

# SYDNEY to HOBART YACHT RACE 1989

Offshore's  
OFFICIAL RACE GUIDE

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CONDUCTED BY THE CRUISING YACHT CLUB OF AUSTRALIA  
WITH THE CO-OPERATION OF THE ROYAL YACHT CLUB OF TASMANIA







## ***"The best thing about the Birdsville races was inspecting the track."***

The Birdsville Track.

The track begins at Marree, the last resting place of the Ghan, some 700 kilometres north of Adelaide.



Rain two weeks earlier had carved half-metre drops into the banks of the normally dry creeks, which criss-cross the road.

Fortunately, the Range Rover's high seating has more than scenic value, enabling us to spot these washouts and negotiate a way around them.

We made camp for the night 30

kilometres past Kopperamanna Bore.

We'd folded down one-third of the Range Rover's asymmetrically split rear seat to extend the already cavernous load space. This provided the extra room to carry our camping gear without cramping the comfort of the two rear passengers.



Next day both the track and the Range Rover showed their true colours.

At Coopers Creek, we encountered an unstable pile of rubble which had been deposited to replace the washed-out road.

Others in a less capable 4WD had declined the challenge. We selected low ratio and engaged diff-lock.

With power now distributed equally to each axle, we gained the traction we needed to claw our way over.

Once across, we faced 100 kilometres or so of gibber rock, which was like driving on cobblestones scattered with marbles.

It was a question of sticking doggedly to the wheel ruts, while the Range Rover's rubber body mounts and long travel suspension worked overtime to dampen the constant jolting.

Approaching Goyders Lagoon the rock gave way to sand. Now the ruts had set concrete hard.

The fact that we had a 4-speed auto was a godsend, as we could keep both hands on the wheel as we weaved our way around the deeper drifts and sun-hardened ruts.



Then it was across the Diamantina River and into Birdsville for the races. (Population 100. Raceday 3000.)

That's when our navigator made a curious discovery.

The sign at Marree said Birdsville was 520km north. The sign at Birdsville said Marree was 553km south.

"We'd better go back," he said, "and see what we missed."

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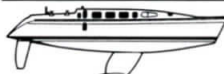


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**COVER PIC** — Max Ryan's State-of-the-art 50-footer, *Cyclone* — one of the favourites for line honours in the NorTel Sydney-Hobart. (Pic — Sally Semmins).

# Offshore

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# WHO IS

⌘ NorTel, headquartered in Sydney, Australia, is Northern Telecom's operating company responsible for manufacturing, sales and service in Australasia. The company markets digital PABXs, data packet switching equipment, central office switching equipment, international gateway systems, telephones and other telecommunications equipment.

⌘ NorTel started selling PABXs in Australia in 1984 through a distributor, AWA. In 1986, Northern Telecom and AWA formed a joint venture, AWA-Nortel, to enhance its market position. In 1989, NorTel purchased AWA's 40 per cent share in the joint venture, making NorTel a wholly owned subsidiary of Northern Telecom.

⌘ NorTel's major customers in Australia include Telecom Australia, OTC, Australian Airlines, Ansett

Airlines, the Sydney Opera House and the State Bank of New South Wales.

⌘ Northern Telecom is a leading global supplier of fully digital telecommunications systems, with nearly 50 million lines of its Meridian SL-1/SL-100 private automatic branch exchanges (PABXs) and DMS central office switching systems in service or on order in more than 80 countries.

⌘ The corporation's 1988 turnover was US\$5.4





# NORTEL?

billion. Northern Telecom employs nearly 50,000 people throughout the world. It operates 23 manufacturing plants in Canada, 13 in the United States, two in Malaysia, and one each in the Republic of Ireland, France and the People's Republic of China. Research and development is conducted at 24 of these facilities, and by Bell-Northern Research Ltd, a subsidiary that operates R&D facilities in 10 locations, including two in Canada, four in the U.S. and one in the U.K.

☞ Northern Telecom manufactures a wide range of telecommunications systems for telephone companies, private corporations, educational institutions, government and military agencies, hospitals, offices and residences. Its products include telecommunications switching and transmission systems, data packet networks, optical fibre cable and equipment, wire and cable, data communications systems, telephones, outside plant hardware and other equipment for public and private communications networks.

☞ The corporation is also playing a leading role in the development and application of digital and optoelectronic (lightwave communications through glass fibres) technologies.

☞ To maintain its position in the highly competitive

world of communications technology, Northern Telecom invested US\$711 million in research and development in 1988, a record 13 per cent of turnover.

☞ Northern Telecom Limited is 52.9 per cent owned by BCE Inc, a management holding corporation whose subsidiaries and associated companies include Bell Canada, TransCanada PipeLines, BCE Mobile Communications, BCE Development, Montreal Trustco, and Bell Canada International.

☞ Northern Telecom common shares are listed on the New York, London, Tokyo, Toronto, Montreal and Vancouver stock exchanges. Nearly 70 per cent of Northern Telecom's 1988 turnover of US\$5.4 billion was earned outside Canada.





# SYDNEY-HOBART SAILS

**T**HE 45th running of the world's greatest ocean race, the Sydney-Hobart, will see the bluewater classic sail out of the '80s and into the '90s with a new sponsor, a new starting area on Sydney Harbour and sweeping changes to handicapping methods designed to encourage owners and crews back into the sport in unprecedented numbers.

At the same time, the Sydney-Hobart and the biennial Southern Cross Cup is set to maintain its prestigious position as

Adding significance to the 1989 NorTel Southern Cross Cup leading up to the Hobart race is that it is the first regatta that counts towards the World Cup of ocean yacht racing — the Champagne Mumm Trophy of which Australia is the current holder. The Southern Cross regatta has been extended to six races, starting on December 14 and ending with the Sydney-Hobart.

Despite worldwide falling or static IOR numbers, the 1989 NorTel Syd-

ney-Hobart Race has attracted more than 130 entries from seven nations. The 1989 NorTel Southern Cross Cup regatta will see teams from Britain, Hong Kong, the Soviet Union (an historical first), Australia, Western Australia and Victoria duelling at sea in the now six-race regatta that ends with the Hobart race.

The Southern Cross Cup regatta starts on Thursday, December 14 and comprises three offshore triangles of 20/30 nautical miles and two 75/90 nautical mile overnight races out of Sydney before the final race, the 630 nautical mile NorTel Sydney-Hobart.

This year the start and dramatic dash to Sydney Heads will provide an even greater spectacle for those afloat or on Harbour headlands with the starting lines being moved some 800m up-harbour to between Shark Island and Bradley's Head. Spectators will get magnificent views of the start from Point Piper, Darling Point, across the harbour at Bradley's Head, while special guests of NorTel and the CYCA will have the privilege of watching the start close-up on Shark Island.

*CONTENDERS for top honours in the NorTel Southern Cross and Sydney-Hobart this year will be True Blue and Alan Bond's maxi, Drumbeat and opposite Max Ryan's newly launched 50-footer, Cyclone. (Pics — David Clare, John Robeson, Peter Campbell).*



one of the great international races and regattas for grand prix ocean racers, a significant event in the World Cup of ocean racing.

In keeping with the ocean classic's long tradition, the NorTel 1989 Sydney-Hobart Race will start at 1300 hours on Boxing Day, December 26, with an expected fleet of about 130 Australian and overseas competitors heading down the Harbour for the long, often rugged battle southwards in the Tasman Sea to Tasmania. The spectacle of the start on Sydney Harbour, the warmth of the welcome to the yachts in Hobart, is unprecedented in ocean yacht races anywhere in the world.

Under the banner of its new dynamic sponsor, the worldwide communications company NorTel, Australia's blue-water classic is set to achieve even greater international recognition and status that ranks it with the Fastnet in England, the Bermuda Race in America.



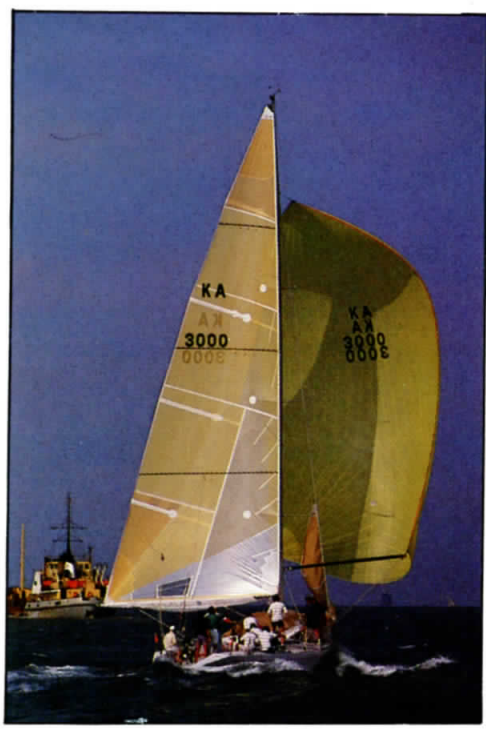


# INTO THE NINETIES





HMAS Fremantle  
fires the gun and  
the fleet gets away in the  
1988 AWA  
Sydney-Hobart.  
Among the top  
contenders this year will  
be Peter Kurts'  
Madelaine's  
Daughter (below left)  
and Lawson Kloppe's  
True Blue (below  
right), both members of  
the 1989 Admirals'  
Cup team. (Pics —  
David Clare, Peter  
Campbell).



The CYCA has again received the support of the Royal Australian Navy and Hamilton Island resort owner Keith Williams for the NorTel Sydney-Hobart. HMAS Fremantle will be official starting vessel, the motor yacht Achilles the Radio Relay vessel for the fleet sailing south.  
(Pics — David Clare).



## Decade of Advance

This 45th annual race over the 630 nautical miles of the toughest seas in the world brings to an end a decade of great advance in ocean racing, in yacht design and construction and sails and equipment. It has been a decade of unprecedented advances in the use of computers in yacht design and as on-board aids to optimised sailing and accurate navigation.

Many yachts of the '80s, in particular the grand prix racers, are built of exotic materials like carbon fibre and kevlar, some have custom-made titanium fittings. Few yachts in this year's fleet will be without their onboard computer, even if it is only a hand-held unit, their satnav, even weather-fax, and all will be hoisting sails cut from the super sailcloths, the kevlar, mylars, spectrums and so on.

But yacht racing has reached a critical point where the cost of such flow-ons from the space-age technology's contribution to grand prix yachting at the America's Cup and Admiral's Cup level has far outstripped the pocket of the average yacht owner.

The answer, in the view of the Cruising Yacht Club of Australia, lies in the International Measurement System (IMS) method of handicapping, a time allowance factor based on each yacht's optimum performance in varying weather conditions. Unlike IOR, which is very much a designer's rule, IMS takes into account precise measurements of hull, appendages, displacement, rig and sails, with a computer "drawing" the yacht into its memory.

The computer software uses VPP (Velocity Prediction Programme) to predict each yacht's potential speed in a wide range of wind conditions and angles of sailing. For example, a heavy cruiser/racer is compensated in light airs, while a lightweight will be heavily handicapped. IMS gives each yacht it measures a time allowance in seconds per nautical mile for a variety of sailing courses and a range of wind speeds.

## 50 in IMS Division

Race officials have the choice of selecting a particular combination for a particular race, based on the course they set and the winds in which the race is sailed. For example, short offshore races would be sailed over a six-leg triangle course, in an average windspeed of 15 knots, with the wind range being nominated as the first yacht finishes.

For the 1989 Sydney-Hobart, CYCA race officials have already nominated Linear 10 as the IMS configuration — a computer combination that allows for a varying range of wind strength and direction over a long ocean passage course.

The CYCA is confident that IMS is the way to attract older, out-designed

IOR yachts back into competitive racing, along with the comfortable cruiser/racers that most yachtsmen can afford to buy and then maintain with good sails and gear without entering the exotic area.

The reaction has been remarkable — this year's fleet includes near 50 yachts which have been measured to IMS in the past few months. Most are still also competing under their IOR rating, but by the 1990 race it seems almost certain that the NorTel Sydney-Hobart will be an IMS race, possibly attracting as many as 200 yachts.

Among the 50 IMS-rated boats are such famous yachts of two to three decades ago, among them the lovely yawl, *Margaret Rintoul*, sailing to Hobart again 40 years after her first race in 1949 when the ocean classic was but five years old, the fleet a mere 15 yachts.

---

***"With IMS boats you tend to build up a crew of compatible people who enjoy their sailing."***

---

*Margaret Rintoul* took line honours twice, in 1950 and 1951, when she also set a race record, while more modern line honours victors, *Condor* (1983 and 1986) and *Ragamuffin* (1988) are again in the fleet. So too are past overall corrected time winners *Zeus II* (1981), *Challenge II* (1983) and last year's winner, *Illusion*.

Adding to the nostalgia of *Margaret Rintoul's* return is that Peter Green, who skippered the yawl to Hobart in 1949, is aboard again, sailing his 35th Hobart — more than any other yachtsman. For skipper Bruce Gould it will be a notable race — his 25th.

Favourite for line honours however, is Australia's newest and biggest maxi, Alan Bond's 82-footer *Drumbeat*, which has returned from her first maxi yacht regattas in the Mediterranean. Skipper will be America's Cup helmsman Peter Gilmour, heading a crew of 30, most of them veterans of the 1987 America's Cup regatta or subsequent 12-metre championships.

Designed by American David Pedrick, *Drumbeat* was built from carbon fibre and carries a tall fractional rig. She sports the latest in keel design, the Pedrick whale-tail keel, which contributed to the overseas performances of *Sovereign*, following her line-handicap double in the 1987 Hobart race.

The one disappointment is that the long-awaited clash between *Drumbeat* and the maxi star of 1988, *Windward Passage II*, will not eventuate, at least in this race. The two fractional-rigged maxis opened a new era in maxi yacht design and construction, but the *Passage* has been sold to the Italian America's Cup syndicate.

Veteran yachtsman Syd Fischer is racing again with *Ragamuffin* which he sailed to his first-ever line honours victory last year, while the former Bermuda-registered *Condor* has been rescued from a boatyard in Auckland to make a comeback under the command of CYCA Commodore David Kellett, who skippered *Sovereign* to victory in 1987.

*Ragamuffin* took line honours as *Bumblebee 4*, in 1979 as well as last year while *Condor*, then owned by Bob Bell, took line honours in 1983 and 1986. Since then she has been in the hands of liquidators following the collapse of Bell's international insurance business. Her new owner, Tony Paola, is a successful Sydney businessman with extensive rural interests — and has never sailed before.

*Condor* was one of the great maxis of the early '80s and is one of the few yachts to have taken line honours in the world's three major ocean passage races — the Sydney-Hobart (1983 and 1986), the Fastnet Race (1985) and the Newport-Bermuda Race (1986). She was fitted with a new keel in 1986 and following an extensive refit in Auckland this year should, in the words of skipper David Kellett "keep them honest" in the race for line honours in 1989.

Other big boats in the fleet, the "maxi chasers", include a 68-footer from Japan, *Marishten*, and the 66-footer from Brisbane, *Hammer of Queensland*, Victoria's dashing 52-footer *Flying Colours*, holder of the Melbourne-Hobart "West Coaster" race record.

However, this year's Southern Cross Cup and Sydney-Hobart race looks likely to go down in history as the Year of the Fifties — the state-of-the-art 50-footers which dominated results in this year's Admiral's Cup. A fleet of 18 contested an International 50-Foot World Cup Regatta in Japan in November, including three boats coming on to Australia.

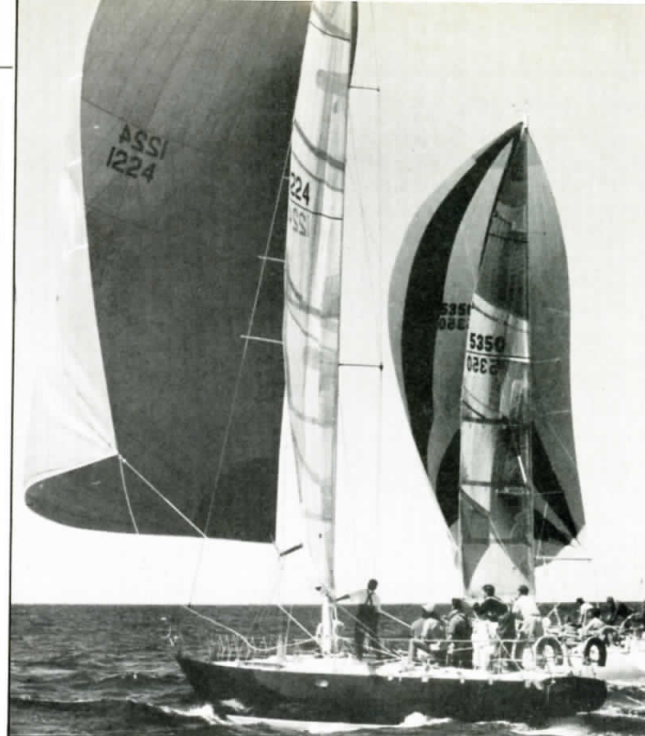
The 50-footers represent the only real growth area under the IOR rule, attracting the interest of wealthy yacht owners around the world and, naturally, the interest of top designers and sailmakers. No cost has been spared in designing, building and fitting-out of the new 50-footers, each of them costing around \$1 million.

The Southern Cross Cup and Sydney-Hobart will see five outstanding 50-footers line-up for what could be classic





SOME of the contenders for the 1989 NorTel Sydney-Hobart race, TOP LEFT: Leroy Brown (sail no. 933) and Fujitsu (MH 9) — better known as Indian Pacific. TOP RIGHT: Mercedes IV and ABOVE: Phoenix Contractors. (Pics — Max Press, David Clare)



aces within races and, in the view of experts, produce the overall winner of the NorTel Sydney-Hobart. Three of the 50-footers are Australian-owned.

Heading the line-up is *Great News*, winner of the 1989 Fastnet Race and only the second Australian-owned yacht to win the English ocean racing classic. Owned by David Forbes of Sydney and John Calvert-Jones of Melbourne, the 1987-built Farr 50 has undergone deck changes since returning from England aimed at making her competitive with the 1989-vintage 50-footers.

Two other Australian owners have just launched new 50-footers — Max Ryan with *Cyclone*, a Frers 50 built in Sydney, and Warren Johns with *Heaven Can Wait*, a New Zealand-built Farr 50. Both have already raced impressively, but their first clash will be in the Southern Cross Cup.

Ryan and skipper Rob Brown, the former world 18-footer champion, began their campaign with two brilliant wins off Sydney in early November, one of them in the 180 nautical mile Halvorsen Bros Trophy race to Cabbage

Tree Island and return. *Cyclone*, a smaller version of the maxi, *Windward Passage II*, and built using the same high-tech construction, covered the course only 35 minutes slower than the race record held by the maxi yacht *Sovereign*.

*Cyclone* is expected to be a member of the Australian team in the Southern Cross Cup, following trials scheduled for late November-early December.

Johns sailed *Heaven Can Wait* in the 50-Footer Regatta in Japan, sailing impressively in a star-studded fleet. Because the yacht could not return to Australia in time for the Australian Southern Cross Cup trials, Johns has chartered the 50-footer to the British team in which it will be skippered by Harry Cudmore.

Sailing for Hong Kong will be *Foo 2*, which as *Jamarella*, was the top-scoring yacht in the Admiral's Cup. *Foo 2* is a Farr 50 now owned by expatriate Aus-

tralian Warwick Miller. She too sailed impressively in the Japan 50-footer regatta.

*Drumbeat*, with owner Alan Bond aboard, is a short-priced favourite for line honours in the 1989 NorTel Sydney-Hobart Race, and the pundits are predicting a 50-footer as overall winner on IOR corrected times. But as has been proved many times in the past 44 races to Tasmania, this is a race that can produce total upsets through forces of wind and wave as the fleet battles its way south.

The Sydney-Hobart is a great leveller of yachts and yachtsmen — which makes it the greatest bluewater classic in the world, a true test of seamanship, endurance and tactical navigation, making ocean racing such a challenge and to sail "The Hobart" the ambition of so many Australian and overseas sailors. Some 1200 of them will be sailing to Hobart on Boxing Day, 1989.



# The Cruising Yacht Club of Australia



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Greg Halls (Chairman  
& Race Director)  
Mike Fletcher, Jim Orrell, Rowan  
Johnston, Garry Linacre



IT again gives me enormous pleasure to welcome you all to the Cruising Yacht Club of Australia for this our 45th Annual NorTel Sydney-Hobart Yacht Race.

A special welcome is extended to our new sponsor NorTel. I am sure we will have a long and happy relationship, and on behalf of all competitors I thank NorTel for their generous support of the race and of the sport of yachting in general.

This being our biennial NorTel Southern Cross year, it gives me great pleasure in extending our welcome to our international competitors who have come from all over the world to challenge the elements between Sydney and Hobart. Their presence ensures the event of the international reputation that it deserves.

To stage an event such as the NorTel Southern Cross Series and the NorTel Sydney-Hobart Yacht Race requires thousands of hours of voluntary work by hundreds of members and staff both in Sydney and in Hobart, thank you for your support and your efforts to make this race and series the success it is.

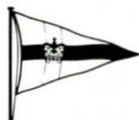
To Commodore Bill Cooper and his team at the Royal Yacht Club of Tasmania, thank you for your close co-operation, we again look forward to the wonderfully warm welcome and hospitality that Hobart provides. Thanks also to all our other sponsors and to the various government bodies who so ably assist us to stage one of the great sporting events in Australia, it would not be possible without you all.

The NorTel Sydney-Hobart Race is the greatest and one of the most demanding yacht races in the world, and anyone who has competed in a "Hobart" is held in high esteem by his peers, for they have reached a pinnacle in their yachting activities.

I thank all owners and crews for supporting our race and I wish you success and fair sailing for the voyage south to Hobart.

**David Kellett,  
Commodore**

# The Royal Yacht Club of Tasmania



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M. Hocking

**Secretary/Manager**  
J.L. Gard



THIS years NorTel Sydney-Hobart Race marks the 45th anniversary of our partnership with the Cruising Yacht Club of Australia in running this world renowned event.

Ever since *Rani* in that very first race, Hobart has been the destination for the cream of Australian and overseas ocean racers who sail from Sydney on December 26.

Commodore David Kellett has assured me that with the new sponsor NorTel, the introduction of IMS and the new starting line, this years event will guarantee a high profile on the international calendar.

Hobart this year is putting on a special effort so that crews and supporters can enjoy their stay. A "Festival of Sail" along the lines of Cowes Week will be staged, giving a variety of entertainment including an International Teams Race.

Our Race Director Rowan Johnston and his team have accepted this additional workload with a smile, and are looking forward together with all at the Royal Yacht Club of Tasmania, to renewing old friendships and making new ones.

The Hobart Marine Board, Master Warden and the Harbour Master, stand ready as always, to ensure the success of this Southern Cross Cup Year.

In closing, the Royal Yacht Club of Tasmania wishes all entrants good sailing and a fast, safe and exciting trip to Hobart.

**William J. Cooper  
Commodore**



# NorTel Sponsorship Adds International Interest

**I**N these days of highly professional sports, with big-money prizes and huge appearance money lures for competitors, the sport of ocean yacht racing remains still truly amateur for the yacht owner.

Every owner competing in this year's NorTel Sydney-Hobart Race will be out-of-pocket to the tune of thousands of dollars by the time he reaches Tasmania, and that is without the initial cost of his yacht. In this year's fleet there will be yachts which cost their owners anything from \$100,000 to \$2 million.

Depending on the size of the yacht, the enthusiasm and commitment of the owner to winning and to meeting the costs of his crew, the outlay on "doing the Hobart" ranges between \$10,000 and \$100,000 for new sails and equipment, race insurance, accommodation in Hobart and return airfares for most of the crew. Then there's cost of families flying to Hobart to meet them at the end of the 630 nautical miles and three to five days at sea.

All an owner can expect if his yacht happens to take line honours or finish first overall on corrected time is to have his name and that of his yacht engraved on a perpetual trophy that he can't even take home. He does get a replica — but there's no prizemoney for winning the Sydney-Hobart, nor for any of the great ocean races of the world, the Bermuda Race in the United States, the Fastnet in England.

Yet sponsorship is vital to the successful organising, promotion, and professional and safe conduct of the Sydney-Hobart Race and has been so since 1975 when TAA became the first "name" sponsor of the ocean classic that had begun with just nine yachts in 1945. As Australian Airlines, the company continues to support not only the race to Hobart, but other club races and activities.

In 1976, Hitachi took over as the first major sponsor and the race continued as the Hitachi Sydney-Hobart for eight years. AWA then became race sponsor in 1984 — the year of the big blow. However, AWA had supported the race since 1969 when it installed the first radio telephones on the Radio Relay Vessel, beginning a system that is now



the world leader in ocean racing communications.

After five years of successful sponsorship, AWA withdrew after the 1988 race. The company had moved operations from consumer-based manufacturing to specialist defence systems and services.

This year, NorTel, the Australian subsidiary of Northern Telecom has signed a two-year sponsorship agreement with the Cruising Yacht Club of Australia, covering the Sydney-Hobart Race and the six-race international Southern Cross Cup series.

The NorTel sponsorship opens up a new era for yachting in Australia. Northern Telecom's global network will increase international and national interest in Australia's bluewater classic, in particular this year with overseas teams contesting the NorTel Southern Cross Cup, the first of four international yachting events in Australia, Hawaii,

*BRIAN Baines of NorTel handing over cheque to David Kellett, Commodore of Cruising Yacht Club for sponsorship of NorTel Sydney/Hobart Yacht Race at Press Conference on 25 July 1989.*

Sardinia and England that determine the Champagne Mumm World Cup of ocean racing — currently held by Australia.

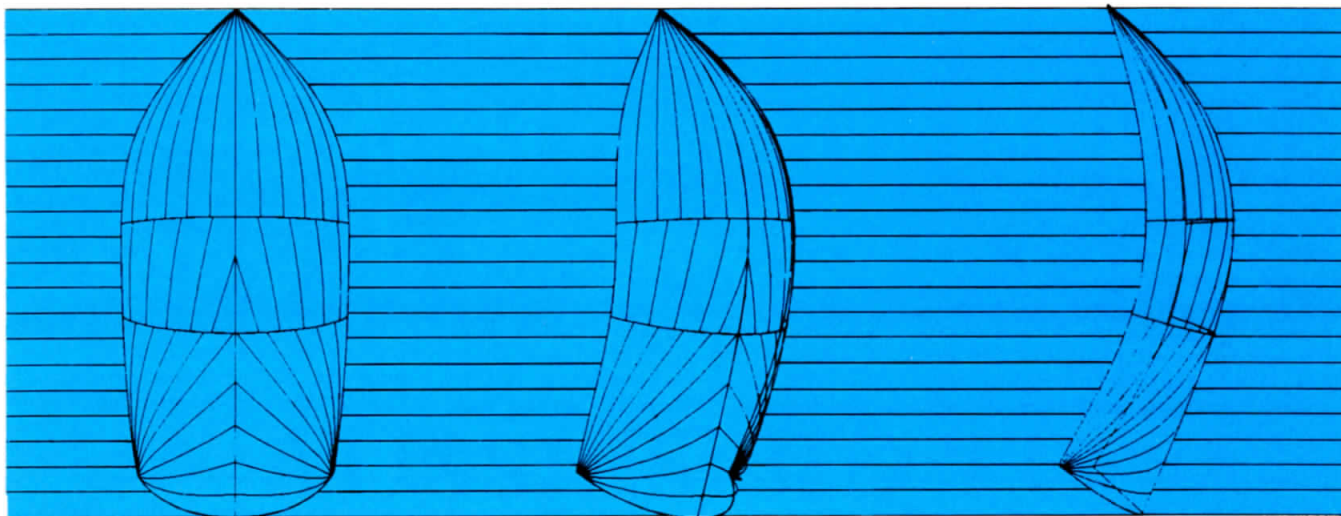
To successfully operate a race of the size of the Sydney-Hobart, the CYCA also depends on State and Federal agencies and receives additional support from Caltex, Australian Airlines and All Nippon Air.

NorTel, the new major sponsors of this, the 44th annual Sydney-Hobart, is the Australian subsidiary of Northern Telecom, one of the world's leading telecommunications companies. Announcing the new sponsor, CYCA



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| – FASTNET RACE         | 1st Great News                               |
| – SYDNEY HOBART        | 1st Illusion                                 |
| – SYDNEY SOUTHPORT     | 1st Witchcraft                               |
| – SCOR SERIES          | 1st Le Roy Brown                             |
| – ONE TON CUP          | 1st Brava                                    |
| – MAXI WORLDS PROGRESS | Longobardo, Il Moro, Drumbeat                |
| – 6 METRE WORLDS       | 1st St Francis                               |
| – J24 WORLDS           | 1st Larry Klein                              |
| – E22 WORLDS           | 1st Larry Klein                              |



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Commodore David Kellett, said: "We consider this to be the most challenging ocean racing event in the world . . . racing boats from all over the world come to Australia for this event, and I think it is appropriate that a global corporation like Northern Telecom sponsor the race."

## Northern Telecom

Northern Telecom is a leading global supplier of full digital telecommunications systems, with nearly 50 million lines of its Meridian SL-1/SL-100 private automatic branch exchanges (PABXs) and DMS central office switching systems in service or on order in more than 80 countries.

The corporation's 1988 turnover was US\$5.4 billion. Northern Telecom employs nearly 50,000 people throughout the world. It operates 23 manufacturing plants in Canada, 13 in the United States, two in Malaysia, and one each in the Republic of Ireland, France, and the People's Republic of China. Research and development is conducted at 24 of these facilities, and by Bell-Northern Research Ltd, a subsidiary that operates R&D facilities in 10 locations, including two in Canada, four in the US, and one in the UK.

Northern Telecom manufactures a wide range of telecommunications systems for telephone companies, private corporations, educational institutions, government and military agencies, hospitals, offices and residences. Its products include telecommunications switching and transmission systems, data packet networks, optical fibre cable and equipment, wire and cable, data communications systems, telephones, outside plant hardware, and other equipment for public and private communications networks.

The corporation is also playing a leading role in the development and application of digital and optoelectronic (lightwave communications through glass fibres) technologies.

To maintain its position in the highly competitive world of communications technology, Northern Telecom invested US\$711 million in research and development in 1988, a record 13 per cent of turnover.

Northern Telecom Limited is 52.9 per cent owned by BCE Inc, a management holding corporation whose subsidiaries and associated companies include Bell Canada, TransCanada PipeLines, BCE Mobile Communications, BCE Development, Montreal Trustco and Bell Canada International.

Northern Telecom common shares are listed on the New York, London, Tokyo, Toronto, Montreal, and Vancouver stock exchanges. Nearly 70 per cent of Northern Telecom's 1988 turnover of US\$5.4 billion was earned outside Canada.

## NorTel

NorTel Pty Ltd, headquartered in Sydney, Australia, is the corporation's operating company responsible for manufacturing, sales and service in Australasia. The company markets digital PABXs, data packet switching equipment, central office switching equipment, international gateway systems, telephones and other telecommunications equipment.

NorTel started selling PABXs in Australia in 1984 through a distributor, AWA. In 1986, Northern Telecom and AWA formed a joint venture, AWA-NorTel, to enhance its market position. In 1989, NorTel purchased AWA's 40 per cent share in the joint venture, making NorTel a wholly owned subsidiary of Northern Telecom.

NorTel's major customers in Australia include Telecom Australia, OTC, Australian Airlines, Ansett Airlines, the Sydney Opera House, the Bank of New South Wales.

## Australian Airlines Official Carriers

**A**USTRALIAN Airlines, as the official airline for the NorTel Sydney-Hobart yacht race, recognise that skippers and crews, as well as race organisers, require assistance of a practical nature to relieve them of the concern of moving people and gear to and from the race destination.

As a major supporter of Australian sporting events, the airline is pleased to support ocean racing through its ongoing association with the CYCA and involvement with the Sydney to Hobart yachting classic.

For the 1989 race, Australian Airlines will once again provide transport for crew and back up teams, family, friends and spectators; baggage and equipment service and transport; and post-race package holiday assistance if required.

Prior to and on race day, Australian Airlines will operate a temporary office at the CYCA. This office will be computer linked to the airline's reservations system so instant confirmation of bookings and any alterations can be made and where ticketing facilities will be available. The airline will also provide a baggage collection service to transport gear to Hobart where it will be available for collection.

Australian Airlines staff look forward to meeting and maintaining their high standards of efficiency and service to participants in one of the world's true ocean classics, and wish all entrants 'plane' sailing 'The Australian Way'.

## Caltex Products for Achilles II

**C**ALTEX will again be supporting the Cruising Yacht Club of Australia in this year's classic NorTel Sydney-Hobart Yacht Race.

Caltex will be providing their new outstanding range of AQUA TEC marine products, including Hi-Tec diesel fuel to the radio relay vessel *Achilles II*.

In addition to the wide range of speciality products, Caltex will be providing some 35,000 litres of Hi-Tec diesel fuel to cover the race.

Caltex has been a leader in marine products over a wide period of time and the recent launch of its new AQUA TEC range will provide boating people of all types with products which will fit their specific needs.

Through its many sponsorships of ocean racing and formula one outboard racing, Caltex has developed close connections not only with the leading yacht

clubs of Australia but with a wide range of maritime activities.

Caltex is delighted to be in a position to provide support to the Cruising Yacht Club of Australia for this annual classic race from Sydney to Hobart.

## New Award for Crew Members

**A**SPECIAL award has been created for the NorTel Sydney-Hobart race to acknowledge the unsung heroes of the great race — the crew members — and honour the memory of T.W. (Bill) Thompson.

Thompson notched up 28 Hobart trips both as a sailing competitor and as the CYCA official radio operator on board the radio relay ship. He died this year.

The new award will be made to a racing crew member for excellence in any area on board to assist in the safe passage and/or comfortable passage to Hobart of a yacht.

Every year, crew members perform under extreme conditions and each race has tales of heroics. This award will highlight the heroes of the race.

Outstanding crew members will be nominated by two co-crew and a selection panel will choose the winner at the end of the race.



## N O R T E L   S O U T H E R N   C R O S S   C U P



ULTIMATE CHALLENGE, sailing for Victoria in NorTel Southern Cross Cup.

## AUSSIES BID TO RETAIN THE CUPS

**B** RITAIN started it all with the Admiral's Cup, Australia followed with the Southern Cross Cup. Since then Italy has introduced the Sardinia Cup and in Hawaii there's the Kenwood Cup.

Each event is an international offshore racing series for teams of three yachts — the showpiece of ocean racing design trends, new techniques in hull construction, go-fast gear, electronics and high-tech sails.

Each is a biennial event, and 1989 is the year for the running of the two original international team challenges — the Champagne Mumm Admiral's Cup, sailed out of Cowes in England by the Royal Ocean Racing Club, and the NorTel Southern Cross Cup organised by the Cruising Yacht Club of Australia in Sydney.

The Admiral's Cup was held in July-August and resulted in a disappointing fifth for the Australian team, for the British a victory after 12 years. But the Australians came home with a prestigious trophy, the Champagne Mumm World Cup for Ocean Racing.

The World Cup was based on points scored in the Southern Cross, Kenwood, Sardinia and Admiral's Cup regattas in 1987-89 and the Australian team successes in the 1987 Southern Cross and 1988 Kenwood Cups gave us a near unbeatable lead going into the Admiral's Cup.

This year the NorTel Southern Cross Cup will be the opening regatta in the

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*By Peter Campbell*

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1989-91 World Cup, with the Australians again looking for victory in their home waters as the start of a strong effort to retain both trophies.

This will be the 12th running of the Southern Cross Cup, introduced by the CYCA in 1967, following Australia's first win in the Admiral's Cup earlier the same year. Since then the Southern Cross Cup has become more than an international offshore teams series — it has been the biennial yachting "test match" between the Brits and the Aus-

sies and, as the results show, with the Kiwis adding more than just a little spice to the contest.

Every year since 1965, Australia has sent three yachts to the Admiral's Cup, at not inconsiderable cost to owners and crews, winning the gold cup in 1967 and again in 1979. The British has reciprocated every year except 1967, but are back again this year with a team that comprises one of their own Admiral's Cup team and two chartered Australian yachts.

Hong Kong is making a strong bid, with a team headed by expatriate Australian yachties, and for the first time there is a Soviet team, with two yachts from Vladivostok and one chartered Australian boat.

For the first time since the inception of the Southern Cross Cup, there is no team representing New Zealand, which in the past has four times taken the trophy back across the Tasman. None of the Kiwi team which defended the Admiral's Cup in August was available and although last-minute efforts were made by the Royal Akarana Yacht Club,



## The Sponsors. . .

**T**HE planning, organisation, conduct and promotion of international ocean races such as the NorTel Sydney-Hobart Yacht Race and, this year, the NorTel Southern Cross Cup Regatta, is an expensive undertaking for a club of amateur sportsmen and women who sail for the love of the sport. Such an undertaking would not be possible without the efforts of so many Club Members, who volunteer their time to make the Sydney-Hobart such a success.

Nor would the Race be possible in its current form without NorTel, which has become the major sponsor in 1989, taking over from AWA who contributed so much over the past years, the last five as major sponsor. There are two other sponsors without whom the race would not be the event it is — Australian Airlines who assist so much with transport of race personnel and in the movement of crew baggage to Hobart, and Caltex who generously provide the fuel for the Radio Relay Vessel.

This year the Radio Relay Vessel is again Keith Williams' *Achilles II* from Hamilton Island.

The Royal Australian Navy is again making *HMAS Fremantle*, the well-known patrol vessel, available as the Official Starting Vessel.

## The CYCA also wishes to thank. . .

**R**ANK Xerox for its generous provision of photocopying facilities; Nashua for facsimile units; General Automation and Sitek for their computer facilities; OTC for providing the major satellite communications link between the fleet and Race Headquarters; All Nippon Airlines; and the many other companies which make their products available to the crews at no charge.

The Club also acknowledges the significant contribution to the Race by the Governments of New South Wales and Tasmania; the Corporation of the City of Hobart; the Marine Board of Hobart; the Maritime Services Board of NSW; the NSW Water Police; the Commonwealth Department of Transport; the Royal Volunteer Coastal Patrol; Australian Volunteer Coast Guard; George Cresswell of the CSIRO Marine Laboratories; Woollahra Municipal Council (for all their assistance with containers and parking facilities).

Then there are the many volunteers without whose services the Race would not be possible, including the NorTel Sydney-Hobart Racing Organising Committee; the Starting Officials; the Plotting Team led by Donald Walker-Smith; the Safety Inspectors; the Ladies who work long and hard on the tele-

phones in the Communications Centre; the Tasmanian race officials at the RYCT and Constitution Dock; the CYCA Associates Committee who run the information desks in the lobby and who assist in selling Sydney-Hobart clothing and other products; Buster Rickard and his Liaison Committee; the Publications Committee chaired by Gary Linacre.

Last, but not least, are the CYCA office and yard staff who work unbelievably long hours under arduous conditions in the lead-up to the Race and Regatta.

## The Editor would especially like to thank. . .

**P**HOTOGRAPHERS Richard Bennett in Hobart and David Clare and Sally Semmins in Sydney who made their spectacular pictures available for this publication; the NorTel Sydney-Hobart Media team of Helen Tribe, Di Pearson and Cate Anderson for assistance with editorial material; CYCA General Manager John Terry, Sailing Secretary Bob Brenac and Marina Manager Phil Thompson; in Hobart, Commodore Bill Cooper and Race Director Rohan Johnston of the RYCT; and in particular Elaine and Christina in the CYCA Sailing Office for their untiring efforts in getting the information about entries ready on time for OFFSHORE.

## THE GREEK ISLANDS AND THE COAST OF TURKEY ON YOUR OWN YACHT ... SEAFARER SAILORS SWEAR IT'S THE ONLY WAY TO GO.



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STEPHEN MILNE + ASSOCIATES / 550



a team of competitive IOR boats could not be raised.

The Australian national team and the NSW team was to be named following the completion of trials off Sydney in early December, and Western Australia has named a strong team headed by Alan Bond's maxi, *Drumbeat*. Tasmania, Queensland and South Australia are not fielding teams, but Victoria is expected to nominate two more boats to join Lou Abrahams' *Ultimate Challenge* in their State team in early December.

While the IOR rating band for the Southern Cross Cup is 30.0 feet to 70.04 feet, the three yachts whose performances will count towards the World Cup must rate between 30.0 and 40.5 feet.

Teams nominated by the end of November for the 1989 NorTel Southern Cross Cup are:

#### BRITAIN:

*Juno IV*, Castro 45, rating 35.14. Owner: Mike Peacock. Skipper: Mike McIntyre. Member of winning British team 1989 Admiral's Cup.

*Heaven Can Wait*, Farr 50, rating 40.5. Charterer: Stephen Matthews. Skipper: Harold Cudmore. Newly launched for Australian owner Warren Johns; sailed impressively in International 50-Foot World Cup regatta in Japan in November.

*Beyond Thunderdome*, Davidson 40, rating 30.5. Charterer: Nick Pope. Skipper: Eddie Warden-Owen. Originally owned by Warren Johns; now sailed by Neil Statis but chartered to the British for the Southern Cross.

#### HONG KONG:

*Foo 2*, Farr 50, rating 40.5. Owner/skipper: Warwick Miller. As *Jamarella* and racing for Britain, was topscoring individual yacht in the 1989 Admiral's Cup. Since bought by Miller, an expat Australian living in Hong Kong.

*Bimblegumbie*, Dubois 44, rating —. Owner/skipper: Keith Jacobs. Built for the 1987 Hong Kong Southern Cross Cup when the team finished fourth. Since then has been successful ocean racer out of Hong Kong.

*Sundance*, Davidson 40, rating 30.5. Charterer: Bill Steele. Brand new Davidson One Tonner for Sydney yachtsman Jon Mitchell who has chartered to Hong Kong team.

#### RUSSIA:

*Admiral Nevelskoy*, Hoffman 41, rating 34.89. Skipper: Leonid Lysenko. Older style 13.6m sloop owned by the Far Eastern Higher Engineering Marine School Yacht Club of Vladivostok.

*Komander Bering*, Hoffman 41, rating 34.89. Skipper: Vladimir Gamanov. Sistership to the other Russian yacht making up, with an Australian charter, the USSR's first-ever challenge for an international teams racing event.



TOP: Three of the contenders to represent Australia in the NorTel Southern Cross Cup — Prime Factor (sail no. 4988), Southern Cross (208) and Sagacious (KA4000). Centre: Mike Peacock, skipper of British yacht *Juno IV*. Bottom: *Jamarella*, now re-named *Foo 2* and racing for Hong Kong. (Pics — Peter Campbell)





*Uptown Girl*, Petersen 40, rating —. Skipper: to be named. Owner Rod Winton has made his yacht available to the Russians for their first challenge for the Southern Cross, the yacht being sailed by a joint Russian/Australian team.

#### WESTERN AUSTRALIA:

*Drumbeat*, Pedrick 82, rating 70.0. Owner: Alan Bond. Skipper: Peter Gilmour. Australia's newest maxi, *Drumbeat*'s only campaign so far has been two regattas in the world maxi championships in the Mediterranean where she notched up several wins and placings before damaging her mast.

*True Blue*, Farr 40, rating 30.5. Owner/skipper: Lawson Klopfer. Topscoring yacht in this year's Australian Admiral's Cup trials, but had a disappointing series in fresher conditions in England.

*Prime Minister*, Farr 40, rating 30.5. Owner/skipper: Ken Court. Earlier version of *True Blue* built by Peter Milner; highly successful in offshore races in WA, including winning West Coast Series and Farrawa Cup.

#### AUSTRALIA/NEW SOUTH WALES:

The Australian and New South Wales teams, to be chosen on results in the Australian Trials, with the first three going into the National team. Yachts nominated for the trials were:

*Venture One*, Frers 40. Charterer: Joe Goddard Jnr and partners.

*Southern Cross*, Farr 40. Owner/skipper: Bill Gilbert.

*Madeline's Daughter*, Farr 44. Owner/skipper: Peter Kurts.

*Blue Max II*, Davidson 40. Charterer: Tony Kirby.

*Cyclone*, Frers 50. Owner: Max Ryan. Skipper: Rob Brown.

*Sagacious V*, Farr 40. Owner/skipper: Gary Appleby.

*Prime Factor*, Farr 40. Owner/skipper: Bob Brady.

*Great News*, Farr 50. Co-owners: David Forbes (skipper) and John Calvert-Jones.

#### VICTORIA:

*Ultimate Challenge*, Dubois 40. Owner/skipper: Lou Abrahams.

Two others to be named.

#### NorTel Southern Cross Cup 1989

**R**RACE 1 — Thursday, December 14. 25nm offshore triangle.

RACE 2 — Friday, December 15. 75nm offshore race.

RACE 3 — Sunday, December 17. 25nm offshore triangle.

RACE 4 — Tuesday, December 19. 75nm offshore race.

RACE 5 — Thursday, December 21. 75nm offshore race.

RACE 6 — Tuesday, December 26. 630nm Sydney-Hobart race.

Scoring system: Points for each race of the Southern Cross Cup will be awarded as follows:

First Place: 'A' points

Each succeeding yacht: 1 point less than the preceding yacht, where 'A' equals the number of yachts entered in the Southern Cross Series.

Points as calculated above will be multiplied by a factor based on the length of the race as follows:

Races 1, 3 and 5 × 2.0

Races 2 and 4 × 2.5

Sydney-Hobart × 5.0

#### Sydney-Hobart Race Information

**R**RACE Updates — dial 0055.  
CYCA Club lines — (02) 362 3896.

#### AIN Awards to Yacht Navigators

**T**HE highly respected Australian Institute of Navigation has decided to present Certificated Awards to outstanding navigators in major Australian yacht races.

This follows the trend set by the Cruising Yacht Club of Australia to judge yacht navigators in the Sydney-Hobart, Noumea Race and other major ocean races.

The races listed for these awards are: Sydney-Hobart; Southern Cross Cup series; Melbourne-Hobart; Sydney-Mooloolaba; Sydney-Whitsunday; Sydney-Gold Coast; Brisbane-Gladstone; Sydney-Noumea; Gosford-Lord Howe race; Fremantle-Bali race; Darwin-Ambon race; Fremantle-Albany race.

The forty-year-old Institute originally consisted of senior airline pilots, ships captains, Navy officers and the like. However, in recent years it has admitted an increasing number of yachting navigators and is recognising their important roll in the art of Navigation.

One of the Institute's Honourable Members is Captain Stan Darling, that doyen of the yachting world's Navigators. It is the highest honour the Institute can bestow.

For information on the Australian Institute of Navigation, write to the Secretary Box 2250 GPO Sydney 2001.

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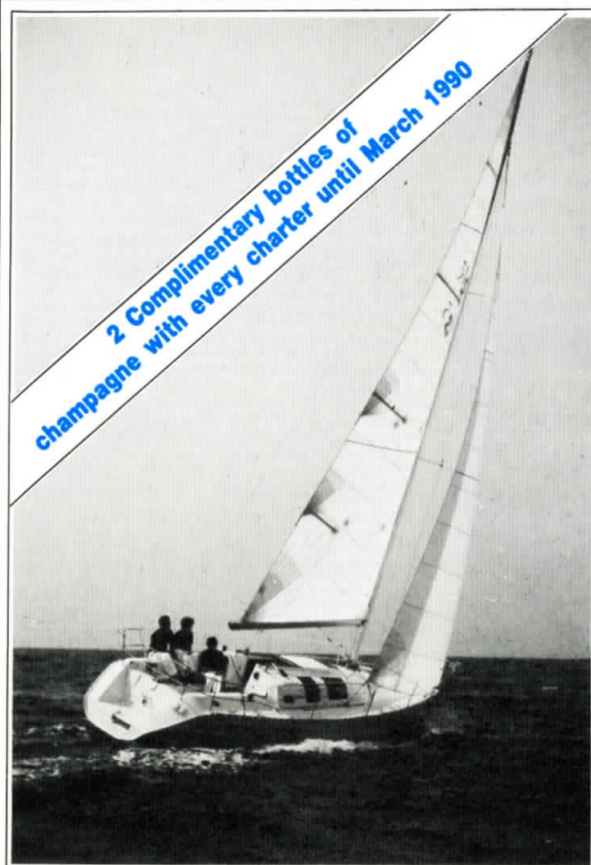


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# 1989 Sydney Hobart Race Communications

By Tony Finnemore

**T**HE 1989 NorTel Sydney-Hobart fleet will be covered by one of the most comprehensive communications systems ever used in an offshore yacht race.

Australia's worldwide communications company, OTC Limited, is making available the combined resources of

two satellite communication systems, plus its conventional HF/SSB (long range) and VHF (short range) marine radio networks. These communication links will provide a comprehensive radio net with a particular emphasis on safety, and an accurate means to transfer the yachts' reported positions.



ABOVE: Radio operators at OTC's Maritime Communications Station at La Perouse, Sydney. BELOW: Ald. Noel Reidy, Mayor of Willoughby, and OTC Maritime Product Manager, Jim Simpson, display the new compact standard "C" communications system at the opening of the new OTC maritime division headquarters at St Leonards, Sydney.



Position reporting from the radio relay vessel *Achilles II* will be carried out using the new Standard-C satellite communications system, which operates through the same satellites that have been used in previous races. This new satellite communication system is in a pre-operational phase before becoming fully operational in mid 1990. The 1989 Sydney-Hobart will be the first yacht race in the Pacific region to be monitored with a Standard-C communications link. The Standard-C system will also provide the *Achilles II* with the capability to send telex messages to anywhere in the world.

The Standard-A satellite communications system, with its full voice communications facilities, will be available on *Achilles II* as a back-up system, especially if atmosphere conditions cause HF/SSB communication difficulties.

An important safety feature of the Sydney-Hobart race is the twice daily compulsory position reports or 'skeds' conducted between the radio relay vessel and each yacht on an especially allocated HF/SSB radio frequency. During these skeds the yacht's race numbers, latitude and longitude will be entered into a computer onboard *Achilles II*. This computer will be linked to a remarkable compact Thane & Thane Standard-C terminal connected to a small conical antenna mounted on the superstructure of *Achilles II*. The Standard-C terminal and antenna are so compact that they could quite easily be fitted to the yachts themselves in some future Sydney-Hobart race.

Once a sked is completed a file of computer data will be transmitted, via a satellite over the Pacific Ocean, to another Thane & Thane Standard-C terminal in the Sydney race headquarters of the CYCA. On receipt, this data will be fed directly into the computer used to plot the position of each yacht in the race. This direct satellite data link reduces the chance of error and is not affected by atmospheric conditions that can corrupt data sent on HF radio transmissions.

Another innovative OTC service called Yachtcoms will allow the race headquarters staff in Sydney and Hobart to listen in on the HF radio skeds and to even talk directly to any yacht or *Achilles*



II — if certain situations arise that could be better resolved with direct voice communications. The OTC Yachtcoms system uses a special telephone handset, with a built-in amplifier and speaker, that will be linked by a normal telephone service to either the Sydney or Melbourne OTC Maritime Com-

munications Stations. This link allows the race headquarters staff to utilise the highly sensitive HF radio receivers and powerful HF transmitters of these OTC Stations.

During the early part of the race, down the NSW coast, the yacht's crews will also be able to make and receive

telephone calls to anywhere in the world using OTC's VHF Auto-Seaphone service.

There is no doubt that with such a comprehensive array of communications facilities available, the crews of the 1989 Sydney-Hobart fleet will virtually have the world at their fingertips.

*General Automation and SGA Pacific bring. . .*

## SUPER COMPUTERS... and lots more!

OVER recent years, AWA Computers had developed a very sophisticated program for collection of data and the calculation of results for the Sydney-Hobart Yacht Race. This year there is a different sponsor for the race and a new company has acquired the business of AWA Computers, but the computer system and programs used so successfully last year will once again be set to work by the same dedicated team of people.

The business of AWA Computers was acquired from AWA Limited in September this year by a new company, SGA Pacific Limited, which is partially owned by General Automation Inc. of the US, Sanderson Electronics PLC of the UK, and some of the local management team. The mini computer system which performed so well last year, was manufactured by General Automation, as is this year's machine which is one of GA's latest 3000 series.

The General Automation 3000 will be located this year at the CYCA in Sydney. Twice a day competing yachts will radio their position to the radio relay ship *Achilles II*, and from there each schedule will be transmitted to the CYCA. That information will then be entered into the GA 3000 where a unique software program called RACE-CALC will calculate each boat's distance travelled, and shortest distance to the finish line. They will also be sorted in first-across-the-line order, and on corrected time according to their handicap.

Once a boat crosses the finish line the rest of the fleet is sorted into potential winners. The program calculates when each boat must cross the line if it is to win on corrected time and the average speed it must achieve.

### Racecalc

The original result calculation programs have evolved over the past five years into the most comprehensive Yacht Racing Package available in the world today, offering:

- All results in Line Honours, Overall, Division and Category;



*ACHILLES II, Keith Williams' fine motor yacht from Hamilton Island, will again be the Radio Relay Vessel.*

- Calculation based on IOR (International Offshore Rule), ILL (Illingworth), and International Measurement System (IMS) Time Correction Factors;
- On-line enquiry on any yacht;
- On-line enquiry on any crew member;
- Tracking of all retired yachts;
- Tracking of all yacht positions;
- Instant summaries of state and country team performances.

### Media

All this data will be available from terminals at the CYCA Sydney, and via the Telecom Digital Data Service at the RYCT Hobart, and the Media and Liaison Centres at Constitution dock. Thus the most up to date information will be instantly available to the media and to the friends and relatives of Yachtsmen at sea.

### Consideration for 1989

Changes in the international yacht racing community this year mean that modifications were required to the Racecalc Yacht Racing Package. These changes can be defined in two areas:

1. Other premier yachting series have switched their formats from five race events to six races. These include the

Kenwood Cup in Hawaii and the Admiral's Cup in England. The CYCA has decided to bring this international event into line with overseas trends.

2. A brand new yacht handicapping system, the International Measurement System (IMS), developed in the USA, has been introduced to the yachting world this year. The CYCA has included a category for IMS in the NorTel Sydney-Hobart Race, and the organisers have allowed a yacht to be entered in all three categories (IOR, ILL, IMS) at the same time.

### General Automation 3000

The General Automation 3000 will be supplied and operated by SGA Pacific Limited, and maintained by AWA Customer Support Services. It is powered by a 25MHz MC 68020 Central Processing Unit, with up to 8 million characters of main memory and 1,000 million characters of on-line disc storage. It can support up to 64 interactive terminal users and runs under the industry standard PICK operating system and database.

General Automation Inc. and SGA Pacific Limited are proud to be associated once more with the NorTel Sydney-Hobart Yacht Race.





Rick Dovey

## Not the Customs House Again!

**H**OBART time again — yachtsmen hold and new dashing around the docks looking like men/women with a mission, all tunelessly whistling their own versions of “I must go down to the sea again” etc as they pause briefly in their rush to line up rum and cokes later in the day.

For all, it is the one time of the year that is very special, rather like a motor racing driver in the days before Bathurst, a footballer before the grand final or a jockey before riding the Melbourne Cup.

All rather strange really, when you consider that of the 1,500 people or thereabouts making the trip this year, less than 200 have reasonable chance of winning the race.

Stranger still when you consider that almost all will arrive in Hobart ex-

hausted, having suffered extreme tiredness and discomfort through damp and cold and in general four or five days of a lifestyle completely alien to that which they are used to.

People ask why. But then, what of the driver needing hospitalisation to overcome extreme dehydration after Bathurst, the footballer who takes weeks to recover from having been put through a mangle or the jockey who rode the race of his life having known all along (although not admitting to anyone) that his steed was not in the hunt.

Long distance ocean racing of course is different, a world which few experience and which, because it's a sport that takes place out of the public gaze, is hard for the layman to appreciate.

To those who don't sail, the competitors are brave men and women, particu-

larly the women. “What about the whales and sharks? What about the containers that have washed off ships? What about the storms — after all they're not called the Roaring Forties for nothing are they?”

We've all heard it many times. Still, the yachtsmen I know worry more about the hazards ashore, such as the Quiet Little Drink.

Of course, for those doing their first Hobart, it's a bit like setting off into the unknown and it's understandable that they are nervous as they prepare for Boxing Day.

### Golden Rules

So, in the interests of lessening the shock for some, here are some of the golden rules for what could well be the most satisfying yacht race you will ever sail.

**1.** You will not win. That's right, unless you are on a state of the art yacht, built in the last couple of years to the IOR rule without regard to cost any crewed by rockstars, then you are a rank outsider. Of course, in any long race, luck will play its role and you may just be lucky and good enough to fluke it, getting your own breeze and “sailing through the fleet” with the greatest of ease. But pigs don't often fly out there.

If you take the grand prix yachts and crews such as *Cyclone*, *Sagacious*, *Great News*, *Southern Cross*, *Heaven Can Wait*, *Prime Factor*, *Madeline's Daughter* and all the Three Quarter Tonners such as *Illusion*, and then add the international boats here for the Southern Cross Cup such as *Jamarella* which bowled everyone over in the Admiral's Cup, you'll take my point that the opposition is a bit hot.

The trouble with these top boats, from your point of view, is that they are not only usually quicker for their rating, but they have top sailors aboard who, when luck goes against them, usually work out how to get out of the proverbial before too much damage is done.

So concentrate on the boats of your size which you normally race against. They are your real competitors. Beating them and hopefully winning your division is what it is really all about. Then if the wind does suit your boats over the long course and puts you up ahead of the favourites you have been blessed with great luck indeed.

Of course this year there is the IMS rule in play as well but you will still have to sail better than the other guys to beat them.

**2.** If you don't like being cold and wet, don't go. It's as simple as that. Because you will be both for at least 50 percent of the trip which will have you asking



CONDOR, the famous maxi yacht of the '80s, powers to windward in an earlier Sydney-Hobart race. Skipper this year is David Kellett who won with Sovereign in 1987.



yourself what the hell you are doing out there.

Good wet weather clothing is horrendously expensive but the best investment you can make. Thermals are a blessing. A few years ago you couldn't take enough clothes but now a couple of changes of thermal underwear replaces complete changes including heavy and hard to dry wool jumpers.

3. Be prepared to be more tired than you can remember. Never forget the golden rule — if you get the chance to sleep then take it. Most crews opt for watches of four hours on and four off during the day, three on and three off at night. It is a good system but it doesn't often work like that by the time you throw in all the sailchanges, gybes and general 'snafus' that demand extra people on deck. Then there is cooking to be done, things to be repaired etc.

Of course that's not to mention the boat falling off waves and trying to throw you out of your cot. Or when you're hard on the breeze, having to move to a bunk on the new windward side every time you tack. Generally speaking, if you get unbroken sleep for two off-watches you are doing incredibly well.

4. Make allowances for peoples' personalities to change. There is a saying that

to find out what someone is really like, go away in a caravan with them for a couple of weeks. That is nothing compared to racing to Hobart. People get tired and uncomfortable which adds up to being pretty miserable at times.

In other words they get good old fashioned grumpy, and that includes you. So when the for'ard hand snaps your head off for being slow to get the new sail to him or the skipper questions your parentage because you are trimming the spinnaker like a sack of spuds, don't take it personally. They're still nice guys, really.

Tolerance is the order of the day and that applies to you too. Imagine you are finishing the 3am-6am watch and the new guys come out onto deck and see YOU. Yuk. It's like that classic line — "Imagine waking up next to that in the morning." (But wait until it's their buy in the bar at Consitution, then it's time for revenge).

Sound like fun? It is, really.

5. Forget taking the Walkman and tapes, paperback, diary, sleeping bag, toilet bag, pillow, teddy bear and Penthouse black labels. This, believe it or not, is a serious boat race.

6. Do you get drunk in the CYC bar and carried away by the festive atmosphere

beforehand. That will be very expensive because inevitably you will be drawn into making bets with crewmen off the opposition boats which, should you lose, will be very expensive in Hobart. Prices down there, surprise surprise, have a way of escalating, and when you roll into the Customs' House on arrival to find you owe ten jugs of rum and coke, you've just shattered the budget.

7. Beforehand, lash out and buy a small personal torch to keep in a pocket at night. It's not only vital to get the yacht back to you if you take a swim at night, but Mum will also sleep better knowing you have it. Better still, get her to buy it for you for Christmas.

8. Finally, as you start and finish, remember the people on the official boats and in the clubs. There really would be no race without them so they deserve your thanks.

So there you go, off on a sailing adventure that is part of Australia's sporting heritage and all that. Translated into reality that means sailing in a race you cannot win and which you will often wish you aren't in. Pretty strange really. But wait for the sense of achievement when you cross the line in the Derwent. There is nothing like it in sailing in Australia and only the Fastnet in the world to compare.

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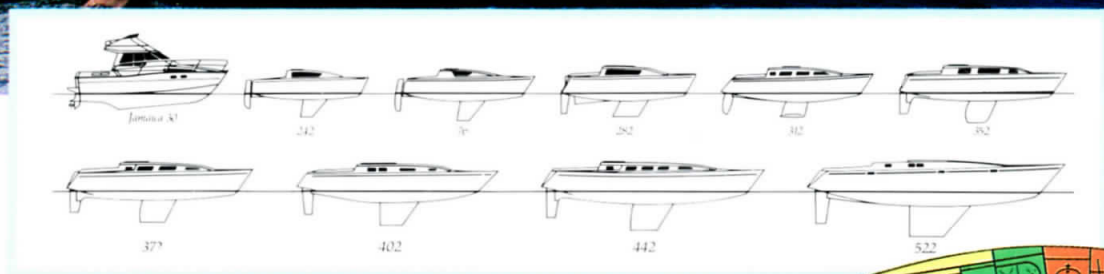
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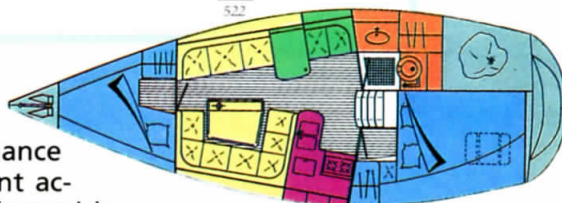
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looked like this.*



Exactly how long Pale Ale has been brewed at Tasmania's Cascade Brewery is uncertain; production records were destroyed in the famous bushfires of 1967.

Those fires, as a point of interest, caused the only interruption to brewing at the South Hobart brewery in the 157 years since the Brewery was established.

While the exact date of Pale Ale's introduction may not be known, it is clear that Pale Ale is Cascade's longest established brew. It is, quite possibly, Australia's oldest beer. Over the decades it has earned a reputation matched by few, if any, Australian beers.

In one famous celebrity beer tasting at the Journalists' Club in Sydney in the 1960s, it was voted the nation's best beer. But it wasn't until a couple of years ago that Cascade started to push Pale Ale interstate — in cans as well as in barrels.

Today Pale Ale is sold across the bars of almost a hundred pacesetting hotels in Sydney and Melbourne.

The packaging may have changed over the years; but the tradition and taste that has made

Cascade's oldest beer one of its most popular, will remain. Pale Ale is certainly "not your average beer".



*Not your  
average beer*



# Hood...Sailmaker

## Hood...The Biggest

**I**t's now official Hood sailmakers are the biggest sail loft in Australia.

With 9 lofts strategically located in Sydney, Melbourne, Brisbane, Adelaide, Perth, Hobart, Townsville, Lake Macquarie and Gippsland Lakes, Hood are now in a position to service its clients Australia-wide.

Hood are now the only sailmaker with lofts in every capital city except Darwin and agents in the major growth areas.

"Having a loft in all the major areas allows us to service our clients like never before" said Tim Messenger.

"So if you wanted to sail around Australia or compete in championships in those areas you can have a hood sailmaker to look after your every need".

"All lofts have the benefit of Hood technology, computer systems, sail cloth and experienced sailmakers to give you only the best in service with new sails or repairs."

So if you require service around Australia or around the world. Hood Sailmakers can attend to your every need from the largest sailing ship to the smallest dinghy.



## Hood...Choice of Whitbread Races

The Whitbread Round the World Yacht Race continues... it's been tough, dangerous and sometimes frustrating as the yachts and crews battle a multitude of wind and sea conditions.

Yachts from New Zealand, Great Britain, Finland, The Netherlands, Belgium, France, Spain, Switzerland, Ireland, Sweden, West Germany, the United States and for the first time the Soviet Union, are contesting the event with Peter Blake's Steinlager a favourite to take out the event.

Success in the race depends not only on seamanship, crew work, boat speed and tactics but planning both before and during the race.

That is why Hood Sails were the overwhelming choice of the Whitbread racers.

Skippers and syndicate managers knew they needed sailmakers with world wide ocean racing experience and an understanding of the pressures on rigs and equipment.

They also required consistent quality service world wide and no other group of sailmakers could offer such a vast network of lofts as Hood.

Hood computers will play a big part as each contestant arrives in port for repairs, alterations or new sails.

Each yacht using Hood sails have their sail plan and design in the Hood computer system which will allow each contestant to solve their problems quickly either by radioing ahead instructions or upon arrival in port.

Local Hood lofts can then service each contestant efficiently and cost effectively.

## J Class Coup

Hood USA and Hood Europe were delighted with the final results of the return of the Legend Regatta held at Newport Rhode Island recently.

The Legend yachts consisted of the completely restored J Class 130 foot Endeavor and the 120 foot Shamrock V.

Both yachts were restored at a cost of \$10 million over 5 years with their owners opting for the experience and technology skill of Hood to fit out a full inventory of sails.

Joining Ted Hood, founder of Hood Sails, on board the J Class yachts were Ted Turner, Gary Jobson, Bus Mosbacher, Olin Stevens and a host of celebrities including Jackie Onassis, Ted Kennedy and Elizabeth Taylor.

According to Hood President, Tim Woodhouse, the Legend Regatta was an unbelievable sight with more spectator craft than the America's Cup.

"It was so crowded the yachts couldn't manoeuvre around the course".

I've never seen such a spectacular event so you can imagine I'm extremely pleased that Hood Sails played such an important part in the event" he said.

The 130 foot Endeavor defeated Shamrock V in every race.



The fully restored Endeavour



# ers to Australia

## America's Cup



Australia II with Hood's Hugh Treharne on board.

**H**ood Sailmakers association with the America's Cup goes back a long way with founder Ted Hood developing sail cloth which was, according to many, responsible for the huge advantage the United States had over the challengers.

The new cloth developed by Hood which the challengers were not allowed to use, had enormous strength and durability over other material.

The challengers cried unfair and said it was impossible for them to win the America's Cup if they could not match or use the same sailcloth.

To skirt around the rule Ted Hood set up a factory in Ireland to manufacture Hood sail cloth which was then made available to the challengers.

Since then, Hood has been a leader in the manufacture of sail cloth and the development of other materials in sails.

Hood (America) was the first loft in the world to make sails from Kevlar and Mylar.

This huge bank of expertise, experience and technology was passed on to the Australian loft, which pushed it to the forefront of the Australian sailmaking industry.

## Hood History

Hood sailmakers is one of the oldest sail lofts in Australia and was started by Joe Pearce one of the legends and great characters of the industry in this country.

It's a little unclear as to when Joe cut his first sail but during the mid 40s he was one of the most highly respected and sought after sailmakers around Sydney.

Many of the leading sixteen, eighteen footers and yachts of the time plus 12 metres Greta and Dame Pattie used sails made by Joe Pearce.

When Joe died, the business was taken over by another yachting doyen, Peter Cole in 1970, who like Joe Pearce saw enormous potential with the two young sailmakers, Ian Lindsay and Ian Broad who worked in the loft.

In 1976, Chris Bouzaid took over from Peter Cole who also recognised the talent of Lindsay and Broad and

## Hood Products

All of us at sometime have the dream of cruising the Barrier Reef or the world one day.

*Some do many don't.*

So in an effort to make life easier for those that do go cruising, Hood have developed special products such as the Stoway Boom which allows you to roller reef your mainsail inside the boom quickly and efficiently to give you control of your boat in varied conditions with little fuss.

It's simple to install, easy to maintain and very reliable.

So when the breeze picks up suddenly or you get caught in a storm, the Stoway Boom can keep you safe and allow you to control your boat in all conditions and maintain maximum performance.

For special protection when the mainsail is rolled inside the boom many cruising yachtsmen recommend Hood's special Eclipse UV resistant sail cloth for long lasting life.

And for the headsail, Hood developed the Sea Furl, a reefing and furling system which has been tested in the roughest conditions including the BOC Race and came through with flying colours.

And for the racers, Hood have developed the Gemini Foil for quick efficient headsail changes.

A major advantage of the Gemini Foil is that both grooves face aft thus reducing friction

between the sails going up and down.

Because of its simple, quick operation, time spent on the bow is kept to a minimum.

The Gemini Foil can fit over your existing headstay and because it is made from anodised aluminium extrusions, it is several times stronger than plastic foils, is not affected by temperature change or sunlight and weighs less than other systems.



