKA	R. L. Tasker	3-02-43.13	.8792	2-17-41.39
48	MARY BLAIR	J. Savage & P. Short	3-10-01.06	.8026	2-17-49.42
49	MERCEDES IV	H. T. Kaufman	3-08-01.25	.8236	2-17-54.27
50	THUNDERCLOUD	D. Hogg & A. Stewart	3-12-48.59	.7774	2-17-56.10
51	QUANDO	J. D. Edmonds	3-02-39.20	.8854	2-18-06.00
52	BACARDI	R. Gould & W. Rockcliffe	3-10-22.47	.8026	2-18-07.05
53	LEDA	N. E. Gosson	3-00-01.13	.9189	2-18-10.46
54	VAGO	H. Takeda	3-06-19.02	.8452	2-18-11.37
55	KIALOA	R. B. Kilroy	2-14-36.56	1.0573	2-18-12.12
56	ANTICIPATION	S. Brown Synd.	3-01-58.06	.8954	2-18-13.52
57	TAWARRI	J. D. Lewis	3-10-35.12	.8038	2-18-22.59
58	ANDURIL	R. E. Carter	3-11-23.43	.7978	2-18-31.58
59	WESTWIND	K. & R. Findlay	3-14-17.58	.7710	2-18-32.13
60	PEGASUS	G. Snow	3-15-45.36	.7595	2-18-39.13
61	APOLLO	S. Barrett	2-22-12.19	.9482	2-18-34.07
62	BALANDRA	Army Sailing Club	3-10-23.50	.8113	2-18-50.56
63	BINDA	A. M. Rundie	3-17-14.04	.7515	2-19-03.35
64	REBEL	R. E. Francis	3-18-34.36	.7419	2-19-11.56
65	TUPPENCE	T. Barrenger	3-18-41.01	.7430	2-19-22.41
66	GIDGEE	D. Ingall	3-07-59.25	.8446	2-19-33.35
67	TAURUS	A. M. Kelson	3-12-23.12	.7999	2-19-30.03

68	BRUMBY	R. & R. Robinson	3-23-30.30	.7088	2-19-41.47
69	BALLYHOO	J. Rooklyn	2-16-41.05	1.0493	2-19-52.25
70	PLUM CRAZY	M. Bowen & G. Thomas	4-01-18.16	.6987	2-19-59.12
71	MORNING STAR	Swarbrick Bros.	3-21-40.25	.7263	2-20-02.07
72	PACHA	Sir Robert Crichton-Brown	3-05-08.51	.8856	2-20-19.19
73	WILLI WILLI	J. Goddard	3-10-25.04	.8324	2-20-36.17
74	LOLLIPOP	I. Miller & P. Kline	4-02-05.21	.7016	2-20-49.10
75	BUCCANEER	T. E. Clark	2-18-28.06	1.0434	2-21-21.11
76	TINA OF MELBOURNE	A. Tsakamakis	3-21-41.25	.7400	2-21-20.07
77	APPALOOA	R. T. Spence	4-01-11.10	.7135	2-21-20.32
78	ANACONDA	G. R. Ellis	3-09-50.10	.8505	2-21-36.14
79	SKYLARK	J. L. Ward	4-03-40.04	.6987	2-21-38.16
80	SIR HENRY MERKIN	T. S. Martin	3-04-35.33	.9095	2-21-39.39
81	MIYAKADORI III	H. Okazaki	3-05-36.13	.8992	2-21-46.52
82	PANDORA	H. Janes	3-17-15.35	.7834	2-21-55.34
83	AQUILA	M. E. Braham	4-01-17.11	.7195	2-21-59.51
84	IOGENE	B. Bowden	3-10-23.19	.8646	2-23-13.59
85	SARACEN II	J. H. Jamison	4-05-37.31	.7067	2-23-49.07
86	ALI BABA	J. E. Crisp	4-00-18.17	.7465	2-23-53.29
87	GRETEL	Gretal Synd.	3-02-31.42	.9651	2-23-55.38
88	SHIOJI TOO	Y. Ikeda	3-21-19.20	.7805	3-00-50.17
89	ROUGH RED	K. Le Compte	4-04-05.30	.7320	3-01-16.02
90	MARSUDE	P. H. Menere	4-01-15.15	.7617	3-02-04.43
91	TANGLEFOOT	D. R. Hart	4-01-01.35	.7355	3-03-46.33
92	BARBARIAN	V. Wilman, Chtr.	4-03-54.19	.7669	3-04-37.02
93	BRAVURA	R. Myler	4-14-17.29	.6962	3-04-47.05
94	SEA JADE	L. W. Grant	4-16-02.05	.7075	3-07-15.52
95	EXCALIBUR	R. T. Macdonald	4-12-33.43	.7407	3-08-24.43
96	MYUNA II	E. N. Kindred	4-10-20.29	.7567	3-08-28.07
97	SILHOUETTE	J. K. Rae	5-03-03.45	.7956	3-21-28.42
98	ANTAGONIST	R. F. Hickman	3-16-54.11	.7826	2-21-34.32
99	BOOMERANG OF BELMONT	A. G. Burgin	3-08-26.20	.8533	2-20-38.19

FASTEST TIME: Kialoa

DIVISION RESULTS: Div. A: Corinthian; Div. B: Rampage; Div. C: Pied Piper; Div. D: Fair Dinkum.

Retired: Matika II, Savant, Zilvergeest III.

WEATHER: The fleet started on the last day of a SE pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE, moving to NNE at 15-20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW 15-25 knots. On the 29th it was N 20-30 knots, which held through the 30th when the tail-enders experienced moderate SE conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat Helsal's previous record.

