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# HITACHI SYDNEY-HOBART YACHT RACE 1976



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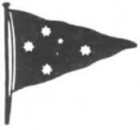
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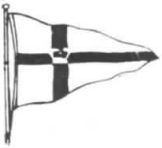
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# HITACHI SYDNEY-HOBART YACHT RACE

1976  
(32nd year)

December 26th 1976  
12:00 Noon Eastern Summer Time (0100 hours GMT)

**Official Starter**  
His Excellency the Honourable  
Sir Stanley Burbury, K.B.E.,  
Governor of Tasmania

**Starter's Boat**  
H.M.A.S. *Bombard*

*Organised by*  
The Cruising Yacht Club of Australia  
*with the co-operation of*  
The Royal Yacht Club of Tasmania

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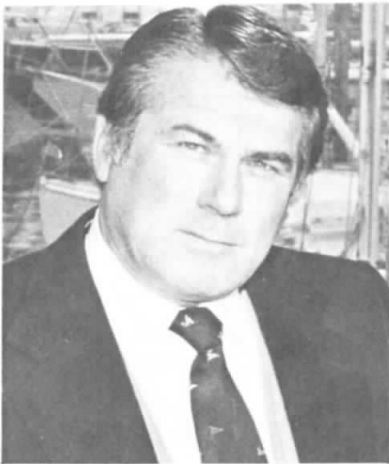
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# COMMODORES' MESSAGES



## The Cruising Yacht Club of Australia

*For the 32nd time, the people of Sydney will witness on Boxing Day the spectacle of the start to Hobart – an event which has become a tradition and a symbol of our beautiful harbourside city.*

*Nowhere in the world is there a yachting event started with so much spectator interest and appeal.*

*Each year what lures so many spectators to the start and finish and so many competitors to participate in this internationally-famous Race? For the spectators it is surely the magnificent display of ocean racing craft spiced with a thought for those departing on a long and possibly hazardous voyage into southern waters (although the safety record of the Race is enviable).*

*For the competitors the lure is as varied as the men and boats themselves. For some it is the opportunity to test their boats or themselves in conditions quite different from their usual environment; or it may be an escape into a world of adventure where simple, straightforward reliance upon one's crew and craft replaces the more devious and complicated demands of commercial or professional life ashore.*

*For others it is the competitive thrill of hard racing against the best ocean racing yachts in Australia, and often from overseas.*

*For all there is the thought of arrival in Hobart. In Bass Strait many a skipper vows never to put to sea again; in Storm Bay he might even try selling the boat to the crew, but as he enters Constitution Dock to the ever-present applause and welcome, he looks for next year's entry form.*

*We are particularly pleased that Sir Stanley Burbury K.B.E., Governor of Tasmania, has consented to start the 1976 Hitachi Sydney-Hobart Yacht Race. The yachting ties between Sydney and Hobart are strong. Sir Stanley's presence is a visual symbol of these ties.*

*For our Sponsor, Hitachi, we have nothing but praise. Sponsorship is a contentious matter in a sport as untouched by commercialism as offshore racing.*

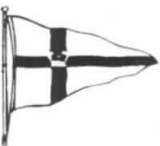
*The costs of staging an event of the international importance of the Sydney-Hobart Yacht Race has become greater than we can expect to defray from Club finances. Hitachi has helped close the financial gap with a dignity and respect for the traditions of the Race that has pleased all.*

*And now the race – what will the weather be? Another three days of hard running conditions such as last year, when elapsed time records were toppled by so many delighted skippers, or a hard "bash" down the Tassie Coast? Whatever the weather encountered, it is certain not to be a dull ride.*

*To all officials and helpers at both ends of the course go our thanks for the hard work that goes into the preparation of this Race. Our thanks to all firms who have contributed know-how and equipment, and especially to Jeff Hammond, owner of 'Mia Mia'. Our gratitude also goes to the competitors.*

*Good sailing and see you in Hobart.*

G. N. EVANS  
Commodore



## The Royal Yacht Club of Tasmania

*After last year's record Race in which we saw some magnificent maxi yachts vying for line honours, this year, no doubt, the field will be as strong – perhaps not in numbers but certainly as competitive as these past few years.*

*The performance of those vying for selection in Australia's 1977 Admiral's Cup Team will be watched with interest, and it is to be hoped that this 32nd Sydney-Hobart Yacht Race will provide them with some worthwhile competition.*

*I am sure the sponsorship will only help increase the high standard of organisation which has been present until now, and we must thank Hitachi for their generous assistance.*

*Best wishes to all competitors, and may the weather be fair to all.*

J. M. DREW  
Commodore



## APPRECIATION

*The Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation of The Royal Yacht Club of Tasmania without which this race could not exist. Apart from organising the presentation of trophies at the Hobart City Hall and functions at their Clubhouse, their efforts include manning the finishing line 24 hours of the day, – the provision of a Liaison Officer to welcome each yacht and guide it into Constitution Dock, and the organising of many other facilities that mean so much.*

*We also wish to express our gratitude to our sponsors, which are as follows:*

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*Thanks are also due the Government of Tasmania; the Corporation of the City of Hobart; the Marine Board of Hobart; The Waterside Workers' Federation; the Overseas Telecommunications Commission; Telecom Australia; the Maritime Services Board of N.S.W.; the Water Police of N.S.W.; the Department of Civil Aviation; the Department of Shipping and Transport; the Royal Volunteer Coastal Patrol; Mr. V. Bahr, Regional Director, N.S.W. Bureau of Meteorology; and the Royal Australian Navy for their contribution towards making the Race the success it always is.*

*Every year since 1955 progress reports of the Race have been broadcast direct from the Radio Relay Ship by the ABC. The C.Y.C. salutes this, the twenty-first, anniversary of our close association with the ABC.*

*The Official Starter's boat, H.M.A.S. 'Bombard'*



## NAVIGATOR'S TROPHY

**Barry Vallance Perpetual Trophy and Hitachi colour TV.**

The introduction of a standard log-book for navigators last year proved a great success and will be repeated this year under Hitachi's sponsorship.

In addition, the C.Y.C.A. has created a perpetual trophy in honour of Barry Vallance, who died just short of the finishing line in last year's Race. The trophy will be a vintage quadrant which has been mounted by Allan Murray, co-owner and sailing partner with Barry in *Zilvergeest III*. The Club has agreed the trophy will be competed for annually in the Sydney-Hobart Yacht Race and presented to the navigator with the best log-book. Gordon Marshall, Rear Commodore and close associate of Barry in navigation, will present the trophy. In addition, Hitachi has generously donated a colour television for this year's winner of the trophy.

Gordon Marshall will be judging entries and offers these tips to navigators. The log-book should be a complete record of the voyage. It should contain workings and plots where celestial has been used as well as plots from radio position reports. This work should be done continuously so that upon crossing the finish line the log-book will be up-to-date. It is not intended that hours be spent in the tranquillity of the dock 'prettying up', and log-book entries will be collected upon arrival.

### Photographic credits



*Our cover photograph this year was taken by Uwe Steinward, and we are indebted to Jolly Roger Marine for kindly lending us the compass and pedestal for photography.*

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

*Ambrose Greenaway • Auckland Star • Beken of Cowes, UK • Blaine Bowen • Brian McKay, Auckland • Brian Curtis, Hobart • Colin Rowe, Plymouth, UK • Cantours Marine Studios, UK • David Colfelt, Sydney • Douglas Baglin, Sydney • Evening Post, Wellington • H. Okamoto, Japan • Ian McKenzie, Melbourne • John Hearder, Sydney • J.F. Fitzpatrick • John Carnemolla, Sydney • Laurie Andrews, Gosford • Malcolm Gray, Adelaide • Manly Daily, Sydney • Marine Photos, Auckland • Mirror Newspapers • Modern Boating • No-man Danvers, Sydney • Photo Patrol Sydney • Polkinghorne & Stephens • Qantas • Royal Australian Navy • Stanley Rosenfeld, Newport, R.I. • Steinward Studio, Sydney • The Australian • The Daily Telegraph • The Financial Times • The Mercury, Hobart • United Press International • West Australian Newspapers, Perth*

# SYDNEY HARBOUR (PORT JACKSON)

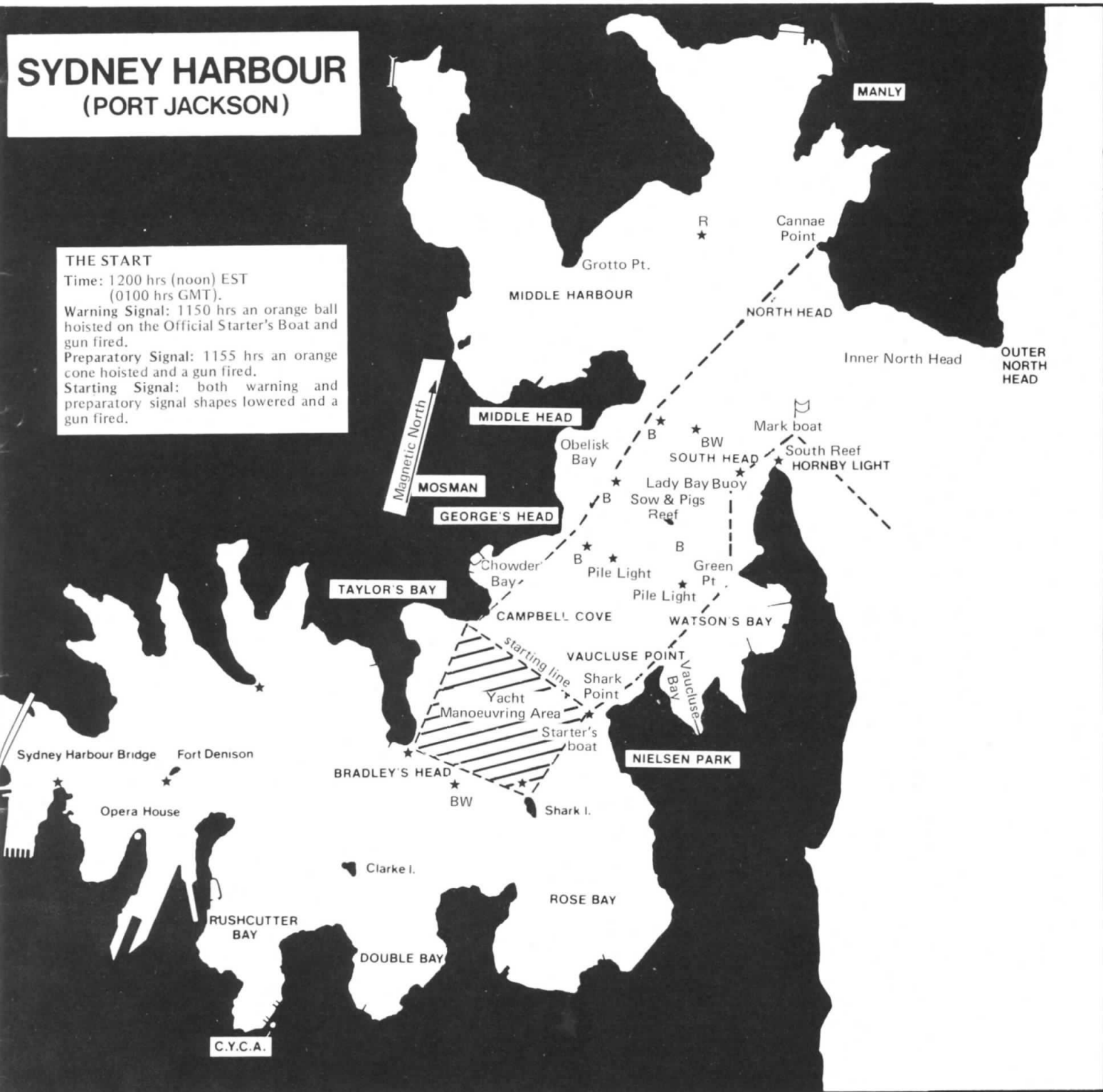
## THE START

Time: 1200 hrs (noon) EST  
(0100 hrs GMT).

Warning Signal: 1150 hrs an orange ball hoisted on the Official Starter's Boat and gun fired.

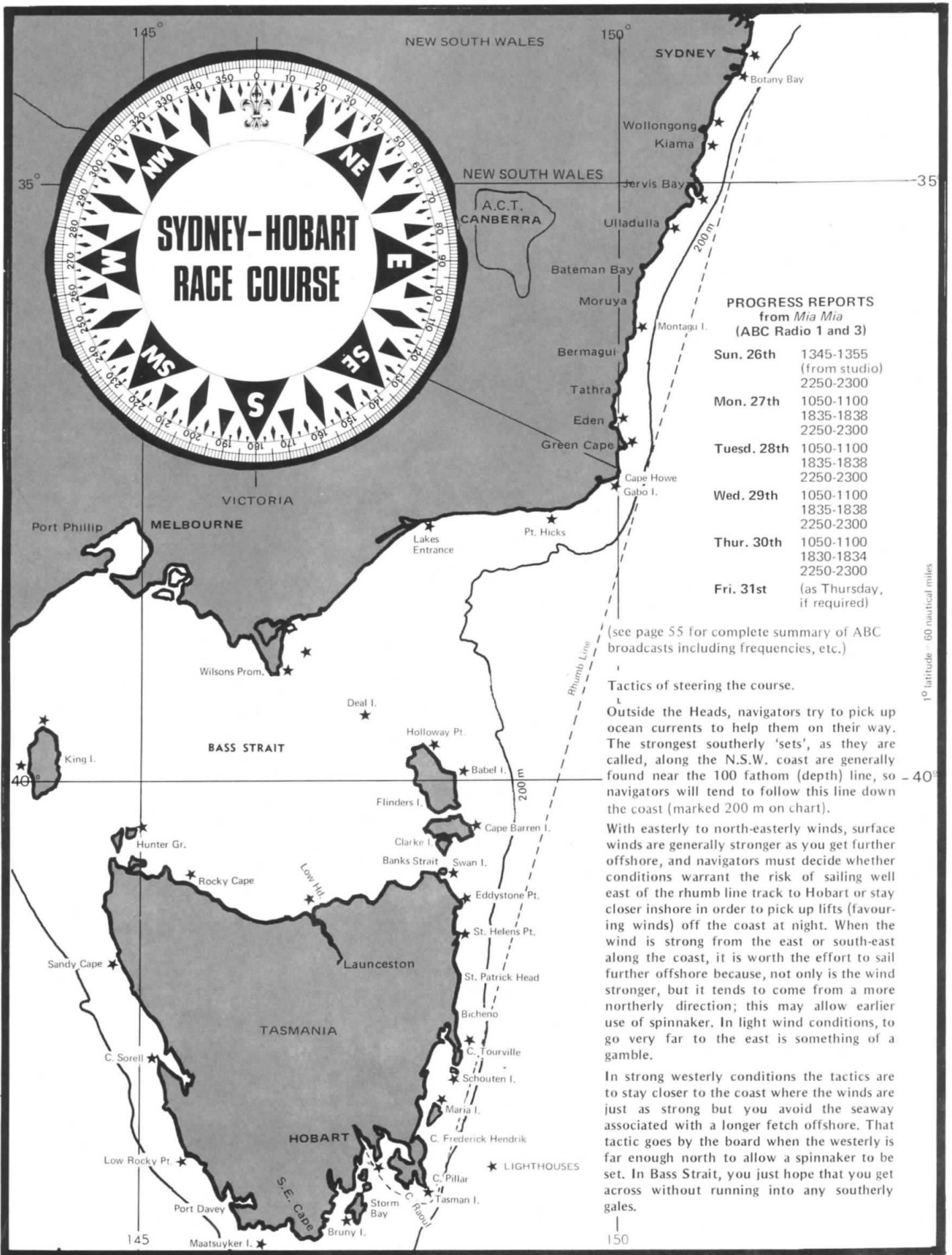
Preparatory Signal: 1155 hrs an orange cone hoisted and a gun fired.

Starting Signal: both warning and preparatory signal shapes lowered and a gun fired.



As usual, Maritime Services Board patrol craft will be enforcing the spectator limit line (see above broken line); patrol craft marking the spectator limit will exhibit a large yellow flag and all vessels must pass inshore of the broken lines.

To give all Race participants a fair and even chance without interference by wake or obstacle, spectator craft are requested to stay well clear of the fleet at all times and especially until it has manoeuvred into open sea beyond and clear of the Heads. For spectators onshore, the natural amphitheatre foreshores of Nielson Park, Chowder Head and Ashton Park provide ideal viewing of the actual start, while the north and south headlands provide grand views of the fleet heading out to sea.





# 1976 ENTRIES



**ADRIA AUSTRALIS – SA 10**  
LOA 48'22"; LWL 35'62"; Beam 11'79";  
Draft 7'67"

This powerful steel sloop makes her appearance again after competing under different ownership in the '67, '68 and '69 Races.

Her best performance in these was a 19th.

She has had recent successes in S.A. races, including a win in this year's Neptune Island Race. Capable of doing very well in heavy conditions.

CREW: Skipper/Navigator A. Harry, P. Balnaves, O. Osborne, D. Yardley, M. Gee, G. Boettcher, D. Block, J. Mason, C. Berigstrand.

**ANOMIE – 872**

LOA 30'; LWL 24'; Beam 10'2";  
Draft 5'0"

This new Compass has not yet raced and so has no known record. Other yachts of her class perform well.

Built in Sydney by Compass Yachts, Kogarah.

CREW: Not available at press date.

PHOTO  
UNAVAILABLE



**ANACONDA II – KA 48**  
LOA 82'2"; LWL 70'10"  
Beam 19'11"; Draft 10'

This mighty 82' yacht is well-known, having been the Australian entry in the Sydney-London leg of the Financial Times Clipper Race earlier this year. She finished second (across the line) in this event. Designed by Allan Buchanan & Partners and built by Josko Grubic, she is of fibreglass and foam construction. At press date she is still on her way back to Australia. Josko has done the round trip from S.A. to Hobart several times before in Adria and Anaconda (I). An obvious favourite for line honours.

CREW: Owner/Skipper J. Grubic.  
Details of crew not known at press time.

**ANTAGONIST – A 16**

LOA 39'9"; LWL 29'9"; Beam 11'9";  
Draft 6'8"

Launched in 1974, this Van De Stadt design from Hobart has done two Hobart Races.

After being launched in 1974, she made 37th. Last Year's 98th was more the result of going too far south rather than any reflection on the quality of the boat and crew.

R. Hickman has done 9 Hobart Races and with an experienced crew. We should see a good performance from her this time.

CREW: Skipper R.F. Hickman (9), Navigator J. Solomon (3), L. Nibbs (9), D. Lockley (3), I. Coward (9), J.R. Griggs (2), W. Watson (2), C.I. Nibbs (9).



**ANITRA MAY – MH 38**  
LOA 42'; LWL 32'; Beam 11'10";  
Draft 7'9"

This attractive steel sloop was designed in 1968 by the well-known Hobart veteran Trygve Halvorsen. Launched in 1967, this will be her first trip down.

CREW: Owner/Skipper R.E. Walters (2), Navigator F. Daly, W. Harte (2), G. Walters (2), A. Walters, R. Porter (1).

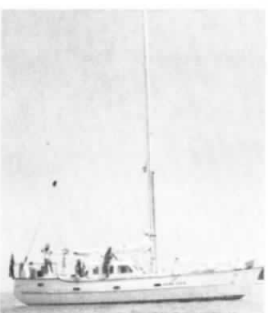
Three to be nominated.

**APOLLO – 1400**

LOA 57'10"; LWL 46'; Beam 13'6";  
Draft 8'2"

Completely refitted for this year's race Apollo remains one of the most handsome yachts racing in New South Wales. Now qualified for age allowance, she has a very strong crew and could finish high up in the results.

CREW: Skipper W. Rooklyn (3), Navigator B. Ramsden (4), H. Van Kretchar, B. Boettcher, A. Schmelling (2), R. Love, R. Walton, P. Gardner, A. Blunt, N. Cohen, J. Winning (1).



**ANNA DRIE – 1995**

LOA 48'; LWL 36'6"; Draft 6'3"

This fibreglass cutter is one of the Swanson 48 class. Her sister ship, Sunbird, did well in heavy conditions in the Brisbane/Gladstone Race this year.

She is a cruiser – racer type and will be looking for fresh conditions to give the best account of herself.

CREW: Owner/Skipper H. Krop, Navigator E. Krop, J. Patterson, R. Harper, R. Mills, R. Pow.

**APOLLO II – SM 111**

LOA 45'; LWL 41'; Beam 12'3";  
Draft 7'3"

Designed by Bob Miller and launched in 1972, this yacht is now under Victorian ownership. She was third in division one of the 1975 Hobart Race, won the 1975 Victorian I.O.R. summer series and the 1976 winter series aggregate, as well as coming third in the 1976 Victorian winter series I.O.R.

CREW: Not available at press date.





**ARTEMIS – B 69**  
LOA 30'; LWL 24'; Beam 10'  
Draft 5'5"

A half tonner designed by Ebbutt and built in Western Australia, Artemis was launched in June 1975 for Melbourne owner D. Millikan. Apart from a 3rd in the 1976 Queensland Flinders Race little is known of her performance prior to this race. CREW: Skipper D. J. Millikan, Navigator P. Dalton, T. Cooke (1), R. Palin, B. Walters (2).

**BANJO PATTERSON – R-101**  
LOA 60'; LWL 48'5"; Beam 16'7"  
Draft 7'5"

This 60' steel sloop will be hoping for fresh conditions, and if these prevail she will be well up with the leaders. She has taken line honours in several Victorian races and the 1974 Sydney-Noumea. Banjo went down in 1973 (71st). The very experienced John Jarrett will be driving her hard with this highly experienced crew, which includes Ken Caldecott (with 19 races under his keel). CREW: Skipper/Navigator J. Jarrett (9), A. Black (13), K. Caldecott (19), G. Cullen (1), R. Evans (16), E. Fort (4), A. Visser (1), B. Webber (1), G. Fowles, A. Jarrett, D. Browne (3), R. Langman (5), J. McDonald, A. Nelson (11), L. Norgate, D. Bishop.



**AZTEC – 1837**  
LOA 34'7"; LWL 28'3" Beam 11'1" Draft 5'10"

This sloop, designed by Peter Cole, was launched in December 1975. She sailed in the CYC Short Ocean Point Score series and is now cutting her long-distance racing teeth in a Hobart Race. CREW: Owner/Skipper P. Wenham, Navigator yet to be appointed, A. Wenham, J. Cowan, B. Thompson, A. Hickey, H. Neal, P. Schoeffel.

**BEDOQUIN – M 123**  
LOA 34'; LWL 28'3"; Beam 11'1"  
Draft 5'7"

A Peter Cole three-quarter ton level rating design, Bedouin is a production version of the very successful Fair Dinkum which was second overall in the 1975 Sydney-Hobart. Bedouin itself was 33rd last year and should improve with her further experience since then. CREW: Not available at press date.



**BACARDI – SM 336**  
LOA 43'5"; LWL 32'; Beam 10'9"  
Draft 6'6"

One of the very consistent Cole 43 class, she came tenth in 1970, the year she was launched, followed by a 12th in 1971. In this year's Sydney-Suva Race she was 2nd. In the past two years she has been a consistent place getter in Victorian races, and won the aggregate pointscore in 1974. CREW: Skipper R. J. Gould (6), Navigator W. Rockliff (2), G. Coutts (2), G. Griffiths (5), P. Bath (7), R. Murphy, G. Zadow (1), I. Newman, J. Williams, J. Fletcher

**BETULA – 2913**  
LOA 37'23"; LWL 27'5"; Beam 10'89"; Draft 6'28"

Designed by R. Carter and built in Holland, this steel sloop was launched in March 1968. As Belita VI she represented Holland in the 1969 One Ton Cup Series and has had a good racing record in European waters since. She was third in Class III Beta of the 1975 Fastnet Race. Her owner has sailed in the 1974 Trans-Atlantic and 1975 Fastnet. CREW: Skipper B. Ryan (1), Navigator G. White (1), P. Wargent (1), P. Chapman, N. Kolezov (12), N. Ryan, R. Ames.



**BALANDRA – 496**  
LOA 46'; LWL 35'; Beam 12'  
Draft 7'6"

Completely restored to her former glory by new owner Randolph Carpenter, Balandra has been sailing very well this season although out-classed by new designs. A fine sea boat, she is well crewed and should have a fast comfortable trip to Hobart. CREW: Skipper W. R. Carpenter (1), Navigator G. Halls, J. W. Keown (5), E. Dermody (5), N. Rydge (9), W. Riley, G. Dunn (19), R. Bernard (1), W. R. B. Carpenter.

**BINDA – S 42**  
LOA 35'11"; LWL 28'11"; Beam 10'5"  
Draft 6'2"

This yacht, from the board of Ron Swanson, was launched in 1968 and is making her fourth trip to Hobart. A Victorian boat, her recent racing record is not known, but Swanson designs are always appearing among the leaders. CREW: Skipper I.D. Ritchie, Navigator S. Carter (2), B. Roemus (1), J. Gilbert (2), M.D. Sibley, R. Fraser.



**BALLYHOO – 357**  
LOA 72'; LWL 66'; Beam 15' Draft 11'

Ballyhoo is currently top gun in the world's maxi racing fleet having defeated Kialoa and Windward Passage in two series in America this year. She took line honours in both her long ocean race starts this year and is favourite for line honours in this race. CREW: Skipper J. Rooklyn (4), Navigator S. Darling (25), L. Bryden (1), C. Mally, B. Peterson, A. Rose, R. Stirling (5), J. Sheridan, P. Hankin (5), J. Brooks (5), D. Mickleborough (14), D. Vaughn (1), R. Banks (1), M. Summerton (11), S. Bull (4), D. Lyman.

**BRER FOX – 1919**  
LOA 40.77'; LWL 34'; Beam 11.73'; Draft 6'

A Tasmanian entry, this Miller designed sloop was built by J. Lidgard in New Zealand and launched in September 1975. She was sixth on handicap in the last Sydney-Hobart race. CREW: Skipper R. W. Jackman (2), Navigator R. H. Lange (4), R. J. Jackman (1), P. W. Jackman (2), C. G. Jackman (1), W. Hornsey (2), I. Beattie, 1 to be nominated.



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**BRUMBY — SM 15**  
 LOA 30'10"; LWL 25'; Beam 10'7";  
 Draft 5'4"  
 A half-tonner from the board of Joe Adams, Brumby won in her division last year. She had 500 lbs. of lead added to her keel recently, and her crew aim to drive her hard.  
 CREW: Skipper P.J. Robinson (4), Navigator R.S. Robinson (4), R. Moody (1), I. Exton.  
 1 to be nominated.

**CORDON BLEU — 547**  
 LOA 35'; LWL 28'9"; Beam 10'5";  
 Draft 5'10"  
 A Duncanson 35 which has changed hands since she finished moderately in last years Hobart, Cordon Bleu was third in this year's Gascoigne Cup, but Hobart will be more testing.  
 CREW: Skipper Bill Eadie  
 Navigator  
 Ruth Rynehart (1)  
 P. Melville  
 Bob De Coster (3)  
 R. Killeen  
 one to be nominated.



**CARMEN**  
 LOA 30'; LWL 24'; Beam 8'4";  
 Draft 4'9"  
 It is a pleasant surprise to see this veteran back in the ranks of Hobart racers. She sailed in the 1962, 1963 and 1966 events, and this time she flies the flag of the Papua Yacht Club. She was the name ship of the Carmen class designed by Ron Swanson, and she and her sisters raced with great success.  
 CREW: Skipper K.R. Bourke, Navigator G. St. Clair Potts.  
 Others to be nominated.

**DANCING MOUSE — 65**  
 LOA 35'; LWL 29'6"; Beam 10'6";  
 Draft 5'8"  
 A three-quarter tonner designed by R. Miller and launched in February 1975, this yacht is making her second trip to Hobart. She has raced extensively and achieved a creditable seventh in the last Sydney-Brisbane race. Although she sails well in all conditions she seems to prefer a bit of weight in the breeze.  
 CREW: Owner/Skipper C. McGarry (5), G. Leichmann (5), R. Jacobs, J. Sumner, J. David, R. Ellison,  
 one to be named.



**CHAOS — G 3**  
 LOA 36'3"; LWL 32'; Beam 12'1";  
 Draft 6'2"  
 This new Compass yacht hails from Geelong and is expected to do well, although she has no racing record at the time of going to press.  
 CREW: Skipper R. T. Spence (2), Navigator G. Priddle (1), M. A. Spence (1), P. A. Graham (2), G. N. Jeffery (1), R. H. Lyle (1), G. R. McMahon, R. Stott (1).

**DIAMOND CUTTER — 1792**  
 LOA 36'; LWL 30'; Beam 11'8";  
 Draft 6'4"  
 A New Zealand-built Peterson one tonner, Diamond Cutter has been turning in consistent performance in New South Wales ocean racing, and although only placed 31st last year when relatively new she could improve greatly in this race.  
 CREW: Skipper A. Sweeney (3), Navigator P.J. Harris (1), C. Hays (3), T. Vaazon-Morel, D. Sadler.



**CHAUVINIST — 1984**  
 LOA 31'; LWL 25'; Beam 10'6";  
 Draft 5'8"  
 Another East Coast 31 designed by Peter Cole, this yacht was launched in April 1976. She has no previous racing record.  
 CREW: Skipper J. Wareham, Navigator D. McSherry, N. Creech, I. Ianstee, B. Adame.

**DYNAMITE — SA 300**  
 LOA 42'; LWL 35'; Beam 13'4";  
 Draft 6'11"  
 This yacht is a two tonner designed by Bruce Farr. As she was launched in November 1976 she has no known racing form, but Farr designs have always been good.  
 CREW: Skipper P. Smith (1), Navigator B. Deeks, P. Smith, P. Strangways, K. O'Brien, T. Perry (1), A. Cruickshank, M. Harris.

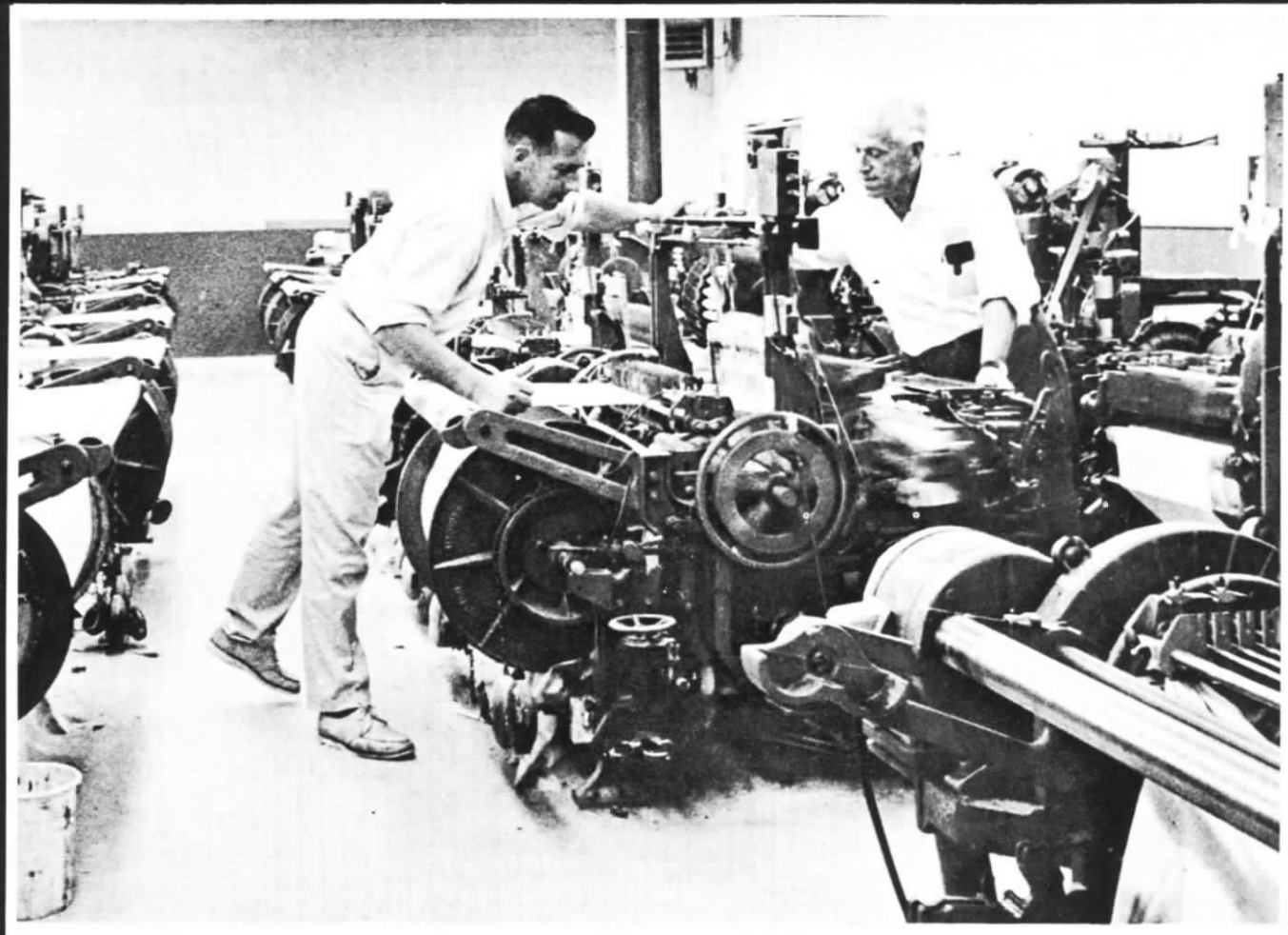


**CHERANA — 25**  
 LOA 37'; LWL 24'8"; Beam 9'6";  
 Draft 4'10"  
 Another veteran Cherana was launched in 1959. One of Alan Payne's highly successful Seabird designs, she won the 1959 Hobart Race and sailed in the 1962 and 1963 events. Now rigged as a yawl, she is in immaculate condition and should give a good account of herself.  
 CREW: Skipper J. Keelty, R. Long, V. Solly, J. Hamilton (1), P. Migan (1).