Syd Fisher's Ragamuffin.

As a testament to its success the Hood Gemini Foil has been used on champion yachts like Syd Fisher's Ragamuffin, Rod Muir's Windward Passage II, Bernard Lewis's Sovereign and American champions Ondine, Boomerang, Kialoa and many of the 12 metres at the America's Cup.

## Sail Fast with Hugh Treharne

When sailing downwind in a shifting breeze, providing there is good pressure, we always sail the gybe that takes us closest to the mark.

On many occasions a windshift does not warrant a gybe. However, the speed we sail through these shifts should vary, even though the wind's speed may remain constant.

To get the maximum VMG (velocity made good) towards the mark, we apply the following

rules when a gybe is not warranted: in a header we allow the boat speed to build by sailing a little higher, in a lift we pull away slightly to a speed that's under our target.



## HOOD SAILS CONTACTS:

**Sydney Tel: (02) 905 0800** Ian Lindsay, Ian Broad, Tim Messenger, Hugh Treharne

**Melbourne Tel: (03) 646 5273**  
Col Anderson, Kingsley Piesse

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ONE of the world's most famous racing maxi yachts, *Condor*, will make a comeback to ocean racing in this year's NorTel Sydney-Hobart classic.

*Condor* has been bought by Australian businessman and pastoralist Tony Paola, and will be skippered by Cruising Yacht Club of Australia Commodore, David Kellett.

*Condor* will join three other maxi yachts in the duel for first home in the 630 nautical mile race (she has twice won line honours) — Alan Bond's state-of-the-art *Drumbeat*, Syd Fischer's *Ragamuffin* (the 1988 line honours winner), and a 60-footer from Japan, *Marishiten*.

For *Condor*'s new owner, Tony Paola, it will be his first ever venture into yachting; for Kellett an ongoing involvement in maxi yachts after skippering *Sovereign* to her double victory in 1987.

*Condor*, previously owned by Bermuda-based Englishman Bob Bell, has twice taken line honours in the Sydney-Hobart race, in 1983 and 1986. In 1985 she took the double of line honours and first overall on corrected time in the Fastnet Race, and in 1986 won line honours in the Newport to Bermuda Race in the United States — giving her the triple crown of line honours in the world's three major long ocean races.

Bell built the Ron Holland-designed 24.4-metre masthead sloop to replace his equally famous veteran maxi, *Condor of Bermuda*, this time using aluminium and composite plastics instead of timber for the hull.

Following the 1986 Sydney-Hobart, from which *Condor* retired with rig damage, Bell was forced to sell the yacht because of the collapse of his inter-



# THE RETURN OF THE CONDOR

By Peter Campbell

national insurance business. Since then *Condor* has been in a yard in Auckland, stripped of most of her racing equipment.

Commodore Kellett faced a "formidable task" in putting *Condor* back together in Auckland before sailing her to Sydney in early November. "She has undergone a total refit, which included replacing all the deck gear and navigation equipment below," Kellett explained when *Condor* reached Sydney to begin crew training and tuning for the NorTel race. "She had a new keel fitted in 1986 and we believe she is still competitive in long ocean races with an

experienced crew aboard."

Kellett said the 26-man crew which will include the new owner, will be most of those who campaigned *Sovereign* in her Sydney-Hobart line and handicap double victory in 1987, and in her subsequent success in the United States.

*Sovereign*, owned by Sydney businessman Bernard Lewis, was sold recently in the US for \$1.5 million.

*Condor*'s new owner, Tony Paola, is chairman of ABE Holdings, a Sydney-based company with interests in agriculture, aircraft chartering and business equipment. He owns the large pastoral holding, "Currabubula", near Tamworth, in northern NSW.

"Tony has never sailed, but he has always admired the team effort required for successful offshore maxi yacht racing," Commodore Kellett said. "He will be having his first sail aboard *Condor* after she arrives from Auckland in mid November and plans to sail in the NorTel Sydney-Hobart as part of the crew."



# 1989 NORTEL SYDNEY-HOBART

## Fleet Sail

Sail No	Yacht Name	State/ Country	LOA Metres	Launch Date	Owner	Designer
C1	BRINDABELLA	ACT	19.8	1989	G. SNOW	B. FARR
H2	DERWENT LASS	TAS	9.0	1978	D. COLBOURN	P. JOUBERT
KAR2	DRUMBEAT	WA	25.0		A. BOND	D. PEDRICK
SM2	ULTIMATE CHALLENGE	VIC	12.2	1987	L.J. ABRAHAMS	E. DUBOIS
PD4	ADAMS APPLE	TAS	13.4	1985	W.D. WIVELL	J. ADAMS
R4	PERIE BANOU II	WA	11.6		J. JONATHAN	SPARKMAN & STEPHENS
TYC5	TERRA NOVA	TAS	10.6		R. SHAW	M. CREELE
KASM6	ONCE A JOLLY SWAGMAN	VIC	0.0	1987	C. JACOBSEN	L. DAVIDSON
OYC6	SIR THOMAS SOPWITH	NSW	21.9		OYCA	
7	HAMMER OF QUEENSLAND	QLD	20.4	1987	A. BLOORE	K. STEINMAN
A8	MIRRABOOKA	TAS	14.3	1987	J.&P. BENNETTO	G. FRERS
MH9	FUJITSU DEALERS	NSW	11.0	1986	J. EYLES	L. DAVIDSON
RQ12	ENTREPRENEURIAL SPIRIT	QLD	12.1	1986	B. ASHENDEN	HOLMAN & PYE
B14	MORNING BREEZE	VIC	10.0	1972	LALOR/MANGER/GODFREE	SPARKMAN & STEPHENS
M16	HILLS ANTENNAS	NSW	12.2	1986	D. COULTER	B. FARR
SM17	BP FLYING COLOURS	VIC	15.8	1985	J. LAKE	K. STEINMAN
H17	KAMEHAMEHA	TAS	9.5	1984	KAMEHAMEHA SYNDICATE	
A19	ROLLER COASTER	TAS	11.0		J. FUGLSANG	SPARKMAN & STEPHENS
B23	KINGURRA	VIC	13.1	1972	P. JOUBERT	P. JOUBERT
MH25	OTELLA	NSW	16.5	1985	C. MONTGOMERY	J. KING
26	CENTREFOLD	NSW	15.0		B. FOLBIGG	SPARKMAN & STEPHENS
B32	HARBINGER	VIC	10.2	1988	B. DEAN	L. DAVIDSON
R33	CHUTZPAH	VIC	10.2	1988	SCHILTE/TAYLOR	L. DAVIDSON
A40	INTRIGUE	TAS	12.2	1984	D.C. CALVERT	T. CASTRO
KA48	ANACONDA II	SA	25.0		J. GRUBIC	A. BUCHANAN
H50	RECOOPERATOR	TAS	9.2		W. COOPER	A. BUCHANAN
M53	NYNJA GO	NSW	11.0	1982	R.C. AXE	B. FARR
A55	SOLANDRA	TAS	0.0	1984	R.&C. ESCOTT	SPARKMAN & STEPHENS
KA70	RAGAMUFFIN	NSW	24.1	1969	S. FISCHER	G. FRERS
S79	INSATIABLE	VIC	12.1	1985	G.&J. WILSON	VAN DER STADT
KB80	CONDOR	NSW	24.5		T. PAOLA	R. HOLLAND
SM80	ILLUSION	VIC	10.2	1988	G. KNEZIC	L. DAVIDSON
MH80	RUFF' N TUMBLE	NSW	13.2		L. ROSE	P. COLE
A99	ADRIANE	NSW	13.4		J. DAVERN	ADAMS/RADFORD
104	BUSHRANGER	NSW	12.3	1964	K. MILLER	VAN DE STADT
R106	AUDACITY	TAS	10.1		R. LATHAM	VAN DE STADT
MH106	IMPECCABLE	NSW	10.2	1980	J. WALKER	D. PETERSON
R111	APOLLO II	VIC	13.7	1972	J. DUFFIN	B. LEXCEN
A113	MARK TWAIN	NSW	11.8	1971	V.H. O'NEILL/C. WARD	SPARKMAN & STEPHENS
SA119	MINI JUMBUK	SA	12.2		J.&C. HOWELL	D. PETERSON
B126	DAFRA SUNSCREENS	VIC	9.6		H. HERTZBERG	K. STEINMAN
B185	THE STING	VIC	10.9		G. SCHERWINSKI	S. KAUFMAN
189	BLUE MAX II	NSW	12.1	1986	J. KING/F. WILLIAMS	L. DAVIDSON
A194	EMMA	NSW	11.2		M. DE BURCA	J. DUNCANSON
202	SEAQUESTA	QLD	12.4	1981	C. STANYON	E. DUBOIS
208	SOUTHERN CROSS	NSW	0.0	1988	B. GILBERT	B. FARR
B233	GUMBLOSSOM	NSW	9.3	1971	T. GUNNERSEN	P. JOUBERT
237	MIDDLE HARBOUR EXPRESS	NSW	11.3	1980	R. STONE	L. DAVIDSON
272	TERENCE J	NSW	13.8	1983	R. RATCLIFFE & SONS	R. RATCLIFFE
L290	CAN CAN	UK	11.8	1970	G. CARLYLE-CLARKE	SPARKMAN & STEPHENS
327	ZEUS II	NSW	9.2		J. DUNSTAN	P. JOUBERT
R349	WHITE SWAN	VIC	0.0	1981	WYCHWOOD ESTATES P/L	SPARKMAN & STEPHENS
353	MARGARET RINTOUL	NSW	0.0		B. GOULD	P. RHODES
YC360	PATRICE III	SA	14.3		P. KING	SPARKMAN & STEPHENS
393	INCH BY WINCH	NSW	13.4	1980	J. GODDARD	G. FRERS
400	SWISS QUEENSLAND MAID	SWISS	12.24	1987	H.P. ISELA	B. FARR
WP444	WESTERN PORT EXPRESS	VIC	12.2		L. MARTYN/P. GRANT	B. FARR
463	OUTLAW	TAS	12.1	1986	B. McKAY	
496	BALANDRA	TAS	14.0	1965	G. HENNICKE	NICHOLSON
R500	PRIME SUSPECT	VIC	12.2		P. NICHOLSON	B. FARR
K505	JUNO IV	UK	13.6		M. PEACOCK	T. CASTRO
508	STORMY PETREL	NSW	10.9	1970	A. PEARSON	SPARKMAN & STEPHENS
530	THE GOODIES	TAS	10.2		C. & L. ANDREWS	H. KAUFMANN
611	CHINA BEAR	NSW	15.5		A. CLUBB	R. HOLLAND
SM621	KINGS CROSS	VIC	10.9	1985	B. EDMUNDS/R. GREEN	L. DAVIDSON



# SYDNEY-HOBART YACHT RACE

## Participant Number Guide

631	SUNSEEKER	NSW	11.8		V. THOMAS/J. QUINN	SPARKMAN & STEPHENS
653	OUTRAGEOUS	NSW	11.3	1982	J. PARTRIDGE	D. RICHARDS
SM697	GOLDEN SEAGULL	VIC	10.4	1974	N. HUNTER	BUCHANAN
KH818	BIMBLEGUMBIE	HK	13.2	1987	K. JACOBS	E. DUBOIS
933	LEROY BROWN	NSW	10.2		W. WIECKMANN	L. DAVIDSON
KA950	VENTURE ONE	NSW	11.9	1985	J. GODDARD & PARTNERS	G. FRERS
S955	MIDNIGHT MAGIC	VIC	13.0	1982	I. RITCHIE	P. COLE
1118	BUGGBEAR	TAS	10.9	1985	R. BUGG	R.L. BUGG
TYC1147	TURKEY SHOOT	TAS	12.2	1982	A.&M. McHUTTON	R. HOLLAND
1170	BELLES LONG RANGER	NSW	13.7		WOMEN ON WATER SYND	D. PETERSON
1224	MERCEDES IV	NSW	12.7	1974	P. STRONACH	E. KAUFMAN
1534	STRATUS COMPUTER	NSW	9.0	1974	S. PARSONS	SPARKMAN & STEPHENS
KA1770	GREAT NEWS	NSW	15.2	1987	D. FORBES/J. CALVERT-JONES	B. FARR
KH1800	FOO 2	HK	15.2	1989	J. MILLER	B. FARR
1910	SHENANDOAH III	NSW	10.4	1983	J. CHARODY	P. COLE
1982	KOMANDOR BERING	USSR	13.6	1983	FAR EASTERN MARINE SCHOOL	HOFFMAN
R1986	PRIME MINISTER	WA	12.2		K. COURT	B. FARR
RF1989	TRUE BLUE	WA	12.0		L. KLOPPER	B. FARR
1995	ADMIRAL NEVELSKOY	USSR	13.6	1985	FAR EASTERN MARINE SCHOOL	
2111	BIG SCHOTT	NSW	12.5	1976	P. BUSH	D. PETERSON
2344	ADVISOR RESEARCH	TAS	14.0	1978	B. WOODS	A. CURRAN
2354	VENINDE III	NSW	10.2		F. WALKER	E. DUBOIS
2501	ST JUDE	NSW	10.0	1979	DR H. HOUSE	YAMAHA
2557	WITCHDOCTOR	NSW	12.8	1979	THE RUM CONSORTIUM	L. DAVIDSON
3000	MADELINE'S DAUGHTER	NSW	13.2	1986	P. KURTS	B. FARR
3007	PHOENIX CONTRACTORS	NSW	11.8	1980	D. HUNDT & I. DALE	L. DAVIDSON
SM3041	PADAM II	VIC	11.1	1981	K. QUINERT	E. DUBOIS
3105	DOCTOR WHO	TAS	15.2	1983	R. JACKMAN	L. DAVIDSON
3564	WOODWIND	NSW	13.9		J. O'DONNELL	P. COLE
3569	TANGLEFOOT	NSW	11.9	1981	R. MARR	
KA3695	INDIAN PACIFIC (VIC)	VIC	12.2	1983	S. McDONALD/L. SHANNON	B. FARR
3712	HORNET	VIC	11.0	1984	THE STING SYNDICATE	SPARKMAN & STEPHENS
3767	MISTRESS AGAIN	NSW	11.0	1983	D. SENOGLES	B. FARR
3774	ICARUS	NSW	11.6	1984	A. RIDLEY	H. KAUFMANN
3807	ALEXANDER OF CRESWELL	NSW	11.2	1984	DEPT OF DEFENCE	K. SWARBRICK
J3826	MARISHITEN	JAPAN	20.7	1985	K. TAKEDA	K. TAKEDA
YC3880	MORE IMAGINATION	SA	0.0	1985	T. NICHOLAS	B. FARR
3976	GUSTO	NSW	11.8	1981	H. DENISON	R. SALTHOUSE
KA4000	SAGACIOUS	NSW	12.0	1987	G. APPLEBY	B. FARR
4040	NADIA IV	NSW	12.1	1983	T. DALTON	B. FARR
4048	SINGAPORE GIRL	NSW	10.2	1985	P. STEIGRAD	L. DAVIDSON
4100	AUSTRALIAN MAID	NT	16.7	1980	J.R. WARDILL	J. CASSIDY
4117	SHERATON HOBART	TAS	12.2	1985	I. SMITH	B. FARR
4173	HALF HOUR	NSW	0.0	1988	J. HANCOCK	R. HUMPHREYS
4182	UPTOWN GIRL	USSR	12.5	1977	R. WINTON	D. PETERSON
4208	FARR LAP	NSW	11.4	1988	CARPENTER/FOYE/PECKMAN/L- ANCASTER	B. FARR
4408	ARABESQUE	NSW	11.1	1989	N. MARR	R. HOLLAND
4416	INNISFREE	NSW	10.6	1981	L. ANDERSON	R. PERRY
4490	HYPERDRIVE	NSW	13.4	1986	J. CLARK	ADAMS/RADFORD
4515	COMPUTERLAND SOLUTIONS	NSW	14.0	1981	NSW POLICE SAILING ASSOC.	SPARKMAN & STEPHENS
4525	CONTINENTAL	NSW	12.8	1988	M. CHAMPION	J. KING
4544	APOLLO BATTERIES	NSW	14.0	1988	R. NYMAN	A. WARWICK
4715	NEVER A DULL MOMENT	NSW	12.5	1989	C. WILSON	J. KING
4803	FUELS PARADISE	NSW	9.4	1982	J. MESSENGER	E. DUBOIS
4988	PRIME FACTOR	NSW	12.2	1988	R. BRADY	B. FARR
5064	SALTY LADY	NSW	11.2	1986	R. SCOBLE	L. DAVIDSON
5090	CYCLONE	NSW	15.0	1989	M. RYAN	G. FRERS
5178	REVELATION	NSW	12.0	1983	D. CURCHOD	E. DUBOIS
5222	FREIGHT TRAIN	NSW	18.8	1983	D. PARKES	G. FRERS
5339	CHALLENGE II	NSW	13.9	1979	J. DALEY	SPARKMAN & STEPHENS
KA5500	BEYOND THUNDERDOME	UK	12.2	1987	N. STATIS/E. OWEN	L. DAVIDSON
5600	RAGER	NSW	17.0	1987	M. CLEMENTS	G. ELLIOTT
5850	HAUPIA	NSW	10.6	1983	T. JOHNSTON	R. JOHNSTONE
6000	SUNDANCE	HK	12.1	1989	T. STEELE	L. DAVIDSON
KA5550	HEAVAN CAN WAIT	UK	15.3	1989	W. JOHNS/S. MATHEWS	B. FARR





**ADAMS APPLE (0) — PD 4**  
**LOA 13.4m; IMS RATING**  
**Designer: Joe Adams (Australia)**  
**Type: Adams 13; Year Built: 1985**  
**Owner/Skipper: Dennis Wivell**  
**Club: Port Dalrymple Yacht Club, Tas.**

Tamar Valley orchardist Dennis Wivell is a most competitive sailor with this appropriately named Adams 13, having contested the 1988 Tall Ships Race from Hobart to Sydney, the inaugural Australian Three Peaks Race this year (third), the 1986 Melbourne-Hobart (fourth overall) and winning the 1985 Melbourne-Devonport race in a time second only to Gretel's race record. This will be his first Sydney-Hobart and will have sons Stephen and Rod aboard.

**Crew:** D. Wivell (Skipper), A. Van Asch (1), S. Wivell, R. Wivell, P. Thompson, G. Lyons, L. Febey.



**ANACONDA II (12) — KA 48**  
**LOA 25.45m; IOR RATING**  
**Designer: Alan Buchanan (UK)**  
**Type: Maxi ketch. Year Built: 1975**  
**Owner/Skipper: Josko Grubic**  
**Club: Royal South Australian Yacht Squadron, SA**

Largest yacht in the fleet, this veteran of voyages around the world, to the Antarctic, to the South Pacific and around Cape Horn to Rio, will be sailing her 13th race to Hobart. To January 1986, Anaconda II had logged some 176,000 nautical miles and has added a few thousand since.

**Crew:** J. Grubic (Skipper/Navigator) (22), D. Hagen (10), B. Hawling (4), A. Marsh (1), D. Field (4), N. Brundle (5), B. McCauley (1), K. Lehman (3), D. Bowden, K. Johnson, G. Lilley (1), V. Robertson, J. Whalley, A. Haldon, G. Hutchinson, R. Buchanan, D. Wilson, P. Bauml, H. McLeod, N. Gay, M. Ward, L. White, B. Shaddock, K. Smith, J. Frost (3).



**ADMIRAL NEVELSKOY (0) — 1995**  
**LOA 13.6m; IOR RATING**  
**Designer: Hoffman (Poland)**  
**Type: Trainee racing sloop. Year Built: 1985**  
**Owner/Skipper: Leonid Lysenko**  
**Club: Far Eastern Higher Engineering Marine School YC, Vladivostok, USSR.**

One of two Soviet yachts entered by the yacht club of this maritime college in Vladivostok, Admiral Nevelskoy came to Australia in late 1987, contesting the 1988 Bicentennial Tall Ships Race. Although the crew hope to make up a USSR team for the Southern Cross Cup with Komandor Bering and a third chartered yacht, both Soviet sloops are older craft used more for training than racing. Skipper Leonid Lysenko is a very experienced ocean racing yachtsman.

**Crew:** L. Lysenko (Skipper), A. Akulov, V. Tarasov, S. Schilkin, G. Stepanyan, V. Semiletov, A. Shakirov, P. Polcy.

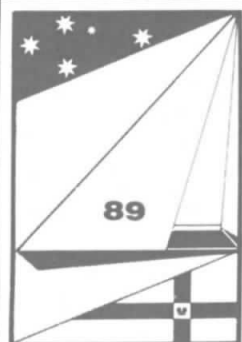


**APOLLO BATTERIES (1) — 4544**

**LOA 14.19m; IMS RATING**  
**Designer: Alan Warwick (NZ)**  
**Type: Cardinal 46; Year Built: 1988**  
**Owner/Skipper: Rod Nyman**  
**Club: Middle Harbour Yacht Club, NSW.**

Designed and built to suit the IMS rule, Apollo Batteries had its first victory in the inaugural IMS Sydney-Gold Coast Race last August. If medium to strong winds prevail, this 14-tonne yacht will be hard to beat in the IMS division of the Hobart race. Entered only in the IMS Division although also rated IOR.

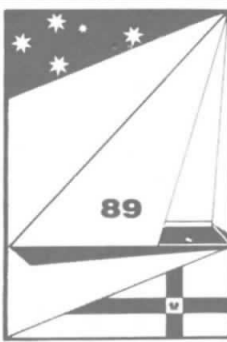
**Crew:** R. Nyman (Skipper) (2), M. Nyman (Sailing Master) (2), R. Johnston (Navigator) (2).



**ADRIANE (0) — A 99**  
**LOA 13.49m; IMS RATING**  
**Designer: Adams Radford (Australia)**  
**Type: Carina 44. Year Built: 1988**  
**Owner/Skipper: Jim Davern**  
**Club: Sydney Amateur Sailing Club, NSW**

Newly launched Carina 44, designed by Joe Adams and built in Sydney by Paul Kelly (who also built Ragamuffin, Sovereign and so far some 50 Adams 10s). The Carina 44 is a fast cruiser/racer which should be very competitive under IMS. Owner/skipper Jim Davern is head of JNP Films and executive producer of Australia's longest-running TV drama serial, "A Country Practice".

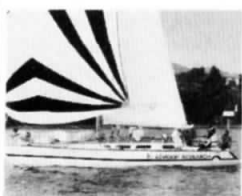
**Crew:** J. Davern (Skipper) (5), D. Williams (Helmsman) (4), J. Rickard (Helmsman) (4), C. Oh (5), S. Kelly (3), P. Kelly (6), L. Tomaszewski (1).



**APOLLO II (11) — R 111**  
**LOA 13.71m; IOR RATING**  
**Designer: Bex Lexcen (Australia)**  
**Type: M&W 45; Year Built: 1973**  
**Owner/Skipper: John Duffin**  
**Club: Royal Yacht Club of Victoria, Vic.**

Designed by Bex Lexcen when was known as Bob Miller, Apollo II was built for Alan Bond who won selection in Australia's team for the Admiral's Cup in 1973. Since then she has done most of her racing in Victorian waters, except for fairly regular Sydney-Hobarts. Present owner, John Duffin, has been ocean racing out of Melbourne since 1973, but this will be his first Sydney-Hobart.

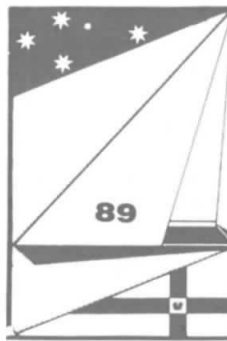
**Crew:** J. Duffin (Owner/skipper), S. Hodges (Helmsman), I. Barclay, J. Douglas, D. Duffin, A. Smith (Navigator), M. Rolling, I. Barclay, J. Douglas, L. Rowe, T. Tylor, A. Aylward, B. Edington.



**ADVISOR RESEARCH (4) — 2344**  
**LOA 14.0m; IOR/IMS RATING**  
**Designer: Brian Curran (Australia)**  
**Type: Cruiser/racer. Year Built: 1978**  
**Owner/Skipper: Brian Woods**  
**Club: Royal Yacht Club of Tasmania, Tas.**

Better known as Parmelia, this big cruiser/racer was built to contest the Parmelia Race from Southampton to Fremantle. She was one of only 46 yachts to finish the galeswift 1984 Sydney-Hobart, last year finishing third in the Illingworth Division A. In 1987 she finished second in the OTC Hobart to Fremantle race.

**Crew:** B. Woods (Skipper) (5), G. Coad (Sailing Master) (14), W. Bevis (8), M. Viney (Navigator), R. Lewis (4), G. Whitton (1), S. Wilson (3), W. Wall, R. Denholm (6), H. Posch (4).



**ARABESQUE (0) — 4408**  
**LOA 13.9m; IOR/IMS RATING**  
**Designer: Ron Holland (Ireland)**  
**Type: Holland 43. Year Built: 1988**  
**Owner/Skipper: Norman Marr**  
**Club: Royal Sydney Yacht Squadron, NSW**

Owner Norman Marr finished second overall with Audacity in the 1982 race. With Arabesque, purpose-built for IMS, he has already notched up a 5th on IMS in the Jupiters Gold Coast race, while two of his crew, Marc Michel and Michael Formosa, recently won the Australian short-handed championship with the boat.

**Crew:** N. Marr (Skipper) (5), M. Michel (Navigator) (3), M. Formosa (8), T. Campbell (3), H. Davidson, C. Waldie (5).



**ALEXANDER OF CRESWELL (4) — 3807**  
**LOA 11.1m; IOR/IMS RATING**  
**Designer: Kim Swarbrick (Australia)**  
**Type: S 111. Year Built: 1980**  
**Owner/Skipper: Dept of Defence/CPO Richard Timms**  
**Club: Royal Australian Navy Sailing Association, NSW**

Purchased as one of five sailing training yachts for the Navy in 1984 and used to train junior officers in basic sailing and sea awareness skills, Alexander is named after one of the first fleet ships used to transport convicts to Australia. She has participated in every Sydney-Hobart since her delivery to the Navy in 1984. Present skipper, Chief Petty Officer Richard Timms has sailed in many training cruises over the past few years, the next being to Lord Howe Island in the New Year.

**Crew:** R. Timms (Skipper) (1), D. Graham (Navigator) (1), M. Grey, J. Ledger.

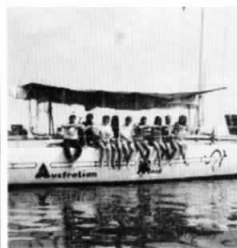


**AUDACITY (5) — R 106**  
**LOA ; IOR/IMS RATING**  
**Designer: Van der Stadt**  
**Type: Van der Stadt DB2**  
**Owner/Skipper: Richard Latham**  
**Club: Royal yacht Club of Tasmania**

Audacity finished second in the 1982 Sydney-Hobart and has been owned by Tasmanian Richard Latham for the past 12 months. The boat is an extremist, by Tasmanian Richard Latham for the past 12 months. The boat is an extremist, liking either very light or very heavy conditions and according to Latham is the winds of more than 25 knots or less than 10 knots Audacity will go well under IMS.

**Crew:** R. Latham (Skipper) (4), W. McMaster (Navigator), R. Moores, B. McIndoe (1), B. Hawson (1), K. Curtin, C. Naylor.





**AUSTRALIAN MAID (2) — 4100**  
LOA 16.79m; IMS RATING  
Designer: Jack Cassidy (Australia)  
Type: Cruiser/racer. Year Built: 1980  
Owner/Skipper: Jonathon Wardill  
Club: Darwin Sailing Club, NT

Having sailed more than 10,000 nm campaigning in New Zealand, the Pacific and Indonesia, Australian Maid took first and fastest time in the Northern Territory's own Darwin to Ambon race, breaking the previous record, held by a multihull, by two hours. One of the specific entries in the IMS division only, the former Evelyn should be one of the pace-setters to Hobart.

**Crew:** J. Wardle (Skipper) (1), M. Rijkuris (Sailing Master) (2), W. Flynn, S. Baddeley (1), H. Bradley, A. Woodward (1), G. Chard, K. Rae, R. Walliker, C. Wall, B. Mackie (1).



**BIMBLEGUMBIE (1) — HK 818**  
LOA 13.23m; IOR RATING  
Designer: Ed Dubois (UK)  
Type: Southern Cross Cup team yacht. Year Built: 1987

**Owner/Skipper:** Keith Jacobs  
**Club:** Royal Hong Kong Yacht Club, Hong Kong.

This will be the fifth time that Keith Jacobs has represented Hong Kong in the Southern Cross Cup, the second with this yacht which was launched just before the 1987 series. Bimblegumbie finished 10th overall in the Hobart race, with the Hong Kong team fourth overall after the chartered Great News lost her rig in Bass Strait. Since then, Bimblegumbie has been raced successfully in the China Sea.

**Crew:** K. Jacobs (Skipper) (4), P. Jolly (7), B. Wylie, J. Mooney.



**BALANDRA (16) — 496**  
LOA 14.0m; IOR/IMS RATING  
Designer: Peter Nicholson (UK)  
Type: Ex-Admiral's Cupper. Year Built: 1965  
Owner/Skipper: Gerd Hennicke  
Club: Royal Yacht Club of Tasmania, Tas.

Famous ocean racer of the 1960s, Balandra represented Australia in the winning Australian team at the Admiral's Cup in 1967 when owned by Bob (later Sir Robert) Crichton-Brown. This will be the 16th Hobart race for the 24-year-old sloop, the ninth for her present owner.

**Crew:** G. Hennicke (Skipper) (5), C. Maseur (Navigator) (5), J. Bourke (6), C. Wilson, C. Laurence, T. Boko, C. Vorbach (8).



**BLUE MAX II (1) — 189**  
LOA 12.196m; IOR RATING  
Designer: Laurie Davidson (NZ)  
Type: One Tonner; Year Built: 1987  
Owner/Skipper: Jim King  
Club: Royal Prince Alfred Yacht Club, NSW.

Owner Jim King has chartered the yacht to young Tony Kirby as a contestant for a place in the Australian or NSW Southern Cross Cup teams. This will be the yacht's fourth trip to Hobart, last year being dismasted.

**Crew:** J. King (Owner/Skipper) (6), R. Marr (Navigator), T. Kirby (Helmsman) (6), N. McDonald (4), D. McKay (2), S. Jones, R. Williams (2), P. Carfrae (1), D. Reducka, R. Hudson (1).



**BELLES LONG RANGER (8) — 1170**  
LOA 13.72m; IOR RATING  
Designer: Doug Petersen (USA)  
Type: Peterson 46. Year Built: 1979  
Owner/Skipper: Women on Water Syndicate (charterers) — Chris Evans (Skipper)  
Club: Cruising Yacht Club of Australia, NSW.

Originally sailed as Ragamuffin as member of winning Australian teams in 1979 Admiral's Cup and 1980 Clipper Cup, and more recently as Otago, this 46-footer has been chartered by the Women on Water syndicate and will be sailed to Hobart by an experienced all-women crew, headed by skipper Christine Evans. They are only the second all-women crew to sail in a Sydney-Hobart.

**Crew:** C. Evans (Skipper), K. Veal (1), K. Holz, B. Higgs (Navigator) (2), D. Sykes, R. Lewis (2), J. Gillott, K. Goudge (2), L. Eagle, M. Hudson, K. Naylor, G. Harland.



**BP FLYING COLOURS (0) — Sm 17**  
LOA 15.84m; IMS RATING  
Designer: Kell Steinman (Australia)  
Type: Maxi Chaser; Year Built: 1985  
Owner/Skipper: John Lake  
Club: Sandringham Yacht Club, Victoria.

First Sydney-Hobart for Victoria's fastest ocean racer, this Kell Steinman-designed 52-footer which has won line honours in the Melbourne-Hobart race for the past four years. Flying Colours also holds the race record, breaking Helsal's long-standing time two years ago, as well as other Victorian records. Racing in the IMS Division only and could be the fastest.

**Crew:** J. Lake (Skipper) (5), N. Glenwright (Navigator) (1), J. Mardenberger (3), D. McPherson (3), D. Penny, S. Lake, P. Taylor (2), S. Quigley, J. Currie, D. Robertson, P. Fitzgerald, B. Coyne (6), D. Marks (3).



**BEYOND THUNDERDOME (0) — KA 5500**  
LOA 12.2m; IOR RATING  
Designer: Laurie Davidson (NZ)  
Type: One Tonner. Year Built: 1988  
Owner/Skipper: Nick Pope (Charterer), Eddie Warden Owen (Skipper)  
Club: Royal Ocean Racing Club, UK.

Chartered to the British team for the NorTel Southern Cross Cup and sailing with a joint British/Australian crew headed by America's Cup and match-racing skipper Eddie Warden Owen. Beyond Thunderdome was a member of the winning Australian team in 1988 Kenwood Cup in Hawaii and has recently been campaigned by Neil Stat.

**Crew:** N. Pope (charterer), E. Warden Owen (Skipper) (1), N. Stat, A. Poole, W. Sykes, R. St. Julian, P. Tabone, G. de Perthuis.



**BRINDABELLA (0) — C 1**  
LOA 19.1m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 65. Year Built: 1989  
Owner/Skipper: George Snow  
Club: Canberra Yacht Club, ACT.

Brand new light displacement 65-footer due to be launched in early December. Canberra-based owner George Snow has named his new yacht after the mountain range near the Australian capital city. The new boat is a radical design using Bruce Farr's design skills to meet Snow's brief of a yacht to win races without regard to handicap. Will be campaigned in Hong Kong and Hawaii after the Hobart.

**Crew:** G. Snow (Skipper) (6), S. Flitcroft (Sailing Master) (5), R. Dalgleish (5), G. Rogers (4), N. Kearney (4), J. Morris (2), R. Forbes (2), S. Bryon (1), J. Henderson (4), E. Adriaanse (4), four to be nominated.



**BIG SCHOTT (7) — 2111**  
LOA 12.49m; IOR RATING  
Designer: Doug Peterson (USA)  
Type: Old type Two Tonner. Year Built: 1978  
Owner/Skipper: Peter Bush  
Club: Cruising Yacht Club of Australia, NSW.

Built in the US, Big Schott raced briefly as Sweet Caroline in the 1978 Clipper Cup in Hawaii, sailing her first Sydney-Hobart race the same year. Tony Pearson changed the name back to Big Schott before selling the powerful 42-footer to Peter Bush. Retired from last year's Sydney-Hobart race, but won Division B (Illegworth) of 1989 Sydney-Mooloolaba race. This will also contest the new IMS Division.

**Crew:** P. Bush (Skipper) (8), E. Prior (Navigator) (1), R. Richards (7), K. Leedon (4), A. Lang (2), A. Roberts, J. Whyte (4), P. Grainger (3), J. Wardell (6).



**BUGGBEAR (1) — 1118**  
LOA 10.91m; IOR/IMS RATING  
Designer: R.L. Bugg (Australia)  
Type: Cruiser/racer. Year Built: 1985  
Owner/Skipper: R.L. Bugg  
Club: Derwent Sailing Squadron, Tasmania.

Designed and built by her owner, Ron Bugg, vice-commander of Derwent Sailing Squadron, Buggbear sailed her first Sydney-Hobart last year. She is a comfortable family cruiser/racer, built of Tasmanian timbers and has proven fast in reaching and running in light airs.

**Crew:** R. Bugg (Skipper) (2), D. Carey (1), L.P. Walsh (1).



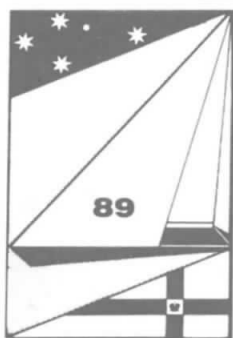


**BUSHRANGER (1) — 104**  
LOA 12.35m; IOR/IMS RATING  
Designer: Van der Stadt (Holland)  
Type: Cruiser/racer. Year Built: 1964  
Owner/Skipper: Kevin Miller  
Club: Royal Yacht Club of Tasmania, Tas.

Built in 1964 and one of the older yachts in this fleet, Bushranger has contested only one previous Hobart race, in 1987. However, owner/skipper Kevin Miller has sailed in three, as well as a Sydney-Mooloolaba race and this year's Australian Three Peaks Race in Tasmania.  
**Crew:** K. Miller (Skipper) (3), S. Davenport (Navigator), P. Adams (5), R. Martin (2), F. Boland (2), I. Helmond (1), A. Poole (1).



**CHUTZPAH (1) — R 33**  
LOA 10.2m; IOR RATING  
Designer: Laurie Davidson (NZ)  
Type: Davidson 34. Year Built: 1988  
Owner/Skipper: Bruce Taylor  
Club: Royal Yacht Club of Victoria, Vic.  
Crew: Second Davidson 34 owned by Bruce Taylor, his previous Chutzpah (now racing as Leroy Brown) winning its division of the 1987 Sydney-Hobart. New Chutzpah is a sistership to last year's winner, Illusion, but was forced to retire with rigging failure. Both yachts have since been racing in extremely close competition in Melbourne and Taylor forecasts that both yachts will be most competitive in this year's Sydney-Hobart.  
**Crew:** B. Taylor (Skipper) (7), K. Piesse (Navigator) (6), G. Wilson (6), F. Taylor (3), G. Gouley (3), M. Chisholm (6), G. Durran (1).



**CAN CAN (0) — L 290**  
LOA 12.6m; IOR RATING  
Designer: Sparkman & Stephens (USA)  
Type: Swan 40. Year Built: 1972  
Owner/Skipper: G. Carlyle-Clarke  
Club: Royal Ocean Racing Club, UK.

Can Can, a comfortable Swan 40, is competing in the Sydney-Hobart as part of her world cruise. She competed in the 1987 Fastnet Race and has sailed in several races in the West Indies.  
**Crew:**



**COMPUTER SOLUTIONS (8) — 4515**  
LOA 14.0m; IOR/IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: Older IOR boat. Year Built: 1981  
Owner/Skipper: NSW Police Sailing Assn — E. Hreszczuk (Skipper)  
Club: Cruising Yacht Club of Australia, NSW.

Originally named Inca, this 46-footer is a sistership to Challenge II and like her, has been rated under IMS to give her a new competitive lease of life. Members of the Police Sailing Association sail her well and are looking to an improved Hobart this year.  
**Crew:** E. Hreszczuk (Skipper) (2), G. Hutchinson (Navigator) (6), M. Burke (16), S. York (2), K. McKay (2), N. Doig (2), M. Power (8), G. Wegg (1), M. Wookey (1), L. Morrison (1), D. McConville.



**CENTREFOLD (2) — 26**  
LOA 15.05m; IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: Cruiser/racer. Year Built: 1982  
Owner/Skipper: Brian Folbigg  
Club: Cruising Yacht Club of Australia, NSW.

Returning to the Sydney-Hobart fleet after a break of several years, Folbigg has obviously been attracted by the new IMS handicapping. Centrefold is a comfortable cruiser/racer, her best race result being third across the line in the 1983 Gosford to Lord Howe Island race.  
**Crew:** B. Folbigg (Skipper) (3), J. Christoffersen (Sailing Master) (16), B. Bennison (Navigator) (4), B. Hones (4), J. Hemstall (1), K. McBride (2), K. Anderson (4), B. Ashton (1), R. Mee (2), G. Davis (1), J. Folbigg, H. Folbigg.



**CONDOR (3) — KB80**  
LOA 24.5m; IOR RATING  
Designer: Ron Holland (Ireland)  
Type: Maxi. Year Built: 1982  
Owner/Skipper: Tony Paola (Owner), David Kellett (Skipper)  
Club: Cruising Yacht Club of Australia, NSW.

One of the world's most famous maxis yachts of the early 1980s, Condor is returning to ocean racing after two years enforced "retirement" in Auckland. She is now owned by Sydney businessman Tony Paola who has engaged the services of David Kellett and his winning team from Sovereign who.  
**Crew:** T. Paola (Owner), D. Kellett (Skipper) (16), R. Hammond (Navigator) (31), C. Betts (27), A. Cable (24), C. Wildman (22), G. Wheatley (15), C. Straus (14), D. Johnson (13), J. Woodford (11), D. Lewis (10), L. Davidson (9), D. Ellis (9), J. Maguire (9), C. Tipney (9), I. Exton (6), N. Vidal (6), W. Brewer (5), J. Ward (3).



**CHALLENGE II (0) — 5339**  
LOA 14.02m; IOR/IMS RATING  
Designer: Sparkman & Stephen (USA)  
Type: S&S 46. Year Built: 1979  
Owner/Skipper: Jim Daley  
Club: Cruising Yacht Club of Australia, NSW.

Challenge II is the oldest IOR rated yacht which has been measured under the new IMS system, giving the 1983 Sydney-Hobart winner and Clipper Cup team yacht a new lease of competitive life in offshore racing. Sailing in the Jupiters Gold Coast Race, the first Australian offshore event with an IMS division, Challenge II notched up a third and has had several wins in CYCA offshore races this season. Crew includes ocean racing's most celebrated chef — Sydney stockbroker Peter McAdam.  
**Crew:** J. Daley (Skipper) (4), P. Thompson (Helmsman) (10), A. Parker (8), A. Coyle (3), P. McAdam (7), J. Hargreaves-Morris (1), C. Bakewell (3), R. Keen (1), A. Forbes (1), L. Marwood (1), G. O'Neill (2).



**CONTINENTAL (1) — 4525**  
LOA 12.80m; IMS RATING  
Designer: John King (Australia)  
Type: Jarkan 12.5. Year Built: 1988  
Owner/Skipper: Mike Champion  
Club: Cruising Yacht Club of Australia, NSW.

As Apple Endeavour, this purpose-built IMS cruiser/racer finished second in the fully crewed Bicentennial Around Australia Race last year. This is her first Hobart race, but she is sailing well under IMS, including winning the IMS division overall of this season's Bird Island race and finishing second in Division 1 of the 1989 Sydney-Mooloolaba race under IOR.  
**Crew:** M. Champion (Skipper) (2), P. Pinnock (Helmsman) (10), B. Smith (Helmsman) (3), J. Cordell (2), J. King (3), B. Smith (3), D. Blanch, J. Ferris (1), P. Skeves, M. Shepherd, W. Franklin.



**CHINA BEAR (0) — 611**  
LOA 16.69m; IMS RATING  
Designer: Ron Holland (Ireland)  
Type: Holland 52. Year Built: 1983  
Owner/Skipper: A.G. Clubb  
Club: Cruising Yacht Club of Australia, NSW.

One of the more comfortable cruiser/racers in the fleet, attracted by the new IMS division — crew comforts aboard include a water-maker, ice-maker, TV and video, microwave, hot and cold showers and electric heads — not to mention the '79 Rothbury Estate to sip as they cross the finish line.  
**Crew:** A.G. Clubb (Skipper) (1), G.A. Blok (Navigator) (6), six to be advised.



**CYCLONE (0) — 5090**  
LOA 15.02m; IOR RATING  
Designer: German Frers (Argen)  
Type: IOR 50-footer. Year Built: 1989  
Owner/Skipper: Max Ryan  
Club: Cruising Yacht Club of Australia, NSW.

Australia's newest grand prix IOR racer, this state-of-the-art 50-footer is a smaller version of Windward Passage II and was built using the same techniques and exotic materials. Already a winner in Sydney and ranking as one of the favourites to win the 1989 Sydney-Hobart on IOR as well as sailing for Australia in Southern Cross Cup.  
**Crew:** M. Ryan (Owner) (3), R. Brown (Skipper) (6), T. Shaw (Navigator) (11), C. Harmsen (Tactician) (4), D. Blanchfield (4), G. Johnson (8), L. Ward (1), S. Jarvin, B. Stevens (7), S. Snodgrass (4), C. Bloomfield (9), M. Green (10), S. Langman (5).



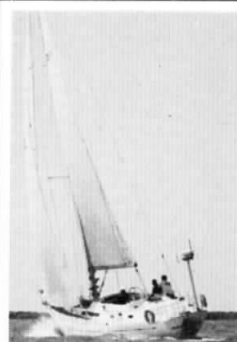


**DAFRA SUNSCREENS (1) — B 126**

**LOA 9.66m; IOR RATING**  
**Designer: Kell Steinman (Australia)**  
**Type: Half Tonner. Year Built: 1984**  
**Owner/Skipper: Harry Hertzberg**  
**Club: Royal Brighton Yacht Club, Victoria.**

Better known as Nuzulu, this remarkable little yacht won the 1985 Sydney-Mooloolaba race, the 1985 SCOR series at Mooloolaba and continues to win, this year taking out the Hood IOR Summer Series in Victoria and finishing second in the Queenscliff-Grassy Race under new owner Harry Hertzberg.

**Crew:** H. Hertzberg (Skipper), C. Mackie (4), C. Bousfield (2), C. Burton, P. Stewart (Navigator) (1), C. Bousfield (1), D. Christie (1).



**ENTREPRENEURIAL SPIRIT (0) — RQ 12**

**LOA 12.6m; IOR/IMS RATING**  
**Designer: Holman & Pye (UK)**  
**Type: Oyster 406. Year Built: 1986**  
**Owner/Skipper: Brian Ashenden**  
**Club: Royal Queensland Yacht Squadron, Qld.**

This Queensland entrant was imported from the UK by Brian Ashenden especially to compete in the Sydney-Hobart, with the yacht being sailed by an Army team looking to win the Oggin Cup, a trophy for first on corrected time for yachts crewed by members of Australia's defence forces. They will certainly have a comfortable voyage to Hobart in this fast cruiser/racer.

**Crew:** B. Ashenden (Skipper), R. Lavett (Navigator) (4), J. Heffernan (1), G. Long (1), E. McLeod, K. Leckenby, J. King.



**DERWENT LASS (7) — H 2**

**LOA 9.20m; IOR/IMS RATING**  
**Designer: Peter Joubert (Australia)**  
**Type: Barramundi. Year Built: 1978**  
**Owner/Skipper: D.H. Coulbourn**  
**Club: Royal Yacht Club of Tasmania**

Regular Tasmanian entrant sailing her eighth Sydney-Hobart, Derwent Lass is a Barramundi design by Peter Joubert, sometimes confused with his Currawong 30s. The best performance by Derwent Lass in this race was 56th overall in 1983. When raced regularly in Hobart, she has been a consistent performer, particularly in strong headwinds.

**Crew:** D. Coulbourn (Skipper) (11), H. Mason (Navigator) (2), P. Blanch (1), S. Cornish (2), I. Coulbourn (4), P. Doran.



**FARRLAP (0) — 4208**

**LOA 11.41m; IOR/IMS RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 37. Year Built: 1988**  
**Owner/Skipper: Bruce Foye, Jim Carpenter, Chris Lancaster, L. Peckman**  
**Club: Cruising Yacht Club of Australia, NSW.**

Launched only 18 months ago, the well-named Farrlap raced to Coffs Harbour last Christmas. Three of the owners, Foye, Carpenter and Lancaster, will be racing to Hobart — Foye is ex North Sydney rugby league hooker (1973-80) and Eastern Suburbs (1981). Also in the enthusiastic crew is skipper Jim Carpenter's wife, Liz. **Crew:** J. Carpenter (Skipper) (3), B. Foye (Co-owner), C. Lancaster (Co-owner), J. Wainwright (2), L. Carpenter, I. Campbell, J. Prowse, A. Sutton.

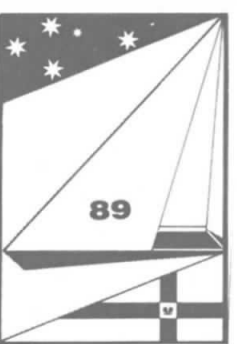


**DOCTOR WHO (1) — 3105**

**LOA 15.79m IMS RATING**  
**Designer: Laurie Davidson (NZ)**  
**Type: Davidson 51. Year Built: 1983**  
**Owner/Skipper: Roger Jackman**  
**Club: Royal Yacht Club of Tasmania, Tas.**

Originally named Doctor Dan and raced by Rod Muir, but more recently as Doctor Who by Canberra yachtsman George Snow, this fast 51-footer has taken line honours races from Brisbane to Noumea, Brisbane to Cairns, Gosford to Lord Howe Island and Adelaide to Port Lincoln, as well as winning several on corrected time. Bought this year by Roger Jackman who previously raced Margaret Rintoul II.

**Crew:** R.W. Jackman (Skipper) (12), A.A. Masters (Navigator) (11), R.J. Jackman (13), C. Batchelor (9), L. Cox (8), R. Coombe (5), J. McGaig (2), M. Granger (11), L. Balcombe, J. Solomon (18), A. Shearman, I. Beattie (9).



**FOO 2 (0) — HK 1800**

**LOA 15.21m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 50 (Southern Cross Cup). Year Built: 1988**  
**Owner/Skipper: Warwick Miller**  
**Club: Royal Hong Kong Yacht Club, Hong Kong.**

Member of the Hong Kong Southern Cross Cup team. As Jamarella and sailing for the winning British team, this state-of-the-art Farr 50 was topscoring individual yacht in this year's Admiral's Cup. Also finished third in International 50-footer regatta at Newport, Rhode Island, and sailed well in the subsequent series in Japan before coming to Australia. Experienced crew.

**Crew:** J.W. Miller (Skipper), P. Pender (Tactician) (2), G.B. Hackney (Helmsman) (4), T. Parsons (1).

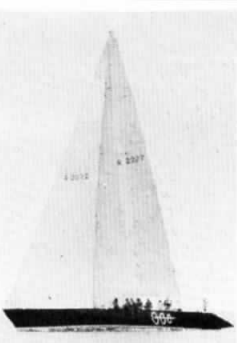


**DRUMBEAT (0) — KA R2**

**LOA 25.0m; IOR RATING**  
**Designer: David Pedrick (USA)**  
**Type: Maxi. Year Built: 1989**  
**Owner/Skipper: Alan Bond (Owner), Peter Gilmour (Skipper)**  
**Club: Royal Perth Yacht Club, WA.**

Launched in Perth this year, Drumbeat's only racing so far has been in two of the three Mediterranean regattas for the Maxi world championships, in which she won two races and had several placings. Representing WA in the Southern Cross Cup and favourite for line honours.

**Crew:** A. Bond (Owner) (4), P. Gilmour (Skipper) (2), S. Lissiman (Sailing Master) (3), J. Longley (3), I. Burns (Navigator) (5), G. Simmer (4), R. Scrivner (2), I. Smith (2), D. McCracken (3), P. Briggs (3), P. Gunzberg, N. Roberts, T. Schnackenberg (5), S. Leonard (2), J. Akacich, M. Kane, J. Tilley, A. Dovell, M. Harvey, D. Fewster, P. Anderson, J. Payne, M. Bailleau, M. Walsh.



**FREIGHT TRAIN (4) — 5222**

**LOA 18.82m; IOR RATING**  
**Designer: German Frers (Argentina)**  
**Type: Maxi chaser. Year Built: 1983**  
**Owner/Skipper: Damien Parkes**  
**Club: Cruising Yacht Club of Australia**

Former well known West Australian 60-footer, Freight was bought in 1987 by Damien Parkes, one of the CYCA's hard-working volunteer safety inspectors for several past Hobart races. Missed last year's Sydney-Hobart and has been cruising in the Whitsunday Islands.

**Crew:** D. Parkes (Skipper) (11), H. Paterson (6), K. Boyle (6).



**EMMA (0) — A 194**

**LOA 11.27m; IMS RATING**  
**Designer: John Duncanson (Australia)**  
**Type: Duncanson 37. Year Built: 1977**  
**Owner/Skipper: Mike de Burca**  
**Club: Sydney Amateur Sailing Club, NSW.**

Mainly used for cruising, but winner of the spring pointscore with the Sydney Amateurs, and obviously attracted into the Hobart race because of the new IMS handicapping.

**Crew:** M. de Burca (Skipper), P. Slocombe (Helmsman) (5), M. Gardner (Navigator) (6), W. Reid, S. Smith, G. Fox, D. Higgs.



**FUELS PARADISE (3) — 4803**

**LOA 9.44m; IOR RATING**  
**Designer: Ed Dubois (UK)**  
**Type: Half Tonner. Year Built: 1985**  
**Owner/Skipper: John Messenger**  
**Club: Middle Harbour Yacht Club, NSW.**

One of the few Half Tonners in this year's Sydney-Hobart fleet, owner John Messenger has changed the name of this Dubois 31 from Madman's Woodyard to Fuels Paradise — for no apparent reason. Racing with the CYCA offshore fleet last season, the yacht finished an excellent third overall in the Bluewater Championship and first in division 3.

**Crew:** J. Messenger (Skipper) (2), R. Speedy (Navigator) (1), J. Poe (1), M. Jones (1), R. Menner (1), P. Barter.





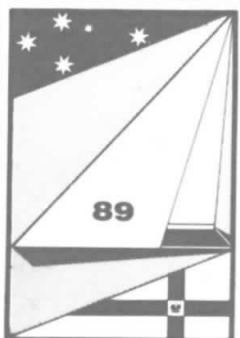
**FUJITSU (3) — MH 9**  
**LOA 10.97m; IOR RATING**  
**Designer: Laurie Davidson (NZ)**  
**Type: Three-quarter Tonner. Year Built: 1986**  
**Owner/Skipper: John Eyles**  
**Club: Middle Harbour Yacht Club, NSW.**

Better known as Indian Pacific, Eyles built this boat to replace his 1984 Sydney-Hobart winner of the same name and has had considerable success, including winning the Sydney-Gold Coast Race and Hamilton Island Race Week. He recently finished close second to Witchcraft II in the Chickadee Chicken Gosford to Lord Howe Island race declaring this the best possible workout for a Hobart.  
**Crew:** J. Eyles (Skipper) (7), J. Merrington (10), A. Gothard (8).



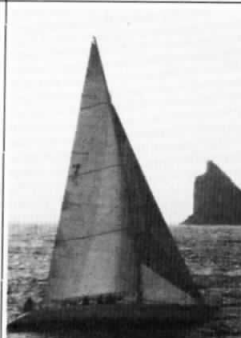
**HALF HOUR (1) — 4173**  
**LOA 8.98m; IOR RATING**  
**Designer: Rob Humphreys (UK)**  
**Type: Half Tonner; Year Built: 1988**  
**Owner/Skipper: John Hancock**  
**Club: Royal Sydney Yacht Squadron, NSW.**

State-of-the-art Half Tonner which was forced to retire early in last year's Sydney-Hobart (her first). Since then has sailed in Sydney-Gold Coast, Sydney-Mooloolaba and SCOR series of races. Probably the smallest yacht in the fleet with a crew that includes Richard Hudson, Australia's most successful skipper of Half Tonners.  
**Crew:** J. Hancock (Skipper) (1), R. Hudson (Helmsman/Navigator) (10), B. Clark, T. Hancock.



**GOLDEN SEAGULL (0) — Sm 697**  
**LOA 10.36m; IMS RATING**  
**Designer: Alan Buchanan (UK)**  
**Type: Half Tonner; Year Built: 1976**  
**Owner/Skipper: Neil Hunter**  
**Club: Sandringham Yacht Club, Vic.**

First Sydney-Hobart race for this well-found Half Tonner, which previously raced as Nareen II and Sebta. Owner/skipper Neil Hunter, however, has raced and cruised extensively.  
**Crew:** N. Hunter (Skipper), J. Sutherland, R. Feigan, A. Cousens, C. Zienkiewicz.



**HAMMER OF QUEENSLAND (2) — 7**  
**LOA 20.51m; IOR/IMS RATING**  
**Designer: Kell Steinman (Australia)**  
**Type: Pocket maxi; Year Built: 1987**  
**Owner/Skipper: Arthur Bloore**  
**Club: Queensland Cruising Yacht Club, Qld.**

This lightweight flyer from Queensland has had two luckless Hobarts, suffering rig problems in 1987 and breaking her mast on the first night of last year's race. Her successes include a record-breaking line honours win in the 1988 Jupiters Sydney-Gold Coast Race and line honours in the 1988 Brisbane-Gladstone.  
**Crew:** A. Bloore (Skipper) (5), S. Corrigan (5), B. Tardrew (9), S. Chapman (4), R. Ramsay (6), J. Mainwaring (3), R. Jones (Navigator) (6), C. Kimmorley (2), T. Rick (1), M. Enirey, R. Galliot, B. Barret, T. Saunier, D. Fay, E. de Vitry, P. Kavanfyan, B. Sward, P. Levelly, J. Stubler.



**GREAT NEWS (1) — KA 1770**  
**LOA 15.36m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 50; Year Built: 1987**  
**Owner/Skipper: David Forbes & John Calvert-Jones**  
**Club: Cruising Yacht Club of Australia, NSW.**

Outstanding 50-footer which led Australian team to victory in the 1988 Kenwood Cup in Hawaii before going onto win the 1988 Big Boat series in San Francisco. She finished a luckless fourth overall but first in Division A of the 1988 Hobart race. Missing a place in the Australian team for the Admiral's Cup, Great News was chartered to the US, winning the 1989 Fastnet Race overall under the command of the late Tom Blackaller, but with a US-Australian crew.  
**Crew:** D. Forbes (Owner-Skipper) (8), J. Calvert-Jones (Owner-Helmsman) (4), B. Case (Navigator) (20).



**HARBINGER (1) — B 32**  
**LOA 10.176m; IOR RATING**  
**Designer: Laurie Davidson (NZ)**  
**Type: Davidson 34; Year Built: 1988**  
**Owner/Skipper: Barry Dean**  
**Club: Royal Brighton Yacht Club, Vic.**

One of several Davidson 34s racing in Melbourne, Harbinger won the Ocean Racing Club of Victoria's Winter Series in 1988 in her first season, then won the Queenscliff-Apollo Bay race. In her first Sydney-Hobart race she finished a fine second overall in Division D and 12th overall, third among Victorian entries.  
**Crew:** B. Dean (Skipper) (2), S. Anasmon (2), B. Alexander (1).



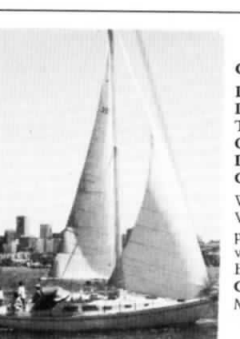
**GUMBLOSSOM (4) — B 233**  
**LOA 9.2m; IOR/IMS RATING**  
**Designer: Peter Joubert (Aust)**  
**Type: Currawong 30; Year Built: 1973**  
**Owner/Skipper: T.H. Gunnensen**  
**Club: Royal Brighton Yacht Club, Vic.**

Another of the Currawong 30 Half Tonners designed by Prof Peter Joubert which have, over the years, done so well in this race and in other long ocean races. Gumblossom won the CHS Division of the 1989 Melbourne to Grassy (King Island) race and took out the 1987 Rudder Cup Series comprising the Cock of the Bay, the Melbourne-Devonport and the Top of the Island Series out of Devonport.  
**Crew:** T.H. Gunnensen (Skipper) (6), E. Montgomery (Navigator) (4), P. Barry, J. Sproule (2), D. Stokes.



**HAUPIA (0) — 5850**  
**LOA 10.66m; IMS RATING**  
**Designer: German Frers (Argentina)**  
**Type: J 35; Year Built: 1983**  
**Owner/Skipper: Tom Johnston**  
**Club: Cruising Yacht Club of Australia, NSW.**

Imported J35 which will be competing in the IMS division, with owner Tom Johnston expecting the boat to be "reasonably competitive". Although a relatively small boat, Haupia is fast, as she has shown in races to Mooloolaba, Southport and in other coastal events. The owner's daughter, "JC", is for'ard hand, will celebrate her 21st birthday (December 27) during the race to Hobart.  
**Crew:** T. Johnston (Owner/Skipper), J. Napier (Navigator) (5), R. Norman (27), T. Hawker, N. Cox (4), D. Sudano (6), R. Sangster, D. Johnston.



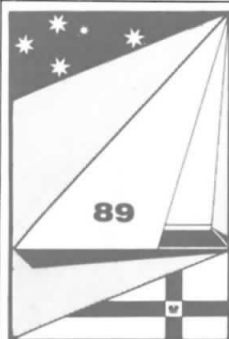
**GUSTO (0) — 3976**  
**LOA 11.8m; IMS RATING**  
**Designer: Laurie Davidson (NZ)**  
**Type: Cavalier 39; Year Built:**  
**Owner/Skipper: Hugh Denison (Owner), Phillip Denison (Skipper)**  
**Club: Cruising Yacht Club of Australia, NSW.**

Well-found Cavalier 39 which has raced from Sydney to Vanuatu and from Townsville to Hamilton Island. Skipper Phillip Denison was a member of Harold Cudmore's winning crew in the 1986 Congressional Cup at Long Beach, California.  
**Crew:** P. Denison (Skipper), C. McKean (Navigator), N. McCarthy (4), B. Marshall, J. Wann, N. Miles.



**HEAVEN CAN WAIT (0) — KA**  
**LOA 15.24m; IOR RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: IOR 50-footer; Year Built: 1989**  
**Owner/Skipper: Warren Johns (Owner), Harold Cudmore (Skipper)**  
**Club: Royal Ocean Racing Club, UK.**

New state-of-the-art 50-footer owned by Warren Johns but loaned to the British team for the NorTel Southern Cross Cup, with America's Cup, Admiral's Cup and match-racing skipper Harold Cudmore heading the British contingent on the boat. Made its international debut last month in Japanese 50-footer regatta, sailing impressively.  
**Crew:** W. Johns (Owner) (4), H. Cudmore (Skipper) (5), J. Wilmot (Helmsman) (4), L. Varney (Helmsman), J. Whitty (Navigator) (4), F. Johnston (Tactician) (10), G. Richards, B. Jones (4), G. Grivas (3), R. Reibinac (3), C. Hills, R. Allanson (3), P. McLaughlin (3).



**HILLS ANTENNAS (2) — M 16**  
LOA 12.19m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 40; Year Built: 1987  
Owner/Skipper: Doug Coulter  
Club: Lake Macquarie Yacht Club

Much-travelled yacht which has raced at Short Circuit and Ferris Radio, in South Australia winning 1987 Adelaide-Port Lincoln and Haystack Island races. Sailed by a Lake Macquarie crew whose experience includes 82 Hobarts of which Albert Mitch has sailed 27 and navigator Bob Snape (twice winner of Barry Vallance Trophy) has sailed 17 Hobarts.

**Crew:** D. Coulter (Skipper) (6), A. Mitchell (Sailing Master) (27), R. Snape (Navigator) (17), T. Mowbray (8), R. Carlier (11), M. Smith (5), G. Telford (2), D. Atkins (2), R. Slotter (2), L. Coulton.



**IMPECCABLE (7) — MH 106**  
LOA 10.26m; IOR RATING  
Designer: Doug Peterson (US)  
Type: Three-quarter Tonner; Year Built: 1980  
Owner/Skipper: John Walker  
Club: Middle Harbour Yacht Club, NSW.

Since being launched in 1980, Impeccable has sailed in every major ocean race on the Australian east coast, in 1987 finished second overall and first in Division D of the Sydney-Hobart. Third overall under IOR in 1987 Sydney-Mooloolaba and first in CYCA short ocean pointscore, 1988-89.

**Crew:** J. Walker (Owner) (7), R. Moore (2), R. Anderson (1), A. Tarplee (2), M. Norman (1), D. Thomas (1), G. Harland.



**HORNET (2) — 3712**  
LOA 10.97m; IOR/IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: S&S 36; Year Built: 1984  
Owner/Skipper: The Sting Syndicate  
Club: Cruising Yacht Club of Australia, NSW.

Skipper Jack Rigg and fellow members of The Sting syndicate have sailed Hornet in the last two Sydney-Hobarts, the last three Sydney-Gold Coast races and in last year's Gosford to Lord Howe Island race. Hornet placed 38th overall and fifth in Illingworth division D of last year's Hobart. Crew is preparing for Hobart on a diet of pasta from their "sponsor", La Bora Ristorante.

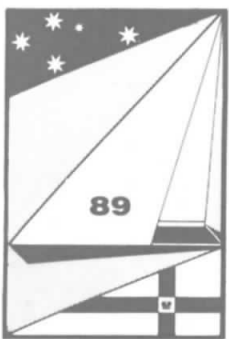
**Crew:** J. Rigg (Skipper) (9), E.R. McLennan (Helmsman) (15), L. Thompson (Helmsman) (10), G. Smith (Navigator) (9), D. Rye (6), P. Nankivell (2), P. Williams (1).



**INCH BY WINCH (7) — 393**  
LOA 13.41m;  
Designer: Doug Peterson (US)  
Type: Two Tonner; Year Built: 1981  
Owner/Skipper: Joe Goddard  
Club: Cruising Yacht Club of Australia, NSW.

Built by a syndicate as a contender for the Admiral's Cup. Inch by Winch was unsuccessful, but has since been a regular entrant in long passage races on the East Coast and into the Passage under the ownership of Joe Goddard. Last Hobart race was 1987, when she finished 88th overall but 9th in Division A IOR and fifth in Division A, Illingworth.

**Crew:** J. Goddard (Owner/Skipper) (12).



**HYPERDRIVE (1) — 4490**  
LOA 13.48m; IOR/IMS RATING  
Designer: Adams/Radford (Australia)  
Type: Carina 44; Year Built: 1988  
Owner/Skipper: John Clark  
Club: Royal Prince Alfred Yacht Club, NSW.

Hyperdrive has had a very successful first year for a cruiser/racer despite her fully battened mainsail attracting a draconian penalty under IOR and IMS. Using Aeronaut sails, she has finished fourth in the Maxi division of the 1988 Hobart, race, first in the Arbitrary division of the 1989 Jupiters Gold Coast race (line and handicap) and third in the Arbitrary division of the recent Gosford to Lord Howe Island race. Also successful in short-handed racing.

**Crew:** J. Clark (Skipper) (1), S. Catchpool (Watch Captain) (1), G. Radford (6), N. Clark (1), P. Redman, M. Haywood.



**INDIAN PACIFIC (VIC) (4) — B/KA 3695**  
LOA 12.54m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 40; Year Built: 1984  
Owner/Skipper: Stuart McDonald and Lawrence Shannon  
Club: Royal Brighton Yacht Club, Vic.

Stuart McDonald previously raced Turkey Shoot and he and many of his crew will campaign Indian Pacific, which he bought in May this year, entering the Hobart race with the comment "we've swapped our feather dusters for a feather headgear." Indian Pacific won the galeswept Sydney-Hobart race in 1984 one of only 46 yachts out of 179 starters to complete the course.

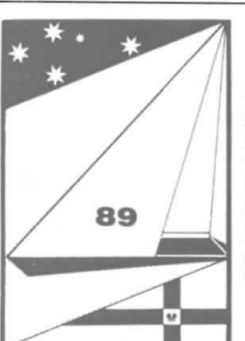
**Crew:** S. McDonald (Co-owner) (4), L. Shannon (Co-owner) (1), R. Hannington (Navigator) (4), G. Wolf (Skipper) (7), D. McDonald (3), P. Dorican (2), P. Tardrew, M. Hartly (5), A. Kelly (2).



**ICARUS (3) — 3774**  
LOA 11.58m; IOR RATING  
Designer: Hank Kauffman (Australia)  
Type: North Shore 38; Year Built: 1984  
Owner/Skipper: Alan Ridley  
Club: Middle Harbour Yacht Club, NSW.

Sailing in her fourth Hobart race, Icarus is one of the popular production North Shore 38s. In last year's race, Icarus had the dubious honour of beating the aged maxi Anaconda II across the finish line by one second.

**Crew:** A. Ridley (Skipper) (5), D. Tracey (Navigator) (5), T. Cosh (3), J.M. Lawler (6), J.V. Lawler (8), P. Robinson (8), J. Smith (5), S. Smith (3).



**INNISFREE (1) — 4416**  
LOA 10.66m; IMS RATING  
Designer: R. Perry (USA)  
Type: Choey Lee 35; Year Built: 1983  
Owner/Skipper: Lynn Anderson  
Club: Middle Harbour Yacht Club, NSW.

Built in Hong Kong, this cruiser/racer competed in the 1984 Hong Kong to Manila Race before coming to Australia and sailing in the 1987 Hobart race. Returning to offshore racing under an IMS rating.

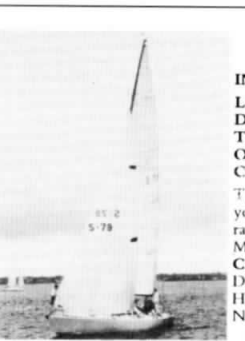
**Crew:** L. Anderson (Skipper) (1), C. Howard, G. Starkie.



**ILLUSION (1) — Sm 80**  
LOA 10.21m; IOR RATING  
Designer: Laurie Davidson (NZ)  
Type: Davidson 34; Year Built: 1988  
Owner/Skipper: Gino Knezic  
Club: Sandringham Yacht Club, Vic.

