

Official Souvenir Program

\$1.50

 **HITACHI**  
**SYDNEY-HOBART**  
**YACHT**  
**RACE**  
**1978**





# SYDNEY-HOBART YACHT RACE 1978

34th year

26th December 1978  
12.00 Noon E.S.T.  
(0100 hours G.M.T.)

Official Starter

Sir Garfield Barwick, G.C.M.G.



organised by

The Cruising Yacht Club of Australia



with the co-operation of

The Royal Yacht Club of Tasmania

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## Official Souvenir Program

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 **HITACHI** 1978 Sydney-Hobart Yacht Race Program

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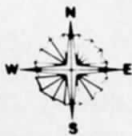
All these items are included in the price.

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TEST 404, DYNAC	Lightest weight base fabric, with dynac coating. Provides the ultimate in physical specs... the lightest fabric with practically zero stretch. Must be treated carefully.	Absolutely the ultimate for small boat racing spinnakers, flies in almost no air, holds its shape in heavy air. Just don't rip it!
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STABILKOTE DYNAC	Stable, dynac-coated fabric provides optimum shape-holding ability for screaming reaches, etc. Easy to tear, but retains low stretch indefinitely.	Entire fleets of Olympic-class yachts often use this fabric. For dinghy and small boat racing spinnakers, or for big boat high-performance drifters.
STARLITE	Tight, balanced construction using middle size yarns. Features low porosity and stretch, excellent durability, recovery, and tear strength.	Ideal for the "all-around" spinnaker; also has tight weave and performance for racing. For small or big boat spinnakers, bloopers, reacher/drifters.
1.5 oz. RIPSTOP	Very tough, tight construction with upper-middle denier yarns. Virtually zero porosity without coating. Holds sailmaker's shape even in heaviest of airs.	The accepted leader for big boat, heavy-air spinnakers, bloopers, reachers, etc. For racing and cruising.
1.6 oz. DYNAC	1.5 oz. ripstop base fabric with dynac coating results in lowest stretch, lightweight, off-the-wind fabric available. However, must be handled carefully to avoid ripping.	Number one performance fabric for big boat light-air reachers and drifters.
FORCE 9	Tight, heavy denier yarn fabric; incredible tear strength and durability, and soft feel. Will last in virtually any wind.	For large-boat spinnakers or storm chutes on any boat. Extremely rugged for up to crisis conditions.

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**HITACHI** 1978 Sydney-Hobart Yacht Race Program



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# Maybe it isn't you!



We all know the feeling well — the sound of your competitor's bow wave coming closer and closer, the supercilious sneer as he grinds through your lee, or even worse, the "I'm faster than you look" he shoots at your bikini clad crew.

We would like to suggest to you, ever so kindly, that maybe it isn't you. As Australia's top 12 metre skipper has often been heard to say, "The sails are the engines of the ship". Maybe, if this is true, then just maybe, it could be your sails.

Although, we at North are convinced our sails are faster than our oppositions, we would like you to meet a skipper (not in our employ) who agrees it wasn't him that

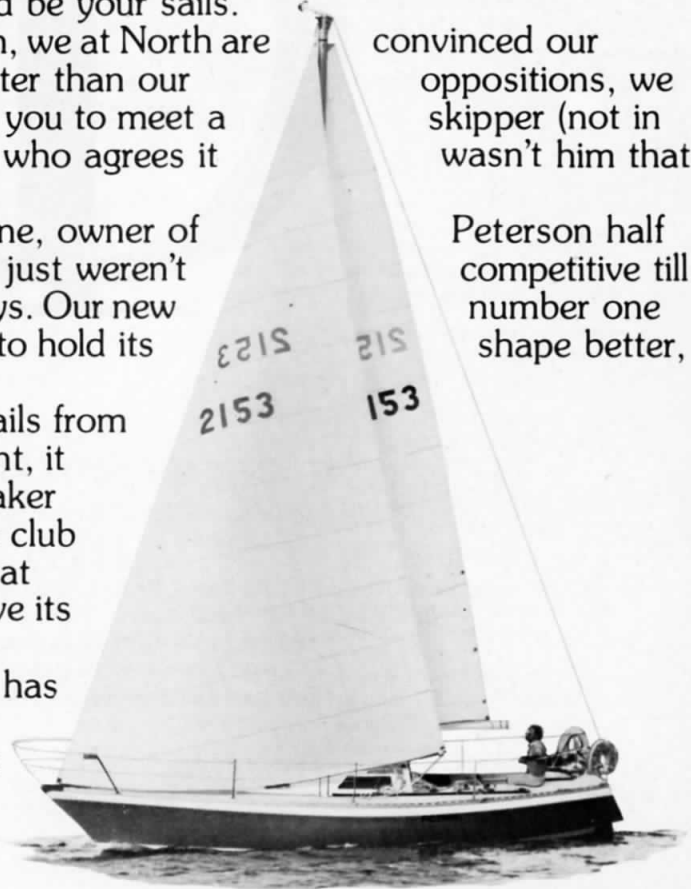
convincing our oppositions, we skipper (not in wasn't him that

tonner "Fiction", says it this way. "We just weren't I took some advice from the North boys. Our new Genoa seems easier to set, it appears to hold its and it's certainly faster".

Peterson half competitive till number one shape better,

Once Ray had seen what the sails from the blue bags could do for him up front, it wasn't long before a main and spinnaker were in his inventory. Now the yacht club bar (an impeccable source) tells us that "Fiction" is performing up to and above its potential, and that's a fact.

This is just one local boat that has seen the advantage of North. Why don't you try North. We reckon it's a fairer bet than a cigar for the handicapper.



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Ph: 34 6254

# COMMODORES' MESSAGES

## Crusing Yacht Club of Australia



*Although the 34th Sydney-Hobart Yacht Race, which will start on Boxing Day 1978, has changed its name to the Hitachi Sydney-Hobart, the basics that made the first Race a success remain unchanged. The 630 nautical mile course is as much a test of men and their ships as it ever was. It is for this reason that the Race has such stature amongst the world's ocean racing classics, and this is why the Race has had such continuity of support over the past 33 years.*

*Sydney and Hobart are two cities founded upon the sea. Their earliest links both with one another and the rest of the world depended upon sailing ships. Both cities have fine harbours with surroundings of great natural beauty, and it is not surprising that aquatic sports, yachting in particular, have become increasingly popular and that this Race continues to excite the imagination of so many people.*

*The start and departure from Sydney is a spectacle without peer and is a memorable occasion for all participating. But it is the wonderful warmth of Hobart's welcome to each and every finisher that is one of the things that draws many of the same competitors back year after year.*

*The elapsed time for the Race has shortened over the years, but the behaviour of the sea separating the start and finish and the weather between Christmas and New Year are no more predictable now than when the Race was inaugurated. A glimpse at the history section at the back of this program will verify this.*

*With the promise of about 100 boats facing the starter's gun this, not a Southern Cross Cup year, we can be assured that the level of competition for line honours, overall positions and divisional placings will be keen.*

*Good sailing and good luck to all competitors.*

A. Pearson  
Commodore, C.Y.C.A.

## Royal Yacht Club of Tasmania



*The 33rd Sydney-Hobart Race, with all its associated trauma, is now history, and we look forward to the 34th. Hopefully, we all learnt something from last year and the problems experienced will not be repeated.*

*Although subject to an increasing amount of competition from other races, programmed for the same time of the year and no doubt hoping to get some rub-off from Sydney-Hobart Race publicity, I am sure that the international stature of our race will ensure that it goes from strength to strength. The provision by organisers of large sums of money as prizes in ocean racing is not a desirable trend and may, in fact, at some time in the future lead to problems caused by inexperienced crews going to sea in quest of monetary gain.*

*The Royal Yacht Club of Tasmania is happy to be associated with the Cruising Yacht Club of Australia in the conduct of the Hitachi Sydney-Hobart Race. We wish all competitors good luck and a safe arrival in the Derwent. We look forward to welcoming visiting yachtsmen in the traditional manner and hope to see you all in the Club House at some time during your stay in Hobart.*

R. A. Johnston  
Commodore, R.Y.C.T.



## The Cruising Yacht Club of Australia

### COMMODORE

A. Pearson.

### VICE COMMODORE

K. C. D. Roxburgh

### REAR COMMODORES

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### RACE DIRECTOR

K. H. Storey

### RADIO COMMUNICATIONS OFFICER

K. H. Storey

### DUTY OFFICER SYDNEY

C. R. Scott

### PRESS CENTRE

C. R. Scott (O.I.C.)

H. Watson

D. Walker-Smith

Mrs. S. Wilson

### SAILING SECRETARY

H. Watson

## 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 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 organisation of many other facilities that mean so much.

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

### Official Sponsor - Hitachi Sales Australia Pty. Ltd.

For the third year in succession Hitachi Sales Australia Pty. Ltd. has been the official sponsor of this blue water classic. Mr. Ken Caldecott, the Managing Director, who has himself sailed in 21 Hobarts, is delighted that his Company is associated with this, Australia's greatest ocean yacht race.

The Cruising Yacht Club of Australia is equally proud to be associated with a company of such stature and look forward to many years of close association and further development of the Race. Without a doubt, the support given by Hitachi enables the C.Y.C.A. to continue year by year to update the facilities and conduct one of the most prestigious yacht races staged in the Southern Hemisphere.

Appreciation is also extended to the following co-sponsors:

### Amalgamated Wireless (Australasia) Ltd.

For the supply of communications equipment, which is the most sophisticated of that used in any yacht race held anywhere in the world.

This year, for the first time ever, one of the daily skeds will be reported by telex from the Radio Relay Vessel.

## ABC Radio Reports

### Progress Reports ABC Radios 1 & 3

<b>Tuesday, 26th</b>	1823-1826 2250-2300
<b>Wednesday, 27th</b>	1830-1833 2250-2300
<b>Thursday, 28th</b>	1050-1100 1830-1833 2250-2300
<b>Friday, 29th</b>	1045-1055 1830-1833 2250-2300
<b>Saturday, 30th</b>	1045-1055 1820-1823 2250-2300
<b>Sunday, 31st</b>	1050-1100 1814-1817 2250-2300

### Weather Reports

#### Tuesday, 26th

**2BL**  
1800-1802  
2302-2304

#### Wednesday, 27th

**2BL/VLI**  
0730-0732  
1858-1900  
2302-2304

#### 7ZR, 7NT, 7QN, 7SH, 7FG

1855-1900  
2400-0003

#### Thursday, 28th

#### 7ZR, 7NT, 7QN, 7SH, 7FG

0742-0745  
1240-1245  
1320-1325  
1855-1900  
2400-0003

#### Friday, 29th

#### 7ZR, 7NT, 7QN, 7SH, 7FG

0742-0745  
1320-1325  
1855-1900  
2400-0003

#### Saturday, 30th

#### 7ZR, 7NT, 7QN, 7SH, 7FG

0742-0745  
1855-1900  
2400-0003

### Ampol Petroleum Ltd.

This Company has a widespread interest in yachting sponsorships and this year will be providing Ampol fuels and oils for the Radio Relay Vessel *Tasmanian Enterprise*.

### Brambles Holdings Ltd.

Brambles Marine Services Division provide a tug from their Fenwick fleet which acts as the marker boat off South Head at the entrance to Sydney Harbour.



## The Royal Yacht Club of Tasmania

### COMMODORE-IN-CHIEF:

His Excellency, the Honourable Sir Stanley Burbury, K.C.V.O., K.B.E. Governor of Tasmania

### COMMODORE:

R. A. Johnston

### VICE COMMODORE:

D. E. McIndoe

### REAR COMMODORE:

B. R. Sheppard

### PROTEST COMMITTEE:

Vice Commodore D. E. McIndoe, Messrs. R. H. Batt, H. Frey, F. W. Ikin, A. R. Gear, J. M. Lucas, D. J. McKean, D. H. Peacock.

### OFFICER OF THE DAY:

Vice Commodore D. E. McIndoe

### LIAISON OFFICER:

J. A. Andrews

### PRESS CENTRE:

J. L. Honeysett

### SECRETARY/MANAGER:

A. B. Neilson

### General Electric Mark III Service

This company has installed in the Communications Centres, a computer terminal that will regularly provide information on handicap positions, division results and line honours listings.

For the first time there will also be print-outs showing the actual positions of yachts; this has had to be plotted manually over the past 33 years.