**FAIR DINKUM — 1667**  
 LOA 34'4"; LWL 28'6"; Beam 11'3";  
 Draft 5'10"  
 Since her launching in February 1975 this Cole designed sloop has given a first-class performance. She was second in the 1975 Montagu and Hobart races, and first in her division in each case. With several wins to her credit in other races she holds the C.Y.C.A. Bluewater point score for 1975-1976.  
 CREW: Owner/Skipper/Navigator J. Robson-Scott (13), G. Robson-Scott (2), 4 to be nominated.



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**FARR OUT — 802**

LOA 36'; LWL 28'5"; Beam 12';  
Draft 6'2"

Another brand new Compass yacht (November 1976) from the design of Bruce Farr, it is easy to work out the derivation of her name. The performance of all the new vessels in this class should provide an interesting race-within-a-race. CREW: Skipper M. Winkless, Navigator R. Smith, C. Bond, A. Walsh (1), P. Ashworth.

**HOT BUBBLES — 2064**

LOA 32'; LWL ; Beam 10';  
Draft 5'

At the time of going to press this yacht had not been launched. She is a sloop designed by Bruce Farr and, usually enough these days, is built of New Zealand timber. CREW: Not available at press date.



**FREEDOM —**

LOA ; LWL ; Beam ;  
Draft

A late entry from Hobart, many details of which are not known at the time of going to press. She was launched a little over 12 months ago. A modified Warwick Hood design of a type basically for cruising, she should easily cope with Tasmanian Waters. CREW: Skipper/Owner C.T. Martin, T. Martin, S. Chrest, R. Martin, R. Harwood, two to be nominated.

**HOT PROSPECT II — 2086**

LOA 36'1"; LWL 28'10"; Beam 12';  
Draft 6'2"

Hot Prospect is the first of the now famous Farr one ton designs produced in this country by Compass Yachts. A hull sister to Prospect of Ponsobny, she placed 5th in this year's Montagu Island Race, and she can be expected to improve as the season progresses. CREW: Skipper E. Moran (1), Navigator I. Findlay (5), I. Thornton, G. Heuchmer, K. Everitt, G. Tickner, P. Thomas, A. Farley.



**GERONIMO — 67**

LOA 48.2"; LWL 41'; Beam 12'9";  
Draft 8'6"

This stock M & W 48 was launched in Greece in 1974. To date she has not shown her full potential, having had much of her sailing programme interrupted due to equipment problems. Last year she came 44th, but Geoff Lee, who had considerable success with his previous boat, Taurus, and this crew should do much better this time. CREW: Skipper A. G. Lee (4), L. May (3), W. Ratcliff (14), R. Mische (11), N. Clayton, T. Richardson, A. Hearder, M. Burke (6), plus 2 to be selected.

**HUON CHIEF — A 11**

LOA 36'; LWL 30'; Beam 11'9";  
Draft 6'3"

This is the third Hobart Race in a row for this Tasmanian yacht, which was launched in November 1974. Built of timber to a design by N.D. Jennings, she was the Australian One Ton Cup Champion of 1975 and runner-up in 1976. She has a reputation for being one of the best-handled yachts in Australia. CREW: Skipper H. Calvert (6), Navigator P. Langford (1), I. Smith (6), N. Tall (2), N. Millin (2), E. Kiddle, S. Shield.



**GHOST — 2092**

LOA 32'9"; LWL 28'; Beam 11'2";  
Draft 6'

Designed by Dick Carter and built by Mariner Cruisers, — that is all we know of the sloop Ghost, as she was launched in November, 1976. But other Carter designs have done well, and her performance will be watched with interest. CREW: Skipper K. Barry-Cotter (2), Navigator D. Robinson (3), D. Collins (2), I. Tringham (1), 2 to be nominated.

**ICTHUS — N 75**

LOA 33'7"; LWL 24'2"; Beam  
10'1" Draft 5'8"

A Sparkman and Stephens yacht recently completed by Swarbrick Bros. in Perth, this sloop hails from the Newhaven Yacht Club, Victoria. Like several other yachts this year, she is too new to have opened her racing account. CREW: Skipper Rodney Delbridge (1), A. Hodge, A. Lapin (1), G. Barton, K. Hodge.



**HIJACQUE**

LOA 36'; LWL ; Beam 11'  
Draft

A Doug Peterson one tonner built in New Zealand, sister ship to Diamond Cutter and sailed to Sydney during the winter. Hijacque has recently been sailed with the R.P.A.Y.C. offshore fleet with some success. Would probably prefer light to moderate headwinds. CREW: Skipper J.H. Violet (1) Ray Dean (4) R.D. Ferris (1) W.L. Bitler (2) H. Royalle C. Doolan (4) T.B. Neminatoe

**IMOGENE — R F 94**

LOA 44'; LWL 36'; Beam 13';  
Draft 6'9"

A Peter Joubert design of plywood construction, Imogene is a West Australian boat of unknown form. She raced in the 1975 Hobart but disappointed. The experience will have improved her performance. CREW: Not available at press date.



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**INVINCIBLE - 818**LOA 36'3"; LWL 28'6"; Beam 12';  
Draft 6'

Another Farr one ton class yacht of the very successful Prospect of Ponsonby lineage. A G.R.P. version of Prospect, Invincible is well crewed and should do well against others of her class, with plenty of potential to score high in the fleet in this race.

CREW: Skipper R.H. Cawse (3), Navigator G. Green, T. Mooney, G. Barter (3), M. Cameron (1), B. Hewson, P. Walsh.

**LEDA - 259**LOA 53'; LWL 44'; Beam 15'7";  
Draft 9'

Leda improved her performance after switching to masthead rig and has continued to improve throughout this year, running second for line honours to Helsal in the three east coast races to Cairns.

CREW: Skipper N. Gosson (6), Navigator P. Toolan (1), D. Bearman (6), H. Cruickshanks (5), J. Walker (3).

4 to be nominated.

**JINDIVIK - HA 45**LOA 35.7'; LWL 26'; Beam 8.3';  
Draft 6'

Jindivik last appeared in the Sydney-Hobart Race in 1957, the year after she was launched.

With her latest owner, Jindivik raced in the Melbourne to Hobart Race last year.

CREW: Skipper N. Bohill, Navigator S. Aldridge, S. Hamiet, B. Toakley, J. Martin.

**LOLLIPOP - 565**LOA 30'; LWL 24'; Beam 9'6";  
Draft 5'6"

A Joubert designed half tonner, Lollipop is a well performed yacht in N.S.W.

An experienced crew complements the boat, and she will do well in her class.

CREW: Skipper P. W. Kline (4), Navigator I.T. Millar (4), T. Carpenter (2), P. Maloney (1), J. Cameron (4).

**KESTREL - SA 55**LOA 36'10"; LWL 30'; Beam 11'10";  
Draft 7'3"

An interesting one tonner designed by Alan Blackburne, Kestrel is of foam sandwich construction, one of the first to use this medium in Australia. She has been competing in South Australian events with no known results, but could be one to watch.

CREW: Skipper/Navigator R.H. Fidock (7), C. Nye (1), R. Baumann (2), D. Rohrshein (1), R. Lawson (2), G. Turley (1), D. Seret.

**LOTS WIFE - 38**LOA 31'; LWL 24'9"; Beam 10'4";  
Draft 5'7"

Yet another Peter Cole designed half-tonner in this race. Lots Wife is an East Coast 31 class boat only just launched. If ready in time she will be skippered by Ken Goodsell.

CREW: Skipper K. Goodsell (2), Navigator H. Bailey-Stark (3), S. Firth (3), M. Wells, G. Robinson, S. Montgomery.

**KINTAMA - 1023**LOA 38'5"; LWL 32'; Beam 10';  
Draft 6'5"

A fibreglass boat constructed by Cheoy Lee in Hong Kong, Kintama has been a consistent performer on the Sydney scene since 1971. Kintama has sailed in two previous Sydney-Hobart Races, 1971 and 1972, and has shown rekindled performance with excellent results in the 1975/1976 C.Y.C.A. point score.

CREW: Skipper B. Walpole (6), Navigator A. Gay (5), L. Esdaille (5), M. Beston (4), I. Treharne (7), G. Snow (3), C. Herbert (1), One to be nominated.

**LOVE & WAR - 294**LOA 47'; LWL 35.5'; Beam 13.5';  
Draft 7.2'

This famous Australian yacht was an Admiral's Cup Team representative last year and is in great form this year with strong wins to her credit already.

A very experienced skipper and crew will be driving hard to win this race and could easily do so.

CREW: Skipper P. Kurts (12); Navigator P. Shipway (7), J. Harris (5), P. Clarke (10), B. Hart (1), P. Cox (9), F. Johnson (8), L. Abbott (3), J. Anderson (4), P. Eadie (4).

**LANDFALL - G29**LOA 43.6'; LWL 35.6'; Beam 9.7';  
Draft 6'

A vintage machine amongst the Ferrari's, this fine old S & S design was launched in 1936 and is still going strong. Landfall has been quite active in Victoria recently and will be appearing in her third Hobart Race; the last one was in 1954.

CREW: Skipper K. Elliot (1); Navigator K. Gray (3), N. Lockhart, A. Goss, A. Dorrity, G. Spedding, D. Berney.

**LYNDAL - R 65**LOA 30', LWL 24'; Beam 10';  
Draft 5'4"

An S. & S. half tonner of the Defiance class, this Victorian boat has been consistent performer in her home state since launching July last year.

Should give a good account of herself in the half ton class.

CREW: Skipper K. Coghill, Navigator P. Coghill, J. Reid, V. O'Connell, P. O'Connell, A. Brown, J. Coghill.

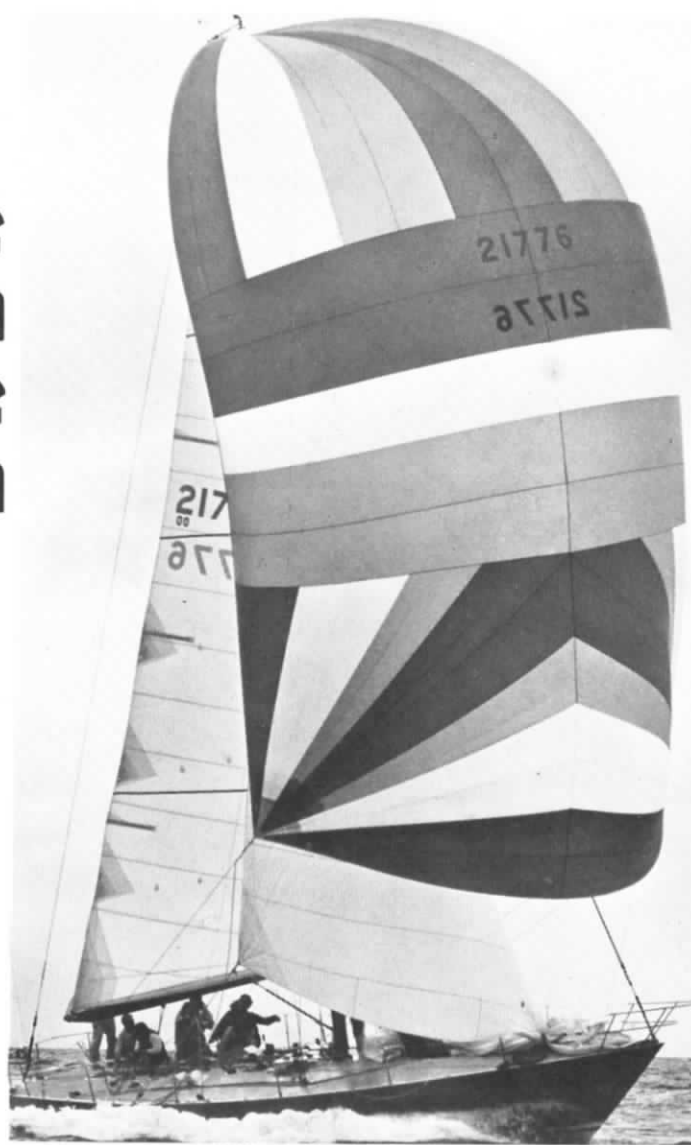




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**MATIKA II**  
 LOA 35'; LWL 28'; Beam 10.5';  
 Draft 5.5'  
 Previously owned by the C.Y.C.A. Vice-Commodore, A. Pearson, she was forced to retire from last year's Race as a result of rudder failure.  
 This year she will be raced by basically the same crew and with better luck could be up near the top if winds are lighter and on the beam.  
 CREW: Skipper T. Simmat (7), Navigator K. Roxburgh (2), J. Dunstan (4).  
 4 to be nominated.

**MOANA — KS 3244**  
 LOA 11.197 m; LWL 9.23 m; Beam 3.161 m; Draft 1.977 m  
 Flying the flag of the Changi Sailing Club, Moana hails from Singapore. A Britton Chance design, launched in 1973, she was second in the 1975 Singapore International Ocean race and won that race in 1976.  
 CREW: Not available at press date.

PHOTO  
 UNAVAILABLE



**MATIKA III — 528**  
 LOA 36'; LWL 29'; Beam 12.5'  
 Draft 5.5'  
 This yacht is a Lidgard one tonner launched last August from the New Zealand yard of Lidgard Yachts. Built of timber, she was sixth overall in the 1976 Montagu Island race. The boat looks as if she will be consistently good, and Tony Pearson can be relied upon to get the most out of her.  
 CREW: Skipper J. A. Burke (7), Navigator R. Hammond (19), A. Pearson (4), A. J. Pearson, C. Betts (16), A. Norman (6), A. Buckland.

**MULLOKA — R 80**  
 LOA 33'7½"; LWL 24'2"; Beam 10'  
 Draft 5'10½"  
 A Sparkman and Stephens design launched by Swarbrick Bros, Perth, in November 1975. Mulloka is on the register of the Royal Yacht Club of Victoria. She gained second on I.O.R. in the 1975 West Coaster from Melbourne to Hobart.  
 CREW: Not available at press date.



**MELTEMI — 89**  
 LOA 45'; LWL 33'6"; Beam 12'7"  
 Draft 7'3"  
 A consistently good performer since her launching in 1971, Meltemi is always a threat in long ocean races despite the presence of more modern I.O.R. designs. Still in top racing condition, she won perhaps the most unusual trophy for an Australian racing yacht, the 1973 Aegean Rally in the Mediterranean.  
 CREW: Skipper B. C. Psaltis (16), Navigator B. Cramp (4), A. Morris, C. Campbell, C. Hornsby (1), J. Ellingham, P. Boothby, M. Gogosis.

**NAND II — 594**  
 LOA 30'4"; LWL 27'; Beam 9'2";  
 Draft 5'8"  
 Designed by her owner and built by R. Phillips and R. O. Chapman, this yacht was launched in October 1968. She is said to sail well in breezes of 20 knots or more and has a creditable record in the 1974 and 1976 Milson Cup races and the 1976 Short Ocean point score.  
 CREW: Skipper, R.O. Chapman  
 Navigator J. Maclurcan,  
 P. Kirshaw (5), R.C. Chapman,  
 M. Lennon.



**MERCEDES III — 450**  
 LOA 40'; LWL 32.5'; Beam 11.4';  
 Draft 6.5'  
 Launched in 1966, she proved to be one of the top Australian yachts, and with her successes in the winning 1967 Admirals Cup Team, she was rated as one of the best yachts in the world. This will be her 8th Hobart and despite being a favourite in her early years, her best placings were 5th and 6th. In latter years she came 25, 30, 48, and 37; she is still capable of giving a good showing.  
 CREW: Skipper A. T. Clutton (1), A. J. Nicholls (1), E. Nicholls, D. Jenkins, B. Gayfer, N. Golding, J. Snell.

**NATELLE TWO — 2555**  
 LOA 41'; LWL 34'; Beam 12'6"  
 Draft 7'4"  
 A Peterson two tonner, Natelle Two was launched in October 1975 in time for the 1975 Sydney-Hobart Race and made a strong showing in the 1975 Southern Cross Cup. She then lay idle until Graham Freeman raced her to 1st overall in this year's Montagu Island Race, which gives some idea of her potential. Under new ownership she must be one of the favourites for this race.  
 CREW: Skipper N. S. Girdis, Navigator P. Hoppood (2), G. Freeman (5), D. Henry (3), P. Hildyard (3), K. Downe, S. Girdis, R. Antill.



**MERCEDES IV — R 1313**  
 LOA 41'10"; LWL 36'; Beam 12'9"  
 Draft 6'7"  
 Mercedes IV was designed by Ted Kaufman and represented Australia in the 1975 Admiral's Cup Challenge. Recently sold to Mike Braham of Victoria Mercedes IV likes heavy going and will be amongst the favourites for a handicap win if the weather closes in.  
 CREW: Not available at press date.

**NIJUMI — TYC 13**  
 LOA 35'; LWL 26.8'; Beam 11'  
 Draft 5.25'  
 A cutter built of Tasmanian timbers, this yacht was designed by P. Ibold and launched in August 1975. She flies the flag of the Tamar Yacht Club and has done well in local Bass Strait races.  
 CREW: Skipper D. Turnbull,  
 Owner/Navigator R. Grenda, P. Osborne, N. Watson, C. Lurrell,  
 T. Burton, H. McLeod.



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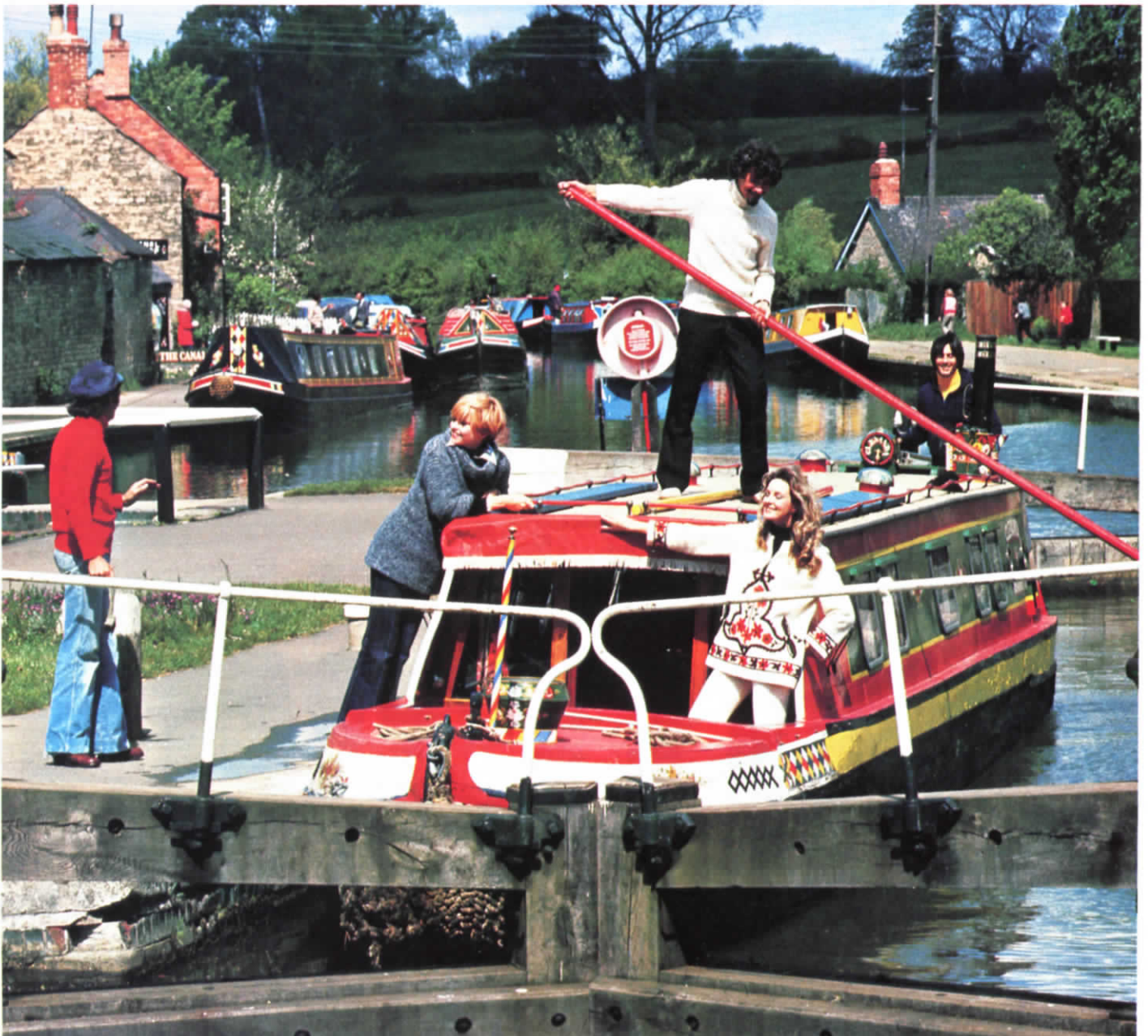
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**NIRIMBA — 527**  
 LOA 41'; LWL 27'; Beam 10'8";  
 Draft 6'  
 This representative from the R.A.N. is a steel Alan Payne design, sister ship to Sylph VI, which did a few trips in years past. Nirimba was built by Naval apprentices and launched in 1966. She was 72nd in 1973. She has no chance for any hasty result, but with a fresh breeze this crew will be making a race of it with many other yachts in the fleet. The Navy is always a welcome entrant.  
 CREW: Skipper G. Deacon (1), Navigator E. James (2), P. Cartwright, G. Charrett, J. McBroom, J. Colclough, C. Royds, A. Quintin, M. Oates.

**POLARIS — M 99**  
 LOA 43.6'; LWL 30'; Beam 10'9";  
 Draft 6'6"  
 One of the best of the Cole 43 class yachts Polaris has been a consistently top performer since her launching in 1971 when she represented in the Southern Cross Cup. She came back in the 1975 Hobart Race for a creditable 8th place against world class competition. Could do it again.  
 CREW: Skipper L. Savage (5), Navigator B. Snape (5), G. Paterson (3), J. Stanton (2), L. Hutchinson (1), R. Parker, John "The Pom".



**OBSESSION — KP 111**  
 LOA 45'; LWL 38.5'; Beam 12'10";  
 Draft 6'4"  
 Another entry from Papua-New Guinea, this G.R.P. — constructed forty-five footer had only one race to her credit — just before going to press — and has yet to be measured for I.O.R. rating, so it is not possible to assess her chances. Built in Taiwan, she appears to be more of a cruising yacht than an all-out racer.  
 CREW: Crew list not provided.

**PROVIDENCE — 1959**  
 LOA 29.7'; LWL 24'; Beam 10';  
 Draft 5.4'  
 Providence is an S. & S. half-tonner. She won the Australian Half Ton Championship when sailed by Tom Stephenson in 1975. A top half-tonner, she could do well in that class.  
 CREW: Skipper J. McDonald, Navigator D. Wirth, B. Collings, V. Lake, I. Fitcher, Vicki Willman (1)



**PATRICE III — 360**  
 LOA 46'10"; LWL 34'; Beam 13'5";  
 Draft 7'7"  
 This Aluminium S & S design was launched in 1974 and is presently one of the top N.S.W. yachts and must be one of the race favourites. She has had more than her share of race credits; lately she took line honours in the Montagu Island Race. This year her hull was modified to lower her rating and lately she has been benefiting from this. The weather didn't favour her last year, but watch her this time: look at the total experience of this crew.  
 CREW: Skipper R.J. Kirby (6), Navigator B. Hocking (10), P. Green (25), C. Wildman (12), W. Gibson (6), J. Dawson (9), D. Slingsby (4), D. Keating (6), G. Rouvray (9).

**QUASAR — SA 18**  
 LOA 15 m; LWL 12 m; Beam 3.5 m;  
 Draft 2.7 m  
 This aluminium sloop designed by E.G. Van De Stadt and built by her owner, B.J. Sutherland, is another of the newly-launched (September 1976) entries with no previous racing record. She is a South Australian yacht.  
 CREW: Skipper B. Sutherland, Navigator Dr. K. McKenna, M. Witty, K. Snowball, F. Neill, A. Burkett, R. Tripp, B. Woods, H.G. Swart.



**PICCOLO — M 46**  
 LOA 36'; LWL 32'2"; Beam 12';  
 Draft 6'1"  
 Yet another of the Bruce Farr one-ton-class yachts produced by Compass Yachts, Piccolo had not even been launched at time of going to press. She has other sister ships in the Race which have the advantage of more preparation and race practice. A big effort will be needed if this yacht is to do well.  
 CREW: Skipper J. Pickles (4), A. Mitchell (18), D. Powys (3), S. Lamb (2), J. Rowe (4), R. Bacon.

**QUEEQUEG — 247**  
 LOA 45'10"; LWL 35'6"; Beam 13'4"; Draft 7'9"  
 It's good to see this yacht back in competitive racing. The last time she went to Hobart was when owned by Rick Dowling in 1973 and she was trialing for an Admiral's Cup berth. Her new owner Peter Fielding is not an experienced yachtsman but has Mike Fletcher, our Olympic coach, as sailing master and a select group of other crewman. She would revel in any hard windward work and no doubt sets out hoping that this race has some stiff southerlies so that she may show her true class.  
 CREW: Skipper/Owner P. B. Fielding, Navigator G. E. Marshall (10), Sailing Master M. Fletcher (4), I. McDermitt (1), P. Duffield, M. Sharp, J. Moodie, R. Bearsley, K. Grande.



**PINTADO — G 4**  
 LOA 33'4"; LWL 25'; Beam 10'6";  
 Draft 5'  
 This will be this Geelong vessel's third Hobart Race. She came in the middle of the field last year and after making the haul up from down south, we wish her good luck this year.  
 CREW: Skipper E. Wilson (6), Navigator R. Bews (4), K. Shimm (1), C. Swan, B. Braytor (1), G. Davis (2).

**QUEST — MH196**  
 LOA 42'; LWL 34'5"; Beam 12'5";  
 Draft 5'10"  
 Another design from the board of Ron Swanson, this cutter was launched in October 1976 and had not been fully equipped at the time of writing.  
 CREW: Skipper R. Cruickshank (1), Navigator W. Gibson (5), H. House, R. George, R. Cruickshank, M. Cruickshank, N. Cruickshank, M. Hudson, A. Haxdarp.



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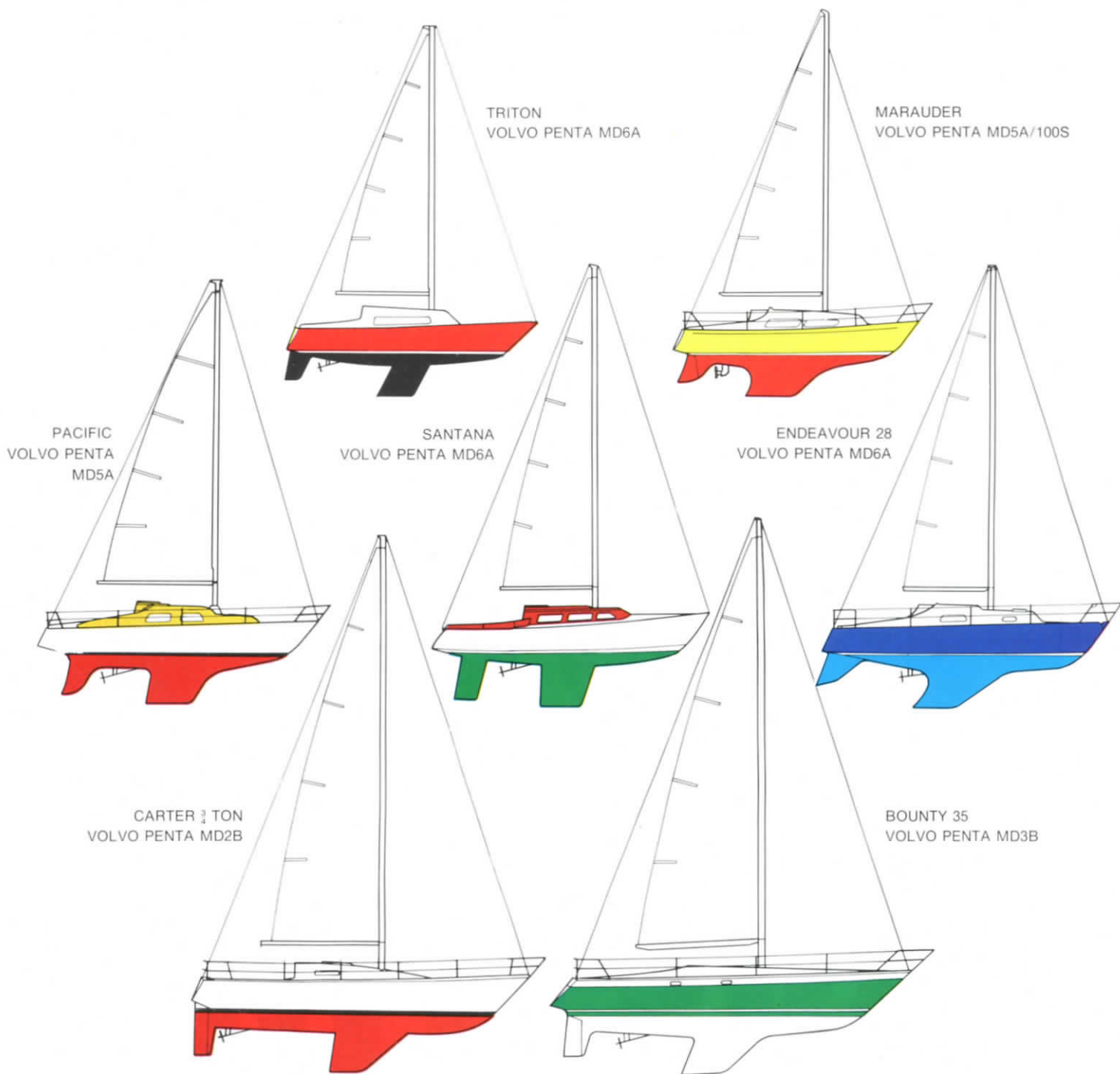
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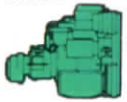
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**RAGAMUFFIN — 70**  
 LOA 47'5"; LWL 42'; Beam 13'6";  
 Draft 8'  
 Probably the most famous name on the Australian offshore scene, this new boat, launched in September 1976, is the third Ragamuffin for skipper Syd Fischer. Designed by Frers, she is a development of Noryema, the No. 1 1975 Admirals Cup boat. She will be raced by a very experienced crew hoping for selection in Australia's 1977 Admirals Cup team. She has a few offshore races so far but will be up there in the fight.  
 CREW: Skipper S. Fischer (12), Navigator W. Lawler (9), J. Munson (3), H. Treharne (8), A. Ellis (11), I. Kiernan (3), J. Stanley (3), J. Hardy (2), C. Tumpane (4), I. Treharne (10).

**RUFFIAN — 5**  
 LOA 53'3"; LWL 32'; Beam 11';  
 Draft 6.7'  
 Another successful Cole 43' Ruffian has had numerous wins in recent years to prove the long life of this famous Peter Cole design. Sailing out of M.H.Y.C., her most recent successes include second in 1st Division 1976 Sydney-Brisbane, second in M.H.Y.C. '75/'76 point score. Cole 43 yachts have a great record in the Sydney-Hobart Race, and this is one of the best.  
 CREW: Skipper J. Kinsella (2), Navigator B.T. Smith (1), R. Johnston (1), G. Heard, M. King, I. MacQueen, P. O'Rourke, M. Downman.



**RAMPAGE — B120**  
 LOA 40'; LWL 34'; Beam 11'8";  
 Draft 6'2"  
 Last year's winner, Rampage, has a great record in this race — 3rd in 1973, 1st in 1975 and has been performing consistently under her new owner in Victorian ocean races. A Miller and Whitworth design, she remains one of the chances for this year's event.  
 CREW: Skipper E.N. Fuller (1), Navigator K. Flockart (3), J. Ackroyd, J. Hearle, L. Perrin, D. McLaren, M. Wilson.