Winner of the 1988 Sydney-Hobart Race at her first start, Illusion has followed that success by victories in the prestigious 1989 Petersville Regatta, the Association Cup (first individual yacht), the ORCV's Winter Series and the ORCV's Portsea to Hastings Race. Owner/skipper Gino Knezic has been named NorTel Australian Ocean Racing Yachtsman of the Year and Victorian Yachtsman of the Year.

**Crew:** G. Knezic (Skipper) (2), R. Lloyd (Sailing Master) (7), W. Johnson (6), P. Dowdney.



**INSATIABLE (3) — s 79**  
LOA 12.14m; IOR RATING  
Designer: Van der Stadt (Holl)  
Type: One Tonner; Year Built: 1985  
Owner/Skipper: George and Jennifer Wilson  
Club: Royal Melbourne Yacht Squadron, Vic.

This will be Insatiable's fourth Sydney-Hobart — last year's ended with a broken chainplate. Apart from these races, owner/skipper George Wilson has contested several Melbourne-Hobarts and has cruised extensively.

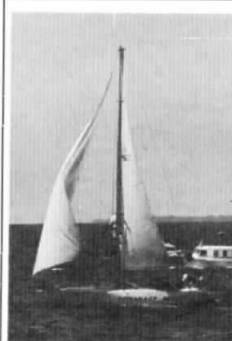
**Crew:** G. Wilson (Skipper) (3), C. Tait (Navigator) (2), D. Kinmonth (1), D. Guest (2), R. James (1), N. Henderson (1), G. Roberts, S. Sheeky, G. Hyde, C. Northrop (1).





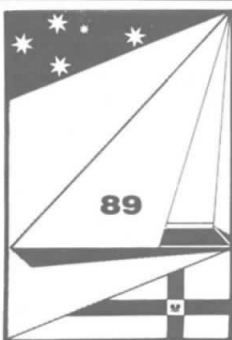
**INTRIGUE (5) — A 40**  
LOA 12.2m; IOR RATING  
Designer: Tony Castro (UK)  
Type: One Tonner; Year Built: 1987  
Owner/Skipper: Don Calvert  
Club: Royal Yacht Club of Tasmania, Tas.

Only Tasmanian yacht to represent Australia in Admiral's Cup, Intrigue sailed at Cowes in 1985 and has since continued to be a consistently good offshore racer, winning the King of the Derwent twice and last Easter finishing first monohull in the Australian Three Peaks Race — a combination of sailing and mountain running. Skipper Calvert is vice-commodore of RYCT.  
**Crew:** D. Calvert (Skipper) (7), S. Graves (9), J. Cole-Cook (6), B. Calvert (Navigator) (5), R. Horne (8), C. Lamprill (5), J. Brook (2), K. Trevillien (2), T. Say, R. Lewis (1).



**KOMANDOR BERING (0) — 1982**  
LOA 13.6m; IOR RATING  
Designer: Hoffman (Poland)  
Type: Training sloop; Year Built: 1983  
Owner/Skipper: Vladimir Gamanov  
Club: Far Eastern Higher School Engineering Marine School YC, Vladivostok, USSR.

With her sistership, Admiral Nevelskoy, this much-sailed training sloop came to Australia to contest the 1988 Tall Ships Race from Hobart to Sydney, finishing 30th in Class C. Skipper Gamanov was in command then and at least two of his crew also came, sailing the yacht from Launceston to Fremantle, then to Hobart for the Tall Ships Race. If they can charter a third yacht, the Soviet will have a team in the Southern Cross Cup.  
**Crew:** V. Gamanov (Skipper), Y. Safonov (Navigator), S. Sipotenko, A. Ponomarenko, K. Mironenko, V. Voklikov, V. Federov, I. Semenov, R. Filonov.



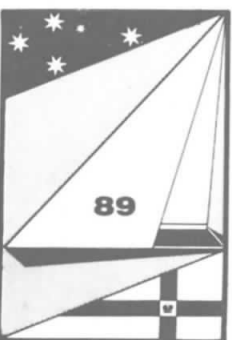
**JUNO IV (0) — K 505**  
LOA 13.61m; IOR RATING  
Designer: Tony Castro (UK)  
Type: Admiral's Cup One Tonner; Year Built: 1988  
Owner/Skipper: Michael Peacock (Owner) Mike McIntyre (Skipper)  
Club: Royal Ocean Racing Club, UK.

**Crew:** Juno IV was a member of the winning British team in this year's Admiral's Cup and owner Mike Peacock is leading the UK challenge for the NorTel Southern Cross Cup. Peacock also represented Britain in the 1987 Admiral's Cup and 1987 Southern Cross Cup. Yacht skipper is Mike McIntyre, who won the gold medal in the Star class at the 1988 Olympic yachting at Pusan, South Korea.  
**Crew:** M. Peacock (Owner) (1), M. McIntyre (Skipper), R. Peck (Navigator), A. Cape (6), W. Edgerton (7), J. Richards, I. Butchart, S. Bishop, P. Allam, P. Vernon.



**LEROY BROWN (0) — 933**  
LOA 10.22m; IOR RATING  
Designer: Laurie Davidson (NZ)  
Type: Davidson 34; Year Built: 1985  
Owner/Skipper: Warren Wieckmann  
Club: Royal Prince Alfred Yacht Club, NSW.

First race to Hobart for this successful sistership of 1988 winner, Illusion. Since being owned by Warren Wieckmann, Leroy Brown has the 1988 Sydney-Coffs Harbour, 1988 Gladstone-Hamilton Island, 1989 Brisbane-Gladstone and 1989 SCOR series at Mooloolaba. This record has earned Wieckmann the NorTel Ocean Racing Rookie of the Year award.  
**Crew:** W. Wieckman (Skipper) (1), W. Wardle (Helmsman) (7), G. Jones (Tactician) (17).



**KAMEHAMEHA (2) — H 17**  
LOA 9.57m; IOR/IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: Half Tonner; Year Built: 1980  
Owner/Skipper: Kamehameha Syndicate, Athol Townley (Skipper)  
Club: Royal Yacht Club of Tasmania, Tas.

Stoutly built and well-sailed Half Tonner from Hobart which last raced in the Sydney-Hobart in 1985, going further north to compete in Sydney-Mooloolaba, Brisbane-Gladstone, Gladstone-Hamilton Island race. Also sailed in the 1988 Talls Ships Race and 1989 Three Peaks Race.  
**Crew:** A. Townley (Skipper) (2), J. Robertson (2), R. Seaburn.



**MADELINE'S DAUGHTER (3) — KA 3000**  
LOA 13.16m; IOR RATING  
Designer: Bruce Farr  
Type: Farr 43; Year Built: 1987  
Owner/Skipper: Peter Kurts  
Club: Cruising Yacht Club of Australia, NSW.

Owned and skippered by the doyen of Australian international ocean racing yachtsmen, Peter Kurts, Madeline's Daughter has twice represented Australia in the Admiral's Cup and a member of the winning Australian team in the 1987 Southern Cross Cup. Seeking selection again this year — if it arrives back in time for the trials.  
**Crew:** P. Kurts (Skipper) (24).



**KINGS CROSS (4) — Sm 621**  
LOA 10.94m; IOR RATING  
Designer: Laurie Davidson (NZ)  
Type: Davidson 36; Year Built: 1985  
Owner/Skipper: Robert Green and Bruce Edmunds  
Club: Sandringham Yacht Club, Vic.

Sistership to 1986 Sydney-Hobart winner Ex-Tension and Sydney-Gold Coast winner Indian Pacific, Kings Cross is raced competitively, finished 23rd overall in last year's race and sixth in division.  
**Crew:** R. Green (Co-Skipper) (12), B. Edmunds (Co-Skipper) (7), D. Vickers (10), S. Maude (3), D. O'Toole (5), D. Pedder (1), M. Wyles, R. Moore (7).



**MARISHITEN (0) — J 3826**  
LOA 20.7m; IOR RATING  
Year Built: 1988  
Owner/Skipper: Katsuhiko Takeda  
Club: Nippon Ocean Racing Club, Japan.

Ultra light displacement boat, designed and built in Japan and a competitor in the 1988 Kenwood Cup, 1988 Tokyo-Guam race and 1989 TransPac under skipper Mirotosugu Mashiba.  
**Crew:** M. Mashiba (Skipper), M. Spence (Navigator) (6), T. Yagi, others to be advised.



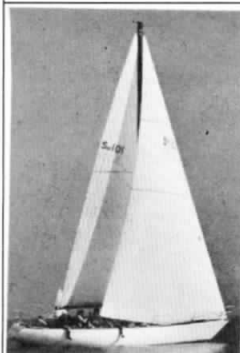
**KINGURRA (4) — B23**  
LOA 13.10m;  
Designer: Peter Joubert (Aust)  
Type: Cruiser/racer; Year Built: 1972  
Owner/Skipper: Peter Joubert  
Club: Royal Brighton Yacht Club, Vic.

Part-time yacht designer Peter Joubert "bought back the farm" when he acquired this heavy displacement, timber-hulled cruiser/racer he designed back in the early 70s. This will be Peter's 18th Hobart race, the fifth for Kingurra which he describes as "very slow", forcing the crew to spend most of their time cooking gourmet meals and playing five hundred on the voyage to Hobart.  
**Crew:** P. Joubert (Owner/Skipper) (17), K. Flockart (Navigator) (17), A. Butler (28), T. Vautin (12), N. Sharp (13), A. Barnes (2), D. Rout (2), C. Oldfield (9), W. Anderson (18).



**MARGARET RINTOUL (3) — 353**  
LOA 13.72m  
Designer: Phillip Rhodes (USA)  
Type: Yawl; Year Built: 1948  
Owner/Skipper: Bruce Gould  
Club: Cruising Yacht Club of Australia, NSW.

Forty years after sailing her first Sydney-Hobart, owner Bruce Gould is bringing this famous yawl out of retirement for what is also his 25th Hobart race. Also joining the crew is Peter Green who skippered Margaret Rintoul in the 1949 race, and sailing his 35th Hobart. Margaret Rintoul missed line honours in her first race by two minutes, after being becalmed two miles from the finish, but she went on to get the gun in 1950 and 1951, setting a record that was to stand for six years. She has been carefully maintained and her timber hull is in excellent condition.  
**Crew:** B. Gould (Owner/Skipper) (24), P. Green (Sailing Master) (34), W. Manning (Navigator) (7).



**MARK TWAIN (7) — A 113**  
LOA 11.78m; IOR/IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: Old type one tonner; Year Built: 1971  
Owner/Skipper: Hugh O'Neill  
Club: Sydney Amateur Sailing Club, NSW.

Built to the old One Ton Rule 18 years ago, this remarkable timber-hulled sloop is still most competitive in long offshore races, finishing second in Division C (Illingworth) of the 1986 and 1988 Sydney-Hobart races. She also finished second in the 1987 Hobart to Fremantle race and second in the 1987 race to Lord Howe Island. Her crew of veterans includes Victorian Don Lang with 27 past races to Hobart.

**Crew:** H. O'Neill (Owner/Skipper) (8), D. Lang (Navigator) (27), K. Radford (5), B. Mills (5), G. McLurcan (3), T. Polkiss (1), B. Lawler (9), G. Williams, J. Brookman (7).



**MIRRABOOKA (2) — A 8**  
LOA 14.32m; IMS RATING  
Designer: German Frers (Argen)  
Type: Cruiser/racer; Year Built: 1987  
Owner/Skipper: John & Peter Bennetto  
Club: Royal Yacht Club of Tasmania, Tas.

A modification of a Swan 46, Mirrabooka was launched just in time to contest the 1987 Sydney-Hobart, and improved considerably to finish 8th across the line and sixth on handicap in Division A last year. This year veteran skipper John Bennetto will be notching up his 29th Sydney-Hobart race — the first was back in 1947. Mirrabooka will enter the IMS division.

**Crew:** J. Bennetto (Owner/Skipper) (28), S. Firth (Navigator) (16), H. Bain (1), J. Gifford (7), P. Weatherhen (5), L. Griffiths (4), A. Nicholas (5), P. Foster (2), G. O'May (4), F. Simpson (1).



**MERCEDES IV (10) — 1224**  
LOA 12.7m; IOR/IMS RATING  
Designer: Ted Kaufman (Australia)  
Type: Old Admiral's Cupper; Year Built: 1974  
Owner/Skipper: Peter Stronach  
Club: Cruising Yacht Club of Australia, NSW.

Former Admiral's Cup yacht which has sailed in 10 Hobarts and now enjoying new lease of life under IMS handicapping. Finished first in Division 1 of 1989 Sydney-Mooloolaba Race, second in CYCA Bluewater championship 1988-89 and first in CYCA Winter Series division one in 1988. Strong contender in IMS division.

**Crew:** P. Stronach (Skipper) (2), R. Driver (Navigator) (3), B. Ratcliff (25), A. Heenan (8), T. Allison (2), P. Connor (3), B. Simpson (18), I. MacFadyen, D. Aubrey (6).



**MISTRESS AGAIN (1) — 3767**  
LOA 11.04m; IOR/IMS RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 1104; Year Built: 1986  
Owner/Skipper: David Senogles  
Club: Gosford Sailing Club

The only representative of the Gosford Sailing Club in the fleet, Mistress Again has been raced extensively, contesting all major races on the Australian East Coast, plus several Lord Howe Island races. In 1987, Mistress Again finished sixth in its division.

**Crew:** D. Senogles (Skipper) (2), J. Holley (Navigator) (2), S. Lamb (10), R. Hughes (10), D. Senogles (2), K. Mitchell (10), P. Cummings, P. Bailey (1)



**MIDDLE HARBOUR EXPRESS (3) — 237**  
LOA 11.29m; IOR RATING  
Designer: Laurie Davidson (NZ)  
Type: Davidson 37; Year Built: 1980  
Owner/Skipper: Ray Stone  
Club: Middle Harbour Yacht Club, NSW.

One of the outstanding ocean racing yachts of the '80s, this Davidson 37 originally sailed as Gold Coast Express in winning her division of the Clipper Cup in Hawaii. Since being owned by Ray Stone and raced as Middle Harbour Express, she has never not gained a divisional place in the Sydney-Hobart, placing fifth overall last year.

**Crew:** R. Stone (Skipper) (4), G. Stone (navigator) (5), S. Walker (2), R. Van Egdom (3), B. Hair, R. Russell, M. Goodall, N. Tavener (2).



**MORE IMAGINATION (0) — YC 3880**  
LOA 9.45m; IMS RATING  
Designer: Bruce Farr (NZ)  
Type: Noelex 30; Year Built: 1982  
Owner/Skipper: Terry Nicholas  
Club: Cruising Yacht Club of South Australia, SA.

Better known as large trailable yachts, this will be the first Noelex 30 production yacht to race to Hobart although More Imagination has raced successfully in SA waters, winning the Half Ton division of 1989 Port Lincoln Week Regatta and the Port Vincent Classic 1989. Owner Terry Nicholson cruised from Adelaide to the Whitsunday Islands in 1988.

**Crew:** T. Nicholas (Skipper), G. Nicholas (Navigator) (1), J. Power, R. Boath, D. Jellet, S. Wilson.



**MIDNIGHT MAGIC (5) — S 955**  
LOA 13.04m; IOR RATING  
Designer: Peter Cole (SA)  
Type: Nantucket 43; Year Built: 1982  
Owner/Skipper: Ian Ritchie  
Club: Royal Melbourne Yacht Squadron, Vic.

Experienced Melbourne yachtsman Ian Ritchie and his crew are confident this well-found Nantucket 43, the former Manly Ferry, will perform well in this year's Sydney-Hobart. Ritchie bought the yacht late last year and finished fourth under Channel handicap in the Melbourne-Hobart race. In all, Ritchie has competed in more than 40 ocean races in Bass Strait as well as four Sydney-Hobarts and 10 Melbourne-Hobarts.

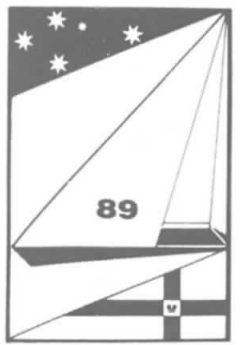
**Crew:** I.D. Ritchie (Skipper) (4), M. Johnston (1), D. Bleazby (1).



**MORNING BREEZE (0) — B 14**  
LOA 10.21m; IOR RATING  
Designer: Sparkman & Stephens (US)  
Type: S&S 34; Year Built: 1972  
Owner/Skipper: Peter Lalor, Peter Manger, Paul Godfree  
Club: Royal Brighton Yacht Club, Vic.

Originally named Morning Star and owned by the Swarbrick Bros., builders of these remarkable S&S34s, Morning Breeze now has three owners, all of whom have had considerable offshore racing experience.

**Crew:** P. Lalor (Skipper), P. Manger, P. Godfree.



**MINIJUMBUK (6) — SA 119**  
LOA 12.2m; IOR/IMS RATING  
Designer: Doug Peterson (US)  
Type: Cruiser/racer; Year Built: 1979  
Owner/Skipper: Jim Howell  
Club: Royal South Australia Yacht Squadron, SA.

As Sunburst, this 10-year-old IOR racer will be sailing under IMS on her seventh Sydney-Hobart and under the name of its sponsor, a country-based firm marketing woollen goods and the "mini jumbuk" — Merino sheep models. Skipper Jim Howell has been sailing to Hobart since 1958 — this will be his 15th. As well he sailed in the 1979 Great Circle Race and in eight Melbourne-Hobart races.

**Crew:** J. Howell (Skipper) (14), C. Howell (Helmsman/tactician) (4), B. Wetherall (5), G. Gates (3), P. Crook (1), P. Stevens (1), D. Wray, P. Westley, D. Barnfield.

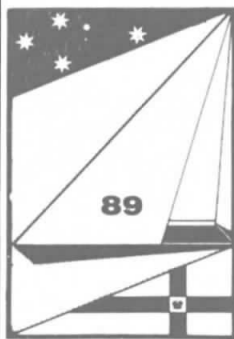


**NADIA IV (4) — 4040**  
LOA 12.2m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 40; Year Built: 1984  
Owner/Skipper: Teki Dalton  
Club: Cruising Yacht Club of Australia, NSW.

Canberra-owned Nadia IV is the current CYCA Bluewater Champion, placing seventh overall and second in Division B of the 1988 Sydney-Hobart. She starts this year's race (her fifth) with nearly the same crew as in 1988 as well as with a lower IOR rating.

**Crew:** T. Dalton (Skipper) (8), D. Wall (Navigator) (8), G. Holt (Helmsman) (4), V. Locke (1), H. Bizell (3), W. Godfrey (2), E. Adriaanse (3), K. Hansford (1), D. McLean (4).





**NEVER A DULL MOMENT (0)**  
LOA 12.5m  
Designer: John King (Australia)  
Type: Jarkan 12.5  
Owner/Skipper: Colin Wilson  
Club: Kiama Yacht Club, NSW.

New yacht designed and built especially to contest the new IMS division. Designed by John King and built by Kanga Birtles, it is a development of Apple Endeavour, which Birtles sailed in the 1988 Around Australia Race. The Sydney-Hobart will be the new yacht's first race, but she will have an experienced crew aboard.

**Crew:** C. Wilson (Owner/Skipper) (2), I. Broad (4), K. Birtles (Navigator) (6), B. Lay (2), G. Wheat, J. Bennett (2), W. Puller (2).



**OUTRAGEOUS (2) — 653**  
LOA 11.33m; IOR RATING  
Designer: D. Richards (Australia)  
Type: Fractional rig sloop. Year Built: 1982  
Owner/Skipper: Jan Partridge  
Club: Coffs Harbour Yacht Club

Jan Partridge was the only woman skipper in last year's race, finishing 26th overall in a hard sail to Hobart. Since then she has raced to Noumea — another hard race. Apart from Jan, the rest of the crew are all men and all are looking to an even better result this year.

**Crew:** J. Partridge (Skipper) (1), N. Bennefelt (1), K. Hofman (2), G. Thornton (3), J. Hamilton (2), S. Verrell.



**NYNJA GO (6) — M53**  
LOA 11.04m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 1104. Year Built: 1982  
Owner/Skipper: Ron Axe  
Club: Lake Macquarie Yacht Club, NSW.

Another of the successful and popular Farr 1104s which have been racing offshore since the early 1980s, Nynja Go has completed in six Sydney-Hobarts and three Gosford Lord-Howe Island races — unfortunately having to retire from the recent Lord Howe race with steering problems. However, Axe and his crew sailed back safely to Swansea without assistance.

**Crew:** R.C. Axe (Skipper) (6), M. Axe (Watch Master) (5), D. Pomfret (7).



**PADAM II (2) — Sm 3041**  
LOA 11.09m; IOR/IMS RATING  
Designer: Ed Dubois (UK)  
Type: One Tonner. Year Built: 1981  
Owner/Skipper: Ken Quinert  
Club: Sandringham Yacht Club, Vic.

A many named One Tonner, *Padam II* has sailed as *Smuggler*, *Piccolo* and *Granny Knot III* before being purchased by Victorian yachtsman Ken Quinert. Now a family-crewed boat, Ken sails with three sons and a daughter-in-law in the crew, with two other sons sailing occasionally. The present name is derived from his five sons, in order — Peter, Andrew, David, Antony and Michael — PADAM.

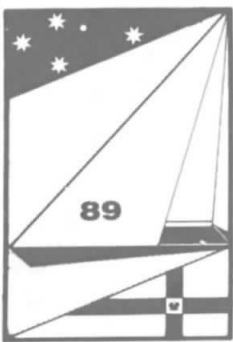
**Crew:** K. Quinert (Skipper) (5), A.J. Quinert (Navigator) (3), M.J. Quinert (5), A.N. Quinert (2), C. Quinert (2), J. Beaumont (3), I. Rust (2), J. Permezel (2).



**ONCE A JOLLY SWAGMAN (1) — KA Sm 6**  
LOA 12.2m; IOR RATING  
Designer: Laurie Davidson (NZ)  
Type: One Tonner. Year Built: 1986  
Owner/Skipper: Chas Jacobsen  
Club: Sandringham Yacht Club, Vic.

Represented Victoria in the 1987 Southern Cross Cup and Australia in 1988 Kenwood Cup and One Ton Cup and will be a member of this year's Victorian team in the NorTel Southern Cross Cup. Will be joined in the team by Lou Abrahams's *Ultimate Challenge* and one other Victorian yacht. Skipper Chas Jacobsen is Commodore of the Ocean Racing Club of Victoria.

**Crew:** C. Jacobsen (Skipper) (2), A. Keep (Helmsman) (4), S. Holding (4).



**PATRICE III (9) — YC 360**  
LOA 14.31m; IOR/IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: Cruiser/racer. Year Built: 1974  
Owner/Skipper: Phil King  
Club: South Australian Ocean Racing Club, SA.

This is the first event to be entered by the newly-formed South Australian Ocean Racing Club as a club-sponsored entry and judging by this veteran yacht's continued form she should do well. Last season this class S&S 46 won the CYCASA offshore championship also taking line honours in 1989 Adelaide to Kangaroo Island race, setting a record in galeforce conditions.

**Crew:** P. King (Skipper) (5), R. Silk (Navigator) (1), G. Rice (1), J. Cocking (1), T. McEwan (9).



**OTELLA (3) — mh 25**  
LOA 16.2m; IOR/IMS RATING  
Designer: John King (Australia)  
Type: IMS cruiser/racer. Year Built: 1985  
Owner/Skipper: Colin Montgomery  
Club: Middle Harbour Yacht Club, NSW

Purpose-designed for new IMS handicapping, *Otella* has contested the last three Sydney-Hobarts as well as winning the fully-crewed division of the Bicentennial Around Australia Race. She has twice taken line honours in the Gosford to Lord Howe Island Race, this year also placing first in the IMS division.

**Crew:** C. Montgomery (Skipper) (3), R. Corrie (Watch Captain) (3), I. Piercy.



**PERIE BANOU II (4) — R 4**  
LOA 11.76m; IOR/IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: S&S 39. Year Built: 1975  
Owner/Skipper: Jonathan and Colin Sanders  
Club: Royal Perth Yacht Club, WA.

Jonathan Sanders, one of Australia's most remarkable yachtsman — six circumnavigations of the world, including his famous triple, non-stop solo voyage — has bought the veteran past champion One Tonner *Pilgrim* with his brother Colin to sail his first Hobart races since the galeswept race of 1984, when he sailed his original *Perie Banou* into third overall. For his first solo circumnavigation, Jonathan received the coveted Chichester Award and has also been awarded an AO and OBE for his contribution to sailing.

**Crew:** J. Sanders (Skipper/Navigator) (3), R. Stainton (Helmsman/Navigator) (1), M. Foster (1), M. Fryer, J. Caldwell, D. Baxter, B. Punch.



**OUTLAW (0) — 463**  
LOA 12.19m; IMS RATING  
Designer: John Sayer (Australia)  
Type: Sayer 40. Year Built: 1988  
Owner/Skipper: Byron McKay  
Club: Derwent Sailing Squadron, Tas.

Relatively new 40-footer designed by John Sayer which was due to have its first long offshore race in the Maria Island race off the Tasmanian East Coast as a warm-up to the Sydney-Hobart. The crew are also new to this race but have had extensive racing and cruising experience. Entered in IMS.

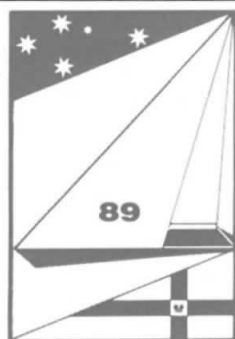
**Crew:** B. McKay (Skipper), R. White (Navigator) (1), R. Woehler (1), R. Howlett (18), R. McKay, S. Florence, S. Davis, L. Kingston, G. Cohen.



**PHOENIX CONTRACTORS (4) — 3007**  
LOA 11.88m; IOR/IMS RATING  
Designer: Laurie Davidson (NZ)  
Type: Older type One Tonner. Year Built: 1980  
Owner/Skipper: David Hundt & Ian Dale  
Club: Cruising Yacht Club of Australia, NSW.

Previously named *Szechuan*, this Davidson 39 has always been competitive since being launched in 1980, representing Australia in two Southern Cross Cups and a Clipper Cup in Hawaii. Her best Hobart race was a third in 1983, but she also finished 5th in 1986. After a major refit, she has been campaigned extensively by her present owners, including the 1988 Tall Ships Race, and the last two Gold Coast races.

**Crew:** D. Hundt (Skipper) (5).



**PRIME SUSPECT (4) — R 500**  
LOA 12.26m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 40. Year Built: 1984  
Owner/Skipper: Peter Nicholson  
Club: Royal Yacht Club of Victoria, Vic.

Peter Nicholson did a swap of yachts with Geelong yachtsman Ray Abikhair, and has already had success in Victorian offshore races with this Farr 40, winning the Melbourne to Portland race. *Prime Suspect* took line honours and first on IOR in the 1988 Melbourne to Hobart race and should be one of the top Victorian yachts in this fleet.

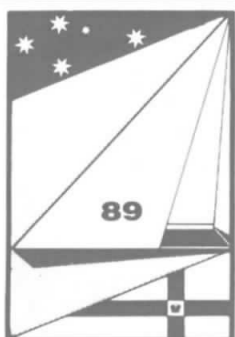
Crew: P. Nicholson (Skipper).



**RECOOPERATOR (1) — H 50**  
LOA 9.28m; IOR/IMS RATING  
Designer: Alan Buchanan (UK)  
Type: Half Tonneur. Year Built: 1984  
Owner/Skipper: Bill Cooper  
Club: Derwent Sailing Squadron, Tas.

This Half Tonneur was built by her owner and has raced only with the IOR fleet out of Hobart, except for the 1988 Tall Ships Race from Hobart to Sydney. Owner/skipper Bill Cooper has sailed in 10 Sydney-Hobarts but this will be the first for *ReCooperator*.

Crew: W.A. Cooper (Skipper/Navigator) (10), S. Winterbottom (2), I. Stewart (1), D. Marshand (1), B. Cooper, R. Salter.



**PRIME FACTOR (2) — 4988**  
LOA 12.19m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 40. Year Built: 1987  
Owner/Skipper: Barry Brady  
Club: Cruising Yacht Club of Australia, NSW.

Remarkably successful Farr 40 racing out of the CYCA in Sydney and winner of seven of her first eight starts this season, *Prime Factor* also finished second in the 1989 Jupiters Sydney-Gold Coast Race and ninth overall and the last Sydney-Hobart. Contender for a place in the Australian or NSW teams for the Southern Cross Cup.

Crew: B. Brady (Skipper) (1), I. Potter (Navigator) (11), T. Messenger (9), P. Messenger (5).



**REVELATION (3) — 5178**  
LOA 11.99m; IOR RATING  
Designer: Ed Dubois (UK)  
Type: One Tonneur. Year Built: 1983  
Owner/Skipper: Don Curchod  
Club: Royal Prince Alfred Yacht Club, NSW.

Former Victorian One Tonneur, built as a potential Admiral's Cup team yacht, but never quite made the grade. Now owned in Sydney and being campaigned for the new owner by Edward Psaltis, a son of well-known ocean racing yachtsman Bill Psaltis. Yacht's best Hobart result was 10th in 1984.

Crew: D. Curchod (Owner), J. Oliver (Navigator), E. Psaltis (Skipper) (7), M. Bensik, N. Cavana, A. Psaltis, S. Duff, P. Ward, G. Gilmore.



**PRIME MINISTER (2) — R 1986**  
LOA 12.2m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 40. Year Built: 1986  
Owner/Skipper: Ken Court  
Club: Royal Perth Yacht Club, WA

*Prime Minister* has competed in every offshore race in WA, last season winning the West Coast Series on IOR and also the prestigious Farrawa Cup. The boat has a new carbon fibre rudder and has been optimised to be part of a strong WA team in the NorTel Southern Cross Cup.

Crew: K. Court (Skipper), J. Baxter (Navigator) (10), C. Watson (5), A. Shaw, M. Caultley, J. Morris, P. Court, P. Chick.



**ROLLER COASTER — A 19**  
LOA 11.0m; IOR/IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: S&S36. Year Built: 1983  
Owner/Skipper: John Fuglsang  
Club: Royal Yacht Club of Tasmania, Tas.

This stoutly-built Tasmanian yacht finished third in its division of the galeswept 1984 Hobart race. No longer competitive under IOR, it could still achieve a reasonable place if heavy weather is encountered again this year.

Crew: J. Fuglsang (Skipper) (7), H. Vandenberg (Navigator) (6), J. Kennedy (Helmsman) (5), G. Eisele (Helmsman) (6).



**RAGAMUFFIN (4) — KA 70**  
LOA 24.13m; IOR RATING  
Designer: German Frers (Argentina)  
Type: Maxi. Year Built: 1979  
Owner/Skipper: Syd Fischer  
Club: Royal Sydney Yacht Squadron, NSW.

Line honours winner of 1988 Sydney-Hobart, giving owner/skipper Syd Fischer his first major trophy in 16 bids to win the Hobart race, dating back to 1962. However, as *Bumblebee 4*, she took line honours in her first race in 1979. Skipper Fischer, one of the great Australian ocean racing yachtsmen, will be sailing in his 21st Sydney-Hobart.

Crew: S. Fischer (Skipper) (20), P. Eadie (Navigator) (10), T. Ellis (22), R. Burns (10), T. Deduin (3), I. Hobbs (3), M. Summerton (20), D. Dyer (10), B. Denholm (10), H. Treharne (15), J. Bromwell (5), I. Kiernan (10), G. Dunsmoore (5), G. French (10), D. Giles (3), B. Denholm (10), P. McCallum (1), C. Fischer, others to be advised.



**RUFF 'N TUMBLE (1) — MH 80**  
LOA 13.2m; IMS RATING  
Designer: Peter Cole (Australia)  
Type: Cole 43. Year Built: 1983  
Owner/Skipper: Lindsay Rose  
Club: Middle Harbour Yacht Club, NSW.

Strongly-built and fast cruiser/racer which is among the yachts entered only in the IMS division, *Ruff 'n Tumble* raced under IMS to Lord Howe Island in November with a good performance. Past wins have included first in Arbitrary division of Sydney-Vanuatu Race, 1986.

Crew: L. Rose (Skipper) (2), P. Butler (Helmsman), M. Phillips (1).



**RAGER (2) — 5600**  
LOA 17.0m; IOR RATING  
Designer: Greg Elliott (NZ)  
Type: Maxi chaser. Year Built: 1987  
Owner/Skipper: Mike Clements  
Club: Cruising Yacht Club of Australia, NSW.

Downwind flyer which finished fifth across the line in 1987 Sydney-Hobart, first in the IOR division of the 1988 Tall Ships Race and line honours in this year's Brisbane-Gladstone and Jupiters Gold Coast races. Has undergone a major repaint and will be one of the most striking big boats in the fleet.

Crew: M. Clements (Skipper) (8), C. Clements (7), D. Bearman (Sailing master/Navigator) (16), H. Treharne (10), J. Wood (8), T. Gourlay, J. Sayer, W. Reilly (12), S. Wallace, S. Keane (4), G. Taylor (4), T. Douglas, M. Arrowsmith, G. Eaton (1), B. Franz, M. Wilkins (2), R. Mische (15), D. Spicer.



**SAGACIOUS (3) — KA 4000**  
LOA 12.08m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr One Tonneur. Year Built: 1985  
Owner/Skipper: Gary Appleby  
Club: Cruising Yacht Club of Australia, NSW.

Gary Appleby was chosen as 1987-88 Australian Ocean Racer of the Year for his successes with this boat, which included representing Australia in the 1987 Admiral's Cup, 1987 Southern Cross Cup and 1988 Kenwood Cup, the team winning in Sydney and Hawaii. This year *Sagacious* represented the USA in the Admiral's Cup, finishing top One Tonneur in the Fastnet Race. Seeking a berth in Southern Cross Cup team.

Crew: G. Appleby (Skipper) (7), P. Morgan (Navigator) (6), S. Kulmar (6), L. Minchan (6), R. Fraser (8), P. Westlake, J. Scholten.





**SALTY LADY (2) — 5064**  
LOA 11.26m; IOR/IMS RATING  
Designer: Laurie Davidson (NZ)  
Type: Cavalier 37. Year Built: 1979  
Owner/Skipper: Ross Scoble  
Club: Cruising Yacht Club of Australia, NSW.

Third trip to Hobart for this Cavalier 37 which Scoble has also sailed in races to Coffs Harbour, Southport and Lord Howe Island. One of the many yachts entered in the new IMS division, designed to suit this type of cruiser/racer.  
**Crew:** R. Scoble (Skipper) (2), S. Grellis (Navigator) (3), M. Eaton (2).



**SIR THOMAS SOPWITH (1) — OYC 6**  
LOA 21.94m; IOR RATING  
Designer: A. Buchanan (UK)  
Type: Training ketch. Year Built:  
Owner/Skipper: Ocean Youth Club of Australia  
Club: Ocean Youth Club of Australia, NSW

This fine old British ketch is the sail training yacht of the Ocean Youth Club of Australia and this year will provide 16 berths to Hobart and back for young trainees under the YOTS programme. Life aboard will be tough — there is one winch, no refrigeration or showes, not even a gimbalised stove.

**Crew:** N. Hoskins (Skipper) (1), Jim Hill (Navigator), J. Fowler, M. Prendergast, K. Prendergast, D. Lee, R. Baker, T. Winn, G. Thring, D. Hoskins, M. McLeod, D. Pryce, M. Kotecki, J. Thring, G. Carrick, J. May, B. Adams.



**SEAQUESTA (4) — 202**  
LOA 12.47m; IOR RATING  
Designer: Ed Dubois (UK)  
Type: Racer/cruiser. Year Built: 1981  
Owner/Skipper: C.N. Stanyon (Charterer)  
Club: Cruising Yacht Club of Mackay, Qld.

Extensively campaigned in East Coast waters since 1981, *Seaquesta* has been chartered by a group of members of the Cruising Yacht Club of Mackay, Queensland, headed by Col Stanyon, a veteran of extensive ocean racing and cruising in Australian and Pacific waters.

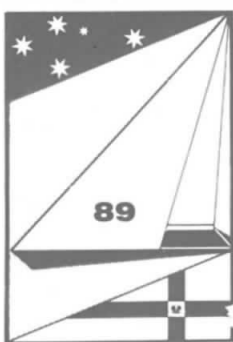
**Crew:** C. Stanyon (Skipper) (6), F. Derbyshire (Navigator), R. Thomas (1), D. Millen, H. Trindorfer, D. Brooks, W. Hill, S. Cripps (1).



**SOLANDRA (4) — A 55**  
LOA 10.21m; IOR RATING  
Designer: Sparkman & Stephens (USA)  
Type: S&S34. Year Built: 1984  
Owner/Skipper: R.W. & C.A. Escott — Craig Escott (skipper)  
Club: Royal Yacht Club of Tasmania, Tas.

One of those remarkable S&S34s, designed back in the 70s and still winning offshore races, *Solandra* won the 1985 Melbourne-Hobart, finished third in Division D IOR and first in Division D Illingworth of the Sydney-Hobart — and second Tasmanian yacht in the fleet.

**Crew:** C. Escott (Skipper) (7), R. Behrens (Helmsman) (5), M. Aspinall (2), M. McAllister (2), R. Drummond, R. Chandler.



**SHENANDOAH III (3) — 1910**  
LOA 10.46m; IOR/IMS RATING  
Designer: Peter Cole (Australia)  
Type: Pawtucket 33. Year Built: 1980  
Owner/Skipper: Julius Charody  
Club: Cruising Yacht Club of Australia, NSW.

Veteran yachtsman Julius Charody has been a regular ocean racing skipper with the CYCA for the past 15 years, competing in 10 Sydney-Hobarts and 14 Montagu Island races (two wins and a second). He has twice been among nominations for the Ocean Racer of the Year awards. With *Shenandoah III* he finished third in the CYCA Illingworth LOPS last season and will be sailing his 11th Sydney-Hobart race — a remarkable effort considering Julius has had a couple of major operations.

**Crew:** J. Charody (Owner/Skipper) (9), R. Cortis (Navigator) (7), M.F. Quigley (3), M. Pinter, three to be nominated.



**SOUTHERN CROSS (1) — 208**  
LOA 12.2m; IOR RATING  
Designer: Bruce Farr  
Type: Farr 40. Year Built: 1988  
Owner/Skipper: Bill Gilbert  
Club: Cruising Yacht Club of Australia, NSW.

In her first Hobart, *Southern Cross* last year finished second overall and first in Division B, then was a luckless contender for the Australian Admiral's Cup team. Contender for Southern Cross Cup team selection this year and will sail with Geoff Stagg from the Farr design office as a tactician and helmsman. One of the IOR favourites with experienced crew.

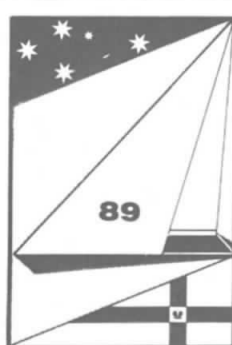
**Crew:** W. Gilbert (6), G. Stagg (Helmsman) (12), D. Adams (Navigator) (5), A. Parkes (3), R. Wilmot (1), L. Gilbert (2), P. Shelbrick (2), J. Merrington (10), J. Oliver (2).



**SHERATON HOBART (3) — 4117**  
LOA 12.2m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 40. Year Built: 1983  
Owner/Skipper: Ian Smith  
Club: Royal Yacht Club of Tasmania, Tas.

As *Sagacious IV*, this Farr 40 was winner of the 1985 Sydney-Hobart and a member of the Australian Southern Cross Cup team. Re-named with sponsorship from Sheraton Hotels and sailed by Ian Smith, the yacht finished third in the 1988 Sydney-Gold Coast Race, third in the Southport Regatta, sixth overall in the 1988 Sydney-Hobart and third in Division B.

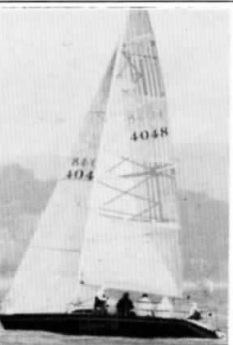
**Crew:** I. Smith (Skipper) (15), S. Geeves (Navigator) (3), K. Newstead (8), A. Edwards (4), P. Hopkins (8), J. Halliday, R. Ashlin (14), R. Cohen (3), J. Sharp (8).



**ST JUDE (4) — 2501**  
LOA 10.05m; IOR/IMS RATING  
Designer: Yamaha (Japan)  
Type: Yamaha 33. Year Built: 1979  
Owner/Skipper: Harry House  
Club: Cruising Yacht Club of Australia, NSW.

Has raced four times to Hobart, as *Garlic Prawn*, *Giant* and, the last two times as *St Jude* — the patron saint of hopeless causes, according to her Dr Harry House. Retired last year with rigging problems.

**Crew:** H. House (Skipper) (6), R. Henry (Helmsman) (2), C. Morris (Navigator) (1), E. House (2), C. Archer (2), R. Tye (1), P. Parmenter (1).



**SINGAPORE GIRL (4) — 4048**  
LOA 10.2m; IOR RATING  
Designer: Laurie Davidson (NZ)  
Type: Three-quarter Tonner. Year Built: 1985  
Owner/Skipper: Peter Steigrad  
Club: Cruising Yacht Club of Australia, NSW

Outstanding yacht with a string of successes offshore, including 1987-88 CYCA Bluewater championship, 1988 Jupiters Sydney-Southport Regatta, and winner of Halvorsen Bros, Tradewind and other trophies during 1987-88 season. Has started in four Hobarts, but finished only two.

**Crew:** P. Steigrad (Skipper/Navigator) (4), B. Lehmann (Helmsman) (4), C. Nichols (Helmsman) (4).



**STORMY PETREL (5) — 508**  
LOA 11.12m; IOR/IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: Older style One Tonner. Year Built: 1970  
Owner/Skipper: Tony Pearson  
Club: Cruising Yacht Club of Australia, NSW.

One of the most remarkable older style One Tonners still racing competitively, *Stormy Petrel* and her veteran owner-skipper Tony Pearson continue to regularly win races under IOR and Illingworth handicaps. Pearson this year was named NorTel Ocean Racing Veteran Yachtsman of the Year. *Stormy Petrel* won the 1970 One Ton Cup, the Australian yacht to achieve this success.

**Crew:** A. Pearson (Skipper) (17), J. Maclurcan (8), P. Edmunds (12), M. Lennon (6).



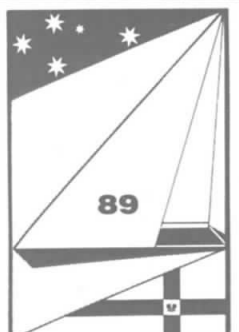
**STRATUS COMPUTERS (0) — 1534**  
**LOA 9.05m; IOR RATING**  
**Designer: Sparkman & Stephens (USA)**  
**Type: Defiance 30. Year Built: 1974**  
**Owner/Skipper: David Parsons**  
**Club: Middle Harbour Yacht Club, NSW.**

One of several yachts in the fleet with sponsorship, *Stratus Computers* normally races in the Pittwater to Coffs Harbour race as *Justine*, finished third overall in 1987 and sixth overall in 1988. Owner David Parsons estimated that in three seasons he has sailed the Half Tonnage in 150 harbour and ocean races, finding the Defiance 30 a comfortable and reliable small ocean racer.  
**Crew:** D. Parson (Skipper), R. Mansbridge, S. Howland (Navigator), B. Howland, J. Farrell.



**TERENCE J (0) — 272**  
**LOA 13.8m; IMS RATING**  
**Designer: R.J. Ratcliffe & Sons (Australia)**  
**Type: Cruiser/racer ketch. Year Built: 1983**  
**Owner/Skipper: R.J. Ratcliffe & Sons**  
**Club: Royal Yacht Club of Tasmania, Tas.**

Designed and built by her owners, *Terence J* has cruised extensively in Eastern Australian and South Pacific waters since her launching in 1983. She won the Arbitrary division of the inaugural Sydney-Port Vila Race. Moderate to fresh conditions will suit this comfortable cruising ketch.  
**Crew:** K. Ratcliffe (Skipper) (9), J. Cannon (Navigator) (7), G. Foale (1), J. Foale (1), G. Ratcliffe, W. Aird (2), W. Gregory.



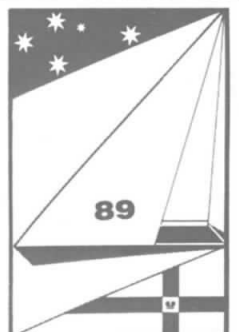
**SUNDANCE (0) — 6000**  
**LOA 12.92m; IOR RATING**  
**Designer: Laurie Davidson (NZ)**  
**Type: One Ton (Southern Cross Cup).**  
**Year Built: 1989**  
**Owner/Skipper: Jon P. Mitchell (Charterer), Bill Steele (Skipper)**  
**Club: Royal Hong Kong Yacht Club, Hong Kong**

Brand new Davidson One Tonner, built to exotic construction using SP Systems under the supervision of John McConaghy. Updated version of *Beyond Thunderdome* and *Pendragon* with a Whalespar rig (builders of *Windward Passage II*), cobalt rigging, Fraser sails. Has been chartered by the Hong Kong team for the NorTel Southern Cross Cup and will be sailed by top crew.  
**Crew:** J.P. Mitchell (Charterer) (1), W. Steele (Skipper) (3).



**TERRA NOVA (2) — TYC 5**  
**LOA 10.66m; IOR/IMS RATING**  
**Designer:**  
**Type: Cruiser/racer. Year Built: 1950**  
**Owner/Skipper: Rod Shaw**  
**Club: Tamar Yacht Club, Tas.**

Along with the veteran yawl *Margaret Rintoul*, this 35-footer is the oldest yacht in the fleet, having first sailed in a Sydney-Hobart in 1952 and again in 1958. Since then has cruised extensively in the Pacific.  
**Crew:** Rod Shaw (Skipper), R. Swanson (Sailing master) (17), L. Campbell (Helmsman), S. Goodluck.



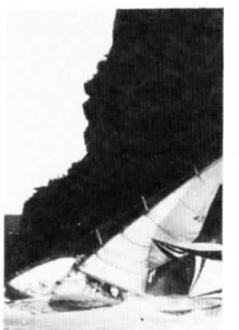
**SUNSEEKER (4) — 631**  
**LOA 11.8m; IOR/IMS RATING**  
**Designer: Sparkman & Stephens (USA)**  
**Type: S&S39. Year Built: 1982**  
**Owner/Skipper: V.C. Thomas and J.H. Quinn**  
**Club: Royal Prince Alfred Yacht Club, NSW**

One of several S&S39s entered in this race, *Sunseeker* will be contesting fifth Sydney-Hobart. The yacht has enjoyed considerable success in club racing with the RPYAC, having won the LOPS three seasons in a row with the RPYAC. In 1987 *Sunseeker* won Illingworth Division C of the Hobart race and this year will be racing under IMS.  
**Crew:** V.C. Thomas (Co-Skipper) (4), J.H. Quinn (Co-Skipper) (9), K. Martin (Navigator) (6), J. Marwood (6), R. McDonald (1), G. Starling, N. Hughes, C. Crab.



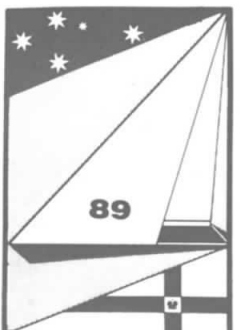
**THE GOODIES (0) — 530**  
**LOA 10.245m; IOR/IMS RATING**  
**Designer: Hank Kaufman (Australia)**  
**Type: Northshore 33 (mod). Year Built: 1982**  
**Owner/Skipper: C.L. Andrews**  
**Club: Bellarine Yacht Club, Tas.**

*The Goodies* is a modified Northshore 33 built in Huon pine by Tasmanian boatbuilder Rod Goode who lengthened the hull to 10.25m. Chris Andrews bought *The Goodies* in 1987 and has cruised and raced her extensively around the Tasmanian coast.  
**Crew:** C.L. Andrews (Skipper/Navigator), S. Baxter, M. Downie, G. Haines, G.G. Hardwick, R.S. Andrews, A. Loveless.



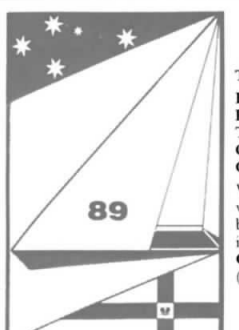
**SWISS QUEENSLAND MAID (0) — 400**  
**LOA 12.24m; IOR RATING**  
**Designer: Bruce Farr**  
**Type: One Tonner. Year Built: 1987**  
**Owner: 'Robbo' Robertson**  
**Skipper: Hans-Peter Isela**  
**Club: Hilterfingen Sailing School, Switzerland.**

This well known and successful Queensland yacht is chartered to the Swiss Yachting Team in their first race in any Australian blue water event. As Queensland Maid, this yacht has a long list of successes, placing first overall in the Brisbane to Gladstone race, also first in Division 1 of the Sydney-Coffs race and first in the 4X regatta, NORC series and the Qld Harbours and Marine Series. 'Robbo' Robertson is earning a rest while he watches the Swiss sail to Hobart.  
**Crew:** H.P. Isela (Skipper), P. Brook (Navigator).



**THE STING (3) — B 185**  
**LOA 11.12m; IOR RATING**  
**Designer: Scott Kaufman (Australia)**  
**Type: One Tonner. Year Built: 1972**  
**Owner/Skipper: Gerd Scherwinski**  
**Club: Royal Brighton Yacht Club, Vic.**

One of the few yachts designed by expat Australian Scott Kaufman racing in his own country, *The Sting* has been campaigned by a variety of owners, her best results having been a third in the 1986 Melbourne-Hobart race. Still competitive, she was Royal Brighton club champion in 1988. Very much a family crew with two of the owner's sons aboard.  
**Crew:** G. Scherwinski (Skipper) (5), R. Scherwinski (1), G. Scherwinski (1), R. Lindberg, N. Thompson, R. Bandford, S. Hall.



**TANGLEFOOT (0) — 3569**  
**LOA 11.9m; IMS RATING**  
**Designer: Ben Lexcen (Australia)**  
**Type: Olympic 40. Year Built:**  
**Owner/Skipper: Ross Marr**  
**Club: Cruising Yacht Club of Australia, NSW.**

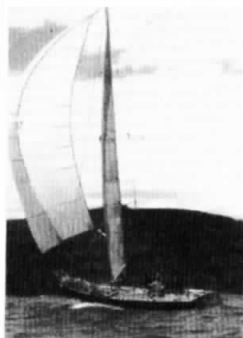
Veteran Olympic 40 designed by the late Ben Lexcen which previously raced as *Serene II* and being campaigned by crew with extensive Sydney-Hobart experience including Dave Lawson who has been south 25 times.  
**Crew:** R. Marr (Skipper) (4), D. Lawson (Sailing master) (25), H. Dredge (7), M. Power, A. Marr, D. Graham.



**TRUE BLUE (0) — RF 1989**  
**LOA 12.06m; RATING**  
**Designer: Bruce Farr (NZ)**  
**Type: Farr 40. Year Built: 1988**  
**Owner/Skipper: Lawson Klopfer**  
**Club: Royal Freshwater Bay Yacht Club, WA.**

*True Blue* was the topscorer yacht in the 1989 Australian Admiral's Cup trials, but in England her best performance was a fourth in the lightweight opening race of the Cup. Heavy conditions did not suit her, but owner Klopfer plans to optimise her for fresher winds off the Australian East Coast, where she will sail as a member of the WA team in the Southern Cross Cup. Crew will include most of her Admiral's Cup team.  
**Crew:** L. Klopfer (Owner/Skipper) (1), P. Milner (9), D. Goutlay (Navigator) (10), G. Johnston (2), D. McAuley, B. Johnston, G. Bishop (1), T. Page (3), J. Sharpe (3), K. Marshal (2).





**TURKEY SHOOT (7) — tyc 1147**  
LOA 12.22m; IOR/IMS RATING  
Designer: Ron Holland (Ireland)  
Type: Holland 40. Year Built: 1982  
Owner/Skipper: A. & M. Hutton  
Club: Tamar Yacht Club, Tas.

After losing her rudder in the 1988, *Turkey Shoot's* crew from the Tamar Yacht Club in Launceston are looking forward to completing this year's race. The yacht was in a good position at the time and the experienced crew will certainly sail her well again this year.

**Crew:** A. Hutton (Skipper) (3), K. Jaggar (Navigator) (12), J. Hutton (3), M. Blaxell (5), P. Turner (4), L. Faulkner (1), D. Meagher (2), G. Alway (4), I. Lorigan (3).



**WESTERN PORT EXPRESS (1) — wp 444**  
LOA 12.2m; IOR RATING  
Designer: Bruce Farr (NZ)  
Type: Farr 40. Year Built: 1986  
Owner/Skipper: Les Martyn (owner), Tom Delaney Snr (Skipper)  
Club: Ocean Racing Club of Victoria, Vic.

Owner Les Martyn is chairman of Western Port Marina at Hastings, Victoria, and is a former chairman of the Confederation of Australian Sport. Skipper Tom Delaney, a coxswain with the Victorian Sea Pilots, was awarded the Sea Safety 1989 award for heroism at sea for rescuing the crew of *Goodman Zulu Chief*, an entrant in the Bicentennial Around Australia two-handed race.

**Crew:** T. Delaney Snr (Skipper), T. Delaney Jnr, J. Koning, P. Newman (Navigator) (3), L. Dack, B. Clague, P. Grant, N. Drennon (1), K. Bull (2), J. Nilson.



**ULTIMATE CHALLENGE (1) — KA Sm 2**  
LOA 12.17m; RATING  
Designer: Ed Dubois (UK)  
Type: One Tonner. Year Built: 1987  
Owner/Skipper: Lou Abrahams  
Club: Sandringham Yacht Club, Vic.

Veteran Abrahams, the first Victorian yachtsman to win a Sydney-Hobart race, this year will be sailing his 26th race to Tasmania in an international sailing career that has seen him compete in almost every major ocean race in the world. *Ultimate Challenge* was a member of the 1987 Australian Admiral's Cup team, finishing 5th in the Fastnet Race and more recently finishing a close second in the ORCV winter series to *Illusion*, the 1988 Sydney-Hobart winner.

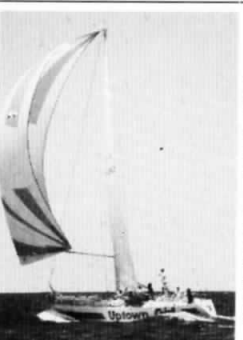
**Crew:** L. Abrahams (Owner/Skipper) (25), G. Sheard (2), C. Anderson (Helmsman) (10), G. Schipper (7), G. Ferguson (7), R. Simpson (8), J. Gash, I. Walker (4), G. Jamieson (1).



**WHITE SWAN (0) — R349**  
LOA 17.48m; IOR/IMS RATING  
Designer: Sparkman & Stephens (USA)  
Type: Swan 57. Year Built:  
Owner/Skipper: Tony Flecknoe-Brown  
Club: Royal Yacht Club of Victoria, Vic.

Owned by Swan Charters and skippered by Tony Flecknoe-Brown, *White Swan* is one of the famous range fast cruiser-racers built by nautor Swan in Finland. She is based at Hayman Island as a charter yacht. The yacht raced to Hobart last year, finishing 13th in IOR Division A. This year she will race under IMS and should do well under this time allowance system.

**Crew:** A. Flecknoe-Brown (Skipper) (1), M. White (1), M. O'Neill (1).



**UPTOWN GIRL (12) — 4182**  
LOA 12.5m; IOR/IMS RATING  
Designer: Doug Peterson  
Type: Old type Two Tonner. Year Built: 1977  
Owner/Skipper: Rod Winton — chartered to USSR  
Southern Cross Cup team  
Club: Royal Sydney Yacht Squadron, NSW.

*Uptown Girl* will be sailing her 13th Sydney-Hobart, this time creating history with a joint Australian-Russian crew aboard, joining two similar-sized sloops from Vladivostok in making up the Soviet Union's first-ever challenge for the Southern Cross Cup. The Russian crew members had not been named when OFFSHORE went to press.

**Crew:** R. Winton (Skipper) (7), R. Barron (Watch captain) (7), J. Murrant (Navigator) (5).



**WITCHDOCTOR (5) — 2557**  
LOA 12.00m; IOR/IMS RATING  
Designer: Laurie Davidson (NZ)  
Type: Davidson 40. Year Built: 1979  
Owner/Skipper: The Rum Consortium  
Club: Cruising Yacht Club of Australia, NSW.

Originally named *Sweet Caroline*, this powerful sloop represented Australia in the Clipper Cup in Hawaii and in Australia has won many major offshore races. Is now raced by a syndicate of prominent yachtsmen.

**Crew:** M. Cameron (Skipper) (14), G. Barter (14), J. Hornby (10), J. Dodd (3), C. Troop (10), I. Manley (3), H. Krop (6), P. Wills (4), P. Heap, R. Morgan.



**VENINDE III (0) — 2254**  
LOA 10.26m; IMS RATING  
Designer: Ed Dubois (UK)  
Type: Dubois 34. Year Built: 1988  
Owner/Skipper: Frank Walker  
Club: Royal Prince Alfred Yacht Club, NSW.

First Sydney-Hobart for this fractional-rigged sloop which made its ocean racing debut in 1988 Pittwater-Coffs Harbour race. Owner Frank Walker previously raced the Mottle 33, *Phyllise*, with success. He expects to do well with his new boat in the IMS division, especially in a "downhill" race.

**Crew:** F.J. Walker (Skipper) (2), R.S.W. Neill (Navigator) (2), A. Sutton, P.L. Larcombe, J.H. Wiseman, M. Stott, J. Clark.



**WOODWIND (0) — 3564**  
LOA 13.9m; IMS RATING  
Designer:  
Type: Cruiser-racer. Year Built: 1984  
Owner/Skipper: Jim O'Donnell  
Club: Royal Prince Alfred Yacht Club, NSW.

*Woodwind* is a heavy displacement sloop of cold-moulded wooden construction. Originally rigged for cruising she has been extensively updated for racing, with new sails.

**Crew:** J. O'Donnell (Skipper), G. Harrod, N. Mort, M. Braidwood, T. Braidwood, D. Braidwood (Sailing master) (5), J. Braidwood (Watch leader) (8), B. Weaver (Navigator), S. Drew.



**VENTURE ONE (2) — KA 950**  
LOA 12.19m; IOR RATING  
Designer: German Frers (Argentina)  
Type: One Tonner. Year Built: 1985  
Owner/Skipper: Joe Goddard Jnr  
Club: Cruising Yacht Club of Australia, NSW.

Joe Goddard Jnr has chartered *Venture One* from Max Ryan in a bid to win selection in either the Australian or NSW teams for the NorTel Southern Cross Cup. Originally the first *Joint Venture*, the yacht was a member of the winning Australian Red team at the 1988 Kenwood Cup in Hawaii. Joe and most of his crew have sailed together for 12 years, racing with success in the tiny *Planet X*.

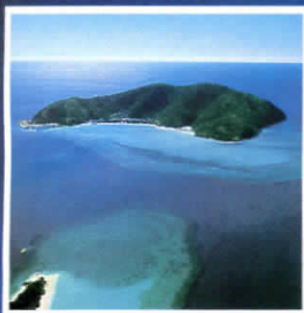
**Crew:** J. Goddard Jnr (Skipper) (13), T. Ambler (Watch captain) (7), F. Havelka (7), D. Doyle (Navigator) (5), D. Elliott (1), P. Gibbs (1), Vanessa Dudley (2), G. Kay (5).



**ZEUS II (2) — 327**  
LOA 9.2m; IOR/IMS RATING  
Designer: Peter Joubert (Australia)  
Type: Currawong 30. Year Built: 1979  
Owner/Skipper: Jim Dunstan  
Club: Royal Sydney Yacht Squadron, NSW.

Winner of the Sydney-Hobart in 1981 and one of only two Half Tonners to have won the 630 nautical mile ocean classic, *Zeus II* has returned to ocean racing with an enthusiastic crew, sailing under both IOR and IMS ratings. This Currawong 30 was designed by Prof Peter Joubert who is also sailing in the race.

**Crew:** J.R. Dunstan (Skipper) (11), R. McConnell (5), C.W. Irwin (Navigator), R. Jones, R. McConnell (3), P. Colvin, P. Mahy (2).



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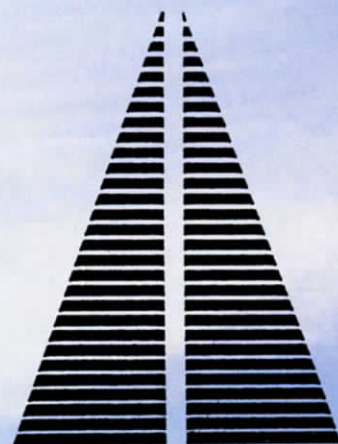
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# Range Rover Regatta



## *How a PMS can*

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**P**REMATURE starts are costly, there's no doubt about that. And the Range Rover Regatta sailed on Sydney Harbour certainly proved that beyond doubt.

For those who haven't sailed this regatta it's simple. Three yachts up to a maximum rating band make up a team and then sail a relay race; one yacht on the course at a time; the best elapsed team time wins the race and the combined results of four races take out the regatta.

This year's courses saw the start in Rushcutters Bay and for some breezes, a short reach out to the course proper, always a windward and return.

As one yacht sailed the short reach to the finish the next to race would pace her, with the crew timing their start to cross the line just after the finishing yacht had crossed.

It sounds simple, but in the IOR fleet in the first race two yachts got it wrong with disastrous results.

Favourite going into the series was the team that won last year's first Range Rover Regatta, the Royal Prince Alfred's Red team of *Le Roy Brown*, *Blue Max II* and *Witchcraft II* which came in a whisker under the maximum rating of 85ft.

Middle Harbour Yacht Club's Blue team of *Ex-Tension*, *Beyond Thunder*





OCEAN racing yachts on Sydney Harbour for the CYCA's annual Range Rover Regatta with the Bridge as a backdrop to the close contest in this team relay event. Winning team comprised MHYC's Extension, Beyond Thunderdome, and Middle Harbour Express. (Pics — Hans Schlupp).



dome and Middle Harbour Express and then the CYCA's White team of *Prime Factor*, *Swuzzlebubble Six* and *Half Hour* were expected to provide the major opposition ahead of six other club and mixed teams.

Perhaps there were too many nerves before the first race. RPA's *Le Roy Brown* and the CYC's *Half Hour* both broke the start and faced 30% penalties.

First, after a cracking sail in a fresh breeze was RPA, second Middle Harbour and third the CYC. But when the 30% penalties were applied RPA dropped out to third and the CYC to sixth, leaving Middle Harbour with top points.

Although their were severe gusts, the racing continued fast and furious with RPA taking the second race and the

CYC the third before Middle Harbour (with two thirds) bounced back to take the final race.

That last result was enough for Middle Harbour. On the final points board they finished up top with 31 points followed by RPA on 30 points and then the CYC with 29 points.

RPA would have won the regatta without the PMS, as would the CYCA. Which only goes to show that yacht racing really is an "if only" sport. But considering the narrowest margin between first and second was 45 seconds, it also proved that it's worth giving away up to ten seconds just to make sure you are not over the line early.

It was a good weekend for Middle Harbour as their JOG team of *Box Office*, *Kings Messenger* and *Teenage Love*

*Machine* took out the JOG division as well. That victory was pretty easy as stiff competition was removed when the CYC sailed well under the maximum rating band of 73ft because its maxi boat *Alfa Power* could not be trucked back from Queensland in time to race.

Second on JOG was the Gosford Sailing Club with *B52*, *Justine* and *Jenz-minc*, while third was a combined team from Pittwater's RPA and Royal Motor Yacht Club consisting of *Sputnik*, *Smooth Operator* and *Zanda*.

The Range Rover Regatta was a great success and has already spread to Queensland and Tasmania. If possible, get into it next season, it's great fun, especially for crewmen who get to sail on different boats in the same race.

**Rik Dovey**





*CLOSE encounters of a Harbour kind for ocean racing yachts competing in CYCA's Range Rover Regatta on Sydney Harbour. Not only providing a great spectacle in this teams event, but some excellent scenery for crews on the weather rail. (Pics — Hans Schlupp).*







## IMS Brings Challenge II Back Into Winner's Circle

**C**HALLENGE II has won itself a unique niche in Australian ocean yacht racing over the past decade, the Sparkman & Stephens-designed 46-footer having been one of the most successful IOR racers in that time.

Among her many victories for original owner Lou Abrahams was to win overall the 1983 Sydney-Hobart race, the first Victorian yacht ever to win the ocean classic.

Now owned by Sydney yachtsman Jim Daley, *Challenge II* has been given a new lease of racing life under IMS, the International Measurement Scheme, introduced by the Cruising Yacht Club of Australia this season, with an IMS Division in this year's NorTel Sydney-Hobart.



On performances in CYCA club races early in the season under her new IMS rating, *Challenge II* must rank as a strong chance to notch up another major victory in the Sydney-Hobart. While the

**By Peter Campbell**

overall winner of the 1989 race will be decided on IOR ratings, race officials reported an unprecedented interest in IMS, with upwards of 120 yachts expected to have been issued with IMS certificates by the end of the year.

*Challenge II* epitomises the very yacht that IMS is aimed at bringing back into competitive ocean racing — the well-designed, strongly-built yacht that is



still well-gear'd and well-sailed but outmoded in comparison to the latest state-of-the-art IOR racers.

When launched in 1978, *Challenge II* was certainly innovative, coming from the more conservative drawing board of the famous New York-based naval architects Sparkman & Stephens. She was of the first larger ocean racers designed with a fractional-rig, setting a trend that now sees IOR-designed yachts up to maxis rigged that way.

In her heyday, she had a remarkable career as an IOR racer — narrowly missing a place in the Australian team for the 1979 Admiral's Cup, finished third in the 1981 Sydney-Hobart and winning the 1983 race. Her other victories included the rugged Great Circle Race around Tasmania, the King of the Derwent, the Petersville Regatta and the Sydney-Suva race. *Challenge II* was also a member of the winning team in the 1980 Clipper Cup in Hawaii.

*Challenge II* was sold by Abrahams in 1984, with Sydney yachtsman Jim Daley buying the now 11-year-old aluminium-hulled sloop two years ago.

*Challenge II* has always been a great boat to sail aboard — I crewed in Hawaii in 1980 when the great Jock Sturrock was helmsman — and an outstanding yacht in heavy weather. Sailing downwind in 45-knots off Waikiki that year was like sailing on rails.

Daley had moderate success with the veteran *Challenge II*, her best effort under IOR being to win the Illingworth Trophy (under Australian TCFs which included an age allowance) in the 1988 Sydney-Mooloolaba race. In last year's Sydney-Hobart in heavy weather, which suited her, she finished a creditable 22nd and third in Division A.

With the advent of IMS, Daley, a Sydney property developer, took the advice of measurer Gordon Marshall and his sailing master, Phil Thompson, and decided to "go IMS". The result, to date, has been more than satisfying for Daley and his crew.

Not only is *Challenge II* back in the winner's circle, but she is more comfortable below for crew and, because under IMS her crew has been dropped from 11 to 10, she has become more fun to sail for the crew because they all have to make an ongoing contribution to the boat's optimum performance.

A point to remember here is that while IMS certainly brings back into competition the older, outmoded IOR yacht, and gives the family cruiser/racer a real chance in offshore competition, success on the water only comes from the yacht being well-sailed.

"*Challenge II* was totally outmoded under IOR — were placed third in Division A of the 1988 Sydney-Hobart only because we stayed up there in the storm race south," says Thompson who

has supervised the setting up of *Challenge II* for her IMS measurement and certificate. "Around the buoys, she was not in the hunt — IMS has given her a new lease of life in offshore racing."

Thompson proves his point with the results of the Bird Islet Race for the Janzoon Trophy on September 15. *Challenge II* revelled in the conditions and was well sailed to match it around the 90 nautical mile course with the One Tonners, but under her IOR rating could do no better than seventh out of the 23 finishers. Under IMS she finished a close second to *Continental*, which was 19 minutes faster around the course.

*Challenge II* was one of the first boats measured on the CYCA's specially constructed IMS measurement platform — Thompson, as the Club's marina manager, played a major role in the setting up of this platform to facilitate the computer measurement of yacht hulls.

The CYCA's first race to include an IMS division was the Jupiters Sydney-

To meet the requirements of IMS aimed at encouraging offshore participation by the cruiser/racer type yachts, in particular production yachts, yachts built originally to the IOR rule have to make some modifications to the creature comforts below deck. A stripped out IOR racer will face some extensive additions below, but in the case of *Challenge II* it was all done at a cost of around \$600.