## 1976

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	PICCOLO	J. Pickles	4-05-30.15	.7857	3-07-45.07
2	ROCKIE	P. & R. Kingston	4-07-30.12	.7774	3-08-27.49
3	RAGAMUFFIN	S. Fischer	3-21-49.58	.8638	3-09-03.10
4	LOVE & WAR	P. Kurts	3-23-54.39	.8469	3-09-13.37
5	BACARDI	R. Gould & W. Rockcliffe	4-06-10.44	.7966	3-09-23.45
6	NATELLE TWO	N. S. Girfile	4-03-28.25	.8190	3-09-28.08
7	PATRICE III	R. J. Kirby	3-23-45.16	.8537	3-09-44.44
8	DYNAMITE	P. Smith	4-05-18.03	.8114	3-10-11.44
9	APOLLO II	R. I. Thurston	4-01-15.25	.8468	3-10-21.26
10	RUFFIAN	J. Kinsella	4-07-06.32	.8021	3-10-42.13
11	CHAUVINIST	J. Wareham	4-23-12.07	.6975	3-11-08.36
12	QUEEQUEG	P. Beildeding	4-03-31.31	.8401	3-11-36.40
13	GHOST	K. & R. Barry-Cotter	4-16-35.40	.7442	3-11-47.34
14	MULLOKA	C. J. WILKINSON	4-20-40.39	.7223	3-12-16.34
15	APOLLO	W. Rooklyn	3-17-16.40	.9468	3-12-31.42
16	BALLYHOO	J. Rooklyn	3-07-59.26	1.0573	3-12-34.26
17	DIAMOND CUTTER	A. Sweeney	4-13-42.48	.7710	3-12-35.20
18	HOT PROSPECT II	Heuchmer Everitt			
19	LOTS WIFE	Moran & Co	4-13-01.20	.7763	3-12-38.02
20	TAURUS	R. Montgomery	5-01-57.47	.6962	3-12-54.38
21	RAMPAGE	A. M. Kelson	4-10-48.57	.7966	3-13-05.22
22	ANTAGONIST	E. N. Fuller	4-11-30.14	.7924	3-13-11.10
23	ANTAGONIST	R. G. Hickman	4-14-38.30	.7701	3-13-12.19
24	MATIKA III	A. Pearson	4-13-40.03	.7774	3-13-15.20
25	GERONIMO	A. G. Lee	4-03-58.40	.8529	3-13-16.16
26	WAINUNU IV	R. A. Lee	4-09-44.10	.8074	3-13-22.17
27	INVINCIBLE	R. H. Cawse	4-13-51.49	.7774	3-13-24.29
28	MERCEDES III	A. T. Clutton	4-14-02.25	.7763	3-13-25.27
29	KESTREL	R. H. Fidock	4-14-12.40	.7752	3-13-26.08
30	FARROUT	P. H. Winkless	4-14-05.01	.7774	3-13-34.44
31	HUON CHIEF	H. D. Calvert	4-14-40.20	.7752	3-13-47.35
32	BRER FOX	R. W. Jackman	4-14-14.18	.7795	3-13-55.51
33	RICHOCE II	G. L. Finlay	5-00-12.47	.7199	3-14-32.29
34	ZILVERGEEST III	A. J. Murray	5-00-21.38	.7234	3-15-04.08
35	MATIKA II	Roxburg P'nrs	4-20-59.54	.7442	3-15-04.13
36	BRUMBY	R. & R. Robinson	5-02-58.52	.7088	3-15-10.08
37	VITTORIA	L. J. Abrahams	4-12-32.57	.8064	3-15-32.03
38	SARACEN II	J. H. Jamison	5-04-39.25	.7036	3-15-42.31
39	DANCING MOUSE	G. McGarry	4-22-32.34	.7442	3-16-13.10
40	LEDA	N. E. Gosson	3-23-40.29	.9232	3-16-19.37
41	RUTHLESS	P. Hill	4-17-29.03	.7784	3-16-20.10
42	CHAOS	R. T. Spence	4-17-41.02	.7774	3-16-22.40
43	BALANDRA	W. R. Carpenter	4-13-45.50	.8079	3-16-40.42
44	THUNDERBOLT	L. P. Harding	5-04-27.58	.7152	3-17-01.05
45	PINTADO	E. Wilson	5-04-36.27	.7154	3-17-08.39
46	VANESSA	B. K. Jaggard	5-08-18.42	.6962	3-17-19.50
47	MERCEDES IV	M. E. Braham	4-13-33.57	.8236	3-18-14.18
48	SUNDANCE	D. Smith	5-10-57.29	.6987	3-19-30.01
49	BANJO PATTERSON	J. Jarrett	4-05-42.25	.9064	3-20-11.14

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# Race History 1976-1978

(continued from previous page)

49	BINDA	I. D. Ritchie	5-03-09.21	.7494	3-20-17.35
50	SARNIA	P. Rae	5-08-16.51	.7240	3-20-52.31
51	ARTEMIS	D. J. Millikan	5-12-23.15	.7075	3-21-39.51
52	LANDFALL	K. Elliott	5-02-44.50	.7699	3-20-30.11
53	HI-JACQUE	V. Violet	5-02-11.22	.7752	3-22-43.17
54	ICTHUS	R. P. Delbridge	5-10-27.49	.7290	3-23-06.29
55	ANITRA MAY	R. Walters	4-23-54.25	.7955	3-23-23.10
56	WILD GOOSE	I. D. Russell	5-06-21.30	.7576	3-23-43.45
57	FREEDOM	C. T. Martin	5-08-21.21	.7461	3-23-45.59
58	QUASAR	B. J. Sutherland	4-13-38.54	.8908	4-01-40.29
59	ANACONDA II	J. Grubic	3-22-29.37	.0421	4-02-28.1E
60	OBSESSION	B. Tardrew	4-21-09.33	.8477	4-03-18.57
61	NIRIMBA	R. A. N. S. A.	5-18-45.03	.7176	4-02-34.03
62	CARMEN	K. Bourke	6-00-26.00	.6920	4-03-56.52
63	NAND II	R. O. Chapman	5-13-55.53	.7514	4-04-38.10
64	WILLI WILLI	J. Goodard	5-03-41.35	.8290	4-06-32.30
65	SCARLET	L. F. Job	5-21-51.49	.7236	4-06-39.0E
66	ANNA DRIE	J. Krop	5-06-24.40	.8162	4-07-10.36
67	QUEST	R. Cruikshank	5-07-02.17	.8152	4-07-33.41
68	ADRIA AUSTRALIS	A. Harry	5-04-05.18	.8375	4-07-55.26
69	JINDIVIK	H. Bohill	6-00-25.26	.7308	4-09-32.42
70	NJUUMI	R. B. Grenda	5-09-25.49	.7171	3-20-48.52

FASTEST TIME: Ballyho

DIVISION RESULTS: Div. A: Ragamuffin; Div. B: Piccolo; Div. C: Ghost; Div. D: Chauvini 2-Ton: Natelle Two; 1-Ton: Rockie; 1/2-Ton: Ghost; 1/4-Ton: Chauvini

Retired: Aztec, Betula, Cordon Bleu, Kiriama, Lollipop, Lyndal, Meltemi, Polaris, Providence, Rogue, Shenandoah, Smile, Storm Bay, Trevasa, Wolfram IV

**WEATHER:** The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots most of the day, turning to SW 5-10 knots during the night. The next morning it was blowing 35 knots, and later W 30 knots gusting to 40 knots. By the morning of the 29th 8 boats had retired and the breeze was still W at 30 knots. Later in the day some boats finished while the wind shifted to the south at 25 knots. Early on the 30th the breeze had moderated to 10 knots W while in the afternoon it moved to the SE at 15 knots. By the morning of the 31st there were 37 yachts in with the others experiencing light and variable winds. In all, a record 15 boats retired in this toughest race since 1970.