**RUTHLESS — 1510**  
 LOA 35'9"; LWL 27.5'; Beam 11';  
 Draft 6'7"  
 Ruthless is a Peterson one ton design that has done very well in N.S.W. ocean racing for the past two years. Disappointed in last year's Hobart Race, with a 46th, she should do better than that this year. Could do very well in light conditions.  
 CREW: Skipper P. Hill (6), Navigator A. Barnes (2), J. Baker (2), L. Hinchcliffe (2).



**RICOCHET II — W 3**  
 LOA 34'; LWL 24'; Beam 10';  
 Draft 6'  
 Designed by the famous S. & S. firm, this will be her first Hobart. Ricochet was built in fibreglass by Swarbrick Bros. and finished by owner Finlay.  
 He has made the long trip up from Adelaide, where she raced in the Adelaide to Port Lincoln Race after being launched in December, 1975.  
 CREW: Skipper G. Finlay, Navigator J. English, B. Finlay, P. Philp, P. Littledyke, R. Gehling.

**SARACEN II — 246**  
 LOA 36.36'; LWL 31.2'; Beam 9';  
 Draft 5'9"  
 A veteran Camper and Nicholson design launched in 1962, Saracen II has a long string of Sydney-Hobart appearances to her credit. A fine sea-boat, she will enjoy heavy going and should give her crew a comfortable ride to Hobart.  
 CREW: Skipper/Navigator I. Potter, D. Ross, I. Wood, B. Wood, W. Foy, G. Barnard.



**ROCKIE — 2900**  
 LOA 36'; LWL 32'2"; Beam 12';  
 Draft 6'1"  
 Another fibreglass Farr designed one-ton-class sister ship of Prospect of Ponsonby, this one was built in New Zealand and races out of Royal New Zealand Yacht Squadron. Little is known of her performance except that she was 3rd in the 1975 New Zealand One Ton Championships.  
 CREW: Not available at press date.

**SARINA — PD 39**  
 LOA 33.43'; Beam 9.37';  
 Draft 5.94'  
 Tasmanian entries always have a big following, and Sarina hails from Launceston. She is a Swanson design, launched in 1967. She has been very active in racing, was runner-up in the Northern Tasmanian Offshore Series in the last two years, 5th in the 1975 Melbourne — Hobart Race, winner of various Victorian offshore races. In the 1968 Hobart she was 28th and she was 53rd in '69.  
 CREW: Details unknown at press time.



**ROGUE — 1743**  
 LOA 39.7'; LWL 33.4'; Beam 11.5';  
 Draft 6'  
 Rogue is a recently-launched fibreglass sandwich version of the Miller and Whitworth one ton design which has won this race twice, in 1973 as Ceil III, and in 1975 as Rampage. Rogue has yet to appear in the winning lists but has improved with experience since launching in March this year.  
 CREW: Skipper V.D'Emilio (2), Navigator L. Carter (4), F. Summers, B. Dwyer, B. Bibbing (1), C. Hatfield (3), P. Firmstone (2).

**SCARLET — 103**  
 LOA 32'2"; LWL 24'; Beam 9'6";  
 Draft 6'  
 One of the few steel boats to be racing these days, this Van der Stadt design hails from Tasmania and has been very active in offshore racing out of that State. Has had success locally but is currently being re-measured for I.O.R. rating, so it is not possible to estimate her chances in Sydney-Hobart Race company.  
 CREW: Skipper L.F. Jov (2), Navigator F.B. Franken, R.N. Jov, C. Jamieson, J. Harland, G. Randall, B. Bedford.





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**SHENANDOAH — 1214**  
 LOA 31'; LWL 25'3"; Beam 10'3";  
 Draft, 5'4"  
 The prototype Cole half tonner, Shenandoah was campaigned with great flair and much success by Peter Cole himself. Shenandoah was 1974 Australian half ton champion and has been consistently placed under her new owner, including a 3rd in 3rd division in the 1976 Montagu Island Race.  
 CREW: Skipper J.R. Charody, Navigator R. Clulow, D. Parkes, P. Sarlos, N.P. Underhill, P. Mosdale, P.R. Charody.

**THUNDERBOLT — 560**  
 LOA 35'5"; LWL 29'; Beam 9'6";  
 Draft 6'  
 A timber three-quarter ton rating yacht, Thunderbolt was built by Quilkey Brothers in 1968 and had success in N.S.W. ocean racing for some years. Now outclassed in this fleet she needs light running conditions or have any chance.  
 CREW: Skipper L. P. Harding (1), K. Ryman (5), J. Holdaway (1), W. Rowe (2), R. Hart (10); T. McClean, J. Pidcock.



**SMILIE — MH92**  
 LOA 27'9"; LWL 22'6"; Beam 9'3";  
 Draft 4'9"  
 The smallest boat in the race Smilie is a Triton 28 designed by Sydney's John Alsop. Although he reports no success in racing so far her owner will win the admiration of the fleet and will be assured of a noisy welcome when he enters Constitution Dock.  
 CREW: Skipper P. Zalai (4), C. Vorbach, D. Vorbach, D. Bonallo, J. Thompson.

**TREVASSA — 1030**  
 LOA 48'3"; LWL 36'; Beam 12'3";  
 Draft 6'8"  
 Designed and built by Jock Muir in Hobart, Trevassa is a traditionally-styled yacht and a fine sea boat. With her experienced skipper and crew, Trevassa is one of the most familiar boats to be seen in Sydney ocean racing fleets.  
 CREW: Skipper F.R. Duffield (10), Navigator E. Richardson, G. Ahlers (2), D. Garland (1), D. Williams, M. Cullen, T. Lloyd, M. Jensen.



**STORM BAY — 147**  
 LOA 31'; LWL 24'9"; Beam 10'4";  
 Draft 6'1"  
 Another of the very popular East Coast 31 designs by Peter Cole, Storm Bay is one of the most successful of the class with many wins in her class and overall to her credit. Her best win was in the 1975 Sydney-Brisbane and has recently been slightly modified to improve downwind performance. This crew features as Navigator Magnus Halvorsen who with 25 Sydney-Hobart Races to his credit, switches from a 79-footer (Kialoa) to a 31-footer this year and will probably find his quarters a little cramped.  
 CREW: Skipper R.W. Clemens, Navigator Magnus Halvorsen (25), J.P. MacGregor, E.R. Blackwood, R.B. Job, R.G. Beale, A.V. Franks.

**VANESSA — KP 007**  
 LOA 31'; LWL 25'; Beam 10'4";  
 Draft 5'8"  
 Another of the several East Coast 31 class in the race this year, Vanessa will be racing heavy competition in the half-ton division. Only just launched she needs some shakedown races in order to reach top performance and may be outclassed in this race as a result.  
 CREW: Not available at press date.



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**SUNDANCE — 167**  
 LOA 30'6"; LWL 24'; Beam 10'3";  
 Draft 5'6"  
 Formerly known as Endeavour III, Sundance is now sailing out of the Royal Queensland Yacht Squadron and is apparently quite active in ocean racing in that state. Had the misfortune to lose a rudder in the 1976 Brisbane-Gladstone race and sailed the last 100 miles without it.  
 CREW: Skipper D. K. Smith, Navigator D. Young (1), K. Adams, K. Reid, others to be named.

**VITTORIA — SM33**  
 LOA 42'; LWL 32'; Beam 11'6";  
 Draft 6'10"  
 Vittoria returns for her seventh Sydney-Hobart Race with her very experienced owner/skipper Lou Abrahams. One of Vittoria's most consistently successful ocean racers, her best in the Hobart Race has been two fifths. Always hard driven, Vittoria will figure amongst the top results again this year.  
 CREW: Skipper L.J. Abrahams (11), Navigator D. Lang (15), D. Earle (3), R. Evans (1), G. Watt (10), D. Patterson (1), M. Craford (20), Russell Evans (4), T. Hoppe (4).



**TAURUS — G 67**  
 LOA 43'7"; LWL 33'; Beam 11';  
 Draft 6'7"  
 One of the famous Cole 43 yachts, Taurus has had a long and distinguished career in Australian ocean racing. Now owned by Dr. Kelso of Geelong, Taurus is appearing in her 7th Sydney-Hobart Race and like all Cole 43s, has the ability to surprise in this Race.  
 The experienced crew will help.  
 CREW: Skipper A.M. Kelso (3), Navigator T.W. Thompson (16), G.E. Wilson (2), A.K. Curtis (3), B. McDonald (1), I.S. Watson (4), E. Lawrence (1), R. Ross (2), C.R. Eagles.

**WAINUNU IV — 1090**  
 LOA 43'3"; LWL 32'; Beam 10'11";  
 Draft 6'6"  
 One of the latest of the long-lived and successful Cole 43 design, Wainunu IV was launched in March 1975 for Sydney owner R.A. Lee. With only a few ocean races against her record so far, little is known of Wainunu's potential, but many of her sister ships have done well in this race.  
 CREW: Skipper S.A. & A.R. Lee, Navigator J. Whitty, D. Sturrock, P. King, H. Smith (1).  
 Others to be named.



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# HITACHI

## SYDNEY-HOBART YACHT RACE 1976 IDENTIFICATION CHART

Sail No.	Name of Yacht	Hull Colour	LOA	Provisional I.O.R. Rating	Year Launched	Hull Material	Country or State	Owner's Name	Designer
G3	Chaos	White/Green	36'3"		1976	Fibreglass	Victoria	R.T. Spence	B. Farr
W3	Ricochet II	Red	34'0"		1975	Fibreglass	S.A.	G.L. Finlay	S. & S. Syndicate
G4	Pintado	White	33'4"			Fibreglass	Victoria	E. Wilson	P. Cole
5	Ruffian	White	43'3"	32.0	1972	Fibreglass	N.S.W.	J. Kinsella	P. Cole
KP007	Vanessa	White	31'3"		1972	Fibreglass	Papua N.G.	B.K. Jaggar	P. Cole
SA10	Adria Australis	White	48'3"	35.9	1967	Steel	S.A.	A. Harry	A. Buchanan
SM10	Wild Goose	White	37'0"		1971	Timber	Victoria	I.D. Russell	P. Joubert
A11	Huon Chief	Red	36'0"		1974	Timber	Tasmania	H.D. Calvert	N. Jennings
TYC13	Nijumi	White	35'1"		1975	Timber	Tasmania	R.B. Grenda	P. Ibold
SM15	Brumby	White	30'10"		1974	Fibreglass	Victoria	R. & R. Robinson	J. Adams
A16	Antagonist	White	39'9"	28.0	1974	Timber	Tasmania	R.G. Hickman	Van de Stadt
SA18	Quasar	Yellow/Blue	50'0"		1976	Aluminium	S.A.	B.J. Sutherland	Van de Stadt
A22	Freedom	White	42'0"		1975	Timber	Tasmania	C.T. Martin	
25	Cherana	White	37'0"	24.4	1959	Timber	N.S.W.	J. Keely	A. Payne
G29	Landfall	White	43'6"		1936	Timber	Victoria	K. Elliot	S. & S.
SM33	Vittoria	White	42'0"	31.4	1970	Timber	Victoria	L.J. Abrahams	S. & S.
38	Lots Wife	White	31'0"		1976	Fibreglass	Tasmania	R. Montgomery	P. Cole
MH38	Anitra May	Red	42'0"	32.0	1972	Steel	N.S.W.	R. Walters	T. Halverson
PD39	Sarnia	White	33'4"		1967	Timber	Tasmania	P. Rae	R. Swanson
S42	Binda	White	35'11"	27.4	1968	Fibreglass	Victoria	I.D. Ritchie	R. Swanson
HA45	Jindivik	Red	35'9"	27.1	1956	Timber	Victoria	H. Bohill	E. Digby
M46	Piccolo	Blue	36'0"		1976	Fibreglass	N.S.W.	J. Pickles	B. Farr
KA48	Anaconda II	White	82'2"		1975	Fibreglass	S.A.	J. Grubic	A. Buchanan
SA55	Kestrel	White	36'10"		1976	Fibreglass	S.A.	R.H. Fidock	A. Blackburne
65	Dancing Mouse	Maroon	35'0"		1975	Timber	N.S.W.	G. McGarry	R. Miller
R65	Lyndal	White	30'0"	21.6	1975	Fibreglass	Victoria	E.K. Coghill	S. & S.
67	Geronomo	Dk. Green	48'3"	35.5	1974	Fibreglass	N.S.W.	A.G. Lee	R. Miller
B69	Artemis	Orange	30'0"	21.5	1975	Fibreglass	Victoria	D.J. Millikan	P. Ebbutt
G67	Taurus	Yellow	43'7"	31.4	1970	Fibreglass	Victoria	A.M. Kelso	P. Cole
70	Fagamuffin	White	47'5"		1976	Aluminium	N.S.W.	S. Fischer	German Frers
N75	Ichthus	White	33'7"		1976	Fibreglass	Victoria	R.P. Delbridge	S. & S.
R80	Mulloka	White	33'1"	24.4	1975	Fibreglass	Victoria	C.J. Wilkinson	S. & S.
89	Meltemi	Mustard	45'0"	33.5	1971	Fibreglass	N.S.W.	B.C. Psaltis	S. & S.
MH92	Smilie	White	27'9"	21.8	1974	Fibreglass	N.S.W.	P. Zalatai	J. Alsop

RF94	Imogene	44'0"	Plywood	W.A.	B.A. Bowden	P. Joubert
M99	Polaris	43'7"	Fibreglass	N.S.W.	L.H. Savage	P. Cole
R101	Banjo Paterson	60'0"	Steel	Victoria	J. Jarrett	T. Halverson/Jarrett
103	Scarlet	32'2"	Steel	Tasmania	L.F. Job	Van de Stadt
KP111	Obsession	45'0"	Fibreglass	Papua N.G.	B. Tardrew	B. Tardrew
SM111	Apollo II	45'0"	Aluminium	Victoria	R.I. Thurston	R. Miller
B120	Rampage	40'0"	Timber	Victoria	E.N. Fuller	R. Miller
M123	Bedouin	34'3"	Fibreglass	N.S.W.	J. & T. Michilis	P. Cole
147	Storm Bay	31'0"	Fibreglass	N.S.W.	R.W. Clemens	P. Cole
167	Sundance	30'6"	Fibreglass	Queensland	D. Smith	Tilley
MH196	Quest	42'0"	Fibreglass	N.S.W.	R. Cruickshank	Swanson
MH222	Willi Willi	43'0"	Fibreglass	N.S.W.	J. Goddard	P.N. Joubert
246	Saracen II	36'4"	Fibreglass	N.S.W.	J.H. Jamieson	Camper Nicholson
247	Queequeg	45'10"	Timber	N.S.W.	P.B. Fielding	S. & S.
259	Leda	53'0"	Aluminium	N.S.W.	N.E. Gosson	J. Adams
PYC272	Carmen	30'0"	Timber	New Guinea	K. Bourke	R. Swanson
294	Love & War	47'0"	Timber	N.S.W.	P. Kourts	S. & S.
SA300	Dynamite	42'0"	Fibreglass	S.A.	P. Smith	B. Farr
SM336	Bacardi	43'6"	Fibreglass	Victoria	R. Gould & W. Rockliff	P. Cole
357	Ballyhoo	72'5"	Aluminium	N.S.W.	J. Rooklyn	R. Miller
360	Patrice III	46'10"	Aluminium	N.S.W.	R.J. Kirby	S. & S.
450	Mercedes III	40'0"	Timber	N.S.W.	A.T. Clutton	E. Kaufman
496	Balandra	46'0"	Timber	N.S.W.	W.R. Carpenter	Camper Nicholson
527	Nirimba	41'0"	Steel	N.S.W.	R.A.N.S.A.	A. Payne
528	Matika III	36'0"	Timber	N.S.W.	A. Pearson	J. Lidgard
547	Cordon Bleu	35'0"	Fibreglass	N.S.W.	W. Eadie	Duncanson
560	Thunderbolt	35'5"	Timber	N.S.W.	L.P. Harding	G. Shields
565	Lollipop	30'0"	Fibreglass	N.S.W.	P. Kline & I. Millar	P. Joubert
594	Nand II	30'4"	Plywood	N.S.W.	R.O. Chapman	R. Chapman
802	Farr Out	36'3"	Fibreglass	N.S.W.	P.H. Winkless	B. Farr
818	Invincible	36'3"	Fibreglass	N.S.W.	R.H. Cawse	B. Farr
872	Anomie	30'0"	Fibreglass	N.S.W.	T.C. & T.S. Randall-Smith	S. & S.
1023	Kintama	38'7"	Fibreglass	N.S.W.	K. Tierney	S. & S.
1030	Trevassa	48'3"	Timber	N.S.W.	F.R. Duffield	E.J. Muir
1090	Wainunu IV	43'0"	Fibreglass	N.S.W.	R.A. Lee	P. Cole
1214	Shenandoah	31'0"	Fibreglass	N.S.W.	J.R. Charody	P. Cole
1313	Mercedes IV	41'10"	Timber	Victoria	M.E. Braham	H.T. Kaufman
1317	Zilvergeest III	33'1"	Fibreglass	N.S.W.	A.J. Murray	S. & S.
1400	Apollo	57'8"	Timber	N.S.W.	W. Rooklyn	R. Miller
1510	Ruthless	36'0"	Fibreglass	N.S.W.	P. Hill	D. Peterson
1667	Fair Dinkum	34'4"	Fibreglass	N.S.W.	J. Robson-Scott	P. Cole
1743	Rogue	39'9"	Fibreglass	N.S.W.	V. D'Emilio	R. Miller
1792	Diamond Cutter	36'0"	Fibreglass	N.S.W.	A. Sweeney	D. Peterson
1837	Aztec	34'7"	Fibreglass	N.S.W.	P. Wenham	P. Cole
1919	Brer Fox	40'9"	Timber	Tasmania	R.W. Jackman	R. Miller
1959	Providence	29'9"	Fibreglass	N.S.W.	J. McDonald	S. & S.
1977	Hi-Jacque	36'0"	Fibreglass	N.S.W.	J. Violet	D. Peterson
1984	Chauvinist	31'0"	Fibreglass	N.S.W.	J. Wareham	P. Cole
1995	Anna Drie	48'0"	Fibreglass	N.S.W.	J. Krop	R. Swanson
2064	Hot Bubbles 2	32'0"	Timber	N.S.W.	G.W. Oborn	B. Farr
2086	Hot Prospect II	36'1"	Fibreglass	N.S.W.	Heuchmer Everitt	
					Moran & Co.	B. Farr
2092	Ghost	32'9"	Fibreglass	N.S.W.	K. & R. Barry-Cotter	D. Carter
2206	Woftam IV	40'0"	Fibreglass	N.S.W.	B. Jemison	R. Miller
2228	Matika II	35'0"	Timber	N.S.W.	Roxburgh Partners	R. Miller
2555	Natelle Two	41'0"	Fibreglass	Queensland	N.S. Girdis	D. Peterson
2900	Rockie	36'0"	Fibreglass	N.Z.	P. & R. Kingston	B. Farr
2913	Betula	37'3"	Steel	N.S.W.	B.C. Ryan	R. Carter
KS3244	Moana	36'9"	Fibreglass	Singapore	I. Stewart	Brit Chance



**WILD GOOSE — SM 10**  
 LOA 37'; LWL 30'; Beam 12'6";  
 Draft 6'6"  
 A Joubert one tonner launched in 1971, Wild Goose has not performed well in the Sydney-Hobart Race, although in other events she has produced flashes of form. An outside chance.  
 CREW: Skipper I.D. Russell (3), Navigator R. Jensch, S. Spouse, W.R. Fox, R. Debenham, H. Sargood, A.D. Russell, A. Peck, T. Duff.

**WOFTAM IV — 2206**  
 LOA 40'; LWL 32'; Beam 11'6";  
 Draft 6'2"  
 A G.R.P. version of the last year's race winner, Woftam IV is one of a batch built by Anderson Brothers which includes Brer Fox and Rogue, winner of the Lord Howe Island Race. A successful Miller design Woftam IV will enjoy heavy going like all her hull sisters.  
 CREW: Skipper B. Jemison (1), Navigator B. Wood, F. Sticonich, G. Downes, A. Villagrand, R. Campbell, R. Page.



**WILLI-WILLI — MH 222**  
 LOA 43'; LWL 38'; Beam 12'8";  
 Draft 6'6"  
 A G.R.P. development of Boerang of Belmont, Willi-Willi has been the most successful of her type with point score wins and ocean racing successes to her credit. Willi-Willi performs best under following wind conditions.  
 CREW: Skipper/Navigator J. Goddard (1), P. Goddard (1), J. Goddard (1), G. Smith (3), M. Hogan (3), R. Ramsay, P. Hay, T. Gilkes, R. Adler.

**ZILVERGEEST III — 1317**  
 LOA 33'1"; LWL 25'; Beam 10';  
 Draft 6'1"  
 It has been many years since there was no Zilvergeest appearing in this race. Alan Murray, the owner, has done eleven. Zilvergeest III is the most successful boat to carry the name with a win in the G.Y.C.A. 1975 Spring Point Score and 3rd overall in the stormy 1975 Montagu Race amongst other credits. As "Marara" it also won the 1974 Australian Three-quarter Ton Class Championships.  
 CREW: Skipper A. Murray (11), Navigator R. Hunt (5), J. Thomas, D. Marks, B. Johnson (7), N. Wagener (2).



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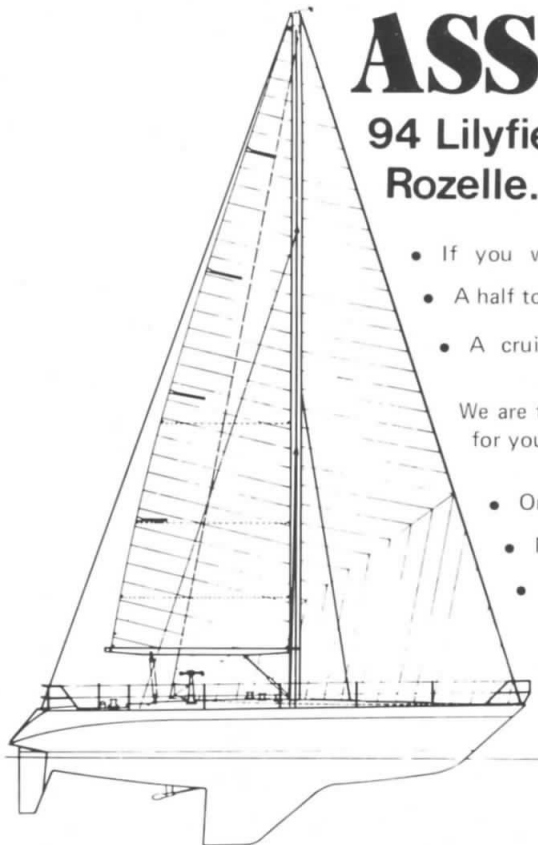
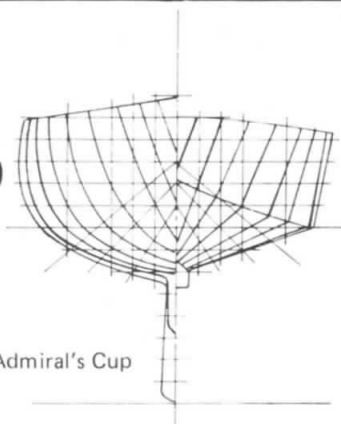
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K542



*Governor Macquarie*

*from original miniature by unknown artist  
courtesy The Mitchell Library, Sydney*

# Journal to Van Diemen's Land

*Governor Lachlan Macquarie  
1811*

with modern-day notations by Tony Cable

*In 1811 Governor Macquarie set sail in the 'Lady Nelson' on an official visit from Port Jackson to Hobart. To one who has done the same trip a number of times, but some 150 years later, it is remarkable how many similarities there are between the happenings of this early voyage and present-day ocean sailing trips to Tasmania.*

*The writer sets out some of these contrasts, comparing some of Macquarie's journal entries with contemporary ocean racing log entries and reminiscences of Hobart Races from 1961-1975.*

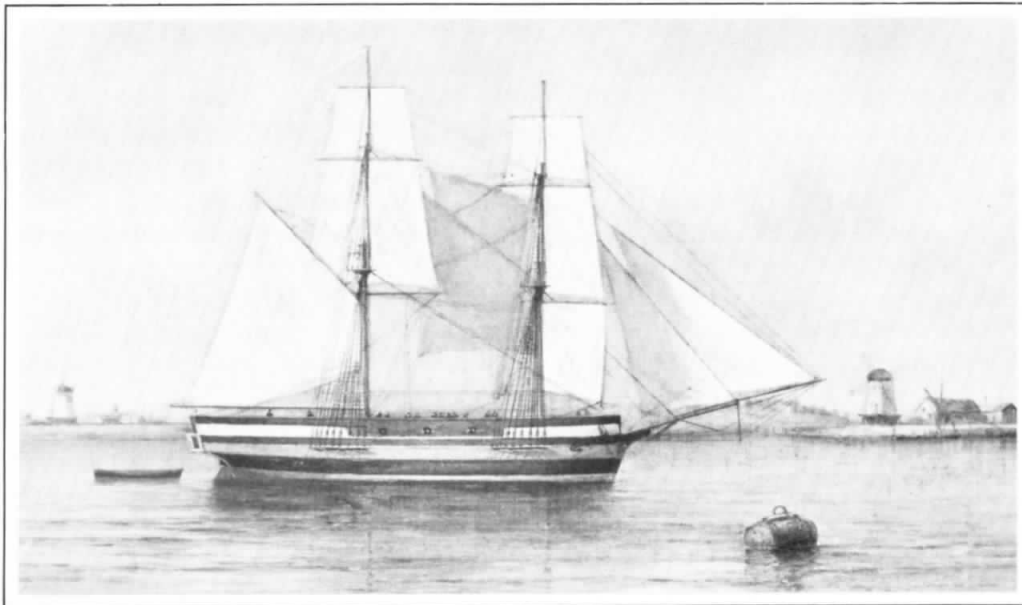
We are indebted to The Mitchell Library, Sydney for permission to reproduce these excerpts from *Lachlan Macquarie, Governor of New South Wales, Journals of His Tours in New South Wales and Van Diemen's Land 1810-1822*, published by the Trustees of the Public Library of N.S.W. 1956.



Monday 4th Novr. 1811. At 6 a.m. left Government House at Sydney accompanied by Mrs. Macquarie, Capt. Antill, Major of Brigade, Lieut. Maclaine, Aid de Camp, and Mr. James Meehan, Acting Surveyor Genl. and proceeded in the Government Barge *Elizabeth* to embark on board His Majesty's Colonial *Lady Nelson* commanded by Mr. Bryan Overand; Lieut. Governor O'Connell and several other friends accompanying us from Government House to the wharf, where we took leave of all of them, excepting Secry. Campbell and Dr. Redfern, who accompanied us on board the *Nelson*, then lying at anchor near the South Head, about six miles down the Harbour. We reached and got on board the *Nelson* at 7 o'clock and found our accommodation clean, neat, and comfortable; all which, as well as the laying in provisions and everything necessary for the voyage, was arranged and directed by Mrs. Macquarie, and who deserves great praise for the taste and judgment she has evinced on this occasion.

The wind and tide being both against our turning out of Port Jackson to sea clear of the Heads, we were obliged to remain at anchor till half past ten till the tide of ebb commenced, when we weighed anchor and began turning out of the Heads, which it required a great many tacks to accomplish.

By one o'clock we had completely cleared the Heads and got out to sea, steering our course about north east, so as to get a good offing before dark; the wind being about north by east and blowing a fine fresh breeze, but with a considerable swell and head sea, which occasioned much motion, and made Mrs. M. and all of us very sea-sick. We sat down to dinner at 5 p.m. but none of us were much disposed to eat.



*The 'Lady Nelson' was a 60-ton brig, a snub-nosed, square-sterned, ungainly-looking vessel so small for the rig she carried that she was dubbed 'Her Majesty's tinder box' before she left England for the antipodes around the turn of the 19th century. She was flat-bottomed with three 'sliding keels' of 3½" oak – an invention of Captain John Schank which any yachtsman of today will recognise as the now-common device, the centreboard. Thus 'Lady Nelson's draft could be varied from a mere six feet to some twelve feet in a matter of seconds, making her ideal for the task she was to later accomplish – that of surveying the unknown coasts of Australia.*

*'Lady Nelson' carried Lieut. Bowen and his party to establish the first settlement in Tasmania in 1803, and she later became Governor Macquarie's Vice-Regal Yacht and so made the 1811 trip to Hobart with the Governor. "The best and safest sea boat I ever sailed in" Macquarie said of her, words that would have dumbfounded the doubters and 'tinder-box' dubbers in the old country. She amply proved herself in the savage conditions Macquarie's party encountered on that voyage – conditions that the racers to Hobart in 1976 may also encounter.*

Farewells these days at the start of the Hobart are far more tumultuous, but a Governor (this year the Governor of Tasmania) may still be included. Four out of five times the weather conditions are the same — light nor' easterlies. The start over recent years has been put back from 11 a.m. to noon for the above same reason, to allow the breeze to come in. The fleet often clears the Heads the same time, around 0100 hrs. Macquarie seems to be in error in his description; his course of "north east" was into a "north by east" breeze — not possible in his square rigger which could make little way directly into the breeze unlike a modern-day racer that can tack to within about 45° of the wind. Being a soldier, not a sailor, his lapse is forgivable.

Looking back over a couple of the past Hobart starts, on Boxing Day in 1974 the log of the '43 *Taurus* indicated:

The wind continued fair for us till sunsett, when it came round more to the eastward. It blew pretty fresh all night, with a great swell and head sea, which made the vessel roll and pitch very much, and made us all very sick.

Tuesday 5th Novr. 1811. At 7 o'clock this morning we were nearly abreast of Jarvis's Bay, about 80 miles to the southward of Port Jackson, and the wind being at this time blowing directly against us from the southward, we determined to put in to Jarvis's Bay, and there remain at anchor for a change of wind. We accordingly made directly in for the land and anchored in Jarvis's Bay at 1 p.m. under the lee of Bowen Island, in six fathom water, and most excellent safe anchorage within a mile or three quarters of a mile of the western shore of Bowen Island. This is a noble capacious bay, not less than fifteen miles deep from the entrance to its head, and about 12 miles across from the northern to the southern shore of it in the broadest part. The entrance to it is perfectly safe and is formed on the north by a very high rocky cliff or head land (resembling the North Head of Port Jackson)

As we were all very sea sick during the morning, we did not breakfast until after we had anchored in Jarvis's Bay at a late hour in the day. Between 3 and 4 o'clock we went on shore on Bowen Island, and walked on it for some time. From the highest part of it we had a fine extensive view of the sea on one hand and of the bay on the other, and of the distant mountains inland. The Pigeon House an immense high prominent hill to the southward, and Hat-Hill to the northward of Jarvis's Bay, we could see very distinctly. After remaining for about an hour on Bowen Island, we crossed to the south shore of the main land in Jarvis's Bay, and walked there for another hour, along the sea shore, picking a few shells and pebles as we went.

The Hobart fleet passes Jervis Bay on the first night. Many hands will have been seasick, most probably because of the excesses of Christmas day. Also, by this time many would dearly love to go ashore on Bowen Island and collect pebbles (or anything!) but, unlike in the first Hobart where yachts did put into port for shelter, today it is a matter of thrashing it through without let up.

Bowen Island takes its name from Lt. Bowen of the convict transport *Atlantic*; he named Jervis Bay in 1791. Cook's Pigeon house has a distinctive conical appearance, making it a very useful mark for navigators.

Thursday 7th Novr. 1811. At 5 o'clock this morning, the wind being fair, we weighed anchor from Jarvis's Bay and stood out to sea with a very light breeze at N.east, but the wind soon died away entirely after we had got clear of the heads of the bay, and we remained becalmed till 10 o'clock; when the sea breeze set in, and enabled us to steer our course, S.S. west along shore, being distant from it about 12 miles at noon when we were abreast of the Pigeon House, an immense conical peak a considerable distance inland. At

*continued on page 33*

*"1200 hrs tide running out, very light conditions. Bumblebee hit the Sow & Pigs reef. Sea temperature 79.5°F, wind light and variable"*

The sea temperature was to drop 20° by the time we reached Tasmania. No wonder that character 'Raw Meat' said that "in the Hobart Race you never, never take any of your gear off, you just keep putting more on!"