"We had an enclosed head, but needed to install a washbasin and extend the table size," explains Phil Thompson. "We were fortunate that the boat already had bunks with 4" cushions, crew lockers with zip-up fronts, and had a built-in refrigerator, freezer and a fully set-up galley."

"The nav station was properly installed when the boat was built with a nav table and room for all navigation instruments. Below decks, *Challenge II* also has a very high headroom."



PHIL THOMPSON, CYCA marina manager and sailing master aboard *Challenge II*, now racing with success under IMS. (Pic — Peter Campbell)

Gold Coast in which *Challenge II* finished third behind *Apollo Batteries* and *She's Apples*, both purpose-designed for IMS racing.

In the first seven races of the CYCA pointscore, the now 11-year-old ocean racer has had four wins, a second and two thirds, with race results across the board. Other yachts figuring high in placings include *Sweet Lorraine*, an S&S36, *Stormy Petrel II*, a Farr 37, *Haupia*, a purpose-designed J35, and *Continental*, the former *Apple Endeavour*.

There is little difference between IOR and IMS in regard to sail measurements, but there are restrictions on the numbers carried. For example, *Challenge II* is limited to three spinnakers under IMS, but faces no problems with carrying four or five jibs. As with IOR, headsails over 150% carry a penalty.

IMS rules surprisingly discourage carrying a second mainsail aboard, but the CYCA special regulations require yachts to carry a spare mainsail in Category 1 races. But then the IMS rule originated in North America and is based around the family cruiser/racers in which efforts are also made to reduce overall costs.

*Challenge II*'s deck layout has remained unchanged, but from a crew





FLEET of older IOR yachts racing with the CYCA — many are now rated IMS as well — and enjoying a revival in competition. (Pic — Max Press)

point of view, having one less aboard means that all the crew must be involved in sail handling and trimming during short offshore races and in sail changes during long races.

"We are all enjoying the sailing much more because we must work out more efficient systems and all play a part in the racing," says Phil Thompson. "No-one is aboard just as ballast on the rail.

"Nor are there any 'heavies' in the crew — but they are all very experienced sailors, ranging from longtime offshore competitors to skiff sailors."

With first class galley aboard, the crew of *Challenge II* enjoy three-course hot meals as well as midnight snacks on long races. "We have a specialist cook aboard but he also has a sailing role looking after the kicker — but woe betide the helmsman who calls him up in the middle of serving up a meal!"

Among the crew is one woman, working the halyards, and Thompson points out that the introduction of IMS has brought quite a number of competent women sailors into offshore racing. "One reason is that they feel more comfortable aboard a yacht that does not have the 'heavies' aboard and the tension one experiences racing on an expensive, win-at-all-costs IOR boat. Another is that owners believe women are good for crew harmony aboard an IMS boat.

"With IOR boats becoming outdated so quickly, you can't afford to experiment — the boat must hit its straps immediately. With IMS boats you tend to build up a crew of compatible people who enjoy their sailing."

According to Thompson there are women in the crews of many yachts racing under IMS out of the CYCA, including *Continental*, *Arabesque*, *Big Schott*, *Stormy Petrel*, *Mercedes IV* and *Challenge II*.

With the building of the special measurement platform at the CYCA, the speed and efficiency of IMS measuring is improving all the time. By the end

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**"Condor was one of the great maxis of the early '80s"**

---

of this year Gordon Marshall expects to have measured more than 60 boats, while a similar number will have been measured interstate.

The cost of slipping and AYC charges for a 46-footer like *Challenge II* are about \$1000, with the measuring taking about one-and-a-half days. However, once a production hull has been measured, other yachts of the same design do not require a complete hull measurement.

Australian-built production yachts already measured include the East Coast 31, North Shore 33 and 38, Cole 42 and 43, S&S34, S&S36, Farr 1104 and most of the Beneteau range.

Basically, the measurer, using a "wand" attached to a small computer, makes a linear measurement of the hull, producing a set of "plans" for each yacht. From this, together with the displacement, mast height and ballast, the computer software (Velocity Prediction Programme or VPP) predicts each yacht's potential speed in a wide range of wind conditions and angles of sailing.

The programme compensates heavier boats for their weight in light airs, while a lightweight will have a high handicap for light airs and a lower handicap for heavy winds. Under IMS, there is a range of courses and wind strengths from which the Race Committee chooses the most applicable for the day — often naming the speed at the end of the race.

CYCA short offshore races are based on the Olympic (6-leg) course, with the wind change (8 knot, 10 knot, 12 knot, 14 knot, 16 knot and 20 knot) being announced as the yachts cross the finish line — enabling skippers to assess immediately how they have performed.

For example, on September 29, the Race Committee set an 18.1 nautical mile Olympic course and elected on 10 knots as the mean average windspeed for the race. For this, *Challenge II*'s time allowance was 682.0 seconds per mile, taking into consideration that she is a heavy yacht and the race was sailed in

light winds. She won by 9 minutes 50 seconds from *Continental*, after beating her near sistership around the course by 4 minutes 50 seconds.

Had the race been sailed in an average wind strength of 16 knots, *Challenge II*'s time allowance would have dropped to 583.0 seconds per mile, while in a 20-knotter the time allowance would have been down to 557.3 seconds per mile.

For long ocean races, including the 630 nautical mile Sydney-Hobart, the CYCA Race Committee has set the General Purpose (Linear Random 10) time allowance which is a combination which allows for wind from varying directions for equal periods and an average wind strength over the race of 10 knots. In the case of *Challenge II*, the time allowance will be 544.3 seconds per mile.

Phil Thompson is coming for his 10th Hobart, with a record of first for line honours aboard *Vengeance*, the winning double aboard *Sovereign* and a second overall on the old *Gretel*. For the past five years he has been marina manager at the CYCA, in that position playing a hands on role in the building of the special IMS measurement platform and in the setting up and sailing of *Challenge II* under IMS.

"IMS is putting value back into yachting," Phil emphasises. "An owner can now buy a club racer and not have it depreciate in value by 200-300% after two years of racing."

"Under IMS a yacht could win the next five Sydney-Hobarts because the design rule does not change like IOR."

"A yacht owner can have a highly competitive racing yacht, but still have a boat which is comfortable enough for entertaining friends and business clients aboard in comfort, or even go holiday cruising."

"There are three key-points to success in IMS racing offshore: a strong well-built boat; a good, dedicated crew; good sails, but not necessarily high-tech sails."

Apart from older yachts like *Challenge II*, *Big Schott* and *Mercedes IV*, IMS is attracting the first of a number of purpose-built yachts, including several designed by Australian John King, such as *She's Apples*, *Continental* and the new Jarkan 42, *Never a Dull Moment*, being built for Kiama yachtsman Colin Wilson. Another purpose-built yacht is the Holland 43, *Arabesque*.

In addition, and more significant to the future of ocean racing is the large number of "clean skins", as measurer Marshall calls them — yachts which had never before had any formal hull measurement, coming up for IMS measurement.

"They are owners who raced under arbitrary handicaps and got sick of

receiving a time penalty every time they won a race," says Marshall. "Among those we have measured there is one group keen to race only in short offshore races, but a larger group who want to sail long passages races with the CYCA and other clubs under an IMS rating."

"If this trend continues — and it certainly is at present — we could see a fleet of 200 yachts in the 1990 Sydney-Hobart and 90 per cent of them racing under IMS, with a Grand Prix division for the IOR boats," Marshall predicts.

"Every yachtsman wants to have done a Hobart race and IMS will open up that opportunity to so many more throughout Australia."



SUCCESSFUL purpose-built IMS racers so far have included *Continental*, designed by Australian John King. (Pic — Max Press)

IMS racing so far off Sydney has also seen renewed boat-for-boat competition, not only between boats of similar design and age, but between older and new yachts. "We are seeing a fast, light displacement 30-footer duelling around the course with an old-style 40-footer because they are matched on speed and both competitive on handicap," says Thompson.

"We are also seeing a much closer spread of corrected time results under IMS results compared with IOR results in the races out of Sydney so far this season."

Asked about the Adams and Inglis type of Australian-designed yachts which suffer huge penalties under IOR, Thompson says that narrow-hulled yachts also suffer a penalty under IMS because they are long and skinny. However, that penalty in handicap

could be offset by these yachts' speed in reaching and running conditions.

Thompson points to the Carina 44 production yacht designed by Joe Adams. "Under IOR measurements, yachts like John Clark's *Hyperdrive* carry a huge penalty, but because IMS takes into consideration a yacht's performance on all points of sailing they will be much more competitive," he says. The fact that three more Carina 44s are currently being built underlines their potential under IMS.

Which brought us to the question of rigs and IMS. Flexing rigs are penalised under IMS and tapered rigs suffer a high penalty as against a conventional straight rig. Rig bend is restricted to 2%.

Under its overall policy of attempting to contain the costs of ocean racing, IMS penalises the use of kevlar and other exotics in mainsails. "On *Challenge II* we have kept the existing kevlar mainsail but those yachts with dacron mains tend to have a more favourable handicap," says Thompson.

Full battened mains are allowed, but carry a slight penalty. On a 44-footer that penalty would be about one second per mile, with the stability and shape of the fully battened sail and its extended life outweighing that time penalty.

Gordon Marshall is predicting between 60 and 70 yachts racing under IMS in this year's NorTel Sydney-Hobart, broken into four divisions like IOR and Illingworth (Australian TCF). This will be the last Sydney-Hobart using Australian TCF with IMS taking over in 1990.

Those measured will range from the brand new King-designed 42-footer, *Never a Dull Moment*, through to other purpose-built boats like *She's Apples*, *Arabesque*, *Haupia*, and the Tasmanian 47-footer *Mirraboopa*, to the older and well-known former IOR racers like *Balandra*, *Zeus II*, *Cherana*, *Stormy Petrel* and *Mark Twain*.

And queen of the oldies making a comeback under IMS will be *Margaret Rintoul*, which sailed her first Sydney-Hobart race 40 years ago, twice taking line honours and setting a long-standing race record in 1951. Now owned by Bruce Gould and CYCA Commodore David Kellett, the timber yawl will be sailed to Hobart by Gould in the IMS division, while Kellett skips the maxi yacht *Condor*, in the Maxi division under IOR.

*Challenge II* isn't the only former Sydney-Hobart winner to now race under IMS — there's *Margaret Rintoul* (line honours in 1950, 1951) and overall corrected time winners *Cherana* (1959) and *Zeus II* (1981) with *Challenge II*, *Margaret Rintoul* and *Zeus II* all heading for Hobart once more on Boxing Day, 1990.



THE Cruising Yacht Club of Australia's selection panel had its toughest choice in years in choosing the 1989 Ocean Racer of the Year Awards, this year sponsored by NorTel. Eight finalists were considered for the Ocean Racer of the Year, two for the Ocean Racing Crew of the Year, three for the Ocean Racing Veteran of the Year, and three for Ocean Racing Rookie of the Year.

Several nominations were not considered because they did not come within the criteria for the various Awards, one of which is that they must have raced offshore regularly during the sailing season under review, which was 1988-89.

Nominations are open to yachtsmen and women who have raced offshore during the previous season (September to September) with any recognised yacht club in Australia. Nominations were received from Sandringham Yacht Club, Royal Geelong Yacht Club, Middle Harbour Yacht Club, Royal Prince Alfred Yacht Club, the Cruising Yacht Club of Australia and the Ocean Racing Club of Australia.

The Awards were announced at a prestigious dinner at the Cruising Yacht Club on November 30 when the Ocean Racing Club of Australia also officially

## GINO KNEZIC NAMED 1989 OCEAN RACER OF THE YEAR

handed over to the CYCA for safe-keeping the Champagne Mumm World Cup of Ocean Racing, won by Australia for 1987-89. The winners are:

### OCEAN RACER OF THE YEAR:

GINO KNEZIC, Sandringham Yacht Club, Victoria, for his successes with his

*By Peter Campbell*

Davidson 34, *Illusion*, in winning the 1988 AWA Sydney-Hobart Race, the 1989 Petersville Regatta, the Victorian Yachting Council's Association Cup (top-scoring individual yacht) and Royal Geelong Yacht Club's Australia Day Weekend as a member of the winning SYC team.

Gino is only the second Victorian yachtsman to win the Sydney-Hobart, the first being Lou Abrahams in *Challenge II* in 1983. Both *Illusion* and the veteran *Challenge II* will be racing in the

1989 NorTel Sydney-Hobart.

The 1988 Sydney-Hobart was the first ocean race for *Illusion*, in fact, her first sail offshore as she was trucked to Sydney from Melbourne.

Before commissioning Ken Jago to build *Illusion*, Gino had raced with outstanding success with *Savage*, winning two ORCV Winter Series and a Melbourne to Devonport Race.

### OCEAN RACING CREW OF THE YEAR:

DAVID BLANCHFIELD, Cruising Yacht Club of Australia, for his excellence as a crew member of various yachts. Better known as "The Rat", Blanchfield is currently sailing in the crew of the new 50-footer *Cyclone*.

During the past 12 months, "The Rat" has sailed aboard *Sagacious* in the winning Australian team in the Kenwood Cup, also in the One Ton Cup, and aboard *Madeline's Daughter* in the Admiral's Cup, *Emeraude* in the Maxi Yacht Series in St Tropez and Sardinia.

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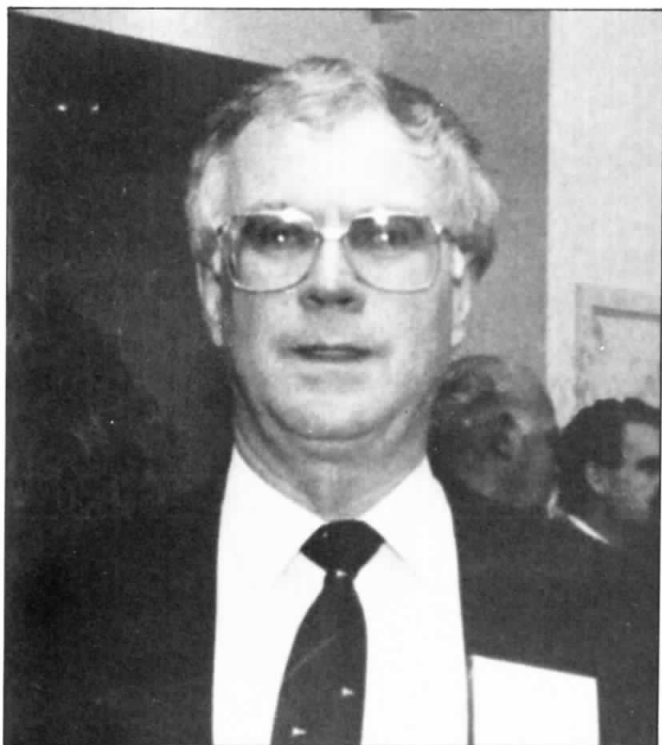
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John Eyles' entrant in the  
1989 Sydney - Hobart Race

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Gino Knezic,  
Nortel/CYCA  
Ocean Racer  
of the Year.

He was also aboard class winner *Midsummer Dancer* in the Swan World Cup.

At 21 years of age, David is a crew member of the highest calibre and in high demand on world class ocean racing yachts.

#### OCEAN RACING VETERAN OF THE YEAR:

TONY PEARSON, Cruising Yacht Club of Australia, for his continuing support for ocean racing and his ongoing success in skippering the 19-year-old former One Ton Cup champion, *Stormy Petrel*.

A past Commodore of the CYCA, Tony bought the S&S-designed *Stormy*

*Petrel* in 1985, giving the boat an extensive refit, including new cockpit, rudder and mast. The result has been an outstanding combination of veteran yacht and yachtsman.

During the 1988-89 season, Tony, now 65, sailed *Stormy Petrel* to success in the Foudryant Shield, the G. Carter Trophy (Aust. IOR trophy in Gascoigne Cup regatta), Division 1 of the RSYS Winter Pointscore, and also won the CYCA's Janzoon, Rubber Kelleway, Ron Robertson trophies and the Flinders Cup. *Stormy Petrel* finished first in the CYCA's SOPS Division 2 (Illingworth).

#### OCEAN RACING ROOKIE OF THE YEAR:

WARREN WIECKMANN, Royal Prince Alfred Yacht Club, for his outstanding first season of offshore racing with his Davidson 34, *Leroy Brown*. Since buying the former Victorian yacht (*Chutzpah*) Wieckmann has sailed it in every major race between Sydney and Hamilton Island, with IOR victories in the 1988 Pittwater-Coffs Harbour race, 1989 Brisbane-Gladstone, 1989 Gladstone-Hamilton Island, 1989 SCOR at Mooloolaba (winning the only two races sailed). *Leroy Brown* finished third in the Hamilton Island Race.

*Leroy Brown* was a member of the winning RPAYC team in the 1988 Range Rover Regatta in Sydney and of the second-placed team in 1989.

Wieckmann has entered *Leroy Brown* in the 1989 NorTel Sydney-Hobart Race where the competition will include newer sisterships *Illusion* and the new *Chutzpah*. According to his crew, Wieckmann is an innovative owner who encourages experiment in setting up and sailing his yacht with a crew of young and older yachtsies.

Other nominations for the 1989 NorTel CYCA Ocean Racer of the Year Awards were:

Ocean Racer of the Year: Richard Hudson (RPAYC), David Forbes and John Calvert-Jones (ORCA), David Kellett (CYCA), Ray Stone (MHYC), Colin Montgomery (MHYC), Ron Elliott (ORCA).

Ocean Racing Crew of the Year: Jamie Wilmot (MHYC).

Ocean Racing Veteran of the Year: Geoffrey Wood (Royal Geelong Yacht Club), Warren Jones (MHYC).

Ocean Racing Rookie of the Year: Neil Statis (CYCA), John Messenger (MHYC).



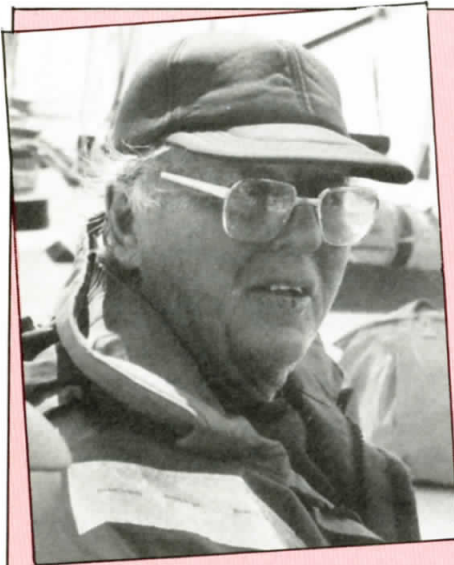
Tony Pearson, Ocean Racing  
Veteran of the Year.



By Peter Campbell,  
Rik Dovey and  
Phil Thompson

# H O B A R T H E R O E S

**H**ERE are some of the sailors who will be heading for Hobart against this year, several notching up 25 and more races to Tasmania, others relative newcomers to what we all believe is the world's greatest ocean yacht race. These are some of the "Hobart Heroes" of 1989.



## PETER GREEN

Yacht: *Margaret Rintoul*  
Position aboard:  
Sailing master  
How many  
Hobarts: 34  
Peter Green will be sailing his 35th Sydney-Hobart race this year — a record unmatched by any other

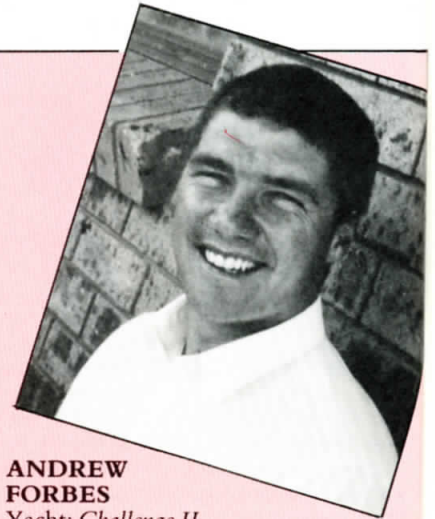
ocean racing yachtsman and, in fact, almost certainly a world record for any one ocean race. And, according to the veteran Sydney yacht chandler, it may be his last — but then again it may not!

He will be aboard *Margaret Rintoul*, the beautiful timber yawl which he skippered to Hobart in its first race — 40 years ago. That race, of course, was not Green's first. He went down in *Saltair* in 1947, only a year after the bluewater classic was first sailed and has since been to Hobart on such well known yachts as *Gypsy Queen*, *Catriona*, *Joanne Brodie*, *Patrice III*, *Satin Sheets*, *Freight Train* and *Balandra*.

"*Balandra* was my favourite. She did so much for us and she was advanced for her day," Green recalls. "We sailed her in the first winning Australian team in the Admiral's Cup in 1967."

Apart from Green's 21,420 nautical miles of Hobart racing, he has contested three Fastnet Races, One Bermuda, and two Clipper Cup (now Kenwood Cup) series in Hawaii. He was also the first Australian to take a yacht across the Atlantic.

Will this be Peter Green's Sydney-Hobart finale? "I've never been able to say no. Each race is different, always a challenge."

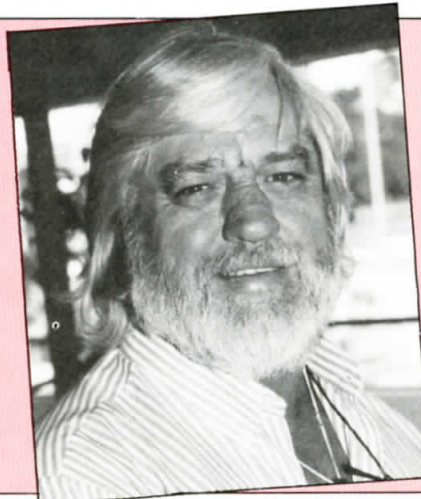


## ANDREW FORBES

Yacht: *Challenge II*  
Position aboard:  
Mastman  
How many  
Hobarts: 1  
Andrew Forbes has already made a name for himself as an outstanding young ocean racing crewman. In his first year in offshore racing he has sailed in the Sydney-Hobart, Southport and Mooloolaba races and the CYCA winter series. He is also a competitive Laser sailor and races back at his home club on Port Stephens whenever possible.

## GARY APPLEBY

Yacht: *Sagacious V*  
Position aboard:  
Owner/skipper  
How many  
Hobarts: 7  
New South Wales  
yachtsman Gary Appleby has been at the leading edge of ocean racing since he "got serious" in 1985. Gary has been sailing for longer of course, he even admits to going back to Half Tonners before sailing his first Hobart in 1980 in a Cole 43 built by his former boatbuilding company. In 1985 he bought a Farr 40, named her *Sagacious*, according to tradition, and only just missed out on a



place in the '85 Australian Admiral's Cup team. In the Hobart of the same year he finished second behind *Drake's Prayer* but in a controversial upset *Sagacious'* crew protested out the winner over a pre-start incident and took out the race. Appleby then became Australia's most travelled competitor including the Admiral's Cup, three Clipper/Kenwood Cups (member of last year's winning Australian team) and winning the 1986 San Francisco Big Boat series. In this year's Admiral's Cup his newer Farr 40 *Sagacious V* was chartered for the USA and on returning to Australia was preparing to fit the yacht with a new keel for the Southern Cross and Hobart.



**TONY SHAW**

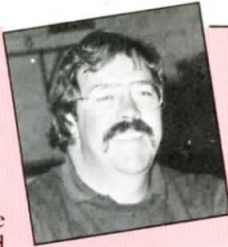
Yacht: *Cyclone*  
Position aboard:

Navigator

How many  
Hobarts: 10

In charge of the  
"way to go" aboard

one of the Hobart favourites, *Cyclone*, is Tony Shaw, this year sailing his 10th race. Tony is generally regarded as one of the best tactical navigators in Australia's offshore scene and has sailed as navigator in all races since his first aboard *Dancing Mouse* back in 1975. Last year his race was short-lived to say the least, as *Venture One* lost her mast before dark fell on the first day. But before that he was always on boats in contention with the best result being *Audacity* which finished 2nd in 1982. In the Southern Cross Cup he's always been up there too, in three out of six Cups being part of the winning team. Sailing is a major part of Tony's life, he's general manager of Fraser Sails.

**BILL GILBERT**

Yacht: *Southern Cross*

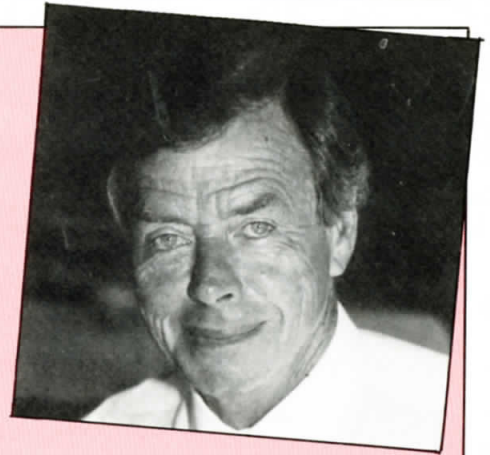
Position aboard:

Owner/skipper

How many

Hobarts: 6

If anyone is knocking on the door of a Sydney-Hobart win it's Sydney yachtsman Bill Gilbert who finished third in his well known Farr 37 in 1986 and second last year in his then brand spanking new Farr 40, *Southern Cross*. That was a remarkable feat as she had only begun sailing a fortnight before the race. Bill sailed his first race to Hobart in 1977 aboard *Anitra May* and is a real race regular. This year he is out to win, although his state-of-the-art Farr 40 has not been having much luck. Before the Admiral's Cup selection trials in Melbourne in March, the yacht's mast was broken in a road accident, and then



back in Sydney in the first race of this season, she broke her new mast in 40-knot winds. But watch Bill this year, the yacht has a new keel to make her more stable and the Farr works team leader Geoff Staggs will be skippering her again, as he did last year.

**PETER MESSENGER**

Yacht: *Prime Factor*

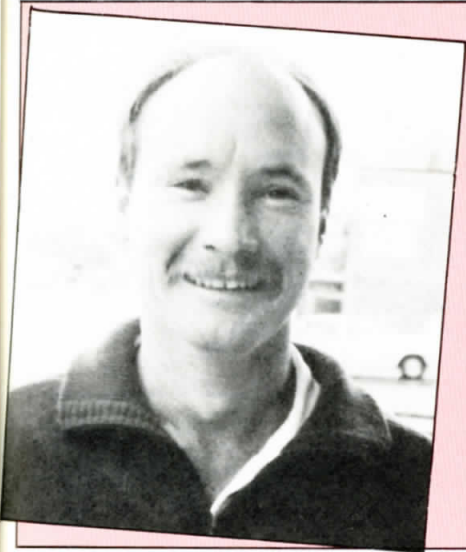
Position aboard:

Trimmer/helmsman/paid hand

How many

Hobarts: 6

With a name Messenger how could you help but be a sailor, and that's what Peter Messenger has been doing for 20 years, sailing Manly Juniors, Hood 23 and aboard well-known yachts *Another Concubine* and *Police Car*. Overseas he has sailed in the Kenwood Cup and One Ton Cup. Currently paid hand, trimmer and helmsman aboard the Farr 40, *Prime Factor*, and the results say it all — seven wins out of eight starts under IOR in the Sydney fleet.

**SAM SNODGRASS**

Yacht: *Cyclone*

Position aboard:

Trimmer/paid hand

How many

Hobarts: 4

"Sambo" is a well-known figure around the waterfront joining the crew of Max Ryan's state-of-the-art 50-footer, *Cyclone*, as paid hand and sail trimmer. His past yachts have included *Challenge*, *Joint Venture* and *Pentdragon* and internationally he sailed in the Half Ton Cup, the One Ton Cup and the Kenwood Cup. With *Cyclone* campaigning for the Southern Cross Cup, "Sambo" will be one of the busiest men at the CYCA this summer.

**PETER JENKINSON**

Yacht: *Phoenix*

Contractors

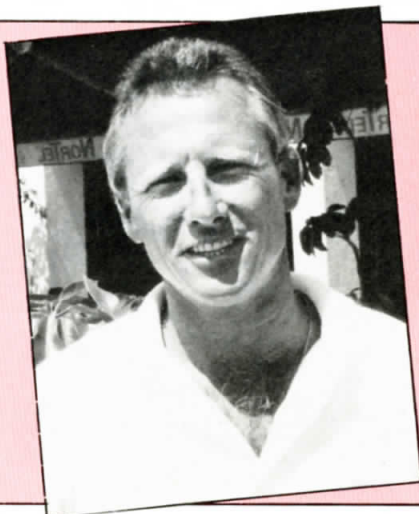
Position aboard:

Trimmer/helmsman/paid hand

How many

Hobarts: 4

Another well-known paid hand, "Jenko" comes from a background of dinghy sailing, including Sabots, Manly Juniors, VSs and 18-footers. He crewed aboard *Madeline's Daughter* before joining *Phoenix Contractors*, racing offshore on Saturdays and sailing a VS on Sundays.





**VANESSA DUDLEY**

Yacht: *Venture One*  
Position aboard:  
Helmsman  
How many  
Hobarts: 2

One of the helmsmen aboard the Frers One Tonner *Venture One* is Vanessa Dudley, one of Australia's top women sailors. *Venture One* is sailing under charter to Joe Goddard Jnr, the man behind the East-sail sailing school, while her owner Max Ryan sails south in his new 50-footer, *Cyclone*. Vanessa's Hobart races include 1984 aboard the Farr 37 *Southern Cross* and in 1987 on *Starlight Express*. Her first

ride was a rugged introduction. Off Ulladulla in rough weather the transom of the new yacht peeled away from the hull and for some hours they were in danger of sinking. Her 1987 trip aboard the bigger *Starlight Express* was easier and they finished 5th over the line and 16th overall. Vanessa has raced many miles offshore in all major coastal events with her best result earlier this year when she skippered *Alfa Powa* to an arbitrary division win in the Sydney-Mooloolaba Race. A former world junior Moth champion and Australian womens' champion for five years in the Laser class, between her previous Hobart races she was the only female 18ft skiff skipper in Australia, sailing *Nutra-Metics*.



**PETER GILMOUR**

Yacht: *Drumbeat*  
Position aboard:  
Skipper  
How many  
Hobarts: 2

The young West Australian is one of Australia's best known names in yachting, a former world champion in E22s, the aggressive starting helmsman for Iain Murray in the 1987 America's Cup, winner of the Congressional Cup, Lymington Cup,

Liberty Cup and many other international match-racing regattas, and the helmsman who outsailed Dennis Connor in the Australia Day 12-metre Challenge on Sydney Harbour. He was, of course, Australian Yachtsman of the Year in 1988. Now he is skipper of Alan Bond's maxi yacht *Drumbeat*, sailing for Western Australia in the NorTel Southern Cross Cup and Sydney-Hobart, and showing the same steering skills and tactics aboard a maxi yacht that he did in 12-metres. *Drumbeat* is hot favourite for Hobart line honours, giving Gilmour the chance to add yet another achievement to his remarkable sailing career.



**PETER JOUBERT**

Yacht: *Kingurra*  
Position aboard:  
Owner/skipper  
How many  
Hobarts: 17

**JIM DUNSTAN**

Yacht: *Zeuss II*  
Position aboard:  
Owner/skipper  
How many  
Hobarts: 11  
This picture was taken at the Royal Yacht Club of Tasmania in Hobart back in 1981 after Jim Dunstan (on the right) had won the Sydney-Hobart in his little Half Tonner *Zeus II* — only the second Half Tonner to win the 630 nautical mile classic in 44 years. *Zeus II* is a well-



designed, strongly-built Currawong 30, designed by Prof Peter Joubert, who was there to congratulate Jim on his victory.

Joubert was also a competitor that year, sailing another of his designs, *Billabong*, into 16th place in the 158-boat fleet — the second largest in the history of the race.

*Zeus II* and Jim Dunstan are heading south again on Boxing Day, *Zeus II* on her third voyage, Jim on his 11th race to Hobart. And so will be Peter Joubert, this time sailing another of his wholesome designs, *Kingurra*, on her third race while he himself will be notching up his 18th.

*Zeus II*, incidentally, is one of only three Australian-designed yachts to win the Sydney-Hobart race in more than two decades — the others being the Ben Lexcen-designed *Ceil III* in 1973 and *Rampage* in 1975.



### BERNIE CASE

Yacht: *Great News*

Position aboard:

Tactician/  
helmsman

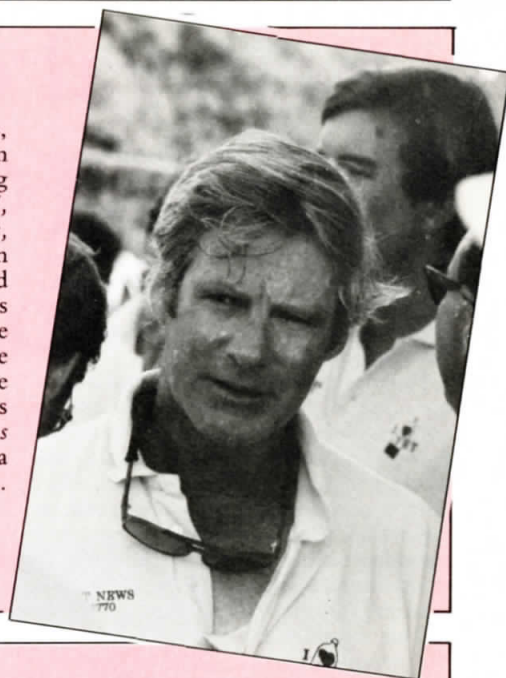
How many

Hobarts: 26

Victorian Bernie

Case is one of five Victorians to have his name on the honour roll at the CYCA, having sailed in more than 25 Sydney-Hobarts. This year will be his 27th, sailing as tactician and back-up helmsman aboard the Farr 50, *Great News*. He

has sailed on a wide variety of yachts, beginning with the famous Victorian yawl, *Lamtarni*, in 1962 and including such notable yachts as *Challenge II*, *Bondi Tram*, *Once More Dear Friends*, *Condor* (when she won line honours in 1986), *Ronstan Ultimate Challenge* and last year aboard *Great News*. But his yachting career goes far beyond the Sydney-Hobart, and includes the Admiral's Cup, Kenwood Cup, One Ton Cup, America's Cup challenges and, of course, being aboard *Great News* when she won the 1989 Fastnet Race as a member of the US Admiral's Cup team.



### PETER KURTS

Yacht: *Madeline's*

*Daughter*

Position aboard:

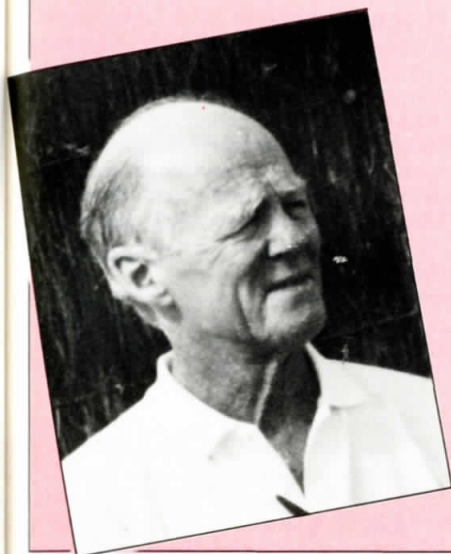
Owner/skipper

How many

Hobarts: 24

Doyen of international ocean racing yachtsmen, Peter Kurts, this year will be sailing a memorable Sydney-Hobart — his 25th. A two-times winner of the ocean classic with *Love and War* (which he still owns and loves), he lost first place with *Once*

*More Dear Friends* in a controversial "outside", protest and is campaigning again this year with his Farr 43, *Madeline's Daughter*, in which he has twice represented Australia in the Admiral's Cup. *Madeline's Daughter* was topscoring yacht in the winning Australian team in the 1987 Southern Cross Cup — giving Australia the start towards victory in the 1987-89 World Cup of Ocean Racing. Now 65, "Kurtsey's" love of ocean racing will be as strong as ever when he sails south for the 25th time on Boxing Day.



### LOU ABRAHAMS

Yacht: *Ultimate Challenge*

Position aboard:

Owner/skipper

How many

Hobarts: 25

Veteran Victorian yachtsman Lou Abrahams made Sydney-Hobart history in the 1988 race when he became the first to complete 25 Hobarts as skipper of his own boat. But Lou's ocean racing re-

cord goes back more than 30 years, and an outstanding record it is. He was first Victorian to win the Sydney-Hobart, with *Challenge II* in 1983, he has represented Australia in the Admiral's Cup, Clipper Cup and One Ton Cup, and his many race and regatta wins have included the Great Circle Race around Australia, the Petersville Regatta, the Sydney-Suva race and the King of the Derwent. This year he is sailing again in The Southern Cross Cup and Sydney-Hobart with his one tonner, *Ultimate Challenge*.





# Festival of Sail For Hobart

**T**HE waterfront has always been the centre of activity in Hobart, one of the world's most picturesque cities.

Nestled between majestic Mount Wellington and the deepwater harbour of the River Derwent, Hobart has been a haven for seafarers since the days of whalers, sealers, explorers and the first European settlers.

Hobart has long been regarded as a top ocean-racing destination, the annual Sydney-Hobart being ranked with the Fastnet and Bermuda races as the world's classic yachting events. The port is also a mecca for competitors in the annual Melbourne-Hobart race and for other sailing enthusiasts who travel to Australia's Island State to view the "cream" of today's ocean-racing yachts.

This summer Hobart will also host the inaugural Hobart Yachting Festival, bringing together all these interests and, at the same time, offering new attractions for both sailors and spectators.

The action starts on December 26 when Sydney-Hobart crews cast off for the journey south, with Melbourne-Hobart competitors setting sail one day later. At this stage Tasmanians will be making final preparations for the race's

finish and the traditional welcome for which the city is famous. Spectators always flock to the waterfront to greet the first boats — irrespective of the time of day or night.

During the Festival the yachts will be an obvious drawcard, but plenty of other entertainment also will be provided around Sullivan's Cove and the city area.

Lions Club members have added their support and will contribute substantially to the staging of land-based activities during the first week of January. Family participation will be encouraged during sporting competitions, novelty events, concerts, band performances and dancing, while woodchopping, a triathlon and a Birdman Rally will provide outstanding amusement for spectators.

Tasmania is noted for its art and crafts, including items made from endemic timbers, local clays, wool, mohair, leather, glass and silver. Special exhibitions will be staged during the Festival, especially in the outlets in Sullivan's Cove and nearby Battery Point and Sandy Bay.

Visitors to the Tasmanian Museum and Art Gallery, for instance, will be

able to see the Moët et Chandon Australian Art Foundation Touring Exhibition featuring the work of contemporary young Australian painters.

Basically the Hobart Yachting Festival will cater for all interests — whether you are an international sailor, a youngster wanting to join in bush dancing or a birdman dreaming of flying across the docks...

Highlights of the Hobart Yachting Festival will be:

## 31 December 1989:

New Year's Eve Celebrations: Constitution Dock and the surrounding waterfront have always been the centre of Hobart's New Year's Eve festivities. Special family entertainment is scheduled for early in the evening, with St David's Park a likely concert setting.

## 1 January, 1990:

The Quiet Little Drink: In recent years the "QLD" has become an institution, but it's certainly not for the faint-hearted! The grounds of the Wheatsheaf Hotel are transformed as hundreds of patrons with a strong constitution join in the drinking and antics that have become synonymous with this event.

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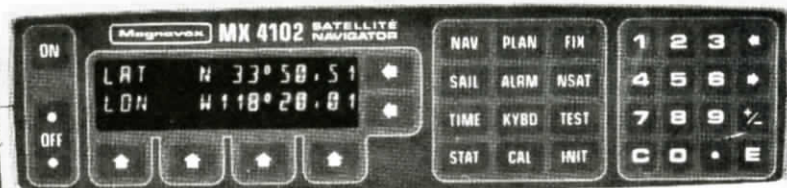
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# Personal EPIRB Saves Sailors

By Peter Campbell

**T**HE Roaring Forties, those howling winds which generate massive rolling seas as they sweep across the freezing waters of the Southern Ocean, have claimed many lives since sailing ships began regular voyages from Europe to Australia via the Cape of Good Hope.

They claimed yet another in November as the fleet in the world's longest and toughest ocean race, the 1989-90, 33,000 nautical mile Whitbread Round-the-World Race, sailed the second leg from Punta del Este, Uruguay to Fremantle.

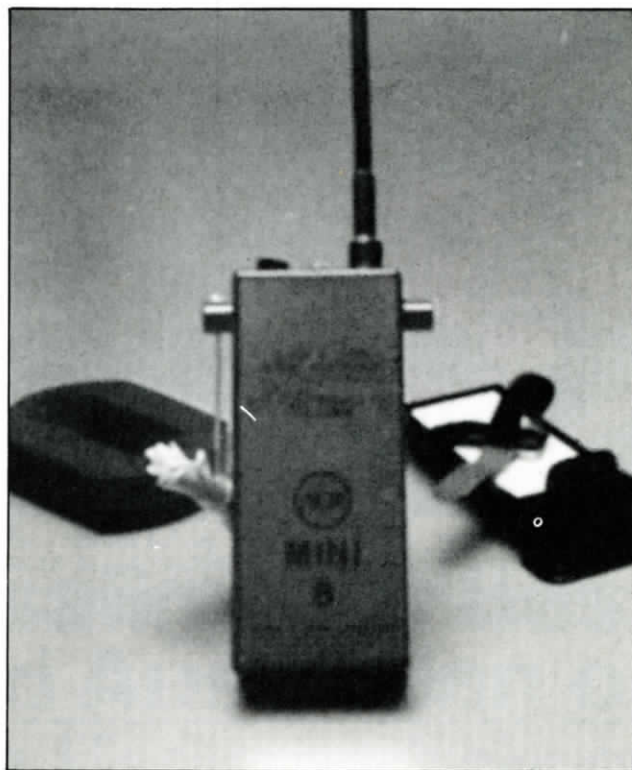
He was not the first to die in the gruelling race — three died in these waters in the first race in 1973, lost within minutes of being washed overboard in heavy seas.

Significantly, however, the Roaring Forties would have claimed two more yachtsmen in the current race, but for a tiny personal EPIRB (Emergency Position Indicating Radio Beacon) each man was wearing as they were swept overboard from two separate yachts.

In bitterly cold conditions, at latitude 47 degrees south — sailing a course 300 nautical miles south of Tasmania — two men were washed overboard from the British yacht *Creightons Naturally* after a series of out-of-control gybes and wild broaches in the early hours of Sunday morning, November 12.

The 24.6m sloop was trailing the 23-boat fleet as the leaders passed the halfway mark in the 7,300 nautical mile leg from Punta del Este to Fremantle — the longest and toughest in the circumnavigation of the world — after earlier returning to effect rigging repairs. A third man went over the side the previous Friday night from the 23.55m sloop Spanish entrant, *Fortuna Extra Lights*, sailing fourth in the fleet astern of race leader, *Fisher & Paykel* from New Zealand.

All three were wearing newly developed personal Emergency Position Indicating Radio Beacons (EPIRBs) and all three were quickly pinpointed in the



THIS ACR Mini-B EPIRB (121.5 and 243MHz) weighs 15 ounces, has minimum 48 hour operation, 10-year lithium battery and flotation collar.

darkness and heavy seas using the yachts' radio direction finding equipment — the unnamed Spaniard within 15 minutes, the other two, Belgian Bart Van den Dwey and Englishman Anthony Phillips, within 30 and 45 minutes.

But 38-year-old Phillips, from the crew of *Creightons Naturally*, was dead when pulled back aboard — he had died from hypothermia in icy waters (7 degrees at the time) where the lifespan of a person in the sea is said to be no more than three minutes.

## EPIRB Activated

Van den Dwey, 25, survived possibly because he was able to inflate his life

jacket and activate the tiny emergency radio direction beacon in his pocket. However, Phillips apparently hit a stanchion as he went over the side and was probably unconscious once in the water. His life-jacket was not inflated.

The incident produced heroic efforts by fellow crew members to save the men in the sea, with Barry Mercer and Julian Morris, diving into the heavy seas three times to assist with the recovery. Van den Dwey was successfully resuscitated, but despite nearly four hours of effort by the crew, Phillips did not respond. He was buried at sea on Tuesday and *Creightons Naturally* continued on to Fremantle.



The personal beacon worn by the crewmen is a development of the EPIRB (Emergency Position Indicating Radio Beacon) designed for aircraft, ships and yachts which is activated on immersion in water. Sending a signal on an HF frequency, EPIRBs can be pinpointed by overflying aircraft and, in the case of yachts in the Whitbread Race, by satellite.

Personal EPIRBs are not mandatory for yachts in the Whitbread Race but many of the 23 yachts elected to issue them to all crew members and equip the yachts with locating direction finders. The units being used by the crew aboard *Creightons Naturally* is a Locat VHF unit, manufactured by a company called Locater at Hull in England and transmitting on 121.5 and 243 MHz. They are the size of a small torch compared with the milk-bottle size of a conventional EPIRB for a yacht.

Being VHF transmitters, their range is limited but obviously most effective in locating crew quickly after they have been washed overboard. It would seem they could also be pinpointed by a low-flying aircraft. Without those beacons, it would have been almost impossible to locate the men in the water and all three would certainly have perished, as they did in 1973.

In what must have been a remarkable example of seamanship, requiring fast lowering of sails, careful steering of the yachts in heavy seas and immediate use of the VHF radio direction finder, the crews of *Creightons Naturally* and *Fortuna Extra Lights* were able to pinpoint the men in the sea through the VHF transmitter and haul them aboard so quickly.

Almost certainly, all three would have died but for wearing the personal EPIRBs.

### Strict Safety Rules

Since the 1973 disaster, safety requirements for all competing yachts have been rigidly enforced and strengthened, but surprisingly the wearing of a personal VHF direction finding beacon was not compulsory. Fortunately, most crew aboard the 23 yachts have elected to wear them.

Throughout the 33,000 nautical mile voyage around the world, the position of each yacht is being plotted using the Argos satellite which picks up signals from special reporting beacons aboard the yachts — an EPIRBs if they are activated or washed overboard, as has already happened.

In the event of a yacht's EPIRB being activated, indicating a possible emergency, Argos earth station in Paris immediately advises the International Search and Rescue Organisation. This happened when *Fortuna Extra Lights* lost her EPIRB overboard in squalls of 50 knots — before the man overboard incident — and a possible search and rescue operation swung into action. However, direct radio contact and two Argos position reports subsequently indicated that *Fortuna* was sailing on course.

The use of Argos positioning an EPIRB aboard a stricken yacht certainly saved the life of American Tony Lush when his yacht, *Lady Pepperell* began to sink in the Southern Ocean during the BOC Challenge solo around the world race in 1982. Accurate position fixes by the Argos satellite guided another competitor, Francis Stokes aboard *Moonshine*, to *Lady Pepperell*, arriving just in time to literally pluck Lush out of the sea as the yacht foundered.

A spokesman for Sea Safety in Canberra explained that yacht EPIRBs floated and could be attached to a yacht or a liferaft, or to an individual in the water. In the case of the personal EPIRBs, these are worn inside a wet-weather jacket.

### Satellite EPIRBs

"All you do is pull out a little antenna, flick a switch and away she goes," he said. "It transmits a very distinctive noise like an ambulance siren which can be picked up by any aircraft tuned into that frequency."

"For yachts in Australia they developed the system to operate on two frequencies — civil aviation and the military aviation frequencies. The devices have different tones, the warbled ambulance siren-style tone which goes up and down, and an interrupted tone so rescuers can distinguish between aviation and maritime signals."

"The latest development is an American-Canadian-Soviet-French system called Cospas-Sarsat, consisting of four polar orbiting satellites designed to pick up these signals. They also tell us where the source of the signal is — accuracy depends on how many satellites pick it up and what type the beacon is."

"The older types pick up to 20km radius, but the new type on a VHF frequency claims to be accurate within 5km."

The new generation satellite EPIRB, transmitting on 406 MHz and using the Cospas-Sarsat system of satellites harnessed to a global system of ground stations, including one at Alice Springs, will be available on the Australian market shortly. An additional feature of this system is that it provides local coverage of the 121.5/243 MHz EPIRBs in the area surrounding each ground station.

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**'79**

**SYDNEY-HOBART YACHT RACE: 1988** 2nd, 7th, 8th Overall; **1986** 1st, 3rd, 5th, 6th, 7th, 8th, 9th, 11th; **1985** 1st, 3rd, 4th, 6th, 7th; **1984** 1st; **1983** 2nd, 4th, 5th; **1982** 2nd, 4th, 7th; **1981** 1st Class B, 1st Class C. **SOUTHERN CROSS CUP: 1987** 2nd Overall; **1985** 2nd Overall; **1983** 5th Overall; **1981** 1st Overall; **1979** 3rd Overall. **AWA AUST. OCEAN RACING CHAMPS (Bi-Annual): 1988** 1st;

**1986** 1st, 2nd, 3rd, 4th, 5th. **1984** 1st, 3rd. **SYDNEY-MOOLOOLABA YACHT RACE: 1989** 2nd. **1988** 1st. **1987** 1st, 2nd. **BRUCH & WALSH SERIES: 1989** 1st; **1988** 1st, 2nd; **1987** 1st, 2nd, 3rd; **1986** 2nd, 3rd; **1985** 1st; **1984** 1st. **QUEENSLAND S.C.O.R. SERIES: 1988** 1st, \* 2nd; **1987** 1st Overall; **1984** 1st Overall. **GLADSTONE: 1989** 1st Div. A; **1988** 1st Overall. **NOUMEA RACE: 1988** 1st; **1987** 1st. **LORD HOWE ISLAND RACE: 1988** 1st. **1986** 1st. **PETERSVILLE REGATTA: 1988** 1st, 2nd; **1987** 1st, 3rd. **CYC BLUE WATER CHAMPIONSHIPS: 1988** 1st; **1987** 1st, 2nd, 3rd; **1986** 1st, 2nd, 3rd; **1984** 1st. **ADELAIDE-PORT LINCOLN: 1988** 1st. **HAMILTON ISLAND RACE WEEK: 1989** 1st\*; **1988** 2nd. **1987** 3rd; **1986** 1st; **1985** 1st. **XXXX GOLD CUP: 1989** 1st\*, 2nd, 3rd

**'89**

\*Partial

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**Y**OU could see it in Skip Novak's sunken red eyes — the first 6,000 miles of the Whitbread Race were a tough grind. OK, the 23-strong fleet faced only two real batterings, in the Biscay gale off Cape Finistere and the 40 knotter which caught the front half of the fleet off Brazil's north-eastern corner. But tactical pressures in competition this intense and the sheer hell of being cooped up in a resonating maxi-boat hull for three weeks make this race a killer.

Peter Blake said as much, when his big red *Steinlager II* swept past the breakwater in Punta del Este in the darkness of September 28 to be first to finish: "This was the hardest Whitbread Leg I have done. Ever." From a man who remains the only one to have competed in five races to date, this was no throwaway line.

Blake's Farr ketch led for the entire leg, bar two days when *Rothmans* stole a march by cutting inside Ushant, off France's north western tip, to break into the Bay of Biscay first. Twenty four hours a day, the crew of *Steinlager II* were marrying the ship's meteorological database to weather fax charts and satellite photos which were received continuously. Blake and Mike Quilter studied, interpreted and picked their moves from Southampton to Uruguay without relief.

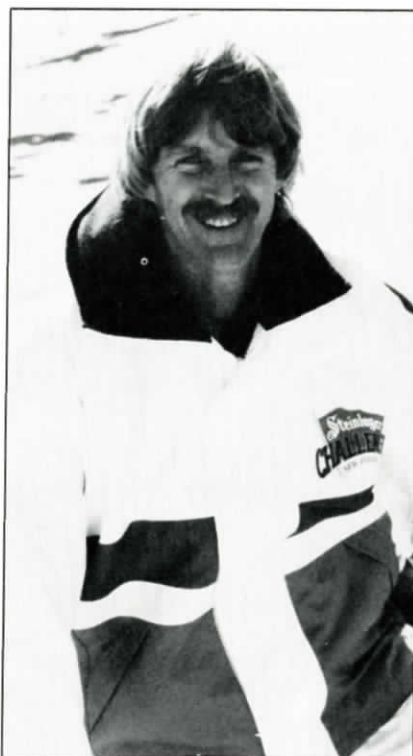
"I don't think I had more than three hours sleep at one stretch," said Blake. "One mistake, and your lead would be lost. Besides, if I had arrived here refreshed I wouldn't have been doing my job," he explained.

But for impressive finishes, we had to wait to four nights until October 1, when eight boats crossed the line in a 16 hour period after four weeks at sea. *Fazisi* pipped *Gatorade* by a mere 2 minutes 40 seconds with *Martela O F* another 30 minutes astern. And 31 minutes spanned *Fortuna Extra Lights*, *Charles Jourdan* and *Belmont Finland*.

Such nip and tuck finishes look set to be the pattern for the rest of the race. It was one of the great yacht climaxes of all time, though one can't think it merely set the pattern for the rest of this particular Whitbread.

While Leg 1 was largely determined by the breaks at Finistere and the yachts' route through the doldrums, breakdowns of hull, rigs and tragically, people too, gave the race its true character.

The USSR's first ever Whitbread entry, the unconventional *Fazisi*, surprised the pundits and her better financed and better prepared maxi rivals by finishing 6th. Yet, on the same day the Soviet



PETER BLAKE, skipper of New Zealand's *Steinlager 2*, first to Punta del Este and to Fremantle in Whitbread round-the-world race.

## Blake's Strong Bid With *Steinlager II*

Ambassador to Uruguay came to Punta del Este as guest of honour at the crew party, co-skipper Alexi Gryshenko was found hanging in a wood, one mile from the port. A suicide note was in his pocket.

Gryshenko, 43 and from Kiev, was acutely depressed before the start of the race and made a last minute decision to sail. He had already decided to go home for Leg 2, to see his young wife and a child born after he left Russia last July, when the yacht was flown to England by giant Aeroflot transporter.

Moody and without any English, Gryshenko was said by Vladislav Murnikov, *Fazisi*'s designer and project manager, to be "very tired". A year spent building the boat on the Black Sea, her last-minute rating difficulties which saw a new keel fitted just 48 hours before the start, and the on-off Pepsi Cola sponsorship deal can have only added to the stress of the project.

What effect the fact that the race was his first time in the west and that he was working with the hugely more experienced American Skip Novak, who was brought in to keep the project viable, we shall never know.

What of the boats? There is a growing feeling now that with such a high carbon fibre content in modern composite hulls, the very stiffness designers and builders have been striving for has resulted in unforgiving structures. Gone are the days when boats yielded to varying loads like panting aircraft wings. Today they are rigid.

The loadings on *Steinlager* were transmitted from hull to rig to such an extent that Blake reported they were forever taking up the slack in the cobalt rod rigging.

Life inside the hulls was miserable too, as the membrane taut hulls make it like, in Keith Chapman's words from *Fisher & Paykel*, "living in a drum". As Blake said during his first unsteady steps on terra firma: "I don't know how these boats stay together. I really don't. They're so light, so hard and much noisier than alloy or foam cored boats."

So what was this roll call of damage?

*Steinlager* did not escape it. Six days from home she was taking a hammering so badly that Blake imposed a 6 knot speed limit on the boat as she beat into only a 25 knot wind but a wicked sea under triple reefed mainsail. The main crashed down when the pin in the headboard either failed or simply worked loose.

While the ketch plugged on under mizzen and small jib, two shifts of two men spent nearly 18 hours up the mast. Kevin Shoebridge, Don Wright, Godfrey Cray and Dean Phipps eventually whistled a stop round the hounds to allow the reefed main to be set. Then, with sail and battens taped to the boathook, they managed to fish the halyard back from the top of the bouncing, whipping mast. Shoebridge nearly plunged to the deck at one stage, when the messenger halyard broke.

Even the immaculately prepared *Merit*, Pierre Felmann's second-to-finish sloop, did not escape unscathed. She popped the bales on her mainsheet



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FAMOUS international photographer Lord Litchfield (left) will join the crew of the British maxi yacht Rothmans for the third leg of the Whitbread round-the-world race, from Fremantle to Auckland, starting December 23. Rothmans figured in an extraordinary finish of the second leg from Punta del Este, Uruguay, to Fremantle, beating the Swiss yacht Merit by just 28 seconds after 7,500 n. miles and 27 days at sea. OFFSHORE will have a full report on leg two in the next issue.



block, blew up a genoa track car and tore one third of her spinnaker pole track off the mast, which had been finished by Proctor a month before the start.

The most dramatic failures were those to third placed *Fisher & Paykel* and fourth placed *Rothmans*. Grant Dalton's Kiwi ketch limped home to Punta del Este, one wing broken. She'd lost her mizzen 1,400 miles from the finish whilst surging downhill in the middle of the night under mainsail, big spinnaker and the biggest mizzen gennaker. It tumbled forward, missing the watch on deck. Though her arch rivals aboard *Steinlager* suspected something was wrong with *Fisher & Paykel*, Dalton's shore manager only broke the news when she was within 24 hours of finishing.

Dalton's machine-like campaign swung into its crisis mode. Onboard the

crew managed to winch the 50ft spar plus mainsail and chute back onboard while the boat carried on downwind at 10 knots. "It was an all-hands call to clear the mess," said Dalton, "but we had the spinnaker up again in under two hours and were racing again."

The spare mizzen, ready crated at Heathrow for such an emergency was quickly taken to Sparcraft in Lymington for alteration. Dalton suspected the crew's own welding to the backstay crane, when the stay was altered from a detachable single backstay to a fixed split arrangement, was the culprit.

Not only did it cost *Fisher & Paykel* time, but ground too, for when she spent the couple of days on the wind the lack of balance in the rig meant the boat was making marked leeway. "Instead of 5 degrees positive on the helm, we had 2-3 degrees negative," explained Dalton's number two, Murray Ross.

For those who wondered why Lawrie Smith's *Rothmans* failed to close on *Fisher & Paykel* and worse still, held an offshore course in the foul Falklands Current, then a 1m crack, the British maxi's deck was their answer. It was the same "Black Tuesday" which had struck Blake, for *Rothmans* had been beating into a gale, snug under reefed main and No. 4 jib. But a lifting breeze was taking her directly into the wave pattern.

"They were just huge seas," said Smith. The British boat fell into a hole behind one of them, and an explosive bang saw the deck split open from cockpit to gunwhale.

For the remaining four days, *Rothmans* could not sail on port tack with any runner tension on. Her tactical options in chasing Dalton were zero. Smith added: "We learnt a lot about the boat this leg, because we had not seen strong seas before now."



# Telephone Guide

Telecom Australia hopes the following information will make it easier for you to keep in touch.

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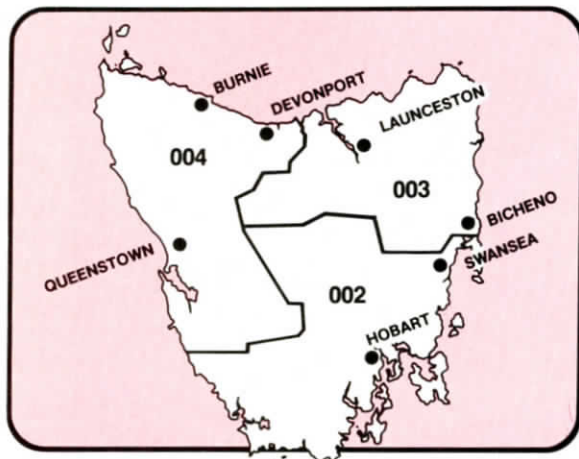
All telephones (including Public Telephones) are automatic and have access to S.T.D. (Subscriber Trunk Dialling or National Direct Dialling) facilities and most have access to I.D.D. (International Direct Dialling).

### Local Calls

Local Calls are charged at 21¢\* (30¢ from a Public Telephone). All Local Calls are untimed.

\*Charges correct at time of publication.

### S.T.D. (Subscriber Trunk Dialling or National Direct Dialling)



Tasmania is divided into 3 S.T.D. Telephone areas. Calls to Centres within each area do not require an S.T.D. prefix, however calls to centres in other S.T.D. areas require the prefix shown on the map to be dialled before the number.

Charges for S.T.D. calls depend on the time of day, day of week and the distance and length of the call.

### I.D.D. (or International Direct Dialling)

Is the service which enables you to direct dial your own international telephone calls. It's the cheapest, quickest and easiest way to phone overseas.

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It's easy to dial international calls. Just follow these four steps and you will be connected in seconds.

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- Then, the Country Code.
- Followed by the Area Code (if required).
- Then the overseas telephone number.

For example, to dial London 2468091

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008 is not an area code.

008 is the prefix of an exclusive service provided by Telecom. What makes this service so special is that if you call a number commencing with 008, no matter where you are in Australia, it will only cost you the price of a local call.

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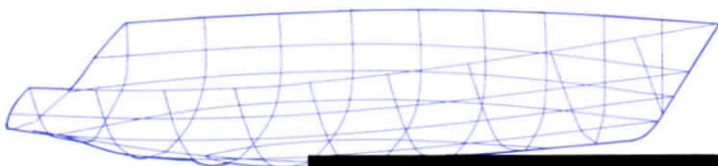
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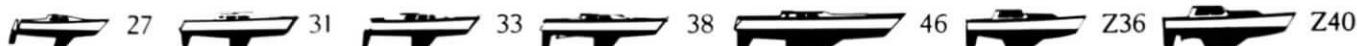
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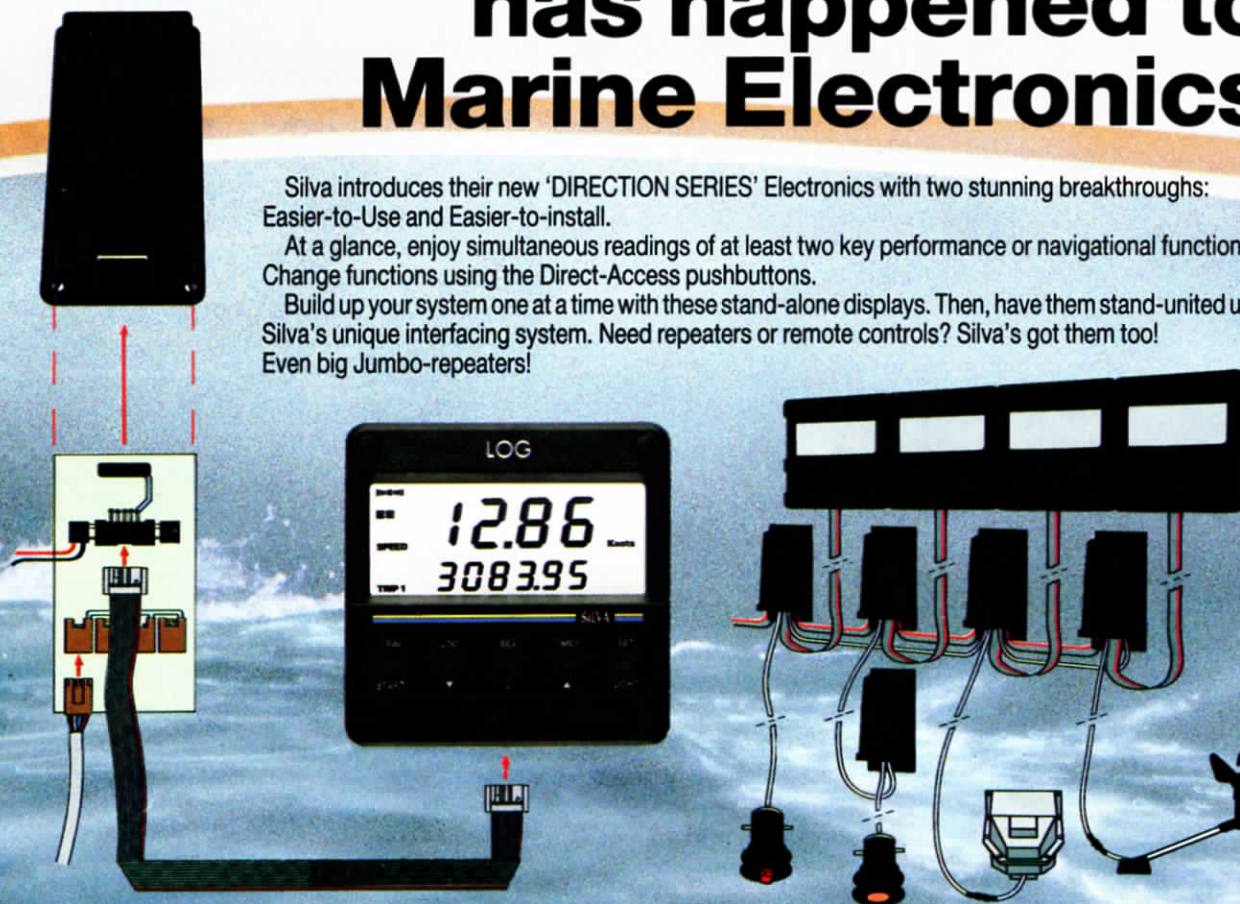


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# The 1988 Winner ILLUSION

**T**HERE were several key elements in our successful 1988 AWA Sydney to Hobart race. Choosing the crew is right at the top of the list, a certain talent level is required, plus a mixture of compatability, maturity, and persistence is essential. The crew profile on *Illusion* went like this:

**Gino Knezic**, who owns the boat, who's strengths lie in organisation and management, is an excellent seaman and agitator, continually trying to derive maximum performance from the boat and crew.

**Russell King**, who navigated, is also an excellent helmsman, trimmer and seaman. Russell has sailed and navigated the Pacific, raced on a variety of big boats at International level giving him a first class background for ocean racing.

**Noel Drennan**, who is a manager in North Sails in Melbourne, has raced on every type of boat from Admiral's Cup level to Lasers, is a Soling National champion, and races E22's as well.

**Wayne (Moose) Johnson**, who can, and does everything perfectly on a boat, has raced at Admiral's Cup level, and is currently racing a Star with a view to the next Olympics.

**Steve Holding**, the big man of the crew, has sailed on all types of dinghy's, J24's, has crewed on big boats both internationally and locally.

**Alex**, who's Russian surname is unpronounceable and is therefore affec-

tionately known to all as "The Wog". Alex has raced on many types of boats at all levels, a trimmer, bowman, excellent cook, humorist, and eternal optimist makes him the perfect catalyst in any ocean racing crew.

My job apart from normal sailing duties was to bring together all the various tactical and strategic options and ideas from the crew and hopefully from this place the boat in the most advantageous position as the race progressed.

This crew provided *Illusion* with a group of talented and experienced sailors, who could always sail the boat to its maximum potential, yet safely in the sometimes extreme conditions.

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*By Ross Lloyd\**

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Flexibility in the decision making process, and which way to go down the race track is another key factor in doing well in this race. To this end we tried to have crew meetings every six hours to assess our position and progress, the likely conditions for the next part of the race, and to let everyone's ideas be heard.

There are pluses and minuses to most of the decisions that need to be made during the race, and by involving the whole crew usually the most logical alternative is arrived at. Plus the whole crew is motivated through being informed and involved.

The process of exactly how to trim and sail the boat, and the continual monitoring of the boats speed and progress through the water is most important. Correct trim of both the boat and sails can see a gain of many miles over your opponents.

For instance, it took quite some time to find the correct sail trim to allow the boat to sail at its correct numbers in the strong wind and extremely confused seas of the first night of last year's race. What is important here is to keep experimenting with the trim until you find the right numbers. Sailing for several hours a couple of tenths off the boat's correct speed will generally result in being well behind the competition at the next sked.

The two things that yachtsmen have no control over in the race yet usually play a major role in its outcome are the current and weather. However, by careful analysis and accurate prediction, these two factors can be used to significant advantage.

Performance in the first part of the race is often dominated by the current which generally runs down the East coast of Australia. By use of the detailed hydrographic survey data available and a water temperature gauge on the boat the strongest areas of south-going set can be detected and utilised.

In last year's race it was predicted there would be up to three knots of



south-going set, which as a result caused the retirement of many boats in the early part of the race as very bad seas built up by wind against current.

Our aim was to find the warmest water and stay in it as long as possible.

By midnight on the first night we were sailing in water of 23°C two higher than when we left Sydney. Once in this warmer water the sea state became extremely agitated, so much so that we decided to tack onto port to try and find less volatile conditions. By sailing back to the rhumbline (towards the coast) the water temperature dropped back to 21°C and the sea state became less angry. Obviously less current, so back onto starboard tack to get back into it. In this situation the course to Tasman Island was virtually upwind, so the largest gains to be made are by positioning the boat in the most current.

By continual monitoring of the water temperature, the distance sailed against the satnav fixes and trying to position the yacht to advantage using these aids can result in being many miles further down the track than the opposition.