### Trans-Australia Airlines

As the official airline, TAA has a major role in the logistics of flying the Race trophies and crew baggage to Hobart. TAA also flies home many of the crews who do not make the return trip on their yachts.

### Thompson, Graham (Australia) Pty. Ltd.

This company has again given assistance in all insurance matters relating to the Race.

### Program cover

Our thanks to Richard Bennett of Arve Road, Geeveston, Tasmania 7116 for the photograph of *Anaconda II* used on this year's program cover. Many readers will be familiar with Richard Bennett's photographs, particularly his aerial shots of previous Hobart Races, and new photos from the 1978 Race will be available at Constitution Dock, as usual.

## Navigator's Trophy

### Barry Vallance Perpetual Trophy and Hitachi colour TV

The introduction of a standard log-book for navigators in 1975 proved a great success and will again be used this year under Hitachi's sponsorship.

In addition, the C.Y.C.A. has a perpetual trophy in honour of Barry Vallance, who died just short of the finishing line in 1975's Race while sailing on 'Zivergeest III'. The trophy is competed for annually in the Sydney-Hobart Yacht Race and presented to the navigator with the best log-book.

In addition Hitachi has generously donated a colour television for this year's winner of the trophy and will be also awarding second and third prizes.

# The Radio Relay Ship 'Tasmanian Enterprise'

by Keith Storey



*Tasmanian Enterprise, Radio Relay Ship 1978.*

Turning into Davey Street, Hobart after driving from the airport, one's eye is immediately attracted to a large, perfectly-proportioned red-hulled motorship dominating the fine panorama of the cream of Tasmania's fishing fleet in Victoria Dock.

This magnificent vessel, *Tasmanian Enterprise*, will sail across the starting line on Sydney Harbour ten minutes before the noon starting gun and will fulfil the vital communication function of Radio Relay Ship to the racing fleet during the following five or six days until most of the yachts have finished or entered the Derwent River.

Built and operated as an abalone fishing mother ship, the all-steel *Tasmanian Enterprise* is maintained in immaculate yacht condition and boasts a saloon and below-decks accommodation panelled in beautiful polished Tasmanian timbers.

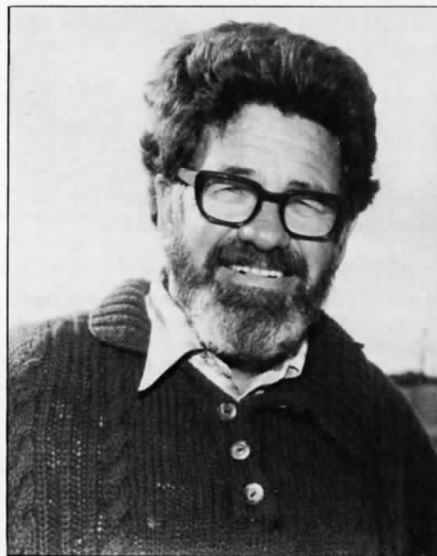
For the Race the saloon has been fitted with the most modern radio equipment, including a 400 watt self-tuning S.S.B. transmitter and receiver, a standby 150 watt S.S.B. transceiver, sophisticated telex-over-radio equipment, V.H.F. transceivers and a large plotting table to

handle an expanded chart of the course (eighteen feet long and four feet wide).

Owner Bern Cuthbertson advises that the ship's vital statistics are 80' overall, 18' beam, 9' draft and in Hobart Race trim will displace 130 tons, 35 tons less than her full load displacement. She is fitted with a powerful eight-cylinder Gardner diesel engine, Lister auxiliary machinery and has a 3000 mile cruising range at 9 knots.

Bern Cuthbertson, a well-known identity in Hobart, has been at sea for forty years, commencing his career in sail aboard the famous trading ketches which plied the Tasmanian coast and Bass Strait. Transferring his affections to fishing, he became involved in the crayfishing industry and other fishing endeavours at sea and, for a period, was manager of a processing industry ashore.

It was during this time in 1963 that he chartered Peter Warner's 75 ft. schooner *Astor* and devoted his week-ends to training a large number of sea cadets in the lore of the sea and the challenge of sail. Choosing a sea cadet crew, Bern sailed *Astor* to Sydney in December 1964 and, as sailing master, gained the much sought achievement of winning line honours in



*Bern Cuthbertson, owner/skipper of the Radio Relay Ship, 'Tasmanian Enterprise'.*

the Sydney-Hobart Race.

Following the sale of *Astor* to the U.S.A., Bern Cuthbertson sailed her across the Pacific to Los Angeles and made his way to the U.K., where he purchased the 56 ft. Scottish fishing vessel *Kathleen Del Mar* which, together with his family and three sea cadets, he sailed via the Panama Canal to Hobart where he fitted her out for abalone fishing.

Not long afterwards Bern took the opportunity to purchase the last steam ferry in Australia and converted the 110 ft. vessel for abalone fishing, followed a few years later by the design and building of the magnificent *Tasmanian Enterprise*, which was launched in Hobart early in 1972.

Prior to this, Bern Cuthbertson's youngest son Adrian evinced a desire to adopt fishing as his future career and, whilst still in his teens, took out his pilot's licence for the purpose of fish spotting from the air. Pursuing his studies, he graduated as a Bachelor of Science, majoring in biogeography and subsequently was awarded a Churchill Fellowship to study aquaculture in Japan and U.S.A. Now the regular Captain of *Tasmanian Enterprise*, Adrian is also busily engaged experimentally testing the viability of cultured scallops in the D'Entrecasteaux Channel area of Southern Tasmania. He still finds time to do a little yacht racing, although he had



Adrian Cuthbertson

to forego the pleasures of racing his own Diamond Class yacht during his years of study at University.

Bern Cuthbertson is never one to rest on his laurels. Last year he acquired the 72 ft. schooner *Derwent Hunter* in Cairns, sailed her to Hobart and spent a year or more restoring her and fitting her out for cray and long-line fishing. Doubling as a family yacht she is in the same immaculate condition that has distinguished all of Bern's vessels.

As Radio Relay Ship, *Tasmanian Enterprise* will be manned by a ship's crew of seven, headed up by Bern and Adrian Cuthbertson ably supported by Richard Davis, Adrian Bowden, David Willisroft and Rod Barren, all of Hobart, and Lindsay Nicholas of Melbourne.

The entirely separate race communications crew will be led by Trygve Halvorsen and includes Bert Oliver as radio operator, John O'Toole of A.W.A. as technician, Gordon Bray of A.B.C. Sport, for direct broadcasts, and Bob Laing of Hobart for position plotting.

To a magnificent and highly experienced crew we wish you good sailing in your fine ship, *Tasmanian Enterprise*.

**1978  
Hitachi Sydney-Hobart  
Yacht Race Results  
Ring 326 1999**

## Trophies

### For the Overall Winner on corrected time:

Tattersall's Cup

Presented by the Executors of the Estate of the late George Adams (Perpetual). To be held for one year by the Yacht Club which was nominated by the winning yacht. A replica of the Derwent Light is presented to the owner of the winning yacht.

R.O.R.C. Plaque

Presented by the Royal Ocean Racing Club, of England (Perpetual).

Government of Tasmania Trophy

Presented by the Government of Tasmania (Perpetual), and replica for the owner.

C.Y.C.A. Trophy

Presented by the Cruising Yacht Club of Australia.

Navigator's Trophy

Presented by Mr G.W. Rex for the navigator of the winning yacht.

Medallions

Presented by Mr G. Pattinson, of England, for each crew member.

### For the second yacht on corrected time:

City of Hobart Trophy

Presented by the Corporation of the City of Hobart (Perpetual), and replica for the owner.

C.Y.C.A. Trophy

Presented by the Cruising Yacht Club of Australia.

### For the third yacht on corrected time:

R.Y.C.T. Trophy

Presented by the Royal Yacht Club of Tasmania (Perpetual), and replica for the owner.

### Division Trophies

Peter Allsopp Memorial Trophy

Presented to the first yacht on corrected time in Division A (Perpetual).

George Barton Trophy

Presented by Mr G. Barton for the first yacht on corrected time in Division B (Perpetual).

C.Y.C.A. Trophies

Presented to first, second and third on corrected time in each Division.

Level Rating Class Trophies

Presented to first yacht in 2 Ton, 1 Ton, ¾ Ton and ½ Ton Classes.

### Other trophies

J.H. Illingworth Cup

Presented by Captain John H. Illingworth, R.N. Rtd., for the first yacht to cross the finishing line (Perpetual).

C.Y.C.A. Trophy

Presented to the first yacht to cross the finishing line.

F. & J. Livingstone Trophy

Presented by Messrs. F. & J. Livingstone for the first yacht to be due South of Tasman Light (Perpetual), and replica for the owner.

Sir Arthur Warner Trophy

Presented by the late Sir A. Warner for the first yacht on corrected time with a T.C.F. of .85 or higher, which does not receive any other trophy for the race (Perpetual).

Samuel Pepys Trophy

Presented by the R.A.N.S.A. for the first yacht on corrected time with a T.C.F. of .78 or lower, which does not receive any other trophy for the race (Perpetual).

Barry Vallance Navigator's Log Trophy

Presented to the Navigator submitting the best log book.

Rani Trophy

Presented by Captain John H. Illingworth, R.N. Rtd., for the most meritorious performance as judged by the Race Committee (Perpetual).

C.Y.C.A. Plaques

Presented by the C.Y.C.A. to each yacht starting.

### The Cruising Yacht Club of Australia also wishes to thank . . .

The Government of Tasmania; the Corporation of the City of Hobart; the Marine Board of Hobart; The Waterside Workers' Federation; the Overseas Telecommunications Commission; the Maritime Services Board of N.S.W.; the Water Police of N.S.W.; the Department of Civil Aviation; the Department of Transport; the Royal Volunteer Coastal Patrol; Mr Richard Wyatt, Regional Director (Acting), N.S.W. Bureau of Meteorology; the Royal Australian Navy; the C.Y.C. Yard Manager and hands who put in a tremendous effort to slip and prepare large numbers of yachts in the weeks prior to Boxing Day; C.Y.C. office staff and house staff, who work long hours under great pressure in pre-Race activities; all contribute towards making the Race a success.

# THE MEN WHO SAIL TO HOBART

Crew lists available as at Program press date

Note: Numbers in brackets ( ) after individual names denote number of previous Sydney - Hobart races.

## ACRUX

Crew to be named.

## ANACONDA II

Crew to be named.

## ANTAGONIST

Skipper/Navigator R. F. Hickman (11), L. Nibbs (9), C. Nibbs (9), C. Griggs (5), K. Peterson (6), W. Watson (6), I. D. Coward, (8) R. Sellens (2).

## APOLLO

Crew to be named.

## APOLLO II

Crew to be named.

## APOLLO IV

Skipper A. Bond, J. Bond, K. Judge, D. Forbes, S. Ward, M. Summerton, J. Longley, M. Bell, B. Lexen.

## ARETHUSA

Crew to be named.

## BACARDI

Skipper J. Gould (7), Navigator H. Halliburton (3), J. Fletcher (2), J. Williams (2), R. Gillies (1), A. Arblastor (1), D. Rickard (1), G. Baguley (1), N. Brooke (1), D. Dodson.

## BANG BANG

Skipper D. W. Baxter (1), Navigator R. Page (3), G. Gates (1), J. Nelson (1), A. Roberts, D. Geer (1), J. Ricketts.

## BILLABONG

Crew to be named.

## BLUE MOON

Crew to be named.



Geoff Rouvray ('Vanguard'), doing his 12th Hobart.

## BRAVURA

Skipper T. Charles (1), Navigator H. Henley, K. McNiece, L. Mack, one more to be named.

## BREADFRUIT

Skipper R. Sill (4), Navigator J. Graham (3), R. Simpson (2), B. Whiteside (3), P. Taylor (2), P. Ongarello.

## BRER FOX

Skipper R. W. Jackman (4), Navigator J. Solomon (8), R. J. Jackman (3), C. G. Jackman (3), D. Lockley (5), P. Probin (2), W. Chesterman, W. Hornsey (4).

## CALLALA

Crew to be named.

## CANON

Skipper J. Harry, Navigator A. Cruickshank (1), J. Chappell, K. Chappell, R. Kohler, G. Kohler.



Roy Baker ('Piccolo'), one of the winning crew in '76 on the first 'Piccolo'.

## CASABLANCA

Crew to be named.

## CASTILLE

Crew to be named.