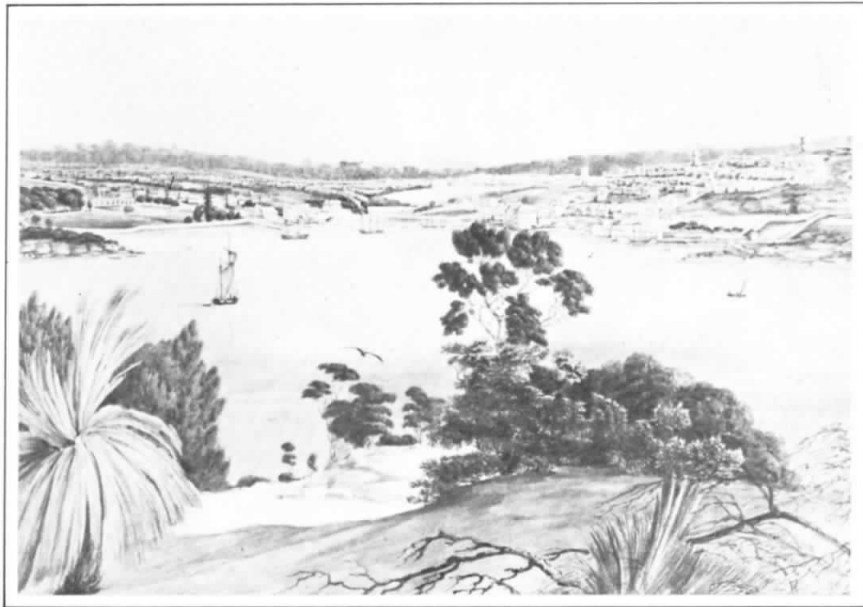
Of course, conditions are not always so balmy. In 1961 the 35 starters faced a 20-30 knot southerly with a very big swell at the Heads. On the 33' *Tarni* we hit the first couple of waves and our brand new reefing gear shattered, leaving the boom swinging free. We had trouble turning back into the Harbour as large spectator cruisers kept surfing down at us. We retired from the race — making ours the shortest on record.

To continue with Macquarie:

In *Sylph VI* in 1962, we were in the vicinity of Jervis Bay on the first night: "2000 hrs, course 190°, 12 knots southeast; David seasick, seas moderating. Average speed 6½ knots. Picked up loom of Point Perpendicular light (J.B.) 2130 hrs. bearing 235°."

Three years later on the 40' *Fare-Thee-Well*, we spent most of the night flapping around in the very light conditions off Jervis Bay. At one stage *Freya* tacked behind us and went on to win her third Hobart in a row. Learned something of tactics that night — never go close in to Jervis Bay.

Macquarie dallied in Jervis Bay for 2 days, awaiting favourable breezes, then:



*View of Sydney, 1811 by Lewin John Willean  
from the original watercolour in The Mitchell Library, Sydney*

noon the breeze freshened up a little and we were going  $3\frac{1}{2}$  knots. At 10 p.m. we were abreast of Mount Dromedary, with a fine smart fair breeze of wind, and going at the rate of  $6\frac{1}{2}$  knots an hour.

Friday 8th Novr. 1811. At sunrise we were abreast of Twofold Bay, and at noon we were abreast of Cape Howe in latd.  $37^{\circ} 30'$ , forming the north head-land of the entrance into Bass's Straits. The wind continues perfectly fair, and we are going  $6\frac{1}{2}$  knots, with very little motion.

Often as not the fleet carries the nor'easter right down the coast, with it gradually freshening; many a blown out spinnaker is the result of this.

Mt. Dromedary, in from Narooma, is another good landmark. On a clear day it can be seen from about 35 miles away. However, many yachts will miss it as they make their course far offshore.

Log, *Sylph VI*, 27.12.62. 0845 sighted Dromedary bearing  $265^{\circ}$ . Breeze 10k E.S.E., speed  $6\frac{1}{2}$ k. Changed spinnaker for No. 1 Genoa. This was to be a speedy trip with weather that allowed the U.S. entry, *Ondine*, to establish a race record of just over 3 days.

In 1968 on the steel 48' *Adria*, from South Australia, during the second night out a fresh SW. change gave us a long bash down the coast to just under Cape Howe. There the breeze lightened off for a couple of hours, just enough to let us have a quiet dinner and a break from the thumping. Then, when we sailed by this 'corner' of Australia, it came in again at force 9 for another thrash across the Strait — but then a steel 48' in such conditions is just about the best way to travel. No more dry clothes though, all soaked in dieselene that had leaked into the lockers.



*Often the fleet carries the nor'easter right down the coast, with it gradually freshening; many a blown out spinnaker is the result.*

Saturday 9th Novr. 1811. We have had a very good run all night and a smart breeze till 8 o'clock this morning when the wind died away and a calm ensued. No land in sight but we hope to see Cape Barren, in the Straits, as soon as the sea breeze sets in, as we have run 120 miles since 12 o'clock yesterday by our reckoning.

The calm continued till about 3 o'clock this afternoon when a fresh breeze at S.west sprang up and continued to freshen till sunset, at which time it came on to blow a very smart gale of wind with a high sea running. The gale increased considerably between 8 and 9 o'clock and continued to blow most violently during the whole night and obliged us to ly-too, not being able to carry any sail, the vessel having great motion and labouring excessively.

Sunday 10th Novr. The gale continued all this day & night to blow as violent as ever, with a tremendous high sea, but the vessel being tight and sound, well found and well-manned, she stands out the gale delightfully and is certainly the best and safest sea-boat I ever sailed in. Mr. Overand the Commander and his crew are extremely attentive and I have every reason to be highly pleased with their conduct.

Monday 11th Novr. We have passed two most uncomfortable days and nights and the gale still continues to rage with unabated violence; the sea also continues as high as ever, very short and cross, which occasions the vessel to labour excessively; she however makes good weather of it, is quite dry and never ships any seas or water. We are unable to have any regular cooking and are obliged to eat on the cabin floor on very common fare.

Tuesday 12th Novr. 1811. It blew a perfect storm all last night and was by far the most violent we have experienced since the commencement of the gale, it blowing much stronger and with a very tremendous high sea. Our tight little bark however swam on the top of those terrific billows like a feather and surmounted all the dangers that threatened her, There were several severe hail showers fell in the course of last night and this forenoon and the weather is extremely cold, altho' this is the summer season.

At noon this day it was a complete storm, nor was there the least appearance of the gale abating, so that we are still obliged to continue lying-too, there being an immense sea. At 3 p.m. the sky cleared up and it began to moderate a little.



Enourmous seas, combers sweeping the decks, the fighting of whipping sails, and eating 'common fare' off the floor — not one aspect has changed in 150 years.

There is many a Hobart veteran who knows only too well this change of conditions. A major bashing from this point of the race to the finish is only to be expected the wind happens to be kind, it is merely good fortune; it will rip in sooner or later.

In 1963 on *Sylph VI* we emulated Macquarie for 3-4 days. It had taken us about 3 days to get into the Strait, the heavy boat having been slow in the fickle winds. On entering the 'paddock' the curtain went up and in it came, 60-70 knots for days. It was so strong that the skipper of *Siandra* reported that the wind was blowing the milk out of his coffee!

Of the fleet of 44, a record 10 retired. *Lolita*, having broken her mast when she rolled over, was towed in by the Royal Navy submarine H.M.S. *Trump. Enid* pulled her sails down to motor in to find that the only way to make progress against it was to hoist them again and sail on to Hobart!

At 4 p.m. the sea was considerably fallen and by 5 p.m. the gale had abated very much indeed, and at 6 p.m. the weather was so moderate that we were able once more to carry sail on our little tight bark, steering westerly so as to close in again with the land, from which we had drifted very much whilst laying too for the last three days.



*Above is a good illustration of a line squall often encountered in Bass Strait. Sailors beware, because such formations may herald heavy weather.*

Wednesday 13th Novr. We have had a fine moderate night and the gale, thank God! is entirely over without our sustaining any accident whatever. My poor dear Elizabeth has suffered a great deal from sea sickness during the storm and from the violent motion of the vessel, but she makes a most excellent brave sailor, never expressing the least fear or apprehension of danger during the whole storm, which was enough to alarm most landsmen in so very small a vessel; Mr. Overand himself confessing it to be one of the worst and most violent gales he ever experienced. Our little party assembled sociably to a very comfortable breakfast in our own little snug cabin this morning for the first time these four days past, all in good health.

At noon our latitude by observation was 40°8' south; our course W.S.west, the wind being nearly west. We suppose ourselves to be at least 100 miles to the eastward of Cape Barren in the mouth of Bass's Straits, being the nearest land to us at present.

At 5 p.m. the wind shifted round to the west N.west, blowing a very fine fresh breeze, and which enabled us to steer our course south west by south, going at the rate of 6 knots an hour. By 10 p.m. the breeze freshened considerably and enabled us to steer our course for Cape Pillar quite free, going 8 knots an hour.

All gales come to an end, though it is hard to believe this when right in the teeth of one. It is such conditions that sort out the Sunday sailors from the ocean racers – the ability to keep going hard at it when conditions are severe.

In *Taurus*, 29.12.74 we had a busy day in unpleasant weather. Our position was about the same as Macquarie's, in the Roaring Forties, where W. and NW. winds so often belt in.

Quoting from the log: "0700 wind west 40k. Mainsail slides parted, set trysail". This led to a sewing class below for 2½ hours, repairing the main. Seas changed from 'SW. lumpy' to 'building up' to 'westerly big lumps' to 'seem steeper'. At 1230 the genoa sheet parted – action on the heaving deck reeving another. 1545, another sheet replaced just in time. "1800, wind gusts to 50k. 1900, wind gusts to 55k. Albert T Ross finally got fresh water pump going again". Position at 1905 41°00', 149°40'.

*continued on page 74*

# THE MAXI RACERS



By John Brooks

*John Brooks has crewed on the maxi-yacht Ballyhoo in all of her overseas events and has raced twice on one of her arch rivals, Windward Passage. In the vernacular of the international yachties, John is a 'straphagner', and in this article he explains why and takes you into the high-powered world of the globe-trotting maxi-yachts.*

In the weeks preceding the start of the Sydney-Hobart Race the waters of Rushcutters Bay become crowded with interstate and international visiting yachts all busily preparing for Australia's own ocean racing classic. The same scene occurs regularly throughout the year in various parts of the world where classic ocean racing events are held, and in the northern hemisphere many of the same yachts reappear to compete. Because of the great distances involved this only occurs in Australia every second year when the Southern Cross series is held in conjunction with the Sydney-Hobart Race.

Because the Sydney-Hobart Race is such a blue-ribbon event, however, it almost always attracts one of the glamour machines of the ocean racing world, the maxi-racers. All of the most famous of these giant yachts have taken part in the Sydney-Hobart Race, all of the three *Ondines*, two of the three *Kialoas*, *Astor*, *Windward Passage*, *Helsal*, *Buccaneer*, *Stormvogel*. These names conjure up some great moments in yachting history.

This year Jack Rooklyn's *Ballyhoo* will be the glamour entrant, fresh from outstanding victories over *Kialoa* and *Windward Passage* on the west coast of the U.S. in two major racing series. She is currently 'gun' boat amongst the world's maxi-racers and has travelled half way around the world to compete in this year's Sydney-Hobart Race, chasing fastest time line honours, a prize which has eluded her owner, Jack Rooklyn, on four other occasions.

Maxi-racers are so called because they are designed to fit the top end of the International Offshore Rule rating scale of 70 feet. In practice the maxis range in size from 70' to 80' length overall, anything over 80' long being difficult to fit under the 70' waterline rating limit. They can carry up to 10,000 square feet of sail area and displace up to 40 tons, a lot of which is in the lead fin keels. Modern maxi-yacht hulls are constructed of aluminium; the spars are alloy extrusions and the fittings and rigging are of stainless steel alloys. Many of the fittings are specially fabricated for the particular yacht and, in some cases, the powerful winches are of special design or the forerunners of new design theory of winch manufacturers.

The engine rooms are equipped with powerful diesels to assist the yachts on their long between-race passages, with compressors and generators to supply the extensive refrigeration and

electronics gear which make them habitable and navigable on long voyages. The radio equipment would do justice to a commercial ship or small naval vessel. Powerful single-side-band transceivers enable the far-ranging yacht to communicate with maritime authorities or an owner who may well be on the other side of the world, passing progress reports, ordering spares, receiving weather forecasts and booking repair facilities in advance.

The navigation equipment is amongst the most sophisticated available to privately-owned vessels; Loran, Omega and even satellite navigation systems are in use. State-of-the-art computers are available to make the navigator's life easier and precision navigation the norm rather than the exception. None of this equipment is allowed to be used during actual races, when the navigation must be carried out by old-fashioned methods both as a test of skill for the navigators and as a means of ensuring that the less-well-equipped local yacht has an equal chance. It only comes into use between races when the yachts are making long voyages.

Of ten maxi yachts built in recent years five are currently active on the ocean racing circuits of the world, travelling from one event to the next and spending little time in port between these events. The active yachts are *Ballyhoo*, *Buccaneer*, *Kialoa*, *Ondine* and *Windward Passage*, and they are usually to be found wherever the blue-ribbon events are in progress. They do not all necessarily follow the same programme.

This northern summer, for instance, *Ondine* and *Tempest* competed in the U.S. east coast events including the New York-Bermuda Race. *Kialoa*, meanwhile, raced in west coast events in preparation for her head-to-head clash with *Ballyhoo* in Los Angeles in September. *Windward Passage* was refitting with a taller sail plan in time for the big-boat series in San Francisco with *Kialoa* and *Ballyhoo*. These three had met before in the Southern Cross series held off Sydney in December 1975.

During 1976 alone *Ballyhoo* has travelled from Australia to New Zealand to Hong Kong to Manila to Tokyo to Hawaii to Los Angeles to San Francisco and finally returned to Australia for the Sydney-Hobart Race. Including racing she has covered over 25,000 miles this year and nearly 60,000 miles since her launching over 20 years ago. *Kialoa* and *Ondine* have similar records, and

*Buccaneer* and *Windward Passage* have put countless miles under their keels racing world wide.

During these long passages they are crewed by at least one professional and three to four more amateurs who are along for the adventure. These passage crews usually go to make up the core of the racing crew and quite often stay with the same boat for years. Some of these personalities become well known over the yachting world during their travels, amongst them Rex Banks and Paul Buttrose (the Flying Nun) of *Windward Passage*; Bruce Kendell and 'Tripper' Crisp of *Kialoa*; Stan Darling and the late David Bourke of *Ballyhoo*; and Mark Edward of *Ondine*. A disproportionate number of these permanent hands are Australians who for some reason are particularly popular with American owners.

In addition to the paid hands on a passage crew there are often three or four young crewmen who have joined the yacht in some racing port and stayed on to see the world, paying their own expenses but putting in the same hours and serving watches at sea the same as the paid hands. Steve Bull from Victoria recently spent nine months on *Ballyhoo* as it raced its way around the Pacific. Hugo van Kretchar joined the same crew when *Ballyhoo* passed through Hong Kong in April and will still be on board when *Ballyhoo* reaches port for the 1976 Sydney-Hobart Race.

When the maxi-yacht reaches her destination port the passage crew put in long hours preparing the boat for racing. This entails the removal and storage or trans-shipment of heavy duty cruising gear and sails, supplies, spares, luggage and miscellaneous gear in addition to the normal chores of repairs and preventive maintenance. Occasionally major repairs have to be carried out if the facilities are available, and the boat may have been waiting to find a port which could handle her specialised needs. Try finding an alloy mast extrusion in Fiji or someone who can weld aluminium structure in Colombo. On a properly-run maxi the paid hand's work list is never completed.

As the date for the start of a big race approaches, the 'straphangers' start to arrive. They are so called because they commute from their homes to join the yacht overseas for each race. They are regular crewmen on the yacht wherever it races, and their air fares and expenses are often paid for by the owner, it being

desirable to have as many crewmen as possible who have sailed before who are completely familiar with the yacht and its equipment.

Some 'straphangers' become quite famous in their own right. Syd Brown has spent the last decade flying back and forth from Auckland to join Huey Long in the various *Ondines* and occasionally crewing for other globe-trotting owners such as Ted Turner. Former Sydneysider John Bolton alternates permanent crew duties with 'straphanging' these days as does ex-Melbourne man Rex Banks of *Windward Passage*. The most famous 'straphanger' of them all is Peter Bowker who is practically an institution in international yachting circles.

Last to arrive before the owner are the 'heavies' or 'professionals', who may be hired or just co-opted by an owner for a particular race. In any case they are highly-skilled, elite members of the international racing scene, usually helmsmen, sail trimmers, or both, or possibly navigator-tacticians. Some are enthusiastic amateurs pursuing their favourite sport but most are current or ex-class or level-rating champions, often employed by the sailmaking firm which supplies the sails for the yacht in question. The sailmakers have a vested interest in the continued success of the yacht which uses their sails, such is the impact and publicity surrounding the maxi-racers.

The 'heavies', paid or not, travel around the world lending their expertise to what is usually a very heavy crew already. In racing parlance 'heavy' does not mean overweight but rather, loaded with racing talent. Generally the passage crew, the 'straphangers' and the 'heavies' make up all or nearly all of a maxi-yacht average crew of 16 - 18. Sometimes if a crew is shorthanded it will take on a local skipper or navigator to supply local knowledge.

The maxi-racers tend to become a separate band of specialists within the yachting fraternity, and although the crew members may from time to time sail in smaller yachts, they generally return to the maxi scene sooner or later. They form a pool of known big-boat experience and often sail in more than one of the active big boats during a season. There is also great camaraderie amongst them, although you might never guess this from watching them race against each other.

(more) ►

When *Ballyhoo* set out to destroy the invincible reputation of *Kialoa* in September of '76, the competition on the water was such that the casual observer might be forgiven for assuming that the crews really did not like each other, so fierce did the rivalry become. In fact, once ashore the two crews shared parties, cars and living quarters harmoniously and were practically inseparable throughout the two racing series in Los Angeles and San Francisco. Seeing most of both crews at breakfast together it was hard to believe that each was spending a lot of time plotting the imminent downfall of the other.

Often the maxi-yacht arrives alone for some race and goes into an event without much real competition for first-to-finish honours. At such times there is no relaxation for the crew, because the abiding passion for most maxi-yacht owners is elapsed time records. If weather conditions are suitable and there is no other maxi-yacht around to keep a tactical eye on, the boat then gets driven very hard anyway chasing the race record, particularly when that record is held by any of the other rivals for maxi-yacht supremacy.

For *Ballyhoo* to take away *Kialoa's* Sydney-Hobart record would give owner-skipper Jack Rooklyn as much satisfaction as if *Kialoa* were actually present and been beaten. If he did so it would be odds-on that Jim Kilroy would bring *Kialoa* back the very next year to try and get it back. However, experience has shown that, when elapsed time records get broken, the new record usually stays intact for years until a similar combination of fast weather patterns coincides with the presence of a fast maxi-racer.

When the race is over, the biggest and best parties are on or for the maxi-yachts, and whatever the calibre of the other competitors, there always seems to be just that little bit of extra prestige and glamour attached to the maxis and their crews, at least in the public eye. But when all the parties are over, the public has drifted away, the 'heavies' have moved on to the next race and the 'straphangers' have gone home to work and await the next gathering of the clan, the big maxi reverts to its other role, shedding the racing skin and preparing for long periods at sea. The passage crew may be renewed; they take on tons of

stores, reboard the heavy-duty cruising gear, complete repairs, load fuel and water then, one morning without fanfare from any but a few close friends, they are gone, slipping quickly through the cruising grounds of the world, sailing thousands of miles back to their home port or on to the next racing venue on their schedule.

Some sailing people claim that maxis get away from the true art of sailing, are far too expensive and bring too much professionalism to the sport, but there is no denying that they bring glamour and excitement all their own, impressing with their sheer size and splendour under sail. Whatever you may think of them personally if you ever get the chance to sail on a maxi, jump at it. There is nothing else quite like it in the entire world of yachting.

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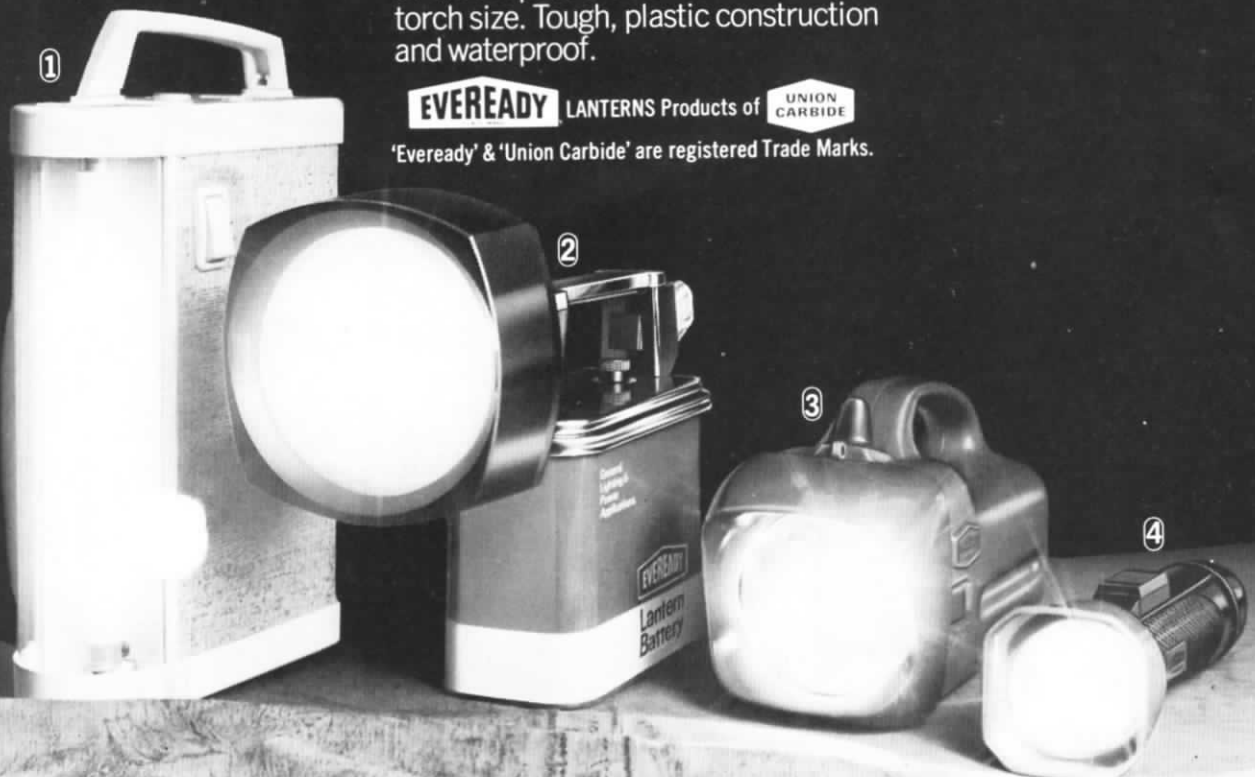
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# The Great Lights

*the lighthouses between Sydney and Hobart*

by Jack North

Any long yacht race is a test of physical strength. Sail is the only form of propulsion allowed and power winches are forbidden except for anchor work. So all the labour of setting and trimming sail is provided by Armstrong's Patent, which is the old-time seaman's term for sheer muscle power.

Many mechanical aids to navigation are also banned, including radar, hyperbolic navigation aids, weather chart facsimile and automatic or self-seeking radio direction finders. Some other types of radio direction finders are permitted, as are speedometers, logs, depth sounders and wind speed-and-direction indicators. Mostly the racing yacht navigator relies on compass, sextant and eyesight, just as navigators did a hundred years ago. So the lighthouse is very important to him.

Everyone knows what a lighthouse is, and most people imagine it is there to stop ships from blundering onto rocks in the dark. This indeed is one of its functions. It can also mark the entrance to a harbour and is widely used for fixing a ship's position off the coast.

While other landmarks such as mountains and headlands are often so used, they cannot be seen at night and are, in any case, too big to provide pinpoint accuracy. Pinpoint accuracy is essential, especially when one bit of coastline looks just like any other, and nobody's unaided judgement can be trusted. Ask a crew of, say, six men to give an estimate of the distance of their yacht from shore, and the six answers will show an astounding variation.

Each lighthouse is accurately marked on the chart and can be identified by its own distinctive flash at night; by day it has other distinguishing marks. If compass bearings of two lighthouses are ruled off on the chart, the point where the two lines cross is the ship's position. This makes it possible to find her distance from anywhere on the chart either by mathematics or just by measuring. There are other methods of using lighthouses for fixing positions, and this explanation is oversimplified; its purpose is to show the role of the lighthouse in coastal navigation.

Of course, yachts standing well out to sea might see no land at all between Sydney and Tasman Island and will use celestial sights all the way. But if he does enough Hobart races the yachtsman is bound to sail a trip in sight of land right down to the Gabo, and from Eddystone light to the finish.

Sydney Harbour lights have no influence on the Hobart Race, with its daylight start in waters well-known to most competitors. The same applies to Hornby and Macquarie lights, which is a pity, for a light of some kind has been in that

area since First Fleet days. Governor Macquarie had a proper lighthouse built which, when completed in May 1818, was the only one in the southern hemisphere. In 1883 the present building replaced the old convict-built tower which, by that time, was bound together by iron hoops. Inner South Head, or Hornby light to give it its proper name, was completed in 1858, having been built as a result of the *Dunbar* disaster.

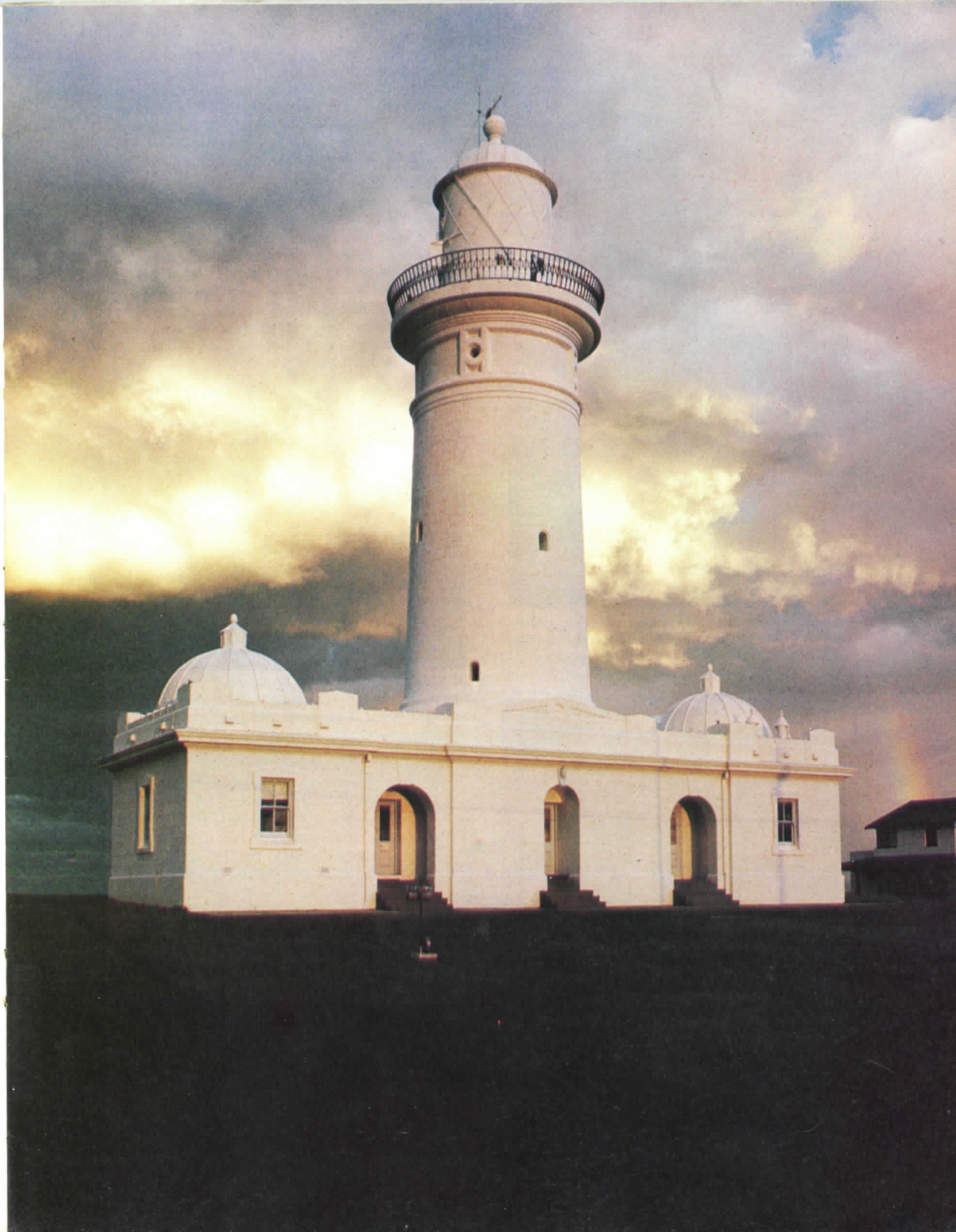
Once on course for Hobart no yacht sailor will spare a glance for the lights of South Head. Wollongong or Kiama lights might be abeam by nightfall, probably out of sight, and any interest will centre on Point Perpendicular. Aptly named by James Cook, Point Perpendicular is the most awesome of the mighty cliffs along the New South Wales coast. The seventy-foot tower perched up there supports a light 304 feet above sea level; it marks the entrance to Jervis Bay. Being eighty-five miles south of Sydney it is also the half-way mark to Montagu Island.

Like all the great lights, Perpendicular is of intense brightness, its flashes being regulated by revolving the entire lens. The result is a beam which sweeps through an arc of visibility and then blacks out. On a night of faint haze the beam appears almost solid while its reflection against low-lying cloud forms a glow often seen far beyond the twenty four mile range of the light itself. This glow is the loom of the light.

A glimpse of Warden Head betokens Ulladulla, way in to the west, but most yachts will be too far out to catch that glimpse, for the land curves in away from the rhumb-line course. Perpendicular is still an aggressive blaze to the north-west, and the next major light, Montagu Island, is a long way ahead. It will be passed in daylight, most probably.

The sixty-nine foot tower on Montagu is not outstanding when seen from a few miles to seaward; it is overshadowed by the huge bulk of Cape Dromedary. But a nearer view reveals a handsome structure surrounded by solid cottages for the lighthouse keepers. Seals come ashore at Montagu, and there is a herd of goats descended from animals placed there last century as food for shipwrecked sailors. The light, 262 feet above high water, has a range of twenty miles.

On the far south coast that inward curve of the land means that most yachts sail well offshore. The land itself is likely to be hidden in haze or, maybe, bushfire smoke. There are lights, not major ones, which might not exist as far as the yachtsman is concerned. Past Eden, south of Twofold Bay and probably out of sight anyway, is Ben Boyd's famous tower built as a lighthouse in 1847 and never lit. But it comes well within the eighteen mile sweep of Green Cape.





In 1883 the present Macquarie Light replaced the old convict-built tower which, by that time, was bound together by iron hoops.

The 69-ft. tower of Montagu Island light stands a total of 262 feet above high water and has a range of 20 miles.

Green Cape juts out to form the northern shore of Disaster Bay, It was always obvious that a light was needed there and a number of wrecks proved it. But the Green Cape light, lit in 1883, was not enough to stop the steamer *Ly-ee-moon* from crashing onto the rocks three years later. The ship was wrecked right under the lighthouse, whose keepers helped the fifteen survivors ashore. Seventy-one people died that night.

The first Gabo Island light was built in 1853, after the grim wreck of the steamer *Monumental City* on Tallaburga Islet. A wooden building, it was replaced by the present granite tower in 1862. Gabo's flash comes into view before Green Cape light is lost, marking the southeastern corner of the Australian continent. It has red sectors shining northeast and southwest to warn of rocks and shoals and breakers. Any ship seeing that red must get out to sea at once, until the red disappears. The white flash is visible at nineteen miles, being 179 feet above sea level; by day the tower looks like a white spike sticking up from flat land.

At night those three flashes every twenty seconds bring a sense of inexpressible loneliness. The southbound mariner is entering the Paddock which can be smooth, smooth as glass. But the warm east coast current meets the cold west wind drift and when the breeze howls, from any direction at all, the surface is liable to become a maelstrom.

H.M.S. *Endeavour* sighted land hereabouts early one fine April morning. That was in 1770. Lieutenant Hicks had the morning watch, 4 to 8 a.m., and glimpsed something as the dawn grew brighter. It was a still morning when the meeting of warm and cold currents could cause patches of mist to rise. Some hours passed and the ship was a few miles further north before a definite coastline could be made out.

Modern researchers doubt whether Hicks saw real land. More than likely it was one of those ghost landfalls the sailors called Cape Flyaway. In any case Cook gave no exact position for that first sighting which he named Point Hicks. The name disappeared from the charts until 1970, when it was bestowed on Cape Everard as a bi-centennial gesture.





*Gabo Island light was built in 1853, after the grim wreck of the steamer 'Monumental City' on Tallaburgå Islet. Its white flash is visible for nineteen miles.*

The loom of Point Hicks might sweep the western sky, and that is all of it that the racing yachtsman wants to see. The 140-mile crossing of Bass Strait is of more concern. When the Roaring Forties blow they sweep through there; in fact the yachtsman will cross latitude 40 after he draws level with the top end of Flinders Island. He is not likely to see the island although the loom of Flinders Light might haunt the sky far to the westward.

Banks Strait, a few miles wide, can be surly in westerly weather. The breeze seems to funnel through and fight the ocean currents, producing a choppy cross sea from all directions. This effect can be felt even in a yacht far eastward from any sight of land.