The changing weather conditions can also be used to advantage as they occur during the race. To take maximum advantage of this we asked Roger Badham, Australia's yachting meteorological guru, to prepare a weather prediction package covering the four days of the race. This package changes for what most people is a most complex subject into an easily understood projection of the likely weather conditions and associated signs likely to occur during the race.

This package turned out to be most accurate, and was a first class aid in the correct placement of the boat during the race. For example, the second front which was forecast to move through Eastern Bass Strait on the second night-third day of the race was predicted by Roger's weather analysis computer to be rapidly intensifying and having a westerly wind direction, initially not a south-westerly as was forecast by the Bureau.

Because of this we chose to sail back to the west of the rhumbline as we approached Gabo Island, with the result that when the front arrived we were able to reach across Bass Strait as against being hard on the wind and going much slower.

Whilst the forecast at each sked is detailed, having the prediction package from Roger allowed for better interpretation and understanding of this general forecast, thereby reducing the need to take gambles on generalised information.

The pacing of the crew can also have a major bearing on the outcome of the race. Contrary to what most people think, having the crew sitting on the rail



1988 Winner and Victorian Yachtsman of the Year, Gino Knezic, proudly displays the Sydney-Hobart Yacht Race Trophy.

for the whole race is not the norm for a 630 mile event. Where required when sailing upwind or reaching, *Illusion* would sail with three of the seven crew below in the windward bunks. Downwind only three on deck are required, to let people rest, plus its quicker to have people down low in the boat when sailing downwind.

During the day the crew were urged to get as much rest as possible, even when sitting on the rail it is possible to doze, it requires very little manpower to sail the boat in normal sailing conditions in daylight where everyone can see what is going on.

During the night speed, trim, and the surrounding environment must be constantly monitored, steering must be done by the best helmsmen, and a constant watch kept for any changes in the sea conditions, clouds, and other boats to ensure that the boat is being sailed to its maximum at all times. To keep all this happening the change over in crew should be no more than three hours in the night hours, whilst longer breaks can be taken during the day.

These are just a few of the factors which go towards making a successful journey, the Sydney to Hobart is a complex but most absorbing and gratifying event.

\*Ross Lloyd, sailing master and principal helmsman of *Illusion* is managing director of North Sails, Melbourne.



# Hobart Race Statistics

## 1945 to the present...

The results of the Sydney-Hobart Yacht Races since 1945 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 basically cruising craft to highly organised meets for the most up-to-date racing machines.

Reading through the following pages, which contain a complete history of results, you will see that, while the size of the fleets going to Hobart has changed dramatically, the weather has remained as capricious as ever. The Gallery of Winners clearly illustrates the dramatic evolution in yacht design since the first Race. While the yachts have changed, the challenge of the 630 nautical mile course, and the caprice of the weather, are just as they were when John Illingworth skippered the diminutive Rani to victory in 1945.

### 1945

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	RANI	Capt J Illingworth, RN 6-14-22	6670	4-09-38
2	AMBERMERLE	J Colquhoun, C Kiel 8-06-18	6722	5-14-39
3	WINSTON CHURCHILL	P Coverdale 7-07-38	7706	5-15-20
4	KATHLEEN	J Earl 8-06-20	6858	5-15-59
5	HORIZON	J R Bartlett 8-07-47	6977	5-19-23
6	SALTIRE	R M Walker 8-13-48	6859	5-21-09
7	MISTRAL II	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 6-14-22

**RETIRED:** ARCHINA

**1945 WEATHER:** Strong SSW gale on the second day out of Sydney scattered the fleet and all except Rani hove to or sought shelter. Calms later.

### 1948

PI	YACHT	Elapsed Time	TCF	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	M M Creese 4-08-58-25	8278	3-14-53-50
6	SANDRA	T Halvorsen 5-11-52-21	6853	3-18-22-20
7	PEER GYNT	R F Evans 4-08-20-13	6945	3-21-19-46
8	MISTRAL II	C Plowman 4-05-01-21	9243	3-21-22-30
9	MORNA	W L Curtis 5-04-11-58	7560	3-21-53-41
10	MERLAN	W Trautwein 5-04-11-48	7964	4-02-41-12
11	SOUTHERN MAID	G Carter 6-03-31-00	6721	4-03-08-45
12	GYMEA	J Callan 8-00-10-15	8327	6-16-01-14
13	ALICE			

**FASTEST TIME:** MORNA 4-05-01-21

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

**1948 WEATHER:** Hard running down the NSW Coast with even small yachts logging 200 miles in 24 hours. Fastest race to that date.

### 1946

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

**FASTEST TIME:** MORNA 5-02-53-33

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

**1946 WEATHER:** Light north-east winds for the first two days, then a 65 mph sou westerly hit the fleet in Bass Strait with seas up to 25 feet.

### 1949

PI	YACHT	Elapsed Time	TCF	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	P 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	6962	4-06-01-32
8	GIPSY QUEEN	A C Eden 6-05-45-24	7056	4-06-08-25
9	PEER GYNT	M & T Halvorsen 5-02-26-35	6840	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	4-12-06-15
12	INDEPENDENT	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 5-10-33-10

**RETIRED:** SUZANNE II R A Terrill, WANDERER E Massey

**1949 WEATHER:** Mainly light and variable winds, but with 40 knot northerly in Bass Strait on the third day

### 1947

PI	YACHT	Elapsed Time	TCF	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	SALTIRE	A E Walker 6-06-23-20	7024	4-09-37-57
8	GYMEA	G L Carter 6-13-53-51	6785	4-11-08-00
9	MORNA	C Plowman 5-03-03-54	8986	4-14-35-10
10	WINSTON CHURCHILL	P Coverdale 5-22-02-55	7791	4-14-40-12
11	EOLO	T A Gullifre 5-22-12-54	7663	4-15-49-25
12	SOUTHERN MAID	C Philp 5-22-31-50	7910	4-16-44-30
13	BENECIA	F A Harris 6-13-21-12	7211	4-17-28-03
14	MATTHEW FLINDERS	A Palfreyman 5-22-35-06	8071	4-19-04-49
15	SIRIUS	J S Booth 6-02-51-07	7900	4-20-00-47
16	JOSEPHINE	B C Penton 5-20-33-37	8340	4-21-13-38
17	KURREWA III	F Livingston 6-01-19-26	8140	4-22-17-37
18	HORIZON	S Berg 6-23-46-36	7199	5-00-46-57
19	MISTRAL II	R F Evans 5-10-58-45	8848	5-03-51-13
20	ALOH	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

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

**FASTEST TIME:** MORNA 5-03-03-54

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

**1947 WEATHER:** Fleet subjected to hard 40-50 mph northerly across Bass Strait. Some yachts trailed sea anchors or hove to, others logged 9 to 10 knots

### 1951

PI	YACHT	Elapsed Time	TCF	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 4-12-15-01	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 Wayne 4-07-43-01	8166	3-12-41-43

**FASTEST TIME:** MARGARET RINTOUL 4-02-29-01

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

**1951 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

PI	YACHT	Elapsed Time	TCF	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 6-11-51-01	7048	4-13-25-13
6	KURURA	J A Clark 7-05-51-54	6359	4-13-33-39
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 Gourley 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 6-23-47-40	7505	5-06-40-46
15	PAVANA	G Wayne 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 6-02-34-47

**1952 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

PI	YACHT	Elapsed Time	TCF	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	BRIILLANT	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 5-06-58-09	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

**DISQUALIFIED:** 1953 O WILD WAVE (L & G Keats)

**FASTEST TIME:** SOLVEIG 5-07-12-50

**RETIRED:** JANZOON (W R Slade), MISTRAL II (J Payne), PAVANA (G Wayne)

**1953 WEATHER:** Started in good NE breeze. Southerly gale on second day, then wind swung back to NE and NW and held to the finish.



1945

Gallery of Winners

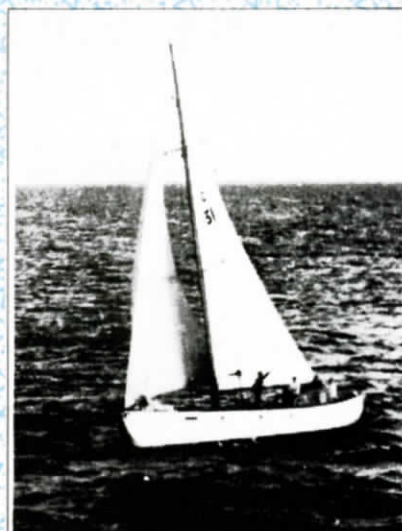
1954



1945 – Rani



1946 – Christina



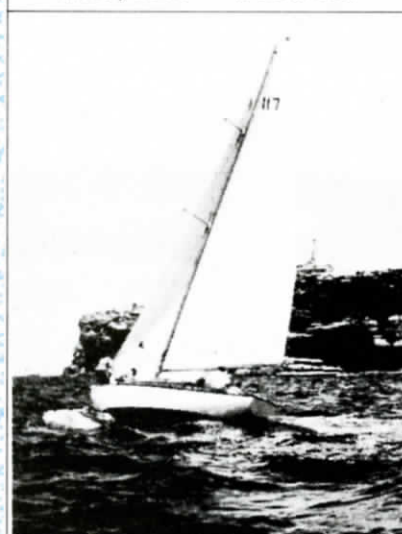
1947, 1948 – Westward



1949 – Tradwinds



1950 – Nerida



1951 – Struen Marie



1952 – Ingrid



1953 – Ripple



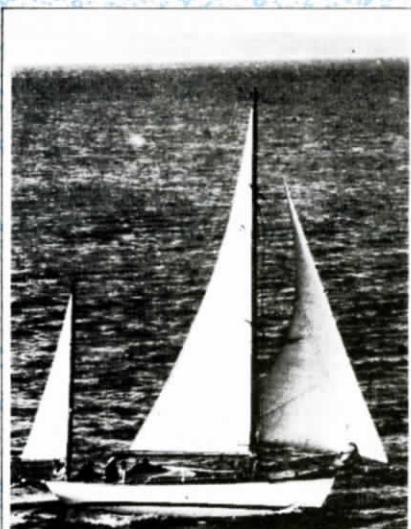
1954 – Solveig



1955

Gallery of Winners

1967



1955 – Moonbi



1956, 1962 – Solo



1957 – Anitra V



1958, 1960 – Siandra



1959 – Cherana



1961 – Rival



1963, 1964, 1965 – Freya



1966 – Cadence



1967 – Rainbow



## 1954

## 1954

PI	YACHT	Elapsed Time	TCF	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 Branas 5:07-42:29	7689	4:02-11:41
7	TAM O'SHANTER	R A N College 6:00-16:07	6861	4:02-58:58
8	LAURIBADA	I Holm 5:19-49:18	7104	4:03-19:43
9	WRAITH OF ODIN	Dr B O'Brien 5:09-36:36	7744	4:04-22:12
10	NIRIPA	G Peacock 5:06-50:34	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 5:06-09:47

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

**1954 WEATHER:** Blustering southerly at the start, moderating on the following days. Squally conditions from the north in Bass Strait. Fickle airs at the finish.

## 1955

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	MOONBI	H S Evans 5:01-28:24	6697	3:09-21:05
2	COOROBYA	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	3:14-10:01
5	FANTASY	D Burridge 5:08-59:37	6768	3:15-18:10
6	CAROL J	J Halliday 5:03-50:53	7086	3:15-45:31
7	LASS O'LUSS	J Colquhoun 5:05-52:29	6991	3:15-59:57
8	PATIENCE	A B Wilson 5:13-10:00	6684	3:16-57:54
9	SOUTHERN MYTH	N Howard 5:03-11:08	7274	3:17-36:19
10	TRADE WINDS	M E Davey 5:06-58:42	7139	3:18-39:00
11	SOLO	V Meyer 4:22-10:31	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	6835	4:04-31:31
15	KURREWA IV	F & J Livingston 4:18-33:42	9185	4:09-13:30
16	DEFIANCE	N D Rundle 5:06-44:12	8320	4:09-26:42

**FASTEST TIME:** EVEN 4:18-13:14

**RETIRED:** WANDERER (E Massey)

**1955 WEATHER:** Light fickle breezes throughout the race, except for a northerly blow on the fourth day. Drifting conditions in the Derwent River.

## 1956

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	7089	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	S Taylor	5:06-08:11	6858	3:14-30:16
7	SOUTHERN MYTH	N C Howard	5:00-28:46	7252	3:15-22:18
8	RIFFLE	R C Hobson	5:13-29:55	6621	3:16-23:22
9	CATRIONA	D M Brown	4:20-39:07	7656	3:17-18:32
10	KURREWA IV	J & F Livingston	4:04-31:14	9114	3:19-36:52
11	FANTASY	D Burridge	5:17-47:06	6701	3:20-19:46
12	SAMUEL PEPPY	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	4:02-56:04
15	ROMAVAL	R J Mercer	6:16-01:06	6616	4:09-53:01
16	TARNI	G Wignall	6:15-04:03	6722	4:10-55:29
17	KURURA	J A Clark	6:17-46:10	6642	4:11-26:48
18	LORRAINE	D G Nicholls	6:12-21:00	6798	4:12-45:21
19	TAM O'SHANTER	R A N College	6:22-38:27	6806	4:17-26:55
20	NIRIPA	G E Peacock	6:21-04:24	7048	4:20-19:37
21	PHAR RE	R Coltee	7:09-03:10	6753	4:23-33:42
22	FOUR WINDS	R A N College	8:10-18:00	6359	5:08-37:22
23	VALIMA	J McLaren	7:22-03:00	6881	5:10-45:15
24	NIRVANA	Dr K Laws	6:19-27:33	8173	5:13-42:44
25	SERENADE	L Edsall	7:18-27:40	7291	5:15-58:00
26	RENEE	P S Parry	9:20-57:00	6630	6:18-05:52

**FASTEST TIME:** KURREWA IV 4:04-31:14

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

**1956 WEATHER:** Hard southerly blow on first night followed by light north east breeze to Bass Strait. A 50 mph sou westerly across the straight to the lee of Tasmania and a southerly gale off Storm Bay reaching a record 86 mph.

## 1957

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	ANITRA V	T & M Halvorsen 4:06-38:30	7105	3:00-55:37
2	SOLO	V Meyer 3:01-36:16	7937	3:01-36:16
3	CATRIONA	D M Brown 4:07-42:45	7916	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	6663	3:13-46:51
7	FOUR WINDS	S W Gibson 5:14-18:43	6389	3:13-48:43
8	PATIENCE	A B Wilson 5:09-44:51	6667	3:14-30:09
9	LOLITA	J Leahy 5:09-29:52	6632	3:15-10:40
10	SAMUEL PEPPY	R N S A 5:08-38:29	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 Wickens 5:07-06:53	7384	3:21-51:47
15	WINSTON CHURCHILL	Sir Arthur Warner 5:01-28:54	7925	4:00-16:27
16	DEFIANCE	N D Rundle 4:20-24:13	8273	4:00-18:08

## Race Statistics

17	NIRVANA	Dr K Laws 4:22-54:56	8500	4:05-04:40
18	BINTANG-TERANG	M Hill-Wallis 7:05-13:12	7800	5:15-06:41

**FASTEST TIME:** KURREWA IV 3:18-30:39

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

**1957 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 Kurewa IV set the record time for the course to that date.

## 1958

PI	YACHT	Elapsed Time	TCF	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 Wignall 5:20-54:46	6672	3:22-01:00
7	SAMUEL PEPPY	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	ROMAVAL	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 Robillard 7:02-39:19	7276	5:04-10:07
13	ARCHINA	J S Howe 6:14-13:34	7860	5:04-21:56
14	BOONGOWN	Dr J Moleworth 6:05-02:17	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 6:14-11:13	6372	5:11-22:57
17	RESTLESS	C H Hill-Wallis 8:14-10:43	6616	5:16-24:32
18	TERRA NOVA	M D Greaves 8:40-42:57	7120	5:20-03:40
19	SAILMAKER	A Raisbeck 8:19-00:00	6722	5:21-50:03

**FASTEST TIME:** SOLO 5:02-32:52

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

**1958 WEATHER:** Light SE breeze at the start, varying during the day, fresh nor easter on the second day. Hard SW gale across Bass Strait. Vague winds and calms along Tasman coast, but fair wind out to sea. Fickle conditions in the Derwent River.

## 1959

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	CHERANA	R T Williams 5:02-13:53	6590	3:08-33:02
2	ANITRA V	T & M Halvorsen 4:18-01:47	7094	3:08-53:34
3	SOUTHERLY	D E Mickleborough 5:02-59:11	6612	3:09-58:47
4	MALOH	N H McEnally 5:04-43:42	6615	3:10-30:28
5	KALEENA	H E Godden 5:06-06:39	6565	3:10-47:30
6	JANZOON	W R Slade 5:00-55:23	6993	3:12-33:31
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	ALISA	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 5:06-47:11	6981	3:15-48:41
13	LOLITA	J Leahy 5:10-42:33	6722	3:15-51:46
14	METUNG	Dr T O Beatty 5:01-52:22	7270	3:16-36:05
15	LORRAINE	R F Rusk 5:12-06:28	6846	3:18-44:30
16	CATRIONA	D M Brown 5:00-56:30	7617	3:20-07:17
17	BIRRAHLEE	J & T Livingston 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 Howe 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 6:08-45:00	6673	4:06-35:41
23	SOLANO	G Glenn Carr 5:08-23:30	6786	4:08-05:30
24	FOUR WINDS	S W Gibson 7:01-39:05	6376	4:12-10:11

**FASTEST TIME:** SOLO 4:13-33:12

**RETIRED:** ALCYONE (W H Burke), BOONGOWN (Dr J Moleworth), GLENSHIEL (H F Garnham), JINDIVIK (J G Walsh), LARNTARNI (W Wakefield), PATIENCE (A B Wilson)

**1959 WEATHER:** Nor easterly breeze at the start, followed by a vicious SW squall moderating over the next four days. SW wind at 20 knots across Bass Strait, the SE breeze and calms along the Tasmanian coast. Nor easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a SE breeze carried a large group to the finish.

## 1960

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	SIANDRA	G P Newland 5:00-59:03	6596	3:07-48:04
2	KALEENA	H E Godden 5:01-59:03	6565	3:08-04:57
3	MALOH	N H McEnally 5:01-58:04	6609	3:08-37:19
4	RIVAL	A Burgin & N Rundle 5:03-19:24	6694	3:10-33:09
5	NORLA	T & M Halvorsen 4:19-57:03	7177	3:11-13:04
6	JOANNE BRODIE	R C Hobson 5:09-19:41	6501	3:12-03:48
7	JANZOON	W R Slade 5:00-21:03	6993	3:12-09:41
8	SOLO	V Meyer 4:10-23:42	7973	3:12-49:43
9	PATIENCE	A B Wilson 5:08-40:47	6665	3:13-38:28
10	RAMAVAL	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	ALISA	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 Earli 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 4:02-50:30	7484	3:19-56:09
20	ASTOR	P R Warner 4:12-29:47	8480	3:20-00:18
21	SOUTHERLY	D Mickleborough 5:20-42:12	6611	3:20-51:53

**FASTEST TIME:** KURREWA IV 4:08-11:15

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

**1960 WEATHER:** Light nor easter at the start and light favorable breezes for several days. Breeze turned south off Tasmanian coast and continued until finish.

## 1961

PI	YACHT	Elapsed Time	TCF	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	S J Samson 4:15-58:59	6989	3:06-15:54
5	MARIS	J Earli 4:22-51:06	6590	3:06-19:24
6	NORLA	J S Howe 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	3:10-41:45
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	7222	3:15-37:13
15	ASTOR	P R Warner 4:04-42:11	8671	3:15-52:33
16	WINCHESTER CHURCHILL	G A Warner 4:13-09:40	8132	3:16-46:26
17	ILINA	R Murdoch 4:18-18:11	7985	3:19-16:10
18	CAROL J	J Halliday 5:09-06:00	7077	3:19-21:55
19	SOUTHERLY	D Mickleborough 5:18-56:05	6608	3:19-48:26
20	AILSA	J Marion 6:06-03:28	6174	3:20-30:44
21	SYLPH V	A G & G D Lawson 5:20-35:26	6553	3:21-32:00
22	SIMBA	C Dorman 6:01-26:35	6675	3:23-37:42
23	ATHENA	J Jarrett 6:02-33:30	6689	4:02-01:44
24	SYLVENA	S H Moray 5:21-14:58	6981	4:02-36:11
25	BOONGOWN	J Molesworth 6:19-14:30	6475	4:02-33:12
26	PHANTOM	W K Mooney 6:00-40:38	6863	4:03-37:13
27	SANDHA	D M Bowden 6:00-50:11	6596	4:04-48:33
28	MISTRESS	W Pittingall 6:06-41:07	6698	4:04-55:45
29	SEA BEE	J Ashton-Martin 6:02-06:15	7217	4:09-26:33
30	GALATEA M	N W Kestel 7:09-23:41	6270	4:15-13:33
31	JOLLY ROGER	A J Sutton 6:07-21:22	6767	4:21-59:19
32	FORTUNA	J B Griffith 7:02-17:37	6951	4:22-22:19
33	FOUR WINDS II	S W Gibson 7:20-11:16	6904	5:09-55:29



1963

## Race Statistics

1968

1963

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	FREYA	T & M Halvorsen 4:15-17:03	7014	3:06-03:17
2	CAVALIER	I E McDonnell 4:04-36:12	6428	3:06-05:22
3	LORITA MARIE	N B Rydge Jr 4:22-36:21	6455	3:06-18:15
4	SEA WIND	N F Brooker 4:17-02:54	1194	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 5:07-41:23	6431	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	J A R Polson 5:11-56:57	6493	3:13-40:29
11	ANITRA V	J S Samson 5:03-42:00	6999	3:14-34:39
12	NORLA	J Bennetto 5:03-25:22	7060	3:15-08:11
13	CAROL J	J Halliday 5:04-20:13	7065	3:15-50:39
14	SALACIA	R F Rusak 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 Cotee 5:16-19:01	6563	3:17-27:53
17	MALHO	S Fischer 5:17-07:40	6555	3:17-53:14
18	LOSSO 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	3:19-38:49
21	SYLPHIDE	W Boetche 5:23-35:12	6557	3:22-08:59
22	ASTOR	P R Warner 4:10-53:00	6836	3:22-26:32
23	KALEENA	H E Godden 5:21-08:41	6742	3:23-12:58
24	SOUTHERLY	D Mickleborough 5:23-56:13	6572	4:00-02:18
25	PALANA	R Shield 5:02-12:01	6613	4:00-40:56
26	STRIUN MARIE	A J Widman 5:01-16:44	6655	4:00-49:49
27	RUTHEAN	A V & J J Toles 5:01-16:40	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 5:13-59:07	6838	4:12-01:49
31	SOUTHERN MYTH	N C Howard 6:06-51:11	7260	4:13-31:10
32	NARANI	A Hunter 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	6553	5:03-13:30

FASTEST TIME: ASTOR 4:10-53:00

RETIRED: AOTEA II (R K Hunt) AQUA BLEU (J F Parson) BIRRAHLEE (CV Jones) BOONGWON (Dr J Molesworth) ENID (J A Calkin) FOUR WINDS II (S W Gibson) RETIRED 1963 0 GEMINI (P A Zai) ILINA (K R Murdoch) OLITA (J Farren-Price) SIANDRA (D M Boyden)

1963 WEATHER: Light northerly winds and calm patches for the first few days upset many calculations. Then a fresh south-westerly down Tasmania way which reached 70 knots in Storm Bay, caused many retirements.

1964

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	FREYA	T & M Halvorsen 4:01-17:35	8014	3:05-58:14
2	CAMILLE	R Swanson 4:04-09:22	7901	3:07-08:00
3	JANZOON II	W Russell-Slade 4:05-13:24	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	J Bennetto 4:05-07:34	8051	3:09-25:00
9	KAREELAH	R H Fiddock 4:09-00:44	7781	3:09-42:36
10	SEAWIND	N F Brooker 4:04-16:50	8194	3:10-10:12
11	YAMPLE	J A R Polson 4:14-06:32	7513	3:10-43:29
12	STRIUN MARIE	A J Widman 4:12-26:22	7655	3:11-00:37
13	SARACEN II	R Crichon-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 Cotee 4:18-19:18	7563	3:14-27:38
18	THU 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 3:20-05:05

RETIRED: AILSA (J Marion) ATELLO (A G Croft) BACCHUS D (P E Deaton) BINDAREE (G G Blackwood) LOUITA (N G Cassini) SAGA (L Little) SEA BEE (J Ashton-Martin)

1964 WEATHER: Sunny start in light NE, with a force 6 southerly change first night later backing light SE and NE. Fresh northerly across Bass Strait, backing to NW down the Tasmanian coast, followed by force 7 SW in Storm Bay. Calm patches in the Derwent River.

1965

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	FREYA	T & M Halvorsen 4:06-23:32	8014	3:10-23:32
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 Crichon-Brown 4:05-35:25	8524	3:14-36:43
5	SEQUANA	H J Tiley 4:21-25:16	7475	3:15-26:16
6	NARANDA	I A R Polson 4:21-25:12	7522	3:15-49:20
7	ZILVERGEEST	A Murray & A Hunter 4:23-13:37	7413	3:16-23:10
8	NORLA	J Bennetto 4:12-33:37	8150	3:16-28:36
9	RONITA	R A Cotee 4:21-01:08	7563	3:16-30:06
10	KURURA	N F Milne 4:21-00:08	7582	3:16-42:40
11	SARDA OF BURNHAM	D L Gilling 4:21-21:58	7562	3:16-45:09
12	INFANIE	G P Patterson 4:08-25:23	8536	3:16-51:03
13	TAMBOO	R J Green 4:21-30:53	7566	3:16-54:52

14	POITREL	J Robson-Scott 4:20-57:20	7607	3:16-58:05
15	PALANA	R J Shield 4:20-54:27	7613	3:17-00:06
16	BINDAREE	G G Blackwood 4:20-58:18	7617	3:17-05:50
17	ODIN	L Abrahams 4:16-17:52	7940	3:17-09:51
18	ATHENA	J Jarrett 4:22-05:04	7553	3:17-11:21
19	TAM O SHANTER	K MacGregor 4:20-58:10	7626	3:17-12:03
20	JANZOON II	W Russell-Slade 4:18-09:09	8233	3:17-18:05
21	CAROUSEL	L E Gabrielle 4:21-27:28	7859	3:17-43:33
22	RIVAL	A G Burgin 4:20-57:27	7981	3:17-50:06
23	MISTER CHRISTIAN	P Kurts 4:18-13:59	7555	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	ASTELT	A Croft 4:20-45:55	7804	3:19-07:25
28	AKALA	J H Bleakley 4:21-01:04	7792	3:19-34:10
29	SEAWIND	N F Brooker 4:16-06:50	8184	3:19-45:15
30	FARE-THREE-WELL	R T Williams 4:20-46:51	7874	3:19-57:11
31	THEME	C Brynne 4:20-45:10	7825	3:20-04:26
32	TAIREWE	K Abrahams 4:20-46:38	7893	3:20-10:20
33	SALACIA	A Byrne 4:19-57:46	8035	3:20-22:21
34	BACCHUS D	P E Deaton 4:14-23:32	8458	3:21-22:10
35	CORROBOREE	K A Gray 4:20-37:11	8036	3:21-42:55
36	FRANKLIN	R A N 4:19-01:42	8189	3:22-11:48
37	CARINA	R L Holford 4:22-49:38	7981	3:22-50:11
38	SOUTHERN MYTH	N C Howard 5:00-59:43	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 Brynne 4:20-30:09	10645	4:02-28:28
42	ALCHERINGA	J N Bridgland 5:01-48:13	8226	4:04-11:45
43	INGRID	C M Earls 4:02-41:42	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 3:20-30:09

RETIRED: BIRRAHLEE (C Jones) MENABLY (J Keely) SAGA (L Little)

THEKLA (E Eggers)

1965 WEATHER: Starting with a 10-15 knot southeast breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the NSW 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

PI	YACHT	Elapsed Time	TCF	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 5:06-54:56	7892	4:04-09:25
5	MALHO	S Fischer 5:13-25:34	7555	4:04-48:13
6	SEQUANA	B J Case 5:14-03:13	7523	4:04-58:09
7	MARIE VAN DIEMEN	P Hill 5:13-42:02	7573	4:05-15:07
8	HUON LASS	H D Calvert 5:10-42:21	7951	4:05-33:56
9	VALHALLA	P Hankin 5:11-21:50	7805	4:06-31:47
10	ASTELT	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 Daven 4:08-39:43	9823	4:06-48:35
13	JANZOON II	W Russell-Slade 5:11-33:09	7823	4:06-53:49
14	AKALA	J H Bleakley 5:11-51:09	7814	4:07-01:47
15	KALEENA	H E Godden 5:13-30:42	7739	4:07-19:28
16	CAMELOT	J G Borrow 5:11-29:10	7874	4:07-31:56
17	RONITA	R A Cotee 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 Crichon-Brown 5:02-06:46	8529	4:08-08:59
20	LORITA MARIE	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 Byrne 5:10-40:40	8036	4:09-00:45
24	POSEIDON	M W Miller 5:08-15:37	8195	4:09-07:22
25	CATIRONA	D M Brown 5:12-04:43	7923	4:09-25:31
26	FRANKLIN	R A 5:08-51:46	8189	4:09-31:32
27	SATANITA	D H R Wilke 5:10-17:22	8163	4:10-21:19
28	KARINGAL	A Berns 5:13-35:21	7966	4:10-38:28
29	SEAWIND	P Wide 5:10-35:04	8194	4:11-00:03
30	WATERE	D D Muir 5:21-26:55	7566	4:11-01:12
31	ROPAWE	R K Brown 5:17-01:32	7831	4:11-18:17
32	BACCHUS D	P E Deaton 5:06-45:29	8469	4:11-21:05
33	SHIMALL	C M Earls 5:13-24:14	8102	4:12-06:00
34	CARMEN	J H Edmunds 6:06-13:30	7331	4:14-07:47
35	CAROUSEL	L E Gabrielle 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 Braken 6:10-47:54	7558	4:21-09:25
40	CARINA	R L Holford 6:05-07:41	7981	4:23-01:09
41	NAM SANG	J Thompson 5:02-38:19	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 4:08-39:43

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

1966 WEATHER: Light nor easter at the start with southerly change first night out. Light and variable winds with a fresh westerly across Bass Strait. Light and variable down Tasman coast.

1967

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	RAINBOW II	C Bouzard 4:19-58:38	7653	3:16-39:15
2	PEN DUICK III	E Tabary 4:04-10:31	8946	3:17-37:00
3	MATKA	N Long 4:22-04:33	7722	3:19-10:40
4	SALACIA	A Byrne 4:18-21:24	8025	3:20-02:19
5	MERCEDES III	H Kaufman 4:18-41:05	8035	3:20-08:56
6	HUON LASS	H D Calvert 4:20-09:51	7949	3:20-20:19

7	MISTER CHRISTIAN	P Kurts 4:22-03:47	7892	3:21-10:31
8	CATANET	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	CATACOMB	K Middleton 5:11-53:08	8323	4:00-34:47
12	CAULDRON	N F Brooker 5:06-24:33	7194	4:01-12:38
13	SEAWIND	P Kiddle 4:21-03:33	8194	4:01-31:47
14	CAVALIER	J Roche 5:13-11:55	7378	4:02-16:28
15	SATANITA	D H R Wilkie 5:01-38:39	8083	4:02-19:39
16	MALOHI	S Fischer 5:10-36:26	7550	4:02-36:56
17	LORITA MARIA	N B Rydke 5:06-16:58	7820	4:02-45:11
18	FARE-THREE-WELL	R Williams 5:06-22:22	7859	4:03-18:59
19	ADRIA	J Grubic 4:23-04:31	8360	4:03-32:50
20	SARINA	E M Jones 5:05-55:03	7917	4:03-41:19
21	CATRIONA	D J 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	CAULDRON	J Gilman 5:08-24:33	7564	4:05-06:22
24	POITREL	J Robson 5:03-13:55	7564	4:05-18:16
25	NORLA	J Bennetto 5:06-24:44	7550	4:05-56:28
27	ASTELOT	A Croft 5:12-12:49	7789	4:07-47:03
28	MYTH OF ARRAN	D Reid 4:22-00:33	8769	4:07-28:56
29	LASS O LUSS	P C Paisley 5:08-12:33	8072	4:07-29:18
30	NELL GWYNN	R S Hickman 5:06-48:28	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	4:07-53:57
34	SHIMMAL	C M Egan 5:08-22:29	8102	4:08-00:32
35	SHIMMAL	B Borrow 5:13-28:58	7917	4:08-19:17
36	PHANTOM OF BRIGHTON	G Masted 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 McLean 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	V L Fox 5:23-31:57	7560	4:12-30:38
42	CARINYA	V J Burnes 6:03-39:26	7424	4:13-37:15
43	CARMEN	J Edmunds 6:06-09:40	7331	4:14-04:34
44	ENID	J C A Gockle 4:19-00:17	10577	4:14-08:24
45	KARUMURANGI	L D Nathan 4:17-32:32	9711	4:14-15:48
46	GARDENKI	R Christian Brown 5:03-45:17	7424	4:14-16:29
47	MAELVEANA	R Masters 6:03-05:17	7535	4:14-49:50
48	SEGUANA	M J Tiley 6:04-34:37	7475	4:15-03:41
49	MOANA	R E Eason 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 Carvill 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 ECHO	J Ashton-Martin 5:22-02:11	8248	4:21-09:05
57	SEA ECHO	P Battersby 6:02-06:12	8040	4:21-12:38
58	SEA SWITCH	C R Forbes 5:23-32:31	8271	4:22-24:03
59	LOLITA	N G Cassim 6:18-40:45	7684	5:00-00:09
60	ATAMAN	E A Brodie 6:08-01:45	7451	5:11-09:39



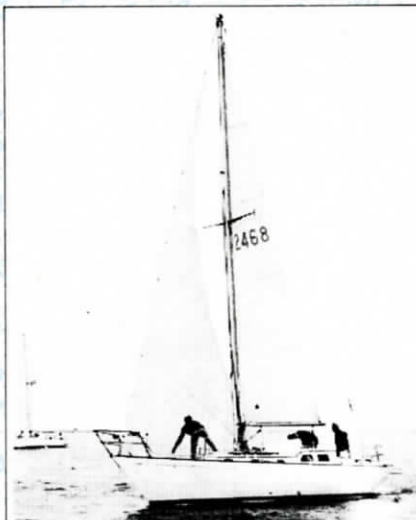
1968

Gallery of Winners

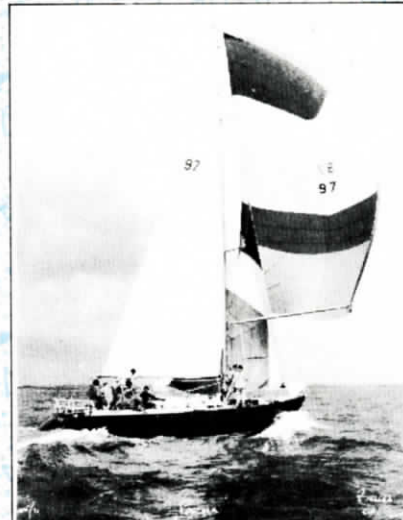
1976



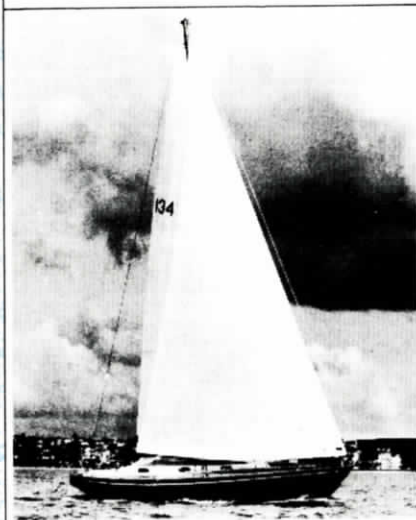
1968 – Koomooloo



1969 – Morning Cloud



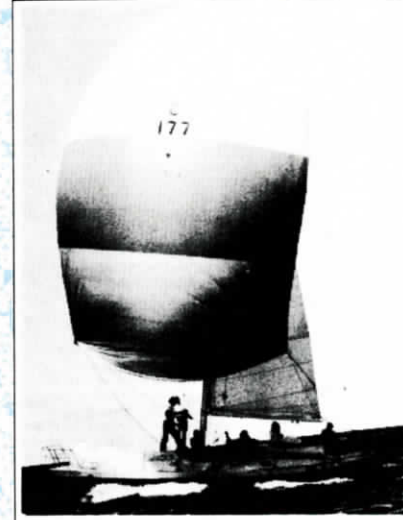
1970 – Pacha



1971 – Pathfinder



1972 – American Eagle



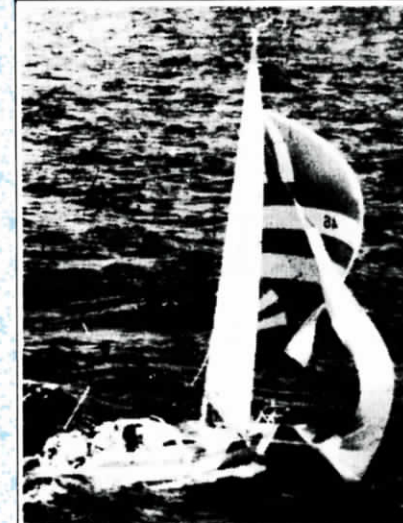
1973 – Ceil III



1974, 1978 – Love & War



1975 – Rampage



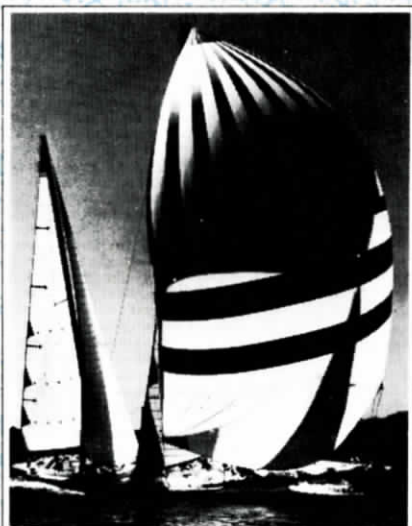
1976 – Piccolo



1977

Gallery of Winners

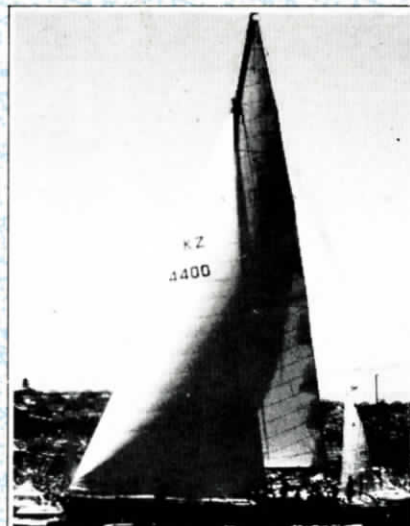
1985



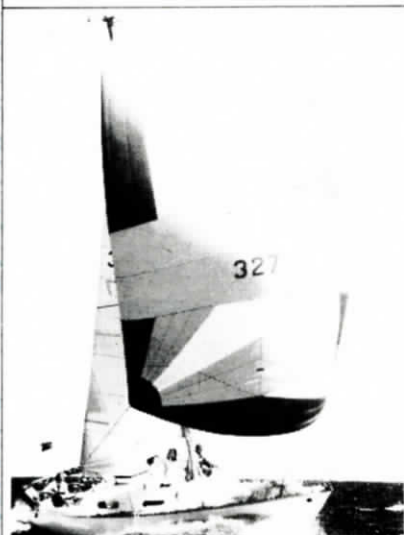
1977 – Kialoa



1979 – Screw Loose



1980 – New Zealand



1981 – Zeus II



1982 – Scallywag



1983 – Challenge



1984 – Indian Pacific



1985 – Sagacious



1986 – Ex-Tension



## 1968

44. NATANI	O Trewartha 6:08:34.11	7496	4:18-21:58
45. ATHENA	A Free 6:10:46:20	7444	4:19-12:44
46. SHIMAIL	C Eri 6:23:40:29	8021	4:19-14:29
47. SEA WITCH	C Forbes 6:21:02:49	8182	4:19-24:16
48. SIRIUS	J McKenzie 5:08:51:41	9024	4:20-17:04
49. BACCHUS D	P Deaton 5:20:08:17	8473	4:22-24:40
50. TEMERAIRE	C White 6:22:39:22	7286	5:01-25:33
51. ARAPAWA	B Miller 6:03:48:21	8283	5:02-25:39
52. DORADO	J Lake 6:23:28:12	7443	5:04-38:54
53. SAGA	L Little 7:05:16:41	7753	5:14-20:32
54. METUNG	W R & B Holmes 7:10:52:30	8192	6:02-32:04

## DIVISION WINNERS

DIVISION 1: KOOMOOLOO

DIVISION 2: MOONBIRD

FASTEST TIME: ONDINE II 4:03-20:02

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

1968 WEATHER: NE at start and down the coast with thunderstorms and a fresh SW second night out. SW increased to force 9 with heavy seas across Bass Strait, moderating down the Tasmanian coast and later turning northerly. Calms around Tasman Island and the Derwent.

## Race Statistics

## 1972

## 1970

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	PACHA	R. Crichon-Brown 3:17-41:18	9157	3:10-37:39
2	RAGAMUFFIN	S. Fischer 3:20-42:28	8869	3:10-13:20
3	SALACIA II	A 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. Lee 4:10-29:31	8301	3:16-29:40
7	MATKA	N. Long 4:19-31:17	7844	3:18-38:53
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	10730	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	CALYPSO	R. Brenac 5:06-53:05	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. Keely 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	3:20-52:22
21	MARIA	D.A. Cooper 5:02-42:45	7844	3:41-02:16
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	TAMPOCO II	A. McKenzie-Smith 5:13-24:56	7312	4:01-33:12
25	CAMELOT	M. Clarke 5:02-37:27	8024	4:02-19:35
26	FARE-THEE-WELL	J. Easdon 5:05-30:30	7696	4:02-47:55
27	PATSY OF ISLAND BAY	F.R. Duffield 5:00-31:37	8200	4:02-49:55
28	CALYPSO	G.R. Wignall 5:12-59:19	7444	4:02-59:48
29	ONYA II	P. Rydyk 5:10-28:56	7590	4:03-02:10
30	BALANDRA	Army Eastern Command 4:20-46:28	8516	4:03-26:41
31	WEATHERLY	J. Gilliam 5:04-09:00	8042	4:03-50:28
32	DIGGERIDOO	T. Simmat 5:05-51:43	7961	4:04-11:55
33	SOUTHERLY	D. McKieborough 5:12-33:48	7564	4:04-16:15
34	FOUR WINDS II	S.W. Gibson 5:07-07:21	7961	4:05-12:07
35	PATRICE	R. Kirby 5:05-36:41	8068	4:05-26:35
36	ANITRA V	Sir Garfield Barwick 5:07-50:35	7942	4:05-31:59
37	ASTELTO	P. Zalai 5:15-31:53	7651	4:07-41:42
38	UTEKAIH IV	P.C. Fowler 5:11-35:21	8068	4:10-09:57
39	DESTINY II	G. Chapman 5:03-24:36	8617	4:10-20:32
40	AKALA	J. Bleakley 5:19-41:17	7689	4:11-24:22
41	BOOMERANG VII	P. Hills 5:04-07:37	8675	4:11-40:48
42	FRANKLIN	Royal Australian Navy 5:15-33:53	8060	4:13-15:54
43	NATANI	O. Trewartha 5:04-23:35	7428	4:14-13:34
44	ILINA	J. Courts 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. Grubis 5:01-37:14	8805	4:20-46:20
47	SOUTHERN MYTH	N.C. Howard 6:04-28:29	8255	5:02-33:57

## ONE TON DIVISION: MATIKA

DIVISION 1: PACHA

DIVISION 2: MORNING MISCHIEF

FASTEST TIME: BUCCANEER 3:14-06:12

RETIRE: APOLLO (A. Bondi), BOAMBILLIE (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. Kiskaddoni), STAFFIRE OF PERTH (N. McAlister), STORMY PETREL (C. Curran), THUNDERBOLT (G. Shields), VALHALLA (A. & P. Hankin).

1970 WEATHER: Moderate to fresh NE winds for the first two days caused two yachts to lose their rudders. SW 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.

## 1971

PI	YACHT	Elapsed Time	TCF	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. Lee 3:21-05:48	8266	3:04-57:13
6	CERVANTES IV	R.C. Watson 3:23-55:11	8077	3:05-28:26
7	PROSPECT OF WHITBY	A. Slater 3:20-54:02	8362	3:05-41:00
8	KOOMOOLOO	J. Gilliam 3:23-41:21	8150	3:05-59:11
9	VITTORIA	L. Abrahams 4:00-00:01	8159	3:06-19:35
10	POLARIS	L.H. Savage 3:23-44:51	8292	3:07-23:37
11	RAGAMUFFIN	S. Fischer 3:17-37:54	8861	3:07-25:21
12	BACARDI	P. Cole 3:23-36:37	8336	3:07-42:02
13	STORMY PETREL	C. Curran 4:06-15:41	7844	3:08-12:50
14	MELTIE	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	3:09-30:10
18	HUON LASS	H. Calvert 4:08-03:00	7841	3:09-35:06
19	PACHA	R. Crichon-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. Stragg 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. Grubis 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 4:16-45:27	7590	3:13-35:43
27	BOOMAROO III	H. Findlay 4:16-40:55	7610	3:13-46:02
28	BINDA	J.S. Vickers 4:14-14:01	7996	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	PIPERNEL	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

## 1972

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	AMERICAN EAGLE	R.E. Turner 4:04-42:39	9681	3:02-15:49
2	CAPRICE OF HUON	G. Ingate 4:00-31:29	7730	3:02-36:49
3	GINKGO	G. Bogard 3:15-15:35	8621	3:03-14:27
4	APOLLO II	A. Bond 3:15-17:22	8662	3:03-36:36
5	RAGAMUFFIN	S. Fischer 3:16-42:48	8666	3:04-06:45
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. Roobin 3:08-06:00	9564	3:04-36:27
9	MELTIE	B.C. Psaltis 3:20-19:11	8392	3:05-28:29
10	QUEEQUEG	M.R. Dowling 3:19-27:37	8471	3:05-28:33
11	POLARIS	L.H. Savage 3:22-34:27	8246	3:05-59:09
12	VITTORIA	L.J. Abrahams 4:00-16:23	8180	3:06-45:04
13	TAURUS	A. Lee 4:00-11:55	8237	3:07-14:19
14	GRAYBEARD	L.H. Kilham 3:04-57:54	10612	3:08-54:20
15	MARK TWAIN	R.J. Langman 4:08-09:31	7786	3:08-58:51
16	RUNAWAY	J. Gibbs 4:08-17:14	7786	3:09-11:52
17	PACHA	R. Crichon-Brown 3:18-38:52	8930	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	3:00-47:26
20	CALLIPYGE	A. Streichenberger 4:03-04:13	8230	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	MATKA	A. Pearson 4:14-04:35	7556	3:11-10:25
24	SUNBIRD II	T. Yamashita 4:11-32:23	7766	3:11-43:49
25	BOOMERANG VII	J. De Vere 4:01-14:52	8628	3:11-54:19
26	WATHARA II	R.W. Jackson 4:14-54:39	7836	3:12-41:29
27	PATRICE	R.J. Kirby 5:10-30:22	8666	3:12-48:01
28	TREVASSA	R.F. Duffield 4:06-52:24	8255	3:12-55:18
29	STAFFIRE OF PERTH	N. McAlister 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 5:04-34:44	7034	3:15-52:22
33	GRANNY SMITH	W. Anderson & C. 5:04-35:54	7034	3:15-58:25
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	OF GOSFORD	P. Rydyk 4:13-20:45	8072	3:16-15:50
37	SEQUANA	M. J. Jones 5:06-37:57	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 5:02-40:29	7840	3:19-30:55
43	TINA OF MELBOURNE	B.R. Scott 5:01-51:24	7516	3:19-35:14
44	DIAMOND CUTTER	D.A. Sweeney 5:02-11:43	7502	3:19-40:14
45	MARIA	A.D. Cooper 5:00-07:05	7662	3:20-02:05
46	BOOMAROO III	H.W. Findlay 5:04-36:36	7699	3:20-12:02
47	CARINA	P. Daniel 5:06-25:25	7529	3:20-24:10
48	WARRI	H. Bleakley 5:00-37:50	7333	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

## DIVISION WINNERS

ONE TON: TINA OF MELBOURNE

DIVISION 1: PROSPECT OF WHITBY

DIVISION 2: MORNING CLOUD



1972

## Race Statistics

1975

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 Warwick 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 JANZOOM 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 Australian Navy 5-04-34-36	7702	3-22-56-56
60 SATYRICON	A T Cotton 5-04-32-36	7706	3-22-58-22
61 WILD GOOSE	I D Russell 5-04-23-47	7741	4-00-17-43
62 KINTAMA	R George 5-04-25-19	7765	4-00-36-40
63 QUANDO	J O'Neill 5-06-24-02	7658	4-00-47-51
64 SOLENT	P J & R S Robinson 5-21-30-55	6938	4-02-11-00
65 TRILBY II	K W Hinrichsen 5-23-13-50	6861	4-02-16-14
66 TAWARRI	J D Lewis 5-04-25-49	8055	4-04-13-43
67 ALCHERINGA	J N Bridgland 5-04-29-23	8166	4-05-39-30
68 MAKARETU	N Gosson 5-04-50-31	8171	4-06-00-29
69 UTIEKAH IV	Mr & Mrs P C Fowler 5-07-58-15	8040	4-06-53-19
70 SKYLARK	J L Ward 6-08-56-01	7034	4-11-34-24
71 HUSTLER	P J Bates 5-04-18-00	7034	4-11-34-24
72 EVEN	W J Gibson 5-06-17-31	8813	4-15-10-03
73 SYLVIA VI	I A North 6-19-28-00	7240	4-22-20-59
74 NIMBIA	Royal Australian Navy 6-20-34-48	7276	4-23-44-54
75 SIROCCO	S B Guy 5-08-21-09	9409	5-00-46-00

60 BINDA	A M Rundle 4-13-43-26	7595	3-11-20-59
61 SUNDOWNER	B Price 5-23-44-54	8719	3-11-28-58
62 CARDINAL PUFF	P D Rundle 5-01-52-55	8681	3-11-52-00
63 INCA	E Julian 4-03-52-22	8427	3-11-52-46
64 WILD GOOSE	I D Russell 4-12-53-15	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 Eastern Command 4-10-10-42	6239	3-15-28-48
69 SEQUANA	M J Tiley 5-05-33-10	6973	3-15-32-52
70 SOLENT	P J & R Robinson 5-05-46-30	6974	3-15-42-56
71 BANJO PATERSON	J Jarrett 3-23-41-34	9206	3-16-05-06
72 NIMBIA	Royal Australian Navy 5-01-58-40	7246	3-16-23-06
73 NUDUMSKY	L Falshaw 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 & J McDermott 5-02-59-00	7331	3-18-09-32
76 ASTELOT	J P Walker 5-03-12-33	7390	3-19-03-05
77 RENEGADE	D G Hogg 5-01-49-45	7521	3-19-37-40
78 MILLUNA	T Stokoe 5-23-29-25	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 5-05-49-09	7387	3-20-53-35
83 JANZOOM II	W Cavill 5-05-11-40	7437	3-21-06-25
84 PISCES	H Lewis 4-19-45-11	8230	3-23-16-26
85 TAWARRI	J Lewis 4-22-53-15	8025	3-23-24-26
86 MAKALU	H Blug 5-22-42-33	6874	4-02-05-53
87 WARANA	I Edwards & P Sturges 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

DISQUALIFIED: ALCHERINGA, RUTHEAN

DIVISION A: PROSPECT OF WHITBY

DIVISION B: RAMPAGE

DIVISION C: CEIL III

DIVISION D: SKYLARK

FASTEST TIME: HELSAL 3-01-32-09

**1973 WEATHER:** The key to success in the 1973 Sydney to Hobart Race was to keep well to the east of the hump and boats that did this had good breezes all the way. Generally, it was an easy race with running or fast reaching conditions throughout, and the only gear-busting conditions came near the finish for the smaller yachts. The race started in a light nor'easter, swinging to the north-west and increasing to 20 knots during the night then veering to the east and southeast on the second day. Finally it backed again to the north on the third and fourth days with gusts of up to 30 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.

## 1974

PI YACHT	Elapsed Time	TCF	Corrected Time
1 LOVE AND WAR	P Kurts 4-04-27-20	8503	3-13-25-02
2 BUMBLEBEE 3	J D Kahlbetzer 4-01-03-51	8230	3-15-47-25
3 GRANNY SMITH	W Anderson 5-06-47-56	7016	3-17-56-46
4 MERCEDES IV	H T Kaufman 4-12-19-13	8236	3-17-12-46
5 FANTASY RAG	J Musgrove 4-08-53-02	8604	3-18-14-32
6 APOLLO III	A Bond 4-02-58-56	9125	3-18-19-16
7 VITTORIA	L J Abrahams 4-16-36-36	8064	3-18-48-31
8 PATRICE III	R J Kirby 4-09-30-22	8613	3-18-52-21
9 TAURUS	A M Kelso 4-16-34-59	8078	3-18-56-40
10 KOOMOLOO	R K Young 4-18-42-19	7931	3-18-58-22
11 NUDUMSKY	L Falshaw 5-08-08-07	7101	3-18-59-21
12 ONDINE III	S A Long 3-13-51-56	10642	3-19-22-41
13 POLARIS	L H Savage 4-17-01-41	8087	3-20-24-20
14 POITREL II	J Robinson-Scott 5-04-58-57	7353	3-19-53-59
15 APOLLO	W Rooklyn 4-00-52-48	9521	3-20-14-22
16 BALLYHOO	J Rooklyn 3-16-52-21	10426	3-20-39-31
17 APPALOOSA	R T Spence 5-07-33-34	7265	3-20-40-19
18 BACARDI	R J Gould & W H Rooklyn 4-18-37-33	8095	3-20-47-23
19 NIKE	C E Davies 5-04-52-19	7431	3-20-47-32
20 GUMLOSSOM	P N Joubert 5-12-59-54	6990	3-20-57-57
21 ZILVERGEEST III	A J Murray 5-08-05-38	7263	3-21-02-04
22 MATIKA II	A Pearson 5-04-55-07	7488	3-21-32-21
23 ALI BABA	B P Walpole 5-04-05-45	7556	3-21-46-01
24 SUPERSTAR	K Fartor 4-09-59-20	8208	3-22-05-50
25 DUET	J Pankaj 5-05-50-28	7484	3-22-10-46
26 DOROTHY II	E W Wall-Smith 5-09-13-29	7308	3-22-26-14
27 BALANDRA	Army Eastern Command 4-19-56-14	8147	3-22-27-14
28 BRUTTA FACCIA	G Fornaro 5-02-16-15	7742	3-22-39-43
29 HUON CHIEF	H D Calvert 5-02-04-24	7763	3-22-45-56
30 MARK TWAIN	R J Langman 5-03-35-40	7681	3-22-55-59
31 BINDA	A M Rundle 5-05-49-16	7546	3-22-56-41
32 LOLLIPOP	P W Kline & I T Miller 5-15-30-11	7016	3-23-04-08
33 PANDORA	H James 5-01-01-29	7866	3-23-11-53
34 WILD GOOSE	I D Russell 5-05-55-44	7638	3-23-24-20
35 PINTADO	E H Wilson 5-13-31-12	7224	3-20-27-17
36 BRUMBY	P J & R S Robinson 5-15-30-11	7127	4-00-43-13
37 ANTAGONIST	R F Hickman 5-02-56-57	7898	4-00-50-31
38 BUSHWACKER	F Spence 5-04-56-00	7774	4-01-07-23
39 ONYA OF GOSFORD	P Rysdyk 5-16-50-25	7101	4-01-10-13
40 WILLI WILLI	J Hawley 4-18-05-18	8529	4-01-18-22
41 PEGASUS	G R W Snow 5-06-43-49	7688	4-01-25-49
42 RUFFIAN	J Kinsella 5-01-03-50	8085	4-01-52-49
43 CORROBORREE	G Hutchinson 5-07-33-43	7703	4-02-15-40
44 ANACONDA	G R Ellis 4-19-32-44	8540	4-02-40-33
45 SAVANT	K L Cox 4-22-37-00	8325	4-02-44-54
46 CAVEIER I	J P Pankaj 5-21-36-35	6987	4-02-55-52
47 ALVALON	P Bates & B Climo 4-18-37-25	8665	4-03-19-17
48 BACANEER	E J Sligh 5-06-28-58	7969	4-04-37-38
49 CONQUISTA	T E Clark 4-00-24-54	10477	4-05-00-50
50 CORDON BLEU	J P Rochfort 5-22-23-07	7101	4-05-06-47
51 SARACEN II	J Violet 5-10-51-49	7742	4-05-18-52
52 SARACEN II	J H Jamison 6-00-59-51	7096	4-06-25-02
53 HELSAL	A Fisher 4-00-40-43	10672	4-07-21-12
54 TRAVESSA	R F Duffield 5-10-19-55	8063	4-09-05-12
55 CATRONIA M	B C Froligh 5-20-01-01	7564	4-09-54-31
56 VOLANTE	N H Price 4-17-04-57	9419	4-10-30-44
57 RED BOOMER II	W T McNeil 5-11-14-24	8047	4-20-06-29
58 HONEYWIND	T H Bragg 6-01-42-00	8162	4-22-55-13

DIVISION A: LOVE AND WAR

DIVISION B: VITTORIA

DIVISION C: POITREL II

DIVISION D: GRANNY SMITH

FASTEST TIME: ONDINE III 3-13-51-56

RETIRE: COME BY CHANCE, PANIA II, RAGAMUFFIN, SIROCCO, WARRI

**1974 WEATHER:** For the first 24 hours the breezes were light and variable NE-SE. On the second afternoon and night the fleet managed to covers useful ground running with a NE or 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 NW winds 35 to 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

PI YACHT	Elapsed Time	TCF	Corrected Time
1 RAMPAGE	P Packer 3-04-43-03	7988	2-13-16-56
2 FAIR DINKUM	J Robinson-Scott 3-10-35-23	7442	2-13-27-47
3 SUPERSTAR	K Fartor 3-03-13-00	8228	2-13-53-18
4 PIED PIPER	B F Gessler 3-07-38-58	7774	2-15-55-10
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 NORVEYA	R Ames 3-00-52-39	8529	2-14-09-26
8 POLARIS	L H Savage 3-06-30-58	8052	2-14-24-58
9 DUET	J P Diamond 3-11-46-20	7453	2-14-26-07
10 DRAGONFYRE	R G Genders 3-12-56-04	7355	2-14-28-10
11 HORNET	J Duncanson 3-12-22-06	7442	2-14-47-14
12 PATRICE III	T Mchies 3-15-12-05	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 MELMETI	B C Pantis 3-03-33-18	8220	2-15-45-06
23 PATRICE III	R Kirby 3-05-14-48	8596	2-15-49-21
24 KAILUA	J J 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 NATELLE 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 3-03-30-33	8629	2-16-43-31
33 EDGEMUN	T Mchies 3-15-12-05	7442	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 Yamaski 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	9401	2-17-31-06
44 GIRONIMO	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 SISKI	R L Tasker 3-02-43-13	8792	2-17-41-39
48 MARY BLAIR	J Savage & F Short 3-10-01-08	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 Rooklyn 3-10-22-47	8026	2-18-07-46
53 LEDA	N E Gosson 3-00-01-13	9189	2-18-10-45
54 VAGO	H Kuhn 3-02-14-50	8452	2-18-11-37
55 KAILUA	J B Kirby 2-14-36-56	10573	2-18-12-12
56 ANTICIPATION	S Brown Syndicate 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 Carrer 3-11-23-43	7978	2-18-31-58
59 WESTWIND	K & R Fidler 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 Eastern Command 3-10-23-50	8113	2-18-50-56
63 BINDA	A M Rundle 3-17-14-04	7515	2-19-03-35
64 REBEL	R E Francis 3-18-34-36	7419	2-19-11-56
65 TUPPENEE	T Barringer 3-18-41-01	7430	2-19-22-41
66 GOODE	D Ingall 3-07-59-25	8446	2-19-33-35
67 TAURUS	A M Kelso 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 2-16-41-06	10493	2-19-52-25
70 PLUM CRAZY	M Bowen & G Thomas 4-01-18-16	6987	2-19-59-12
71 MORNING STAR	Swarrick 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	2-20-49-11
75 BUCCANEER	T E Clark 2-18-29-06	7067	2-21



## 1975

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 08-26-20	8533	2-20-38-19

## DIVISION A: CORINTHIAN

## DIVISION B: RAMPAGE

## DIVISION C: PIED PIPER

## DIVISION D: FAIR DINKUM

FASTEST TIME: KIALOA 2-14-36-56

RETIRED: MATIKA II, SAVANT, ZILVERGEEST III

**1975 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 to 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 fun. No less than nine yachts lifted their skirts and beat Helsal's previous record.

## 1976

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	PICCOLO	J. Pickles 4-06-30-15	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 AND WAR	P. Kurts 3-23-54-39	8469	3-09-13-37
5	BACARDI	R. Gould & W. Rockliffe 4-06-10-44	7966	3-09-23-45
6	NATTEL TWO	N.S. Girds 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 4-23-10-27	8975	3-11-08-36
12	QUEEGUE	P. Believing 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. Rockliffe 3-17-16-40	8468	3-12-31-42
16	BALLYHOO	J. Rockliffe 3-07-59-26	10573	3-12-34-26
17	DIAMOND CUTTER	A. Sweeney 4-13-42-48	7710	3-12-35-20
18	HOT PROSPECT II	Heuchemer Everitt 4-13-01-20	7763	3-12-38-02
19	LOTS WIFE	R. Montgomery 5-01-57-47	6962	3-12-54-38
20	TAURUS	A.M. Kelso 4-10-48-57	7966	3-13-06-22
21	RAMPAGE	E.N. Fuller 4-11-30-14	7924	3-13-11-10
22	ANTAGONIST	R.G. Hickman 4-14-38-30	7701	3-13-12-19
23	MATIKA III	A. Pearson 4-13-40-03	7774	3-13-15-20
24	GERONIMO	A.G. Lee 4-03-58-40	8529	3-13-16-16
25	WAINUNU IV	R.A. Lee 4-09-44-10	8074	3-13-22-17
26	INVINCIBLE	R.H. Cawse 4-13-51-49	7774	3-13-24-29
27	MERCEDS III	A.T. Clutton 4-14-02-25	7763	3-13-25-27
28	KESTREL	R.H. Fidock 4-14-02-25	7752	3-13-26-08
29	FARR OUT	P.H. Windless 4-14-05-01	7774	3-13-34-44
30	HUON CHIEF	H.D. Calvert 4-14-40-20	7752	3-13-47-35
31	BRER FOX	R.W. Jackson 4-14-14-18	7795	3-13-55-51
32	RICOCHET II	G.L. Finlay 5-00-12-47	7199	3-14-32-29
33	ZILVERGEEST III	A.J. Murray 5-00-21-38	7234	3-15-04-08
34	MATIKA II	Roxburgh 4-20-59-54	7442	3-15-04-13
35	BRUMBY	R & R. Robinson 5-02-58-52	7088	3-15-10-08
36	VITTORIA	L.J. Abraham 4-12-32-57	8064	3-15-32-03
37	SARACEN II	J.H. Jamison 4-04-39-25	7036	3-15-42-31
38	DANCING MOUSE	G. McGarry 4-22-32-34	7442	3-16-13-10
39	LEDA	N.E. Gosson 4-22-40-29	9232	3-16-19-37
40	RUTHLESS	P. Hill 4-17-29-03	7784	3-16-20-10
41	CHAOS	R.T. Spence 4-17-41-02	7774	3-16-22-40
42	BALANDRA	W.R. Carpenter 4-13-45-50	8079	3-16-40-42
43	THUNDERBOLT	L.P. Harding 5-04-27-58	7152	3-17-01-06
44	PINTADO	E. Wilson 5-04-36-27	7154	3-17-08-39
45	VANESSA	B.K. Aggar 5-08-18-42	6962	3-17-19-50
46	MERCEDS IV	M.E. Braham 4-13-53-57	8236	3-18-14-18
47	SUNDANCE	D. Smith 5-10-57-29	6987	3-19-30-01
48	BANJO PATERSON	J. Jarrett 4-06-42-26	9064	3-20-11-14
49	BINDA	I.D. Ritchie 5-03-09-21	7494	3-20-17-36
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 4-07-50-50	7699	3-22-30-11
53	HI-JACQUE	J. Violet 5-02-11-27	7752	3-22-43-17
54	ICHTHUS	R.P. Delbridge 5-10-27-49	7290	3-23-06-29
55	ANITRA MAY	R. Walters 4-23-54-25	7956	3-23-23-10
56	WILD GOOSE	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	5421	4-02-28-18
60	OBSESSION	B. Tardrew 4-21-09-33	8477	4-03-18-57
61	NIRIMBA	Royal Australian Navy 5-18-45-03	7176	4-03-34-03
62	CARMEN	K. Bourke 6-00-26-00	6920	4-03-56-52
63	NAND II	R.O. Chatham 5-13-55-53	7514	4-04-38-10
64	WILLI WILI	J. Goddard 5-03-41-35	8290	4-06-32-30
65	SCARLET	L.F. Job 5-21-51-49	7236	4-06-39-09
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 5-04-06-18	8375	4-07-55-28
69	JINDIVIK	H. Bonhill 6-00-25-26	7308	4-09-32-42
70	NUUMI	R.B. Grenda 5-09-25-49	7171	4-20-48-52

## TWO TON DIVISION: NATTEL TWO

## ONE TON DIVISION: ROCKIE

## THREE QUARTER TON DIV: GHOST

## HALF TON DIVISION: CHAUVINIST

## DIVISION A: RAGAMUFFIN

## DIVISION B: PICCOLO

## DIVISION C: GHOST

## DIVISION D: CHAUVINIST

FASTEST TIME: BALLYHOO 3-07-59-26

**RETIRED:** AZTEC, BETULA, CORDON BLEU, KINTAMA, LOLLIPOP, LYNDAL, MELTEMIE, MELTEMIE, POLARIS, PROVIDENCE, ROGUE, SHENANDOA, SMILE, STORM BAY, TREVASA, WOTAM IV

**1976 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 NE squall which freshened 40 knots during the night. On the 27th it was NE again with 5-10 knots

## Race Statistics

most of the day turning to SW 5-10 knots during the night. By the next morning it was blowing 35 knots and later W 30 gusting 40 knots. By morning of the 29th 8 boats had retired and breeze was still W at 30 knots. Later in the day some boat 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 on 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.