## CHAOS

Skipper M. A. Spence (3), Navigator R. T. Spence (4), M. Dalziel (2), A. Gordon, K. Curtis (5), M. Wood, R. Fishman.

## COBWEB

Skipper W. M. Griffiths (2), Navigator W. M. Griffiths (2), R. C. Genders (1), L. Dawson (1), D. McMillan (1), G. Kenworthy, E. O'Toole, N. Byrne, T. Bessell.

## CHANCE

Crew to be named.

## CLICQUOT

Crew to be named.

## CONSTELLATION

Skipper J. W. Garner (2), Navigator B. Smith (3), F. Johnson (11), L. Abbott (4), G. Heard (3), M. King (3), P. Wright (2), five more to be named.

## CORDON BLEU

Skipper K. Dorrell (1), Navigator B. Dann, B. Dorrell (2), J. Wylde (2), P. Hannan (6), S. Osmand, one more to be named.

## DECEPTION

Crew to be named.

## DIAMOND CUTTER

Crew to be named.

## DYNAMITE

Crew to be named.

## FARR OUT

Crew to be named.

## FREANDA

Skipper/Navigator A. Carr (1), P. Moran (1), N. Moran (1), A. Deagan, J. Bots (1), B. Ballantyne (1), K. Riley (1), P. Primrose (1), two more to be named.

## FUZZY DUCK

Crew to be named.

## GENGHIS KHAN

Crew to be named.



Peter Kurts, skipper of 'Love & War', won in 1974, came 4th in 1976, has a chance again this year.

## GRETEL

Skipper D. Kellett (6), Navigator B. Cramp (6), R. Grimes (6), J. Dawson (10), A. Cable (13), J. Banks, J. Bisley, N. Brown, D. Carter, M. Champion, C. Copeland, M. Fulton, S. Hellmrich, P. Kearney, D. Pixley, B. Rowe.

## HELSAL

Crew to be named.

## HERCULES

Crew to be named.

## HI-JACQUE

Crew to be named.

## HORNET

Skipper D. P. Flecker, Navigator to be named, A. Hurburgh, D. Wells (1), C. Cunningham, D. Cherry, S. Pryor.



Chris Tumpane ('Mary Blair'), his 9th start.

## HUMBUG

Crew to be named.

## HUON CHIEF

Crew to be named.

## ICTHUS

Crew to be named.

## IMPETUOUS

Skipper G. Lambert (2), Navigator D. Holloway (1), J. Crisp (2), R. McLlenan (1), M. Clapshaw (1), J. Beardow, B. Sutton, H. Treharne (8).

## JISUMA

Crew to be named.

## JOKER

Crew to be named.

## KLINGER

Skipper/Navigator T. N. Cassidy, R. Blumson, R. McCart, R. Neale.

## KRAKEN

Crew to be named.

## LOTS WIFE

Crew to be named.

## LOVE & WAR

Skipper P. Kurts (14), Navigator P. Eadie (6), J. Harris (7), J. Anderson (6), P. Shipway (9), B. Hart (3), R. Forbes (4), M. Taylor (1), P. Clarke (12), M. Hesse (9).



## The men who sail to Hobart

### LOWANA II

Skipper D. Millikan (2), Navigator C. Tate, G. Ward (1), J. Gilbert (4), L. Mullisan (1), P. Mullisan, one more to be named.

### MANU KAI

Crew to be named.

### MARGARET RINTOUL II

Skipper G. Freeman (8), Navigators R. Lange (5) and L. Carter (5), M. Edwards (1), B. Edwards (1), G. Ewen (1), J. Carruthers (4), R. Clifford (1), D. Hutchins, J. Corner (4).

### MARY BLAIR

Skipper G. Blok, Navigator R. Copeland, L. Gubb (3), C. Tumpene (8), B. Hare (4), P. Turner (1), J. Walker (4), G. Broinowski.

### MATIKA II

Skipper A. Pearson (5), Navigator P. Edmonds (6), K. Gibson, J. Gibson, D. MacDonald (5), P. Charody (4), J. Pearson (2).

### MATIKA III

Skipper K. Roxburgh (4), Navigator C. Graham (6), A. Schmaeling (6), R. Coyne (2), D. Don, A. Young, C. Buolo-Petit, W. Ferris.

### MELTEMI

Crew to be named.

### MERCEDES IV

Crew to be named.

### MERCEDES V

Skipper H. Janes (3), Navigator G. Smith (3), R. Forster (3), H. Burrell (3), T. McLennan (4), C. Strauss (3), two more to be named.

### MERINDA

Crew to be named.

### MIRRABOOKA

Skipper J. Bennetto (19), Navigator D. Innes (3), J. Lucas (7), K. Ratcliffe (5), D. Mickleborough (16), D. Monro (14), R. Gumley (1), G. Jones.

### MOONSHADOW

Skipper J. McL. Taylor (5), Navigator B. Woolley (3), C. Bouzaid (4), J. Coates (3), S. Atherton (1), C. Anderson (3), P. Graham (2), C. McSorley, R. Venables (5).

### MORNING MATILDA

Skipper R. P. McIntyre (1), Navigator C. Treleaven (1), P. Parry-Fielder (1), G. Amos, N. Taylor, G. Henke (2), A. Buggs.

### MYSTIC SEVEN

Skipper/Navigator N. D. Chidgey (1), Valerie Chidgey (1), P. Hazlewood, C. Vorbach (2), D. Vorbach (2), D. Bonallo (2).

## CAPSULE HISTORY OF THE RACE

**1945.** The tradition begins, Capt. John Illingworth's RANI taking line and handicap honours after a 6 day, 14 hour trip.

**1946.** Sir Claude Plowman's 65' cutter MORNA took line honours; the smallest entry, CHRISTINA, was handicap winner.

**1947.** The 42' Tasmanian cutter WESTWARD won after coming through a succession of gales.

**1948.** The fastest race so far, and George Gibson won for the second time with WESTWARD. MORNA was first home for the third successive time.

**1949.** A light race with Merv. Davey's steel TRADE WINDS winning the prize. Second on handicap was WALTZING MATILDA, which also took line honours.

**1950.** Hardest Race so far with the fleet on the wind for two-thirds of the distance. A well earned win for NERIDA.

**1951.** The fastest run so far, the win to STRUEN MARIE (Stricken Mary) and line honours to MARGARET RINTOUL for the second year.

**1952.** Very light and slow race with the shortest trip at 6 days and 2 hours. INGRID won, but the 35' Alan Payne design NOCTURNE took line honours.

**1953.** Ron Hobson's RIPPLE took the prize in the 24 boat fleet. The Halvorsen brothers show up in the honours for the first (but not last) time being first across with SOLVEIG.

**1954.** SOLVEIG wins this time (Skipper Capt. Stan Darling), while KURREWA IV (nee MORNA) is back again for her 4th line honours win.

**1955.** A light race with the little MOONBI coming from behind to win. F. J. Palmer's cruising 8-metre, EVEN, is first across.

**1956.** Roughest race so far battered the record 28 boat fleet. The mighty SOLO was just the right boat to thrash through for her first win. KURREWA IV scored her 5th line honours.

**1957.** The second win for the Halvorsens, this time in ANITRA V. KURREWA IV first home again, the sixth time.

**1958.** Graham Newland's SIANDRA takes the first of her wins. SOLO takes line honours.

**1959.** The Payne seabird class CHERANA won for Russ Williams; SOLO took her second line honours.

**1960.** SIANDRA equals WESTWARD'S record of two wins. KURREWA IV, which has become so much a part of the Race, 'retires' with her seventh line honours.

**1961.** First win for the Lake Macquarie Yacht Club with RIVAL. Fastest time the magnificent schooner, ASTOR.

**1962.** Vic Myer's SOLO wins for second time after a close tussle with the U.S. 57' yawl ONDINE which was first over the line to gain an elapsed time record of 3 days, 3 hours and 46 minutes. The record remained for the next 11 years.

**1963.** A very hard race with a record 10 of the 44 boat fleet retiring. The Halvorsens in FREYA won; ASTOR was fastest home.

**1964.** FREYA again on handicap and ASTOR first home in this, one of the most even races so far.

**1965.** Third successive win for FREYA, a record which remains today and which is likely to. The 73' South African plywood ketch STORMVOGEL is first over.

**1966.** A light race with the 31' Carmen class CADENCE winning. Line honours go to Jim Davern's 61' sloop FIDELIS from N.Z.

**1967.** A fleet of 67 this year with N.Z.'s first win to Chris Bouzaid's RAINBOW II. Line honours continue to be international, this time to the 59' French schooner PEN-DUICK III.

**1968.** A win for N.S.W. with KOOMOLOO. Huey Long is back this time with ONDINE II and takes his second line honours prize.

**1969.** The first of the Bi-annual Southern Cross Cup series won by the U.K. team. Hobart Race winner was Edward Heath's S&S 34' MORNING CLOUD, while another U.K. yacht, Sir Max Aitken's 62' CRUSADE, was first over.

**1970.** Another one of the hardest Hobarts with a record 14 retirements. The 54' aluminium PACHA wins; line honours go to N.Z. for the second time, the 73' BUCCANEER.

**1971.** New Zealand's year with the first three placings, PATHFINDER, RUNAWAY and WAI-ANIWA. The U.S. Yawl KIALOA is first over.

**1972.** Ted Turner's converted 12 metre AMERICAN EAGLE equals RANI'S 1945 record by taking the handicap and line honours double.

**1973.** A fairly easy race with the win going to CEIL III from Hong Kong. The prevailing running breezes allowed the 72' ferro-cement sloop HELSAL to break the 11-year old record with an elapsed time of 3 days, 1 hour, 32 minutes, 9 seconds.

**1974.** Peter Kurt's LOVE & WAR won this race which experienced a good range of weather. The 79' ONDINE III took line honours.

**1975.** A fast race with the 79' KIALOA and nine others beating the previous record. KIALOA's time of 2 days, 14 hours, 36 minutes and 56 seconds still stands and will be hard to beat. The West Australia RAMPAGE, sister ship to CEIL III, won on handicap.

**1976.** Second win to Lake Macquarie, the Farr 1-tonner PICCOLO. Line honours to Jack Rooklyn's BALLYHOO.

**1977.** A record fleet of 130 and a record retirement of 58. KIALOA became the third yacht in the history of the Race to win both line honours and on handicap.

### NATELLE TWO

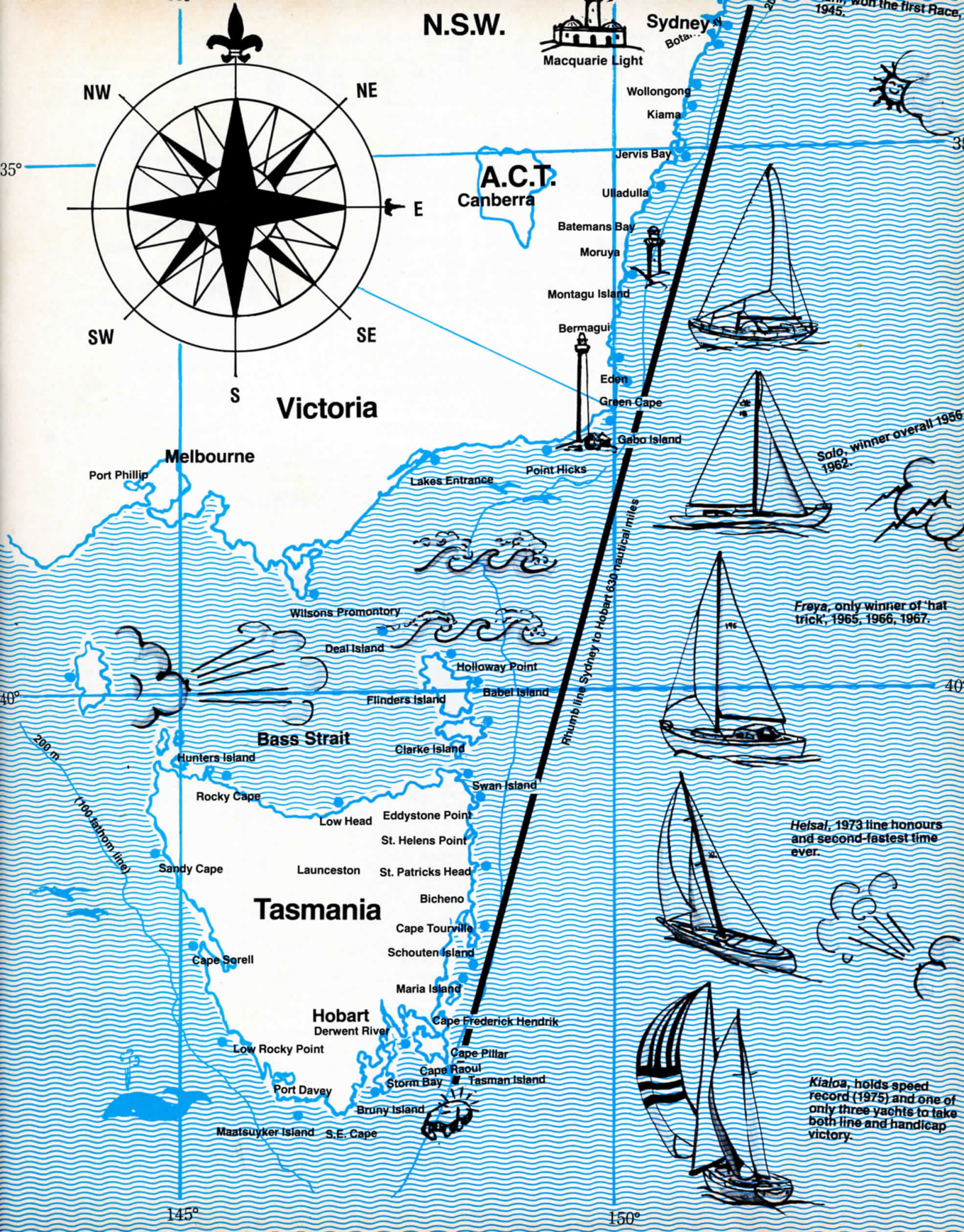
Skipper R. Mische (13), Navigator G. Halls (7), C. Grande (2), D. Howie, W. Riley (1), T. Vaarzon-Morel, F. Arrowsmith (7), D. Graf, G. Richardson.