For yachts sweeping in from out to sea, Eddystone light can be the first sight of anything but water since leaving Sydney. It marks Tasmania's northeast corner and, if seen far distant at night, all hands are likely to watch till it is identified beyond doubt; it is a psychological milestone. Identification could take time, for wave tops leaping between the eye and the light create a pattern of flashes that appears nowhere on any chart. But as it draws closer, and can be seen more clearly, maybe someone will break into that bawdy old ballad that begins, "Oh, me father was the keeper of the Eddystone light . . ."

Ocean racers keep out from the Tasmanian coast as a rule and so do not see the intermediate lights. Tasman light on Tasman Island is their target. The island is separated from Tasman Peninsula by the Hole-in-the-Wall, and in earlier Hobart races a few adventurous souls took this short cut. It was quite legitimate and hacked miles off the course. But the Hole-in-the-Wall is dangerous under sail, being only about a hundred yards wide with dramatic cliffs towering each side to block the breeze. For years the race instructions have decreed that the Tasman light shall be passed to starboard.

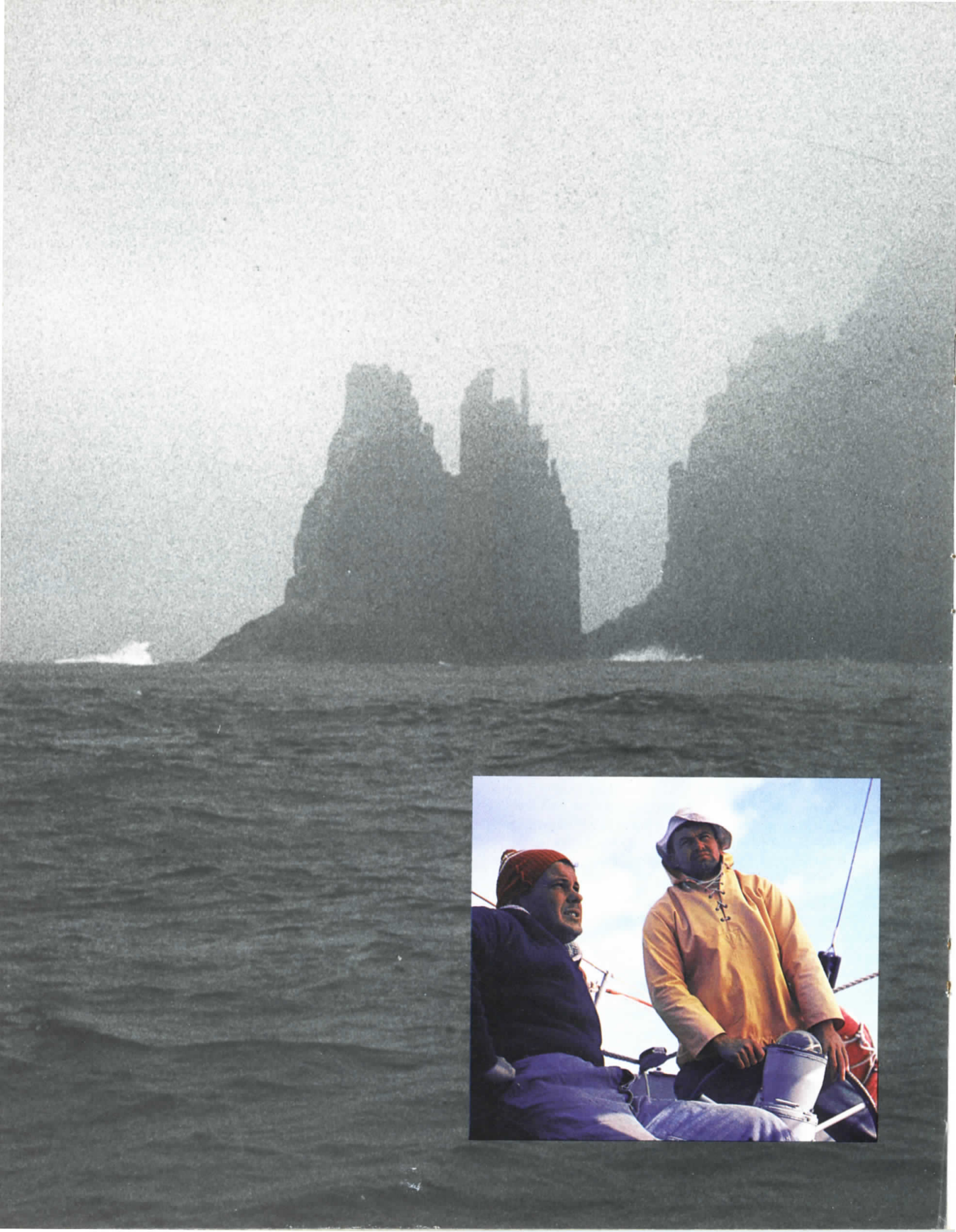
No matter what course they sail, all yachts converge on Tasman to turn the corner into Storm Bay. Strange and rugged and sometimes savage, Storm Bay usually doesn't live up to its name at this time of the year as the yachts sail its forty miles and approach Iron Pot. The Iron Pot is the light marking the mouth of the Derwent.

Like Sydney's South Head, Iron Pot Island has borne some sort of light since the earliest years. Its name comes from try-pots set there to boil down blubber in the days when Hobart was a whaling port, and the tower stands in the midst of a seagull rookery. This tower, first lit in November 1832, was the second in Australia and is now the oldest lighthouse still in use in this country. It is the most eagerly sought light in the Sydney to Hobart Yacht Race, yet, with all its age and importance, it lacks the remote grandeur of the great ocean lights.

A pile light marks the John Garrow bank within a mile or so of the finish. This last navigation mark of the race must be passed to port. The earlier races were sailed before the John Garrow pile was there, and there was no need to mention its predecessor, Blinking Billy, in the instructions. Now retired, Blinking Billy sleeps peacefully on the point he marked faithfully from 1900 to 1955. But yacht crews, with Constitution Dock almost in sight, don't spare a glance for Blinking Billy, either.



*Tasman Island and lighthouse, with the passage known as the Hole-in-the-Wall in the background. The tower, 29 metres tall, was built in 1906 and supports a light 276 metres (905'6") above sea level. Its characteristic is a single flash every five seconds.*



# WHY THEY GO

compiled by Tony Cable

*This year the 32nd Sydney - Hobart Yacht Race will continue its uninterrupted series since 1945, an annual event in contrast with other major international races, such as the Fastnet Race and the Bermuda Race, which are held only every two years.*

*The regular hands in the Hobart can tot up some impressive figures for ocean racing miles experienced. Some, such as the trio of Darling, Green and Halvorsen, have done a great many Hobarts – they hold a record 25 each! There are many others with double figures to their credit.*

*Every year this Program features one of the identities in the Race. This year we have altered the theme by asking a random group of the regulars what it is that makes them go down year after year. What are the appeals of the race that make it such a habit, for to many it is a habit, a not-to-be-missed key point in the year – indeed, part of a way of life?*

## Rolfe Mische – 11



My first trip to Hobart was a result of my then very limited comprehension of the 'English' language that is spoken here. It all began when some friendly type at the C.Y.C. asked me if I wanted to go sailing or something. Having visions of a pleasant Pacific cruise, I agreed. I realised too late that I was heading for 40°S. It was wet and cold; then to make matters worse, we retired between Tassie Island and the Iron Pot.

Since that initial trip I have made 10 more, each one on the basis that the next had to be better. Perhaps the coming race on *Geronimo*, my 12th, will be the one with calm seas, a 15 to 18 knot NE. wind and tons of sunshine. If not there is always lucky number 13!

## John Dawson – 9



After competing in something like 8 Hobart Races this becomes even a way of life. Not being on a competing yacht on Boxing Day would make me feel very empty – wrong.

As a keen and consistent ocean racer, the Hobart to me is the ultimate event on the calendar, the absolute test. The soul-destroying, boat-busting gales of 1967 and 1970 confirm this and leave me with very vivid memories.

Apart from the race itself, I must admit it is nice to have a couple of quiet drinks with one's friends in Hobart town.

## Don Mickleborough – 14



I like going to Hobart for several reasons. First, the race – three races in one. Three sets of weather conditions so that there is always a chance to be with the winners, even if you have an older boat; a continual challenge.

Second, the parties – fun, games and hospitality in Hobart at the finish, not forgetting the Quiet Little Drink. There is no better place in the world to finish and race, and I have seen a few.

Third, the trip home is always a fantastic cruise, lots of fish, fun and renewal of old acquaintances.

Last, but not least, who would look after Syd Brown if I didn't go down, and apart from that, I have a permanent booking in Dolan's Pub.



My first of 10 Hobarts was in 1962, which you will remember was the year the first *Ondine* beat *Solo* for line honours but was beaten on rating. The race was a downhill run like last year, and just as well, as I was on the very slow *Christina*, 33 ft. l.o.a. and 11 ft beam (she won in 1946!). One of the youngest in the Race at that time, I was studying law and couldn't wait to finish and go cruising or racing.

Why do I go down to Hobart? Apart from just liking ocean sailing, racing or cruising, I have made a lot of friends — 'people who go down to the sea in small boats'.

It is hard to say which have been the most interesting races. In 1966 it was a thrill to be 5th over the line in *Taonui* — John Lidgard's first Hobart in a basically cruising yacht (he later came 2nd the year the N.Z. yachts cleaned up the first three places). 1969 I was in the first concrete yacht, *Shi-Bui*, which we afterwards took to Brisbane. 1970 it blew the hardest, and we made it without incident except for a broken lower shroud.

There are really good races, when you find yourself way up in the fleet, and real tragedies, like last year when Barry Vallance (who was also doing his 10th Hobart) had a heart attack and died on *Zilvergeest III* at the entrance to the Derwent.

This year for the first time I am flying down and sailing back on *Zilvergeest III*, but I am looking forward to many more Hobart Races.

Bill Lawler — 9



This coming Hobart Race will be my tenth.

I can't really offer any logical explanation why I keep coming back for more at my age, but it certainly gets to be a habit.

As a navigator, I think I keep coming back to avoid making the same mistakes I did last year! However, I still seem to be able to discover new ones, or maybe I am starting to forget the earlier ones — but one of these days . . . !

My experience on different boats goes from one extreme to the other, like navigating the ¼ ton *Waikikamukau* in local series, to the 61 ft. *Sorcery* in the Bermuda-to-Spain Transatlantic Race; from *Ragamuffin* in the '73 Australian Admiral's Cup Team to navigating *Waa Waa Too* for Brazil in the '75 Admirals Cup; from sailing my own boat, *Idle Hour*, which is owned jointly with my brother Jim, and races with the Sydney Amateurs, to navigating the 32 ft *Harmony* in the Sydney-Noumea Race.



To me the Hobart starts a couple of weeks before the race as the interstate and overseas boats start coming in — meeting old friends that one hasn't seen for a year or two.

Comes the magic day — milling around the start; later radio skeds, seeing how we're going for position; the camaraderie; the making of everlasting friends developed through stress-and-strain situations.

It is arriving after doing well, or not so well — but always being made to feel very welcome. Constitution Dock, right in the heart of the city, makes the whole scene (in contrast the Fastnet finishes in a less picturesque commercial dock in Plymouth).

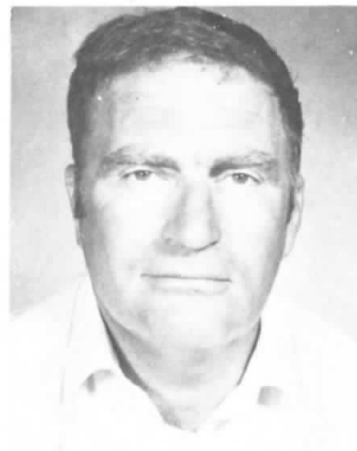
The Hobart course is in sparkling blue water with a current to help get you there. The Fastnet is a more tricky course with fog, poor visibility plus lots of shipping.

I have been on six different boats. My first race was in 1950 in *Fortuna*. The hardest was in 1956 in the 31' *Phalarope* — we were hove-to for 36 hours with the wind recorded on land at 86 knots.

My only win was with *Pacha* in 1970; we were out wide in the heavy SW. and did a long tack straight to Tasman Light.

I wouldn't miss it for the world.

Syd Brown — 9



My first ocean race was in 1948 on the Auckland - Sydney with Magnus Trygve Halvorsen on *Peer Gynt*.

I started coming to Sydney regularly in 1960, as at that time N.S.W. ocean racing had a lot to offer by world standards. I did my first three Hobarts with Vic Meyer in *Solo* and his attitude started me off on the right road for this sport, although a lot of sailors these days would find him a tough skipper. *Solo* was my first handicap win in 1962; second win was in *American*

*Eagle* in 1972. I have been in 3 line-honour boats — *Fidelis*, *American Eagle* and *Ondine*. I have done 9 Races counting the 1968 race in which *Rage* was dismantled in Bass Strait.

I consider the best bunch of real ocean racers were our team in *Ilina* in 1964 with Boy Messenger, sailing master, Mickleborough, 'Thunder', Brydon and a lot of fine guys.

I do regret, to a degree, the passing of some of the real sailors and the advent of a lot of people who want a lot and want to



go everywhere without putting much into it.

The roughest race was 1970 in a Swanson 36. I also have done 8 Trans-Tasman, 4 Bermudas, 5 Fastnets, 3 Trans-Atlantics, 1 Transpac, 2 Auckland-Suva, 2 Whangarei-Noumea and 2 Annapolis-Newports. I have been in the N.Z. Southern Cross Cup Team, U.S. Onion Patch Team and 1969 German Admiral's Cup Team.

Reasons? I just like to be involved in an active sport and my work as a trawler skipper allows me to do this in the Northern Hemisphere during our winter time.

### David Hocking



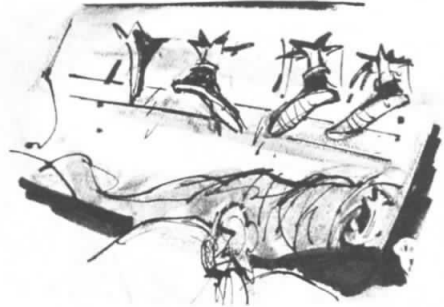
We first go to Hobart for the same basic reasons we enjoy sailing generally.

The memory of the first welcome keeps you coming back. My first was in *Carmen* in 1966. Our arrival in the dock, with foredeck orchestra of tea chest base, guitar, and wire brush and saucepan playing 'We'll be *Carmen* up the Derwent when we come' was followed by a party that didn't seem to stop for three days.

Then your best achievement fires your enthusiasm for better things. My best was probably little *Skylark* in 1973. We ran hard for three days, managed to find Tasman Island spot on in a pea-soup fog and went on to win Division D and the Half Ton Cup class despite breaking our main boom off Maria Island.

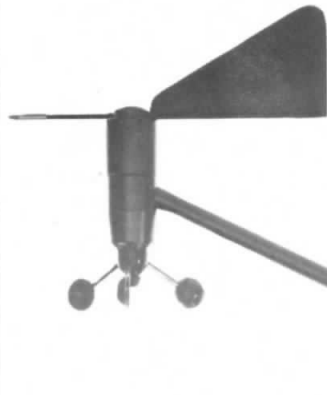
But these memories have to be balanced against the bad. Remember 1970 when almost 25% of the fleet retired? In *Sarlana* we were virtually hove to, with only a trysail up for 36 hours. With the wind howling at 65 knots and the biggest seas I'd ever seen, I told myself that would be the last. Never, never would I go again. But a few convivial beers with old friends in Hobart Town and it didn't seem so bad after all.

I suppose I'll continue going as long as I'm invited, my economic and family circumstances permit, and until I find a better pastime. After all, it's still the best way to get to the Quiet Little Drink.



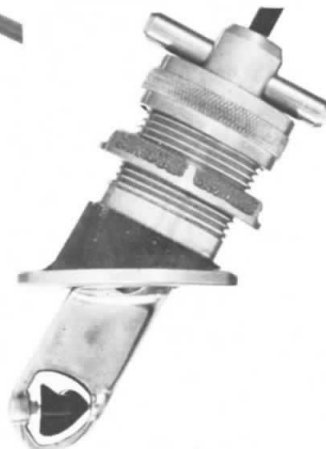
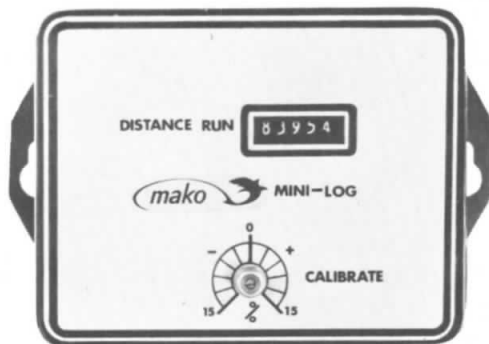
*Stop your clumping around up there!!!*

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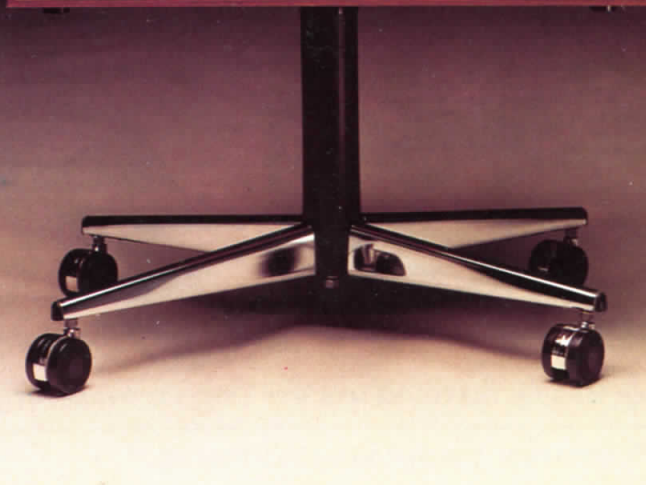
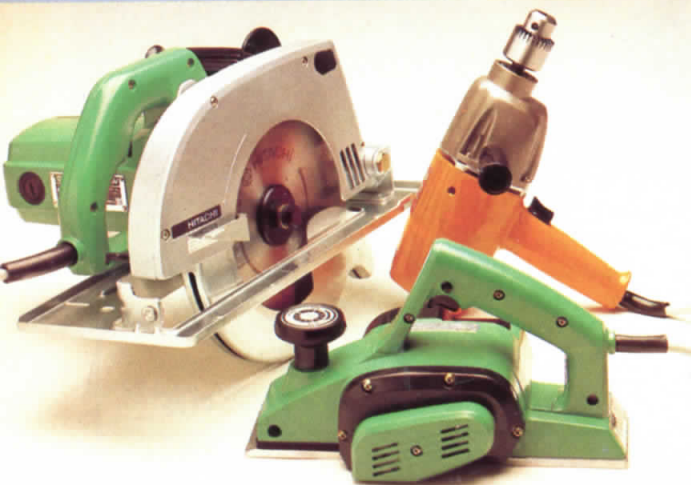
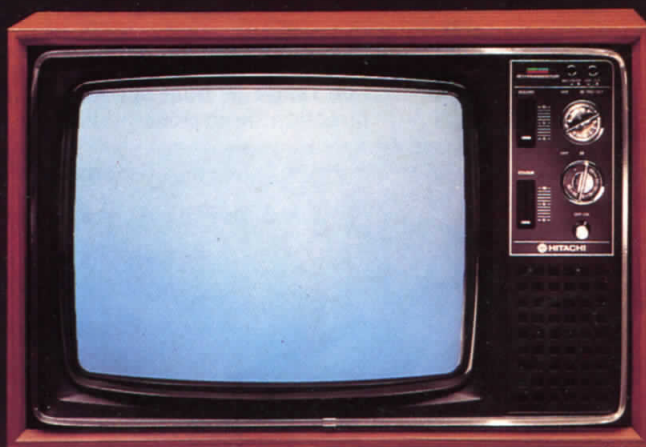
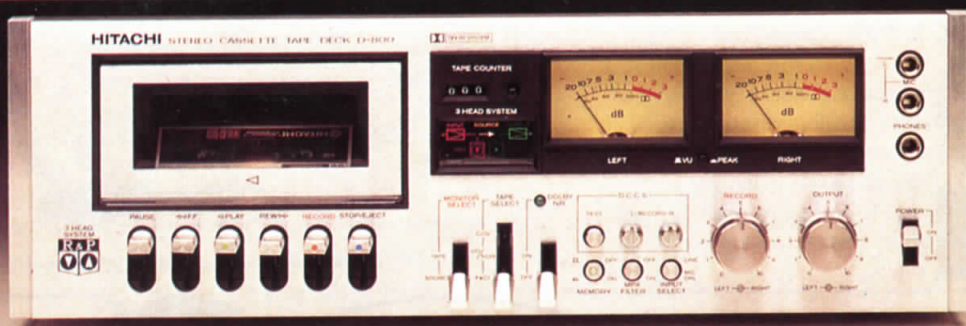


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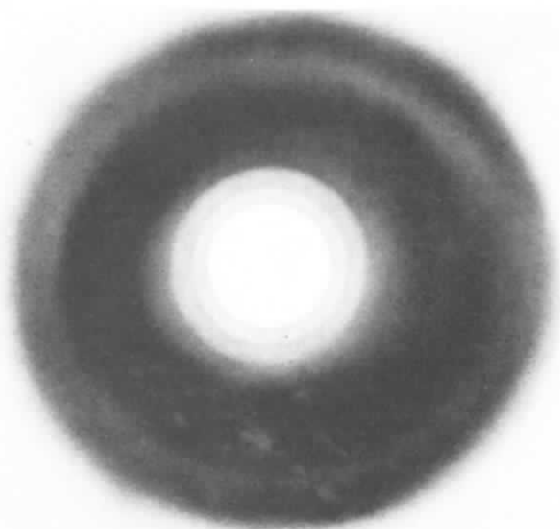
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The 200 series Volvo incorporates safety features that make it the first true production safety car, designed with accident avoidance features and accident performance features to minimise injury in the event of one.

Avoidance features include, four wheel power assisted disc brakes with an anti-locking device that will stop you from 100kph in less than the length of an olympic size swimming pool. A triangular split circuit safety system provides 80% of the original braking power should the main brake circuit fail.

Spring strut suspension soaks up the bumps, without the unnecessary softness that contributes to body roll and the over-reactions that can lead to accidents. A live rear axle with stabilizers keeps the rear under control through corners. Low profile steel belted high performance radials are fitted to wide steel rims.

Halogen headlights light the darkest night. Specially designed roof pillars contribute to the exceptional 91% visibility factor. Anti-glare mirrors with optical non-glare glass on the fixed outside mirror, let you see what's happening behind you night or day. The heated rear window ensures perfect visibility in all weather.

The legendary Volvo seats were designed by orthopaedic specialists for maximum support and alertness. Warning lights for seatbelt, bulb failure and brake circuit keep the driver completely informed. And when even Volvo's superb braking and manoeuvrability isn't enough to avoid the crunch, Volvo accident performance works to minimise passenger and driver injury.

The safety steel cage is made from strong box sections with special reinforced pressed

panel sections and features a roll bar in the roof.

Anti-intrusion bars are built into the doors to reduce side impact damage. The front and rear sections crumple progressively with the engine designed to slide under the cage rather than into it.

The windscreen is laminated with a sandwich of vinyl between specially toughened glass to prevent shattering.

The petrol tank is located out of harms way outside the passenger cage and features a side filler system with leakproof cap to reduce fire risk.

The Volvo is bonded together with 8,000 welds, each capable of supporting the weight of the entire body.

The doors feature burst-proof locks with child-proof latches on the rear.

The head restraints are see-through for maximum visibility. The inertia reel seatbelts can withstand 3½ tons stress.

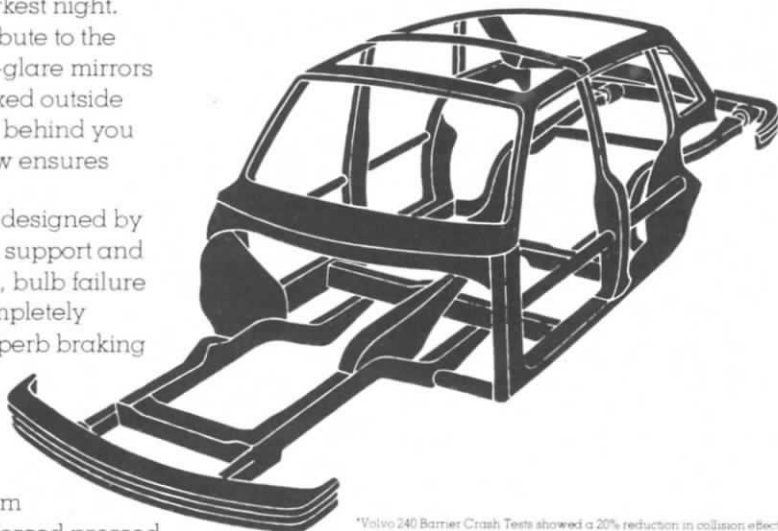
The bumpers can withstand bumps up to 5kph and absorb the impact without body damage.

Finally, body components exposed to corrosion are hot dipped in a special galvanising process to prevent rust, then along with the rest of the car, covered with around 30 kilos of primers and paint... Well, Ralph, it's more than you asked for, but anything less, and it wouldn't be a Volvo, and your American National Highway Traffic Safety Administration seem to agree.

According to the National Highway Traffic Safety Administration of the U.S.A. the Volvo 244 gives the best occupant protection of any car in the same weight and size class on the U.S. market.

The National Highway Traffic Safety Administration has therefore decided to use 24 Volvo cars in a series of safety tests, the results of which will be used as the basis for future safety legislation in the U.S.

**VOLVO**  
The car for people who think.



\*Volvo 240 Barrier Crash Tests showed a 20% reduction in collision effects on occupants compared with similar tests on Volvo 140 series.

Manufacturers recommended retail price Volvo 244DL Manual \$8,375, excluding registration, insurance and pre-delivery charges.

VOL 9732

# TASMANIA

Australia's Holiday Island  
is waiting to  
welcome you

From East Coast fishing hamlets to the rugged wilderness of the West; from the Colonial mansions of the North to the infamous Port Arthur Penal Settlement and Hobart's

famous Wrest Point Hotel-Casino, there's so much to see and do in Tasmania. **Come join us, soon.**



This is the face of the Holiday Island.  
This is the place, the Holiday Island.



**Good luck to all  
the blue water boys.**



**Official Airline for the  
Sydney-Hobart Yacht Race, 1976.**



# 1976 RADIO COMMUNICATIONS

by George Barton

This year Geoff Hammond's *Mia Mia* will be making her fourth passage to Hobart as Radio Relay Ship and will control all yacht and ship-shore radio traffic including the three daily position reports and A.B.C. broadcasts. The Radio Relay Ship is the key to the C.Y.C.'s elaborate communications plan.

*Mia Mia* had this role in 1955, 1956 and 1973.

She was built by her owner in steel from a design by Ted Slater of Melbourne. Originally she was 66 ft. 8 ins. overall; however this was later extended to 76 ft. She has a beam of 17 ft. 4 ins. and draws 7 ft. 6 ins.

A motor sailer, she was designed and built with extensive cruising in mind and has visited Hong Kong and Japanese and Alaskan waters.

Geoff Hammond, a long time member of the C.Y.C., has generously made *Mia Mia* available without charter fee as his personal contribution to the race administration.

*Mia Mia* will be equipped by A.W.A. with four radio transceivers additional to her own equipment, and has a more than adequate electrical power supply and fuel range.

*Mia Mia*'s crew will be kept busy during the race. It will be necessary to call over eighty yachts three times daily so that their positions may be reported and plotted. The race plot chart is 17-feet long and was originally designed and prepared by Merv. Davey. The chart is on a constant scale from Sydney to Hobart for ease in plotting.

As soon as the race plot is prepared *Mia Mia* will call Sydney or Hobart and will be connected to both Press Centres by a telephone conference line enabling both Sydney and Hobart to be in direct communication with her. The positions will then be passed to the Clubs and at Sydney they will be fed into the computer so that the elapsed and corrected times (handicap) positions may be calculated.



*George Barton became a C.Y.C.A. Member in 1950 and has, at one time or another, been involved in every facet of Club operations. In 1971 he was honoured by the Club with 'Life Membership' for his long service and contributions to the Hobart Race itself.*

*George has been with the Hobart Race Planning Committee since its inception, is currently Hobart Race Director and C.Y.C.A. Radio Communications Officer. Although he professes to be 'without technical knowledge', George is architect of the Club's current sophisticated communications plan, which keeps the world informed about the progress of the Race and which has played a significant role in establishing the enviable safety record of this classic ocean yacht race.*

Some time later *Mia Mia* will call Sydney to obtain the corrected time results of the leading yachts overall and in the various classes for inclusion in the A.B.C. broadcasts. She will then be connected to the A.B.C. recorder in Sydney, where the broadcasts will be taped before going to air over approximately 100 stations throughout Australia.

*Mia Mia* also has to monitor and record weather reports from the Coast Radio Stations at Sydney, Melbourne, Adelaide and Hobart as well as the special race forecasts broadcast by the A.B.C.

Finally, *Mia Mia* has to take control of distress or emergency traffic, should that occur during the race, and to co-ordinate the provision of such assistance as might be necessary.

During the Club's continuous association with the Australian Broadcasting Commission since 1955 a sporting announcer has always been included in the crew. Such well known personalities as Dick Healy, James Dibble, Martin Royal, Don Closs from Tasmania, and Gordon Bray have all been heard from the Relay Ship. By far the best known, however, is Bert Oliver, who will be making his 17th passage. Bert has become the A.B.C.'s yachting expert and has covered all Australian challenges for the America's Cup and the Olympic Games. Last year he handed over to Gordon Bray and took up duty as Radio Operator.

There has, of course, been very little distress traffic during past Hobarts. A 'Mayday' was received from *Southerly* in 1958 when she sprang a serious leak near Montagu Island. *Lauriana* returned to her assistance, however the crew managed to get on top of the problem before she arrived. In 1965 the Italian Navy yacht *Corsaro II* lost a man overboard in strong running conditions off the Tasmanian coast right in the middle of the afternoon radio schedule with the yachts. A competing yacht, some distance astern of *Corsaro*, plucked the crew member out of the ocean and took him on to Hobart.

In 1963 *Lolita*, then owned by J. Farren Price, was towed to port by the British submarine, *Trump*, which was on a goodwill visit to Hobart, and in 1968 *Thunderbolt*, dismasted in Bass Strait, was towed to Eden by a Bass Strait oil rig tender.

On other occasions emergency traffic has been received but direct assistance was not necessary.

The crew of the Relay Ship greatly resents any suggestion that it is on a pleasure cruise — after all they have to share the prevailing weather with the competing yachts and there is no time for any layover in some convenient haven.



Relay Ships have had their share of adventures in the past, notably *Lauriana* in 1956, still claimed by many to have had the worst weather on record. *Lauriana*, after suffering considerable sail damage in Bass Strait, lost her propeller East of Maria Island. After a delay of 24-hours the Union Steamship Company's freighter *Kakapo* took her in tow for the last 90-miles to Hobart. During the crossing of Storm Bay 86-m.p.h. from the southwest was recorded at Mount Nelson Signal Station at Hobart.

The very extensive news media coverage given to the Hobart Race is only made possible by the Radio Relay Ship, A.W.A., which provides the radio equipment, Honeywell Time Sharing Computer System and the great co-operation received from O.T.C. through its Manager Coastal Radio Service, Phil Chapman, Senior Technical Officer, Graeme Crundwell, Eastern Overseas Radio Terminal, Ron Leis and the girls at the International Manual Exchange, Sydney, and others too numerous to mention.