57	LOTS WIFE	R.S. Montgomery	6-08-45.15	.6933	4-09-54.16
58	LEDA	N. Gosson	4-20-59.00	.9121	4-10-42.02
59	MANU KAT	J.W.B. Barry	5-20-08.32	.7628	4-10-54.02
60	ROGUE	V. D'Emilio	5-20-24.15	.7681	4-11-50.40
61	ANNA DRIE	H.J. Kropp	5-15-37.01	.8031	4-12-54.50
62	ANACONDA II	Aust. Army Sailing Assoc.	4-10-03.27	1.0291	4-13-08.38
63	MELTEMI	B.C. Psaltis	5-17-46.55	.8154	4-16-20.51
64	THYLACINE	J.W. Burton	6-08-36.00	.7364	4-16-22.29
65	SECOND LADY	G. Scherwinski	6-08-44.25	.7477	4-18-12.14
66	FIREBALL II	M. Bayliss	5-17-43.35	.8537	4-21-34.37
67	FREANDA	J. A. Carr	5-15-13.57	.9051	5-02-23.56
68	*BREADFRUIT	R. Sill	5-14-42.38	.7442	4-04-15.06
69	NIRIMBA	Royal Aust. Navy	7-23-05.09	.7186	5-17-18.51
70	*QUEEQUEG	G.R. Young	5-01-19.04	.8375	4-05-27.51

FASTEST TIME: Kialoa

DIVISION RESULTS: Div. A: Kialoa; Div. B: Brer Fox; Div. C: Zilvergeest III; Div. D: Loli Disqualified: Cordon Bleu, Vanessa.

Retired: Apalie, Aphrodite, Aries, Assegai, Avalon, Aztec, B-One-Nine-Five, Bellman, Betula, Binda, Casablanca, Chauvinist, Dorado, FairDinkum, Farr Fetched, Geronimo, Gidgee, Gumblossom, Hecate, Helsal, Hercules, Hi-Jaque, Imogene, Jisuma, Lowana II, Margaret Rintoul II, Matika II, Mekim Save, Mercedes V, Meriki, Moonbird, Mulloka, Mystic Seven, Ndumsky, Nire Lowa, Pandora Two, Penando, Phantom, Quest, Rhythm, Rum Runner, Ruthless, Silver Shamrock III, Smir-Noff-Agen, Southern Comfort II, Spanker, Sunburst, Superstar, Swizzlebubble, Taurus, The Hum, The Sting, Thunderbolt; Wainunu V, White pointer, Willi Willi, Wimaway, Winston Churchill, Xavieria.

\*Patricie II, Breadfruit and Queequeg penalised 26 places for failing to answer recall at the start.

**WEATHER:** The race started in light E at 5 knots, turning later to NE 10 knots fading to very light SSE overnight. On the second morning the fleet had W 20 knots with some yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. By evening 18 boats had retired. By early on 28th, a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots, seas rough. At night it swung to SW 25-35 knots. On the 29th the wind eased to S 12 knots and stayed at this for the day. Retirements had reached 55. The 30th brought 5-10 knot SE turning to light NE. Calm-to-light conditions plagued the tailenders although some struck a short 85 knot squall on Jan 1.

## 1977

PLACE	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	KIALOA	J.B. Kilroy	3-10-14.09	1.0454	3-13-58.10
2	RAGAMUFFIN	S. Fischer	4-06-29.42	.8596	3-16-06.17
3	WINDWARD PASSAGE	F. Johnson	3-12-39.00	1.0435	3-16-19.56
4	LOLLOPOP	P. Kline & I. Miller	5-15-39.10	.6931	3-22-01.15
5	NATELLE II	N.S. Girdis	4-19-26.52	.8162	3-22-13.43
6	BRER FOX	R.W. Jackman	5-02-35.06	.7711	3-22-31.31
7	JENNY H	Jenny H Syndicate	5-01-48.48	.7774	3-22-41.52
8	ANTAGONIST	R.F. Hickman	5-02-40.47	.7732	3-22-51.21
9	PICCOLO	J. Pickles	5-02-06.18	.7774	3-22-55.28
10	APOLLO	J. Rooklyn	4-05-33.04	.9391	3-23-22.00
11	PINTA	W. Illbruck	4-20-17.54	.8218	3-23-34.27
12	ZILVERGEEST III	A.J. Murray	5-13-06.04	.7193	3-23-44.23
13	DYNAMITE 2	P.S. Smith	4-20-32.05	.8236	3-23-45.30
14	DAMEL	W.A. Currie	5-02-21.29	.7846	4-00-00.08
15	RAMPAGE	E.N. Fuller	5-02-11.47	.7860	4-00-02.47
16	WINSOME 77	D.D. May	4-20-54.25	.8218	4-00-04.27
17	FARRAWA	B.G. Campbell	4-20-31.21	.8246	4-00-05.04
18	AQUILA	B. Edmunds & J. Aitken	5-14-39.02	.7136	4-00-05.12
19	SWENEY TODD	D.W. Blainey	5-16-58.58	.7016	4-00-06.26
20	YAMBA	J.G. Hardy	4-21-35.45	.8181	4-00-12.19
21	NITRO	G. & R. Edgerton	4-21-04.12	.8236	4-00-25.08
22	LOVE AND WAR	P. Kurts	4-00-02.10	.8333	4-00-41.34
23	VITTORIA	L.J. Abraham	5-02-22.23	.7933	4-01-04.43
24	HUMDINGER	W.B. Northam	5-20-06.31	.6933	4-01-08.14
25	BARNACLE BILL	J. & D. Dirksen	5-01-05.52	.8045	4-01-25.23
26	APOLLO II	R. & I. Thurston	4-20-29.29	.8375	4-01-33.42
27	DYNAMITE	R.E. Walters	5-00-29.16	.8114	4-01-45.50
28	PERIE BANOU	J. & C. Sanders	5-14-43.33	.7281	4-02-05.38
29	WHISPERS OF WELLINGTON	G.R. Stagg	5-02-13.19	.8027	4-02-06.27
30	DANCING MOUSE	C. McGarry	5-13-19.37	.7353	4-02-07.09
31	BACARDI	J. Gould	5-03-55.21	.7933	4-02-18.28
32	GOLDEN EAGLE	J.W. Granger	5-06-28.35	.7774	4-02-19.22
33	KESTRAL	R.H. Fidock	5-07-03.27	.7752	4-02-29.42
34	CONCUBINE	J. Mc. Taylor	5-12-31.30	.7442	4-02-37.30
35	MERINDA	A.G. Taylor	5-21-47.23	.6962	4-02-42.50
36	MERCEDES III	A.T. Clutton	5-07-57.27	.7730	4-02-54.40
37	MARTINE	P.K. Gourlay	5-23-49.55	.6877	4-02-54.47
38	FARR OUT	E. Vidor	5-07-30.51	.7763	4-02-59.21
39	KNOCKOUT	Sir Max Aitken	5-01-19.04	.8181	4-03-15.00
40	BRUMBY	P. & R. Robinson	5-22-48.43	.6990	4-03-49.31
41	PANDORA II	M.W.D. Phillips	5-02-19.01	.8179	4-04-02.35
42	VARIAG	M. Herion	5-16-24.18	.7380	4-04-40.01
43	BILLAGONG	P.N. Joubert	5-14-55.21	.7465	4-04-43.10
44	BLUE MOON	W. Anderson	5-12-32.47	.7628	4-05-06.23
45	BRAVURA	I. Loube	4-19-20.03	.8768	4-05-07.30
46	*PATRICIE III	R.J. Kirby	4-16-22.29	.8554	4-00-07.31
47	MULBERRY	M. Lovett	6-04-53.02	.6987	4-05-40.22
48	STREAKER	R. H. Cawse	5-12-23.45	.7681	4-05-41.36
49	WAINUNU IV	J. Garner & D. Strong	5-07-00.13	.8041	4-06-07.25
50	POLARIS	L.H. Savage	5-06-27.55	.8086	4-06-15.35
51	MIKO	D. Burfill	6-03-14.59	.6959	4-06-28.16
52	THUNDER CLOUD	D. Hogg & A. Stewart	5-13-10.32	.7731	4-06-57.29
53	CHAOS	R.T. Spence	5-12-27.55	.7774	4-06-58.43
54	SHENANDOAH	J.R. Charody	6-05-10.30	.6959	4-07-48.39
55	BANG BANG	D.W. Baxter	5-13-09.51	.7815	4-08-04.04
56	APOLLO III	A. Bond	4-20-26.58	.8965	4-08-23.49