### NIMMITABEL

Crew to be named.

### ODIN

Crew to be named.



## The Men who sail to Hobart

(continued from page 16)

### ONYA OF GOSFORD

Skipper/Navigator P. Rysdyk (8), J. Ward (7), R. Evens (2), P. Miller (1), T. Hemming, P. Brinsmead (2), D. Pake (4), M. Davis, M. Winkler (1).

### PEACOCK

Skipper K. W. Adams, Navigator B. Deeks (1), B. Snowdon, R. Zabakovec (1), M. K. R. Adams, J. H. McCoy.

### PERIE BANOU

Crew to be named.

### PICCOLO

Crew to be named.

### PILGRIM

Crew to be named.

### POLARIS

Crew to be named.

### PRYORITY

Crew to be named.

### RAMPAGE

Crew to be named.



Magnus Halvorsen and his brother, Trygve, are the only men to have won three straight (1963, '64 and '65); Magnus is going down this year on 'Scorpion'.

### RELENTLESS

Skipper P. Hankin (6), Navigator J. Brooks (6), B. Ratcliff (12), H. Van Kreschmar (2), T. Hearder (1), others to be named.

### RICOCHET II

Skipper G. L. Finlay (1), Navigator J. English (1), R. Gehling (1), J. Waterman, P. Hastwell, A. Holds.

### RIMFIRE

Skipper E. W. Wall-Smith (2), Navigator R. J. Chapman (1), M. M. Smith (1), R. H. Venner, P. Davey, I. A. Adams, T. Wagland, A. Cape, D. Ryan.

### ROCKIE

Crew to be named.

### ROGUE

Skipper R. White, Navigator D. O'Connell (10), G. Sheath, J. O'Brien (1), R. Wimpres, P. Sarlos (4), two more to be named.

### RUNAWAY

Skipper K. Millin, Navigator N. Jennings (1), J. Christoffersen (14), N. Millin (3), R. Cowle, W. Cooper, R. Muir (3), D. Murray.

### SATIN SHEETS

Skipper A. Strachan, Navigator B. Snape (8), J. Stanton (5), W. Turnbull (8), G. Kuschert (1), J. Parson (1), G. Freeman, T. Dow, S. Walker (3).

### SCORPION

Skipper R. W. Clemens (1), Navigator M. Halvorsen (27), P. Clyne (6), K. Boyle (1), G. Maver (1), A. Williams (1), P. Molony (3), R. Job (1), D. Stearn, R. Ames, C. Sutherland.

### SECOND LADY

Skipper G. Scherwinski (1), Navigator B. Westerbeek (1), B. Kersting (1), T. Cronk (1), B. Manson (3), A. Mead, B. Bradbury.

### SILVER CLOUD

Skipper R. C. Halliday (4), Navigator P. Brooks, A. McComb, A. MacDonald (3), J. Taylor (2), H. Davis.

### SINNERMAN

Skipper/Navigator G. D. Finchett, I. McCutcheon (4), I. Fitzgibbon, M. Harris, L. Norgate (1), R. Walker.

### SISKA

Skipper R. Tasker (4), Navigator P. Drake-Brockman (2), H. Clayton (2), R. Kyle, D. Liggins (1), P. Hay (7), S. Tasker (2), R. Lynn (2), M. Balinski, G. McGarry (1), N. Staines, D. Gordon, G. Cassidy, J. Simonds (4), P. Curran (1).

### SOLANDRA

Crew to be named.

### SPIRIT

Skipper P. D. Rundle (12), Navigator A. G. Burgin (19), R. Carlier (2), R. Fielding, D. McEearney.

### STREAKER

Skipper B. C. Ryan (3), Navigator B. Walpole, N. C. Ryan (1), J. Valentine, J. David (2), J. Merrington, L. Riding.

### SUMMER WIND

Crew to be named.

### SUNDANCE

Crew to be named.

### SUPERSTAR

Crew to be named.

### SURAYA

Crew to be named.

### SWEET CAROLINE

Skipper M. W. D. Phillips (1), Navigator T. W. Thompson (16), N. Hyett (6), B. F. Wood (4), T. Richardson (1), I. F. Hutchinson (1), J. Hallett (1), two more to be named.

### THE STING

Skipper A.M. Rundle (4), Navigator J. Rogers (2), M. Davies (1), D. Turnbull (1), P. Luttrell (1), more to be named.

### THUNDERBOLT

Skipper L. P. Harding (3), Navigator J. Holdaway (3), G. Swift (1), D. Ross (2), P. Milburn, I. Potter (3).

### TOLTEN

Crew to be named.

### TOOLKA

Crew to be named.

### TOUCHWOOD

Skipper/Navigator D. P. Brooker (4), R. Gulson, L. Buckmaster, S. Perks, P. Clinton, V. Brooker, P. Brooker, J. Brooker, K. Brooker, D. Brooker.



Peter Shipway ('Love & War'), his 10th Race; was on 'Love & War' when she won in '74.

### UTIEKAH IV

Skipper G. Henniecke, Navigator K. Goodsell (4), M. Wells (1), G. Robinson (1), A. Beedle, G. Bills, C. Thompson, S. Powell.

### VANESSA

Skipper K. A. Jaggar (1), Navigator B. K. Jaggar (1), R. J. Boyd, T. W. Ryan, K. G. Brown, G. M. Cuthbertson.

### VANGUARD

Skipper R. H. Cawse (5), Navigator C. Oxenbold (5), G. Rouvray (11), D. Lawson (13), P. Walters, D. Sherwood, M. Cameron (5), M. Wilkinson (1).

### VITTORIA

Skipper L. J. Abrahams (14), Navigator D. Lang (17), G. Watt (11), D. Earle (5), J. Meyer (4), P. Bath (8), R. Evans (19), R. Evans (3), M. Crafoord (22).

### WARRI

Crew to be named.

### WESTERN MORNING

Crew to be named.

### WHITE POINTER

Crew to be named.

### WILLI WILLI

Skipper/Navigator J. Goddard (3), R. Ramsay (3), H. Kropp (4), G. Smith (5), J. Kafka, P. Hay (2), J. Goddard (3), P. Goddard (3), B. Cornish (2).

### ZILVERGEEST III

Skipper A. J. Murray (13), Navigator R. Hunt (7), N. Wagener (4), B. Johnson (9), J. Thomas (2), D. Marks (2).

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Santa Evita — 5th  
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#### In 1978

If you have been using Hood sails this year statistics say you should have been among the winners: 80% of the British Half Ton team. 70% of the World Half Ton leaders.

70% of the Whitbread Round the World race leaders.

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Many of this year's leading boats have one thing in common — they use Hood sails.

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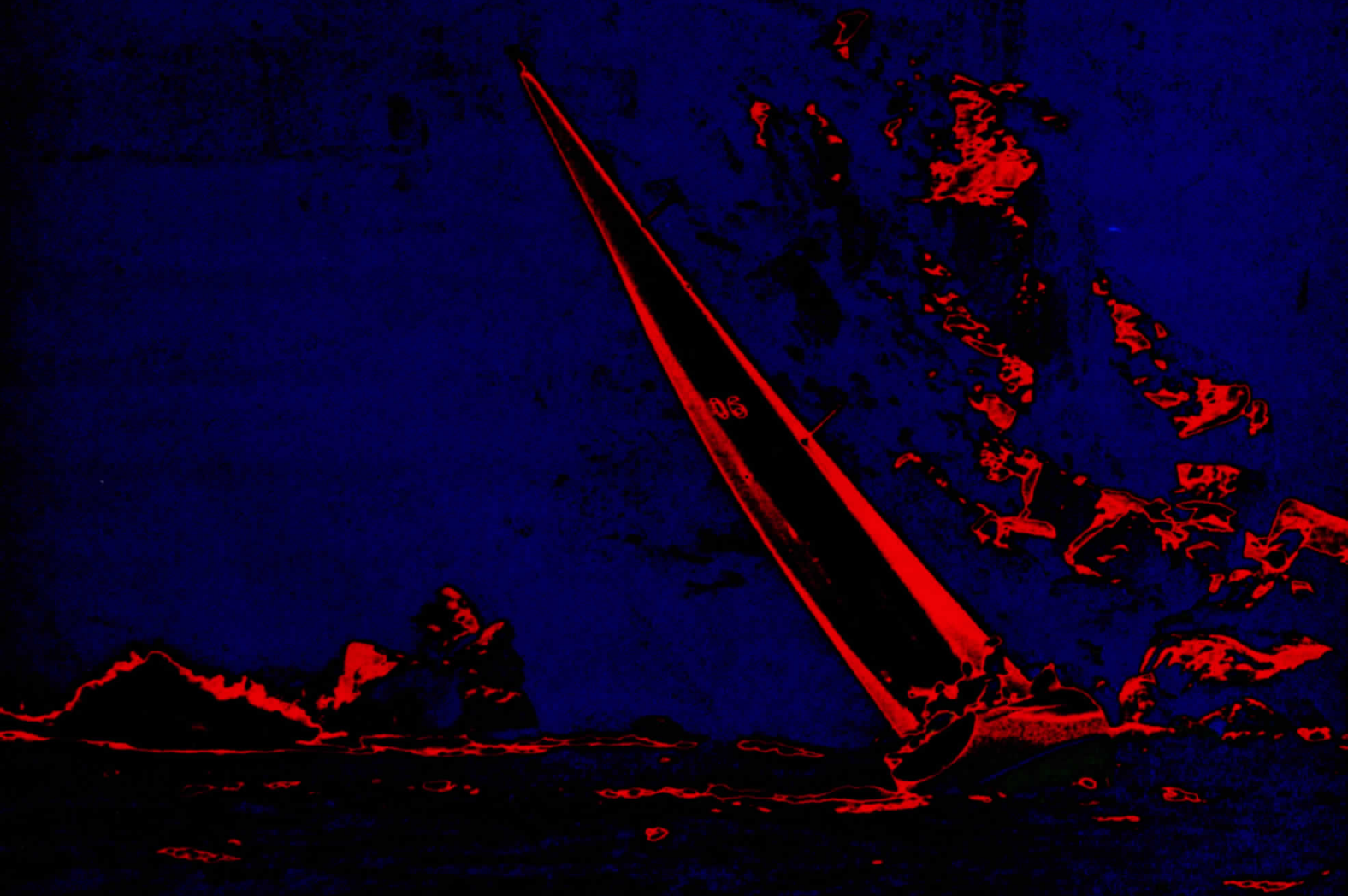
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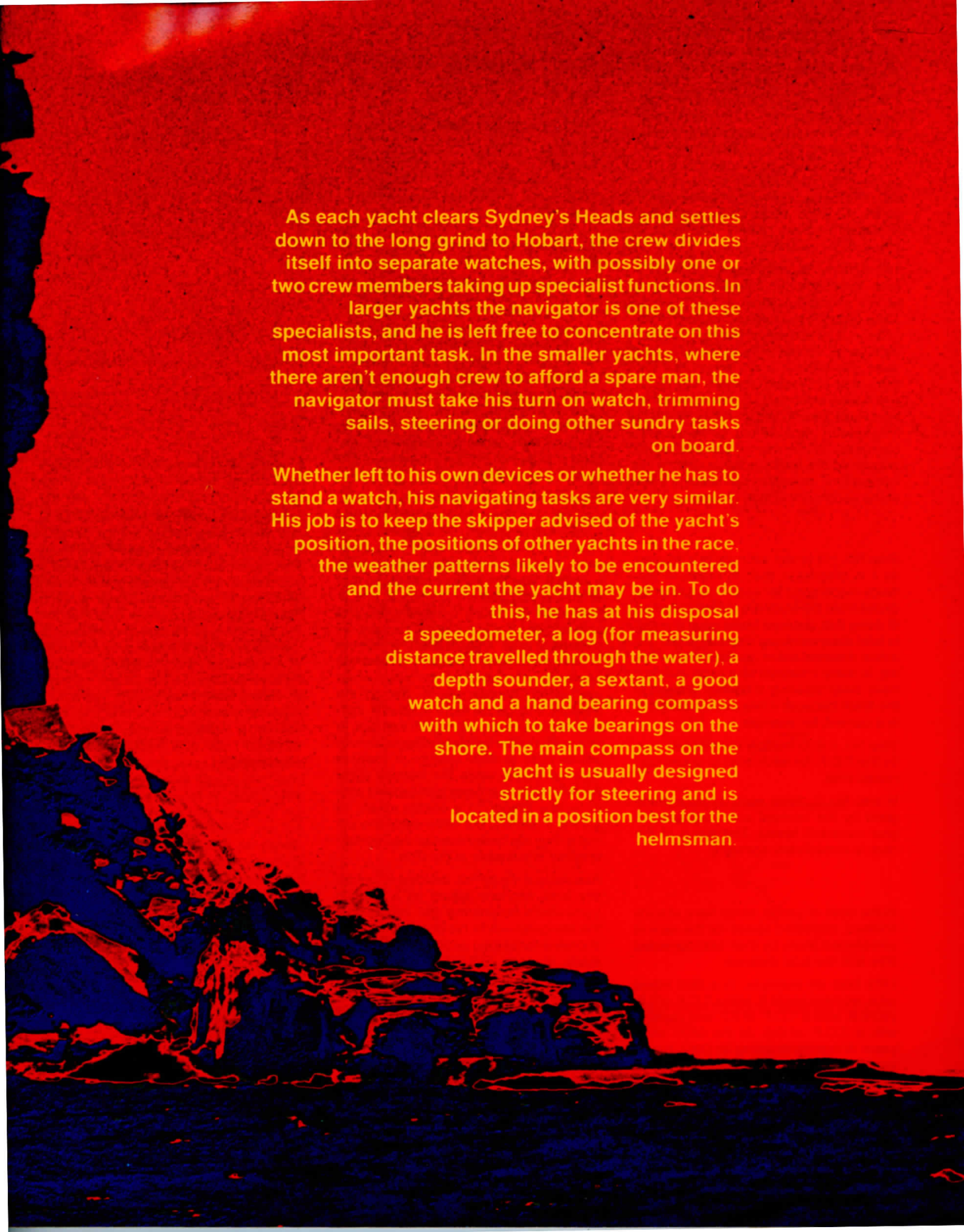
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# Navigating to Hobart