#### Previous Radio Relay Ships

1952	<i>Lauriana</i>	(Vic Meyer)
1955	<i>Lauriana</i>	(J. Samson)
1956	<i>Lauriana</i>	(J. Samson)
1957	<i>Lauriana</i>	(J. Samson)
1958	<i>Lauriana</i>	(J. Samson)
1959	<i>Nunniong</i>	(J. Ezzard)
1960	<i>Lauriana</i>	(J. Samson)
1961	<i>Lauriana</i>	(J. Samson)
1962	<i>Coongoola</i>	(N. Thomas)
1963	<i>Tahuna</i>	RSAYS (H. Wilckens)
1964	<i>Lauriana</i>	(W. Tyree)
1965	<i>Mia Mia</i>	(G. Hammond)
1966	<i>Mia Mia</i>	(G. Hammond)
1967	<i>Bali Hai</i>	(L. Mee)
1968	<i>Nunniong</i>	(J. Ezzard)
1969	<i>Bali Hai</i>	(L. Mee)
1970	<i>Bali Hai</i>	(L. Mee)
1971	<i>Bali Hai</i>	(L. Mee)
1972	<i>Stella Maris</i>	(A. Visser)
1973	<i>Mia Mia</i>	(G. Hammond)
1974	<i>South Pacific</i>	(R. Youngman)
1975	<i>Mascarin II</i>	(J. Brettingham-Moore)

# RADIO SCHEDULE

## PROGRESS REPORTS

from *Mia Mia*

(ABC Radio 1 and 3)

Sun. 26th	1345-1355 (from studio)
	2250-2300
Mon. 27th	1050-1100
	1835-1838
	2250-2300
Tues. 28th	1050-1100
	1835-1838
	2250-2300
Wed. 29th	1050-1100
	1835-1838
	2250-2300
Thur. 30th	1050-1100
	1830-1834
	2250-2300
Fri. 31st	(as Thursday, if required)

## WEATHER REPORTS

(Stations shown)

Sun. 26th	0658-0700	2BL
	2302-2304	2BL
	2400-0002	7ZR - 7NT - 7QN
Mon. 27th	0730-0732	2BL/VLI
	0742-0745	7NT - 7QN
	1240-1245	7NT - 7QN
	1855-1900	7ZR - 7NT - 7QN
	1858-1900	2BL/VLI
	2302-2304	2BL/VLI
	2400-0002	7ZR - 7NT - 7QN
Tues. 28th	0742-0745	7ZR - 7NT - 7QN
	1240-1245	7NT - 7QN
	1320-1325	7ZR - 7NT - 7QN
	1855-1900	7ZR - 7NT - 7QN
	2400-0002	7ZR - 7NT - 7QN
Wed. 29th	0742-0745	7ZR - 7NT - 7QN
	1320-1325	7ZR
	1350-1355	7ZL - 7NT - 7QN
	1855-1900	7ZR - 7NT - 7QN
	2400-0002	7ZR - 7NT - 7QN
Thur. 30th	0742-0745	7ZR - 7NT - 7QN
	1350-1355	7ZL - 7NT - 7QN
	1855-1900	7ZR - 7NT - 7QN
	2400-0002	7ZR - 7NT - 7QN
Fri. 31st	As for Thursday 30th	

### Frequencies

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



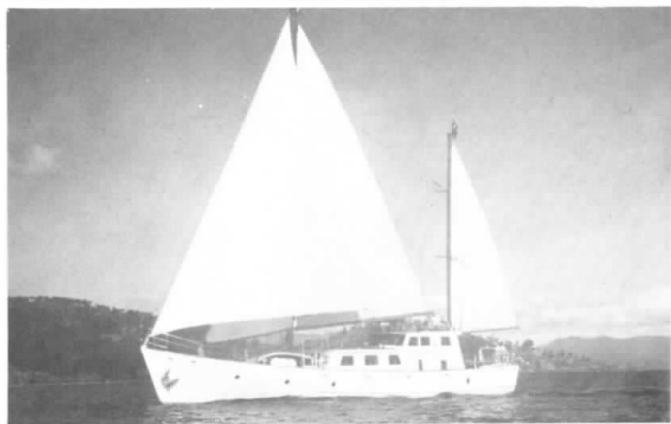
## MIA MIA'S CREW

### Owner's Crew

G. A. Hammond	(3)	Owner/Skipper/Navigator
J. Hammond	(2)	
S. Ball		
H. Maisch	(Engineer)	
R. Heller		
S. Flamenia	(3)	

### Technical Crew

Commodore C. N. Evans	(6)	C.Y.C.A. representative. Race plot.
John Lucas	(7)	R.Y.C.T. representative. Race plot.
P. Young	(5)	A.W.A. — Radio Technician.
Gordon Bray	(1)	A.B.C. — Sporting Announcer.
Bert Oliver	(16)	A.B.C. — Radio Operator.





# MILEPOSTS OF THE HOBART

by Jack North

The Hobart race has a folklore ranging from broken masts to ruined meals. Its story is the backbone of serious ocean racing in Australia, which commenced when nine yachts set out from Sydney on Boxing Day, 1945. And shining through all the tales of farce and drama and, sometimes, boredom, is the driving need to win.

First prize in an ocean race rarely goes to the swiftest. Racing yachts come in all sizes, and the bigger they are the faster they go, usually. So they are rated, or handicapped, to give all boats big or small an equal chance. The rating is based broadly on size but a lot of other things come into it. However, the whole subject is too complex to explain here.

When the race is over the yacht's actual time is multiplied by her rating figure, or time correction factor, and the answer is her corrected time. Her position in the race is calculated on this.

The yachtsman dreams of crossing the line in Hobart first and winning on corrected time as well; it is a dream that almost never comes true. *Rani* did manage it in 1945, but twenty-seven years passed before *American Eagle* equalled that feat in 1972. *Ondine* nearly made it in 1962, being first across the line and about fifty minutes ahead of *Solo*. But *Solo's* rating gave her first place on corrected time and *Ondine* had to be content with second.

*American Eagle* gained line and handicap honours with a sailing time of 3 days 4 hours 42 minutes and 39 seconds, less than half the time taken by *Rani*. As winner of the initial race *Rani* set the time for the course but held it for only one year. The following table shows how hours and days have been hewn off the fastest time to Hobart.

1945	<i>Rani</i>	6 days 14 hours 22 mins.
1946	<i>Morna</i>	5 days 2 hours 53 mins. 33 secs
1948	<i>Morna</i>	4 days 5 hours 1 min. 21 secs
1951	<i>Margaret Rintoul</i>	4 days 2 hours 29 mins. 1 sec
1957	<i>Kurrewa IV</i>	3 days 18 hours 30 mins. 39 secs
1962	<i>Ondine</i>	3 days 3 hours 46 mins. 16 secs
1973	<i>Helsal</i>	3 days 1 hour 32 mins. 9 secs
1975	<i>Kialoa</i>	2 days 14 hours 36 mins. 56 secs

Except for *Rani* and *Margaret Rintoul* all these yachts were over fifty feet with *Kialoa*, nearly seventy-nine feet overall, as the giant of the company. *Morna*, later renamed *Kurrewa IV*, took the record three times whereas no other yacht has achieved it more than once. *Ondine* set a time that stood for eleven years, and *Kialoa's* figure seems incredible. Altogether nine yachts in 1975 bettered the time of *Helsal*, Japan's *Sunbird IV* just breaking the barrier by nineteen seconds. Several others failed by minutes. Nobody has the courage to say whether *Kialoa's* effort will soon be beaten.

To create such a run requires more than size, quality and seamanship. These are all essential but the weather is the great decider. No records will be broken in a race where calms and light headwinds prevail. Record-breaking races are sailed with a more-than-average share of fresh breezes from the northern half of the compass, although *Ondine's* race began in a fresh sou'easter.

On the subject of line honours, *Kurrewa IV* (ex *Morna*) holds the record with seven first-over-the-line results, the last of which was in 1960. *Astor* comes next with three while *Margaret Rintoul* and *Solo* follow with two each. American owner, Huey Long, has led to the finish three times, but in different yachts, *Ondine*, *Ondine II* and *Ondine III*.

The first race in 1945 was a cruising adventure as much as anything; it was English yachtsman, Captain John Illingworth, who sailed it as a race and showed the Australians what it was all about. Australian ocean racing standards leaped ahead over the next few years though the old cutter, *Morna*, held her own for quite a while. She was built in 1916. In 1950 a screaming southerly greeted the start, the first time this had ever happened. Fourteen of the sixteen starters completed the course which was mainly into the teeth of howling headwinds. *Nerida*, of the Royal South Australian Yacht Squadron, won that year.

Twenty-three yachts faced the starter in 1953, the first time the fleet had exceeded twenty. *Wild Wave* sailed all the way in that race only to find herself disqualified for a breach of rules at the start. The next year saw *Gipsy Queen* disqualified at the finish, though the decision was later rescinded and her second placing upheld. That 1954 year was noteworthy for being the first of the Halvorsen brothers' wins, when *Solveig* crossed the line. *Anitra V* in 1957 gave them a second win while *Freya's* magnificent record of three in a row for 1963, 1964 and 1965 brought their total up to five.

*Solo* stormed onto the scene in 1955. A fifty-four foot steel cutter designed by Alan Payne and sailed by Vic Meyer, she was to revolutionise Australian racing. In 1956 she sailed up Storm Bay leg-and-leg with *Kurrewa IV* (the old *Morna*) against a sou'westerly gale. *Kurrewa IV* needed to shorten sail for she was being flattened, but if she slowed down to reef *Solo* would get away from her. So both yachts crashed through icy seas with solid water sweeping them. Then *Solo's* main ripped, and though her crew broke all sail-change records, the replacement sail was smaller. The breeze began to ease and *Kurrewa IV*, now able to carry her full gear to best effect, slipped away. She took line honours while *Solo*, half an hour behind her, won on corrected time. *Solo* won again in 1962.

(more)



'Kialoa' holds the record for the fastest-ever elapsed time – 2 days, 14 hours, 36 minutes, 56 seconds Photo: Brian Curtis



'Freyja' holds the title for most overall wins, three, and also for the only yacht to win overall three times in a row.

The Hobart had rapidly become recognised as one of the world's classic yacht races by virtue of its length, the weather conditions and the fact that it was sailed at regular twelve-monthly intervals. Yet it remained an Australian preserve for years. The few overseas yachts that took part included the American *Bachelor's Wife* in 1950, the British *Katwinchar* in 1951 and the Dutch *Onrust* in 1953. These were not racing yachts but long-distance cruisers who entered the race because they happened to be in Sydney when it started. With overseas yachtsmen wondering just how good the Australians really were, *Uomie* heralded the change to come.

*Uomie* was an English racing yacht. Sailed by Geoffrey Pattinson and manned by an Australian crew, this cutter came fifth in the 1958 race on corrected time. She was third over the line, only an hour behind *Solo*, who took line honours for that year.

Like *Uomie*, the American ketch *Ondine* was an unashamed ocean racer who sailed over here especially to take part in the 1962 race. Some people felt she was too light for Australian conditions, but a sou'easter at the start soon settled such talk. She just cleared out from most of the fleet, but though she set her eleven-year record, her victory was not easy. *Astor*, the big Australian schooner, was only one minute behind her when she crossed the line in the most dramatic of all Hobart finishes.

*Rainbow II*, the first New Zealander to take the trophy, did so in 1967. She was also the first Sparkman & Stevens design to seize a victory in the Hobart race. Second yacht that year, France's *Pen Duick III*, sailed by Eric Tabarly, took line

honours as well. At that time the fleet of sixty-seven starters was a record.

The 1967 season saw Australian yachts going to England to race for the Admiral's Cup. As this is a two-yearly event the C.Y.C.A. introduced the Southern Cross Cup to be raced for on alternate years. The Hobart Race is one of the Southern Cross series. Now Australian yachtsmen found themselves regularly up against the top overseas competition, with the resultant sharpening-up that was to be expected. The Hobart Race became a venue for overseas yachtsmen, and the Australians no longer had it all their own way at the finish, or anywhere else. It is significant that the fastest time for each race from 1965 to 1975 has been made by an overseas yacht, except for 1973 when *Helsal* made her record run.

The Hobart race is not entirely a story of grim-faced men battling the elements and trying to clip a few seconds off every mile. At sea the successful yachtsman is a very sober person in all senses of the word but, in Hobart, Cascade beer and Constitution Dock can become synonymous. Unbelievable tales are told of the number of dozens of empty bottles put ashore each morning, of sunset to sunrise parties and similar ridiculous goings-on. Then all the boats head north again for the Crayfish Derby, a barbecue here and there, and a leisurely cruise home. Even so, some of the carefree spirit of earlier years has gone. For instance, the Galley Slave's Trophy seems to have lapsed after 1953. This trophy, awarded to the cook of the last yacht to finish, was the most dearly won and least coveted of all prizes.

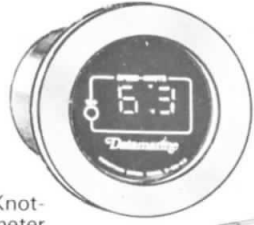
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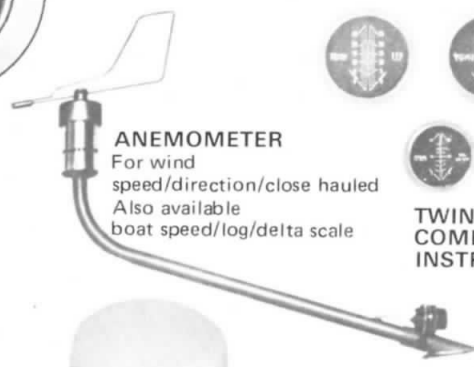


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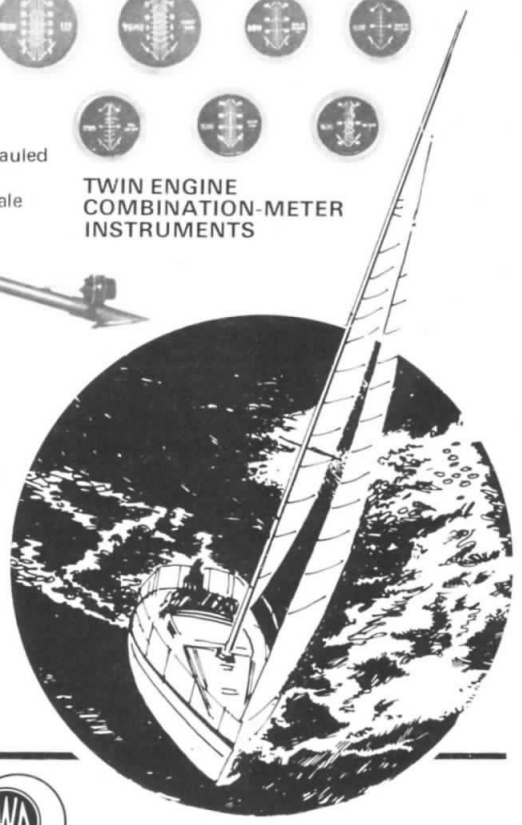
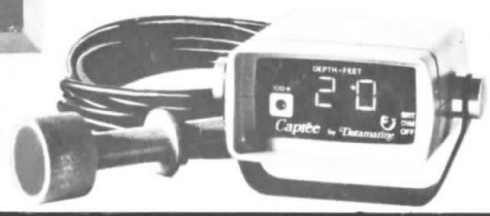


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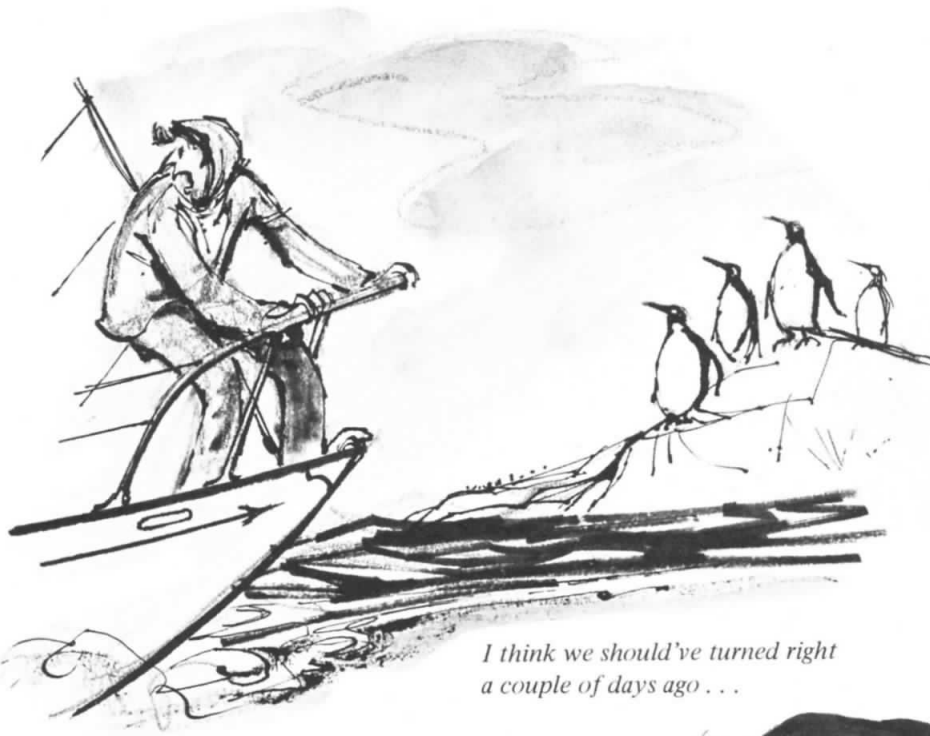
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# THOSE IN PERIL

P. HARRISON



*I think we should've turned right  
a couple of days ago . . .*



*Hang on, mate; if this puff keeps up we could get line honours!*

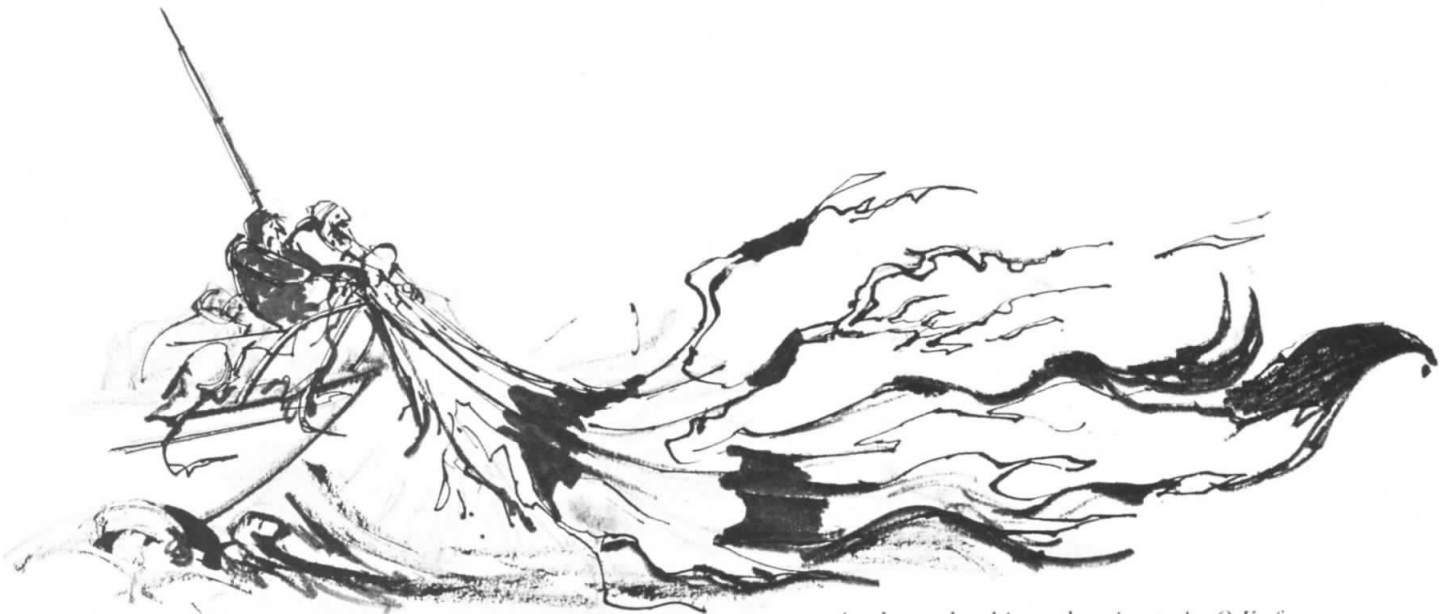


*They want to know, did you order five dozen Tasmanian scallops or trollops?*

*It's a downhill flyer, all right. I'm feeling airsick.*



*I'll show 'em who makes Plum Duff as heavy as lead . . .*



*Anyhow, the skipper 's going to be O.K. for car rags now.*

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● Traders A.C.S. ● Reg Rowe ● E. A. Harrold **S.A.** ● Repco ● E. Milde  
● B. Bentley ● Duncan & Co.

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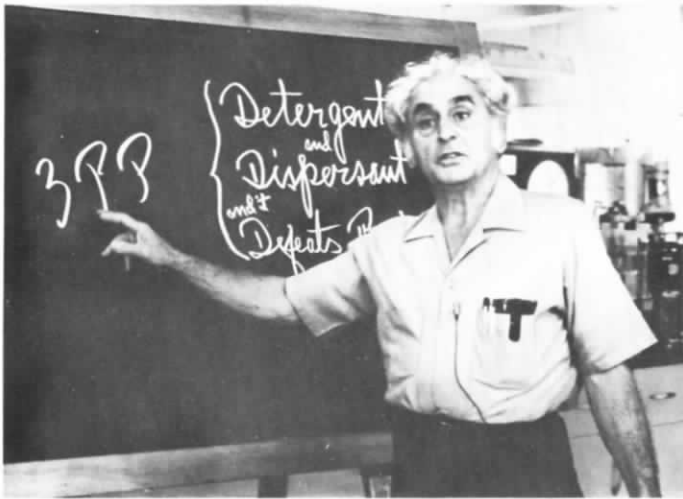
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# RECOLLECTIONS OF CONSTITUTION DOCK

by Bob Ross

*Bob Ross, Member of the C.Y.C.A., is yachting correspondent for 'The Sydney Morning Herald' and is editor of the new magazine, 'Australian Sailing'.*

Someone smarter than me once wrote that the Hobart Race was a giant excuse by yachtsmen to get away for a big party. Last time I was in Hobart for the end of the Race (1975), I watched, with dreadful anticipation, the beautiful ABC sophisticate, Kate Baillieu, trying to ram the same proposition down throat after throat of partying yachtsmen in Constitution Dock.

Some of the throats were lubricated enough to regurgitate the appropriate noises, suiting the proposition put by Kate. Others, like Peter Kurts, of *Love and War*, and Huey Long, of *Ondine*, were smart enough to go some of the way to defusing this too-easy send-up of an institution.

All institutions, especially the Australian ones like the Melbourne Cup and Anzac day, are vulnerable to the sender-uppers. The Hobart Race does have its glory riders whose only interest in ocean racing is being able to wear an embroidered tee-shirt forever and say: "I've done a Hobart".

And sure, there's a big party at the end. But it's a party where the hangover comes first. I mean, how would *you* feel after three days and nights with a tally of maybe 12 hours sleep,

being jerked out of a nice warm bunk for sail changes just as you have got the idea of riding the thing without permanent spinal injury, possibly being seasick and probably undernourished from a diet of stuff from the frying pan, cans, and that eternal stand by, pre-cooked stew (chuck in some curry if it starts to smell lousy)?

The race has been criticised by yachtsmen, too: It finishes up a river, which is tough luck when the wind drops because the current is always against you; it goes from a warm place to a cold place; a straight-line race is not a fair test of sailing, etc.

What the race **does** do, in my observation as a reporter of the event on and off for a span of 16 years, and a competitor a couple of times, is provide the only real opportunity for the rather amorphous mass of ocean racing sailors to get together.

Fortuitously, it happens when most of the sailors are on holiday — like Cowes Week every August in England. So after it is over, most have time to spare to sit around, swap experiences and plan the future. *continued on next page*



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## Recollections of Constitution Dock

New boats are decided upon, crews signed up for the following season. Grander projects, like the first Admiral's Cup challenge of 1965, were launched around a few cans in the cockpit of a yacht moored in Constitution Dock.

I've seen the race from both sides of the coin and have regretted the odd years I have not managed to turn up in Hobart.

My first time was an eager young reporter for the *Melbourne Sun News-Pictorial*; the year, 1960. The office sent me as some sort of reward for proving my enthusiasm by sailing in the Sydney-Melbourne Race with Stan Gibson aboard his tiny 24ft-waterline *Four Winds*. Stan for many years enjoyed some media glory as skipper of the smallest yacht in the race.

He was a seaman rather than a racing sailor, but he got us to Sydney through a Bass Strait gale, insisted on doing all the cooking "When the stew turns green, chuck in some curry". Later I found Stan's regular crewmen carried secret supplies of vittles. And I was impressed by the preparation of one crewman who even packed a spare set of false teeth.

However, the flight to Hobart was a marvellous reward. It was the last great year of the Livingston brothers, Frank and John, with *Kurrewa IV* and her crew of desperates including Thunder, Raw Meat and Earrings.

They took line honors, John up on the stern with the bagpipes blasting "Road to the Isles" as the beautiful big cutter roared across the line to cheers of Hobart Town.

A slower but more interesting drama was played out by a young Graham Newland and a young Ron Swanson, from *Siandra*, sweating out time on the dockside until time ran out for all others and they knew they had won the race.

Everyone — and in those days that meant just about everyone as there were only 30 yachts to finish — then went off to a beaut New Year's Eve party in a hospitable, big stone Hobart house.

I suppose I fell into bed at Hadleys around 5 a.m. Two hours later, the phone speared me awake with a laser-beam of sound and pain:

"John Livingston here, remember you asked the area of our big spinnaker the other day. I'm in Melbourne now, and I've just looked it up . . . 2400 square feet."

John and Frank Livingston might not have been Australia's greatest sailors, but they made marvellous copy. They always had stories to tell and the capacity to interview themselves when the reporter stumbled into silence through awe or inexperience.

So I staggered home from that race with some nice memories, new friendships and a hangover and resolved to get into the action side of the Hobart race as soon as possible.

That chance came in 1963 with Frank Parsons of Melbourne, who built himself a lovely 54 ft steel ketch, called *Aqua Bleu* (foreign languages may not have been Frank's strong point), as a cruiser, then became bitten by the racing bug — an oft'-repeated sad story.

So I talked the paper into letting me off for Queenscliff-Sydney, Sydney-Hobart on the basis of some great coverage.

Elsewhere in this program you will read the laconic weather summary for that race: "Light northerly winds and calm

patches for the first few days upset many calculations. Then a fresh southwesterly down Tasmania way, which reached 70 knots in Storm Bay, caused many retirements."

Yep, we were one of the many retirements — blown maybe 100 miles offshore, reaching off under spitfire jib and mizzen, half the crew laid low, treading an incredible tightrope along the crests of gaint waves, looking at the fires of hell awaiting in troughs just below, but surviving in a very strong, steel boat.

When the wind eased, we were able to play some part in the relay of radio messages, in the rescue of *Lolita*, which had been rolled by a wave and dismantled.

We made it back to Eden. I had just enough herbs left to file a suitable dramatic magazine section lead story for the paper. and just survive a savage rocket from my boss, who reckoned if you said you had to be in Hobart to file the action on the Race, that's where you had to be, no excuses.

That race scared the hell out of me. Although I did everything I had to do to keep that boat surviving, I lost all interest in ocean racing.

However I still had to take an interest in the Race. In '65 I was back in Hobart again as a reporter to see the Halvorsen brothers win their third in a row with *Freya*. Trygve and Magnus had with them 'youngsters' Norm Hyett, Trevor Gowland, Denis Ryan, and old-timer Joe Pearce.

Memories of the social activities are dimmed in memory. The Halvorsens were awfully hard to find, celebrating in their quiet way a feat that may never be emulated. A pub closed down and we stayed there until the booze (free) ran out. And there was a marvellous New Year's Day where the yachts raced with many of the people of Hobart who could be squeezed aboard as crews. I flew home with some good stories, and a hangover.

Years of races and faces intervened. I became a lot smarter in the business of covering the finish of a Hobart Race with experience and age.

The method now is hole up in a small pub, within walking distance of the dock, that is not over-run by the more playful sailors. This ensures some useful sleep, night or day, and a quiet place to work.

Nail the finishing crews as they tie up, where possible, record their stories before the first case of cans disappears. If your timing is right, they'll tell you everything; if it's a little late, they'll tell you anything. And if you are really late, forget it until 24 hours later. Everyone is so tired that the celebratory drink at Race's end is really a sprint, followed by long and deep sleep.

I always write prominently on the cover of my notebook "STAY OFF IT". It's fatal to accept the invitations to have a drink on every boat you board . . . at least until the work is done.

Piecing a complete story of the Race together, good enough for a magazine article, takes a day or two. A mosaic of stories, true and tall, from a score of boats, has to be pieced together into a total picture. But it's always interesting. There has never been a dull Hobart Race, even in the years when the winds were kind.

I have tried once more, since 1962, to both sail in and write about the race . . . and mostly failed.

In 1969, Arthur Byrne was short of a hand for his last race with the first *Salacia*. The fleet was hot, including strong

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### Recollections of Constitution Dock

British and New Zealand Southern Cross teams, the boat out-designed, so Arthur punted a little and we stood further to sea that most into a marvellous nor'easter that kept us roaring along out to sea while bigger yachts inshore were struggling to reach hull speed.

At one stage, our navigator, Bill (Sausage King) Thompson, told us we were ahead of the whole fleet. No-one ashore believed that. Bill exploded when radio Newcastle quoted a C.Y.C. official voicing his disbelief of our position. He was going to resign from the Club, punch the official on the nose and inflict other painful mayhem.

Finally, a big sou'wester sorted us out. We dropped to third overall — still a great effort, and on top of that we won SIX DOZEN champagne from another boat.

So I came ashore resolving to file a great first-hand story — after a couple of dockside beers. Two cans, no more, on top of race fatigue and the story slipped back into mediocrity. Rob Mundle and other scribes, fresh for work after the plane trip south, wrote rings around me. Even their quotes from Arthur were better.

To really get the inside stuff on the race, you have to party along some of the way — that's what I keep telling myself, anyway. In turn, this unveils some marvellous stories and experiences.

Way back, there was the "non-party" Huey Long didn't throw after his first *Ondine* broke the record in 1962. Some of the other crews, disappointed at Huey's lack of celebratory spirit, printed a heap of invitations to a party aboard and distributed them in his name. It all but got out of hand when the State Governor rolled up in his limousine. Huey survived it, with a poker face, and now days it is said one of his prized mementoes is an invitation to that "party".

There was a tug-of-war between the Kiwis and the Aussies at Dolans, way back when the late Bert Dolan and his wife were running the Franklin, first pub along from the dock. They're thinkers, those Kiwis. They took the tail of the rope out of the bar, into the street and anchored it with a round-turn and two half-hitches around a parking metre.

Billy of *American Eagle* claimed to have set a world record for spraying the most number of people with champagne at a party thrown by Alan Bond for Ted Turner and his crew at Wrest Point. I promised to send the details to the *Guinness Book of Records*, and never did.

The *Guinness Book of Records* is also awaiting written testimony on the number of beers consumed at the Quiet Little Drink, run by that great song and dance team, Tony Cable and John Dawson. When it began, in a tiny room at the Shipwright's Arms, the proposition was to measure the dimensions of the room, count the number of people and record the amount of beer they drank.

We've never done it. Cable keeps forgetting the tape measure, and now the whole festival has moved on through other pubs, anxious for the business, dreading the consequences, but always happy at the end of the day. There is a strange but strong sense of self-discipline running through the older hands of the Hobart Race fleet that somehow prevents this marathon of drinking, yarn telling and song singing developing into a riot.

Oh yes, the current record is 9450 beers.

Even the plane rides home from Hobart have had their moments. I mean, how would you feel if you were comfortably seated in a plane, pondering the Bass Strait crossing ahead, if a yachtsman walked on board wearing his lifejackets?

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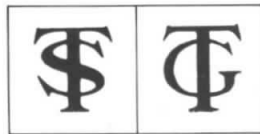
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Thursday 14th Novr. We have had a very fine run all last night, and at 8 this morning we had ran down 120 miles of our voyage since yesterday afternoon.

At noon this day we were in latd. 41°57' by observation and abreast of St. Patrick's Head on Van Diemen's Land but the weather being at this time very dark and hazy, no land can be seen, tho' we must be pretty near it. At 10 minutes past 1 o'clock land was clearly seen from the deck, distant about 12 leagues or 36 miles, and supposed to be St. Patrick's Head on Van Diemen's Land. At the same time Scouten's Islands were seen almost right ahead, St. Patrick's Head having been seen off the beam. We are now steering for Oyster Island (to the southward of Scouten's Islands) in sight from the main top and distant about 50 miles from us.

At 5 p.m. the wind unfortunately suddenly veered round to the westward, blowing a smart gale, which obliged us to stand off again from the land, and shortly afterwards to ly-too during the remainder of the night, a very high sea rising with the gale, which made the vessel labour very much and consequently rendered the night uncomfortable for all of us.

Macquarie's use of 'hazy' reminds me of a grey morning with poor visibility, in 1965. On *Fare-Thee-Well*, we were listening to the morning sked when an anxious voice from the Italian navy's *Corsaro II* announced that they had a man overboard. In the overcast conditions things looked grim. But luck was there – *Corroboree*, sailing on the same track behind her, saw the distress flares and shortly afterwards pulled aboard yet another grateful mouth for the cook to feed!

With a NW. blowing hard, many boats have very hairy rides in this area. In 1967 a N.Z. one tonner, *Rainbow II*, screamed

down this coast doing heart-stopping gyrations, but their seamanship won them the race.

Many crewmen will remember the heavy conditions here in 1970; the SW. gale lasted some 50 hours. A total of 14 boats retired; several crippled yachts risked the treacherous bar at the entrance to St. Helens, when coming in for shelter.