## 1978

PL.	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-45.72	.8358	3-12-13.00
2	MARGARET RINTOUL II	S.R. Edwards	4-03-34.65	.8499	3-12-37.85
3	CONSTELLATION	J.W. Garner	4-04-08.25	.8613	3-14-14.90
4	STREAKER	B.C. Ryan	4-22-42.57	.7660	3-18-55.88
5	MATIKA II	A. Pearson	5-06-32.00	.7335	3-20-48.72
6	APOLLO	J. Rooklyn	4-02-23.40	.9458	3-21-03.43
7	PEACOCK	K.W. & R.M.H. Adams	5-10-52.00	.7127	3-21-16.12
8	DECEPTION	D. Hankin	4-22-39.57	.7877	3-21-28.07
9	SINNERMAN	G.D. Finchett	5-10-33.00	.7174	3-21-39.38
10	BILLAGONG	P.N. Joubert	5-07-49.00	.7454	3-23-15.70
11	CASABLANCA	K. Page	4-04-26.87	.9503	3-23-27.32
12	HUON CHIEF	H.D. Calvert	5-05-26.00	.7628	3-23-40.82
13	DIAMOND CUTTER	A. Sweeney	5-06-04.00	.7597	3-23-46.37
14	VITTORIA	L.J. Abraham	5-01-23.22	.7910	4-00-01.02
15	ANTAGONIST	R.F. Hickman	5-05-45.00	.7638	4-00-02.87
16	CORDON BLEU	K. Dorrell	5-09-15.00	.7449	4-00-16.68
17	VANGUARD	R.H. Cawse	5-01-26.67	.7928	4-00-16.87
18	WESTERN MORNING	D.W. Blainey & P. Stockfield	5-14-56.00	.7163	4-00-39.15
19	THUNDERBOLT	L.P. Harding	5-15-04.00	.7167	4-00-48.13
20	BRER FOX	R.W. Jackman	5-06-38.00	.7649	4-00-51.70
21	WHITE POINTER	K.R. Le Compté	5-05-09.00	.7795	4-01-33.25
22	PILGRIM	J.H. Ratten	5-09-18.00	.7556	4-01-41.93
23	SWEET CAROLINE	M.W.D. Phillips	4-22-55.90	.8218	4-01-44.27
24	PRYORITY	D.J. Pryor	5-05-44.00	.7795	4-02-00.53
25	RAMPAGE	R.E. Fuller	5-05-44.00	.7838	4-02-32.98
26	RELENTLESS	P. Hankin	5-05-26.00	.7887	4-02-55.75
27	ZILVERGEEST III	A.J. Murray	5-18-14.00	.7163	4-03-00.98
28	CHAOS	R.T. Spence	5-06-07.00	.7863	4-03-09.92
29	ROGUE	R.M. White	5-10-34.00	.7649	4-03-52.22
30	ROCKIE	P.S. Kingston	5-07-24.00	.7853	4-04-02.82
31	BANG BANG	D.W. Baxter	5-06-37.00	.7902	4-04-03.13
32	HERCULES	M.H. C.M. & S.P. Will	6-00-43.12	.6931	4-04-18.27
33	LOTS WIFE	R.S. Montgomery	6-01-34.80	.6905	4-04-31.37
34	ONYA OF GOSFORD	P. Rydyk	5-05-59.00	.8000	4-04-47.18
35	NATELLE TWO	A.G. Lee	5-04-41.00	.8092	4-04-53.62
36	MARY BLAIR	G.A. Blok	5-06-51.00	.7964	4-05-01.40
37	CANON	J. Harry	6-01-47.75	.6931	4-05-03.05
38	SOLANDRA	R.W. Escott	6-01-44.32	.6939	4-05-07.67
39	MERINDA	A.G. Taylor	6-01-37.30	.6946	4-05-08.92
40	MELTEMI	B.C. Psaltis	5-05-01.00	.8121	4-05-31.55
41	MIRRABOOKA	J. Bennetto	5-04-47.00	.8145	4-05-38.15
42	POLARIS	T. Goto	5-06-00.00	.8070	4-05-40.90
43	MATIKA III	K.C.D. Roxburgh & D.L. Dono	5-06-55.00	.8057	4-06-15.42
44	MERCEDES IV	D.L. Braham	5-04-45.00	.8238	4-06-46.13
45	MERCEDES V	H. Jones	5-05-47.00	.8181	4-06-54.20
46	MANU KAI	J.W.B. Barry	5-15-28.00	.7597	4-06-54.83
47	SATIN SHEETS	A.A. Strachan	5-04-47.00	.8255	4-07-00.52
48	RUNAWAY	K.E. Millin	5-10-28.00	.7905	4-07-03.83
49	RICOCHET II	G.L. Finlay	6-00-47.70	.7141	4-07-28.06
50	HELSAL	H.A. Fisher	4-03-02.15	1.0468	4-07-40.23
51	ANACONDA II	J. Grubic	4-05-01.35	1.0315	4-08-12.27
52	DYNAMITE	R.E. Walters	5-05-39.00	.8310	4-08-24.90
53	PERIE BANOU	J.W. & C.C. Sanders	6-01-01.05	.7219	4-08-41.28
54	FUZZY DUCK	C.A. Troop	6-05-56.92	.6987	4-08-46.13
55	HI-JACQUE	J. Violet	5-18-21.00	.7586	4-08-57.13
56	BRAVURA	C.K. Charles	6-06-21.47	.6987	4-09-03.28
57	CHANCE	W. & J. Rice	6-00-12.95	.7323	4-09-36.55
58	VANESSA	B.K. & K.A. Jagger	6-08-57.07	.6905	4-09-36.75
59	BREADFRUIT	R. Sill	5-23-54.35	.7353	4-09-48.83
60	SCORPION	R.W. Clemens	5-05-51.00	.8443	4-10-15.30