C.Y.C.A. Sailing Secretary, Capt. Hedley Watson, tells how  
they find their way to Hobart



A photograph of a rocky coastline with waves crashing against the shore under a bright, hazy sky. The rocks are dark and jagged, and the water is a deep blue-grey. The sky is a pale, overcast blue. The overall scene is dramatic and captures the raw power of the ocean.

As each yacht clears Sydney's Heads and settles down to the long grind to Hobart, the crew divides itself into separate watches, with possibly one or two crew members taking up specialist functions. In

larger yachts the navigator is one of these specialists, and he is left free to concentrate on this most important task. In the smaller yachts, where there aren't enough crew to afford a spare man, the navigator must take his turn on watch, trimming sails, steering or doing other sundry tasks on board.

Whether left to his own devices or whether he has to stand a watch, his navigating tasks are very similar. His job is to keep the skipper advised of the yacht's position, the positions of other yachts in the race, the weather patterns likely to be encountered and the current the yacht may be in. To do

this, he has at his disposal a speedometer, a log (for measuring distance travelled through the water), a depth sounder, a sextant, a good watch and a hand bearing compass with which to take bearings on the shore. The main compass on the yacht is usually designed strictly for steering and is located in a position best for the helmsman.

In addition to purely navigating, it's usually the navigator's job to report the position of his yacht to the Cruising Yacht Club via the Radio Relay Vessel twice every day. At the time of these radio 'skeds' he is also able to listen in and establish where the remainder of the fleet is. By plotting the positions of the other yachts, he is able to establish his handicap position in the fleet. We will go into how he does this a little later on, but basically it's the same way that the General Electric computer does it for the Cruising Yacht Club so that the handicap progress reports can be published as the race continues.

The system, first introduced in the 1973 race, is based upon calculating the corrected average speed of each yacht, using distance made good, elapsed time and the time correction factor (T.C.F.) of each yacht. It is quite simple; at each radio 'sked', the elapsed times are virtually the same for all yachts (except for those which have finished). It is an exercise that every navigator should undertake in every long ocean race where positions are broadcast. In this way he can advise the skipper of the boat's position among its competitors, as well as just keeping track of the geographical side of things.

Step No. 1 is to plot each yacht's position as it is broadcast, then to measure distance made good for each one. Distance circles from the finish are the best method of doing this; distance made good is equal to total distance minus distance to go. The actual distance sailed, as recorded by the log, is really irrelevant as a yacht may not have been steering a course straight to the finish because it has been tacking, or in a current, for example.

Step No. 2 is to multiply the elapsed time by the T.C.F. for each boat to obtain corrected time.

In step No. 3, divide each distance made good by the relevant corrected time, to give corrected speed. The status of the race is immediately apparent.

In the case of yachts which have already finished, corrected speed for the race is established finally by their total corrected time and the total distance.

Let's take an example. In a Bird Island race, we have yacht A, with a T.C.F. of 0.8, yacht B, with a T.C.F. of 0.7, and yacht C, with a T.C.F. of 0.6. At the 0600 sked, yacht A reports finishing at 0554 hours, yacht B has 10 miles to go and yacht C 20 miles to go. The total length of the race is 90 miles, and it started on the previous day at 2000 hours. The elapsed time for yacht A, therefore, is 9.9 hours, and for B and C is 10 hours. What are the corrected speeds?

Yacht A  
90  
 $9.9 \times 0.8 = 11.36$  Knots - a close third

Yacht B  
80  
 $10 \times 0.7 = 11.43$  Knots - lying second

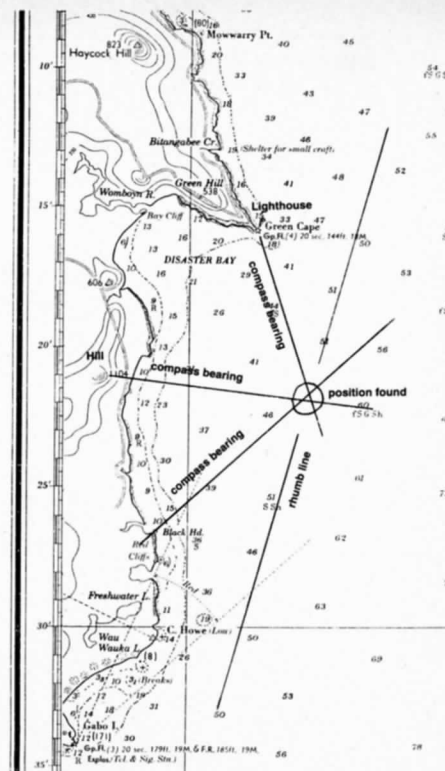
Yacht C  
70  
 $10 \times 0.6 = 11.67$  Knots - leading

After 33 years of Hobart Races, there are still only two established ways to get to Hobart. The first is by following the rhumb line, which is the straight line between Sydney and Hobart, while the other is to go well out to sea and virtually do the whole race out of sight of land until coming into to make a landfall in south eastern Tasmania. The decision on which course to take is usually made after the pre-race briefing, when the skipper and navigator have had a look at the weather maps and forecasts. This decision, however, is liable to be changed at any time, even while the race is progressing.

A typical weather pattern would be north-east breezes down the New South Wales coast, followed then by a sou'westerly change in Bass Strait or a little bit further south. Weather of this nature would tempt a yacht to take the inshore course, so that when the sou'westerly comes in, she is hard in on the shore in flatter water and able to take full advantage of the west-to-southwest wind. A yacht which is well out at sea when the sou'westerly arrives will have the wind right on the nose when making for Tasman Island. Should the weather change be more southerly than sou'westerly, then the yacht well out to sea will have the advantage because she will be able to tack straight in towards Tasman Island, while the inshore yacht will have to go out to sea before being able to lay the Island. To a certain extent it's always a gamble, but when decisions are made they are based upon all the information that is available at the time.

Assuming a yacht has decided to gradually work offshore, taking up a position somewhere outside the 100 fathom line, the navigator will fix his position from the shoreline for as long as possible. The race starts at noon E.S.S.T., and darkness does not set in until about 8.00 p.m., so the yacht will travel about 40 miles in daylight taking advantage of the accurate position fixing which is possible using objects on the shore.

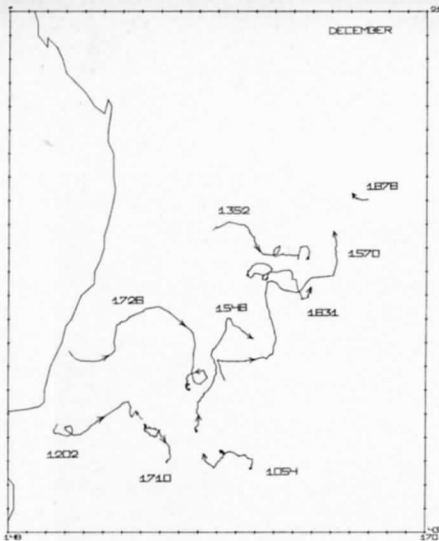
What the navigator tries to establish, while he is in a position to get accurate fixes, is how the yacht is being affected by what is called the East Australian Current. The effects of this current have been observed by fishermen and yachtsmen for many years; it was, until recently, thought simply



to run southwards down the Queensland and New South Wales coasts at up to three knots, and sometimes more, finally disappearing somewhere in Bass Strait. A yacht receiving full benefit of this current could be in an advantageous position. Recent research, however, indicates that the current may be better described as 'eddy-like' in that the flow is by no means all southwards. At any one time there may be a series of separate circular currents, or eddies, which may set the yacht in an easterly or even northerly direction. What seemed a relatively simple matter for the navigator has now become somewhat complicated!



Satellite tracking of radio-equipped buoys, composite chart for 1977. The 'southerly set' is more complicated than it once appeared.