## 1977

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	KIALOA	J.B. Kilroy 3-10-14-09	10454	3-13-58-10
2	RAGAMUFFIN	S. Fischer 4-06-29-42	8596	3-16-06-17
3	WINDOWPASSAGE	F. Johnson 3-12-39-00	10435	3-16-19-56
4	LOLLIPOP	P. Kline & I. Millar 5-15-39-10	6931	3-22-01-15
5	NATTEL II	N.S. Girds 4-19-26-52	8162	3-22-13-43
6	BRER FOX	R.W. Jackson 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. Rockliffe 4-05-33-04	9991	3-22-22-00
11	PINTA	W. Ilbruck 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. 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. May 4-20-54-25	8218	4-00-04-27
17	FARRAWAY	B.G. Campbell 4-20-31-21	8246	4-00-05-04
18	AQUILA	B. Edmunds & J. Aiken 5-14-39-02	7136	4-00-05-12
19	SWEENEY TODD	D.W. Stanley 5-16-58-58	7016	4-00-06-26
20	NYAMBA	J.G. Harris 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 4-20-02-10	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. Staggs 5-02-13-19	8027	4-02-06-27
30	DANCING MOUSE	C. McGarry 5-13-19-37	7353	4-02-07-08
31	BACARDI	J. Gould 5-02-55-21	7933	4-02-18-28
32	GOLDEN EAGLE	J.W. Granger 5-06-28-35	7774	4-02-19-22
33	KESTREL	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	MERCEDS 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. Vidors 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 5-02-18-01	8179	4-04-02-36
42	VARIAG	M. Hanson 5-16-24-18	7280	4-04-40-01
43	BILLABONG	P.N. Joubert 5-14-52-21	7465	4-04-43-10
44	BLEU MOON	W. Anderson 5-12-32-47	7628	4-05-06-23
45	BRUVARA	I. Loubet 5-19-20-03	8768	4-05-07-30
46	PATRICE III	R.J. Kirby 4-16-22-29	8554	4-05-07-31
47	MULBERRY	M. Lovett 5-04-03-02	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. Burritt 5-03-14-59	6959	4-06-28-16
52	THUNDERCLOUD	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	SHENANDOA	J.R. Charody 5-06-10-30	6959	4-07-48-39
55	BANG BANG	D.W. Baxter 5-13-09-51	7815	4-08-04-04
56	APOLLO II	A. Bond 4-20-26-58	8965	4-08-23-49
57	LOTS WIFE	R.S. Montgomery 5-08-45-15	6933	4-09-54-16
58	LEDA	N. Gosson 4-20-59-00	9121	4-10-42-02
59	MANU KAI	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. Krop 5-15-37-01	8031	4-12-54-50
62	ANACONDA II	Aust Army Sailing 4-01-03-27	10291	4-13-08-38
63	MELTEMIE	B.C. Peatts 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. Scherwin 5-08-44-25	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. Sills 5-14-42-38	7442	4-04-15-06
69	NIRIMBA	Royal Australian Navy 7-23-05-09	7186	5-17-18-51
70	QUEEGUE	G.R. Young 5-01-19-04	8375	4-05-27-51

DISQUALIFIED: CORDON BLEU, VANESSA

FASTEST TIME: KIALOA 3-10-14-09

## DIVISION A: KIALOA

## DIVISION B: BRER FOX

## DIVISION C: ZILVERGEEST III

## DIVISION D: LOLLIPOP

**RETIRED:** APALIE, APHRODITE, ARIES, ASSEGAAI, AVALON, AZTEC, B ONE, NINE-FIVE, BELLMAN, BETULA, BINDA, CASABLANCA, CHAUVINIST, DORADO, FAIR DINKUM, FAIR FETCHED, GERONIMO, GIDDEE, GUMBLOSSOM, HECATE, HELSAL, HERCULES, HI-JACQUE, IMOGENE, JISUMA, LOWANA II, MARGARET RINTOUL II, MATIKA II, MEXIM, SACE, MERCEDES V, MERIKI, MOONBIRD, MULLOKA, MYSTIC SEVEN, NDUMSKY, NERE, LOWA, PANDORA TWO, PENANDU, PHANTOM, QUEST, RHYTHM, RUM RUNNER, RUTHLESS, SILVER SHAMROCK III, SMIR-NOFF-AGNE, SOUTHERN COMFORT II, SPANKER, SUNBURST, SUPERSTAR, SWUZZLEBUBBLE, TAURUS, THE HUM, THE STING, THUNDERBOLT, WAINUNU V, WHITE POINTER, WILLI WILI, WINAWAY, WINSTON CHURCHILL, XAVIERA

**1977 WEATHER:** The race started in light E at 5 knots, turning later to NE 10 knots fading to a very light SE overnight. On the second morning the fleet had W 20 knots with 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 the 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 knots SE turning to a light NE. Calm-to-light conditions plagued the tail-enders although some struck a short 85 knot squall on Jan 1.

## 1978

1978	PI	YACHT	Elapsed Time	TCF	Corrected Time
1	LOVE AND WAR	P Kurts 4-04-45-43	8358	3-12-13-00	
2	MARGARET RINTOUL II	S R Edwards 4-03-34-39	8499	3-12-37-51	
3	CONSTELLATION	J W Garner 4-04-08-16	8613	3-14-14-54	
4	STREAKER	B C Ryan 4-22-42-34	7860	3-18-55-53	
5	MATIKA II	A Pearson 5-06-32-00	7335	3-20-48-43	
6	APOLLO	J Rocklyn 4-02-23-24	9458	3-21-03-26	
7	PEACOCK	K W & R M H Adams 5-10-52-00	7127	3-21-16-07	
8	DECEPTION	D Hankin 4-22-39-34	7877	3-21-28-04	
9	SINERMAN	G D Finchett 5-10-33-00	7174	3-21-39-23	
10	BILLABONG	P N Joubert 5-07-49-00	7453	3-23-12-49	
11	CASABLANCA	K Page 4-04-26-52	9504	3-23-27-17	
12	HUON CHIEF	H D Calverly 5-05-26-00	7628	3-23-40-40	
13	DIAMOND CUTTER	A Sweeney 5-06-04-00	7597	3-23-46-22	
14	VITTORIA	L J Abrahams 5-01-23-13	7910	4-00-01-01	
15	ANTAGONIST	R F Hickman 5-05-45-00	7638	4-00-02-52	
16	CORDON BLEU	K Dorrell 5-09-15-00	7449	4-00-16-41	
17	VANGUARD	R H Cassels 5-01-26-40	7928	4-00-16-52	
18	WESTERN MORNING	D W Blaney & P R S 14-56-00	7163	4-00-39-09	
19	THUNDERBOLT	P L Harding 5-05-11-00	7167	4-00-48-08	
20	BREX FOX	R W Jackson 5-06-38-00	7649	4-00-51-42	
21	WHITE POINTER	K R Le Compté 5-05-09-00	7795	4-01-33-15	
22	PILGRIM	J H Ratten 5-09-15-00	7556	4-01-44-56	
23	SWEET CAROLINE	M W Phillips 4-22-58-54	8218	4-01-41-46	
24	PRIORITY	D J Pryor 5-05-44-00	7795	4-02-00-32	
25	RAMPAGE	E M Fuller 5-05-44-00	7838	4-02-32-59	
26	RELENTLESS	P Hanks 5-06-26-00	7807	4-02-55-45	
27	WAGGEST III	A J Murray 5-18-00-00	7153	4-03-00-59	
28	CHADS	R T Spence 5-06-07-00	7863	4-03-09-55	
29	ROGUE	R M White 5-10-34-00	7649	4-03-52-13	
30	ROCKIE	P S Kingston 5-07-24-00	7853	4-04-02-49	
31	BANG BANG	D W Baxter 5-06-37-00	7902	4-04-03-08	
32	HERCULES	M H C M & S P W 6-00-43-07	6931	4-04-18-16	
33	LOTS WIFE	R S Montgomery 6-01-34-00	6905	4-04-31-22	
34	ONYA OF GOSFORD	P Rysdyk 5-05-59-00	8000	4-04-37-11	
35	NATION II	A G Lee 5-04-41-00	8092	4-04-53-37	
36	PAUL BLAIR	G A Blos 5-06-51-00	7846	4-05-01-24	
37	CANOE	J Harty 6-01-47-45	6831	4-05-03-03	
38	SOLANDRA	R W Escott 6-01-44-19	6909	4-05-07-40	
39	MERINDA	A Taylor 6-01-37-18	6946	4-05-08-55	
40	MELTEMI	B B Psaltis 5-05-01-01	8121	4-05-31-33	
41	MIRRABOOKA	J Bennett 5-04-47-00	8145	4-05-38-09	
42	POLARIS	T Goto 5-06-00-00	8070	4-05-40-55	
43	MATIKA III	K D Roxburgh & D L Don 5-06-55-00	8057	4-06-15-24	
44	MERCEDES IV	D L Brahams 5-04-45-00	8238	4-06-46-08	
45	MERCEDES V	H Jones 5-05-47-00	8181	4-06-54-12	
46	MANU KAI	J W B Barry 5-15-28-00	7997	4-06-54-50	
47	SATIN SHEETS	A A Strachan 5-04-47-00	8255	4-07-00-31	
48	SPRAY	K E Miles 5-10-34-00	7895	4-07-08-02	
49	RICOCHET	H A Fisher 4-00-42-02	7141	4-07-20-53	
50	HELSEL	G L Finlay 8-03-02-09	10468	4-07-40-43	
51	ANACONDA II	J Grubic 4-06-01-21	10315	4-08-12-16	
52	DYNAMITE	R E Walters 5-05-39-00	8310	4-08-24-54	
53	PERIE BANOU	J W & C C Sanders 6-01-01-23	7219	4-08-41-17	
54	FUZZY DUCK	C A Troup 6-05-56-55	6987	4-08-46-08	
55	HI-JACQUE	J H Violet 5-18-21-00	7586	4-08-57-08	
56	BRAVURA	C K Charles 6-06-21-28	6987	4-09-03-17	
57	CHANCE	W J Rice 6-00-12-57	7323	4-09-36-33	
58	SPRINT	B K & A Jagger 6-06-57-04	6956	4-09-36-45	
59	BREADFRUIT	R S 23-55-24-21	7353	4-09-48-00	
60	SCORPION	R W Clemens 5-05-51-00	8443	4-10-15-18	
61	HORNET	D Flecker & A Hurlburg 6-01-32-03	7301	4-10-34-28	
62	SURAYA	K Spence 6-01-36-28	7330	4-10-43-49	
63	ARETHUSA	G Knightly 5-04-47-00	8571	4-10-57-06	
64	QUADRILLE	Army Sailing Club 6-02-15-04	7421	4-11-05-58	
65	JISUMA	W Rockliffe 6-01-27-51	7303	4-11-09-28	
66	SECOND LADY	G Schwenk 6-01-51-25	7398	4-11-54-17	
67	JOKE	W P Webb 5-13-34-07	8840	4-11-55-07	
68	SPRINT	P D Rundle 5-06-04-00	8630	4-11-55-57	
69	SILVER CLOUD	A G McComb 6-01-31-55	7442	4-12-18-17	
70	CALLALA	A J & R K Birtles 5-22-35-37	7634	4-12-50-58	
71	MYSTIC SEVEN	N G Chidgey 6-01-37-18	7493	4-13-06-51	
72	COBWEB	W M Griffiths 6-02-02-52	7515	4-13-45-17	
73	LOWANA II	D Millikan 6-01-32-36	7546	4-13-49-37	
74	BLUE MOON	W Anderson 6-00-58-30	7567	4-13-49-59	
75	UTIEKAH IV	G Henricks 5-22-42-18	7730	4-14-18-39	
76	MORNING MATILDA	R McNichy 6-09-11-24	7208	4-14-25-09	
77	HUMBUG	R L Budge 6-01-39-24	7075	4-14-53-47	
78	SPRINT	D A Job 6-01-39-22	7819	4-14-53-47	
79	GENGHS KHAN	R Huggins 5-07-20-00	7811	4-14-55-12	
80	FREANDA	J A Carr 5-06-46-00	8834	4-15-59-08	
81	WILLI WILLI	J Goddard 5-05-58-00	8914	4-16-17-12	
82	ODIN	W L Gilbert 6-01-44-09	7728	4-16-37-28	
83	SUNDANCE	P W Daniel 6-22-35-04	6956	4-19-52-34	
84	GRETSEL	B Lewis 5-04-45-00	9395	4-21-12-09	
85	TOUGHWOOD	D P & V A Brooker 6-00-29-34	8171	4-22-03-54	
86	KLINGER	T N Cassidy 8-04-48-42	7211	5-21-58-15	
89	RIMFIRE	E W Wall-Smith 5-07-56-00	8372	4-11-06-20	



## 1979

## 1979

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	SCREW LOOSE	R J Cumming 4:12-54:38	6934	3:03-31:06
2	WHEEL BARROW	I.C. Tringham 4:12-59:13	6934	3:03-34:17
3	APALIE	Apalies Syndicate 4:13-06:51	6931	3:03-36:55
4	SHENANDOAH	J.R. Charody 4:13-33:32	6902	3:03-37:03
5	QUINTAL	H.C. Knoop 4:13-39:50	6962	3:04-06:57
6	NIRE LOWA	A.T. Floyd 4:14-45:23	6902	3:04-26:38
7	MERINDA	A.G. Taylor 4:15-13:02	6918	3:04-56:24
8	CHAUVINIST	P. Winkler 4:15-47:39	6902	3:05-09:37
9	ZILVERGEEST III	A.J. Murray 4:17-17:34	7133	3:05-14:42
10	MORNING HUSTLER	J.H. Cowell 4:12-51:00	7133	3:05-36:33
11	THUNDERBOLT	L.P. Harding 4:13-06:18	7137	3:05-52:05
12	QUETZAL	P. North 4:13-05:51	7139	3:05-53:04
13	CHERRY CHEER	P. Attrial 4:17-37:38	6863	3:05-58:56
14	LOLIPOPP	I. Miller 4:17-31:52	6874	3:06-02:31
15	BUMBLEBEE 4	J.D. Kahlbetzer 3:01-45:52	10628	3:06-23:48
16	GHOST TOO	K. Roxburgh, C. Graham, & 4:11-40:13	7293	3:06-31:26
17	W HOARE			
18	PIMPERNEL	H.J. Holland 4:14-06:47	7145	3:06-40:32
19	PUSS N BOOTS	H. Boot 4:12-55:59	7234	3:06-48:07
20	RELENTLESS	P. Hanson 4:05-16:58	7784	3:06-50:18
21	CHANCE	W.R. & J. Rice 4:12-14:17	7293	3:06-56:16
22	ZEUS II	J.R. Dunstan 4:18-32:09	6899	3:07-01:05
23	BLUE MOVES	B.A. Moore 4:12-20:59	7316	3:07-16:07
24	TINA TWO	K.V. Dyer 4:18-56:12	6902	3:07-19:45
25	AURIGA	M.P. Stubbings 4:14-07:36	7238	3:07-42:34
26	BELITA IV	D.R. Anderson 4:13-30:09	7288	3:07-48:19
27	SGIAN DUBH	R.W. Lean 4:15-09:15	7186	3:07-52:31
28	VANGUARD	R.H. Cawse 4:04-56:43	7918	3:07-55:42
29	BRUMBY	P. & R. Robinson 4:19-20:36	6934	3:07-58:44
30	BILABONG	P.N. Joubert 4:12-38:41	7364	3:08-00:21
31	AMON-RE	D. Smith 4:12-48:27	7357	3:08-02:58
32	HECATE	W.J. Tedman 4:14-09:51	7271	3:08-06:01
33	REVENGE	P.H. Green 4:13-20:10	7327	3:08-06:38
34	SPIDER	D. Currie 4:12-26:02	7391	3:08-08:36
35	SECOND LADY	G. Scherwinski 4:12-48:23	7369	3:08-10:45
36	WATHARA II	E.J.C. & R.E.C. Stopp 4:12-18:12	7410	3:08-15:09
37	WIMAWAY	A. Barry 4:12-55:58	7375	3:08-20:16
38	ORANI	W.G.P. Read 4:12-14:15	7433	3:08-27:10
39	SMACKWATER JACK	P. Whiting 4:06-56:45	7846	3:08-46:16
40	DECEPTION	J.H. Bleakley 4:06-58:12	7846	3:08-47:24
41	BIG SCHOTT	A. Pearson 4:03-49:47	7597	3:09-09:26
42	HUON CHIEF	D. Calvert 4:02-49:47	7597	3:09-09:26
43	MARIA	M. Preston & D. Kelly 4:12-46:24	7453	3:09-10:39
44	HERCULES	M.H. C.M. & S.P. Will 4:06-26:15	7628	3:09-11:25
45	MYSTIC SEVEN	N.D. Chidgey 4:12-51:42	7462	3:09-13:57
46	VIVACIOUS	J.A. Brown 4:22-09:08	6877	3:09-15:11
47	MIKO	D. Buttrill 4:21-39:34	6915	3:09-21:41
48	CAV	S. Parnell 4:16-39:19	7225	3:09-23:36
49	JEDAKA	H. Kuhn 4:13-44:42	7420	3:09-25:50
50	SHOGUN	B. Sutton 4:03-26:25	8190	3:09-26:29
51	SWEET CAROLINE	M.W.D. Phillips 4:03-00:29	8246	3:09-38:31
52	BINDA	D. Ritchie 4:14-12:13	7410	3:09-39:39
53	SAGITTA	B. & W. Hellebrand 4:17-06:37	7222	3:09-42:44
54	SHENANDOAH	R.A. White 4:12-19:20	7546	3:09-44:23
55	SOLANDRA	R.W. Scott 4:22-32:59	6911	3:09-55:46
56	THE STING	A.M. Rundle 4:10-48:07	7680	3:10-01:26
57	LOWANA II	D. Milikan 4:13-00:58	7525	3:10-02:04
58	GARLIC PRAWN	P.E. Glynn & R.W. Steel 4:15-37:22	7353	3:10-04:34
59	IMPETUOUS	G.R. Lambert & J. Crisp 4:04-34:46	8171	3:10-11:00
60	CHRISTINA	P.W.H. Woodruff 4:12-51:05	7555	3:10-14:14
61	CALLALA	R.R. Birtles 4:12-45:38	7579	3:10-25:46
62	PRIORITY	J. Pryor 4:10-23:57	7763	3:10-35:51
63	MARIONETTE	C.A.F. Dunning 4:00-32:37	8580	3:10-50:03
64	WHITE POINTER	K. Le Compt 4:10-50:45	7763	3:10-56:39
65	MERCEDIS III	A.T. Clutton 4:12-16:15	7665	3:10-59:22
66	MARK TWAIN	K. Jones 4:13-00:19	7615	3:11-00:27
67	NEW BEACH ROAD	D.C. Booth 4:11-32:30	7728	3:11-06:29
68	RAGAMUFFIN	S. Fischer 4:01-46:12	8503	3:11-08:01
69	CHAOS	D. Letch 4:10-26:12	7831	3:11-21:01
70	KAILANI	S.C. Lovell 4:18-49:29	7264	3:11-24:31
71	MERCEDIS V	H. James 4:05-57:28	8181	3:11-24:41
72	QUEST	R. Cruickshank 4:13-15:43	7636	3:11-25:56
73	WIMBIA	Royal Australian Navy 4:19-12:35	8243	3:11-26:29
74	PICCOLO	J. Pickles 4:10-13:56	7857	3:11-34:22
75	FLIGHT	G.B. Lambie 4:18-08:30	7323	3:11-35:09
76	NYAMBA	J.G. Hardy 4:05-44:53	8218	3:11-36:57
77	DIAMOND CUTTER	A. Sweeney 4:12-02:02	7742	3:11-38:23
78	FARR OUT	E. Vidor 4:10-22:55	7870	3:11-43:21
79	WOFTAM IV	B. Jamison 4:13-19:14	7659	3:11-43:43
80	KOAMARU	B.A. Miller 4:11-22:17	7799	3:11-44:20
81	PATRICE III	D. MacWilliam 4:03-49:05	8392	3:11-46:02
82	APOLLO II	R. & I. Thurston 4:03-20:09	8436	3:11-47:58
83	QUICKSILVER	P.D. Lamont 4:11-45:34	7737	3:11-48:16
84	LURUS	W.A. Schiffer 4:17-37:46	7380	3:11-51:30
85	YEOMAN XXI	R.A. Asher 4:01-46:14	8580	3:11-53:13
86	FURIABO	Y. Sasamoto & T. Tomoka 4:05-13:09	8291	3:11-55:14
87	BACARDI	J. Gould 4:03-45:05	8245	3:12-02:25
88	SUNBURST	R.K. Young 4:06-06:56	8426	3:12-11:26
89	STAR WARS	B.R. Butten 4:11-22:48	7844	3:12-13:43
90	MARDI GRAS	Farmyard Syndicate 4:11-22:52	7860	3:12-24:05
91	FARRAWA	B.G. Campbell 4:06-58:53	8346	3:12-25:05
92	CHICK CHACK	M. Dykes 4:12-50:06	7781	3:12-41:04
93	SALACIA II	A.W. Byrne 4:03-15:17	8536	3:12-43:25
94	CHALLENGE	L.J. Abraham 4:04-24:31	8443	3:12-47:06
95	INVINCIBLE	D. Bernal 4:12-24:25	7821	3:12-47:06
96	DAMEL	W.A.J. Curran 4:12-21:49	7831	3:12-51:34
97	PIRRA	S. Shield 4:18-16:42	7431	3:12-55:12
98	BORN FREE	J.H. & C.D. Howell 4:12-18:35	7844	3:12-57:29
99	SUPERSTAR	K. Farrel 4:03-18:24	8563	3:13-02:10
100	BUZZARD	E. Juer 4:00-24:52	8831	3:13-08:36
101	RIVAL	T. Seccombe 4:23-03:19	7155	3:13-11:02
102	NEW MORNING	T. Hewison 4:11-53:36	7901	3:13-14:47
103	CONDOR OF BERMUDE	R. Bell 3:08-02:58	10667	3:13-23:19
104	SISKA	R. Tasker 3:08-56:53	10663	3:13-30:19
105	POLARIS	L.D. Savage 4:11-23:16	7977	3:13-39:47
106	TARQUIN	J.A. Stanton 4:22-44:42	7241	3:13-58:59
107	GRANNY APPLE	Whisper Syndicate 4:11-31:57	7998	3:14-00:16
108	GOONDOOLOO	P. & B. Young 4:18-32:10	7510	3:14-00:59
109	RIMFIRE	E.W. Wall Smith 4:07-09:06	8363	3:14-15:56
110	NATELLE II	A.G. Lee 4:10-22:06	8114	3:14-18:26
111	MELMITE	Canberra Yacht Club Syndicate 4:11-27:13	8087	3:14-53:51
112	MANU KAI	J.W.B. Barry 4:18-53:08	7566	3:14-55:21
113	HELSAL II	A. Fisher 3:09-56:16	10643	3:15-12:22
114	UTIKAH IV	G. Henricke 4:17-20:46	7698	3:15-15:13

## Race Statistics

115	POLICE CAR	P.R. Cantwell 4:10-48:07	8199	3:15-34:00
116	SATIN SHEETS	M.O. Leary 4:11-22:43	8156	3:15-34:40
117	MIRABOOKA	J. Bennett 4:11-31:27	8147	3:15-35:59
118	APOLLO	W. Rookley 3:22-15:05	9301	3:15-39:45
119	ANTICIPATION	D. St. C. Brown 4:03-38:04	8804	3:15-43:05
120	OBSESSION	W.C.R. Bale & K.D. Monro 4:11-24:03	8209	3:16-09:55
121	DYNAMITE	R.E. Walters 4:10-09:24	8310	3:16-12:58
122	ADRIA	A. Henry 4:12-23:57	8144	3:16-16:49
123	BREAKAWAY	K. McDonald 4:11-41:00	8218	3:16-29:38
124	SCORPION	R.W. Clemens 4:10-28:23	8319	3:16-34:29
125	SEQUOIA II	M.M. Clark 4:12-16:33	8197	3:16-45:13
126	JEMIMA	K.L. Bell 4:10-14:04	8434	3:17-35:53
127	ROGIST TOO	R.J. Brown 4:22-15:09	7586	3:17-42:22
128	AL BABA	J.D. Michalis 4:10-11:23	8520	3:18-28:25
129	SORCERY	J.O. Wood 3:22-02:34	9629	3:18-33:13
130	DESTINY	T.A. Taylor 4:13-00:10	8333	3:18-49:55
131	FIONA	J. Sturrock & E. Lawrence 4:13-01:54	8346	3:18-59:52
132	MARY MUFFIN	G.A. Blok 4:10-12:49	8513	3:19-28:54
133	BANJO PATERSON	J. Jarrett 4:06-51:15	8952	3:20-05:07
134	SAVANT	K.L. Cox 4:13-13:54	8437	3:20-09:31
135	SHARLOTTE	J.M. & A.R. Cooper 4:21-00:75	7910	3:20-33:10
136	GALLOIS 3	P. Fauche 4:00-48:52	9594	3:20-53:01
137	GRETLE	B. Lewis 4:03-01:45	9095	3:21-02:16
138	CONGORE	B.D. Koeppe 4:11-27:34	8870	3:21-18:59
139	ANACONDA II	J. Grubis 3:21-55:23	10406	4:02-34:53
140	CASABLANCA	J. Goddard 4:10-11:21	9053	4:04-54:41
141	SELTRUST ENDEAVOUR	J.P. Callow 4:12-46:04	9707	4:09-34:51
142	M.J. Dunham			
143	IMOGENE	L.L. & D.I. Haskett 4:12-11:17	8385	3:18-42:56
144	CHOUTAQUA	A.C. Rowett 4:11-36:01	7757	3:11-27:95

**FASTEST TIME: BUMBLEBEE 4** 3:01-45:52

**MAXI DIVISION: BUMBLEBEE 4**

**DIVISION A: BIG SCHOTT**

**DIVISION B: RELENTLESS**

**DIVISION C: ZILVERGEEST III**

**DIVISION D: SCREW LOOSE**

**RETIRED: HI-JACQUE, MOONSHADOW, ONYA OF GOSFORD, REGARDLESS, SALAMANDER**

**1979 WEATHER:** First spinnaker start since 1967 to give all yachts a fast passage to the Heads before a 12 knot southerly. Outside the Heads, all yachts were close hauled and the breeze backed to the east for two hours. Late on the first afternoon a line squall passed over the fleet gusting to 35 knots. It eased during the night. After a brief calm patch the breeze filled in from the north east to give a quick skid across Bass Strait before a 30 knot breeze dawned on the third day saw yachts light running before a 10 knot nor westerly light breezes and thick fog down the Tasmanian coast prevented the big boats taking top honours, but a freshening sea breeze brought all the little boats home to dominate the major placings

**1980**

5	NEFERTITI	F B Ryan 3:05-09:21	9294	2:23-29:49
6	HELSAL II	A Fisher 2:20-34:32	10603	3:00-42:38
7	MARGARET RINTOUL II	S R Edwards 3:15-18:46	8333	3:00-45:27
8	POLICE CAR	J G Hardy 3:16-58:47	8199	3:00-57:16
9	INCH BY WINCH	D J O'Neill & Partners 3:15-20:25	8399	3:01-21:25
10	RAGAMUFFIN	S Fischer 3:15-43:41	8486	3:02-27:31
11	APOLLO II	A J Becker 3:16-35:28	8401	3:02-26:31
12	ANACONDA II	J Grubis 3:30-38:33	10290	3:02-44:56
13	PATRICE III	R J Kirby 3:17-38:48	8350	3:02-51:17
14	PACHA	J de la Vega 3:13-54:47	8733	3:03-01:40
15	ONCE MORE DEAR FRIENDS	P P Kurts 3:20-55:25	8105	3:03-18:52
16	MATIKIA II	L Green 4:08-14:53	7254	3:03-37:17
17	MARY MUFFIN	G A Blok 3:17-08:36	8501	3:03-46:50
18	ADRENALIN	B C Ryan 3:23-34:56	8627	3:04-43:26
19	WHEELBARROW	I C Tringham 4:15-13:36	6898	3:04-43:26
20	BIG SCHOTT	A Pearson 3:23-43:41	8481	3:04-45:45
21	PHOENIX	E Vidor 4:03-23:20	7774	3:05-15:53
22	PICCOLO	J Pickles 4:03-09:29	7793	3:05-16:25
23	SCREW LOOSE	R J Cumming 4:15-14:43	6949	3:05-18:15
24	MERCEDIS IV	D L & M E Brahm 3:23-42:44	8086	3:05-23:34
25	DIAMOND CUTTER	A J Sweeney 4:03-50:36	7763	3:05-30:30
26	HERCULES	M H C M & S P Will 4:06-07:34	7597	3:05-35:06
27	PRIORITY	J Pryor 4:05-50:24	7659	3:05-59:57
28	ZEUS II	J R Dunstan 4:17-17:56	6886	3:06-01:01
29	IMPETUOUS	J Lambert & J Crisp 3:23-35:35	8162	3:06-01:22
30	KESTREL	R H Ficko 4:06-31:06	7628	3:06-12:03
31	SAGACIOUS	G J Appleby 3:23-43:41	8181	3:06-18:54
32	NATELLE II	A G Lee 4:01-22:20	8045	3:06-20:09
33	BILABONG	P N Joubert 4:11-33:47	7305	3:06-31:15
34	STAR WARDS	B Butten 4:05-13:52	7834	3:07-18:16
35	OLD PROSPECT	E O Grondona 4:06-22:17	7783	3:07-26:15
36	GUEST TOO K Roxburgh C Graham, & 4:13-46:34	8277	3:07-53:02	
37	W Hoare		7073	
37	MERCEDIS V	I Lewis 4:03-20:20	8073	3:08-11:46
38	WHITE POINTER	K Le Compton 4:08-48:01	7659	3:08-15:56
39	BREADFRUIT	R Silli 4:14-44:14	7284	3:08-40:23
40	MELEMI	J Bell & B C Psittis 4:04-48:34	8410	3:08-44:54
41	BACARDI	J Gould 3:22-43:44	8051	3:08-54:22
42	LOWANIA	D Milikan 4:12-40:46	7448	3:09-05:41
43	WAGACIOUS	A Brown 4:03-05:20	8199	3:09-14:34
44	WINAWAY	A Barry 4:15-13:28	7331	3:09-32:13
45	LILLOUP	I Millar 4:23-09:39	6846	3:09-34:35
46	REVENGE	P H Green 4:15-40:28	7312	3:09-39:22
47	ONYA OF GOSFORD	P Rysdyk 4:07-58:32	7873	3:09-51:35
48	HOTSHOT	L L B A & G L Prescott 4:22-22:19	6924	3:09-58:20
49	BATTLESTAR	H James 4:01-25:26	8443	3:10-15:01
50	FRUMBY	P & R Robinson 4:21-26:05	6889	3:10-23:55
51	BALDARNA Hurburn	R H Piggott & A D 4:06-48:00	7931	3:11-07:05
52	NOOLEEN III	K K R G & Warner 4:11-20:37	7763	3:11-19:51
53	RUTHLESS	P Hill 4:13-49:42	7597	3:11-26:11
54	LEGEND	R B Kelly 5:01-32:09	6873	3:11-31:53
55	CATHY LEE	N J Guy 5:00-43:55	6926	3:11-37:06
56	NAND III	R O Chapman 4:01-45:52	8563	3:11-42:56



# 1981

49	CRANI	WGP Read 5-13-49-32	7421	4-03-18-43
50	BLACK MAGIC	R Layton 5-02-53-39	8105	4-03-36-20
51	INFRA RED	P L Mander 5-09-43-21	7691	4-03-46-10
52	GHOST TOO	J R Nankervis 5-16-50-08	5292	4-03-49-17
53	THE ROPE RUNNER	L Green & G 5-04-13-35	8037	4-03-50-26
54	MOONLIGHTER	K S Wood 5-14-03-14	7454	4-03-55-25
55	APOLLO V	A Bon 5-00-39-26	8301	4-04-09-27
56	MYSTIC SEVEN	N D Chidgey 5-14-46-54	7443	4-04-19-04
57	WRINKLES	R C Parkin 5-18-07-21	7272	4-04-26-33
58	YEOMAN XXIII	R A Asher 4-23-57-56	8381	4-04-32-35
59	ENVY	G M Hewitt 5-04-13-51	8101	4-04-38-21
60	CHOWRINGHILL	J Birtles 5-16-10-37	7398	4-04-44-37
61	MARGARET RINTOUL III	S R Edwards 4-16-11-44	8984	4-04-47-47
62	DRAGONFYRE	R C Genders 5-16-58-05	7364	4-04-51-47
63	BINDA	I D Ritchie 5-16-46-43	7376	4-04-53-16
64	SALAMANDER II	K White 5-09-50-42	7773	4-04-55-42
65	SEQUEL	G S Goult 5-17-31-45	7341	4-04-57-36
66	SWEET CAROLINE	M W D Phillips 5-02-59-33	8209	4-04-57-52
67	APHRODITE	G S Girds 5-15-59-20	7442	4-05-03-15
68	PARR-FETCHED	D C Calvert 5-10-49-23	7332	4-05-09-08
69	VANESSA III	B L & K A Jaggars 5-13-06-07	7617	4-05-23-01
70	SAGACIOUS	G J Appleby 5-02-27-22	8282	4-05-25-07
71	PICCOLO	R Schroder 5-10-20-00	7803	4-05-28-56
72	JOSEPHINE	W Gram 5-17-29-21	7398	4-05-42-52
73	JISUMA	W H Rockcliffe 5-18-31-40	7353	4-05-51-34
74	CARRY ON	C Brown 5-13-50-15	7617	4-05-56-38
75	INVINCIBLE	W Bienenfeld 5-10-59-28	7783	4-06-57-01
76	CHALLENGE	L Abrahams 5-01-21-53	8408	4-06-11-00
77	RAGAMUFFIN	S Fischer 5-02-57-52	8310	4-06-11-00
78	TAURUS II	A G Lee 5-02-15-28	8372	4-06-21-15
79	MORNING AFTER	C McMillan 5-12-55-08	7701	4-06-21-39
80	DAMEL	D W Currie 5-11-59-57	7763	4-06-28-15
81	RENEGADE	R E Francis 5-06-39-37	8095	4-06-31-53
82	MELTEMI	CYCODY Syndicate 5-08-53-30	7960	4-06-35-51
83	BIG SCHOTT	A Pearson 5-07-43-45	8066	4-06-38-35
84	GOLDEN PROSPECTS	J W Granger 5-06-45-37	8105	4-06-44-21
85	HOT PROSPECT II	R J Robertson 5-12-52-48	7732	4-06-44-34
86	SEAWIND	W J & B E Clay 5-13-58-29	7680	4-06-53-33
87	PAIRCHILD	R J Kirby 5-13-09-49	8359	4-06-57-06
88	INCH BY WINCH	J Goddard 5-03-00-31	8372	4-06-58-58
89	MARY MUFFIN	G A Blok 5-01-47-23	8485	4-07-20-18
90	RAGER I	M A Clements 5-12-59-18	7773	4-07-22-18
91	SATIN SHEETS	A A Strachan 5-07-10-40	8129	4-07-22-58
92	MARGARET RINTOUL II	R W Jackson 5-10-04-02	8341	4-07-33-14
93	X-RAGAMUFFIN	B Tardew 5-02-11-17	8486	4-07-41-11
94	VIVACIOUS	J A Brown 5-06-41-24	8199	4-07-52-23
95	ADRENALIN	B C Ryan 5-09-31-33	8027	4-07-58-13
96	SEAQUESTA	A G Neate 5-07-01-22	8190	4-08-01-53
97	SUNBURST	R K Young 5-06-49-03	8409	4-08-06-16
98	NATELLE II	D Leitch & J Solomon 5-09-39-59	8066	4-08-11-59
99	CONDOR OF BERMUDA	R A Bell 4-02-41-21	10563	4-08-14-43
100	MINNA	H A Handley 5-13-50-52	7793	4-08-18-27
101	MIRABOOKA	J Bennett & J M Lucas 5-07-16-17	8201	4-08-22-30
102	PATROL	Australian Army 5-18-49-20	7542	4-08-41-58
103	BREAKAWAY	K J McDonald 5-09-01-55	8119	4-08-45-39
104	BATTLESTAR	W Steele 5-04-55-15	8443	4-08-46-01
105	TAURUS	E P Taylor 5-13-06-32	7823	4-08-46-58
106	MATIKAI II	P S Graves 5-12-08-13	7960	4-09-10-51
107	SPLIGHT	M Page 5-06-32-51	8324	4-09-20-17
108	SUNBIRD V	T Yamasaki 5-02-22-11	8771	4-09-34-34
109	PETROSINA	G Capone 5-13-57-39	7918	4-10-04-12
110	HUMDINGER II	W B Northam 5-09-46-24	8218	4-10-38-51
111	ROGUS TOO	R J Brown 5-08-51-53	8289	4-10-48-57
112	ALLEGRO	R Myler 5-18-32-26	7722	4-10-58-51
113	AZTEC	P Wenham 5-12-59-20	8101	4-11-44-03
114	RED HERRING II	R W Bridge 5-10-49-35	8246	4-11-52-45
115	DAMI-DOO	J E Low 5-18-02-06	7833	4-12-07-22
116	AETOS	K R Tierney 5-06-43-01	8546	4-12-17-32
117	CASITILE	G J Rodero 5-01-12-45	8962	4-12-37-50
118	NGARURU	B A Milner & M J Muir 5-08-53-25	8443	4-12-49-19
119	REBECCA	V H O'Neill 6-01-51-53	7429	4-12-54-09
120	PACHA	J de la Vega 5-04-11-02	8772	4-13-01-15
121	JACQUI	T N Melville 5-11-59-45	8254	4-13-04-52
122	EVELYN	J Cassidy 4-17-59-53	9587	4-13-17-23
123	BATTLE	J P Kent 5-13-09-31	8210	4-13-19-23
124	CATHY LEE	N J Guy 6-15-35-15	6860	4-13-28-37
125	ADRIA AUSTRALIS	A Harry 5-17-39-07	8101	4-14-19-09
126	BORSALINO	D J Herlihy & J H Hughes 5-12-00-12	8363	4-14-23-39
127	NAND III	R O Chapman 5-09-42-20	8563	4-15-04-00
128	WHITE ELEPHANT	H W & J L Eliffe 5-11-50-48	8425	4-15-04-50
129	DANCING LADY	M M Grigg 5-11-52-46	8443	4-15-20-44
130	BANCOFT BAY	D H Byrne 5-17-38-27	8119	4-15-45-02
131	HELSA II	F Williams 4-08-49-30	10691	4-15-59-49
132	EXPECTATION	D M Renner 5-09-43-33	8638	4-16-03-25
133	SANTERVEA	T Veale 5-00-52-27	9277	4-16-08-06
134	EAGLE	R Winspear 5-11-24-26	8554	4-16-24-20
135	IMOGENE	T Haskett & J Edwards 5-12-21-58	8678	4-18-52-02
136	CASABLANCA	P Bush 5-02-57-26	9350	4-18-57-54
137	HELM	J H Pursi Helmo 5-17-00-05	8410	4-19-13-05
138	ENERGY OF RORC	K R Byers 5-12-06-20	9153	4-20-00-53
139	LONGPOSE	P Stranksy 5-10-47-53	9308	4-21-44-48
140	SCALLYWAG	R E Johnston 5-14-45-14	9239	4-23-03-30
141	DESTINY	T A Taylor 6-06-58-25	8269	4-25-08-31
142	ANACONDA II	J Grubis 5-07-10-15	10331	4-25-12-48
143	PARMELIA*	A Chandler 5-12-20-19	8401	4-15-10-39

\*PARMELIA 20% Penalty

DISQUALIFIED: JIMMY BLACKSMITH

FASTEST TIME: VENGEANCE 3-22-30-00

MAJORITY DIVISION: VENGEANCE

DIVISION A: APOLLO V

DIVISION B: SZECHWAN

DIVISION C: SMUGGLER

DIVISION D: ZEUS II

RETIREMENT: 2001 APOLLO, APOLLO III, FARR OUT, HASTA LUEGA, IDLE VICE, MERCEDES V, ONYA, POLICE CAR, SCREW LOOSE, SOUTHERN RAIDER, ULTRAVIOLET, VANGUARD, WY-AR-GINE III, ZIG ZAG

1981 WEATHER: Strong southerly winds at the start provided a spectacular and fast spinaker run to Heads. The southerly increased on the first night to about 35 knots with a rough sea, which caused the majority of the retirements. The breeze moderated to ten knots over the second day and night, still from the south. Down the third day provided the first of many calm that plagued the fleet from Bass Strait to the finish. Most crossed Bass Strait in a 25 knot westerly that

## Race Statistics

lasted only 8 hours during the night of the 28th. The leaders fought calm and light south-easters down the east coast of Tasmania and across Storm Bay to the finish, making it one of the slowest Hobart records. The medium raters looked all set to dominate the over all results but a freshening northerly down the east Tasmanian coast and in Storm Bay saw the minimum raters fly home and into the top handicap placings.

## 1982

PI	YACHT	Elapsed Time	TCF	Corrected Time
1	SCALLYWAG	R E Johnston 3-13-56-44	7833	2-19-19-17
2	AUDACITY	N W Marr 3-18-13-14	7465	2-19-20-55
3	POLICE CAR	Sir James Hardy 3-11-14-52	8147	2-19-49-19
4	SZECHWAN	J S Whitty 3-13-33-31	7978	2-20-15-31
5	ADRENALIN	B C Ryan 3-13-44-14	8018	2-20-44-39
6	THE ROPE RUNNER	L Green 3-15-51-14	8027	2-20-54-54
7	ONCE MORE DEAR FRIENDS	P P Kurts 3-13-49-06	8047	2-21-54-54
8	BONDI TRAM	D J O'Neil & Partners 3-12-01-12	8227	2-21-07-24
9	BLACK MAGIC	R J Layton 3-13-29-05	8056	2-21-12-00
10	SWEET CAROLINE	M W D Phillips 3-13-30-39	8408	2-21-20-49
11	CHALLENGE	L Abrahams 3-11-31-40	8307	2-21-23-11
12	SATIN SHEETS	A A Strachan 3-13-27-50	8129	2-21-28-25
13	MARGARET RINTOUL III	S R Edwards 3-05-50-23	8931	2-21-31-07
14	PICCOLO	J Pickles 3-18-00-06	7763	2-21-52-37
15	MARLOO	N S Girdis 3-13-40-43	8183	2-21-58-28
16	HITCHHIKER	P Briggs 3-13-45-41	8171	2-22-04-32
17	SEAQUESTA	A G Neate 3-13-39-28	8181	2-22-04-36
18	PIRRA	C P Robinson 3-23-16-16	7376	2-22-16-19
19	CHAOS	S Lockley 3-19-10-24	7711	2-22-18-13
20	POLARIS	L H Savage 3-16-55-03	7921	2-22-25-54
21	SHENANDOAH	J R Charody 4-06-45-09	5873	2-22-37-18
22	MELTEMI	B C Psaltis & CYCODY 3-16-43-56	7960	2-22-37-51
23	FARR OUT	C A Troup 3-19-19-14	7752	2-22-47-30
24	IMPECCABLE	J O Walker 3-23-16-33	7431	2-22-47-58
25	AQUILA	B W Edmunds 4-03-12-45	7140	2-22-50-16
26	SAGA	A J Reid 4-01-36-57	7260	2-22-52-09
27	BILLABONG	P N Joubert 4-01-15-56	7295	2-22-58-03
28	GOLDEN PROSPECTS	R C Peat 3-15-16-40	8105	2-22-58-30
29	NADIA	R E J Clarke 3-21-12-50	7617	2-23-00-04
30	RAGER I	M A Clements 3-19-20-54	7773	2-23-01-28
31	TASHEGO	C Franklin 3-15-28-01	7003	2-23-03-26
32	MELLE II	D Leitch & J Solomon 3-16-30-34	8036	2-23-07-34
33	SALTPEA	P Hinton 4-08-49-63	6933	2-23-10-30
34	JISUMA	W H Rockcliffe 4-01-04-41	7341	2-23-15-54
35	THUNDERBOLT	L P Harding 4-02-30-55	7028	2-23-20-42
36	TAURUS II	A G Lee 3-13-48-44	8319	2-23-23-14
37	DEMONSTRATOR	A S Aston 4-01-15-14	7353	2-23-23-18
38	PIPPIN	W E Sweetapple 4-06-45-05	6952	2-23-25-58
39	APOLLO II	A J Becher 3-13-25-29	8367	2-23-28-30
40	MARGARET RINTOUL II	R W Jackson 3-13-49-37	8341	2-23-35-18
41	MYRNA	J H Bleckley 3-13-54-07	8341	2-23-38-03
42	DANCING LADY	M M Grigg 3-13-54-28	8341	2-23-39-20
43	FRIETEL	R Lawler & K Taylor 4-01-38-13	7341	2-23-40-31
44	MARY BLAIR	G S Strachan 3-19-18-16	7853	2-23-42-05
45	WY-AR-GINE IV	R I Oatley 3-13-32-22	8384	2-23-42-59
46	SCORPIO II	J T Fuglsang 4-01-36-43	7201	2-23-48-57
47	SUNBURST	B G Weston 3-16-37-02	8110	2-23-52-07
48	MARK TWAIN	P Rowsthorn 4-03-30-51	7051	2-23-59-09
49	MYSTIC SEVEN	N D Chidgey 4-01-19-56	7410	3-00-07-23
50	SISKA	R Tasker 3-02-28-00	9689	3-00-09-03
51	PIPPIN	H Holland 4-04-59-16	7341	3-00-21-28
52	PACHA	J de la Vega 3-10-26-40	8772	3-00-22-41
53	MYNJA JO	R C Axe 3-20-25-14	7843	3-00-29-08
54	MARY MUFFIN	I Ross 3-13-31-52	8485	3-00-34-23
55	FAIRINKUM TWO	S Coliakides & R 4-03-59-19	7260	3-00-35-30
56	APHRODITE	G S Girds 4-00-22-02	7542	3-00-40-49
57	VANESSA III	B K & K A Jaggars 3-23-26-40	7617	3-00-42-00
58	MATIKAI III	P Graves 3-19-26-96	7260	3-00-42-00
59	SANGAREE	R K Birtles 3-13-23-43	8237	3-00-54-07
60	REVENGE	J Sproule 4-04-01-35	7595	3-00-58-09
61	CHANCE	L O Connor 4-04-43-29	7248	3-01-00-19
62	MUCH ADO	J A Rickard 3-23-16-13	7667	3-01-02-37
63	INCH BY WINCH	J Goddard 3-15-40-57	8355	3-01-15-31
64	MORNING TIDE	J Davern 4-07-00-30	7116	3-01-18-03
65	DI HARD	B Tardew 3-16-43-23	8264	3-01-19-15
66	EAGLE	R A Winspear 3-13-31-28	8596	3-01-31-01
67	THE STRING	P H Green 4-00-06-00	7659	3-01-36-41
68	WITCHDOCTOR	P Woodruff & C 3-19-10-31	8110	3-01-56-35
69	SUNSEEKER	P C & V C Thomas 3-23-35-46	7783	3-02-24-59
70	ENCORE	W V Anderson 3-19-17-10	8152	3-02-24-59
71	PARMELIA	S O Stevenson 3-16-35-45	8401	3-02-25-46
72	CENTREFOLD	P B Follong 3-12-03-13	8427	3-02-33-15
73	SALTSHAKER 2	J V Livingston 3-16-30-42	8427	3-02-35-20
74	PHYLIS	H R Hodgkinson 4-03-01-27	7553	3-02-47-35
75	CENTURION	Centurion Syndicate 4-01-30-70	7680	3-02-52-53
76	SUNRISE	R G Clennett 3-23-07-29	7872	3-02-52-56
77	MOLLYMOOK MAID	R Kelly 4-07-18-22	7260	3-03-00-01
78	ISLE OF LUING	R M Gill 3-13-35-17	8794	3-03-15-58
79	PATINEUR	R P Flannigan 4-14-48-56	6793	3-03-16-37
80	RUNAWAY	J Cannon 4-00-13-51	7823	3-03-16-53
81	ROGIS TOO	R J Brown 3-19-12-13	8289	3-03-35-55
82	NOELEEN III	K A W King 4-01-25-38	7743	3-03-37-55
83	THE NEWCASTLE FLYER	P Rundle 3-12-03-05	9044	3-04-06-06
84	SAGASIOUS (TAS)	P A Newman 3-21-14-23	8162	3-04-06-06
85	BORSALINO D J Heriety & J H	Hughes 3-19-27-51	8363	3-04-29-29
86	HERCULES	C Peay 4-04-23-51	7622	3-04-35-09
87	ARIADNE OF MELBOURNE	L Bram 4-01-15-05	7682	3-04-39-39
88	VENGEANCE	L Lewis 4-01-16-56	9075	3-04-55-19
89	ALULU	C Montgomery 3-23-05-06	8066	3-04-53-02
90	REDFOX	C Ward & V H O'Neill 4-02-44	7456	3-05-09-29
91	STYX	J Abraham 3-13-42-22	8999	3-05-10-10
92	HELSA II	A Fisher 3-01-04-08	10563	3-05-10-55
93	APOLLO	J Rooklyn 3-00-49-24	10628	3-05-34-24
94	CASABLANCA	P H Bush 3-11-09-48	9350	3-05-45-25
95	CONDOR OF BERMDA	R A Bell 3-00-59-17	10701	3-06-06-16
96	MOONRAKER AGAIN	T N K Welfare 3-23-06-19	8254	3-06-30-00
97	PIET HEN	T M Goutlay 4-14-25-47	7128	3-06-42-52
98	RAMPANT II	A Tucker & D Vanrensen 3-01-47-24	9166	3-06-51-01
99	LONGNOSE	P Bransky 3-09-17-46	9075	3-06-55-19
100	SPANKER	B Griffiths 4-09-35-35	7499	3-07-11-10
101	AZTEC	J P Kent 4-02-19-05	8101	3-07-38-38



1983

75	JUST JAMES	J.P.T.J.B King 3:19-58:59	8444	3:05-40:14
76	PREDATOR	D.J. Milikan 4:04-52:29	7700	3:05-40:25
77	JISUMA	W. Rockliff 4:10-20:14	7307	3:05-42:02
77	MULLU	C.R.L. Montgomery 4:00-41:31	8044	3:05-46:44
78	PARMELIA S. Rowland & S.O. Stevenson 3:20-34:15	8410	3:05-51:07	
79	ROLLER COASTER	J.T. Fuglsang 4:05-40:51	7658	3:05-52:02
80	ANDROMEDA	G. Muller 4:06-06:33	7636	3:05-58:14
81	CHAOS	D. Norman 4:05-27:02	7711	3:06-13:43
82	CROWLEATER	G.L. & S.A. Finlay 4:07-57:48	7531	3:06-17:41
83	NOELEEN III	K.A.W. King 4:06-07:08	7670	3:06-19:31
84	IDLE VICE	R.W. Tresidder & S.R. Williams 05-36:37	7711	3:06-21:06
85	MULLOKA	P.R. Jacka 4:14-21:13	7103	3:06-23:03
86	BREADFRUIT	R. Sili 4:11-59:51	7260	3:06-24:22
87	FIONA	D.J. & R.W. Coulter 3:23-20:45	8228	3:06-27:02
88	NYNJA-GO	R.C. Aye 4:04-10:55	7833	3:06-28:21
89	SISKA	R.L. Tackler 3:09-25:45	9537	3:06-28:24
90	ULTRAVIOLET	J.H. Viollet 4:03-00:35	7931	3:06-31:29
91	BLUE MOVIES	D. Long 4:12-04:35	7272	3:06-35:35
92	MORNING AFTER	C. McMillan 4:06-23:29	7691	3:06-44:57
93	MADAME DEFARGE	M. Leschkau & T. 3:10-39:09	9529	3:06-45:34
94	REVERIE II	G.F. Scott 4:12-18:26	7272	3:06-45:40
95	TAURUS	E.P. Taylor 4:05-04:28	7793	3:06-46:02
96	APOLLO	J. Rooklyn 3:01-52:10	10667	3:06-47:48
97	TIME MACHINE 2	R.D. Elliott 4:04-43:56	7823	3:06-48:10
98	RUFFIAN	P.M. Pender 4:15-14:15	7549	3:06-49:25
99	RAGER I	M.A. Clements 4:05-38:44	7736	3:06-54:27
100	MYFANNY	P.D. & S.M. Cerully 4:10-30:27	7410	3:06-55:19
101	PATRICE III	P. King 3:22-37:26	8341	3:06-55:33
102	CHRISTA-FARR	J.D. & C.A. Pomret 4:04-46:17	7833	3:06-56:03
103	MARIA	M. Preston & D. Kelly 4:10-24:28	7432	3:07-04:56
104	JADE	L. Woodell 4:02-12:21	8057	3:07-07:28
105	SHANTI	A. Condon 4:04-00:51	7912	3:07-07:52
106	HUON CHIEF	B. Morton 4:08-11:22	7607	3:07-15:25
107	HOTSHOT	L.L. B.A. & G.L. Prescott 4:19-19:49	6887	3:07-25:41
108	VANQUISH	D. Van 4:17-36:04	7003	3:07-33:17
109	CENTURION	Centurion Syndicate 4:08-04:17	7549	3:07-36:15
110	THE MANLY FERRY	M.C. Blackmore 4:01-59:34	8129	3:07-39:30
111	SUNBURST	B.G. Weston 4:02-23:37	8107	3:07-42:31
112	ONYX OF GOSFORD	CO HMAS Creswell 08-42:59	76281	3:07-52:40
113	HALCYON	D. Saul 4:17-32:56	7041	3:07-56:59
114	SPIDER	R.H. Purcell 4:13-05:56	7330	3:07-58:10
115	MOLLYMOOK MAID	R. Kelly 4:15-00:59	7213	3:08-04:34
116	INQUITY	S.G. Morgan 3:20-08:28	8725	3:08-23:35
117	MYSTIC SEVEN	N.D. Chidgey 4:12-58:14	7387	3:08-29:48
118	ENIGMA	H.G. Davis 3:23-46:39	8435	3:08-47:45
119	MANDRAKE	P. Smith 3:19-58:51	8784	3:08-47:45
120	ST JUDE	H. House 4:16-14:15	7201	3:08-49:20
121	SOUTHERN SPIRIT	D.J. Smith 4:10-03:37	7353	3:08-55:38
122	VENGEANCE	B. Lewis 3:25-22:09	10461	3:08-56:09
123	SHOUGN	J.E. Low 4:03-51:19	8110	3:08-58:78
124	MYUNA	J.H. Bleakley 4:02-26:59	8228	3:09-00:16
125	CAPRICE II	J.H.P. Boutaut & J.A. Powell 4:22-00:19	6887	3:09-16:40
126	RIMFIRE	E.W. Wall-Smith 4:02-13:27	8298	3:09-30:23
127	PUNCH	B. Lewis 4:17-37:11	7177	3:09-32:42
128	REBECCA II	V.H. O'Neill & C. Ward 4:13-46:20	7432	3:09-34:58
129	SATPETA	P. Hinton 4:23-58:11	6807	3:09-39:48
130	CONQUISTADOR OF ANDES	D. J. 4:09-10:20	7793	3:09-57:39
131	ENCORE	W.V. Anderson 4:05-43:01	8073	3:10-06:58
132	THIRLMERE	S.C.W. Green 4:09-16:50	7823	3:10-21:42
133	JIPCHO	G.B. Gowa 4:01-51:19	7307	3:10-27:47
134	WALMAB II	E.J.C. & R.E.C. Smith 3:19-42:40	7307	3:10-36:05
135	LUMABES UP (THE FLYER)	A. Rowland 3:19-02:43	9037	3:10-43:46
136	RUTHLESS	B.R. Bramwell 4:05-07:25	9185	3:10-44:58
137	CASCADE	G.A. Walchorn 3:18-38:28	8140	3:10-53:52
138	SEQUEL	G.A.D. Chatters 4:17-47:23	7307	3:11-08:46
139	ODIN	I.S. Pollard 4:12-13:07	7691	3:11-13:51
140	CHLOE	D. Rourke 5:00-51:47	6900	3:11-23:42
141	TANIA	R.S. Robinson 4:12-11:27	7753	3:11-52:44
142	GIB AN INCH	W.D. Ferns 3:07-38:04	10663	3:12-07:04
143	SGIAN DUBH	R.W. Lewis 5:00-51:23	7053	3:12-38:09
144	ALONA	P.P. Allen 4:13-32:58	7763	3:12-02:36
145	BOOM BOOM	J. Watkins 4:05-29:18	8384	3:13-05:16
146	ZIG ZAG	P.P. Kelly 4:05-43:35	8793	3:13-17:50
147	PINTADO	I. Backwell 5:00-58:30	7054	3:13-20:09
148	OBSESSION	K.G. Donaldson 4:06-53:16	8037	3:13-28:08
149	ANACONDA	G. Friend R. Smith & M. 4:06-40:10	8376	3:13-29:36
150	SALTSHAKER 2	J.B. Livingston 4:06-08:39	8427	3:14-04:31
151	TUCANA	L.C. Dean 5:04-55:23	6939	3:14-14:01
152	JAGER	B.C. Bayard 4:22-01:57	7353	3:14-47:21
153	ANACONDA II	J. Grubis 3:14-43:35	1031	3:16-23:33
154	TASMAN LASS	W.H. Wards 0:00-17:42	7700	3:17-32:05
155	TERUMA	D. Ritchie 4:10-17:17	8477	3:18-06:01
156	TERUMA	T.C. & R. Bowser 5:00-22:22	7575	3:19-10:53
157	BUCCANEER	J.H. Mace 3:19-45:16	10306	3:22-33:44
158	DESTINY	T.A. Taylor 5:00-49:00	8263	3:43-09:51

131 INCORE W & V Anderson 4:05-43:01 8073 3:10-06:58

132 THIRLMERE S.C.W. Green 4:09-16:50 7823 3:10-21:40

133 JIPCHO C.B. Gow 4:01-40:13 8443 3:10-27:47

134 WATHARA II E.J.C. & R.E.C. Stopp 4:17-02:44 7307 3:10-36:09

135 THUMBS UP (THE FLYER) A. Rowland 4:19-32:43 9037 3:10-43:46

136 RUTHLESS B.R. Bramwell 4:05-07:25 8183 3:10-44:58

137 CASCADE G.A. Watchorn 3:18-38:28 9145 3:10-53:29

138 SEQUEL G.D. Coutts 4:17-47:23 7307 3:11-08:46

139 ODIN I.S. Pullar 4:12-13:07 7691 3:11-13:51

140 CHLOE D. Rourke 5:00-51:47 6900 3:11-23:49

141 TANIA R.S. Robinson 4:12-11:27 7753 3:11-52:49

142 GIB AN INCH W.D. Ferris 3:07-38:04 10563 3:12-07:04

143 SGIAN DUBH R.W. Leans 5:01-51:23 7003 3:12-38:09

144 ALONA P.J. Allen 4:13-32:58 7763 3:13-02:36

145 BOOM BOOM J. Watkins 4:05-29:18 8384 3:13-05:16

146 ZING ZAG P.P. Kelly 4:05-37:45 8393 3:13-17:50

147 PINTADO I. Blackwell 4:00-58:30 7054 3:13-20:09

148 OBSESSION K.G. Donaldson 4:06-53:16 8307 3:13-28:08

149 ANACONDA G. Friend R. Smith & M. 4:06-10:10 8376 3:13-29:36

150 SALTSHAKER 2 J.B. Livingston 4:06-08:38 8427 3:14-04:37

151 TUCANA L.C. Dean 5:04-55:23 8339 3:14-41:03

152 JAGER B.C. Hayden 4:22-01:57 7353 3:14-47:21

153 ANACONDA II J. Grubis 3:13-43:35 10311 3:16-23:49

154 TASMAN LASS W.H. Ward 5:09-45:37 6900 3:17-32:05

155 RENEGADE II I.D. Ritchie 4:10-17:17 8477 3:18-06:01

156 TERUMA T.C. & R. Bowler 5:02-22:22 7575 3:19-10:57

157 BUCCANEER J.H. Mace 3:19-45:16 10306 3:22-33:44

158 DESTINY T.A. Taylor 5:00-49:00 8263 4:03-49:51

**DISQUALIFIED: NIRVANA, PANDA**

**FASTEST TIME: CONCOR 3:00-50:29**

**MAXI DIVISION: FREIGHT TRAIN**

**DIVISION A: CHALLENGE**

**DIVISION B: ONCE MORE DEAR FRIENDS**

**DIVISION C: MOONLIGHTER**

**DIVISION D: LOT 5 WIFE**

**RETIRED: AUDAITY BILLABONG CASABLANCA FANNY ADAMS GHOST**

**JAMMY BLACKSMITH LADY ANN MARGARET RINTOUL II MERCEDES IV**

**PETROSINA II PUSS N BOOTS SOLOQUEST TOO IMPETUOUS**

**1983 WEATHER:** A moderate easterly provided good close-reaching conditions to the heads and out to the new sea mark. Thereafter the breeze swung to southeast and freshened, reaching 30 knots at times during the first 36 hours taking its toll in retirements. With moderate seas the bulk of the fleet enjoyed hard working down to Green Cape. The breeze then freed to give fast reaching conditions across Bass Strait and becoming northerly to provide a fast run down the Tasmanian coast. At Cape Raoul the wind went light from the south, and dropped right out close inshore, which saw a number of yachts becalmed between Tasman Island and the Cape. Light conditions prevailed for the reach across the Bay and made for slow and tedious work for most yachts down the River to the finish.

**WAR GAMES (91st) 10% Penalty**

**DI HARD (103rd) 40% Penalty**

**PRIME SUSPECT (150th) 70% Penalty**

**INVADER (155th) 10% Penalty**

**RAMPANT II (179th) 30% Penalty**

**FASTEST TIME: APOLLO 3:04-32:28**

**IOR DIVISIONS**

**IOR MAXI DIVISION: APOLLO**

**IOR DIVISION B: SAGACIOUS**

**IOR DIVISION A: THUNDERBIRD**

**IOR DIVISION C: HUMMINGBIRD**

**101 THYLACINE**

## Race Statistics

1984

PI YACHT	Elapsed Time	TCF	Corrected Time
1 INDIAN PACIFIC J. Eyles & G. Heuchemer 4:04-03:49	7970	3:07-45:03	
2 LAWLESS R. Green 4:18-39:38	7028	3:08-35:00	
3 PERIE BANOU J. Sanders 4:19-39:09	7165	3:10-51:54	
4 PRIME SUSPECT J. Milne 4:11-33:31	7960	3:13-37:00	
5 MIRABOOKA J. Bennetto & J. Lucas 4:09-10:09	8192	3:14-09:16	
6 MERCEDES IV Canverra OSC 4:10-23:34	8101	3:14-11:20	
7 NEWCASTLE FLYER P. Rundle 4:11-33:17	8026	3:14-19:24	
8 CITY LIMITS H. Knoop 4:19-06:40	7542	3:14-50:31	
9 SHOUGN J. Low 4:11-34:17	8110	3:15-14:25	
10 REVELATION B. Moore 4:13-46:16	7950	3:15-16:05	
11 NEW ZEALAND NZVIRT 3:11-31:21	10456	3:15-16:05	
12 JISUMA W. Rockliff 5:00-02:24	7307	3:15-42:48	
13 HUON SPIRIT H. Calvert 4:14-34:17	7970	3:16-07:31	
14 SCALLYWAG II R. Johnston 4:15-13:04	7960	3:16-31:46	
15 POLICE CAR M. Purcell 4:13-39:15	8156	3:17-26:02	
16 NATELLE II A. Cole-Cook 4:15-30:08	8026	3:17-29:30	
17 PATRICE III J. Bleakley 4:14-36:51	8219	3:18-54:50	
18 MYUNA P. Joubert 5:06-44:26	7318	3:20-44:55	
19 APOLLO II A. Fox 4:09-22:41	8809	3:20-49:39	
20 BEWINCHED W. Ferris & S. Gaze 4:02-31:36	9579	3:22-22:43	
21 PREDATOR D. Milikan 5:04-09:45	7638	3:22-50:07	
22 MARIANA A. Ratcliff 5:12-52:10	7140	3:22-52:08	
23 SODISAL F. Leonard 5:05-54:37	7892	4:03-22:06	
24 VENGEANCE B. Lewis 5:23-58:53	10476	4:04-33:06	
25 ROLLER COASTER J. Fugling 4:12-55:53	7575	4:04-37:57	
26 PADAM K. Quinert 5:02-51:22	7165	4:09-13:21	
27 PACHA Capt. P. Ross 5:03-19:13	8771	4:12-09:51	
28 PARMELIA B. Woods 5:09-42:19	8391	4:12-51:42	
29 MYSTIC SEVEN N.D. Chidgey 5:04-13:33	7376	4:13-19:53	
30 MOONLIGHTER K. Wood 6:06-34:53	7330	4:14-22:34	
31 JUSTINE II B. van Driel 6:01-26:06	8017	4:14-28:39	
32 ANACONDA II J. Battell 5:00-43:44	10291	4:14-35:12	
33 AFTER U D. Black 6:11-30:55	7284	4:17-16:38	
34 LOT 5 WIFE I. Smith 7:01-05:15	6738	4:17-55:52	
35 CHINESE FIRE DRILL J. Hughes & D. 6:14-03:20	7542	4:23-12:20	
36 LEVEN B. Cunneen 7:02-21:34	7140	5:01-38:12	
37 MORNING SWAN B. Arthur 7:04-57:15	7128	5:03-16:54	
38 SCALLYWAG G. Meyer 6:21-51:47	7833	5:09-55:14	
39 HUON CHIEF B. Morton 7:04-16:57	7596	5:10-51:57	
40 TRIAD P. Coombs & J. Vickery 6:07-42:33	8689	5:14-33:03	
41 RAMAQUA J. Battell 5:00-43:44	7931	5:03-14:28	
42 THE ROPE RUNNER P. Robinson 6:11-23:30	7931	5:03-14:28	
43 AFTER U D. Langford 6:18-38:35	7607	5:03-43:21	
44 MARGARET RINTOUL II R. Jackson 6:17-38:30	8324	5:14-33:03	
45 CHAOS C. Lockley 6:19-03:05	7701	5:06-33:57	

THE ROPE RUNNER penalised 10%

GALAXY II penalised 10%

MARGARET RINTOUL II penalised 20%

CHAOS penalised 40%

**FASTEST TIME: NEW ZEALAND 3:11-31:21**

**MAXI DIVISION: NEW ZEALAND**

**DIVISION A: PATRICE III**

**DIVISION B: INDIAN PACIFIC**

**DIVISION C: CITY LIMITS**

**DIVISION D: LAWLESS**

**RETIRED: ADRIA AMARCO, ANDROMEDA, APHRODITE, APOLLO, APOLLO II**

**AQUILA, AUDAITY, CAPRICE OF HUON, CENTREFOOT, CHALLENGE II, CHALLENGE III, CHRISTA FARR, COBWEB, CONDOR, CRUSADER OF BRIGHTON**

**CYBER, DANCING MOUSE, DERWENT, DES, DESTINY, DI HARD, DIAMOND**

**TUBER, DR DAN, DRAKE'S PRAYER, DRY WHITE, DYNAMITE, ENCORE, ENDLESS ADVICE, ENIGMA, EUREKA, EVELYN, FANNY ADAMS, FARR, FETTERED**

**FARR OUT, FIRETEL, FLY BY NIGHT, FREIGHT TRAIN, GROUNDFOUR, HALCYON, HULLABALOO, IMPATIENCE, IMPECCABLE, INCA, INCH BY WINCH, INTRIGUE, ISLE OF LOUING, JORJA, KIA TERI, LADY ANN, LADY PENNY, LARRIKIN, MANDALA, MANDRAKE, MARGARET RINTOUL IV, MARLOO, MARY MUIR, FIN, MORNING TIDE, MUCH ADO, NADIA, NYNJA-GO, ONCE MORE DEAR FRIENDS, OSPREY III, OUT OF SIGHT OUT OF MIND, OUTRAGEOUS, OVERDRIFT, PATROL, PHYLIS, PICCOLO, PIET HEIN, PIPPIN, PUBLIC NUISANCE, PUNCH, PUNCH, QUTZAL, RAGAMUFFIN, REBECCA II, RED FACES, RESTLESS IV, RUFF N TUMBLE, RUNAWAY, SAGAR RANI, SANGAREE, SEAQUEST, SHENANDOAH III, SOLANDRA, SOUTHERN CROSS, SPIDER SPIRIT OF QUEENSLAND, SUNBURST, SUNSEEKER, THE GAMBLER, THE OFFICE, THE SWAGMAN, THIRLMERE, TOO FARR OUT, TOO IMPETUOUS, TOPOZ, TRADITION, UPTOWN GIRL, VANESSA II, WATER FRONTIER, WITCHCRAFT, WITCHDOCTOR, WY-AR-GINE IV, YAHOO II, ZAP**

**1984 WEATHER:** A low pressure system near Melbourne on Christmas Day brought windy weather to Bass Strait and Tasmania. This system slowed down off Bass Strait about mid-day on Boxing Day, creating two different swell patterns that combined off the NSW coast to make very treacherous seas. The Race featured a spectacular spinaker start before a 25 knot southerly that slowly strengthened throughout the first afternoon. During the first night the fleet touched 40 knots from the south and retirements came thick and fast. A strong 35 knot southerly remained during the second day with punishing seas, and there were more retirements. Late on December 27 the leaders were only as far as the south coast of NSW. As the fleet approached Bass Strait the wind moved SSE, but still with uncomfortable seas and winds at 30 knots making life aboard wet and uncomfortable. On the third day the breeze moved from SSE to E, and after some 50 hours of windward work the fleet was able to spring seas for a hard reach across the Strait. The breeze moderating to 20-25 knots. As the leaders approached Tasman Island the breeze had freshened from the NE, to give the smaller yachts a hard run down the Tasmanian coast. The first half of the fleet had a quick trip across Storm Bay, but some of the little boats which appeared poised to win handicap honours were once again frustrated by the calms of Storm Bay and the Derwent River.