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# Race History 1978-1979

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61	HORNET	D. Flecker & A. Iurburgh	6:01.32.05	.7323	4:10.34.47
62	SURAYA	K. Spencer	6:01.36.47	.7330	4:10.43.82
63	ARETHUSA	G. Knightly	5:04.47.00	.8571	4:10.57.10
64	QUADRILLE	Army Sailing Club	6:02.15.07	.7323	4:11.05.97
65	JISUMA	W. Rockliff	6:01.27.85	.7401	4:11.39.47
66	SECOND LADY	G. Scherwinski	6:01.51.42	.7398	4:11.54.28
67	JOKER	W.P. Webb	6:13.34.12	.6849	4:11.55.12
68	SPIRIT	P.D. Rundie	5:05.04.00	.8630	4:11.55.95
69	SILVER CLOUD	A.G. McComb	6:01.31.92	.7442	4:12.18.28
70	CALLALA	A.J. & R.K. Britles	5:22.35.12	.7634	4:12.50.97
71	MYSTIC SEVEN	N.G. Chidgey	6:01.37.30	.7493	4:13.06.95
72	COBWEB	W.M. Griffiths	6:02.02.87	.7515	4:13.05.28
73	LOWANA II	D. Millikan	6:01.32.60	.7546	4:13.49.62
74	BLUE MOON	W. Anderson	6:00.58.50	.7576	4:14.18.86
75	UTIEKAH IV	G. Hennicke	5:22.42.30	.7330	4:14.25.15
76	MORNING MATILDA	R.P. McIntyre	6:09.11.40	.7208	4:14.25.15
77	HUMBUG	R.L. Bugg	6:12.30.57	.7019	4:14.43.82
78	TOLTEN	D.A. Job	6:01.33.37	.7619	4:14.53.95
79	GENGHIS KHAN	R. Huntley	5:07.20.00	.8711	4:14.55.20
80	FREANDA	J.A. Carr	5:06.46.00	.8834	4:15.59.13
81	WILLI WILLI	J. Goddard	5:05.58.00	.8914	4:16.17.20
82	ODIN	W.L. Gilbert	6:01.44.15	.7728	4:16.37.47
83	SUNDANCE	P.W. Daniel	6:22.35.07	.6956	4:19.52.57
84	GRETEL	B. Lewis	5:04.45.00	.9395	4:21.12.15
85	TOUCHWOOD	D.P. & V.A. Brooker	6:00.29.57	.8171	4:22.03.90
86	KLINGER	T.N. Cassidy	8:04.48.70	.7211	5:21.55.25
98*	RIMFIRE	E.W. Wall-Smith	5:07.56.00	.8372	4:11.06.33

FASTEST TIME: Apollo

DIVISION RESULTS: Div. A: Love and War; Div. B: Deception; Div. C: Streaker; Div. D: Peacock.

\*Penalised 50% after protest.

Retired: Acrux, Apollo II, Apollo IV, Farr Out, Moonshadow, Piccolo, Superstar, Clicquot, Nimmtabel, Nirimba.

**WEATHER.** The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past Jervis Bay. The hard running conditions were taking toll of spinnakers and gear, and two boats broke booms and retired. A light sou'westerly change passed over the fleet at 2400 hrs and turned SE 10-15 knots later in the day leaving the yachts close hauled towards Gabo Island. During the second day a leading group of seven yachts picked up a light westerly while the remainder of the fleet lay becalmed north of Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders continued to extend their lead. A southerly change passed briefly through on the third night lasting only six hours. A freshening nor'easter of 15 knots took the yachts down the Tasmanian coast. It died during the night. In Storm Bay most yachts found light and variable conditions with the river producing fitful breezes. Once the leaders finished the remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.

## 1979

Place	Yacht	Owner/Charterer	Elapsed Time	TCF	Corrected Time
1	SCREW LOOSE	R.J. Cumming	4:12.54.63	.6934	3:03.31.10
2	WHEEL BARROW	I.C. Tringham	4:12.59.22	.6934	3:03.34.28
3	APALIE	"Apalite" Syndicate	4:13.05.85	.6931	3:03.36.92
4	SHENANDOAH	J.R. Charody	4:13.33.53	.6902	3:03.37.05
5	QUINTAL	H.C. Knoop	4:13.19.83	.6962	3:04.06.95
6	NIRE LOWA	A.T. Floyd	4:14.45.38	.6902	3:04.26.63
7	MERINDA	A.G. Taylor	4:15.13.03	.6918	3:04.56.40
8	CHAUVINIST	P. Winkler	4:15.47.65	.6902	3:05.09.62
9	ZILVERGEEST III	A.J. Murray	4:12.17.57	.7133	3:05.14.70
10	MORNING HUSTLER	J.H. Cowell	4:12.51.00	.7133	3:05.38.55
11	THUNDERBOLT	L.P. Harding	4:13.06.30	.7137	3:05.52.08
12	QUETZAL	P. North	4:13.05.85	.7139	3:05.53.07
13	CHERRY CHEER	P. Attrill	4:17.37.63	.6863	3:05.58.93
14	LOLLIPOP	I. Millar	4:17.31.93	.6874	3:06.02.52
15	BUMBLEBEE 4	J.D. Kahlbetzer	3:01.45.87	1.0628	3:06.23.80
16	GHOST TOO	K. Roxburgh, C. Graham, W. Hoare	4:11.40.22	.7293	3:06.31.43
17	PIMPERNEL	H.J. Holland	4:14.06.78	.7145	3:06.40.53
18	PUSS 'N BOOTS	H. Boot	4:12.55.98	.7234	3:06.48.12
19	RELENTLESS	P. Hankin	4:05.16.97	.7784	3:06.50.30
20	CHANCE	W. & J. Rice	4:12.14.28	.7293	3:06.56.27
21	ZEUS II	J.R. Dunstan	4:18.32.15	.6899	3:07.01.08
22	BLUE MOVES	B.A. Moore	4:12.20.98	.7316	3:07.16.12
23	TINA TWO	K.V. Dyer	4:18.56.20	.6902	3:07.19.75
24	AURIGA	M.P. Stubbing	4:14.07.60	.7238	3:07.42.57
25	BELITA IV	D.R. Anderson	4:13.30.15	.7288	3:07.48.32
26	SGIAN DUBH	R.W. Lean	4:15.09.25	.7186	3:07.52.52
27	VANGUARD	R.H. Cawse	4:04.56.72	.7918	3:07.55.70
28	BRUMBY	P. & R. Robinson	4:19.20.60	.6934	3:07.58.73
29	BILLABONG	P.N. Joubert	4:12.38.68	.7364	3:08.00.35
30	AMON-RE	D. Smith	4:12.48.45	.7357	3:08.02.97
31	HECATE	W.J. Tedmanson	4:14.09.85	.7271	3:08.06.02
32	REVENGE	P.H.I. Green	4:13.20.17	.7327	3:08.06.63
33	SPIDER	D. Currie	4:12.26.03	.7391	3:08.08.60
34	SECOND LADY	G. Sherwinski	4:12.48.38	.7369	3:08.10.75
35	WATHARA II	E.J.C. & R.E.C. Stopp	4:12.18.20	.7410	3:08.15.15
36	WIMAWAY	A. Barry	4:12.55.97	.7375	3:08.20.27
37	ORANI	W.G.P. Read	4:12.14.25	.7433	3:08.27.17
38	SMACKWATER JACK	P. Whiting	4:06.56.75	.7846	3:08.46.27
39	DECEPTION	J.H. Bleakley	4:06.58.20	.7846	3:08.47.40
40	BIG SCHOTT	A. Pearson	4:03.49.78	.8119	3:09.03.10
41	HUON CHIEF	H.D. Calvert	4:10.49.68	.7597	3:09.09.43
42	MARIA	M. Preston & D. Kelly	4:12.46.40	.7463	3:09.10.65
43	HERCULES	M.H., C.M. & S.P. Will	4:10.26.25	.7628	3:09.11.42
44	MYSTIC SEVEN	N.D. Chidgey	4:12.51.70	.7462	3:09.13.95
45	VIVACIOUS	J.A. Brown	4:22.09.13	.6877	3:09.15.18
46	MIKO	D. Burfitt	4:21.39.57	.6915	3:09.21.68
47	CAV	S. Parnell	4:16.39.32	.7225	3:09.23.60
48	JEDAKA	H. Kuhn	4:13.44.70	.7420	3:09.25.83
49	SHOGUN	B. Sutton	4:03.26.42	.8190	3:09.26.48
50	SWEET CAROLINE	M.W.D. Phillips	4:03.00.48	.8246	3:09.38.52
51	BINDA	I.D. Ritchie	4:14.12.22	.7410	3:09.39.65