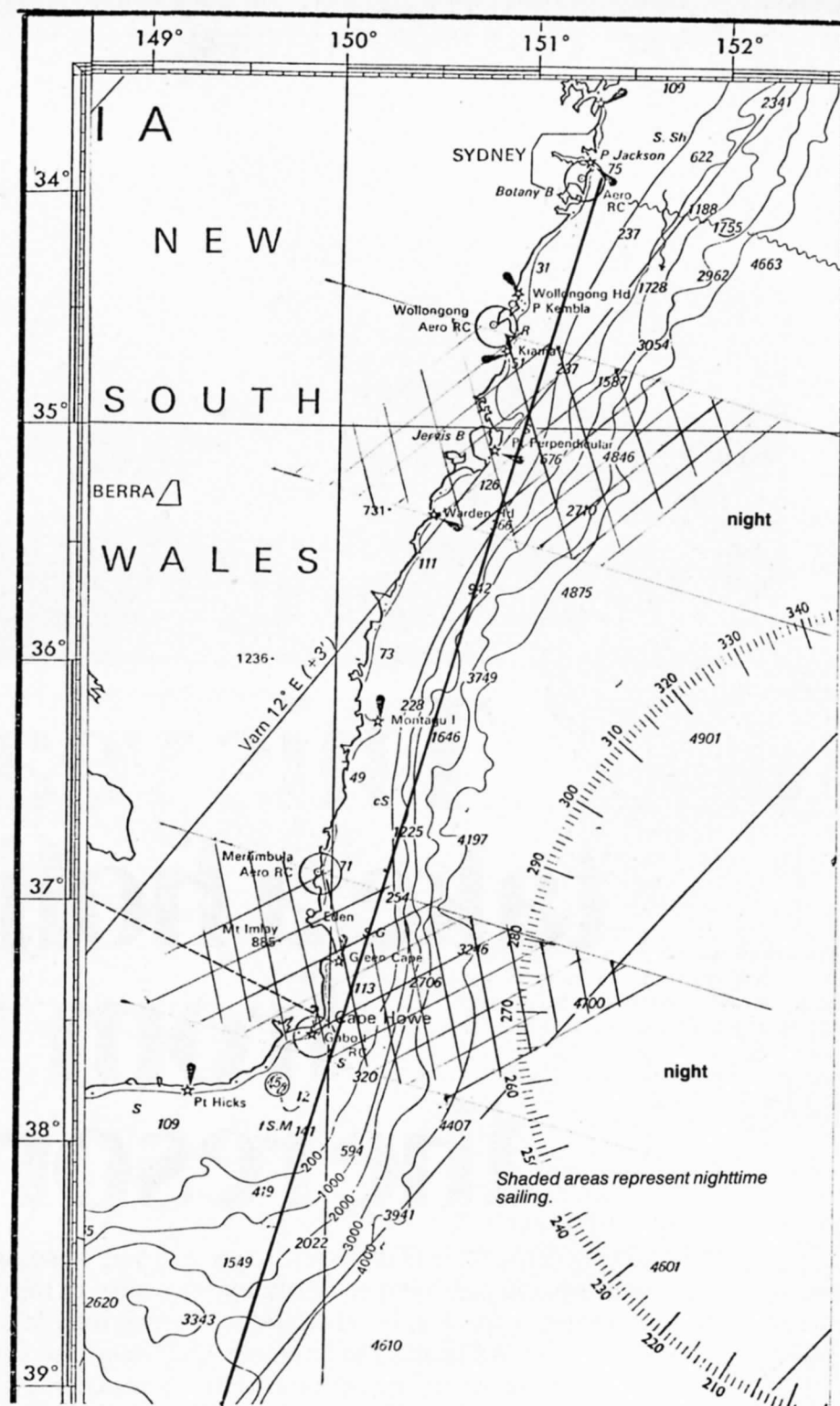
Tracking pattern of buoys during December 1977.

From CSIRO's Tasman Sea Drifting Program - 1977, by George Creswell.

As the yacht moves out to deeper water the navigator tries to assess the effects of current. He does this by plotting on the chart the 'dead reckoning' (DR) position of the yacht based on the course steered and the distance travelled through the water. He then compares this with the actual position of the yacht as derived from bearings of the shoreline. The difference between the two positions will tell him what the current is doing. The level of accuracy of this exercise is variable, of course. The course steered may not be terribly accurate; the log itself has varying degrees of accuracy depending upon the sea conditions. The navigator must use his experience to assist him in his estimate of what the current is actually doing.

By nightfall, moving away gradually from the coast in a northeast breeze, the yacht will probably be abreast of Wollongong and in something over 200 metres of water. It is in this depth of water that the maximum southerly set may be experienced. Through the night, the position of the yacht will be fixed with bearings from Wollongong and Point Perpendicular Lighthouses. By daylight on the 27th December he will be well out to sea off Ul-ladulla and will probably confirm his position with morning star sights, in case the shore bearings are unreliable. Star sights, which are the most reliable form of celestial navigation, can only be taken at twilight, in the morning and in the evening.

If the sky is reasonably clear of cloud and a good horizon is visible at twilight, then the navigator will take sights of three or four stars and use them to calculate his position. Once again he will compare this with the dead reckoning position based upon the log, so that an estimate of the current is maintained. This routine will be



maintained during the trip down the coast, irrespective of whether the breeze is favourable or unfavourable.

During the night of the 28th the yacht will probably take a final departure based upon the lights at Green Cape and Gabo Island. Even although she maybe out of sight of the lights themselves, the looms are usually visible at a great distance. With a final position, she heads out into

Bass Strait hoping to avoid the big southerly blow.

During December the weather on the east coast of Australia is characterised by successions of cold fronts sweeping through Bass Strait and partially up the New South Wales coast. These fronts are usually accompanied by fresh to strong south-to-southwest winds and are preceded by northeast-to-northwest winds of usually





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**Tasmania, The Treasure Island.**

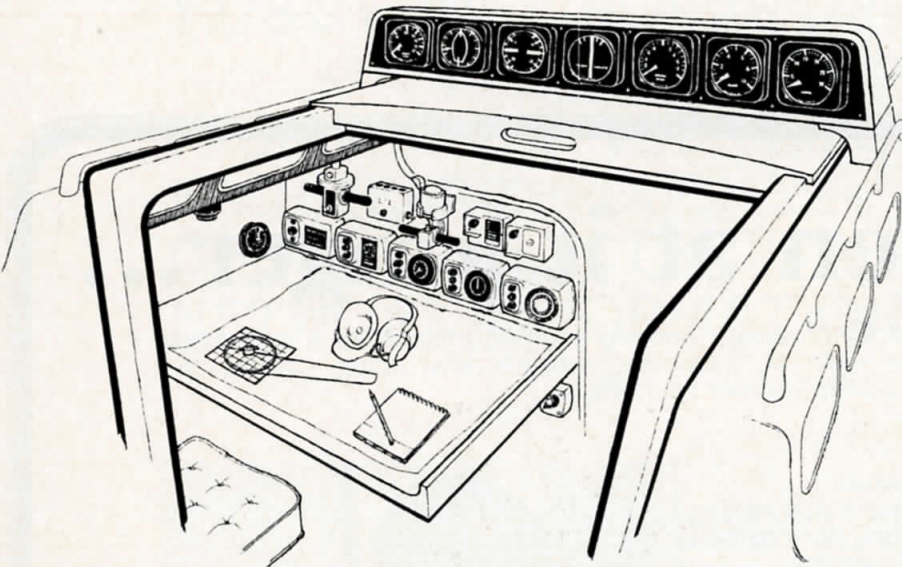
## Navigating to Hobart

(continued from page 23)

increasing intensity. As he passes Gabo Island, the navigator is looking at the weather plot, noting where the depressions are in the Great Australian Bight, observing the direction and speed at which they are travelling. He wants to be able to place the yacht in the most advantageous position when a front goes through if, indeed, one does go through from hereon (one usually does!).

So, while he is worrying about what the weather is going to do, let's have a look at the facilities on the yacht for the navigator.

A typical setup is for the navigator to occupy one of the quarter berths, one of those berths which are in the stern of the boat, actually underneath the cockpit seats. His head will be level with the companionway steps, and if he wriggles out of bed, turns around and sits up, he will be facing his chart table. The radio will be located close at hand together with the read-outs for speed and distance, occasionally wind speed and direction, and sometimes a compass which enables him to check on the course being steered without having to go on deck.



The main disadvantage of this form of layout is that the chart table is directly under the companionway hatch and will receive any water that comes down it. This means the charts and books have to be kept undercover when not actually being used. Occasionally the icebox, which contains all the yacht's perishable stores and drinks to be kept cold, is located underneath the chart table. Every inch of space in a yacht has to be used economically, and as the navigation centre is usually close to the galley, then it's a convenient place to have the icebox, convenient, that is, for everybody except the navigator. The cook always wants to get at the meat, or somebody wants a cool drink just when the navigator wants to use the chart table. These things work themselves out.

Let's imagine that a southwest change is encountered during the early hours of the morning of the 28th of December shortly after leaving the Australian mainland astern. The expectation is that the wind will start from the southwest and gradually go into the south before dying away and being replaced by a northeaster again. As the southwester hits, the yacht will fall onto starboard tack (which means keeping the wind on the starboard bow) and head a bit further out to sea on an approximate southerly course. Getting sea room at this time will be to advantage later, as when the breeze comes round into the south she will be able to fall onto port tack and still be able to make a reasonable course towards Hobart. As she heads across the eastern entrance to Bass Strait, her position can only be fixed by celestial sights. Star sights are taken morning and evening, and shots of the sun are taken in the morning, at noon and in the afternoon. She can expect to be out of sight of land for two full days until she makes a landfall on the Tasmanian coast. Indeed, if she breaks further to sea and comes in on Tasman Island, then the landfall can be three days away.

The actual point of landfall on the Tasmanian coast will depend upon the weather encountered from here on. There are three main points of landfall, the first being Eddystone Point, the second Cape Tourville and the third Tasman Island itself.

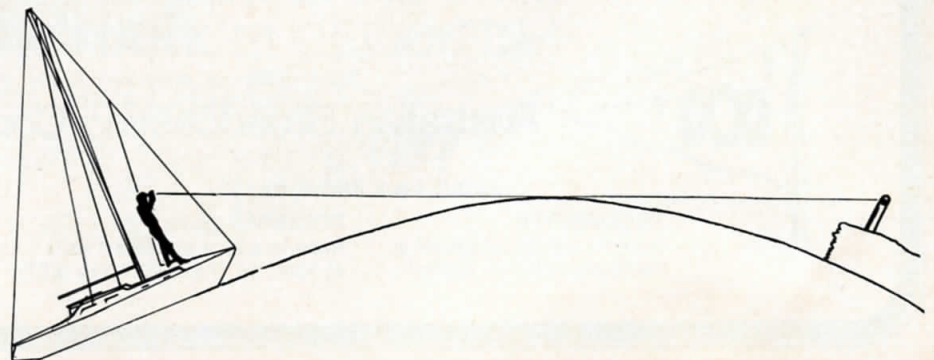
Those yachts which have really 'gone for broke' and gone far out into the Tasman Sea will generally be coming in onto Tasman Light, but the bulk of the fleet will hope to make Cape Tourville, or the high land behind it, their first sighting. Eddystone Point is way up on the northeast corner of Tasmania, and yachts would normally only go in close there in heavy westerly weather.

Quite often it's easier to make a landfall by night rather than by day because the



Tasmanian coast is frequently shrouded in mist and rain and is difficult to see, whereas the powerful lighthouses will shine through the murk. The light at Cape Tourville is particularly good as it has a very brief brilliant flash visible right to the horizon. If, for instance, the yacht we are discussing is arriving in the vicinity of this light during the early hours of the morning of the 30th December, the navigator should be able to establish a good position by noting when the light first appears. This is done by calculating the range of the light, based upon its height and so determining how far off it can be seen. I have drawn a little sketch here to give an idea.