**DRAKE'S PRAYER (37th) 20% Penalty**

**WAR GAMES (91st) 10% Penalty**

**DI HARD (103rd) 40% Penalty**

**PRIME SUSPECT (150th) 70% Penalty**

**INVADER (155th) 10% Penalty**

**RAMPANT II (179th) 30% Penalty**

**FASTEST TIME: APOLLO 3:04-32:28**

**IOR DIVISIONS**

**IOR MAXI DIVISION: APOLLO**

**IOR DIVISION B: SAGACIOUS**

**IOR DIVISION A: THUNDERBIRD**

**IOR DIVISION C: HUMMINGBIRD**

**101 THYLACINE**

IOR DIVISION D: NIKE



## 1985

## Race Statistics

102 DERWENT LASS	D. Colbourn 5-10-15-47	6913	3-18-03-03
103 DI HARD	J. Woodward 4-02-48-20	8055	3-18-09-42
103 FIRETEL	R. Lawler/K. Taylor 5-04-35-04	7237	3-18-09-42
104 AQUILA	B. Edmunds 5-07-11-58	7091	3-18-11-50
105 PATRICE III	P. King 4-12-40-52	8316	3-18-22-45
106 RESTLESS IV	D. Holloway 4-19-24-40	7863	3-18-44-52
107 YAHOO II	J. Elgar 4-14-46-50	8272	3-19-38-16
108 NIGHT RAIDER	N. Bunting 4-01-02-11	9488	3-02-08-55
109 BREADFRUIT	I. Sloan 5-08-05-47	7225	3-20-32-59
110 BLACK SHEEP	K. Coppel 4-09-47-24	8756	3-20-37-47
111 MYSTIC SEVEN	N.D. Chidgey 5-05-57-41	7364	3-20-45-29
111 RAGAMUFFIN	S. Fischer 3-08-39-22	10563	3-20-45-29
112 INSATIABLE	G. Wilson/H. Kuhn 4-19-34-47	8073	3-21-18-27
113 BANG BANG	D. Baxter/I. Lemon 4-21-12-18	8008	3-21-51-28
114 SALPETA	P. Hinton 5-19-54-01	6793	3-23-02-03
115 WILLY	D. Clark 4-18-46-21	8359	3-23-56-18
116 SAGITTA	K. Hughes 5-14-13-37	7177	4-00-20-05
117 NEVER SATISFIED	N. & B. Holt 5-03-37-53	7793	4-00-20-45
118 REVERIE II	G. Scott 5-13-30-23	7248	4-00-45-56
119 PACIFIC FLYER	R.B. Heathery 4-21-25-27	8245	4-00-48-58
120 QUETZAL	R. Robson 5-19-58-30	6926	4-00-56-48
121 PENDULUM	W. Dargan 5-18-50-14	6990	4-01-02-50
122 LEVEN	B. Curneen 5-18-02-45	7054	4-01-22-39
123 TURBO	L. Clough 4-12-25-29	8994	4-01-31-02
124 MANDALA	K. Gladman 5-14-20-07	7284	4-01-50-59
125 ROLLER COASTER	J. Fuglsang 5-11-08-37	7542	4-02-54-31
126 PUNCH	B. & R. Lewis 5-18-19-20	7152	4-02-55-41
127 MARK TWAIN	V. O'Neill/C. Ward/B. White 5-10-48-31	7575	4-03-05-15
128 NUZULU	W. Dodds 5-21-14-38	7016	4-03-05-48
129 GOLDFINGER	R. Triplow 5-08-14-09	7833	4-04-26-50
131 TRIAD	Coombs/Vickery 4-20-33-40	7833	4-06-19-44
132 LADY PENRHYN OF NIRIMBA	Royal 5-05-29-29	8165	4-06-27-49
Australian Navy			
133 ANACONDA II	Josko Grubic 4-03-46-16	10291	4-06-40-28
134 CRUSADER	J. Nadorp 5-05-42-20	8183	4-06-51-53
135 CASABLANCA	G. McDonald 4-16-14-48	9237	4-07-40-56
138 MIRABOOKA	G. Jensen-Muir 6-10-39-08	6724	4-07-59-17
139 NIMROD II	J. Watson 5-10-15-42	8237	4-11-17-48
140 AMAROO III	L. Hamilton/L. Noonan 6-00-15-04	7499	4-12-10-26
141 BALANDRA	G. Henricke 5-18-17-46	7912	4-13-25-12
142 CYBELE	A. Ridley 6-14-13-04	7066	4-15-47-48
143 ODIN	M. Small 6-02-53-57	7649	4-16-21-47
144 SAGITTARIUS	D. Rowe 6-07-10-12	7510	4-17-31-43



145 TITANIC	A. Boyd Munro 6-12-16-28	7585	4-22-32-03
146 DESTINY	T. Taylor 6-10-21-08	8245	5-07-15-48
150 PRIME SUSPECT	R. Abukhar 4-03-32-51	7941	5-07-15-49
155 INVADER	P. Meguyer 6-09-49-17	6752	5-07-15-50
179 RAMPANT II	A. Tucker 4-00-18-59	10629	5-07-15-51

FASTEST TIME: APOLLO 3-04-32-28

## IOR DIVISIONS

IOR MAXI DIVISION: APOLLO

IOR DIVISION A: THUNDERBIRD

IOR DIVISION B: SAGACIOUS

IOR DIVISION C: HUMMINGBIRD

IOR DIVISION D: NIKE

## ILLINGWORTH DIVISIONS

MAXI DIVISION: WINDWARD PASSAGE

DIVISION A: APOLLO II

DIVISION B: ONCE MORE DEAR FRIENDS

DIVISION C: DIAMOND CUTTER

DIVISION D: NIKE

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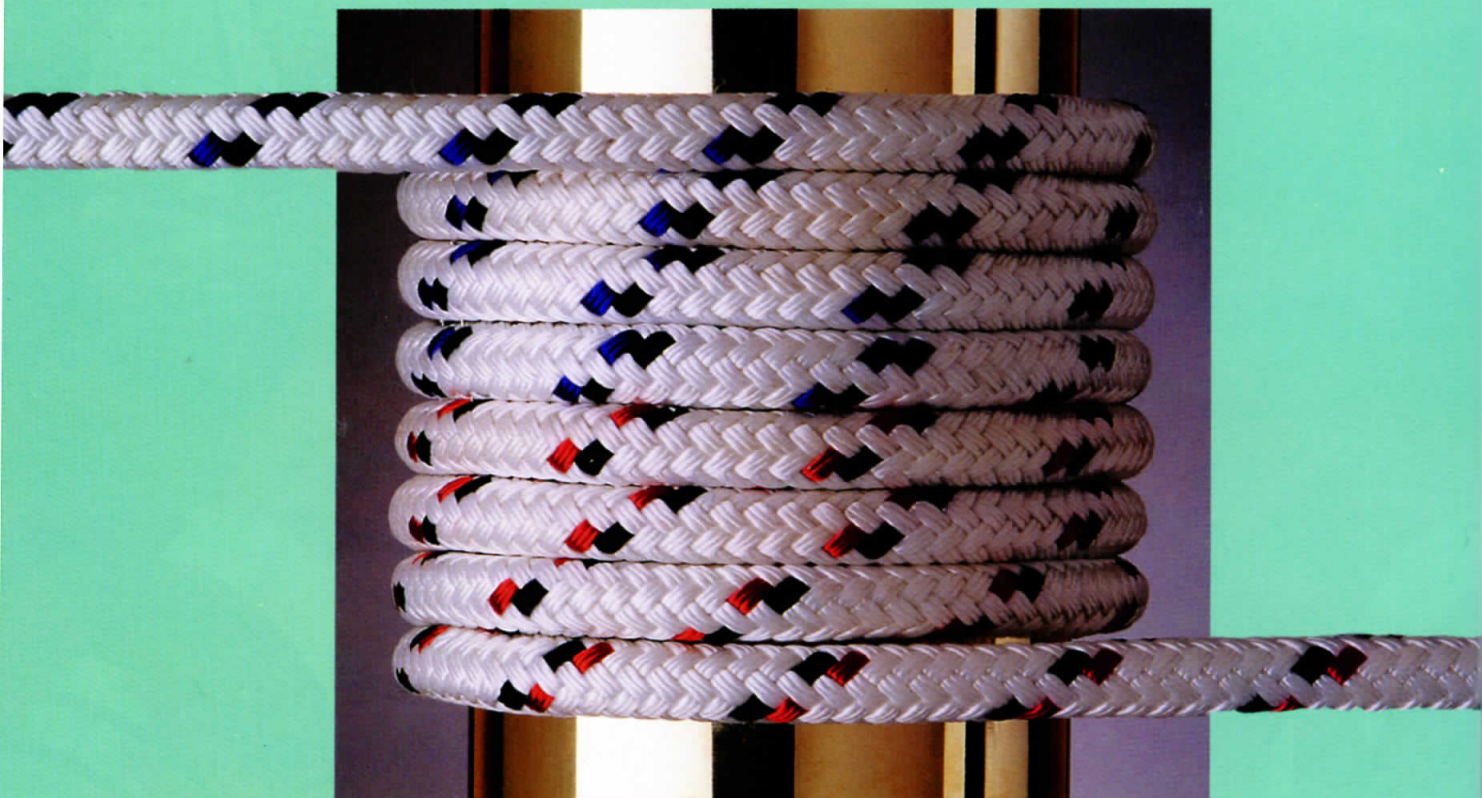
**1985 WEATHER.** The record fleet of 179 had one of the most chaotic starts on record with numerous minor and near collisions in a 15-18 knot nor easter. The first afternoon was a run before a fresh 20-25 knot nor easter until a southerly front passed through the fleet around 9.00 p.m. The southerly remained for almost 48 hours. Again it was a two-day punch into a strong southerly, much of the time in 25-30 knots, with a punishing sea (although not as severe as 1984). Retirements were many. All yachts had strong windward work from Jervis Bay to well into Bass Strait, and there was no let-up for 48 hours. As the leaders approached the NE tip of Tasmania, strong WSW winds were encountered, allowing the yachts to spring sheets. On the night of the 28th WSW winds were replaced by a pleasant 10 knot southeasterly for the leaders while the tailenders had strong westerlies across the Strait. The next day saw light and fitful airs down the east coast of Tasmania which were replaced by weak NE sea breezes of no more than 15 knots. All yachts had fickle airs in Storm Bay and the Derwent, with placings changing continuously and boats making agonizing progress from Tasman Island to the finish.







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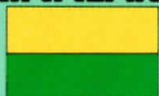
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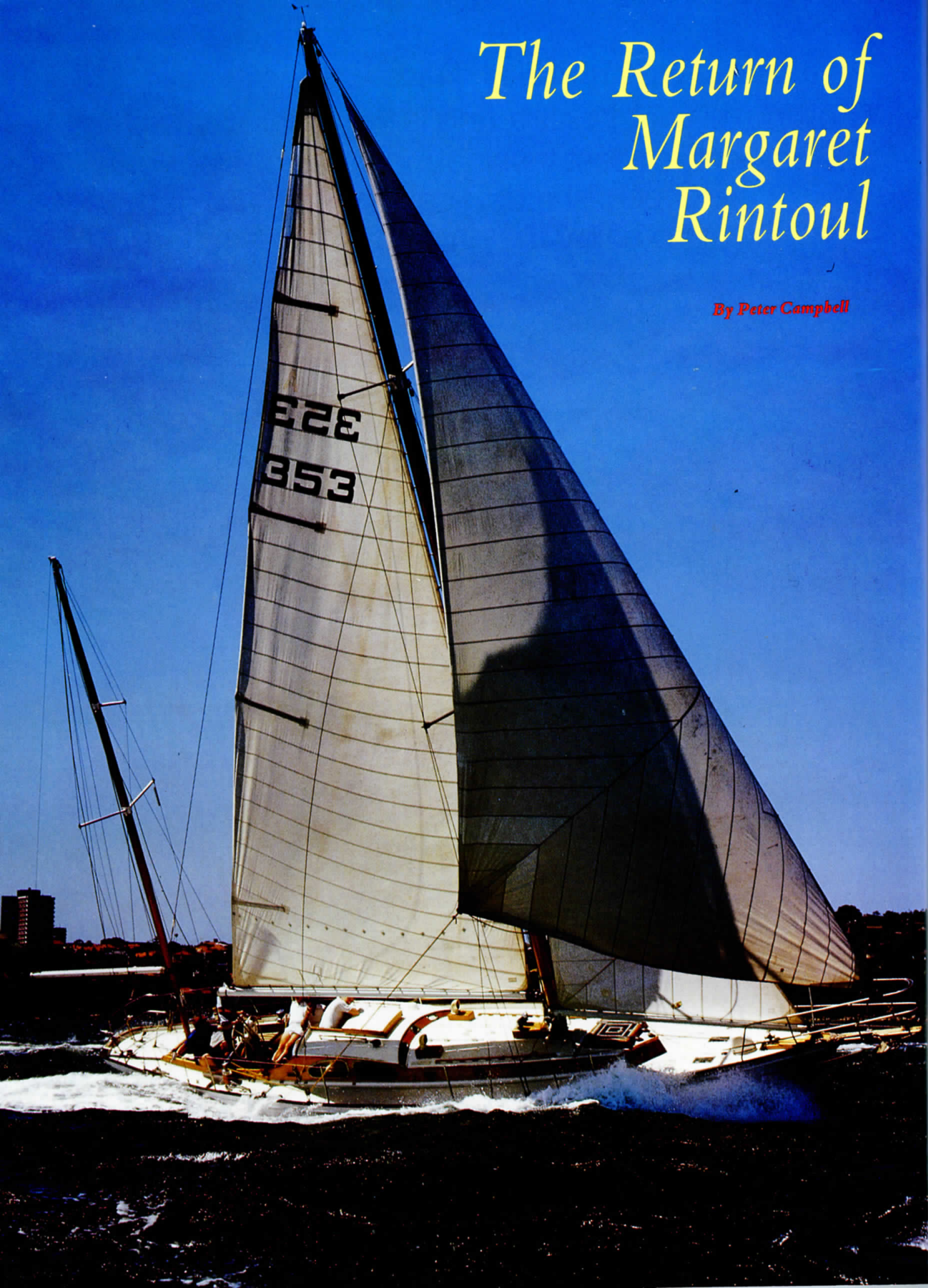
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# *The Return of Margaret Rintoul*

*By Peter Campbell*





**F**ORTY years after she sailed her first Sydney-Hobart race, *Margaret Rintoul*, the record-setting racing yawl of the early 1950s, is making a comeback to ocean racing in this year's bluewater classic.

Built in 1948, the timber-hulled and timber-masted 45-footer has been lovingly maintained by her present owners, former America's Cup and Admiral's Cup yachtsman Bruce Gould and CYCA commodore David Kellett, who this year is skippering the maxi yacht, *Condor*, to Hobart.

For Gould, a Sydney merchant banker, the race is also a significant one — his 25th — to join the elite honour roll in the Cruising Yacht Club at Rushcutters Bay.

"After 24 years of crewing on other people's yachts, I decided this was a good year to skipper my own boat to Hobart and a good reason to take the old



Bruce Gould — His 25th Hobart

## After 40 years, the famous yawl is back!

girl south again," explained Gould. "She is undergoing a careful preparation to meet the safety standards of the AYF and CYCA, I've put together a crew of old sailing mates, and with the new IMS rating system favouring older yachts, we could even win a trophy."

Sailing aboard *Margaret Rintoul* in her NorTel Sydney-Hobart race comeback will be Peter Green, who skippered the yawl in her first race to Hobart in 1949. Green, a well known Mona Vale yacht Chandler, will also be sailing in his 35th Sydney-Hobart — more than any other yachtsman in the history of the 630 nautical mile race.

*Margaret Rintoul* was built in Sydney by AW Edwards to a design by the American, Phillip Rhodes, and was, according to Peter Green, the fastest yacht afloat in Australia, taking line honours in 1950 and 1951 and setting a record that stood for six years. She missed line honours in 1949 by less than two minutes, due to the fickle winds of the Derwent River, as Peter Green recalled.

"We were off Sandy Bay, two miles from the finish line, as *Waltzing Matilda* entered the river 12 miles downstream, but there we sat becalmed as she sailed up on a seabreeze to pass us right on the finish line," Green said.

In 1951 *Margaret Rintoul* set the then race record of 4 days 2 hours 29 minutes, a time that was to stand until 1957, when another famous yacht, *Kurrewa IV*, broke the four-day barrier. Now, of course, the race record is 2 days 13 hours 37 minutes, set by another two-master,

the ketch-rigged *Kialoa* in 1975.

"That was her last Sydney-Hobart, but she continued to be raced extensively off the NSW coast, before being used for cruising in the Pacific," skipper Gould said.

"Over the years she has always been well maintained by her owners, and she still has the same oregon masts which replaced the ones Greenie broke in 1950. Her rigging and sails are, of course, all modern materials, but I still have her original canvas storm jib and trysail.

"She was in excellent condition when David Kellett (CYCA Commodore) and I bought her in 1980, and we have taken good care of her ever since as a family cruising yacht, the only racing being in the CYC Veteran Yacht Race each year.

"She will be in pristine condition when she crosses the starting line on Boxing Day and hopefully the same way when we reach Hobart — perhaps in the same time or better that she took in 1949."

If Bruce Gould's own record is any guide, *Margaret Rintoul* should have a good race to Hobart — Bruce was



**MARGARET RINTOUL** on the slips at the CYCA in Sydney, showing the long keel and massive rudder — in the early '50s she was one of the fastest yachts afloat. (Pics— Peter Campbell).

aboard *Pacha* when she won overall in 1970, *Gretel* when she was second in 1980, *Vengeance* when she took line honours in 1981, and aboard the line honours-handicap winner of 1987, the maxi yacht *Sovereign*.

Apart from Gould and Green, other members of the veteran crew will include Bill Manning (navigator), John Wigan, Peter Hemery, Paul Kerrigan, Malcolm Levy and American David Levy, who is flying out especially for the event.



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## 1986

O'ALL  
PLACE

## IOR RESULTS

## ILLINGWORTH RESULTS

YACHT NAME		PLACE	LINE DIVISIONS					ELAP. TIME	TCF	CORR. TIME	TCF	CORR. TIME	DIVISIONS				
			M	A	B	C	D						M	A	B	C	D
1	EX TENSION	A. Dunn	28					3-23-22-00	0.7680	3-01-14-30							
2	IMPECCABLE	J. Walker	56				1	4-04-16-30	0.7318	3-01-22-52	0.7227	3-00-28-07					1
3	SOUTHERN CROSS	W. Gilbert	29					3-23-26-07	0.7722	3-01-41-42							
4	PALADIN	C. Franklin	14					3-21-32-36	0.7960	3-02-27-38	0.7900	3-01-53-57					2
5	SZECHWAN	W. Johns	22				2	3-22-49-20	0.7863	3-02-33-31	0.7765	3-01-37-46					1
6	ANOTHER CONCUBINE	J. Parker	19				3	3-22-00-28	0.7950	3-02-44-10	0.7890	3-02-10-20					3
7	SILVER MINX	G. Player	38				3	4-00-57-29	0.7722	3-02-52-16							
8	HINDSIGHT II	R.G. Griffin	80				4	4-13-36-58	0.6860	3-03-11-48	0.6654	3-00-56-19					2
9	INDIAN PACIFIC	C. Jacobsen	21				4	3-22-46-58	0.7941	3-03-16-01	0.7881	3-02-41-54					4
10	INTRIGUE	D. Calvert	25				5	3-22-51-40	0.7941	3-03-19-45							
11	INDIAN PACIFIC V	J. Eyles	43				4	4-02-31-34	0.7859	3-03-27-40							
12	CONCORD	R. Bell	1				1	2-23-26-25	1.0573	3-03-32-02							
13	VANESSA III	K. Jaggar	54				5	4-04-02-25	0.7564	3-03-40-14	0.7337	3-01-23-58					1
14	SINGAPORE GIRL	P. Steigand	64				3	4-07-07-07	0.7353	3-03-49-23							
D. Greenlaw																	
15	WINDWARD PASSAGE	W. Muir	2				2	2-23-47-54	1.0563	3-03-50-26	1.0088	3-00-25-49					1
16	NADIA IV	Canberra O.R.C.	32				6	3-23-50-34	0.7931	3-04-00-46	0.7872	3-03-26-51					8
17	THIRLMERE	S. Green	39				7	4-01-10-47	0.7823	3-04-01-25	0.7725	3-03-04-17					7
18	DEMO	B. Brady	44				6	4-02-39-09	0.7711	3-04-04-15							
19	TURKEY SHOOT	S. McDonald	31				8	3-23-44-44	0.7950	3-04-07-04	0.7890	3-03-32-36					9
B. Bowden																	
20	THUMBS UP	A. Rundle	30				9	3-23-28-52	0.7979	3-04-11-04							
21	PRIME SUSPECT	R. Abikhair	34				10	4-00-11-09	0.7931	3-04-17-06	0.7872	3-03-43-03					10
22	MORNING TIDE	J. Lawler	69				4	4-10-41-36	0.7165	3-04-26-45	0.6843	3-01-00-37					3
23	PADAM	K. Quinert	74				5	4-11-08-03	0.7140	3-04-29-38	0.6926	3-02-12-04					5
24	CHALLENGE III	L. Abrahams	11				1	3-20-58-55	0.8237	3-04-35-21							
25	MIDDLE HARBOUR	R. Stone	53				7	4-03-59-05	0.7670	3-04-41-18	0.7574	3-03-43-42					3
EXPRESS																	
26	GOOD NEWS	J. Calvert-Jones	48				8	4-03-19-22	0.7722	3-04-41-49							
27	UPTOWN GIRL	R. Winton	27				2	3-23-09-26	0.8073	3-04-49-14	0.7912	3-03-17-18					2
28	GLUMBLOSSOM (1)	J. Gleeson	88				6	4-17-55-40	0.6752	3-04-55-27	0.6448	3-01-27-38					4
29	PIPPIN	W. Sweetapple	57				9	4-03-36-33	0.7732	3-05-01-04							
30	KNUCKLEDUSTER (2)	P. Cush	81				7	4-14-48-21	0.6952	3-05-01-56	0.6743	3-02-42-59					8
31	WILD OATS	R. Oatley	15				3	3-21-38-56	0.8245	3-05-12-49							
32	INCH BY WINCH	J. Goddard	24				4	3-22-50-30	0.8165	3-05-26-18	0.8104	3-04-51-35					4
33	CHALLENGE II	R. Rowsthorn	13				5	3-21-32-00	0.8281	3-05-27-18	0.8177	3-04-28-56					3
34	CONTRACTOR	J. McL. Taylor	9				6	3-20-24-03	0.8384	3-05-28-08							
35	ROLLER COASTER	J. Fuglsang	61				10	4-06-22-52	0.7575	3-05-33-13	0.7518	3-04-58-12					4
36	MARK TWAIN	V. O'Neill	19				11	4-06-32-56	0.7575	3-05-40-51	0.7234	3-02-11-02					2
C. Ward/B. White																	
37	SOLANDRA	R.W. Scott	79				8	4-13-06-11	0.7140	3-05-53-58	0.6819	3-02-23-51					6
38	MARGARET RINTOUL II	R. Jackson	18				7	3-21-58-05	0.8298	3-05-58-29	0.7925	3-02-28-11					1
39	TOO IMPETUOUS	G. Lambert	36				8	4-00-56-29	0.8064	3-06-10-25	0.8004	3-05-35-31					6
40	LEVEN	B. Cunneen	82				9	4-14-52-53	0.7054	3-06-12-57	0.6737	3-02-42-03					7
41	POLAR BEAR	A. Martin	41				11	4-02-10-46	0.7969	3-06-14-21	0.7610	3-02-42-52					5
42	WAR GAMES	D. Urry	42				12	4-02-11-44	0.7970	3-06-15-43							
43	VANGUARD	R. Cause	16				9	3-21-43-46	0.8359	3-06-20-54	0.8255	3-05-22-25					5
44	POLARIS	L. Savage	50				13	4-03-29-11	0.7882	3-06-24-55	0.7527	3-02-53-00					6
45	MANLY FERRY	M. Blackmore	26				10	3-22-55-16	0.8272	3-06-31-07							
46	CHRISTA-FARR	J.D. & C.A. Pomfret	58				14	4-04-54-31	0.7803	3-06-44-20	0.7569	3-04-22-40					11
47	PARMELIA	B. Woods	20				11	3-22-11-56	0.8367	3-06-48-58	0.8262	3-05-49-38					7
48	BACARDI	Bacardi Synd	33				12	4-00-00-45	0.8210	3-06-49-35	0.8107	3-05-50-14					8
49	NEWCASTLE FLYER	P. Rundle	45				15	4-03-06-21	0.7960	3-06-53-18							
50	PACIFIC PHOENIX	E. Long	55				16	4-04-15-33	0.7872	3-06-55-26							
51	INCA	B. Ryan	23				13	3-22-50-21	0.8324	3-06-56-39	0.8262	3-06-21-22					9
52	MARARA	A. Ratcliff	83				10	4-14-58-41	0.7116	3-06-58-19	0.6796	3-03-25-14					9
53	*GROUNDFOR	B. & N. Hines	71				14	4-03-22-55	0.7732	3-04-50-32							
(20% PENALTY Before penalty 28 O'All)																	
54	AUSPICIOUS	N. Marr	75				11	4-11-15-09	0.7364	3-06-58-51	0.7309	3-06-23-27					11
55	CASTAWAY ENTERPRISE	D. Taylor	3				3	3-02-55-08	1.0573	3-07-12-42							
56	THE ROPE RUNNER	P. Robinson	52				17	4-03-54-12	0.7941	3-07-20-00	0.7842	3-06-20-39					13
57	PRIVATEER	Around The World	47				4	4-03-35-43	1.0524	3-07-33-23							
58	WARLORD	I. Scott	47				18	4-03-18-27	0.8017	3-07-36-53							
59	LAWLESS	J. Green	91				12	4-18-24-25	0.6990	3-07-58-14	0.6938	3-07-22-32					12
60	LOW PROFILE	A. Zanelli	62				19	4-06-32-23	0.7803	3-08-00-42	0.7569	3-05-36-44					12
61	MULLOKA	P. Jacka	87				13	4-17-18-26	0.7066	3-08-03-46	0.6748	3-04-27-35					10
62	DUBIOUS	G.J. Thompson	70				12	4-10-43-20	0.7521	3-08-15-57	0.7465	3-07-40-05					6
63	NED KELLY	S.J. Clarke	84				14	4-16-16-02	0.7152	3-08-17-37							
64	INFRA RED	R.T. Southwood	72				13	4-10-52-09	0.7531	3-08-28-59	0.7475	3-07-53-05					7
65	SPIDER	R. Purcell	85				15	4-16-53-55	0.7260	3-09-57-52	0.7115	3-08-19-39					14
66	CHANGABANG	B. Van Driel	60				14	4-05-34-48	0.8092	3-10-11-55	0.7991	3-09-10-21					10
67	TRUMP CARD	A. Budd	17				15	3-21-53-29	0.8786	3-10-29-35							
68	FIRETEL	R. Lawler	90				16	4-18-14-51	0.7236	3-10-40-10	0.7019	3-08-11-25					13
69	*INVINCIBLE	E. Stokans	92				20	4-04-52-40	0.7783	3-06-30-47	0.7550	3-04-09-46					15
(20% PENALTY Before penalty 46 O'All)																	
70	SUNSEEKER	P. & V. Thomas	77				15	4-12-08-33	0.7711	3-11-23-19	0.7364	3-07-38-10					5
71	DERWENT LASS	D.H. Colbourn	94				17	5-01-01-00	0.6900	3-11-30-05	0.6693	3-08-59-47					15
72	MOONRAKER AGAIN	N. Wellfare	57				16	4-04-45-07	0.8289	3-11-30-48	0.8185	3-10-27-56					11
73	INIQUITY	S. Morgan	35				17	4-00-24-17	0.8678	3-11-39-36	0.8613	3-11-02-00					12
74	SPIRIT	J.W. Miller	59				18	4-05-08-19	0.8281	3-11-45-10							
75	OTELLA	C. Montgomery	12				19	3-20-59-53	0.9022	3-11-54-10							
76	PANACHE	E. Stokans	92				18	4-18-34-50	0.7330	3-11-59-15	0.7238	3-10-56-00					16
N. Fyle																	
77	*ENCORE II	W. Anderson	73				23	4-05-18-34	0.8017	3-09-13-11	0.7917	3-08-12-24					17
(10% PENALTY Before penalty 67 O'All)																	
78	BEWITCHED	W. Ferris	7				5	3-17-16-45	0.9554	3-13-17-50	0.9482	3-12-39-16					2
79	NIMROD II	I.S. Watson	65				21	4-07-34-06	0.8237	3-13-18-33	0.8134	3-12-14-33					13
80	ALEXANDER OF	Royal	22				22	4-08-55-55	0.8165	3-13-40-37	0.8063	3-12-36-24					14
CRESWELL (3)																	
81	NADIA	J.R. Oakley	89				16	4-18-08-11	0.7521	3-13-50-31	0.7465	3-13-12-10					8
82	TRIAD	Combs/Vickery	40				24	4-01-58-38	0.8779	3-14-00-51	0.8713	3-13-22-03					15
83	DREAMTIME (4)	N.F. McDonald	68				25	4-09-45-23	0.8156	3-14-15-18	0.8095	3-13-36-35					17
84	RAMPANT II	A. Tucker	5				6	3-10-05-17	1.0524	3-14-23-22	1.0392	3-13-18-21					3
85	MAD MEN'S WOODYARD	Bowling	98				19	5-03-24-43	0.7079	3-15-21-48	0.7026	3-14-42-33					17
Bonallo/Terrell																	
86	ICARUS	A. Ridley	67				26	4-09-15-54	0.8307	3-15-26-37	0.8245	3-14-47-28					20
87	EVELYN	J. Fraser	10				27	3-20-41-44	0.9453	3-15-37-30	0.9335	3-14-31-53					



## Narhex Championships to be Annual Event

THE first Australian Short-handed Sailing Championships, sponsored by Narhex Australia was won on handicap by the Holland 43 *Arabesque*, sailed by Marc Michel and Mick Formosa.

The three race series, conducted by the Short-handed Sailing Association and Middle Harbour Yacht Club, attracted a fleet of 17 yachts.

The handicap racing, used for the first time by the SSAA, had Ian Kiernan and Tom Stephenson's *Toyota Lescen V6* in second place with David Adams and John Giddy aboard *Bodalla Natural* in third spot.

*MMI Express*, sailed by the winning combination of Cathy Hawkins and Ian Johnston, won the multihull division.

Race sponsor, John Majewski who competed aboard his own yacht *Skoierm IV*, said the Narhex Championships provided exciting racing for both the competitors and spectators.

## New Breed of Puppies From Jabsco

THE Water Puppy has been one of the leading self-priming bilge and water pumps for more than two decades with a specification ideally suited to its purpose. However, recent R & D undertaken by Jabsco has produced a new pump with a more powerful performance, yet costing virtually the same.

The new Water Puppy 2000 has a greater flow capacity giving 2000 litres per hour at a 3 metre head. It is now more suitable for larger or more complex systems, because it has an increased pressure capability which even at a total head of 6 metres, produces a flow of 1500 litres per hour — a 78% improvement on the superseded model. The new 2000 model also has the benefit of being rated for continuous operation, essential if it is installed as the main emergency pump.

The other new pump from Jabsco bridges a gap in cost/performance options not previously covered by any manufacturer of flexible impeller pumps.

The Maxi Puppy 3000 is a development of the original 21700 Bilge and Water Pump but provides greater performance at nearly half the price. It is particularly suited to larger craft and commercial applications, producing a flow of 2600 litres per hour at a 3 metre head and 1800 litres at a 10 metre head — an improvement of 36% on the original design.

91 MYSTIQUE	C. Wilson	97	21	5-03-23-55	0.7260	3-17-35-15	0.7115	3-15-47-53	19
92 HELSAL II	A. Kelso	6	7	3-15-46-05	1.0461	3-19-48-51	1.0330	3-18-39-52	4
93 CASABLANCA	G. McDonald	49	28	4-03-26-55	0.9237	3-19-51-38	0.9052	3-18-01-15	21
94 QUASIMODO	M. & J. Innes	8	8	3-20-20-31	1.0326	3-23-21-08	1.0249	3-22-38-29	5
95 DYNAMITE	I. French	78	23	4-03-44-19	0.8254	3-10-19-27	0.8089	3-08-40-43	18
(20% PENALTY Before penalty 70 O'All)									
96 BALANDRA	G. Hennicke	95	21	5-01-37-18	0.7912	4-00-13-37	0.7556	3-19-53-50	14
97 ECSTASY V	R.K. Harris	100	18	5-08-42-32	0.7488	4-00-22-38	0.7263	3-21-28-53	10
98 JASMIN	M.A. O'Keefe	99	22	5-04-14-26	0.7950	4-02-46-16	0.7890	4-02-01-33	16
99 JUST JONES (5)	C. Denny	101	25	4-10-52-29	0.7803	3-11-23-40	0.7744	3-10-45-50	19
(20% PENALTY Before penalty 74 O'All)									
100 LASSITERS REEF	J.R. Carroll	46	9	4-03-15-39	1.0047	4-03-43-38			
101 SEQUIN	M. Quine	102	22	6-08-19-00	0.6873	4-08-41-14	0.6667	4-05-32-58	20
102 SUNBIRD	J. Smith	104	19	7-00-00-38	0.7410	5-04-29-45	0.7354	5-03-33-18	11
103 ROAMA	D. Jenkin	103	29	6-13-50-58	0.8219	5-09-44-11	0.7849	5-03-53-46	22
104 TOO FARR OUT	P. Smith	105	24	5-10-06-41	0.7793	4-05-23-45	0.7559	4-02-21-04	18
(10% PENALTY Before penalty 02 O'All)									
105 "DESTINY"	T. Taylor	106	30	6-07-37-27	0.8237	5-04-53-34	0.7990	5-01-08-52	23
(10% PENALTY Before penalty 05 O'All)									
106 "ANACONDA II"	J. Grubic	37	10	3-20-49-42	1.0285	3-23-28-26	0.9976	3-20-36-20	6
(20% PENALTY Before penalty 97 O'All)									

FASTEST TIME: CONDOR 2-23-26-25

### ILLINGWORTH DIVISIONS

IOR MAXI DIVISION: CONDOR  
 IOR DIVISION A: CHALLENGE II  
 IOR DIVISION B: PALADIN  
 IOR DIVISION C: EX TENSION  
 IOR DIVISION D: IMPECCABLE

ILLINGWORTH DIVISIONS  
 MAXI DIVISION: WINDWARD PASSAGE  
 DIVISION A: MARGARET RINTOUL II  
 DIVISION B: SZECHWAN  
 DIVISION C: VANESSA III  
 DIVISION D: IMPECCABLE

RETIRED: AMAROO III, CHUTZPAH, DANCING MOUSE, EASTERN MORNING, GALAXY III, HEART, KANGA, KINGS CROSS, MUCH ADO, SALTPETA, BUSHFIRE, DRAKES PRAYER, GREAT EXPECTATIONS, JOINT VENTURE, MADELAINE'S DAUGHTER, SOVEREIGN, STORMY PETREL.

### ALLOWANCES:

- (1) ELAP. REDUCED BY 30 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (2) ELAP. REDUCED BY 40 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (3) ELAP. REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (4) ELAP. REDUCED BY 6 HRS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"
- (5) ELAP. REDUCED BY 24 MINS. REDRESS UNDER I.Y.R.U. "RENDERING ASSISTANCE"

### PENALTIES

- \* 20% PENALTY APPLIED — FAILURE TO LODGE DECLARATION IN ACCORDANCE WITH SAILING INSTRUCTION 25 a
- \*\* 10% PENALTY APPLIED — BREACH OF SAILING INSTRUCTION 36

1986 WEATHER: Light Nor'easter at start freshening to 25 knots. A fresh SW change went through the fleet at about 2000 hours on the first night. This slowly backed to the South for 24 hours freshening to 35 knots, subsequently easing back through SW to West over the next 24 hours. Light conditions prevailed at Tasman Is and up to the Derwent River. Later yachts finished with fresh sea breezes during the day which tended to die through the night.

## SYDNEY-HOBART 1987

### O'ALL PLACE

YACHT	LINE PLACE	DIVISIONS	ELAP. TIME	TCF	CORR. TIME		CORR. TIME	DIVISIONS
					A	B		
1 SOVEREIGN	B. Lewis	1	2-21-58-08	1.0573	3-01-58-41	1.0360	3-00-29-16	3
2 APOLLO	V. d'Emilio / Rooklyn	3	2-22-55-03	1.0488	3-02-22-42	1.0067	2-23-23-34	1
3 GAZEBO	S. Fischer	2	2-22-33-47	1.0573	3-02-36-23	1.0150	2-23-37-17	2
4 JUBILATION	J. S. James	9	3-11-33-42	0.9018	3-03-21-21	0.8901	3-02-22-42	1
5 MADELINE'S DAUGHTER	P. Kurts	11	3-18-47-24	0.8325	3-03-34-58			
6 CHUTZPAH	Schiller-Taylor	80	4-07-29-01	0.7327	3-03-49-21	0.7322	3-03-46-15	5
7 MAD MAX	M. Canning	15	3-22-59-15	0.7988	3-03-52-34			
8 SAGACIOUS V	G. Appleby	17	3-23-05-37	0.7980	3-03-53-05	0.7980	3-03-53-05	
9 SWITCHBLADE	P. Whyte	13	3-19-50-15	0.8284	3-04-04-41	0.8280	3-04-02-29	2
10 BIMBLEGUMBLE	K. Jacobs	12	3-19-11-16	0.8346	3-04-06-19	0.8345	3-04-05-46	3
11 CHRIS' CHOICE	M. Walker	84	4-07-47-40	0.7343	3-04-12-59	0.7341	3-04-11-44	7
12 BEYOND THUNDERDOME	W. Johns	18	3-23-19-17	0.7999	3-04-14-51	0.7999	3-04-14-51	2
13 FAIR SHARE	Hogg / O'Neill / Ross / Benton	19	4-23-48-29	0.7989	3-04-32-28			
14 WITCHCRAFT II	B. Staples	27	4-00-21-52	0.7954	3-04-38-54	0.7939	3-04-30-13	3
15 RONSTAN CHALLENGE	L. Abrahams	22	4-00-05-50	0.7984	3-04-43-26	0.7984	3-04-43-26	6
16 JOINT VENTURE	R. Elliot	25	4-00-09-28	0.7979	3-04-43-27	0.7979	3-04-43-27	7
17 PRIME MINISTER	L. Kopper	24	4-00-06-21	0.7987	3-04-45-35	0.7978	3-04-40-24	4
18 STARLIGHT EXPRESS	C. W. Reynolds	6	3-06-51-54	0.9735	3-04-46-30	0.9330	3-01-34-52	4
19 ANOTHER CONCUINE	J. P. Parker	21	4-00-04-36	0.7996	3-04-49-22	0.7981	3-04-40-44	5
20 BLUE MAX II	G. Sargent	26	4-00-11-20	0.7995	3-04-54-11	0.7995	3-04-54-11	8
21 SINGAPORE GIRL	Steigrad / Greenlaw	97	4-08-58-18	0.7341	3-05-03-35	0.7334	3-04-59-10	9
22 PRIME FACTOR	J. P. Milner	28	4-01-15-42	0.7992	3-05-43-53	0.7993	3-05-44-29	9
23 DRAKES PRAYER	D. Cawse / M. Dent	14	3-22-07-03	0.8279	3-05-55-12	0.8270	3-05-50-07	4
24 MARARA	A. E. Ratcliff	121	4-14-09-04	0.7092	3-06-07-09	0.6743	3-02-16-30	1
25 ALPHA CRUCIS	R. Graham	142	4-20-03-38	0.6775	3-06-37-52	0.6433	3-02-39-42	2
26 PEMBERTON I	J. Eyles	60	4-06-02-38	0.7706	3-06-38-06	0.7707	3-06-38-43	6
27 PEMBERTON II	J. King	65	4-06-23-24	0.7682	3-06-39-22	0.7678	3-06-36-54	5
28 HELSAL II	A. M. Kelso	4	3-03-22-12	1.0440	3-06-41-11	1.0216	3-04-59-53	5
29 MIDDLE HARBOUR EXPRESS	R. Stone / G. Challoner	73	4-06-53-21	0.7651	3-06-43-14	0.7593	3-06-07-25	3
30 RAMPANT	R. M. Cassidy	68	4-06-37-35	0.7672	3-06-44-06	0.7612	3-06-07-09	2
31 SUZZLEBUBBLE SIX	I. Gibbs	30	4-03-03-57	0.7951	3-06-46-02	0.7943	3-06-41-17	13
32 STORMY PETREL	T. Pearson	102	4-10-16-44	0.7425	3-06-54-43	0.7069	3-03-07-43	3
33 SELLARS OLD MAID	R. Robertson	29	4-02-40-41	0.8009	3-07-01-53	0.7995	3-06-53-35	14
34 MORNING TIDE	J. M. Lawler	127	4-14-53-41	0.7145	3-07-14-03	0.6794	3-03-20-31	4
35 WILD OATS	B. Oatley	20	3-23-49-23	0.8272	3-07-15-53	0.8268	3-07-13-35	6
36 ONCE A JOLLY SWAGMAN	J. Jacobsen	31	4-03-24-19	0.7980	3-07-19-31	0.7980	3-07-19-31	16
37 SWEET LAURINE	J. Flachs	99	4-09-38-16	0.7519	3-07-25-45	0.7248	3-04-33-59	8
38 PLANET X	EastSail Sail School	130	4-15-11-14	0.7151	3-07-30-36	0.7151	3-07-30-36	17
39 DICTATOR	D. Fidock	66	4-06-29-06	0.7763	3-07-33-33	0.7762	3-07-32-56	11
40 MISTRESS AGAIN	D. Senoglies	78	4-07-11-58	0.7714	3-07-36-29	0.7583	3-06-15-22	4
41 SHENANDOAH III	J. Charody	132	4-15-25-03	0.7165	3-07-49-50	0.6813	3-03-54-31	6
42 INTRIGUE	D. Calvert	36	4-04-30-28	0.7945	3-07-51-12	0.7936	3-07-45-47	18
43 PHOENIX CONTRACTORS	Hundt-Dale	49	4-05-30-45	0.7868	3-07-52-12	0.7809	3-07-16-16	9
44 RAUCOUS	D. Rourke	90	4-07-59-14	0.7689	3-07-57-21	0.7684	3-07-54-14	14
45 PIPPIN	B. Sweetapple	79	4-07-28-32	0.7731	3-07-59-49	0.7697	3-07-53-46	12
46 STRIPROLL-GEELONG	R. Abikhair	32	4-04-17-02	0.7981	3-08-02-12	0.7967	3-07-54-44	20
47 PALADIN	C. Franklin	35	4-04-29-36	0.7966	3-08-03-11	0.7952	3-07-54-44	19
48 SUNSEEKER	P. V. Thomas / J. Quinn	96	4-08-33-55	0.7658	3-08-04-34	0.7297	3-04-18-05	1



49 FREIGHT TRAIN	D Parkes	10	6	3-11-36-29	0.9579	3-08-05-17	0.9481	3-07-16-06	6
50 SILVER MINX	G Player	85	11	4-07-49-13	0.7724	3-08-11-27	0.7696	3-07-54-00	13
51 MORE WAR GAMES	D Urry	38	18	4-04-42-43	0.7969	3-08-15-26	0.7964	3-08-12-25	22
52 SOUTHERN CROSS	B Gilbert	91	12	4-08-03-15	0.7719	3-08-19-10	0.7639	3-07-29-13	10
53 NYNJA GO	R.C. Axe	82	13	4-07-37-14	0.7756	3-08-22-05	0.7624	3-07-00-01	7
54 DEMO	R.J. Brady	94	14	4-08-08-24	0.7718	3-08-22-31	0.7680	3-07-58-46	16
55 ONCE MORE DEAR FRIENDS	Currie	52	15	4-05-34-07	0.7918	3-08-25-19	0.7874	3-07-58-30	15
56 SHORT CIRCUIT	G Finlay	43	19	4-05-14-59	0.7956	3-08-33-15	0.7956	3-08-33-15	27
57 NADIA IV	Canberra Ocean R.C.	53	16	4-05-36-11	0.7930	3-08-34-16	0.7916	3-08-25-44	18
58 SAGACIOUS IV	G Appleby	48	20	4-05-24-43	0.7947	3-08-35-31	0.7939	3-08-30-39	26
59 OTAGO (1)	A. Nicholas	23	7	4-00-06-16	0.8387	3-08-36-10	0.8254	3-07-19-29	7
60 BLACK MAGIC	R. Sill	54	17	4-05-40-03	0.7936	3-08-41-00	0.7867	3-07-58-55	17
61 NADIA	J. Oakley	113	11	4-11-35-48	0.7505	3-08-45-05	0.7257	3-06-04-58	15
62 RAGER	M. Clements	5	7	3-04-26-37	1.0564	3-08-45-18	1.0550	3-08-38-53	7
63 VENTURE ONE	M. Ryan	45	21	4-05-15-51	0.7984	3-08-50-58	0.7980	3-08-48-32	29
64 MARK TWAIN	H.O'Neill/C. Ward	111	12	4-10-55-53	0.7561	3-08-51-03	0.7201	3-05-00-05	10
65 UNITED TRANSPORT	C. McMillan	51	22	4-05-33-26	0.7964	3-08-52-49	0.7960	3-08-50-22	30
66 DI HARD	J. Woodward	37	23	4-04-30-49	0.8055	3-08-57-49	0.8002	3-08-25-52	25
67 WRINKLES	B. Story	135	13	4-16-40-56	0.7186	3-08-58-24	0.6835	3-05-01-06	11
68 ANDURIL	D. Kennedy	98	18	4-09-37-07	0.7667	3-08-58-40	0.7616	3-08-26-21	19
69 RENEGADE	B. Francis	59	24	4-06-01-58	0.7947	3-09-05-08	0.7707	3-06-38-12	12
70 DRY WHITE	D. Leitch	65	25	4-05-42-09	0.7978	3-09-08-18	0.7964	3-08-59-45	32
71 PADAM II	K. Quinert	108	14	4-10-39-46	0.7607	3-09-08-18	0.7556	3-08-35-40	19
72 SEAQUESTA	P. Nicholson	42	26	4-05-13-45	0.8045	3-09-26-20	0.7994	3-08-55-21	31
73 HORNET	Sting Syndicate	119	15	4-13-35-13	0.7434	3-09-28-01	0.7077	3-05-33-17	12
74 TURKEY SHOOT	A.B. M.C. Hutton	69	19	4-06-38-15	0.7941	3-09-30-16	0.7720	3-07-14-10	8
75 MUCH ADO	J. Corrie	117	16	4-12-29-46	0.7514	3-09-31-26	0.7443	3-08-45-13	21
76 CITY LIMITS	M. Carr	100	20	4-09-49-12	0.7716	3-09-39-03	0.7621	3-08-38-44	20
77 BARNSTORN	J.H. Hall	33	8	4-04-27-03	0.8135	3-09-43-00			
78 ROLLER COASTER	J. Fuglsang	116	17	4-12-04-04	0.7574	3-09-51-02	0.7438	3-08-22-51	18
79 THUMBS UP	T. Rowland	72	27	4-06-44-01	0.7969	3-09-52-06	0.7960	3-09-46-33	36
80 CENTURION	I. Twentyman	115	18	4-11-57-14	0.7585	3-09-52-59	0.7225	3-05-59-48	14
81 MIDNIGHT EXPRESS	S. Chapman	70	28	4-06-40-24	0.7978	3-09-54-46	0.7963	3-09-45-32	35
82 SAILMAKER III	Dr. R.P. Ham	133	19	4-15-40-44	0.7335	3-09-54-59	0.6981	3-05-57-47	13
83 McCAUGHANS BANK BILLS	Williams	75	29	4-07-06-28	0.7955	3-10-01-20	0.7919	3-09-39-04	34
84 UPTOWN GIRL	R. Winton	57	30	4-05-56-22	0.8072	3-10-17-08	0.7702	3-06-30-50	10
85 L.J. HOOKER	Cole Cook Syn.	77	31	4-07-10-52	0.7978	3-10-19-04	0.7610	3-06-31-15	11
86 MYSTIQUE	C. Wilson	137	20	4-17-39-13	0.7262	3-10-32-07	0.6909	3-06-31-24	16
87 NORSKE	B. Dickson	71	32	4-06-41-35	0.8041	3-10-34-32	0.7748	3-07-34-00	17
88 INCH BY WINCH	J. Goddard	47	9	4-05-22-36	0.8159	3-10-42-48	0.7807	3-07-08-41	5
89 MIDNIGHT MAGIC	E. Barron	63	33	4-06-16-23	0.8095	3-10-47-24	0.7845	3-08-14-00	24
90 INDIGO	Sail PNG P/L	40	10	4-05-07-17	0.8188	3-10-47-53			
91 BIG SCHOTT	P. Bush	88	34	4-07-55-10	0.7977	3-10-53-48	0.7609	3-07-04-48	15
92 SUNBURST	J.H.C.D. Howell	76	35	4-07-07-26	0.8041	3-10-55-19	0.7833	3-08-46-37	28
93 MERCEDES IV	P. Stronach	67	36	4-06-34-19	0.8090	3-10-58-51	0.7820	3-08-12-41	23
94 CHRISTA-FARR	J.D.C.A. Pomfret	105	21	4-10-35-10	0.7796	3-11-05-40	0.7764	3-09-41-15	21
95 FIDDLER'S GREEN	L. Savage	81	37	4-07-30-36	0.8049	3-11-18-55	0.7834	3-09-05-23	33
96 BACARDI	Barcardi Syn	56	11	4-05-42-50	0.8205	3-11-27-22	0.7833	3-07-40-21	8
97 KINGURRA	P. Joubert	93	38	4-08-07-59	0.8024	3-11-33-23	0.7688	3-08-03-27	21
98 SPANISH FLY	J. Corner	92	39	4-08-03-28	0.8047	3-11-44-07	0.7948	3-10-42-18	37
99 SCORPION	R. Hopcraft	61	12	4-06-03-28	0.8220	3-11-53-29	0.7993	3-09-34-29	12
100 DYNAMITE	I. French	58	13	4-05-58-08	0.8243	3-12-03-11	0.8120	3-10-47-55	18
101 WITCHDOCTOR	Rum Consortium	86	40	4-07-51-44	0.8093	3-12-03-21	0.8004	3-11-07-53	38

## Advanced Coaching Courses on Again

**T**HE Club Marine — Fraser Sails Success Sail resumes with its next Advanced Sailing Skills Course taking place in Sydney in January-February.

The course is for all yachtsmen who want to improve their sailing skills, whether sailing inshore or offshore. Everyone who sails can improve — this is how to do it, with top coaches showing how to improve your performance, that of your crew and then getting the best from your rig and boat.

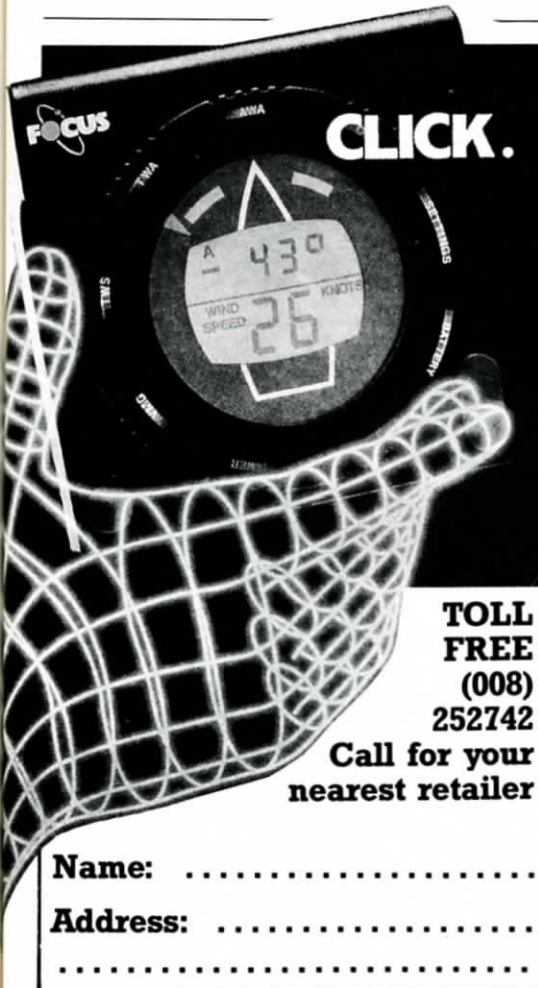
The Success Sail course in Sydney is over four evenings and two days from January 30 to Sunday February 11 and is divided into three sections:-

**Speed** — How sails work including design, characteristic shapes, trimming and photography. Setting up and tuning the mast.

**Sailing Skills** — Steering, trimmer/helmsman combinations, changing gears, fine trim, power control, correct angle of heel.

**Crew Work** — All set manoeuvres including tacking, spinnaker sets, drops and gybes, reefing. Strong and light wind techniques, communication and management, boat layout.

Enquiries should be made to Success Sail, Tel (02) 922 1957, Fax 954 3530.



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## David Rose's Sonata Moulds

**D**AVID Rose, of David Rose Yachts Pty Ltd, Palm Beach, Sydney, manufacturers of the Careel range of yachts, has bought the well known 'Sonata' moulds — Sonata 6.3, Sonata 7, Sonata 8 and Sonata 26.

The yachts will be updated and built to the high standards of construction enjoyed by the Careel 18 and Careel 22.

They will be renamed and marketed as members of the Careel Yachts Fleet. Interested dealers and agents should call (02) 919 4701 for further information.

## Customs Service on Pittwater

**Y**ACHTS and other craft using the Pittwater-Broken Bay waterway and the inner reaches of the Hawkesbury and Cowan Rivers can expect to see a lot more of the now locally based Customs Service launch patrol.

The patrol boat, the ACV T.N. Stephens, brought recently from Melbourne's Port Phillip Bay to supplement the Sydney Customs surveillance and boarding fleet, will be based permanently in Pittwater adjacent to the Palm Beach public wharf.

Customs' Regional Manager for Barrier Operations, Mr Phil Sargeant, says yacht crews and launch skippers can expect a routine visit from a Customs Officer at any time. "They'll be checking registration documents — especially those for sea-going vessels, along with Customs clearance forms for recent arrivals, and cruising permits," he says.

102 COMPUTERLAND S'LNS	M Boulos	44	14	4-05-15-18	0.8325	3-12-17-41	0.8262	3-11-39-25	23
103 AMIGO DIABLO	N Drage	141	21	4-19-42-09	0.7294	3-12-23-36	0.6977	3-08-43-32	20
104 SPIRIT	J W Miller	62	15	4-06-08-02	0.8272	3-12-29-07	0.7897	3-08-39-18	9
105 MARGARET RINTOUL II	R Jackman	64	16	4-06-18-09	0.8267	3-12-34-25	0.7893	3-08-44-51	10
106 PARMELIA	B Woods	50	17	4-05-33-04	0.8349	3-12-47-06	0.7974	3-08-58-37	11
107 PACIFIC PHOENIX	E Long	114	22	4-11-48-18	0.7872	3-12-51-51	0.7601	3-09-56-33	22
108 SANGAREE	M Pryke	41	19	4-05-11-35	0.8404	3-13-02-34	0.8204	3-11-01-08	21
109 INVINCIBLE	R Behrens	120	23	4-13-51-21	0.7760	3-13-14-53	0.7628	3-11-47-53	26
110 FRICTION	C Laker	74	20	4-07-04-07	0.8301	3-13-33-26	0.7986	3-10-18-38	13
111 OTELLA	C Montgomery	16	21	3-23-04-18	0.9012	3-13-40-43	0.8690	3-10-37-02	16
112 BUSHRANGER	K Miller	140	22	4-19-13-38	0.7453	3-13-52-44	0.7457	3-09-45-55	22
113 FARRAGO	S A Shaw	83	22	4-07-40-37	0.8298	3-14-01-52	0.8052	3-11-28-50	22
114 NEVER SATISFIED	N Allen	129	24	4-15-05-28	0.7755	3-14-09-04	0.7457	3-10-50-26	23
115 PATRICE III	P L King	89	23	4-07-57-18	0.8299	3-14-16-20	0.7924	3-10-22-26	14
116 DOUBLE IMAGE	G W Jarrett	95	24	4-08-15-48	0.8278	3-14-17-18	0.7902	3-10-23-20	15
117 MIRABOOKA	G Jensen-Muir	34	25	4-04-28-52	0.8592	3-14-20-00	0.8544	3-13-51-04	27
118 FIONA (2)	D Coulter	87	18	4-06-41-11	0.8206	3-12-15-52	0.8022	3-10-22-30	19
(10% PENALTY Before penalty 102 o'all)									
119 ALEXANDER OF CRESWELL	RAN	104	26	4-10-31-39	0.8129	3-14-35-46	0.7758	3-10-38-39	17
120 PATIENCE	B Sherman	103	27	4-10-24-55	0.8160	3-14-50-06	0.7789	3-10-53-13	20
121 BALANDRA	G Henricke	123	25	4-14-21-15	0.7875	3-14-54-14	0.7510	3-10-52-34	25
122 FORTLET	J Maconochie	138	26	4-17-45-21	0.7845	3-14-57-59	0.7283	3-10-50-54	24
123 HAMMER OF QLD	A Bloor	7	8	3-11-19-26	1.0511	3-15-34-54	1.0396	3-14-37-25	9
124 AUSSIE RULES	R M Ramsay	101	28	4-09-58-55	0.8267	3-15-36-55	0.7952	3-12-16-37	25
125 NIMROD II	I Watson	109	29	4-10-41-02	0.8221	3-15-42-17	0.8091	3-14-19-05	29
126 HELSAL III	Dr T Fisher	8	9	3-11-32-54	1.0499	3-15-43-03	1.0096	3-12-21-01	8
127 PACIFIC FLYER	R B Hatherley	106	30	4-10-38-21	0.8230	3-15-45-51	0.7857	3-11-47-11	24
128 INSATIABLE	G J Wilson	118	41	4-13-32-04	0.8016	3-15-48-10	0.8002	3-15-38-58	41
129 SALTY LADY	R Scoble	122	42	4-14-18-40	0.7980	3-16-01-42	0.7612	3-11-58-08	39
130 MOONRAKER AGAIN	N Wellfare	107	31	4-10-38-23	0.8278	3-16-16-35	0.8101	3-14-23-20	30
131 GROUP THERAPY	P Wheeler-Syn	46	32	4-05-21-18	0.8711	3-16-17-25	0.8492	3-14-04-14	28
132 ICARUS	A Ridley	110	33	4-10-42-51	0.8277	3-16-19-38	0.7996	3-13-19-43	26
133 JASMIN	M O Keefe	131	27	4-15-23-00	0.7936	3-16-23-38	0.7832	3-15-14-08	27
134 ANTHANTA VI	A Gruzman	126	43	4-14-45-46	0.7993	3-16-31-58	0.7625	3-12-27-24	40
135 WHY NOT	Robertson-Rowell	112	34	4-11-33-16	0.8303	3-17-18-09	0.8178	3-15-57-29	32
136 NEFERTITI	R Nyman	128	35	4-15-01-03	0.8218	3-19-14-03	0.7845	3-15-05-36	31
137 MIRABOOKA VI	G Jensen-Muir	144	23	5-17-05-31	0.6698	3-19-49-27	0.6357	3-15-08-58	23
138 LARRIKIN	N Jordan	124	36	4-14-34-20	0.8348	3-20-18-20	0.8267	3-19-24-36	35
139 LADY PENRYN OF NIRIMBA	RAN	139	37	4-18-02-16	0.8127	3-20-40-43	0.7755	3-16-26-11	33
140 PHOENIX (NSW)	J Munshower III	136	38	4-17-04-18	0.8408	3-23-04-14	0.8031	3-18-48-28	34
141 STAFFANO	V Opperman	143	28	5-04-23-56	0.7698	3-23-45-44	0.7336	3-19-15-32	28
142 WOOLOOMOOLOO	P Geddes	125	39	4-14-36-49	0.8800	4-01-20-24	0.8451	3-21-28-46	37
143 EVERGREEN	W J Gibson	134	40	4-16-19-31	0.8672	3-01-24-31	0.8289	3-21-06-23	36
144 MULBERRY	W Wright	145	24	6-02-33-30	0.6857	4-04-29-42	0.6558	4-00-06-47	24
145 ANACONDA II	J Grubic	39	10	4-04-55-48	1.0278	4-07-44-09	0.9862	4-03-32-14	10
146 AFFAIR (3)	D Livingstone	146	25	5-23-51-18	0.7227	4-07-57-50	0.6879	4-02-57-28	25
(10% penalty before penalty 146 o'all)									

**FASTEST TIME:** SOVEREIGN 2:21-58-08

### IOR DIVISIONS:

**MAXI DIVISION:** SOVEREIGN  
**DIVISION A:** JUBILATION  
**DIVISION B:** MAD MAX  
**DIVISION C:** PEMBERTON I  
**DIVISION D:** CHUTZPAH

### ILLINGWORTH DIVISIONS:

**MAXI DIVISION:** APOLLO  
**DIVISION A:** JUBILATION  
**DIVISION B:** BLUE MAX II  
**DIVISION C:** SUNSEEKER  
**DIVISION D:** MARARA

**RETIRED:** HIGHLAND FLING, INNISFREE, MADMEN'S WOODYARD, RUSSELL DEAN II, SEA EAGLE, SIDEWINDER, THE ROPERUNNER & TICKLE MY FANCY.

**DID NOT START:** BUSHFIRE, MELTEMI, PHOENIX (TAS) & SAGA.

### PENALTIES:

- (1) 5 MIN. TIME PENALTY IN LIEU OF 720 TURN.
- (2) RADIO SCHEDULE BREACH.
- (3) RADIO SCHEDULE BREACH.

**1987 WEATHER:** A history-making race, with the maxi Sovereign becoming the first Australian yacht to take out the double of line honours and first on corrected time overall. The race began with a magnificent nor easter filling in to 25 knots before a 30 knot southerly hit the fleet in Bass Strait on the second morning at sea. At that stage Sovereign had averaged 10.3 knots and was ahead of Kialoa's record. However, as the southerly eased away the leaders were becalmed off the Tasmanian East Coast for five hours, before they picked up a light breeze to carry them around Tasman Island, across Bass Strait and up the Derwent. Sovereign's time was seven hours outside the race record.



**GREAT NEWS,** back again for the 1989 Sydney-Hobart after her success in winning the Fastnet Race in England. She has a new-look transom and deck layout since Ian Grant took this pic at Hamilton Island Race Week.



## 1988 AWA 44TH SYDNEY-HOBART

YACHT NAME	LINE PLACE	DIVISIONS				ELAP. TIME		TCF	CORR. TIME		TCF	CORR. TIME		DIVISIONS
		M	A	B	C	D-H-M-S	D-H-M-S		D-H-M-S	D-H-M-S		D-H-M-S	D-H-M-S	
1 ILLUSION.....	G. Knezic	13				5-03-12-03	0.7333		3-18-20-35					
2 SOUTHERN CROSS.....	W. Gilbert	4				4-18-30-12	0.7989		3-19-28-36					
3 RAGAMUFFIN.....	S. Fischer	1				3-15-29-07	1.0559		3-20-22-33	1.0136		3-16-40-30	1	
4 GREAT NEWS.....	D. Forbes/J. Calvert-Jones	2				4-09-14-12	0.8789		3-20-29-33					
5 MIDDLE HARBOUR EXPRESS.....	R. Stone/G. Challoner	20				5-04-38-55	0.7638		3-23-12-24	0.7548		3-22-05-05	1	
6 DICTATOR.....	R. Fidock	22				5-05-13-15	0.7770		4-01-17-48					
7 NADIA IV.....	T. Dalton	12				5-03-03-40	0.7917		4-01-25-39	0.7901		4-01-13-50	3	
8 SHERATON HOBART.....	I. Smith	9				5-02-31-55	0.7955		4-01-28-27	0.7947		4-01-22-34	4	
9 PRIME FACTOR.....	R. J. Brady	10				5-02-33-11	0.7982		4-01-49-19					
10 INDIAN PACIFIC (VIC).....	G. Durran	14				5-03-29-00	0.7932		4-01-56-49	0.7918		4-01-46-27	5	
11 FERRIS AUDIO.....	D. Coulter	15				5-03-42-02	0.7943		4-02-15-19	0.7942		4-02-14-35	6	
12 HARBINGER.....	B. Dean	42				5-14-19-54	0.7346		4-02-40-48					
13 SCALLYWAG.....	R. Corrie	26				5-06-32-56	0.7807		4-02-47-48	0.7677		4-01-09-06	3	
14 OCEAN BLUE RESORTS.....	G. Lambert	11				5-02-35-06	0.8069		4-02-54-50	0.7869		4-00-27-44	1	
15 SOLANDRA.....	R. W. & C. A. Scott	52				5-20-17-33	0.7114		4-03-48-15	0.6764		3-22-53-38	5	
16 MOONSHINE.....	R. St. J. Cross	31				5-09-20-26	0.7773		4-04-32-11	0.7641		4-02-49-45	1	
17 INTRIGUE.....	D. Calvert	29				5-07-14-04	0.7929		4-04-53-03	0.7920		4-04-46-11	7	
18 MADMEN'S WOODYARD.....	J. Messenger	60				5-23-02-56	0.7061		4-05-00-25	0.7020		4-04-25-23	4	
19 MARK TWAIN.....	H. O'Neill/C. Ward	41				5-14-18-21	0.7555		4-05-28-05	0.7196		4-00-38-47	2	
20 KINGURRA.....	P. Joubert	28				5-06-44-06	0.8016		4-05-35-27	0.7659		4-01-03-59	2	
21 SPIRIT.....	W. Miller	18				5-04-17-02	0.8263		4-06-41-45	0.7889		4-02-02-51	1	
22 CHALLENGE II.....	J. C. Dacey	19				5-04-21-32	0.8271		4-06-51-26	0.8181		4-05-44-17	6	
23 KINGS CROSS.....	B. Edmunds/R. Green	40				5-14-08-14	0.7669		4-06-52-11					
24 HUMMINGBIRD.....	P. Nicholson	32				5-13-07-58	0.7747		4-07-08-17	0.7738		4-07-01-05	8	
25 CENTURION.....	I. Twentymann	48				5-16-13-49	0.7575		4-07-11-40	0.7215		4-02-17-25	4	
26 OUTRAGEOUS.....	J. Partridge	43				5-14-27-35	0.7684		4-07-19-08	0.7641		4-06-44-26	7	
27 PLANET X.....	J. Goddard Jr	68				5-04-09-42	0.6976		4-07-21-27					
28 FRICTION.....	C. Lake	24				5-06-10-45	0.8220		4-07-43-09	0.7869		4-03-17-25	2	
29 IMPECCABLE.....	J. Walker	55				5-22-09-45	0.7301		4-07-47-34	0.7198		4-06-19-43	6	
30 FARRROT.....	R. J. Pattison	45				5-15-46-56	0.7678		4-08-15-13	0.7547		4-06-28-29	6	
31 PARMELIA.....	B. Woods	21				5-05-00-44	0.8343		4-08-17-52	0.7968		4-03-36-35	3	
32 MORNING TIDE.....	J. M. Lawler	65				5-02-44-59	0.7138		4-08-45-00	0.6788		4-03-36-49	2	
33 MIRABOOKA.....	J. P. Benetto	8				5-02-29-33	0.8553		4-08-46-04					
34 FIRETEL.....	R. Lawler/K. Taylor	64				5-01-16-00	0.7213		4-08-46-51	0.6861		4-03-40-03	3	
35 COMPUTERLAND SOLUTIONS.....	NSW Police Sailing Assoc	23				5-06-09-43	0.8310		4-08-50-26	0.8223		4-07-44-35	8	
36 VETER.....	Farr Eastern Shipping Co	27				5-06-40-17	0.8293		4-09-02-55	0.7963		4-04-52-06	5	
37 BACARDI.....	Bacardi Syndicate	30				5-08-16-51	0.8207		4-09-16-48	0.7838		4-04-32-47	4	
38 HORNET.....	The Sting Syndicate	56				5-22-12-09	0.7424		4-09-34-16	0.7067		4-04-29-40	5	
39 SUREFOOT.....	D. Melikan	38				5-13-55-03	0.7909		4-09-54-55	0.7810		4-08-35-22	9	
40 DRY WHITE.....	D. Leitch	35				5-13-43-20	0.7966		4-10-31-23	0.7940		4-10-10-32	11	
41 SWEET LAURINE.....	J. Flachs	62				5-23-14-09	0.7501		4-11-26-28	0.7221		4-07-25-50	7	
42 LONGHORN.....	W. Beavers	19				5-03-54-13	0.8677		4-11-30-40	0.8295		4-06-46-41	7	
43 CHANGABANG.....	B. Van Driel	39				5-13-55-19	0.8046		4-11-45-13	0.7692		4-07-00-46	8	
44 FIDDLERS GREEN.....	L. Savage	36				5-13-51-49	0.8067		4-11-59-16	0.7848		4-09-03-22	10	
45 NYNJA GO.....	R. Aze	54				5-21-28-00	0.7740		4-13-29-43	0.7609		4-11-38-31	9	
46 WITCHDOCTOR.....	The Rum Consortium	46				5-15-54-35	0.8082		4-13-50-32	0.7993		4-12-37-58	10	
47 SEAHAWK.....	J. Davern	33				5-13-17-38	0.8260		4-14-06-03	0.8088		4-11-48-29	14	
48 DOCTOR WHO.....	G. Snow	6				4-23-06-56	0.9255		4-14-14-29	0.8860		4-09-32-11	2	
49 RUTHLESS.....	P. Hill	44				5-15-43-11	0.8190		4-15-09-16	0.8035		4-13-03-03	11	
50 WHITE SWAN.....	A. Flecknoe-Brown	25				5-06-14-08	0.8872		4-15-59-46	0.8485		4-11-06-39	9	
51 SANGAREE.....	G. Cresce	34				5-13-38-59	0.8382		4-16-01-31	0.8167		4-13-09-06	12	
52 MERCEDES IV.....	P. Stronach	50				5-18-58-06	0.8083		4-16-19-41	0.7787		4-12-12-53	13	
53 MULBERRY.....	W. Wright	78				6-19-20-52	0.6889		4-16-31-49	0.6549		4-10-58-35	8	
54 LADY PENRHYN OF NIRIMBA.....	Dept. of Defence (HMAS Nirimba)	49				5-18-50-58	0.8106		4-16-33-05	0.7736		4-11-24-50	12	
55 PACIFIC BREEZE.....	B. Hitchman	47				5-15-55-22	0.8345		4-17-25-39	0.8247		4-16-05-44	14	
56 SALT LADY.....	R. Scooble	61				5-23-14-00	0.7964		4-18-04-16	0.7596		4-12-48-00	15	
57 NELLIE ZANDER.....	J. Dayman	70				5-13-10-47	0.7268		4-18-14-18	0.6915		4-12-41-23	9	
58 OVERDRAFT.....	D. Smith	53				5-20-28-32	0.8153		4-18-31-47	0.8084		4-17-33-38	17	
59 PACIFIC FLYER.....	R. B. Hatherley	51				5-19-35-57	0.8205		4-18-32-28	0.7832		4-13-20-03	13	
60 EAST OF THE LIZARD.....	P. S. Gibson	59				5-22-33-26	0.8038		4-18-35-15					
61 BILLABONG.....	L. Wings	71				6-13-24-12	0.7282		4-18-37-16	0.6929		4-13-03-53	10	
62 BUGGBEAR.....	R. L. Bugg	67				6-04-03-31	0.7781		4-19-12-16					
63 GROUP THERAPY.....	Group Therapy Synd	37				5-13-53-44	0.8702		4-20-30-57	0.8463		4-17-18-57	16	
64 STRAND BY STRAND.....	R. P. Ham	74				6-16-03-20	0.7322		4-21-11-34	0.6968		4-15-31-36	11	
65 HELSAL II.....	A. M. Kelso	3				4-16-12-13	1.0463		4-21-23-55	1.0222		4-18-41-40	3	
66 LA VIDA.....	A. Amos	75				5-16-54-49	0.7296		4-21-24-09	0.6943		4-15-43-20	12	
67 ICARUS.....	A. Ridley	57				5-22-16-09	0.8256		4-21-27-27	0.7959		4-17-13-55	15	
68 ECSTASY V.....	R. Harris	73				6-14-19-25	0.7470		4-22-16-04	0.7113		4-16-36-56	13	
69 GALAXY III.....	D. Kitchenner	72				6-13-26-59	0.7543		4-22-45-52	0.7185		4-17-07-39	10	
70 SIROCCO.....	R. Robinson	63				6-01-05-42	0.8211		4-23-08-15	0.7866		4-18-07-54	18	
71 ALEXANDER OF CRESWELL.....	Dept. of Defence (HMAS Creswell)	66				6-03-20-10	0.8109		4-23-28-29	0.7738		4-18-00-31	16	
72 DERWENT LASS.....	D. Colbourn	80				7-06-42-36	0.6908		5-00-41-23	0.6562		4-18-38-41	14	
73 HYPERDRIVE.....	J. Clark	17				5-04-10-24	0.9784		5-01-29-28					
74 CHRISTINE.....	D. Pflaumbaum	69				6-06-34-33	0.8074		5-01-34-30					
75 DON PEDRO.....	R. Marks	76				6-17-01-00	0.7678		5-03-37-43	0.7316		4-21-47-59	11	
76 SOUTHERN VENTURE.....	A. Grice	77				6-19-09-11	0.7593		5-03-52-56	0.7293		4-22-59-15	12	
77 ANZ McCAGHANS HELSAL.....	H. A. Fisher	5				4-22-30-33	1.0474		5-04-07-35	1.0053		4-23-08-14	4	
78 MONTANO REALTY'S ANIMAL FARM.....	A. M. Beilby	7				5-02-28-16	1.0202		5-04-56-42					
79 ANACONDA II.....	J. Grubic	58				5-22-16-10	1.0268		6-02-04-56	0.9851		5-20-08-59	5	
80 SIR THOMAS SOWITH.....	Ocean Youth Club of Aust.	79				7-01-27-35	0.9318		6-13-54-09	0.8922		6-07-11-31	6	
81 FIONA.....	D. Walsh(1)	81				6-05-56-01	0.8189		5-02-46-50	0.7992		4-23-49-37	19	

10% PENALTY Before penalty 75 O'Al

RETIRE: All That Jazz, Apollo Batteries, Big Schott, Carina, Casablanca, Chutzpah, City Limits, Fly By Night, Franklin, Half Hour, Hammer Of Queensland, Indian Pacific, Insatiable, Madeline's Daughter, Mistress Again, Mr Bojangles, Nantucket, Night Raider, Northern Territory Spirit, Ocean Road, Otella, Padam II, Pemberton IV, Rager, Raucous, Revelation, Ronstan Ultimate Challenge, Singapore Girl, St Jude, Stormy Petrel, Tradition, Turkey Shoot, Uptown Girl, Ventura Highway, Venture One, Westerly, Wild Oats, Windward Passage II.