52	SAGITTA	B. & W. Heleren	4:17.08.62	.7222	3:09.42.73
53	SHENANDOAH (Vic)	R.A. White	4:12.19.33	.7546	3:09.44.38
54	SOLANDRA	R.W. Escott	4:22.32.98	.6911	3:09.55.77
55	THE STRING	A.M. Rundie	4:10.48.12	.7680	3:10.01.43
56	LOWANA II	D. Millikan	4:13.00.97	.7525	3:10.02.07
57	GARLIC PRAWN	P.E. Glynn & R.W. Steel	4:15.37.37	.7353	3:10.04.57
58	IMPETUOUS	G.R. Lambert & J. Crisp	4:04.34.77	.8171	3:10.11.00
59	CHRISTINA	P.W.H. Woodruff	4:12.51.08	.7555	3:10.14.23
60	CALLALA	R.K. Birtles	4:12.45.63	.7579	3:10.25.77
61	PRYORITY	J. Pryor	4:10.23.95	.7763	3:10.35.85
62	MARIONETTE	C.A.F. Dunning	4:00.32.62	.8580	3:10.50.05
63	WHITE POINTER	K. Le Compte	4:10.50.75	.7763	3:10.56.65
64	MERCEDES III	A.T. Clutton	4:12.16.25	.7665	3:10.59.37
65	MARK TWAIN	K. Jones	4:13.00.32	.7615	3:11.00.45
66	NEW BEACH ROAD	D.C. Booth	4:11.32.50	.7728	3:11.06.48
67	RAGAMUFFIN	S. Fischer	4:01.46.20	.8503	3:11.08.02
68	CHAOS	D. Leitch	4:10.26.20	.7831	3:11.21.02
69	KAIULANI	S.C. Lovell	4:18.49.48	.7264	3:11.24.52
70	MERCEDES V	H. Jones	4:05.57.47	.8181	3:11.24.68
71	QUEST	R. Cruickshank	4:13.15.72	.7636	3:11.25.93
72	CHAUTAUQUA	A.C. Rowett	4:11.36.02	.7757	3:11.27.92
73	NIRIMBA	Royal Australian Navy	4:19.12.58	.7247	3:11.29.53
74	PICCOLO	J. Pickles	4:10.13.93	.7867	3:11.34.37
75	FLIGHT	G.B. Lambie	4:18.08.50	.7323	3:11.35.15
76	NYAMBA	J.G. Hardy	4:05.44.83	.8218	3:11.36.95
77	DIAMOND CUTTER	A. Sweeney	4:12.02.03	.7742	3:11.38.38
78	FARR OUT	E. Vidor	4:10.22.92	.7870	3:11.43.35
79	WOFTAM IV	B. Jamison	4:13.19.23	.7659	3:11.43.72
80	KOAMARU	B.A. Millar	4:11.22.28	.7799	3:11.44.33
81	PATRICE III	D. MacWilliam	4:03.49.08	.8392	3:11.46.03
82	APOLLO II	R. & I. Thurston	4:03.20.15	.8436	3:11.47.97
83	QUICKSILVER	P.D. Lamont	4:11.45.57	.7777	3:11.48.27
84	LUPUS	W.A. Schifferli	4:17.37.77	.7380	3:11.51.50
85	YEOMAN XXI	R.A. Aisher	4:01.46.23	.8580	3:11.53.22
86	FURIABO	Y. Sasamoto & T. Tomioka	4:05.13.15	.8291	3:11.55.23
87	BACARDI	J. Gould	4:03.45.08	.8425	3:12.02.42
88	SUNBURST	R.K. Young	4:06.05.93	.8246	3:12.11.43
89	STAR WARS	B.R. Burton	4:11.22.80	.7860	3:12.14.72
90	MARDI GRAS	Farmyard Syndicate	4:11.22.87	.7860	3:12.24.08
91	FARRAWA	B.G. Campbell	4:05.08.80	.8346	3:12.25.08
92	CHICK CHACK	M.L. Dykes	4:12.50.10	.7781	3:12.41.07
93	SALACIA II	A.W. Byrne	4:03.15.28	.8536	3:12.43.42
94	CHALLENGE	L.J. Abrahams	4:04.24.52	.8443	3:12.46.48
95	INVINCIBLE	D. Bienefelt	4:12.24.42	.7821	3:12.47.10
96	DAMEL	W.A.J. Currie	4:12.21.82	.7831	3:12.51.57
97	PIRRA	S. Shield	4:18.16.70	.7431	3:12.55.20
98	BORN FREE	J.H. & C.D. Howell	4:12.18.58	.7844	3:12.57.48
99	SUPERSTAR	K. Farfor	4:03.18.40	.8563	3:13.02.17
100	BLIZZARD	E. Juer	4:00.24.87	.8831	3:13.08.60
101	RIVAL	T. Seccombe	4:23.03.32	.7155	3:13.11.03
102	NEW MORNING	T. Hewison	4:11.53.60	.7901	3:13.14.78
103	CONDOR OF BERMUDA	R. Bell	3:08.02.97	1.0667	3:13.23.32
104	SISKA	R. Tasker	3:08.56.88	1.0563	3:13.30.32
105	POLARIS	L.H. Savage	4:11.23.27	.7977	3:13.39.78
106	TARQUIN	J.A. Stanford	4:22.44.70	.7241	3:13.58.98
107	GRANNY APPLE	Whispers Syndicate	4:11.31.95	.7998	3:14.00.27
108	GOONDOOLOO	P. & B. Young	4:18.32.17	.7510	3:14.00.98
109	RIMFIRE	E.W. Wall-Smith	4:07.09.10	.8363	3:14.15.93
110	NATELLE II	A.G. Lee	4:10.22.10	.8114	3:14.18.43
111	MELTEMI	Canberra Yacht Club Syndicate	4:11.27.22	.8077	3:14.53.85
112	MANU KAI	J.W.B. Barry	4:18.53.13	.7566	3:14.55.33
113	HELSAL II	A. Fisher	3:09.56.27	1.0643	3:15.12.37
114	UTIEKAH IV	G. Hennicke	4:17.20.77	.7898	3:15.15.22
115	POLICE CAR	P.R. Cantwell	4:10.48.12	.8199	3:15.34.00
116	SATIN SHEETS	M. O'Leary	4:11.22.72	.8156	3:15.34.67
117	MIRABOOKA	J. Bennetto	4:11.31.45	.8147	3:15.35.98
118	APOLLO	W. Rooklynn	3:22.15.05	.9301	3:15.39.75
119	ANTICIPATION	D. St. C. Brown	4:03.38.07	.8804	3:15.43.08
120	OBSESSION	W.C.R. Bale & K.D. Monro	4:11.24.05	.8209	3:16.09.92
121	DYNAMITE	R.E. Walters	4:10.49.40	.8310	3:16.12.97
122	ADRIA	A. Harry	4:12.23.95	.8144	3:16.16.82
123	BREAKAWAY	K. McDonald	4:11.41.00	.8218	3:16.29.63
124	SCORPION	R.W. Clemens	4:10.28.38	.8319	3:16.34.48
125	SEQUOIAH II	J.M. Clark	4:12.16.55	.8197	3:16.45.22
126	JEMIMA	K.L. Bell	4:10.14.07	.8434	3:17.35.88
127	ROGIS TOO	R.J. Brown	4:22.15.15	.7586	3:17.42.37
128	ALI BABA	J. & T. Michillis	4:10.11.38	.8520	3:18.28.42
129	SORCERY	J.D. Wood	3:22.02.57	.9629	3:18.33.22
130	DISTINY	T.A. Taylor	4:13.00.17	.8333	3:18.49.92
131	FIONA	J. Sturrock & E. Lawrence	4:13.01.90	.8346	3:18.59.87
132	MARY MUFFIN	G.A. Blok	4:10.12.82	.8613	3:19.28.90
133	BANJO PATERSON	J. Jarrett	4:06.51.25	.8952	3:20.05.12
134	SAVANT	K.L. Cox	4:13.13.90	.8437	3:20.09.52
135	SHEARWATER	J.M. & A.R. Cooper	4:21.00.45	.7910	3:20.33.17
136	GAULUIS 3	P. Faque	4:00.48.87	.9584	3:20.53.02
137	GRETEL	B. Lewis	4:03.01.75	.8935	3:21.02.27
138	CONGERE	B.D. Koepfel	4:11.27.57	.8370	3:23.18.98
139	ANACONDA II	J. Grubic	3:21.55.38	1.0496	4:02.34.88
140	CASABLANCA	J. Goddard	4:10.11.35	.9503	4:04.54.68
141	SELTRUST EN				