The gale Macquarie describes continued to blow on the Friday then started to ease; it was much calmer on the Saturday:

At 4 p.m. a light breeze at S.east sprung up and the haze clearing a little about half an hour afterwards, we got sight of Cape Pillar, distant 7 or 8 miles on our larboard bow. This head land we hoped and expected to double in about an hour, but just as we got within four mile of the Cape the wind shifted suddenly round to the south west, blowing a smart gale with a high sea running, which obliged us to abandon the intention of doubling Cape Pillar this night. It was consequently determined on to steer back along the land to the northward, so as, if possible, to get in to Oyster Bay then within about 35 miles to the northwood of us.

Sunday 17th Novr. 1811. The gale continued to blow the whole of this day with unabated violence, with a heavy high sea running, which occasioned the vessel to labour excessively, but still dry and making excellent weather of it. At 10 a.m. it blew a tempest and we were about 6 or 7 miles distant from Oyster Island, still lying too and drifting slowly to the eastward. After breakfast Capt. Antill read Prayers to us. At 5 p.m. Oyster Island was nearly out of sight and the gale continues as violent as ever.

Macquarie mentions 'Oyster Island'. It is not on the current charts. A historian might confirm that this is the high and rugged Maria Island. On *Sylph VI* in 1963 we sailed inside it to let a sick crewman off at the small town of Orford. Again in 1969 *Adria* shot behind it in the sou'wester, seeking smoother water and just missed, in the blackness the little 163' - high Isle des Phoques, between Schouten and Maria Islands.

That Macquarie had trouble in doubling Cape Pillar (Tasman Is.) is not unique. In '67 it was blowing very hard with a big sea running. On *Fare-Thee-Well* we tacked away from the island to give it a safe berth. We stayed on that leg all night, bashing away and getting nowhere. Meanwhile others rounded close in, including *Salacia*, which came up from behind and finished 4th – another tactic worth knowing.

At 5 p.m. (Sunday) we were immediately abreast of Oyster Island and in sight once more of Cape Pillar, distant 30 miles, steering south, the wind east, blowing a light breeze only but wafting us along at the rate of 4 knots an hour. At 12 o'clock at night the breeze having freshened up, we had doubled Cape Pillar, and were standing for Cape Basaltes [Cape Raoul?] and Betsy's Island in hopes of entering the River Derwent by day-break.



Macquarie at least had a fair rounding of Tasman. Often as not it is blowing 'three bags full' in Storm Bay. In 1973 we went round in a leisurely way with the spinnaker up. Suddenly it came in at 55 knots with no warning! With the spinnaker still up, *Taurus* took off like a speed boat. Bang! The brace pulled out of spinnaker pole – instant shambles, ropes and gear everywhere!

After a longish period of reorganisation we played spectators to *Ceil III* alongside us. She had her tallboy sail streaming uncontrolled from the masthead. Scott Kaufman went up to retrieve it. No sooner was he back on deck when the boat nosedived right up to the mast – up until then we thought only catamarans could do that stunt! *Ceil* nevertheless still won the race.

Tuesday 19th Novr. The wind having shifted to the north west at 2 this morning, our proceeding farther up the river was rendered impracticable and therefore we ran down for Adventure in Isle de Biune, where we anchored in 16 fathom water within a quarter [of] a mile of the S.E. shore at 9 o'clock this morning. At 1 p.m. seeing no appearance of a change of wind, Mrs. M. and myself, accompanied by our party and Mr. Overand went on shore to take a walk and returned again on board a ½ past 3 p.m. with a cask of fresh water from a fine lagoon near the beach, some grass for the sheep & goats, and a quantity of muscles, with [which] the rocks abound. The island is mountainous & woody but the soil is bad.

In Storm Bay the winds rarely seem to be fair. Macquarie couldn't sail to windward in the breezes he struck. It was not until the following Saturday that he resumed his progress

to Hobart. His modern counterpart sailing in this area either gets hurled around in heavy winds or frustrated by calms (particularly in the Derwent).

We landed at Hobart Town, close under the Government House, after a very pleasant rowe of ten miles from Ralph's Bay and up the River Derwent; the lofty beautiful hilly banks of which are extremely grand and picturesque, the breadth of the river being nowhere less than two miles all the way up to the town. As we approached the town, the *Favorite*, Colonial Brig, Capt. Fisk, fired a salute and cheered us as we passed, and on my landing a salute was fired from the guns on the Parade near the Government House; a great concourse of people being assembled on the occasion near the landing place cheered us also as we passed.



*South West View of Hobart Town, 1819 by George Williams Evans  
From the original watercolour in The Mitchell Library, Sydney*

At ½ past 6 o'clock this morning Mrs. Macquarie and myself, accompanied by Capt. Murray (who slept on board the *Nelson* last night) and the three gentlemen of our family, left the *Lady Nelson* in her boat, which landed us in [the] adjoining bay or cove, about two miles N.west of our anchorage; and from whence we walked across the neck of land which divides Frederick Henry Bay from Ralph's Bay, to Mr. Stanfield's farm in the District of Clarence Plains on the latter bay, where Capt. Murray had his elegant Government Barge ready waiting to receive us, our baggage having been sent thither the preceeding evening.

The welcome is the same — only one boat gets a gun but every boat gets cheers. There is a memorable "Concourse" of people at the "Landing Place", Constitution Dock, a welcome that is unique in the world of ocean racing.

Coming up the Derwent, there will generally be other yachts in company, and there is close racing to the finish. The crew will have undertaken a general clean-up below, shaved and changed into more respectable gear.

In the evening the town was very handsomely illuminated and large bone-fires were made by the troops, the free inhabitants, and convicts, in compliment to my arrival at this settlement. Some of the houses were very fancifully and prettily illuminated, and the inhabitants & troops & convicts continued singing and dancing around their bone-fires to a late hour.



In 150 years nothing has changed! There was almost a "bone-fire" in 1965 on *Stormvogel*, the South African line-honour winner, when some reveller let off a distress flare which landed on her deck.

Finally, the real reason many of us go down time after time is the fun of dancing and singing around with those wonderful inhabitants, troops and convicts of Hobart.

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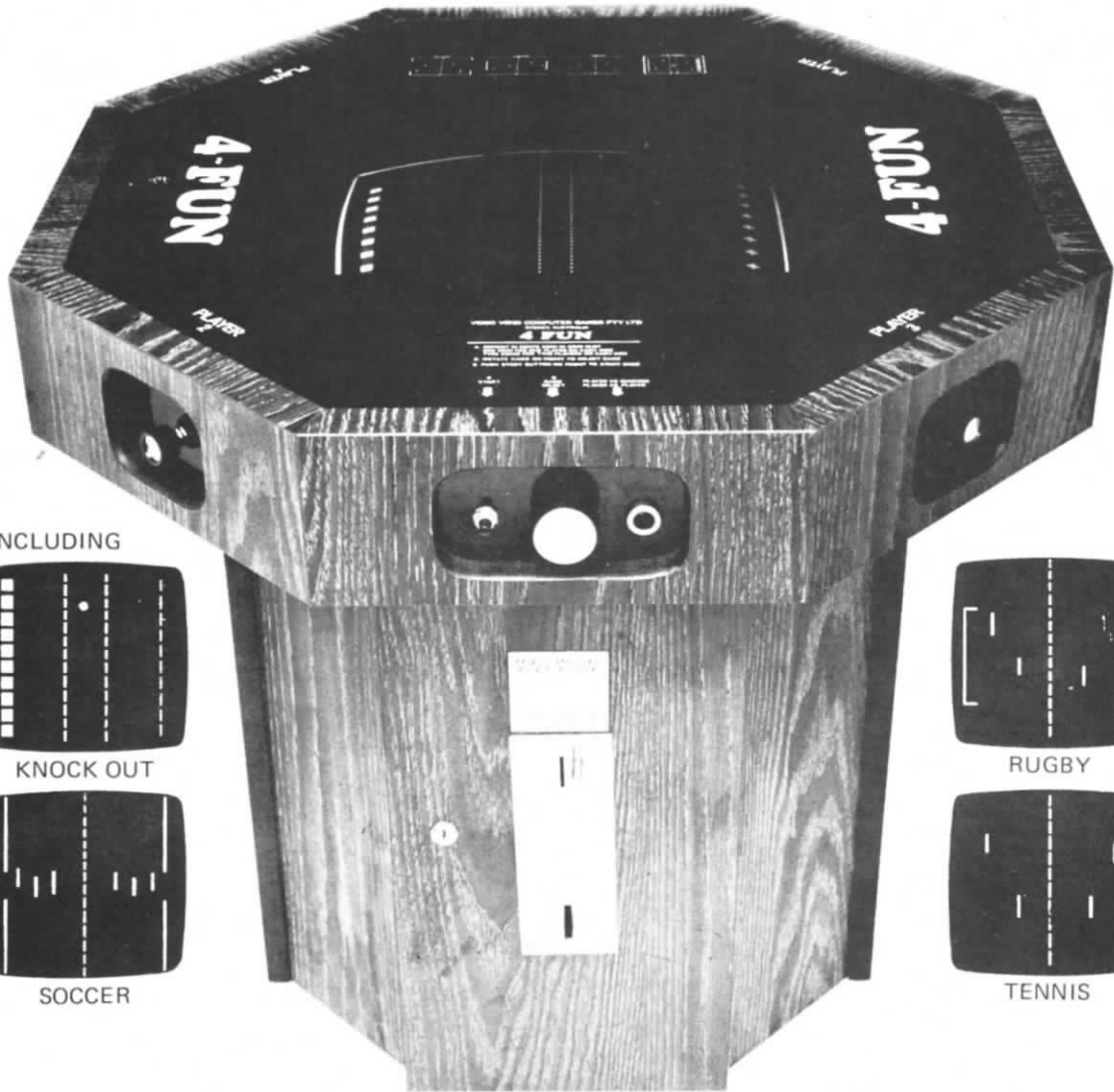
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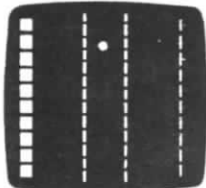
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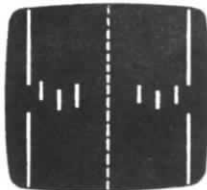
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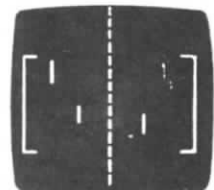
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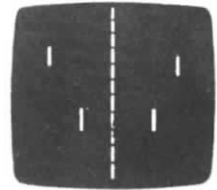
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# RACE HISTORY

The results of 31 Sydney – Hobart classics are more than just race placings and times. They are a history of ocean racing in Australia, tracing its development from a handful of basically cruising craft to the hundreds of top-performing ocean racers now sailing in our waters, some of which rank among the best in the world.

Left: 'Kialoa' tore up the Sydney-Hobart Yacht Race record book in 1975 with an elapsed time of 2 days 14 hours 36 minutes 56 seconds, some 11 hours less than the previous record set by 'Helsal' in 1973. Before that, 'Ondine' set an elapsed time record in 1962 that stood for 11 years. 1975 conditions were ideal for record breaking, and not less than 9 yachts bettered 'Helsal's' time; with fresh following winds and over 10,000 sq. ft. of sail hoisted most of the way, 'Kialoa' set a pace that is not likely to be matched in this year's race or for many to come.

All relevant data on every Hobart Race since 1945 is included in the following pages.



Rampage, winner in 1975



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

## 1945

(Times are given in days, hours and minutes)

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

FASTEST TIME: RANI

RETIRED: ARCHINA (P. Goldstein).

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

## 1946

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHRISTINA	J.R. Bull	6-18-51-15	.6625	4-11-53-27
2.	SAGA	B. J. Halvorsen	6-09-52-00	.7161	4-14-11-02
3.	MORNA	C. Plowman	5-02-53-33	.9104	4-15-52-53
4.	DEFIANCE	F. A. Bullock	5-19-19-25	.8190	4-17-58-00
5.	MATTHEW FLINDERS	A. Palfreyman	5-22-05-20	.8071	4-18-40-48
6.	TRADE WINDS	M. E. Davey	7-01-00-45	.6960	4-21-37-58
7.	SOUTHERN MAID	C. Philp	6-06-44-45	.7910	4-23-14-24
8.	ACTIVE	H. M. Tate	6-07-08-47	.7980	5-00-36-53
9.	MISTRAL	R. F. Evans	5-18-51-40	.8855	5-02-57-41
10.	WAYFARER	P. M. Luke	7-12-21-15	.6980	5-05-53-14
11.	JURREWA III, F. & J. Livingston		7-07-30-30	.8235	6-00-31-52

FASTEST TIME: MORNA

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

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



CHRISTINA, first in '46.



WESTWARD triumphed in both 1947 and '48.

1947

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	WESTWARD	G. D. Gibson	5-13-19-04	.7232	4-00-24-56
2.	MOONBI	H. S. Evans	5-22-46-02	.6807	4-01-10-54
3.	PEER GYNT	T. Halvorsen	6-01-18-15	.6853	4-03-34-37
4.	KINTAIL	D. Macrae	5-20-00-56	.7359	4-07-02-15
5.	FORTUNA	Dr. R. Wishaw	6-05-13-09	.6965	4-07-55-52
6.	TRADE WINDS	M. E. Davey	5-23-15-01	.7342	4-09-10-28
7.	SALT AIR	A. E. Walker	6-06-23-20	.7024	4-09-37-57
8.	GYMEA	G. L. Carter	6-13-53-51	.6785	4-11-08-00
9.	MORNA	C. Plowman	5-03-03-54	.8986	4-14-35-10
10.	WINSTON CHURCHILL	P. Coverdale	5-22-02-55	.7791	4-14-40-12
11.	EOLO	T. A. Guiffre	5-22-12-54	.7863	4-15-49-25
12.	SOUTHERN MAID	C. Philp	5-22-31-50	.7910	4-16-44-30
13.	BENECIA	F. A. Harris	6-13-21-12	.7211	4-17-28-03
14.	MATTHEW FLINDERS	A. Palfreyman	5-22-35-06	.8071	4-19-04-49
15.	SIRIUS	J. S. Booth	6-02-51-07	.7900	4-20-00-47
16.	JOSEPHINE	B. C. Periton	5-20-33-37	.8340	4-21-13-38
17.	KURREWA III	F. Livingston	6-01-19-26	.8140	4-22-17-37
18.	HORIZON	S. Berg	6-23-46-36	.7199	5-00-46-57
19.	MISTRAL II	R. F. Evans	5-10-58-45	.8848	5-03-51-13
20.	ALOHA	J. A. Clark	8-03-19-48	.6343	5-03-53-52
21.	STORMBIRD	J. H. A. Herford	7-11-16-40	.6938	5-04-22-59

FASTEST TIME: MORNA

RETIRED: ACTIVE (H. M. Tate), WANDERER (E. Massey), NAUTILUS (W. M. Lawson), SEA TANG (D. Drouyn), MANNARA (R. Godsal).

DISQUALIFIED: CHRISTINA (J. R. Bull), DEFIANCE (F. A. Bullock).

WEATHER: Fleet subjected to a hard 40-50 m.p.h. Northerly across Bass Strait. Some yachts trailed sea anchors or hove to, others logged 9 to 10 knots.

1948

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

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

FASTEST TIME: MORNA

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

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

1949

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	TRADE WINDS	M. E. Davey	5-11-15-34	.7288	3-23-39-43
2.	WALTZING MATILDA	P. Davenport	5-10-33-10	.7406	4-00-41-15
3.	ELLIDA	J. Halliday	6-05-26-10	.6603	4-02-40-22
4.	MARGARET RINTOUL	A. Edwards	5-10-35-01	.7652	4-03-55-21
5.	FORTUNA	W. Fesq	6-02-05-07	.6948	4-05-30-00
6.	SEASALTER	D. H. Jarvis	6-04-50-30	.6831	4-05-41-06
7.	LASS O' LUSS	J. Colquhoun	6-02-07-35	.6982	4-06-01-32
8.	GIPSY QUEEN	A. C. Eden	6-00-45-24	.7056	4-06-08-25
9.	PEER GYNT	M. & T. Halvorsen	6-05-26-35	.6849	4-06-21-13
10.	NOCTURNE	J. R. Bull	6-02-08-02	.7364	4-11-36-47
11.	HORIZON	S. Berg	6-06-12-43	.7199	4-12-08-15
12.	INDEPENDENCE	E. Messenger	6-00-05-13	.8274	4-23-13-03
13.	MISTRAL II	R. F. Evans	6-02-00-54	.8945	5-10-44-31

FASTEST TIME: WALTZING MATILDA.

RETIRED: SUZANNE II (R. A. Terrill), WANDERER (E. Massey).

WEATHER: Mainly light and variable winds, but with a 40 knot Northerly in Bass Strait on the third day.

1950

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	NERIDA	C. P. Haselgrove	5-06-15-49	.7597	3-20-17-13
2.	MARGARET RINTOUL	A. W. Edwards	5-05-28-35	.7606	3-23-26-14
3.	MISTRAL V	G. W. Rex	5-05-47-01	.7704	4-01-21-23
4.	FORTUNA	W. Fesq	6-02-50-26	.6923	4-05-39-28
5.	SOLVEIG	T. & M. Halvorsen	6-01-41-29	.7149	4-08-08-25
6.	KINTAIL	D. Macrae	6-04-02-23	.7048	4-08-20-35
7.	GIPSY QUEEN	A. C. Eden	6-06-52-20	.7056	4-10-28-02
8.	JASNAK	A. E. Saafield	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11.	MISTRAL II	R. F. Evans	5-17-00-54	.8829	5-00-58-14
12.	WANDERER	E. Massey	7-02-08-35	.7505	5-07-41-33
13.	BACHELOR'S WIFE	B. Tanner	8-14-10-00	.6455	5-13-05-00
14.	SEAWARD	P. Benson	9-07-30-20	.6359	5-22-07-38

FASTEST TIME: MARGARET RINTOUL.

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

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



1951

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

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

FASTEST TIME MARGARET RINTOUL.

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

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



TRADE WINDS, winner in 1949



STRUEN MARIE, winner in 1951.



NERIDA, first in 1950.

1952

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

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

FASTEST TIME: NOCTURNE.

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

FASTEST TIME: KURREWA IV.

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

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



INGRID, 1952 winner.



SOLVEIG, winner in 1954.

1955

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

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

FASTEST TIME: EVEN.

RETIRED: WANDERER (E. Massey)

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



MOONBI, 1955 winner.

1953

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

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

FASTEST TIME: SOLVEIG.

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

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

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

1954

(Times are given in days, hours and minutes)

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

# We've been at it longer...

The ABC has been on deck for 22 crossings, bringing yachting enthusiasts a continuous cover of Australia's greatest blue water classic, Sydney - Hobart

This year aboard Geoff Hammond's "Mia Mia" of Bermagui, Gordon Bray will continue the ABC's tradition of accurate reporting, on-the-waves commentary, personality interviews, race predictions and winning results.

Bert Oliver will make his 17th crossing - this year as CYC Radio Operator - maintaining contact with all competing yachts.



Australian Broadcasting Commission

#### RADIO 1 & 3 BROADCASTS

DEC 26	DEC 27	DEC 28	DEC 29	DEC 30
1345-1355 (start) 2250-2300	1050-1100 1835-1838 2250-2300	1050-1100 1835-1838 2250-2300	1050-1100 1835-1838 2250-2300	1050-1100 1830-1834 2250-2300

#### TELEVISION

A recorded coverage of the start will be shown at approximately 1.35 pm Eastern Summer Time.

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1956

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

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

FASTEST TIME: KURREWA IV.

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

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



SOLO, first in 1956 and again in 1962.

1957

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

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

2.	SOLO	V. Meyer	3-20-19-16	.7973	3-01-36-37
3.	CATRIONA	D. M. Brown	4-07-42-45	.7596	3-06-46-48
4.	KURREWA IV	F. & J. Livingston	3-18-30-39	.9114	3-10-29-31
5.	METUNG	Dr. T. Beatty	4-19-01-40	.7264	3-11-33-22
6.	KISMET	K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH	N. C. Howard	5-02-58-10	.7250	3-17-09-10
13.	JANZOON	W. R. Slade	5-07-20-07	.7064	3-17-59-59
14.	TAHUNA	H. Wilckens	5-07-06-53	.7384	3-21-51-47
15.	WINSTON CHURCHILL	Sir Arthur Warner	5-01-28-54	.7925	4-00-16-27
16.	DEFIANCE	N. D. Rundle	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG	M. Hill-Willis	7-05-13-12	.7800	5-15-06-41

FASTEST TIME: KURREWA IV

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

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



ANITRA V, top in 1957.

1958

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

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

FASTEST TIME: SOLO

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

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

1959

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHERANA	R. T. Williams	5-02-13-53	6590	3-08-33-02
2.	ANITRA V	T. & M. Halvorsen	4-18-01-47	7094	3-08-53-34
3.	SOUTHERLY	D. E. Mickleborough	5-02-59-11	6612	3-09-58-47
4.	MALOHI	N. H. McEnally	5-04-43-42	6615	3-10-30-28
5.	KALEENA	H. E. Godden	5-06-06-39	6565	3-10-47-30
6.	JANZOON	W. R. Slade	5-00-55-23	6993	3-12-33-41
7.	PEGASUS	N. F. Brooker	5-06-35-15	6697	3-12-46-32
8.	SOUTHERN MYTH	N. C. Howard	4-21-56-35	7250	3-13-30-31
9.	AILSA	J. Marion	5-19-38-02	6181	3-14-18-28
10.	LASS O' LUSS	J. Colquhoun	5-02-04-03	7080	3-14-32-23
11.	SOLO	V. Meyer	4-13-33-12	7973	3-15-20-49
12.	SYLVENA	S. H. Moray	5-05-47-11	6981	3-15-48-41
13.	LOLITA	J. Leahy	5-10-42-33	6722	3-15-51-46
14.	METUNG	Dr. T. O. Beatty	5-01-52-22	7270	3-16-36-05
15.	LORRAINE	R. F. Rusk	5-12-08-28	6846	3-18-44-30
16.	CATRIONA	D. M. Brown	5-00-56-30	7617	3-20-07-17
17.	BIRRAHLEE	J. & T. Savage	5-20-23-00	6595	3-20-34-58
18.	KURREWA IV	F. & J. Livingston	4-15-13-29	8651	4-00-13-14
19.	WINSTON CHURCHILL	Sir Arthur Warner	4-23-27-47	8084	4-00-34-26
20.	ARCHINA	J. S. Howie	5-00-55-29	7995	4-00-40-46
21.	RUTHEAN	A. & T. Toll	4-23-04-53	8336	4-03-15-58
22.	TAM O'SHANTER	R.A.N. College	6-09-45-00	6673	4-06-35-41
23.	SOLANO	G. Glen Carr	6-09-23-30	6786	4-08-05-30
24.	FOUR WINDS	S. W. Gibson	7-01-39-05	6376	4-12-10-11

FASTEST TIME - SOLO

RETIRED: BOONGOWN (Dr. J. Molesworth), GLENSHIEL (H. F. Garnham), JINDIVIK (J. G. Walsh), LARNTARNI (W. Wakefield), PATIENCE (A. B. Wilson), ALCYONE (W. H. Burke).

WEATHER: Nor-Easterly breeze at the start, followed by a vicious S.W. squall, moderating over the next four days. S.W. wind at 20 knots across Bass Strait, then S.E. breeze and calms along Tasmanian coast. Nor'Easter for the leaders to the finish, then a flat calm on the Derwent River. Next morning a S.E. breeze carried a large group to the finish.



CHERANA, first in 1959.

1960

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-00-59-03	.6596	3-07-48-04
2.	KALEENA	H. E. Godden	5-01-59-03	.6565	3-08-04-57
3.	MALOHI	N. H. McEnally	5-01-58-04	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. Rundle	5-03-19-24	.6694	3-10-33-09
5.	NORLA	T. & M. Halvorsen	4-19-57-03	.7177	3-11-13-04
6.	JOANNE BRODIE	R. C. Hobson	5-09-19-41	.6501	3-12-03-48
7.	JANZOON	W. R. Slade	5-00-21-03	.6993	3-12-09-41
8.	SOLO	V. Meyer	4-10-23-42	.7973	3-12-49-43
9.	PATIENCE	A. B. Wilson	5-08-30-47	.6665	3-13-38-28
10.	RAMAVA	R. J. Mercer	5-11-22-20	.6565	3-14-13-57
11.	CAROL J	J. Halliday	5-01-56-27	.7077	3-14-17-51
12.	AILSA	J. Marion	5-19-49-42	.6176	3-14-20-38
13.	ZARABANDA	G. Pattinson	5-02-40-46	.7044	3-14-24-55
14.	METUNG	T. O. Beatty	5-00-44-40	.7265	3-15-43-15
15.	MARIS	J. Earl	5-12-49-40	.6636	3-16-08-41
16.	KURREWA IV	F. & J. Livingston	4-08-11-15	.8578	3-17-22-19
17.	LASS O' LUSS	J. Colquhoun	5-06-56-10	.7080	3-17-52-14
18.	INGRID	J. S. Taylor	5-13-11-15	.6840	3-19-05-13
19.	WILD WAVE	J. Cockle	5-02-50-36	.7484	3-19-56-09
20.	ASTOR	P. R. Warner	4-12-29-47	.8480	3-20-00-18
21.	SOUTHERLY	D. Mickleborough	5-20-28-12	.6611	3-20-51-53
22.	ARCHINA	J. Howie	4-22-58-28	.7853	3-21-25-50
23.	TAM O' SHANTER	R.A.N. College	5-20-32-41	.6673	3-21-46-16
24.	SOUTHERN MYTH	N. C. Howard	5-10-15-04	.7252	3-22-28-17
25.	SOUTHERLY BUSTER	K. R. Gourlay	6-03-58-34	.6387	3-22-30-34
26.	EOS	M. T. Flower	5-23-33-42	.6742	4-01-03-43
27.	WINSTON CHURCHILL	G. A. Warner	5-00-13-14	.8082	4-01-09-44
28.	BRILLIANT	M. C. Forster	5-20-26-18	.7194	4-05-01-53
29.	KINTAIL	G. A. Horniman	5-20-26-27	.7274	4-06-10-14
30.	FOUR WINDS	S. W. Gibson	7-03-13-55	.6376	4-12-32-24

FASTEST TIME: KURREWA IV.

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

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



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1961

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	RIVAL	A. Burgin & N. Rundle	4-17-28-21	.6694	3-03-57-31
2.	JANZOON II	W. R. Slade	4-16-25-35	.6803	3-04-29-01
3.	JOANNE BRODIE	R. C. Hobson	5-00-05-39	.6501	3-06-04-24
4.	ANITRA V	J. S. Samson	4-15-58-59	.6989	3-06-15-54
5.	MARIS	J. Earl	4-22-51-06	.6590	3-06-19-24
6.	NORLA	J. S. Howie	4-16-29-04	.7061	3-07-25-31
7.	SOLO	V. Meyer	4-05-30-03	.7912	3-08-18-27
8.	KALEENA	H. E. Godden	5-02-50-07	.6540	3-08-20-03
9.	LASS O' LUSS	B. C. Psaltis	4-20-43-16	.7085	3-10-41-49
10.	KINTAIL	G. A. Horniman	4-18-37-40	.7282	3-11-28-19
11.	TAHUNA	E. A. Hales	4-19-25-40	.7368	3-13-02-50
12.	SILHOUETTE	R. Swanson	5-02-39-53	.7040	3-14-21-21
13.	SOUTHERN MYTH	N. C. Howard	4-23-38-57	.7252	3-14-46-10
14.	LOLITA	J. Leahy	5-10-20-58	.6722	3-15-37-15
15.	ASTOR	P. R. Warner	4-04-42-11	.8671	3-15-52-31
16.	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	.8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	.7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	.7077	3-19-21-51
19.	SOUTHERLY	D. Mickleborough	5-18-56-05	.6608	3-19-48-29
20.	AILSA	J. Marion	6-06-03-28	.6174	3-20-30-44
21.	SYLPH J	A. G. & G. D. Lawson	5-20-35-26	.6653	3-21-32-06
22.	SIMBA	C. Dorman	6-01-26-33	.6575	3-23-37-42
23.	ATHENA	J. Jarrett	6-02-33-07	.6689	4-02-01-42
24.	SYLVENA	S. H. Moray	5-21-14-48	.6981	4-02-36-15
25.	BOONGOWN	J. Molesworth	6-09-14-30	.6475	4-03-13-26
26.	PHANTOM	W. K. Mooney	6-00-40-38	.6863	4-03-17-31
27.	SIANDRA	D. M. Bowden	6-08-50-11	.6596	4-04-48-39
28.	MISTRESS	W. Pettingell	6-06-41-07	.6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	.7217	4-09-26-36
30.	GALATEA M	N. W. Kestel	7-09-23-41	.6270	4-15-13-35
31.	JOLLY ROGER	A. J. Sutton	7-06-21-22	.6767	4-21-59-12
32.	FORTUNA	J. B. Griffen	7-02-17-37	.6951	4-22-22-16
33.	FOUR WINDS II	S. W. Gibson	7-20-11-16	.6904	5-09-55-28

FASTEST TIME: ASTOR

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

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



RIVAL, first in 1961.

1962

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

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

FASTEST TIME: ONDINE.

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

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

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LOCATED IN THE CENTRE OF SYDNEY





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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CADENCE	H. S. Mason	5-13 25-24	.7403	4-02-46-24
2.	SALOME	R. Swanson	5-11 47-19	.7589	4-04-00-53
3.	TAMBOO	R. J. Green	5-12-16-22	.7566	4-04-04-40
4.	MISTER CHRISTIAN	P. Kurts	5-06-54-55	.7892	4-04-09-25
5.	MALOH	S. Fischer	5-13-25-34	.7555	4-04-48-13
6.	SERIFA	B. J. Case	5-14-03-13	.7532	4-04-58-09
7.	MARIE VAN DIEMEN	P. Hill	5-13-42-03	.7573	4-05-15-07
8.	HUON LASS	H. D. Calvert	5-07-44-21	.7951	4-05-33-56
9.	VALHALLA	P. Hankin	5-11-21-50	.7805	4-06-31-47
10.	ASTELOT	A. G. Croft	5-11-31-32	.7804	4-06-38-34
11.	CANOPIUS	J. K. Williams	5-12-44-22	.7737	4-06-42-02
12.	FIDELIS	J. V. Davern	4-08-39-43	.9823	4-06-48-35
13.	JANZOON II	W. Russell-Slade	5-11-33-09	.7823	4-06-53-49
14.	AKALA	J. H. Bleakley	5-11-51-09	.7814	4-07-01-47
15.	KALEENA	H. E. Godden	5-13-30-42	.7739	4-07-19-28
16.	CAMELOT	J. G. Borrow	5-11-29-10	.7874	4-07-31-56
17.	RONITA	R. A. Cottee	5-16-39-11	.7588	4-07-41-33
18.	ODIN	L. J. Abrahams	5-10-41-41	.7945	4-07-50-12
19.	BALANDRA	R. Crichton-Brown	5-02-06-46	.8529	4-08-08-59
20.	LORITA MARIA	N. B. Rydge	5-13-27-24	.7829	4-08-29-00
21.	POITREL	J. Robson-Scott	5-17-37-16	.7594	4-08-30-35
22.	TAONUJ	J. Lidgard	5-07-24-16	.8226	4-08-48-10
23.	SALACIA	A. W. Byrne	5-10-40-40	.8036	4-09-00-45
24.	POSEIDON	M. W. Miller	5-08-16-37	.8195	4-09-07-22
25.	CATRIONA	D. M. Brown	5-12-04-43	.7982	4-09-25-31
26.	FRANKLIN	R. A. N.	5-08-51-46	.8189	4-09-31-32
27.	SATANITA	D. H. R. Wilkie	5-10-17-22	.8163	4-10-21-19
28.	KARINGAL	A. Berns	5-13-32-07	.7986	4-10-38-28
29.	SEAWIND	P. Wilde	5-10-35-04	.8194	4-11-00-03
30.	WAITERE	D. D. Muir	5-21-26-55	.7566	4-11-01-12
31.	ROPawe	R. K. Brown	5-17-01-32	.7831	4-11-18-17
32.	BACCHUS D	P. E. Deaton	5-06-45-29	.8469	4-11-21-05
33.	SHIMAAL	C. M. Earl	5-13-24-14	.8102	4-12-06-00
34.	CARMEN	J. H. Edmunds	6-06-13-30	.7331	4-14-07-47
35.	CAROUSEL T	L. E. Gabriel	6-01-49-36	.7633	4-15-18-34
36.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-20-16	.7557	4-16-20-17
37.	THEKLA	F. F. Varcoe	6-08-20-13	.7619	4-20-03-56
38.	RIVOLI	E. Eggers	5-11-06-09	.9070	4-22-54-36
39.	CAROUSEL	M. R. Brakell	6-10-47-54	.7568	4-21-09-05
40.	CARINA	R. L. Holford	6-05-07-41	.7981	4-23-01-09
41.	NAM SANG	J. Thompson	5-08-10-33	.9568	5-02-38-19
42.	ALCHERINGA	J. N. Bridgland	6-06-33-19	.8257	5-04-18-49
43.	SAGA	L. S. Little	7-02-28-41	.7831	5-13-30-04
44.	ALTAIR	G. W. Moore	6-13-01-18	.8635	5-15-35-18

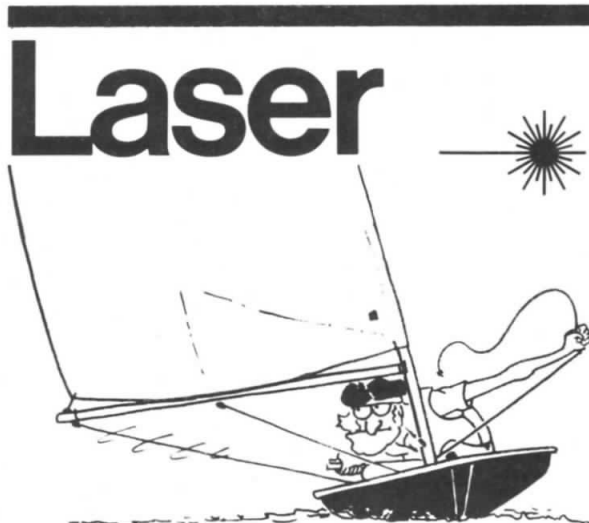
FASTEST TIME: FIDELIS.