**1988 WEATHER:** The race underlined the toughness of the 630 n mile bash race southwards, a race that brings back every yacht and yachtsman to the common denominator of sound seamanship and stout craft in big seas and strong winds. Of the 119 starters, 38 retired, nearly half of them with broken masts or damaged rigging. The race started in a light northerly, but 12 hours after the start a 30-40 knot southerly hit the fleet and against a 3-4 knot south-running current it kicked up boat and body-breaking seas which continued for two days and two nights. The wind died away on the third night at sea, giving the fleet light winds for the final 200 miles, with Ragamuffin's elapsed time almost 24 hours outside the record.

Gilmour Wins  
Columbus Cup

PETER Gilmour edged a few points closer to the top of the World Match Race rankings when he won the inaugural Cadillac Columbus Cup sailed off Baltimore in October. The regatta, new to the international scene, was organised by Gary Jobson, creator of the Liberty Cup at short notice, but didn't lack for a top quality line-up.

Jobson himself was among the eight invited skippers, along with Kiwi Russell Coutts, Japan's Makoto Namba and Valdemar Bandolowski of Denmark. A Russian, a Spanish and one local skipper made up the numbers.

The series was sailed in the new J44 class, with crews of ten on each boat. Skippers were allowed to take five of their own crew, the rest being supplied from the local yachting fraternity. Gilmour, in fact, only took two of his regular team, Mark Walsh on bow and Mark Richards as trimmer.

The series was marred by light winds that only allowed five of the round robin rounds to be sailed. Gilmour won all of these matches and faced Coutts in the best of three final.

Gilmour took the first of the finals, but Coutts came back to win the second. The decider turned out to be a cliff hanger.

Shortly after the start Gilmour was judged to have tacked too close to the Kiwi, and had to take a 270 degree penalty, which looked like curtains for his chances of taking the cup.

However, Coutts failed to cover Gilmour as he came out of his penalty turn. After picking a couple of shifts right Gilmour got back close to Coutts near the top of the first windward leg. The New Zealander managed to stay ahead through a tacking duel and hung onto his lead down the run.

The second windward leg saw further tacking duels with the Kiwi still clinging to his lead, Gilmour started the second downwind leg right on Coutts' tail, and despite some luffing by the leader Gilmour managed to roll him and hold on to take the gun and the prize.

— John Robeson

When You're in Trouble  
With Paint...

A NEW toll-free national telephone advice service has been launched for pleasure-boat owners. Called PROOFLINE it can be called on (02) 316-6444 within the Sydney metropolitan area and on (008) 25-2502 everywhere else in Australia.

It will specialise in answering technical queries on antifouling, glues, varnishes, deckwashes and other marine paints and finishes.



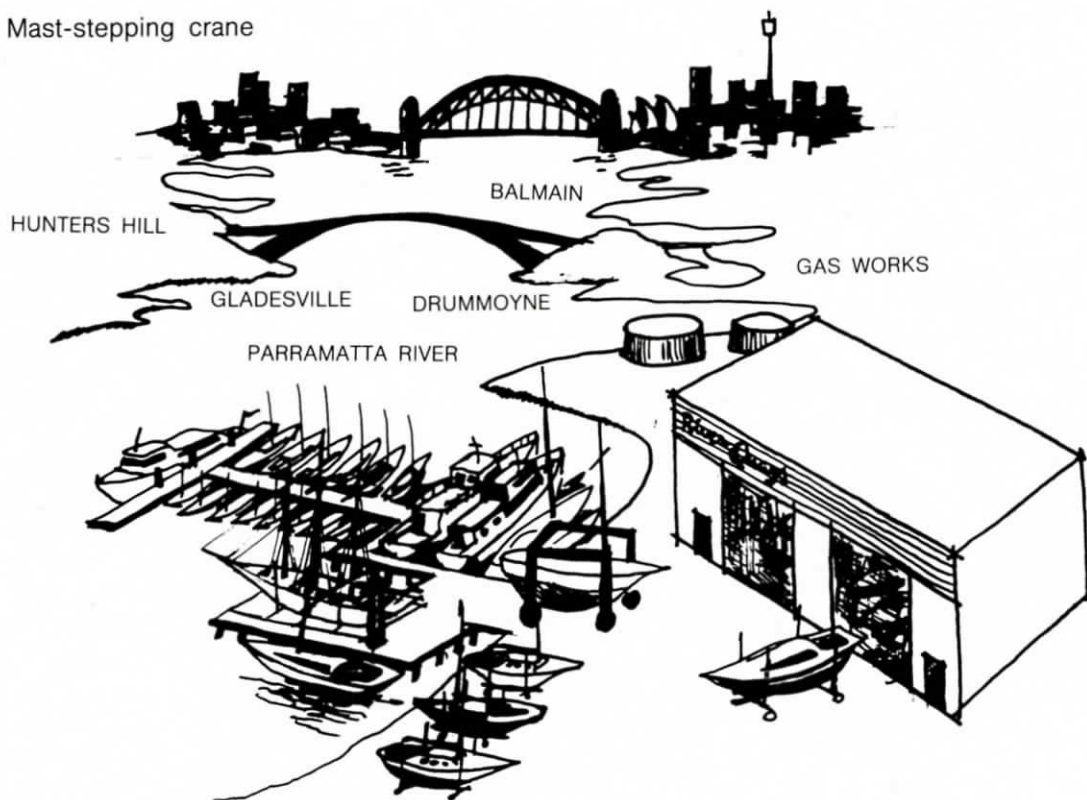
A N N O U N C I N G . . .

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## NEW SOUTH WALES

**Glenn Bourke**  
— Yachtsman of the Year

**G**LENN Bourke, the first yachtsman ever to win two successive world championships in the International Laser dinghy, has taken out another unique double — Ampol Australian Yachtsman of the Year and MMI NSW Yachtsman of the Year.

The Laser is the world's most competitive, one-man racing dinghy and Bourke, from Sydney's Middle Harbour Amateur Sailing Club, brilliantly out-sailed more than 100 competitors at the 1989 world title in Denmark.

However, Bourke is not just a dinghy sailor. In the past year he has sailed with Iain Murray aboard the 12-metre *Kookaburra III*, with Peter Gilmour in international match-racing regattas, and also with Gilmour aboard Alan Bond's maxi yacht, *Drumbeat*, as a trimmer. In late November, Bourke steered the NSW yacht in the inaugural Lexcen Cup State-of-Origin fleet racing series in Fremantle, sailed in Farr 36s.

The 28-year-old champion was chosen ahead of some 20 finalists for both the NSW and Australian Yachtsman of the Year Awards. While the Australian award goes back to 1963, when Jock Sturrock was the winner, this was the first time a Yachtsman of the Year had been chosen in NSW.

Coincidentally, Sturrock and Glenn's father, Bruce, were both members of the 1948 Australian Olympic team, Jock sailing a Starboard, Bruce as a swimmer. Both were at the presentation luncheon hosted by Ampol at the Sydney Opera House.

Among nominations for the NSW award were ocean racing yachtsman David Kellett, skipper of *Sovereign* in her overseas maxi wins, Peter Kurts who represented Australia for the fifth time in the Admiral's Cup this year, and Syd Fischer who skippered his 11-year-old maxi yacht, *Ragamuffin*, to line honours victory in last year's Sydney-Hobart.

Both line-ups included many world champions in classes ranging from Moths to 18-footers.

— Peter Campbell

## Pittwater to Coffs to 'hit the ton'

**A** RECORD fleet of 120 yachts is expected to head north this year in the 9th Pittwater to Coffs Harbour Yacht Race Series.

Two new divisions, one Cruising and the other the International Measurement System (IMS), are expected to attract at least 40 boats on their own.

Added to a regular fleet of more than 80 yachts that start in the event, officials are expecting the fleet to at least top the 100 mark.

Sponsored this year by HE Heath Marine Insurance, the fleet starts the series with a 200 nautical mile passage race to Coffs Harbour on December 27 starting at 11am in Pittwater.

Two short races off Coffs Harbour, around the Solitary Islands, will see the series completed by January 31. The short "bash" north has become increasingly popular as the "warm water" alternative to the rugged Sydney-Hobart Yacht Race.

While most yachtsmen want to compete in one Hobart, not everyone wants to endure the hard slog south every year. Host clubs, the Royal Prince Alfred Yacht Club and the Coffs Harbour Yacht Club have come up with an attractive alternative.

The series has grown remarkably from a humble beginning in 1981 when 14 yachts contested the inaugural event.

By 1986, the race had "caught on" and fleet numbers were in the seventies and by last year had cracked the 80 mark. With the Cruising and IMS Divisions added this year, numbers are due to shoot up again and are getting closer to its more famous cousin.

Leading contenders in the IOR Division are Bruce Staples' *Witchcraft II*, recent winner of the Jupiters Sydney to Southport race, and the half-tonner *Pemberton III* which was second last year, skippered by Max Tunbridge.



GLENN Bourke receives his NSW Yachtsman of the Year award.  
(Pic— David Clare)

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## VICTORIAN WINTER RACING REVIEW

By Rob Williams

### Western Port Marina Classic and Western Port Cup

THE IOR Winter Series run by the Ocean Racing Club of Victoria has always enjoyed excellent support from the state's most competitive keel boat racers.

This year the series was sponsored by the Western Port Marina and renamed the Western Port Marina Classic. The format of the event was changed with the ocean race finishing at the sponsor's fine facility at Hastings, rather than at Apollo Bay as in the past.

The ocean race was not only the last heat of six in the 'Classic', but was the first of three in the Western Port Cup.

The fleet in the classic was divided into two divisions for the 'Classic', IOR and CHS, with an arbitrary PHS division being added for the 'Cup' series. The acceptance and popularity of this format with 26 entries for both divisions in the classic.



### Western Port Marina Classic

THE racing experienced throughout the series was excellent.

The races were very hard fought competitive events and enjoyed an excellent variety of weather conditions with high quality on course administration supplied by Royal Brighton's on water crew.

The Series spectacularly culminated in a demolition derby from Portsea-Hastings that saw many exciting rides and much damage.

### Not an Illusion on IOR

AFTER very close results in the bay heats, Lou Abrahams' Dubois One Tonner *Ultimate Challenge*, went into the Hastings Race with a one point lead over *Illusion*, Gino Knezic's Sydney-

*ILLUSION* leading the fleet during the Western Port Marina Winter Classic. (Pic — Leisa Alabaster)

Hobart winning Davidson  $\frac{3}{4}$ , sailed by his son Nick.

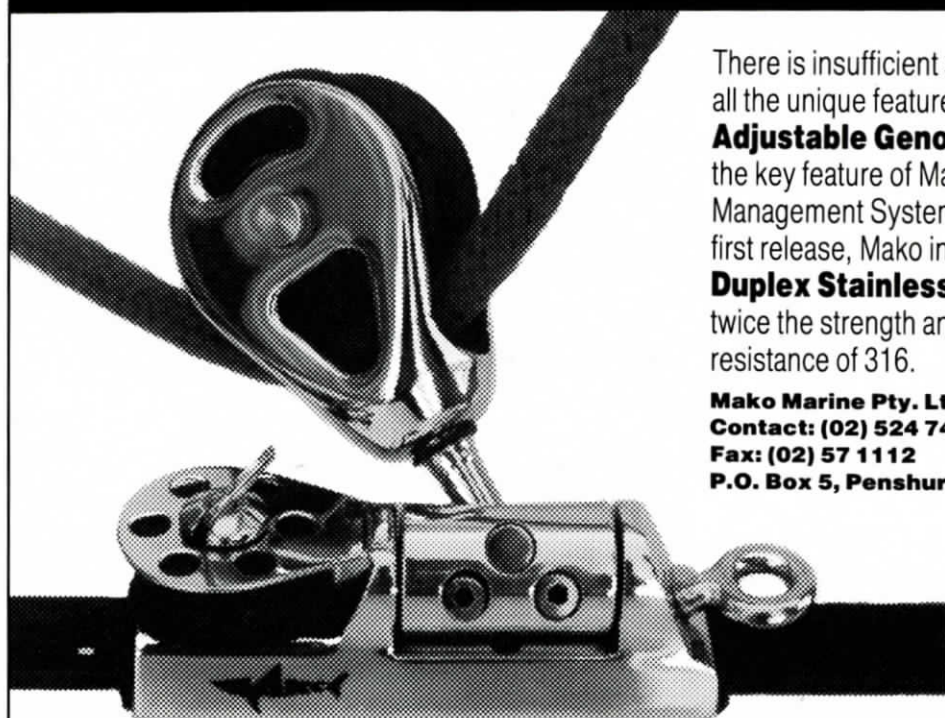
*Illusion*, diving hard, not only managed to survive the race, despite experiencing significant mast damage, to take first place by over four minutes from Bruce Taylor's Davidson  $\frac{3}{4}$  *Chutzpah*.

Chas Jacobsen, sailing One Tonner *Once A Jolly Swagman*, completed a Davidson quinella by edging out a damaged *Ultimate Challenge* to finish third.

The four point advantage gained in this final heat was sufficient for *Illusion* to win the series.

The boat for boat battles throughout

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the series were a feature with One Tonners *Ultimate Challenge*, *Once A Jolly Swagman* and Ray Abikhair's Farr 40 *Prime Suspect*, battling it out at the front of the fleet with *Illusion* being hard pressed by *Chutzpah* not far behind them.

**Points:** 1. *Illusion* (G. Knezic) — Davidson 3/4 — 496; 2. *Ultimate Challenge* (L. Abrahams) — Dubois 40 — 493; 3. *Chutzpah* (B. Taylor) — Davidson 3/4 — 483; 4. *Once A Jolly Swagman* (C. Jacobsen) — 480; 5. *Prime Suspect* (R. Abikhair) — Farr 40 — 475.

## Shenandoah II Storms in to win CHS

RALPH White, sailing the modified S&S34 *Shenandoah II*, won the CHS Series, emulating *Illusion*, with a last heat victory.

Trailing David Currie, skipping *Once More Dear Friends*, by one point going into the race, Ralph and his crew drove hard all the way to take first by over four minutes from Martin Ryan's veteran *Mercedes III* and Chris Carlile's Farr 740, *Farr Better*, with *Once More Dear Friends* finishing fourth.

Channel Handicap during this series again proved its popularity in providing an equitable rating system for older boats now uncompetitive under straight IOR.

*Shenandoah II* and *Once More Dear Friends* were both well sailed with neither boat counting a heat result worse than fourth. Joe Gjergja and Gordon Stooke sailing the Cole 43 *Ariane*, and Rob Green and Bruce Edmunds' Davidson 36 *Kings Cross*, continually pressed the leaders, while *Mercedes III* won a couple of breezy heats but went down dramatically in the light races.

**Points:** 1. *Shenandoah II* (R. White) — S&S34 mod. — 492; 2. *Once More Dear Friends* (D. Currie) — Dubois 40 — 489; 3. *Ariane* (J. Gjergja/G. Stooke) Cole 43 — 479; 4. *Mercedes III* (M. Ryan/R. Williams) — Kaufman 40 — 474; 5. *Kings Cross* (R. Green/B. Edmunds) — Davidson 36 — 471.

## Three Way Tie in Western Port Cup

THE Western Port Cup is raced for in an almost unique point scoring set up. The winner is deemed to the boat, whether IOR, CHS or PHS, that accrues the most points for the three race series.

This inaugural event, by virtue of the cancellation of the last race due to lack of

wind, resulted in a three way tie between *Chutzpah* (IOR), *Shenandoah II* (CHS) and *Mercedes III* (CHS) with each boat counting a first and a second.

The first heat results in the breezy Portsea-Hastings Race were as reported above for the IOR and CHS divisions with Rod Ward's *Ariel* winning on PHS from Lawrence Ford's *Finesse* and *Pegasus*, sailed by Ken Simpson.

For those who thought it blew on the first heat, it got even fresher on the second heat sailed on a tight course around Western Port Bay.



VETERAN former Admiral's Cupper, *Mercedes III*, powers to windward during heavy weather Western Port Cup. Skipped by Rob Williams, *Mercedes III* won CHS division, tied with *Chutzpah* and *Shenandoah II* for overall win.

In the IOR division, *Chutzpah* revelled in the breeze and with an excellent display of heavy air sailing, scored a narrow victory from *Once A Jolly Swagman* with the hastily repaired *Ultimate Challenge*, third.

*Mercedes III* powered away in her favourite conditions and, despite pulling a lower chainplate through the deck, won on CHS by over 8 minutes from *Shenandoah II*, with *By Order of The Secretary* (Allan Collins) third.

*New Morning III*, sailed by G. Morris, scored a narrow PHS victory from John Willet's *Saga VI* with *Ariel* third.

**Points:** 1. *Chutzpah* (B. Taylor) — Davidson 3/4 — IOR — 198; *Mercedes III* (M. Ryan/R. Williams) — Kaufman 40 — CHS — 198; *Shenandoah II* (R. White) — S&S34 mod. — CHS — 198; 4. *Ariel* (R. Ward) — Unknown — PHS — 197; 5. *Once A Jolly Swagman* (C. Jacobsen) — Davidson 40 — IOR — 195.

## Time & Money Dominates NEC Series

TIME & Money 3, the modified Masram sailed by Nick Moloney, completed an excellent race series winning both the JOG and VYC sections of this regatta. Nick and his crew also took out the Victorian JOG Championship that was run concurrently.

The IOR and J24 section were taken out by Bruce Taylor's Davidson 3/4 *Chutzpah* and Peter McAuley's *Runaway Shopping Trolley*.

Competition at the top of each division was hot and the RYCV continue to provide the success of this format of winter racing.

**Points:** 1. *Chutzpah* (B. Taylor) — Davidson 3/4 — 9.5; 2. *Ivetech* (K. Healey) — Davidson 1/4 — 11.5; 3. *Woodstock* (M. McCutcheon) — Holland 25 — 17.75.

**JOG:** 1. *Time & Money 3* (N. Moloney) — Masram (mod) — 9.5; 2. *Spaghetti Factory* (M. Van Onselen) — Farr 740 — 24; 3. *Ivetech* (K. Healey) — Davidson 1/4 — 26.75.

**VYC:** 1. *Time & Money 3* (N. Moloney) — Masram (mod) — 33.75; 2. *Ali Del Aria* (S. Webb) — 1/2 Ton — 39; 3. *Spaghetti Factory* (M. Van Onselen) — Farr 740 — 40.

**J24:** 1. *Runaway Shopping Trolley* (P. McAuley); 2. *Special FX* (S. Hunter); 3. *Sirdy Num Num* (S. Thompson).

## RBVC Winter Series to Liquid Asset

JEFF Farman's consistent Noelex 30, *Liquid Asset*, won a close victory in the RBVC Winter Series with a margin of .75 from Paul Woodman and Peter Telford's *Good News*.

The series had two no race heats precluding the ability to drop any results.

**Points:** 1. *Liquid Asset* (J. Farman) — Noelex 30 — 63; 2. *Good News* (P. Woodman/P. Telford) — Farr 37 — 63.75; 3. *Kingurra* (P. Joubert) — Joubert 43 — 70; 4. *Rangitira* (R. Mercer) — Cole 43 — 79; 5. *Elba* (M. Signorini) — Dragon — 86.5.

## Vendetta in Insail/Musto Series

ALEX and Tony Cittadini's flying Inglis 47, *Vendetta*, hit a purple patch, winning three consecutive heats, to take Royal Melbourne's Insail/Musto Series.

Competition was hot in the series which was raced in a variety of conditions.

Doug Lacey's *Taranaki* was placed



# All Ports

second from *Freedom*, sailed by Richard Laidley, finishing third.

**Points:** 1. *Vendetta* (A. & A. Cittadini) — Inglis 47 — 22.25; 2. *Taranaki* (D. Lacey) — Columbia 27 — 25.75; 3. *Freedom* (R. Laidley) — Seaway 25 — 27; 4. *Wanita* (S. Tait) — Dufour 24 — 30; 5. *Koala* (A. Myer/R. Williams) — Sayer 35 — 38.

## WESTERN AUSTRALIA

By John Robeson  
**Strongest WA Team  
for Southern Cross**

**W**ESTERN Australia is convinced it has its strongest team for many years for the Southern Cross Cup. The team is Alan Bond's *Drumbeat*, Lawson Klopfer's *True Blue* and Ken Court's *Prime Minister*. Although the three yachts in the team are polarised at the extremes of the rating band, there is no doubt they cover most eventualities.

Though there were no selection trials and the team is made up of the only

boats available, the Western Australian optimism is based on the abilities of the various boats and their crews. Should the conditions favour the big boats they have *Drumbeat*, already proven on the maxi circuit and with Peter Gilmour at the helm.

In *True Blue* they have a boat that has proved itself to be a light wind performer, both in Melbourne at the Admiral's Cup trials, and in England at the Cup itself. Though *True Blue* will be without the star of its Admiral's Cup afterguard, Chris Dickson, the boat's builder and one of WA's top offshore helmsmen, Peter Milner, will be skipper for the series.

*Prime Minister*, another Peter Milner built Farr One Tonner, is the heavy air boat of the team, and she has spent the winter back in the builder's shed having a major update and refurbishment. Her owner Ken Court says he is very pleased with the performance of the boat since she has been back in the water.

The work undertaken includes a new state of the art carbon fibre rudder which has reduced the wetted surface area by a third and the weight by some

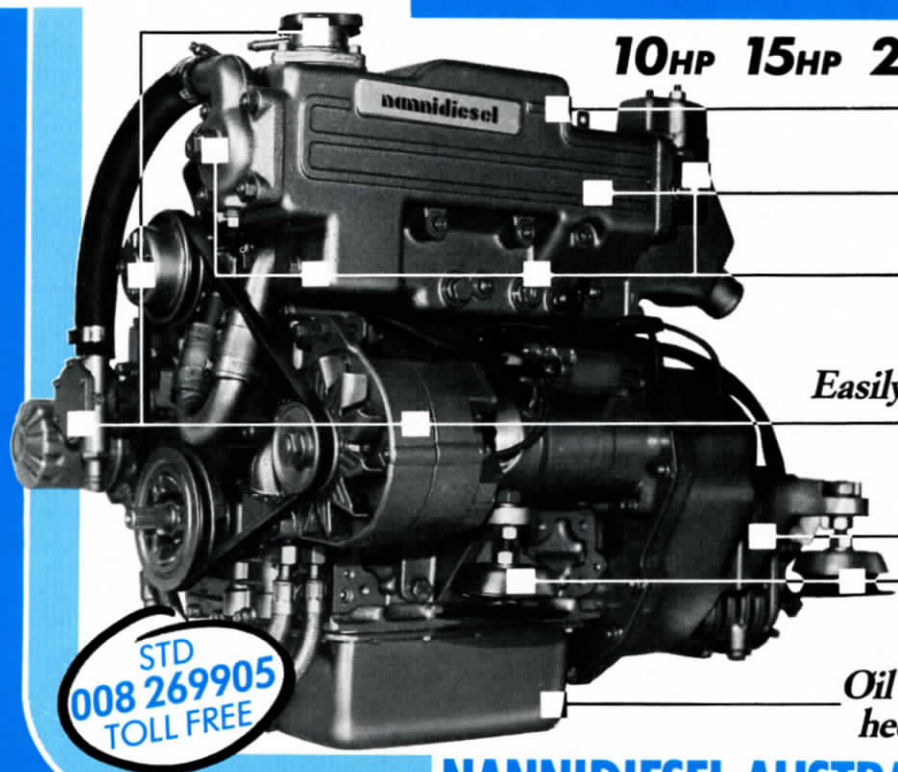
22kg. The boat has been stripped out inside and some strengthening added. It isn't just the hull and fittings that have seen the benefit of an open cheque book approach, North Sails in Sydney have had the job of updating the sail wardrobe.

Ken Court will do much of the steering, but brother Barry, another well-known figure in WA yachting circles, will be tactician and share some of the helming. Other top Western yachts in the crew are Carl Watson and Mike McCawley.

The team are taking more than a "turn up and sail in Sydney" approach. Team meetings are being held at the Royal Perth Yacht Club one morning a week before work. The *True Blue* team have taken over *Nadia VI* — the former *Hitchhiker II* — for the first half of the season as a training platform and have been sailing against *Prime Minister* to help her in her tuning and crew training.

The WA Southern Cross Cup team are not the only Perth yachts making the trek east for the Sydney-Hobart race this year. That man of many sea miles, Jon Sanders is making the journey too. Last time Jon did the Hobart was in '84 when in his *Perie Banou*, in which he had sailed single-handed around the world twice,

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he finished third in class in one of the toughest races of recent times.

This year he is bringing across his latest acquisition *Perie Banou II*, the former *Pilgrim*, but unlike the Southern Cross Cup team he will be making the journey to the start by sea and, not unexpectedly, single-handed. His full crew of Sandgropers will join him in Sydney for the race.

## Big Yachting Season in WA

**W**ESTERN Australia is also gearing up for a busy season in home waters with national and international events on the calendar. The biggest event to hit WA since Dennis stole the Cup is expected to be the Whitbread Round the World Race, with the first yachts due into Fremantle in late November.

Their Fremantle stopover follows the longest leg of the race, from Punta del Este in Uruguay, but if the crews think the ride through the Southern Ocean is tough they should watch out for the social programme that has been organised for them in Freo.

Also on the international scene is the Australia Cup match racing in February and the Bali International race in May. Promising to be a major event, not only on the Western Australian yachting calendar, but also on the national calendar is the Lexcen Cup, yachting's answer to the Sheffield Shield.

To be sailed in the identical Farr 36s owned by the Western Australian Yachting Trust, this will be an inter state series of unprecedented quality.

Two keel boat classes are coming to WA for their national championships, the Redwitches and the Dragons. The Redwitches are being hosted by the South of Perth Yacht Club and will sail their championship on the Swan River. The Royal Perth Yacht Club will host

the Dragons and base the championship at their Fremantle annexe, with the racing held on Owen Anchorage.

## BP West Coast Offshore Series

**T**HE domestic offshore season in WA is just as busy this year as in the past. There are only about four weekends in the whole season when there is not some sort of offshore race.

Highlight of the season is always the BP West Coast Series, a week of racing on the Indian Ocean based at the Royal Perth's annexe and including five races ranging from the 20 nautical mile BP Cup and Winterbottom Cup, to the 130 mile Port to Port race.

IMS has come to the West this year with over a dozen boats measured by the time the season started. An IMS division has been included in a number of the regular races, including all the BP West Coast series races and the Bali race.

At the beginning of the season new boats were thin on the ground, with Farr 9.2s from Hitech Yachts about the only ones in evidence, but this fleet is gaining strength all the time.

Hitech Yachts, now WA's only production yacht builder, also launched their latest model the JS 8000, an 8 metre lightweight flyer.

However, there are a number of owners talking about 50 footers to be built for the Bali Race.

## InterDominion in Farr 9.2's

**T**WENTY New Zealand sailors flew across the Tasman this month to contest the inaugural Farr 9.2 Interdominion Championship.

Five of the best Kiwi skippers will take on five of the best Australians on Melville Waters in an event run by the Royal Perth Yacht Club.

Plans are already in place for the Australians to compete in Auckland in 1990.

International competition in the Farr 9.2 augurs well for the Association which is growing rapidly. Already there have been 14 built and more are on order.

Hot shot kiwi skipper Grant Mitchell, (winner of the Two-Handed round NZ Race, will start favourite. Grant built the Farr 9.2 in New Zealand and his opposition includes local builder of the Farr 9.2, Ted Matthews, of Hitech Yachts, the current WA champion.

## SOUTH AUSTRALIA

By John Parrington

**S**OUTH Australia will be missing from this season's most important IOR regatta, the Southern Cross Cup in Sydney, because it cannot find a competitive team to match the rest of the quality fleet.

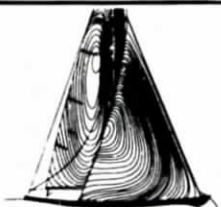
It's a sad reflection on the State's big-boat scene which received a major boost two years ago when the last SA team went to Sydney for the series.

Despite a professional winter and pre-Christmas program in 1987 the trio, David Urry, Mario Minuzzo and Gil Finlay, were badly off the pace and finished a disappointing third to last, but their endeavours to be competitive for the Cup also had a positive spin-off throughout the rest of the local fleet and generally lifted its standard.

As with any campaign here or interstate the cost was extremely high for those involved in terms of money and time.

These are the two main reasons behind SA's non-appearance this year, and only three boats will be making the trip to Sydney for the annual Hobart race.

Veteran campaigner Jim Howell will take *Sunburst*, but he will be racing it



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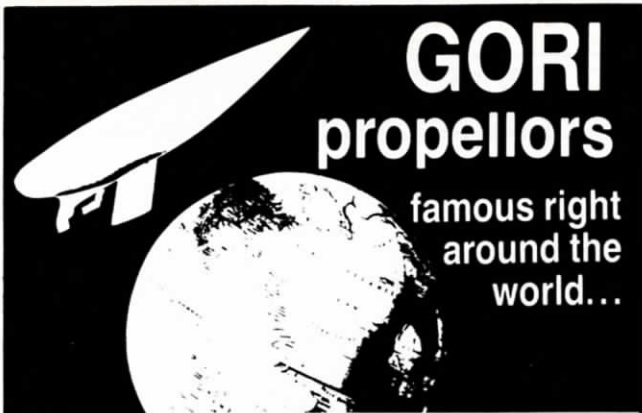
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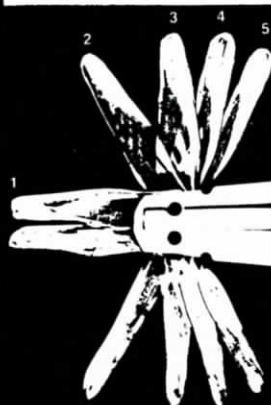
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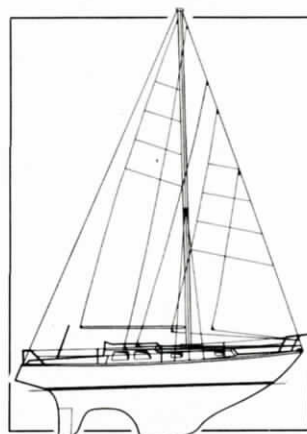
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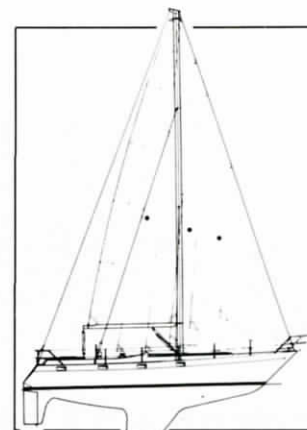
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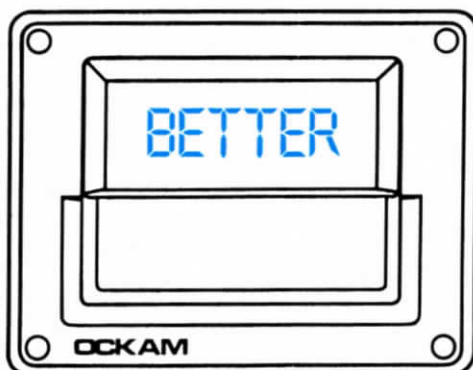
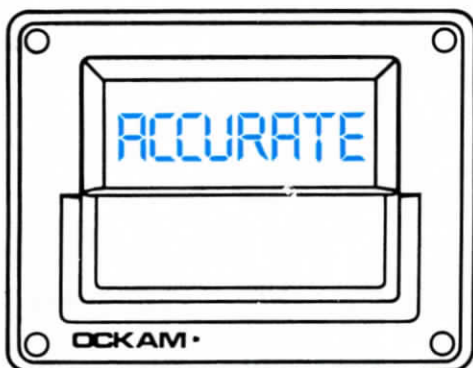
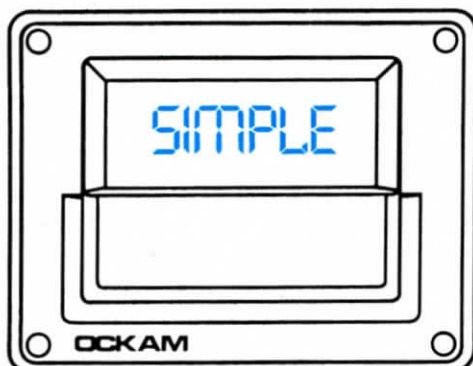
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# All Ports

under the new name, *Mini Jumbuk*, while Phil King will be sailing *Patrice III*. Josko Grubic, of course, will be there with his veteran 80-footer *Anaconda II*.

The 66-year-old Howell is one of the state's most experienced skippers who has sailed in 14 Sydney-Hobart races and 10 Melbourne-Hobarts. Like most yachtsmen who have done a Hobart race and just can't resist going one more time, Howell was considering hitching a ride as a crewman this year until an unusual offer emerged just before the start of the season.

A Mount Gambier solicitor, David Barnfield, had a strong desire to do the Hobart race and he approached well-known skipper Bob Francis with a deal to make the trip. Francis declined, but Howell took up the option when Barnfield guaranteed to find \$18,000 in sponsorship.

Howell agreed and a country-based wool manufacturer took up the option. Instead of just putting up money, the managing director and another of his staff decided to go all the way and signed on with the rest of the crew. Don Wray, who now owns the company, is a classic rags to riches story after starting

on the shearing shed floor and finishing in the top job.

That sort of enthusiasm is the reason behind his decision to make the trip along with Peter Westley, who has at least done the annual Lincoln race.

*Mini Jumbuk* is an aluminium Peterson design 40-footer which was built in 1978 for the Admiral's Cup trials, but it just missed selection.

At about the same time Howell was sailing in his first Southern Cross series in *Born Free*, and since then SA has always been represented.

Also doing the trip on board will be Jim's son, Chris Howell and Bruce Wetherall, who were both on *Born Free*, and Greg Cates, an experienced mainsheet hand. "These guys have sailed with me for more than a decade and their experience is invaluable, especially after the trouble in the disastrous 1984 race," Howell said.

Howell will sail to Sydney in the middle of December, which will cut costs compared to the Southern Cross team which sent their boats by road to NSW. He still believes the race cost will run into about \$20,000, but Howell is confident of making up the difference between it and the Barnfield package.

A high proportion of that cost will be spent on upgrading the boat. "It's a great way to re-rig her, but it's yet another fabulous opportunity to get to Sydney," Howell said.

## Helsal II for West Coaster

**K** EITH Flint is another veteran skipper who has raced to Hobart several times before and he was aiming to make the Sydney race again this year in his new boat, *Helsal II*.

He bought the boat from Sandy Kelso of the Royal Geelong Yacht Club a few months ago, and was asked by the Ocean Racing Club of Victoria to sail in the Melbourne-Hobart.

It will be a first for the boat, which has just turned 10 years old, which also holds the sixth fastest time for the Sydney-Hobart of two days and 21 hours. "She's certainly a flier and is definitely the fastest boat I've ever owned," Flint said.

A crew of 14 will do the race, including Charles 'Chook' Wall-Smith who will be the sailing master, his son Peter, who sailed in SA's America's Cup campaign, and Flint's son, Ian, who will be the co-skipper.

*Helsal II* will leave late in December and arrive in Melbourne a couple of days before the start of the race.

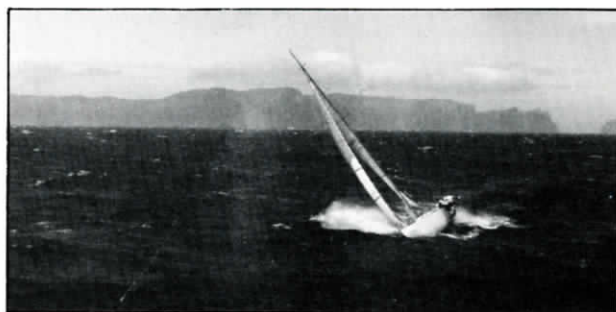
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**I**MPROVING our yacht's performance is something we all strive to achieve. In this new feature, OFFSHORE offers readers the chance to pose questions on optimising their yacht under IOR or IMS, or any of the rating rules, to expert optimiser Scott Jutson.

Questions can be sent direct to Scott Jutson Yacht Design.

### Keels, Rudders and IMS

**Q1** — *I have a four year old cruiser/racer with a cast iron keel and a skeg hung rudder. How will modernising the keel and rudder effect my IMS rating?*

**A1** — The IMS measurement procedure only concerns itself with two aspects related to hull appendages: 1. The total surface area and volume, and 2. The effective draft of the keel. Keel material and its true performance capabilities as determined by plan form and the cross sectional shape are essentially untouched by the rule except as they relate to items 1 and 2 above.

This applies to the rudder as well which, in modern designs, is relied on more and more as a primary lift producing device.

For the same trim, displacement and stability figures a properly designed modern keel would provide the following "unrated benefits": a generous reduction in drag on all points of sail (worth several seconds a mile) and concurrent improvement in the keel's ability to generate lift (worth boat lengths to weather at the top mark).

Where the rule would "see" you would be in reduced keel volume and a reduction in wetted surface (5% depending on the design). This would be most noted in your light air performance figures.

Using a currently rated IMS 35 footer as a model, a new optimised keel and rudder would lower the boat's LR10 by 1.8 seconds, but the reduction in leeway alone would be worth over a boat length to weather per mile, which at 6.1kts equals 3.4 seconds per mile.

Combined with a significant reduction in drag, the end result is very real "one up" on the rule.

### Fractional Versus Masthead Rigs

**Q2** — *The debate about rating fractional versus masthead rigs — are they any closer to an equitable solution, or is the masthead rig effectively dead for top level competition?*

**A2** — No immediate solution is presenting itself. Our guess is that the rule

## OPTIMISING

with SCOTT JUTSON

makers are looking too hard at the aerodynamic factors relating to the various rig styles and ignoring the weight aloft aspects.

Rig weight is an all critical performance factor and rig weight differentials of as little as 5% can tear sisterships right apart on a racecourse. Remember, too, that rig weight is closely married to keel weight (and therefore drag) so the global effects of a lighter rig are all pervasive.

The all up weight of a fractional rig is generally less than that of a masthead and the centre of gravity will always be lower. That in itself will produce a faster boat.

### Pitching Problems

**Q3** — *The use of weight concentration as a means to reduce pitching and its (as yet) unrated performance benefits under all the various handicap rules — any idea what might happen?*

**A3** — Concentrating mass in a vessel leads to a reduction in pitch frequency.

All vessels will pitch in response to a wave; the object is to get it over with as quickly as possible. Mass concentration increases pitch frequency — the pitching is quicker, recovery to a steady state occurs sooner and the sum is a faster boat, albeit a very uncomfortable one.

Mass concentration is achieved by utilising light hull and rig scantlings and concentrating weight in the bilges in the form of lead ballast.

Several problems occur in rating this fairly. First, the actual polar moment of inertia of the particular vessel must be assessed by some method, say perhaps, a swing test. This could be a nightmare with a maxi yacht. Secondly, the performance advantage only comes into play in a seaway and varies depending on the state of the seaway.

To fairly rate different vessels will require the handicappers to add a sea state option and a pitching coefficient to the range of tools the IMS already has in place, or to make the flat water penalty so insidious that no one tries too hard.

One general knee jerk type solution is to avoid the above and focus on hull materials. The sad facts are twofold.

Firstly, material bans usually create more costs and headaches than they solve as the competitive individual will always have new options available to them that will be both legal and expensive.

Secondly, hull material bans tend to ignore the relatively small contribution made by the differences in hull materials to pitching frequency as compared to the more remote appendages such as the keel and mast.

Best solution? A rig scantling rule. This would take the heat off the crews and the insurance companies to keep the things in the air, force the return of some weight to the keels, improve the motion of the boats in a seaway as well as capsize stability (improving crew safety), and do a fair bit to equalise performance amongst similar vessels. It would also lessen the advantages perceived in the use of the lightest hull materials.

### The Ultra-Light Maxi-Chaser

**Q4** — *I have always been intrigued by the concept of the ultra-light maxi-chaser. Why, for all their puff and promise, do they produce such abysmal results in mixed fleet racing?*

**A4** — Yacht racing, much like other human endeavours, is governed by certain immutable laws of physics.

We have to walk up the hill to run down it and the former always takes longer than the latter.

Now, yacht racing is a mixture of the up, the down, and the flat and the boat that can find the best balance of sail area, length, stability, displacement, etc. to get home first we call "fast boat".

The boat that goes uphill with boats 20ft shorter only to go like the clappers for a few minutes downhill to try and catch the boats that are 10ft shorter, we call "slow boat".

The fact is, on most days balance wins, and, going to Hobart, a proper maxi will always win. This is because they have developed over the years through a sensible desire to win races. The same could be said for all the IOR rating bands.

I am not suggesting that they represent an ultimate in ocean racing craft — far from it — but we, as designers, must never ignore the lessons that they can teach us. After all, how many 40 foot boats do you know of that can do 7.1 knots uphill? I think that's pretty quick and it's done with 1.8 tons of lead in the bilge and a little 1.3 ton keel. Think about it.

Scott Jutson is a naval architect with a full time design and performance consultancy business in Sydney. His firm is a leader in the development of rational computer based performance analysis systems.

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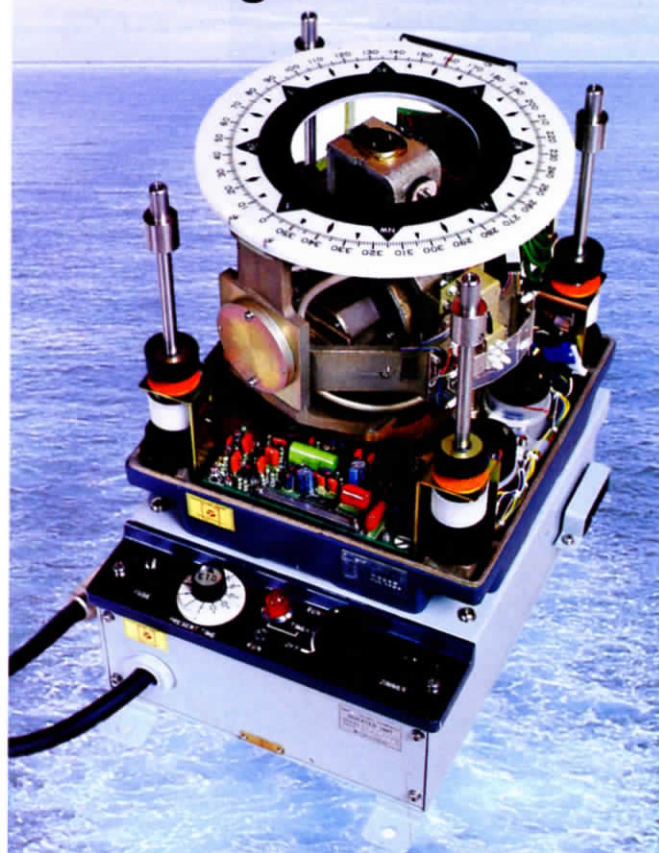
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# PRODUCTION BOAT REVIEW

*By Rob Williams*



Offshore has had the opportunity to test a number of the high quality production boats on the Australian market.

This review is intended to give the readers an idea of the parameters of some of the new yachts on the market that will be tested, in depth, in future editions.



# CRUISE IN COMFORTABLE CLASS

**W**HEN a production yacht manufacturer makes a boat available for a test in the Whitsundays most of the more cynical would think that only reports in glowing terms would result.

It was in this situation that OFFSHORE was invited to test the new Northshore 46C — the charter version.

However, we were to be the first people to sail this yacht soon after its mast was stepped and prior to its total preparedness for sea.

This resulted in us having to go over the yacht completely to access its equipment and systems.

Rather than a quick couple of hours in the harbour, we actually lived on the yacht in a way that was totally in accord with its intended usage.

The factors that stand out on first boarding the Northshore 46C are its high degree of finish and practicality of equipment placement.

On the fully equipped version we sailed, the deck gear was well placed and extremely easily handled. To test the boat fully we decided that all sailing manoeuvres, including anchoring, should be undertaken by only two of the three of us on board. Surprisingly nothing was either a problem or hard work.

The furling systems on main and headsail made sail handling a dream and the ability to set less than full sail proved highly effective. The only awkward



## NORTHSHORE 46

equipment was the double action clutches on the headsail furling which I feel could be substituted with single action clutches to ease operation.

The only other possible improvement I could perceive would be the location of the aft falls of the mainsheet at a fixed point rather than using a traveller which, while being a definite plus for racing, can prove a crew catcher to the lesser experienced or those in cruise mode.

The boats performance under both motor and sail is a delight. She handles very precisely and shows both a good turn of speed and a high degree of forgiveness when pressed.

An indication of this is our completion of a 15 nautical mile passage in 90 minutes, on a beam reach with the rig approximating one reef in the main and a No. 2 headsail.

Below deck the 46C is spacious, comfortable and very livable. The finish and layout, both accommodation and facility wise, is of a high standard and affords convenience and a surprising degree of privacy.

The Northshore 46C has a basic price of \$295,000 and fitted as the test boat was, with extras including the furling gear, a spray dodger, a bimini top and a microwave — which for its intended area of operations are almost compulsory — sells for about \$330,000.

These prices represent excellent value.

I am continually impressed with Northshore's construction, especially the use of balsa cores in both hull and deck — which is not common in production yachts. The overall planning and finish of the yacht is a credit to the builders and I am sure it will prove to have excellent market placement.

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**A**TTENTION to detail has long been a feature of Beneteau's yachts and the First 41s5 proved no exception.

This attention is not confined to many of the innovative features of the yacht but is evident from the design stage through to completion.

This Jean Berret design sails with the speed and responsiveness that one would expect from a performance oriented yacht emanating from the board of an internationally successful designer.

During our test the wind speed gradually increased from around 5 knots to over 20 knots giving a good spectrum of the yacht's ability.

Upwind she developed good speed and was very balanced. She was easily held in the groove and displayed good feel. Equipped with a 48" diameter wheel, she was light on the helm maintaining good manoeuvrability.

Power reaching the helm loaded considerably, but was by no means hard work although, as you would expect, the main had to be eased in the heavier gusts to avoid round ups.

Downwind, unfortunately without a spinnaker, she was still relatively quick and well mannered and gave indications that she would be pretty quick and easily handled under kite.

Leaving and entering the dock, on the latter occasion with an awkward quartering breeze, under motor she handled very predictably and was responsive to throttle and helm adjustments.

The level and quality of the standard deck equipment and rigging is both comprehensive and of high quality. The deck layout is functional and user friendly. The trench type companionway enables halyards and rig controls including the fine tune on the main sheet that is concealed in the boom — to be operated clear of the main cockpit, therefore reducing crew congestion.



## A TOUCH OF CLASS BENETEAU FIRST 41s5



Below decks, sumptuous is probably the best description of the overall effect. As you come to expect from the First range, the traditional yacht finish gives

way to a more space age type layout. While the white upholstery may give the traditionalists heavy murmurs, the interior is designed to be functional as well as eye catching.

A feature that bears mention is the ventilation below that utilises air intakes, set into the coach house, that are designed to force air into the boat to be exhausted through extractors mounted in the transom.

With a price tag of just over \$240,000 the First 41s5 is not cheap, but, in light of the levels of equipment and finish, for potential purchasers it is very good value.

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# THE HI-TEC AND SOPHISTICATED

## BAVARIA 340



**T**HE Bavaria 340 represents a standard of production yacht, until now, not witnessed in the Australian market place.

The combination of Kevlar/Foam sandwich construction, performance

under the forward end of the cockpit side seats. The provision of rope jamers rather than clutches aft of the cabin top winches surprised me, and I feel that some of the boom fittings may prove a little light with protracted use in Australian conditions.

The internal layout is incredibly effective both in the accommodation and facilities provided in the yacht. The installation of an island type dinette, with galley facilities along the starboard side, enables comfortable seating for six with a good open area below the companionway. There seems to be no area



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oriented under water appendages, a very well planned overall layout and comprehensive equipment are combined to result in an extremely impressive finished product.

With respect to the factors above, it was no surprise that the boat was a delight to sail.

Our test took place in light to moderate conditions that found the yacht underpowered, rigged with full main and No. 2, more often than not.

Despite this, the yacht exhibited excellent handling characteristics and displayed good speed. The Bavarian has a very solid feel and is both very precise and forgiving under sail. The relatively large rudder is easily controlled by her wheel steering and the boat displayed only slight inclination to round up, the few times we managed to get into an overpowered configuration, which was effortlessly countered with minimal helm adjustments.

The deck gear was simple and effective. The uncluttered effect in the cockpit is greatly aided by the provision of wheel steering and the placement of sheet and control line stowage lockers

within the yacht that is not fully utilised. A feature I have not seen before is the opening hatches of each aft cabin that provide both ventilation and access via the underside of the cockpit seats.

The high quality timber finish would please any traditionalist and belies the exotic nature of the yacht's construction.

Foam sandwich construction is employed in the yacht's topsides with carbon fibre floors located in the areas bearing keel loadings. The companies promotional video showing a boat at full speed sailing into a brick breakwater and then showing the haulout to reveal minimal damage is unique and speaks volumes for the boats strength.

The basic Bavaria 340 retails for \$176,000, with a completely equipped yacht around \$190,000. This is reasonably expensive for a 35-footer, but represents a realistic price considering the quality of the total product.

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# BRIGHT AND LIVELY



the yacht is not well equipped. On the contrary, the quality of the boats rig and fittings were very good. In particular the curved main traveller with integral jamers in the track end fittings and standard provision of rod rigging were noteworthy.

With regard to the performance potential of the boat I feel maybe a tackle standing backstay system should be used rather than the standard screw adjuster and that a more efficient tiller extension should be provided.

Internally the boat is extremely well equipped and the tasteful use of teak trim gives a very warm, yet spacious effect. Two enclosed double cabins plus an enclosed bathroom are features not normally expected on a 31-footer, but are incorporated into the Gib'sea with-

## — THE GIB'SEA 312

**F**ROM the board of internationally successful designer Rob Humphries, and produced by France's third largest yacht manufacturer, the Gib'sea 312 provides high standards of performance and accommodation for a 31 foot yacht.

The yacht's design and layout is ideal for the racing yachtsman who requires useable and comfortable accommodation.

On the water the yacht is both well mannered and responsive. During the test sail we were often overpowered, but the boat proved easily feathered upwind and to have good control characteristics when sprung, enabling round-ups to be avoided.

The Gib'sea 312, unlike many of the other imported yachts on the Australian market, is offered in a configuration that allows the new owner the scope to add preferred deck equipment and instruments to get the yacht race prepared. This is not meant to give the impression



out occupants feeling boxed in or getting the impression the boat is 'compartmentalised'.

On my estimation seating for at least eight people is provided in the saloon, and this combined with the very effectively designed drop leaf table, should prove a winner with those owners who like doing a bit of entertaining in port.

The Gib'sea boats are built to Lloyd's survey requirements and at a price of \$115,900 will meet the requirements of the owner wishing to have a yacht of this size that has good performance, the ability to cruise at sea and that he can entertain a few friends on.

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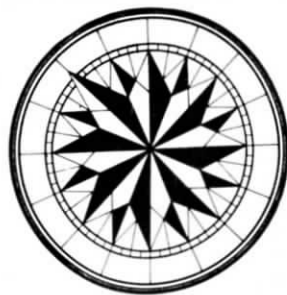
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ONE Tonners racing boat-for-boat in this year's Admiral's Cup at Cowes. Next Cup will see three bands of level rating, each team nominating one yacht for each band. (Pic — Peter Campbell)

## ADMIRAL'S CUP GOES LEVEL RATING

**M**AJOR changes have been made to the format for the next Admiral's Cup international offshore yachting series in England, following meetings in London in November.

In future the world's premier offshore regatta will be a three rating-band event sailed under the International Offshore Rule (IOR) without handicaps, with each challenging nation required to field one boat in each band.

The Royal Ocean Racing Club's Admiral's Cup management committee

has announced that the three rating bands for the 1991 Admiral's Cup will be: 30.0-30.55 feet; 34.00-35.05 feet; and 39.00-40.5 feet. While the fleet will race as one, scoring will be carried out within each band as they cross the line.

Yachts which rate slightly lower than the three maximum IOR ratings set for the Admiral's Cup will be allowed to sail, but will be deemed to rate at the nominated rating. The rating range for each band correspond respectively to the One Ton Cup limits, the new Two Ton

Cup limits; the 50ft Owner's Association range for yachts racing in their circuit.

Australia is represented on the Admiral's Cup management committee by Peter Bourke, Chairman of the Ocean Racing Club of Australia and manager of the 1989 team at Cowes. "The move has the support of most teams which competed at Cowes this year, taking away the weather-luck factor that has cost teams dearly in the past," Bourke said on his return to Sydney.

"For example, this year's fresh weather regatta favoured teams with two bigger yachts, 44-footers and 50-footers and one One Tonner. Australia had a 44-footer and two One Tonners and came fifth," Bourke added.

It means the Admiral's Cup will sail into the 90s with a new look aimed at making this grand prix offshore yachting racing event more competitive and fairer, particularly for nations such as Australia and New Zealand who must select teams so far in advance.

Instead of the weather and changes to the handicapping formula playing such a significant role in overall results, the emphasis will be on boat-for-boat racing where sailing skills and tactics will determine the winners.

The RORC also confirmed that the same successful format of six races will be repeated for 1992 Cup and that an average of 84kg average crew weight limit will be in force. As for crew members, they will be in line with the IOR Red Book, though the RORC has sensibly asked the ORC to harmonise its Red Book numbers with those specified in the level rating Green Book, which sets the conditions for ton cup events.

Four days later the Offshore Racing Council also met in London with an agenda that had been effectively set when owners, designers and other interested parties informally chewed the cud on the state of the IOR during the last Admiral's Cup. The end result, too, was that their wishes were embraced by the ORC.

### 6 Year Moratorium on IOR Rule

In an unprecedented move, the ORC has declared a six year moratorium on the IOR so that, apart from any loophole closing, ratings and rule parameters will remain unchanged. Six years equals three Admiral's Cups, so the move should bring stability to the whole world of grand prix IOR events.

On the ton cups front, the Two Ton Cup, which used to be contested by yachts racing 32ft until 1983, will be resurrected for the 1991 season for mid-sized Admiral's Cuppers. With one 35ft rater required in each Admiral's Cup team in 1991, the Two Ton Cup's





THE Admiral's Cup on display at Plymouth after being won by the British — with Alan Gray, owner of top-scoring Jamarélla, addressing the media. (Pic — Peter Campbell)

success is virtually assured. But following the decline in interest among the smaller ton cup classes — there were just eight entries at this year's Mini Ton Cup — the classes up to three-quarter ton size will be grouped at a common championship in future years.

In an attempt to bolster the ton cups' fortunes, a new Champion of Champions will be sailed in England next May. Fleet racing in First Class Europes will be among the top two crews from each of this season's ton cup winners. So far, nine out of 10 owners have said they will bring their crews.

During the past season sailors voted with their feet in declaring unsound the

ORC's requirement for at least half the crew on the rail to sit facing inboard during night time racing. Like their response to owners, the ORC has listened to its constituency and dropped the rule.

The main thrust of the ORC's work is now directed at the 2nd tier cruiser racer International Measurement System rule. Some 3,000 boats are expected to be IMS measured by next year, with some 40 measurement machines in use worldwide. They "read" a hull's lines in order to determine any yacht's speed potential from which time allowances are derived.

To boost IMS' acceptance as a mass

market rule, high cost materials and construction techniques are to be prescribed from next July. So no more fancy titanium fittings on carbon fibre/Nomex hulls baked with high temperature cures. Kevlar will still be permitted however, as will carbon fibre spinaker poles. The ban will also apply to the smaller IOR ton cup classes.

With IMS growing by some 65% in the last year, from an admittedly low base, the 18 countries using the system will be assisted by a new ORC software package for race management and scoring. This will automatically select the wind velocity to be used in calculating corrected times.

— Tim Jeffery

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# ALLOY INDUSTRIES

## Offshore Racing Calendar 89

### SOUTHERN CROSS CUP

#### DECEMBER

- 14th Offshore triangle, 27nm
- 15th Ocean race, 75nm
- 17th Offshore triangle, 27nm
- 18th Spare day
- 19th Ocean race, 75nm
- 21st Offshore triangle, 27nm
- 22nd Spare day
- 26th Sydney-Hobart Race, 630nm

### NEW SOUTH WALES 1989

#### DECEMBER

- 1st Founder's Cup — 75 mile
- Southern Cross Cup Selection Race 4
- 3rd Short Southern Cross Cup Selection Race 5
- 9th SOPS Invitation Race
- 14th NorTel Southern Cross Cup Race 1 — 25 mile
- 15th Southern Cross Cup Race 2 — 75 mile
- 16th Short Haul — Christmas Raft Up Trophy Race — Start 1100
- 17th Southern Cross Cup Race 3 — 25 mile
- 18th Lay Day — Resail if required
- 19th Southern Cross Cup Race 4 — 75 mile
- 20th Lay Day
- 21st Southern Cross Cup Race 5 — 25 mile
- 22nd Resail if required
- 26th NorTel Sydney-Hobart Race 630nm

#### 1990

#### JANUARY

- 1st Sydney-Hobart/Southern Cross Cup
- Presentation Dinner
- 2nd West Point King of Derwent
- 3rd RYCT Relay Race
- 4th YOTS Hobart-Sydney
- 20th RANSA Regatta
- MHYC Bruce & Walsh Series
- 21st MHYC Bruce & Walsh Series
- 27th SOPS

#### FEBRUARY

- 3rd RSYS Milsons Cup
- 10th SOPS Race for Cancer
- 16th Sydney-Newcastle
- 60/120 mile (Tradewinds Trophy)
- 24th SOPS

#### MARCH

- 3rd SOPS
- 4th Sail for Cancer
- 9th Woollahra Cup — 90 mile
- 17th SOPS
- 24th SOPS
- 31st MHYC Short

#### APRIL

- 3rd MHYC Sydney/Mooloolaba
- 12th Easter Cruise
- 22nd Ladies Day — Jill McLay Trophy
- 29th Commodores Day — Veterans Race

#### MAY

- 6th Harbour Race
- 13th Harbour Race
- 20th Harbour Race
- 26th East West Airlines
- Sydney-Whitsundays Race
- 27th Harbour Race

#### JUNE

- 3rd Harbour Race
- 4th Range Rover Regatta Heat

- 10th Harbour Race
- 17th Harbour Race — Warren Evans Trophy
- 24th Harbour Race

#### JULY

- 1st Harbour Race
- 8th Harbour Race
- 15th Harbour Race
- 22nd Harbour Race
- 29th Ladies Day — Chris Lee Trophy

#### AUGUST

- 4th Sydney-Gold Coast Race



### VICTORIA 1989

#### DECEMBER

- 26th SunSmart Cock of the Bay
- 27th SunSmart Melbourne-Hobart
- Melbourne-Devonport

#### 1990

#### JANUARY

- 14-20th Petersville Regatta
- 27th Melbourne-Grassy, 110 miles

#### MARCH

- 3rd-4th Western Port Marina Regatta, Portsea-Flinders-Hastings (Week 1)
- 10th-11th Western Port Marina Regatta, Hastings (Week 2)

#### EASTER Melbourne-Port Fairy



### QUEENSLAND 1989

#### DECEMBER

- 31st Royal Queensland Yacht Squadron, World Flying Fifteen Title

#### 1990

#### JANUARY

- 14th Royal Queensland Yacht Squadron, World Flying Fifteen Title

- 14-20th Mooloolaba Yacht Club Australian JOG Championship
- 26-28th Queensland JOG Assn Summer Cup

#### APRIL

- 1st Caltex Sydney-Mooloolaba Yacht Race
- 9-12th Royal Queensland Yacht Squadron XXXX Gold Cup Regatta
- 13th Queensland Cruising Yacht Club Australian Airlines Brisbane-Gladstone
- 17th Gladstone-Hamilton Island Yacht Race
- 21-29th Hamilton Island Yacht Club XXXX-Ansett Hamilton Island Race Week regatta

### WESTERN AUSTRALIA

#### OCTOBER

- 20th Geraldton, SPOYC, 220nm
- 27th Geraldton Return, SOPYC, 200nm

#### NOVEMBER

- 24th Naturaliste Race, RPYC, 200nm

#### DECEMBER

- 16th Mandurah Return, SOPYC, 101nm

#### 1990

#### JANUARY

- 26th Bunbury City Classic, FSC/KBSC, 90nm
- 28th Cape Bouvard, KBSC/FSC, 90nm

#### RPYC BP WEST COAST SERIES

- Sep 9 Bill Lucas Night Race, RPYC, 60nm
- Nov 11 Perie Banou, RPYC, 34nm
- Feb 13 BP Cup, RPYC, 20nm
- Feb 14 Winterbottom Cup, RPYC, 20nm
- Feb 17 Port to Port, RPYC, 130nm

#### FEBRUARY

- 24th Bunbury Return, RFBYC, 184nm

#### MARCH

- 10th Fremantle Esplanade Hotel Indian Ocean Race, FSC, 125nm

#### APRIL

- 6th Albany Race, RPYC/PRSC, 325nm

### INTERNATIONAL 1989

#### DECEMBER

- 10th-26th AWA Southern Cross Cup, Sydney, Australia
- 26th AWA Sydney-Hobart Yacht Race, Sydney, Australia

#### 1990

- JUNE Carlsberg Two-Handed TransAtlantic, Plymouth, UK

#### SEPTEMBER

- 15th BOC Challenge Around the World Alone Race, Newport, Rhode Island, USA

#### NOVEMBER

- Route du Rhum Race

#### 1991

- MAY Osaka Cup, Melbourne, Australia to Osaka, Japan, Two-Handed Race

### WHITBREAD ROUND THE WORLD RACE,

#### 1989-1990

- 2nd Sept Leg 1, Southampton-Punta del Este, 6281 n miles
- 28th Oct Leg 2, Punta del Este-Fremantle, 7650 n miles
- 23rd Dec Leg 3, Fremantle-Auckland, 3434 n miles
- 3rd Feb Leg 4, Auckland-Punta del Este, 6255 n miles
- 17th Mar Leg 5, Punta del Este-Fort Lauderdale, 5475 n miles
- 5th May Leg 6, Fort Lauderdale-Southampton, 3837 n miles

First yachts expected to finish 21st May, 1990. Total distance of race, approx. 32,932 nautical miles.

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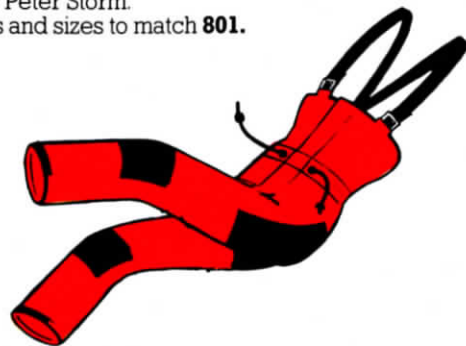


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