## The 1980 Results

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	NEW ZEALAND..... NZ Round The World Comm.	2-18-45.68	1.0369	2-21-13.48
2	GRETEL..... B. Lewis	3-02-03.92	.9380	2-21-28.38
3	CHALLENGE..... L. Abrahams	3-10-31.35	.8434	2-21-35.97
4	EVELYN..... J. Cassidy	3-01-12.00	.9619	2-22-24.65
5	NEFERTITI..... F.B. Ryan	3-05-09.32	.9294	2-23-42.48
6	HELSAL II..... A. Fisher	2-20-34.53	1.0603	3-00-42.63
7	MARGARET RINTOUL II..... S.R. Edwards	3-15-18.77	.8333	3-00-45.45
8	POLICE CAR..... J.G. Hardy	3-16-58.78	.8199	3-00-57.27
9	INCH BY WINCH..... D.J. O'Neill & Partners	3-15-20.42	.8399	3-01-21.42
10	RAGAMUFFIN..... S. Fischer	3-15-21.05	.8486	3-02-07.55
11	APOLLO II..... A.J. Becher	3-16-36.47	.8401	3-02-26.35
12	ANACONDA II..... J. Grubic	3-00-38.55	1.0290	3-02-44.93
13	PATRICE III..... R.J. Kirby	3-17-38.80	.8350	3-02-51.28
14	PACHA..... J. De La Vega	3-13-54.78	.8733	3-03-01.67
15	ONCE MORE DEAR FRIENDS..... P.P. Kurts	3-20-55.42	.8105	3-03-18.87
16	MATIKA II..... L. Green	4-08-14.88	.7254	3-03-37.28
17	MARY MUFFIN..... G.A. Blok	3-17-08.60	.8501	3-03-46.83
18	ADRENALIN..... B.C. Ryan	3-23-34.93	.0827	3-04-43.42
19	WHEELBARROW..... I.C. Tringham	4-15-13.60	.6898	3-04-43.43
20	BIG SCHOTT..... A. Pearson	3-23-41.42	.0822	3-04-45.75
21	PHOENIX..... E. Vidor	4-03-23.33	.7774	3-05-15.88
22	PICCOLO..... J. Pickles	4-03-09.48	.7793	3-05-16.42
23	SCREW LOOSE..... R.J. Cumming	4-15-14.72	.6949	3-05-18.25
24	MERCEDES IV..... D.L. & M.E. Braham	3-23-42.73	.8086	3-05-23.57
25	DIAMOND CUTTER..... A.J. Sweeney	4-03-50.60	.7763	3-05-30.50
26	HERCULES..... M.H., C.M., & S.P. Will	4-06-07.57	.7597	3-05-35.10
27	PRYORITY..... J. Pryor	4-05-50.40	.7659	3-05-59.95
28	ZEUS II..... J.R. Dunstan	4-17-17.93	.6886	3-06-01.05
29	IMPETUOUS..... J. Lambert & J. Crisp	3-23-35.58	.8162	3-06-01.37
30	KESTREL..... R.H. Ficock	4-06-31.10	.7628	3-06-12.05
31	SAGACIOUS..... G.J. Appleby	3-23-43.68	.8181	3-06-18.90
32	NATELLE II..... A.G. Lee	4-01-22.33	.8045	3-06-20.15
33	BILLABONG..... P.N. Joubert	4-11-33.78	.7300	3-06-31.25
34	STAR WARS..... B. Button	4-05-13.87	.7834	3-07-18.27
35	HOT PROSPECT..... E.O. Grendon	4-06-22.28	.7763	3-07-28.25
36	GHOST TOO..... K. Roxburgh, C. Graham, W. Hoare	4-13-46.57	.7277	3-07-53.03
37	MERCEDES V..... I. Lewis	4-03-20.33	.8073	3-08-11.77
38	WHITE POINTER..... K. Le Compte	4-08-48.02	.7659	3-08-15.98
39	BREADFRUIT..... R. Sill	4-14-45.23	.7284	3-08-40.38
40	MELTEMI..... J. Bell & B.C. Psaltis	4-04-48.57	.8010	3-08-44.90
41	BACARDI..... J. Gould	3-23-44.15	.8451	3-08-54.37
42	LOWANA II..... D. Millikan	4-12-40.62	.7462	3-09-05.68
43	VIVACIOUS..... J.A. Brown	4-03-05.33	.8199	3-09-14.57
44	WIMAWAY..... A. Barry	4-15-13.47	.7331	3-09-32.32
45	LOLLIPOP..... I.T. Millar	4-23-09.65	.6846	3-09-34.65
46	REVENGE..... P.H. Green	4-15-40.47	.7312	3-09-39.37
47	ONYA OF GOSFORD..... P. Rysdyk	4-07-58.53	.7873	3-09-51.58
48	HOTSHOT..... L.L., B.A., G.L. Prescott	4-22-23.32	.6924	3-09-58.33
49	BATTLESTAR..... H. Janes	4-01-25.12	.8443	3-10-15.02
50	BRUMBY..... P. & R. Robinson	4-23-26.07	.6898	3-10-23.15
51	BALANDRA..... R.H. Piggott & A.D. Hurburgh	4-08-48.00	.7931	3-11-07.00
52	NOELEN III..... K. King & G. Warner	4-11-20.62	.7763	3-11-19.85
53	RUTHLESS..... P. Hill	4-13-49.70	.7597	3-11-26.18
54	LEGEND..... R.B. Keily	5-01-32.15	.6873	3-11-31.88
55	CATHY LEE..... N.J. Guy	5-00-43.92	.6926	3-11-37.13
56	NAND III..... R.O. Chapman	4-01-45.87	.8563	3-11-42.93
57	THUNDERBOLT..... L.P. Harding	4-22-01.27	.7094	3-11-43.45
58	BORSALINO..... D.J. Herlihy & J.H. Hughes	4-04-45.20	.8310	3-11-42.55
59	CHLOE..... D. Rourke	5-00-08.03	.6987	3-11-56.25