(continued on page 71)



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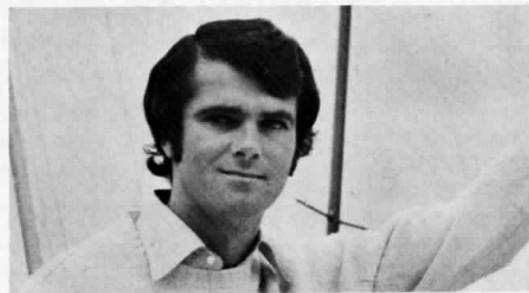
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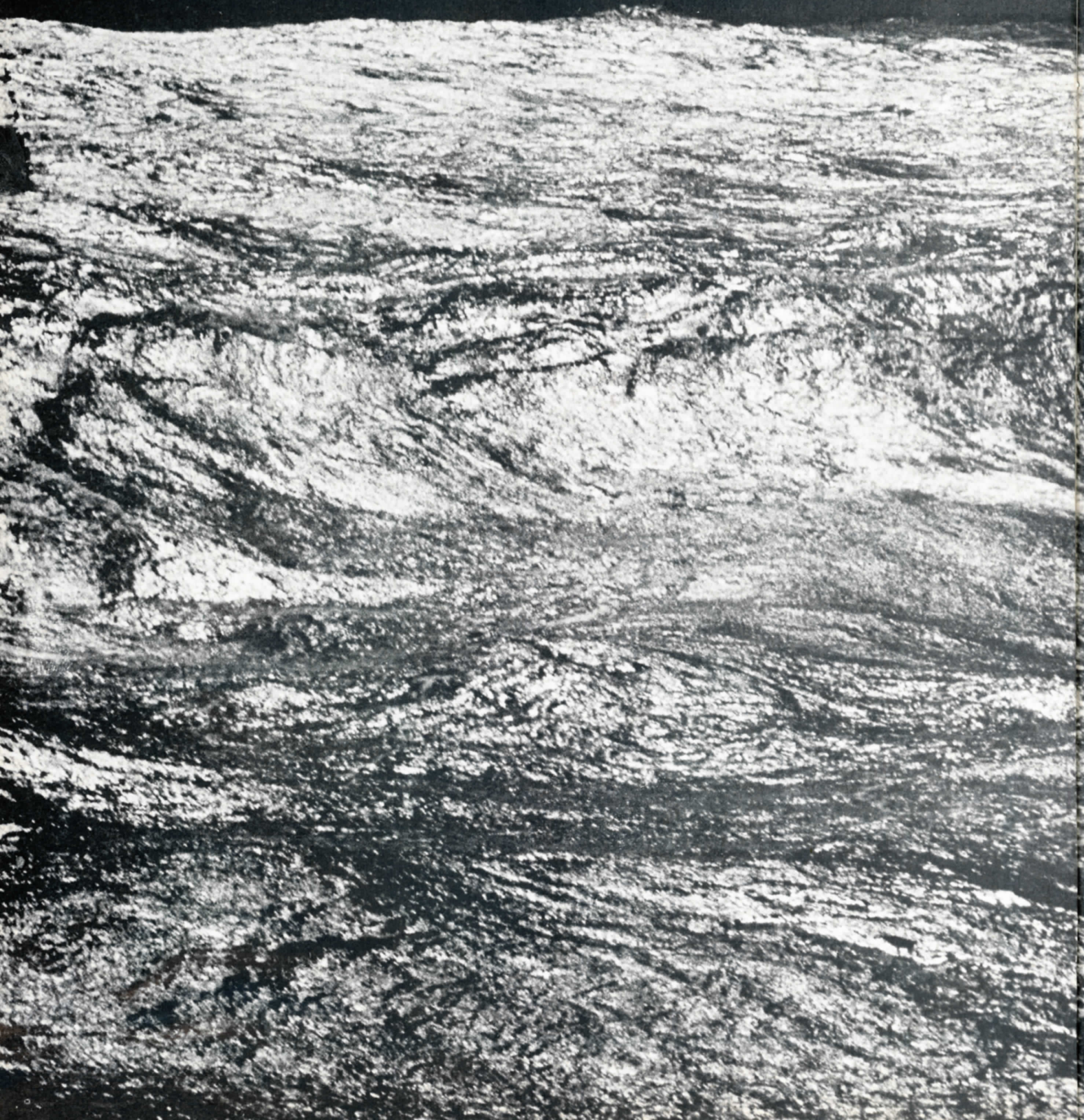
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# THE HARDEST HOBARTS

Tony Cable reviews the history of the tough races since 1945





Last year's Hobart was described by some journalists as the 'roughest race on record', and the fact that a spectacular 58 out of the fleet of 130 retired only served to endorse the widespread belief that it was indeed a very hard event. The facts are, however, it wasn't the roughest by any means.

The Hobart has international standing among ocean races; much of this is due to its reputation for 'toughness' and for being one of the world's great organised challenges for men and boats. While the following will relate some of the drama that comes with heavy-weather racing, it should be emphasised that the Hobart Race is well known for its safety record. Neither a man nor boat has ever been lost. Injuries have occurred at a far lower rate than would be suffered during a hard football match.

The weather in the 1977 race was not really all that bad. Many of the fleet withdrew during an unpleasant SE.-SW. blow which lasted for 24 hours or so. The winds were generally 30-40 knots (some boats experienced an hour or two of 50 knot winds). There have been much longer periods of higher wind velocities in other years.

Many of the 1977 fleet were out of the race even before they had a day of strong wind. On the evening of the 27th December, when the blow had not long been in, there were already 18 retirements followed by another 15 overnight. By the time the wind had eased there were 55 out; many had done only one third of the course and had then limped into such N.S.W. ports as Ulladulla, Bermagui and Eden.

To be fair in giving an account of why so many pulled out, the sea that came up had quite a part to play. It was unusually short and steep with a cross swell. The resultant pounding that the yachts took was very telling on hulls and gear. The weather forecasts issued at the time predicted another two more blows to come. For many, prudence told them not to enter the notorious Bass Strait if the present weather was going to last.

The crop of retirements included six out of seven of the ultra-lightweight yachts (five of these with hull damage). The one such yacht to stick it out nursed its way to Hobart with broken hull ribs. Four yachts lost masts; some lost most of their sails and couldn't carry on; a quarter of the 58 gave it away 'as the weather was too rough', while some 11 gave in to 'seasickness'.

One of the yachts to retire last year showed a lot of persistence before doing so. It broke a boom fitting, and lost its mainsail, so went into shelter for repairs. When it came out again, it was twice flattened by a willi-willi which resulted in one crew member being concussed. He was taken ashore at the nearest port and they set off again only to be forced out, finally, when their remaining mainsail blew out. This incident has parallels over the years. It illustrates the determination of crews to get to the finish, no matter what.

So much for '77. Let's look back over some of the other testing races.

Those who know the history of the Hobart know the story of the first race, in 1945, when the 34' *Rani* sailed through a southerly gale to arrive, unexpectedly, first

home and handicap winner. She had kept sailing on while the eight other boats in the fleet had taken shelter or had hove to. Indeed, one of the crews had even gone ashore and shot rabbits!

The second Hobart Race was far less boisterous, but the hard weather was back on in 1947. It was the Tasmanian *Westward's* race, and she made it through a succession of gales, the last one which had de-roofed houses on the east coast of Tasmania.

This race gave *Morna* her second successive line honours, this time crossing the line with a small trysail up, having lost her mainsail in a 70 knot blow off Maria Island.



On the second day out in '47, 'Moonbi' let go carrier pigeons to give the press news of the Race.

The crew of the 64' Sydney schooner *Mistral II* said that they had had three days and nights of gales. On *Kurrewa III*, they manoeuvred by sails alone for five hours when their steering gave away.

Today, we have very good radio communications on all boats. Not so, though, in the early days. On the second day out in the '47 race, *Moonbi* let go carrier pigeons to give the press news of the race. Later this crew was to experience a SW. gale of 40 knots; they were 'pooped' when a large wave came over the stern, and they had to bail the cockpit with saucepans. Later they streamed two long lines to slow her down and steady her in the heavy running conditions.

When one reads the reports of the early races, there are many descriptions of how many sails they blew out. These were the days of cotton gear, which was harder to handle and less robust than the synthetic fabrics that came in beginning with the late fifties. There are also many stories of how much pumping had to be done on yachts whose caulked planks often sprung leaks. Less so these days with so many fibreglass boats. It is remarkable how few of the yachts in these early

Hobart Races actually had to retire despite the heavy weather sometimes experienced.

The next race that helped to give the Hobart its tough image was 1950. That year they started in 30 knot SE. with a moderate-to-rough sea; this held for 2½ days. Later there was a southerly gale with rough seas off Tasmania. In all, the race was to windward for two-thirds of the trip. In this event, *Ellida*, skippered by the late Jack Halliday, showed extraordinary persistence. She sprang a leak five miles off Sydney and returned to Watson's Bay. She set sail again, but after seven miles out returned again for repairs, rejoining the race 28 hours later! This time, however, she was down three crewmen, and the remaining four had to finally pull out, exhausted.

The same determination to stay in was shown by *Wayfarer*, which went into Port Kembla to fix a pump, and then again into Jervis Bay, leaking, and there she had to retire.

That year *Mistral II* had a fire in the main control panel caused by a short circuit when it got wet. The pump gave up, so a bucket brigade got to work. One log entry summed up their situation: '0430 hours, 27th December. Jib topsail blew out. Replaced with Ratsay topsail. Bang goes another sail. Our headsails are too old for this kind of work. Crew dispirited this morning. Everything below is wet. Water everywhere. Mr. Evans (the owner) was

flooded out of his bunk by a sea which crashed on to the cabin top. He spent the night sitting on the floor of his cabin. Everything he has is wet through; all his cigars and clothes are ruined. He is a brick; not a murmur out of him, and no suggestion of turning it in.'

On *Gipsy Queen*, which took over six days to get down to Hobart, they were without water for the last three when salt water had got into her tanks. The crew had to make do with cordial.

*Margaret Rintoul* took the fastest time in '50, no doubt assisted by the fact that she took her engine out before the race and shipped it down to Hobart for installation on the way back – something which nowadays is quite illegal, but then the boats tended to be deficient in engines, radios and safety equipment.

The 1953 event was not regarded as a hard race, although on the second day out the 24 competitors were hit by a vicious 60 knot blow that came in unexpectedly. Among the three retirements was Russel Slade's *Janzoon* with damage to her tiller fitting. Six of the fleet took over a week to do the distance.

The race in the following year (1954) was much harder than would appear from the brief description in the historical sections of this program. The feature of this was four good blows rather than the usual one or two. The start was in a fresh southerly, with seas so big that some of Sydney's



The 1950 log of 'Mistral II' recorded: "...pump gave up...jib topsail blew out...bang goes another sail...everything below is wet. Water everywhere...[the owner] flooded out of his bunk by a sea which crashed onto the cabin top. He spent the night sitting on the floor...everything he has is wet through..."

surfing beaches were closed. One of the casualties was the 43' Victorian yawl, *Landfall*, which came into Eden after shedding two mainsails and a jib. The late Jack North who was on the second placegetter, *Gipsy Queen*, said that 'the southerly never stopped blowing until Bass Strait, when a nor'wester came in. We pulled out ring bolts, busted the pump and radio, spewed the caulking, blew out some sails - general mayhem'.

Later in the race it came in very hard again with various yachts coping with much shortened gear. *Defiance* and *Patience* had jibs only; *White Cloud* had staysail only; *Southern Myth* had storm jib only; *Niripa* hove to under trysail.

It seems that the 50's offered plenty of stiff weather, but one reason that some boats experienced so much of it was that they were somewhat slower than today's yachts. As they were out there longer, they were sitting ducks for the hard changes that come in regularly every several days. Indeed, even today yachtsmen know that hot sunny weather will inevitably give way to a windy change; it is only a matter of time.



On 'Gipsy Queen' in 1954, they pulled out ring bolts, busted the pump and radio, spewed the caulking, blew out some sails - general mayhem.

## 1956 - a rough year

In 1956 came perhaps the roughest weather in the 12-year history of the race. A hard sou'westerly struck the record fleet of 29 on the first night. The South Australian *Southern Myth* was caught unawares and broke her forestay. She ran back northwards till dawn, when she could make repairs. *Wraith of Odin* lost her main and mizzen masts in the Shoalhaven Bight.

The wind kept up for most of the race. The tail-enders who had reached the Strait were really punished. *Kurura* reported 55 knots from the SW.; *Serenade* and



In 1956, perhaps the roughest weather in the first twelve years of Hobart Races, 'Wraith of Odin' lost her main and mizzen masts in Shoalhaven Bight.

*Phalarope* hove to for 29 and 36 hours, respectively, in a tempest up to 70 knots. *Four Winds* battened down and rode it out for 17 hours. *Vailima* threw over a sea anchor and stayed battened down for about two days. At one time she was completely flattened, giving most of the crew cuts and bruises. (Incidentally, it would be rare for a yacht now to carry a sea anchor, and there would be very few crew who knew how to stream one.)

Last boat to finish was *Renene*, which took almost 10 days. She rode out a gale for 70 hours, was blown 200 miles out to sea and went through four gales with the highest wind at 80 knots.

One of the most courageous crews in the entire history of the race was that on the 36' *Ranston*. She sprang a leak off Gabo, and the crew of eight got to work with buckets on 30 minute shifts. It almost got ahead of them, and they were ready to abandon ship but were forced to give up the idea when their rubber dinghy and life jackets were washed over the side. They worked away for four days and made Oyster Bay in Tasmania in a sinking condition. Hands red raw, and totally exhausted, some of the crew were sent to hospital after being towed in by a fishing boat.

The leaders in the 1956 race didn't get off lightly either. *Solo* and *Kurrewa IV* pounded across Storm Bay in 50 knot headwinds, while *Fantasy*, *Romava* and *Lorraine* sheltered on the Tasmanian Coast. Light aircraft were grounded because of the heavy breeze. The 'mother ship', *Lauriana*, blew out all her sails, then threw her prop and had to be towed in by a freighter.