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

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



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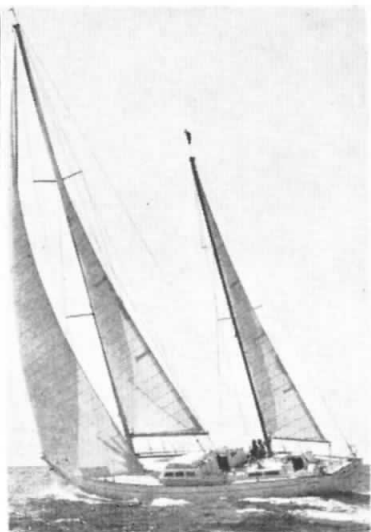
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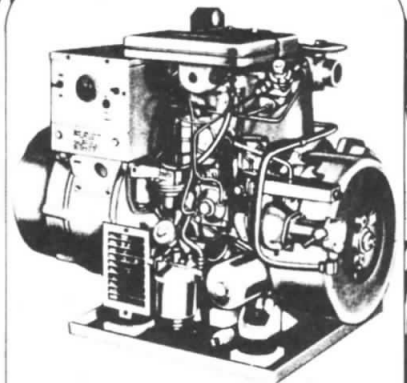


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- Hair dryer
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- Vacuum cleaner
- Sun lamps
- Hi-fi sets
- Etc.





45	ATHENA	A. Friele	6-10-46-20	.7444	4-19-12-44
46	SHIMAAL	C. Earl	5-23-40-29	.8021	4-19-14-29
47	SEA WITCH	C. Forbes	5-21-02-49	.8182	4-19-24-16
48	SIRIUS	J. McKenzie	5-08-51-41	.9024	4-20-17-04
49	BACCHUS D	P. Deaton	5-20-08-17	.8473	4-22-44-20
50	TEMEIRAIRE	C. White	6-22-39-22	.7286	5-01-25-33
51	ARAPAWA	B. Millar	6-03-48-21	.8283	5-02-25-39
52	DORADO	J. Lake	6-23-28-12	.7443	5-04-38-54
53	SAGA	L. Little	7-05-16-41	.7753	5-14-20-32
54	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	6-02-32-04

**FASTEST TIME ONDINE II**

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

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

**1969**

(Times are given in days, minutes and seconds)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	MORNING CLOUD	E. Heath	4-05-57-53	.7496	3-04-25-57
2.	PROSPECT OF WHITBY	A. Slater	4-00-19-19	.8024	3-05-17-19
3.	SALACIA	A. Byrne	4-02-40-57	.7945	3-06-24-11
4.	THUNDERBOLT	G. Shields & F. Thomas	4-06-35-05	.7644	3-06-24-56
5.	TINA OF MELBOURNE	B. Scott	4-06-07-44	.7690	3-06-32-13
6.	MERCEDES III	H. Kaufman	4-02-47-55	.7972	3-06-45-44
7.	BOAMBILLEE	V. Walsh	4-06-31-03	.7690	3-06-50-09
8.	MORNING AFTER	R. Hill	4-08-40-39	.7541	3-06-56-14
9.	REBEL	B. Wilson	4-06-43-05	.7690	3-06-59-24
10.	BANDIT	M. Tostevin	4-06-45-34	.7690	3-07-01-18
11.	CAVALIER SEUL	D. P. Cavalier	4-07-05-03	.7672	3-07-05-10
12.	WARRI	W. Hart	4-07-20-01	.7690	3-07-27-49
13.	RENEGADE	J. Lidgard	4-08-23-23	.7663	3-07-59-37
14.	OUTRAGE	Colson Bros.	4-08-49-03	.7707	3-08-46-58
15.	HOTSPUR	P. Packer	4-08-35-51	.7739	3-08-56-52
16.	GILLAWA	A. Wildman	4-09-43-18	.7681	3-09-12-17
17.	RAGAMUFFIN	S. Fischer	3-22-50-26	.8598	3-09-32-38
18.	CAPRICE OF HUON	G. Ingate	4-04-31-36	.8142	3-09-50-55
19.	MOONBIRD	N. Brooker	4-10-31-12	.7690	3-09-54-49
20.	MORANDOO	W. Rice	4-14-38-10	.7424	3-10-08-10
21.	VAGO	H. Takeda	4-09-02-21	.7821	3-10-09-04
22.	SATANITA II	D. Wilkie	4-02-08-02	.8376	3-10-11-48
23.	SUNDOWNER	R. Swanson	4-02-47-04	.8330	3-10-17-14
24.	VENINDE II	G. Jorgensen	4-11-13-05	.7690	3-10-27-02
25.	ODIN	L. Abrahams	4-07-36-23	.7959	3-10-27-36
26.	BALANDRA	R. Crichton-Brown	4-02-19-39	.8414	3-10-43-50
27.	MELITE	I. Brodziak	4-11-44-23	.7690	3-10-51-07
28.	MAID ROSALINDE	B. Finch	4-14-13-56	.7545	3-11-11-12
29.	SARACEN II	J. Morris	4-13-08-15	.7623	3-11-11-43
30.	CRUSADE	M. Aitken	3-15-07-40	.8561	3-11-18-10
31.	CORROBOREE	J. White	4-08-07-40	.8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	.7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	.7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	.7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-06	.7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	.7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	.7541	3-12-46-03
38.	ROULETTE II	F. Andrews	4-07-58-26	.8171	3-12-57-24
39.	SALTY TIGER	J. Powell	4-01-11-27	.8794	3-13-28-10
40.	SALOME	K. Pix	4-17-39-40	.7559	3-13-54-29
41.	AKALA	J. Bleakley	4-15-27-57	.7736	3-14-13-47
42.	MYTH OF ARRAN	D. Reid	4-03-19-55	.8722	3-14-38-14
43.	CARINA	P. Daniel	4-21-35-47	.7420	3-15-15-23
44.	PATSY	F. Duffield	4-12-58-49	.8012	3-15-18-54
45.	ADRIA	J. Grubic	4-08-55-29	.8360	3-15-43-01
46.	CAMELOT	J. Borrow	4-14-29-21	.7940	3-15-43-41
47.	CAVALIER	J. Roche	4-23-29-59	.7378	3-16-10-01
48.	KARINGAL	A. Berns	4-13-47-04	.8063	3-16-31-08
49.	APOLLO	A. Bond	3-15-26-22	1.0134	3-16-36-40
50.	SEQUANA	M. Tilley	5-00-51-16	.7406	3-17-30-17
51.	DESTINY II	G. Chapman	4-07-58-46	.8655	3-17-59-38
52.	SANCHO	G. Evans	5-03-44-40	.7307	3-18-25-12
53.	SARNIA	R. Langman	4-23-53-45	.7548	3-18-29-50
54.	WINSTON CHURCHILL	G. Warner	4-08-24-33	.8801	3-19-53-26
55.	WEATHERLY	J. Gilliam	4-20-18-09	.7948	3-20-26-13
56.	PHANTOM OF BRIGHTON	J. Attwood, G. Maxted & K. Harry	4-23-51-08	.7719	3-20-30-50
57.	CAPUCINE	R. Brenac	5-03-43-33	.7487	3-20-38-01
58.	MONSOON	Sturrock & Mooney	4-23-03-40	.7795	3-20-48-29
59.	ZILVERGEEST	A. Murray	5-08-26-56	.7375	3-22-43-51
60.	SISKA	R. Tasker	4-01-59-18	.9745	3-23-29-22
61.	SHI BUI	A. Wallis	4-23-55-10	.7973	3-23-36-42
62.	ANITRA V	G. Barwick	5-01-29-57	.7883	3-23-46-40
63.	MISTRESS	W. Pettingell	5-07-27-54	.7690	4-00-28-57
64.	ENID	W. MacRae	4-08-07-12	.9577	4-03-42-56
65.	FOUR WINDS II	S. Gibson	5-07-40-24	.7908	4-04-57-50
66.	MAKARETU	N. Gosson	5-05-32-22	.8293	4-08-06-35
67.	TOREA	G. Stern	5-06-16-13	.8256	4-08-14-55
68.	FIDELIS	J. Davern	4-05-17-29	1.0431	4-09-39-25
69.	DORADO	J. Lake	5-23-57-11	.7366	4-10-02-08
70.	MYRA	A. Eklund	6-08-47-15	.7226	4-14-24-15
71.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-15-33	.7476	4-15-35-10
72.	FRANKLIN	R.A.N.	5-20-53-40	.8014	4-16-54-46
73.	WRAITH OF ODIN	B. & D. O'Brien	5-08-40-18	.8816	4-17-26-12
74.	EVEN	W. Gibson	5-06-51-20	.9507	5-00-36-05
75.	DIVA JANA	D. Kelly	6-08-02-16	.8154	5-03-58-18

**FASTEST TIME: CRUSADE**

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

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



MORNING CLOUD, Ted Heath's 1969 winner.

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- Bow plates, chain plates and deck fittings
- Reefing gear on spars
- Jiffy reefing – blocks and fittings
- Self steering gear
- Plumbing and stove installations
- Mounting and servicing winches
- Engine installations and prop shafts

1970

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PACHA	R. Crichton-Brown	3-17-41-18	9157	3-10-07-39
2.	RAGAMUFFIN	S. Fischer	3-20-42-28	8869	3-10-13-20
3.	SALACIA II	A. W. Byrne	3-22-09-23	8893	3-11-43-59
4.	KOOMOOLOO	N. B. Rydger, Jr.	4-11-35-40	8150	3-15-41-21
5.	VITTORIA	L. Abrahams	4-11-58-48	8168	3-16-11-52
6.	TAURUS	A. G. Lee	4-10-29-31	8301	3-16-29-40
7.	MATIKA	N. Long	4-19-31-17	7844	3-18-36-53
8.	MORNING MISCHIEF	R. R. Cavill	4-23-46-08	7590	3-18-54-16
9.	CADENCE	D. Jones	5-04-28-38	7383	3-19-54-06
10.	BACARDI	P. Cole	4-14-59-31	8292	3-20-02-04
11.	BUCCANEER	T. E. Clark	3-14-06-12	1.0730	3-20-23-19
12.	TAMBOO	R. Green	5-04-15-22	7524	3-21-29-24
13.	TINA OF MELBOURNE	B. R. Scott	5-00-30-15	7767	3-21-35-44
14.	BOOMERANG VIII	P. Joubert	5-03-25-27	7620	3-22-02-56
15.	BOUCAPINE	R. Brenac	5-05-53-05	7504	3-22-27-50
16.	LOMA	W. Burrows	5-05-34-25	7524	3-22-28-53
17.	PROSPECTOR	R. Lloyd	5-06-42-33	7489	3-22-53-32
18.	CHERANA	J. Keelty	5-08-10-58	7455	3-23-33-36
19.	VENINDE II	G. E. Jorgensen	5-02-43-43	7815	3-23-54-44
20.	SARLENA	C. McGarry	5-05-39-43	7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	7844	4-01-02-16
22.	MISTRESS	W. Pettingell	5-04-18-38	7844	4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	7854	4-01-31-04
24.	TAMPICO II	A. McKenzie-Smith	5-13-24-56	7312	4-01-33-12
25.	CAMELOT	M. Clarke	5-02-32-27	8024	4-02-19-35
26.	FARE-THREE-WELL	J. Easdon	5-05-07-30	7896	4-02-47-55
27.	PATSY OF ISLAND BAY	F. R. Duffield	5-00-31-37	8200	4-02-49-55
28.	CALYPSO	G. G. Wignall	5-12-59-19	7444	4-02-59-48
29.	ONYA II	P. Rysdyk	5-10-28-56	7590	4-03-02-10
30.	BALANDRA	Army Eastern Com.	4-20-46-28	8516	4-03-26-41
31.	WEATHERLY	J. Gilliam	5-04-09-00	8042	4-03-50-28
32.	DIDGERIDOO	T. Simmat	5-05-51-43	7961	4-04-11-55
33.	SOUTHERLY	D. Mickleborough	5-12-33-48	7564	4-04-16-15
34.	FOUR WINDS II	S. W. Gibson	5-07-07-21	7961	4-05-12-07
35.	PATRICE	R. Kirby	5-05-36-41	8068	4-05-20-35
36.	ANITRA V	Sir Garfield Barwick	5-07-50-35	7942	4-05-31-98
37.	ASTELOT	P. Zalai	5-15-31-53	7651	4-07-41-42
38.	UTIEKAH IV	P. C. Fowler	5-11-35-21	8068	4-10-09-57
39.	DESTINY II	G. Chapman	5-03-24-36	8617	4-10-20-32
40.	AKALA	J. Bleakley	5-19-41-17	7689	4-11-24-22
41.	BOOMERANG VII	P. Hill	5-04-07-37	8675	4-11-40-48
42.	FRANKLIN	Royal Aust. Navy	5-15-33-53	8060	4-13-15-54
43.	NATANI	O. Trewartha	6-04-23-35	7428	4-14-13-34
44.	ILINA	J. Court	5-04-21-54	8937	4-15-08-42
45.	ALCHERINGA	J. Bridgland	5-12-28-39	8481	4-16-21-15
46.	ANACONDA	J. Grubic	5-01-37-14	8805	4-20-46-20
47.	SOUTHERN MYTH	N. C. Howard	6-04-28-29	8255	5-02-33-57

FASTEST TIME: BUCCANEER

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

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



PACHA, first in 1970.

1971

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PATHFINDER	B. Wilson	4-00-02-04	7835	3-03-14-34
2.	RUNAWAY	J. Lidgard	4-01-00-50	7844	3-04-05-51
3.	WAI ANIWA	R. H. Walker	4-01-15-07	7844	3-04-17-03
4.	MORNING CLOUD	E. Heath	3-21-58-57	8141	3-04-30-40
5.	TAURUS	A. G. Lee	3-21-05-48	8266	3-04-57-13
6.	CERVANTES IV	R. C. Watson	3-23-55-11	8077	3-05-28-26
7.	PROSPECT OF WHITBY	A. Slater	3-20-54-02	8362	3-05-41-00
8.	KOOMOOLOO	J. Gilliam	3-23-41-21	8150	3-05-59-11
9.	VITTORIA	L. Abrahams	4-00-00-01	8159	3-06-19-35
10.	POLARIS	L. H. Savage	3-23-44-51	8292	3-07-23-37
11.	RAGAMUFFIN	S. Fischer	3-17-37-54	8861	3-07-25-21
12.	BACARDI	P. Cole	3-23-36-37	8336	3-07-42-02
13.	STORMY PETREL	C. Curran	4-06-15-41	7844	3-08-12-50
14.	MELTEMI	B. C. Psaltis	3-23-29-25	8422	3-08-25-18
15.	SATANITA II	D. H. R. Wilkie	3-23-46-09	8482	3-09-13-52
16.	PLUM CRAZY	G. Thomas & Partners	4-16-33-23	7226	3-09-19-59
17.	PILGRIM	G. Evans	4-08-01-30	7835	3-09-30-13
18.	HUON LASS	H. Calvert	4-08-03-00	7841	3-09-35-08
19.	PACHA	R. Crichton-Brown	3-17-37-41	9157	3-10-04-20
20.	MARK TWAIN	R. J. Langman	4-08-50-38	7844	3-10-14-22
21.	WHISPERS II	G. Stagg	3-21-19-11	8813	3-10-14-33
22.	TINA OF MELBOURNE	B. R. Scott	4-10-51-13	7758	3-10-53-49
23.	ANACONDA	J. Grubic	3-23-50-48	8789	3-12-14-22
24.	MORNING HUSTLER	R. H. Fidock	4-15-03-25	7590	3-12-17-31
25.	MERCEDES III	K. Farfor	4-09-08-27	8077	3-12-55-19
26.	MORNING MISCHIEF	R. R. Cavill	4-16-46-27	7590	3-13-35-43
27.	BOOMAROO III	H. Findlay	4-16-40-55	7610	3-13-45-02
28.	BINDA	J. S. Vickery	4-14-14-01	7796	3-13-56-16
29.	THUNDERBOLT	G. Needham	4-16-37-29	7660	3-14-16-13
30.	MORNING MATILDA	R. P. McIntyre	4-17-35-37	7620	3-14-33-29
31.	PIMPERNEL	J. Beaumont & Partners	4-16-31-54	7709	3-14-45-02
32.	WILD GOOSE	I. D. Russell	4-15-10-00	7844	3-15-11-56
33.	PATRICE	J. Kirby	4-12-04-55	8068	3-15-12-01
34.	DUET	J. Diamond	4-15-55-50	7796	3-15-15-39
35.	STORMY	C. Bruynzeel	3-22-06-33	9301	3-15-31-51
36.	VAGO II	H. Takeda	4-09-00-39	8397	3-16-10-39
37.	AMERICAN EAGLE	R. E. Turner	3-15-49-16	1.0042	3-16-11-24
38.	JISUMA	L. K. Scott	4-16-46-58	7892	3-16-13-08
39.	KIALOA II	J. Kilroy	3-12-46-21	1.0413	3-16-16-24
40.	SALACIA	F. W. Thomas	4-15-24-55	7924	3-16-17-07
41.	CAVALIER	J. Roche	4-23-54-42	7374	3-16-25-22
42.	MARY BLAIR	P. Riddle	4-09-08-14	8448	3-16-49-12
43.	PATSY OF ISLAND BAY	E. J. Muir	4-11-34-55	8262	3-16-53-02
44.	KINTAMA	R. George	4-15-51-39	7957	3-17-00-27
45.	BOOMERANG VII	P. M. Hill	4-06-39-31	8675	3-17-03-23
46.	SISKA	R. Tasker	3-17-04-12	1.0043	3-17-27-10
47.	BARBARIAN	A. F. Alle	4-16-41-16	7948	3-17-33-50
48.	ZILVERGEST II	A. J. Murray	4-23-14-22	7590	3-18-30-09
49.	ONYA OF GOSFORD	P. Rysdyk	4-15-23-46	8132	3-18-35-14
50.	SAVANT	K. L. Cox	4-11-41-15	8474	3-19-15-15
51.	CADENCE	D. M. Jones	5-03-34-11	7393	3-19-21-18



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52. MORNING MIST	A. G. Neate	5-00-44-17	.7570	3-19-23-55
53. RAGE	E. S. Lawrence	4-23-22-32	.7704	3-19-58-00
54. CALLIPYGE	A. Streichenberger	5-07-09-31	.7258	3-20-17-29
55. TAWARRI	J. D. Lewis	4-15-47-40	.8262	3-20-21-52
56. CARINA	P. Daniel	5-02-32-50	.7560	3-20-38-44
57. BALANDRA	Army Eastern Command	4-14-10-35	.8431	3-20-53-22
58. LOWANA II	K. Anderson & Partners	4-23-49-26	.7806	3-21-32-04
59. SYLPH VI	J. North & Partners	5-03-06-11	.7671	3-22-25-56
60. ALCHERINGA	J. N. Bridgland	4-15-46-47	.8481	3-22-48-00
61. MAKARETU	N. Gosson	4-17-13-39	.8406	3-23-10-44
62. SKINFLINT	J. K. Henley	5-01-57-33	.7844	3-23-39-53
63. ONDINE	S. A. Long	3-15-32-17	1.0931	3-23-41-15
64. WINSTON CHURCHILL	I. G. Warner	4-12-06-46	.8851	3-23-41-25
65. BUCCANEER	T. Clark	3-15-27-19	1.0967	3-23-54-44
66. FRANKLIN	Royal Aust. Navy	4-23-20-03	.8060	4-00-10-59
67. DORADO	J. I. Lake	5-08-22-24	.7534	4-00-42-59
68. SKYLARK	J. L. Ward	5-14-03-37	.7248	4-01-10-00
69. SARLENA	C. McGarry	5-10-40-19	.7767	4-05-29-34
70. SONG OF SOLVEIG	I. Forsyth-Grant	5-12-38-52	.7699	4-06-07-31
71. DIDGERIDOO	T. Simmat	5-17-59-26	.7905	4-13-04-53
72. PATIENCE	N. J. Bowden	6-02-33-20	.7544	4-14-33-40
73. CASSANDRA	E. H. Howe	6-07-29-48	.7434	4-16-37-20
74. CAPUCINE	C. Durrrough	6-06-38-06	.7504	4-17-02-11
75. JASNAR	P. Kinsella & Partners	13-13-58	.7249	4-17-58-40
76. FOUR WINDS	S. W. Gibson	6-04-01-22	.7951	4-21-41-34

FASTEST TIME: KIALOA II

RETIRED: MARIA, MISTRESS, VAN DIEMEN.

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

## 1972

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	AMERICAN EAGLE	R. E. Turner	3 04 42 39	.9681	3 02 15 49
2	CAPRICE OF HUON	G. Ingate	4 00 31 29	.7730	3 02 36 49
3	GINKGO	G. Bogard	3 15 16 35	.8621	3 03 14 27
4	APOLLO II	A. Bond	3 15 17 22	.8662	3 03 36 36
5	RAGAMUFFIN	S. Fischer	3 15 42 49	.8666	3 04 00 45
6	KOOMOOLOO	J. A. W. Gilliam	3 23 13 01	.7991	3 04 05 16
7	MINNA	D. J. Isles	3 20 48 45	.8237	3 04 26 59
8	APOLLO	J. Rooklyn	3 08 06 00	.9564	3 04 36 27
9	MELTEM	B. C. Psaltis	3 20 19 11	.8392	3 05 28 29
10	QUEFFOUEG	M. R. L. Dowling	3 19 27 37	.8471	3 05 28 33
11	POLARIS	L. H. Savage	3 22 34 27	.8246	3 05 59 09
12	VITTORIA	L. J. Abrahams	4 00 16 23	.8180	3 06 45 04
13	TAURUS	A. G. Lee	4 00 11 55	.8237	3 07 14 19
14	GRAYBEARD	L. H. Killam	3 04 57 54	1.0512	3 08 54 20
15	MARK TWAIN	R. J. Langman	4 08 00 31	.7786	3 08 58 51
16	RUNAWAY	I. Gibbs	4 08 17 14	.7786	3 09 11 52
17	PACHA	R. Crichton-Brown	3 18 38 52	.8980	3 09 24 05
18	KINGURRA	G. A. Warner	4 00 40 47	.8436	3 09 33 32
19	BALANDRA	Army Eastern Command	4 02 54 45	.8269	3 09 47 26
20	CALLIPYGE	A. Streichenberger	4 03 04 13	.8320	3 10 25 35
21	ESCAPADE	Mr. & Mrs. G. P. Hedger	4 09 59 03	.7786	3 10 31 09
22	CHANTAL	Marshall Bros	4 10 40 29	.7752	3 10 41 39
23	MATIKA	A. Pearson	4 14 04 35	.7556	3 11 10 25
24	SUNBIRD II	T. Yamasaki	4 11 32 23	.7786	3 11 43 49
25	BOOMERANG VII	J. De Vere	4 01 14 52	.8628	3 11 54 19
26	WATHARA II	R. W. Jackman	4 14 54 39	.7636	3 12 41 29
27	PATRICE	R. J. Kirby	4 10 30 22	.7962	3 12 48 01
28	TREVASSA	F. R. Duffield	4 06 52 24	.8255	3 12 55 18
29	STARFIRE OF PERTH	N. McAllister	4 03 51 06	.8584	3 13 42 45
30	MERCEDES III	K. Farber	4 13 20 27	.7882	3 14 10 56
31	SALACIA	F. W. Thomas	4 17 51 43	.7657	3 15 11 03
32	UNICORN	R. G. Graham	5 04 34 50	.7004	3 15 15 22
33	GRANNY SMITH	W. Anderson & C. Shaffran	5 04 35 44	.7034	3 15 38 25
34	MDKOIA	J. M. Tattersall	5 04 38 03	.7034	3 15 40 03
35	ENDEAVOUR III	G. H. Gardner	5 05 10 21	.7034	3 16 02 46
36	ONYA OF GOSFORD	P. Rysdyk	4 13 20 45	.8072	3 16 15 50
37	SEOUANA	M. J. Tilley	5 06 32 57	.7003	3 16 37 20
38	SARACEN II	J. H. Morris	5 04 21 53	.7138	3 16 46 17
39	EVOLUTION	J. Diacopoulos	5 07 09 58	.7019	3 17 15 28
40	ZH VERGEEST II	A. J. Murray	5 04 28 15	.7270	3 18 29 24
41	LOLITA	N. G. Cassim	5 06 20 24	.7233	3 19 22 54
42	THUNDERBOLT	G. Needham	5 02 20 49	.7480	3 19 30 55
43	TINA OF MELBOURNE	B. R. Scott	5 01 51 24	.7516	3 19 35 14
44	DIAMOND CUTTER	A. J. Sweeney	5 02 11 43	.7502	3 19 40 14
45	MARIA	D. A. Cooper	5 00 07 05	.7662	3 20 02 05
46	BOOMAROO III	H. W. Findlay	5 04 36 44	.7399	3 20 12 02
47	CARINA	P. Daniel	5 06 25 25	.7309	3 20 24 10
48	WARRI	J. H. Blackley	5 00 37 50	.7673	3 20 33 35
49	VAGO II	H. Takeda	4 14 55 29	.8356	3 20 41 19
50	NELLIE ZANDER	J. J. Cumming	5 01 25 15	.7647	3 20 51 02
51	DOROTHY II	E. W. Wall Smith	5 04 35 50	.7477	3 21 09 41



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1973

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

1	CEIL III	W. Turnbull	3-12-05-34	.7786	2-17-28-28
2	PROSPECT OF WHITBY	A. Slater	3-07-49-47	.8471	2-19-29-48
3	RAMPAGE	P. Packer	3-12-44-57	.8031	2-20-03-43
4	TAURUS	A.G. Lee	3-11-52-25	.8147	2-20-19-54
6	IMPROBABLE	D.W. Allen	3-07-09-56	.8666	2-20-36-17
7	SUPERSTAR	E.A. Graham	3-09-35-10	.8410	2-20-36-50
8	LOVE AND WAR	P. Kurts	3-08-27-31	.8547	2-20-46-05
9	RAGAMUFFIN	S. Fischer	3-07-47-16	.8674	2-21-02-54
10	QUAILE III	D. Parr	3-06-06-22	.8853	2-21-08-50
11	MARY BLAIR	P. Riddle	3-13-04-25	.8175	2-21-32-51
12	QUEEQUEG	M. Dowling	3-09-16-34	.8564	2-21-36-17
13	BARNACLE BILL	D. Johnstone	3-12-33-45	.8237	2-21-39-14
14	CALLIPYGE II	A. Streichenberger	3-11-57-35	.8311	2-21-46-44
15	POLARIS	L.H. Savage	3-13-19-25	.8205	2-22-00-29
16	MATIKA	A. Pearson	3-21-07-49	.7538	2-22-12-05
17	PACHA	Sir R. Circhton-Brown	3-06-41-56	.8957	2-22-29-25
18	APOLLO	P. Jolly	3-02-12-06	.9541	2-22-47-44
19	SKYLARK	J.L. Ward	4-05-17-01	.7034	2-23-14-34
20	PAPILLON	J. Wrightson	3-17-01-24	.8025	2-23-26-28
21	TEQUILA	D'Arcy Whiting	3-11-09-02	.8613	2-23-37-03
22	SISKA II	Rolly Tasker	3-03-38-14	.9614	3-00-43-03
23	QUICKSILVER	B. Wilson	3-19-01-53	.7990	3-00-44-03
24	ONYA OF GOSFORD	P. Rysdyk	3-19-23-46	.7972	3-00-51-39
25	PILGRIM	G. Evans	3-21-34-57	.7786	3-00-51-47
26	MORNING HUSTLER	R. Fidock	4-04-14-30	.7305	3-01-13-35
27	VARIAG	M. Henrion	4-01-09-43	.7540	3-01-15-36
28	BUSHWACKER	F.D. Spencer	3-22-08-55	.7786	3-01-18-14
29	RUNAWAY	I. Gibbs	3-23-43-14	.7696	3-01-39-59
30	MORNING MISCHIEF	R.C. Halliday	4-06-16-08	.7213	3-01-45-59
31	GRANNY SMITH	W. Anderson	4-09-16-22	.7004	3-01-46-54
32	MARARA	K.H. Flehr	4-04-20-06	.7357	3-01-48-59
33	TREVASSA	F.R. Duffield	3-18-33-33	.8192	3-02-11-09
33	VITTORIA	L.J. Abrahams	3-12-32-12	.8099	2-20-27-58
34	LOWANA II	K.R. & P. Anderson	3-23-46-55	.7775	3-02-28-13
35	LADY JANE	L.W. Grant	4-01-05-58	.7763	3-03-22-42
36	KISHMUL	J.C. Welson	4-02-13-09	.7741	3-04-01-52
37	PATRICE	R.J. Kirby	3-23-52-21	.7932	3-04-02-45
38	MARK TWAIN	R.J. Langman	4-01-41-56	.7786	3-04-04-06



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52	SARLENA	C. McGarry	5-05-19-00	.7468	3-21-35-11
53	MOONBIRD	G. J. Semple	5-01-57-17	.7702	3-21-55-46
54	ANITRA V	Sir Garfield Barwick	5-04-58-10	.7551	3-22-21-52
55	PIMPERNEL	J. Beaumont	5-05-40-31	.7514	3-22-25-56
56	OSPREY	C. W. Johnson	5-05-54-34	.7502	3-22-27-25
57	JANZOON II	W. Cavill	5-06-24-03	.7500	3-22-48-02
58	SONG OF SOLVEIG	I. Forsyth Grant	5-05-59-40	.7527	3-22-50-10
59	FRANKLIN	Royal Aust. Navy	5-04-34-36	.7702	3-23-56-56
60	SATYRICON	A. T. Cotton	5-04-32-36	.7706	3-23-58-22
61	WILD GOOSE	I. D. Russell	5-04-23-47	.7741	4-00-17-43
62	KINTAMA	R. George	5-04-25-19	.7765	4-00-36-40
63	QUANDO	J. O'Neill	5-06-24-02	.7658	4-00-47-51
64	SOLENT	P. J. & R. S. Robinson	5-21-30-55	.6938	4-02-11-00
65	TRILBY II	K. W. Hinrichsen	5-23-13-50	.6861	4-02-16-14
66	TAWARRI	J. D. Lewis	5-04-25-49	.8055	4-04-13-43
67	ALCHERINGA	J. N. Bridgland	5-04-29-23	.8166	4-05-39-30
68	MAKARETU	N. Gosson	5-04-50-31	.8171	4-06-00-29
69	UTIEKAH IV	Mr. & Mrs. P. C. Fowler	5-07-58-15	.8040	4-06-53-19
70	SKYLARK	J. L. Ward	6-08-56-01	.7034	4-11-34-24
71	HUSTLER	P. J. Bates	5-04-18-00	.7034	4-11-34-24
72	EVEN	W. J. Gibson	5-06-17-31	.8813	4-15-18-03
73	SYLPH VI	I. A. North	6-19-28-00	.7240	4-22-20-59
74	NIRIMBA	Royal Aust. Navy	6-20-34-48	.7276	4-23-44-54
75	SIROCCO	J. L. Ward	5-08-21-09	.9409	5-00-46-00

FASTEST TIME: AMERICAN EAGLE

RETIRED: ANACONDA, BACARDI, NOCTURNE, KIDNAPPER.

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



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

39	HELSEAL	A. Fisher	3-01-32-09	1.0444	3-04-48-03
40	GUMBLOSSOM	P. Joubert	4-14-18-06	.7004	3-05-15-19
41	BOOMAROO III	H.W. Findlay	4-10-02-25	.7305	3-05-27-44
42	SURAYA	K. Steinman	4-07-00-14	.7526	3-05-31-14
43	KOOMOOLOO	R.K. Young	4-01-27-37	.7961	3-05-35-17
44	MAGGIE	J. Duncanson	4-06-49-29	.7600	3-06-08-47
45	ANACONDA	J. Grubic	3-19-06-19	.8611	3-06-27-03







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