60	PINTADO..... I. Backwell	4-22-27.12	.7111	3-12-13.87
61	THE NEWCASTLE FLYER..... P. Rundle	3-16-58.50	.9470	3-12-16.50
62	MARIA..... M. Preston & D. Kelly	4-17-27.27	.7431	3-12-18.47
63	PIMPERNEL..... H. Holland	4-22-11.12	.7145	3-12-26.60
64	ROGIS TOO..... R.J. Brown	4-05-30.80	.8333	3-12-35.45
65	MYSTIC SEVEN..... N.D. Chidgey	4-17-50.70	.7444	3-12-44.77
66	THYLACINE..... J.W. Burton	4-21-50.68	.7195	3-12-47.35
67	DANCING LADY..... M.M. Grigg	4-04-47.00	.8443	3-13-05.47
68	MORANDOO..... C. McMillan	4-23-25.43	.7145	3-13-19.70
69	QUO VADIS II..... H.L. Marks	4-04-19.77	.8520	3-13-28.83
70	GIANT..... W. Saunders & C. Hatfield	4-21-04.15	.7312	3-13-36.05
71	PIPE DREAM..... D.W. Bonouvie	4-05-40.42	.8434	3-13-45.08
72	AMON RE..... D. Smith	4-20-57.68	.7346	3-13-55.18
73	WAGGERS II..... G. Radford	4-05-28.97	.8477	3-14-01.62
74	RAGER I..... M.A. Clements	4-14-03.07	.7825	3-14-06.88
75	PLABA IV..... B. Gambacorti	5-03-33.37	.7000	3-14-29.35
76	PAWPAW..... F. Snape	4-21-59.98	.7341	3-14-37.40
77	SECOND LADY..... G. Scherwinski	4-22-23.90	.7353	3-15-03.48
78	WILLI WILLI..... J. Goddard	4-01-30.12	.8936	3-15-07.65
79	MARIA VAN DIEMEN..... D.B. Bowman	5-03-49.35	.7046	3-15-14.72
80	GAMBIT..... R.W. Corben	4-19-33.18	.7553	3-15-16.63
81	GENGHIS KAHN..... R. Huntley	4-04-34.07	.8703	3-15-31.43
82	MINAMI..... I. Helton	4-23-31.28	.7335	3-15-40.13
83	ANACONDA..... C.F. Thompson	4-08-36.80	.8401	3-15-53.13
84	HUON QUEST..... H.D. Calvert	4-08-37.22	.8417	3-16-03.52
85	WOF TAM IV..... B. Jemison	4-19-52.98	.7670	3-16-52.93
86	CALLALA..... D. Venville	4-23-26.08	.7466	3-17-10.18
87	LONGNOSE..... P. Stransky	4-03-13.97	.9308	3-20-21.95
88	GIDGEE..... R.T. Forster	4-15-13.92	.8375	3-21-09.40
89	ANITRA MAY..... R.E. Walters	4-04-19.53	.9410	3-22-24.37
90	QUEST..... R. Cruickshank	5-02-35.67	.7864	4-00-24.48
91	DESTINY..... T.A. Taylor	4-23-30.40	.8228	4-02-19.80
92	BIG 'A'..... C.E. Arcus	4-21-16.07	.8408	4-02-35.92
93	BON TEMPS..... P. Graves	6-00-29.00	.7510	4-12-30.42

FASTEST TIME: NEW ZEALAND

DIVISION RESULTS: Div. A: New Zealand; Div. B: Police Car; Div. C: Matika II;  
Div. D: Wheelbarrow

RETIRED: GUN, MIRRABOOKA, NOELANI, PUSS 'N BOOTS, RIMFIRE, SALAMANDER II,  
SWEET CAROLINE, SHENANDOAH TUCANA

WEATHER: The start was in light easterlies which remained throughout the first afternoon. The influence of spectator craft outside Sydney Heads was the worst for years. Easterlies stayed light all the first night but slowly freshened the second day to 15-18 knots to give a fast reach down the NSW coast in overcast conditions. The wind slowly backed to the NE and freshened to 25 knots during the second night to give a fast slide across Bass Strait. Down the Tasmanian coast on the third day the wind stayed northeast at 20 knots and a new record appeared imminent for the leaders. The wind (and hopes for a record) faded on the third night with light and variable winds with heavy rain. On the morning of the fourth day the wind slowly freshened from the south to 20-30 knots which pushed the leaders home. The breeze slowly faded and left the smaller boats in light and variable conditions down the Tasmanian coast and across Storm Bay and in the Derwent.



1980 — New Zealand



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**SPECIAL ANNOUNCEMENT**

**Entries are now being accepted for the second  
Sydney to Rio Race  
starting 1400 hours, Sunday, 22 January, 1984.**

**For full details, write to:  
Xerox Sydney-Rio Race Director  
Peter Rysdyk  
Rear Commodore, Sailing  
Cruising Yacht Club of Australia  
New Beach Road, Darling Point, NSW 2027, Australia**

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