Following this race there was a relatively lengthy respite till the next really hard blow in 1963. Among the 'fresh' interludes that did occur in the intervening years was a 40 knot SW. gale a couple of days out in the '58 race. This put out the veteran *Kurrewa IV*, *Ruthean* and *Southerly*. *Southerly*

called for help when caulking worked loose leaving a large hole in her hull, and the water came up over her bunks. She made it to safety with tea towels plugging the leak.

In 1961, a 30 knot southerly with a big sea put out the only two retirements, *Tarni* and *Patience*. Later, a line squall caught some with spinnakers up, and this heralded a strong sou'westerly in the Strait.

## 1963 - some real action again

The real action was on again in 1963. This time there was a record number of starters - 44 - with entries for the first time from every State. The first stages were very light, and the leaders made slow progress to the top corner of Tasmania while the tail-enders at the same time had scarcely entered the Strait.

It was the fifth day when a really strong sou'westerly piped in; for the front runners, it was not too protracted. *Astor* won line honours that night, and the crew, after much pumping at the closing stages, tied up and went ashore to celebrate. They promptly forgot the leaks, and the old girl



In 1963, 'Four Winds II' was knocked down twice (they had a block of cheese stuck to the cabin roof to prove it).

quietly filled and settled down into the mud at Constitution Dock. On their return, the boys were amazed to see a fire engine pumping her out.

Back in the Strait, the SW. gale of 60, 70 and 80 knots 'was the worst sustained violence since 1956'. There were to be a record 10 retirements. *Astor* had taken 4 days and 11 hours, but six of the fleet suffered out there for longer than 6 days.

*Four Winds II* was knocked down twice



*Birralee* retired leaking badly, to Triabunna, while *Enid*, having had enough, turned her motor on when in Storm Bay, only to find that the only way she could make progress against it was to turn it off and sail in! *Aqua Bleu* blew out her main somewhere 250 miles out from Tasman Island and decided to run back to Eden. On the way back, the well known yachting writer Bob Ross, while cooking, got tossed from the galley, knocked down the main saloon table, but heroically saved the stew.

The skipper of *Southerly*, Don Mickleborough, related that he was on the wind for 2½ days in 60-75 knots with the going so hard that it took 12 hours to belt through the 11 miles or so from Tasman Island to the Raoul. The waves were so big that there was no wind at the bottom of them, yet *Southerly* was flattened when at the top of them. On deck one particular watch were Doug Lintern and Phil Musgrave ('Yogi Bear'). The boat was heavily rolled by one wave, and Doug was heard to say, 'Are you scared, Yogi?'. 'Of course I'm scared', Doug consoled him, 'Don't worry, Yogi, we'll be alright - if we come out of this one!'



'*Southerly*' in 1963 was on the wind for 2½ days in 60-75 knot winds with the going so hard that it took 12 hours to belt through the 11 miles or so from Tasman Island to the Raoul.

(they had a block of cheese stuck to the cabin roof to prove it). *Sylphide* was flattened with only a storm jib up. *Lolita* was flattened and dismasted 140 miles ENE. of St. Helens and was towed in by the submarine H.M.S. *Trump. Illina* retired with her mast driven down several inches. *Siandra*, winner of two previous Hobarts, retired with sprung planking (the writer still recalls her skipper complaining on the radio that the wind was so hard it was

blowing the milk out of his coffee!).

The 1964 race was not regarded as one of the particularly hard races, although a couple of good blows accounted for seven retirements out of the fleet of 38. On the first night out a fresh sou'westerly caused the 36' *Saga* to pull out with a broken main boom and torn sails. The unfortunate *Lolita* was out for the second year, this time with rudder trouble.

Another sou'wester came in while the boats were in the Strait; a casualty was *Sea Bee*, which had to go back to Eden. Later, the 31' *Bindaree* had to seek assistance from the relay ship, *Lauriana*, having lost her rudder. A dramatic turn occurred 40 miles from the finish near Cape Raoul when the one-time leader, the 50' steel *Bacchus*, lost her mast in a 40 knot westerly.

The next two events, '65 and '66, were relatively easy races. The '67 race was fairly quiet for the leading boats but as so often has happened, the remainder were not left undisturbed. This time it was a nor'west gale off the Tasmanian coast which cost the masts of *Odin* and *Maria Van Dieman*. The 37' N.Z. sloop *Rainbow II* made the best of this hard run as she screamed down the coast with her large spinnaker up; it was to be a race-winning move. As boats then came to turn around Tasman Island into Storm Bay, they had to belt into a 40-50 knotter with very big seas. Some just could not make any progress into it and spent a fruitless night sailing hard and getting nowhere.

There was quite a deal of windward work in the '68 race. On the first afternoon there was a 35-40 knot SW. change which turned NW. during the night and then came back at 40 knots the next day. Thirteen yachts were forced out as a result. The conditions swept a number of the fleet westward into the Strait above Tasmania, some even being taken over to the wrong side of Flinders Island. Of the 13 to retire it was a particular disappointment for the 52' U.S. yacht *Rage*, which fell off a sea and lost her mast. This also happened to the N.S.W. Seabird-class *Ronita*, which lost the top of her mast. The balance of the retirements pulled out for reasons which included broken rigging, hull damage, broken steering, split fuel tank and the need to land sick crewmen.

The fairly quiet '69 race, the one won by Edward Heath, was followed by one of the hardest in the entire history of the race. During the first two days in 1970 the fleet made good progress before nor'easterlies, then it went round to the south-southeast at 40-50 knots and held for about 50 hours. The fact that there was some east in the wind direction rather than the usual west gave *Pacha*, which was rather wide out, a good positioning for her to win.



Edward Heath won the '69 Race in 'Morning Cloud'.

## 1970 - one of the hardest

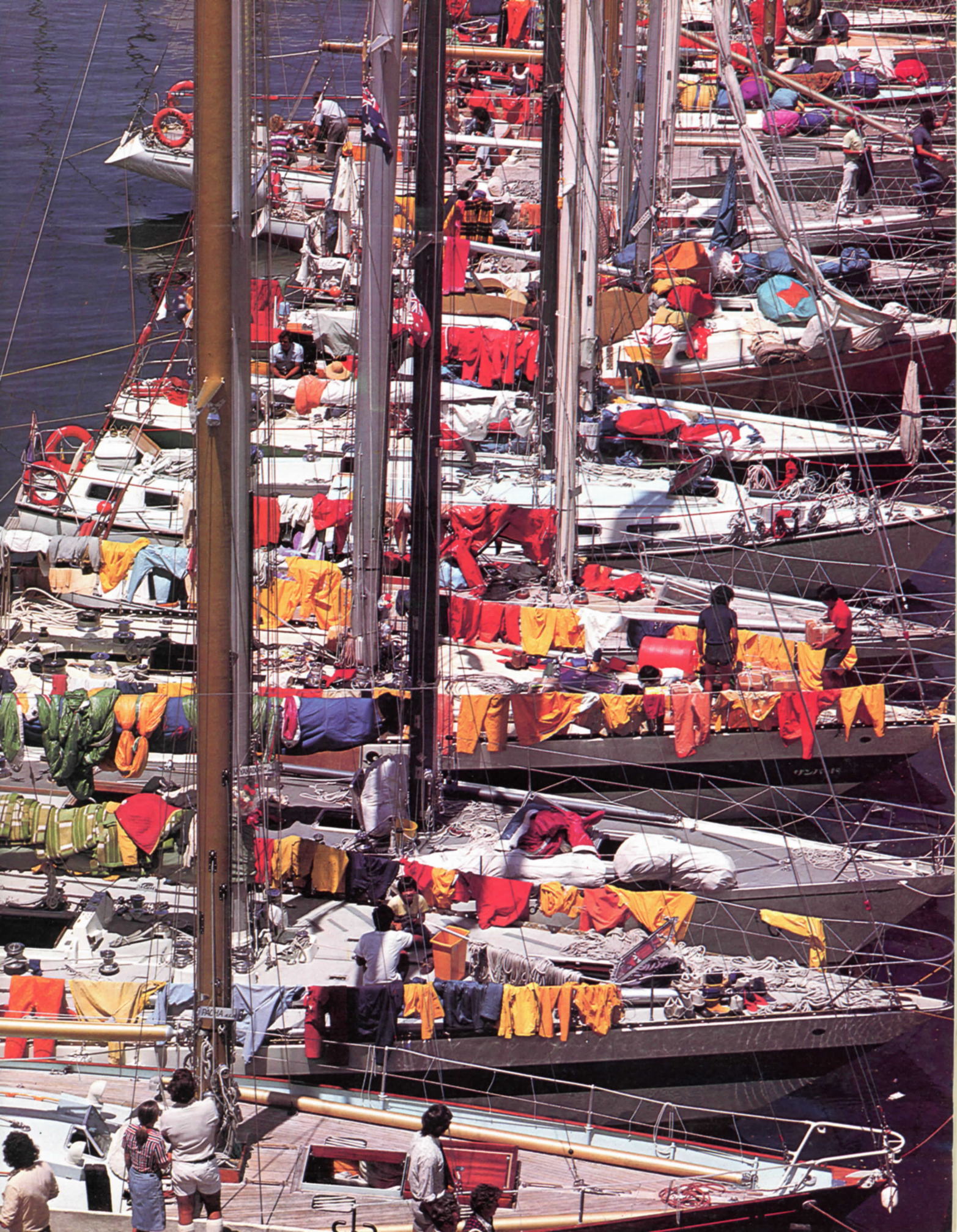
There were a record 14 retirements this time. *Apollo* and the 33' U.S. sloop *Spirit* were out in the early running stages with broken rudders, and others were forced out with the blow. *Thunderbolt* lost her mast and drifted for some three days; eventually the crew were taken aboard a tug and the boat towed in. *Boamillie* also did her stick and ended up in St. Helens. The Cole 43' *Rum Runner* was rolled in the big seas and lost all her sails.

*Starfire* of Perth, with seams opened up, *Mercedes III* and *Stormy Petrel* sought shelter in Triabunna. *Stormy* came in with hull damage and an injured crewman; they had fallen off a wave. *Didgeridoo* hove to for 10 hours and crossed the finish line badly leaking. *Maria* broke a boom and at one time dipped her mast into the sea losing in the process her windvane at the masthead. *Valhalla* was out with a broken backstay, and *Makaretu* also retired with rigging damage.

The '70 blow is still talked about as the hardest in recent years and bears not much comparison with the short affair of last year's race. It serves a due warning to anyone who wants to do a Hobart that the winds and seas that can be experienced are some of the worst encountered in ocean racing around the world. Boats and crew, accordingly, have to be well prepared to meet the trying conditions that can turn up any year.

(continued on page 34)

▷  
The haven of Constitution Dock - sunshine, hot showers, dry gear, the hard times forgotten.



The details of the races since 1970 are probably more familiar to crews and the many followers of the race. There has not since been a repeat, although there have been some tough times.


In 1972 the tail-enders received a 40-50 knot sou'wester off the Tasmanian coast. In 1973, following breezes for much of the race allowed *Helsal* to take the race record. Conditions were not all that balmy; the front-runners experienced very heavy gusts as they came into Storm Bay, while those up the coast drove into a 50-knotter. The relay ship *Mia Mia* was one of those damaged when she lost her mizzen mast and aerials. In 1974, on the fourth day the fleet experienced 35-40 knots from the west and nor'west, some recording 50-60 knots in puffs. The newly launched *Ragamuffin* was forced out with shroud trouble. Another withdrawal was *Warri*, which lost her rudder 40 miles from the finish and was towed in by the relay ship *South Pacific*.

The 1976 race could be summed up as a fairly hard one with plenty of 30-40 knot conditions, at times with 50-60 knots in puffs, and heavy seas. Heavy-weather racing demands experienced and hard driving crews, so it was not luck which gave the prize to the very competent Lake Macquarie Yacht Club crew on *Piccolo*.

Readers may now make their own assessment on which was the roughest race. One trusts that, with all the emphasis on high winds and seas, no undue alarm or apprehension has been fostered, for it is important to keep in mind that the crews are experienced and the boats safe, and when the blows go over and the boys dry out a bit, have a good meal and a laugh or two, the hard parts are readily forgotten.

They even start to pity those ashore who are not having such a good time. ■

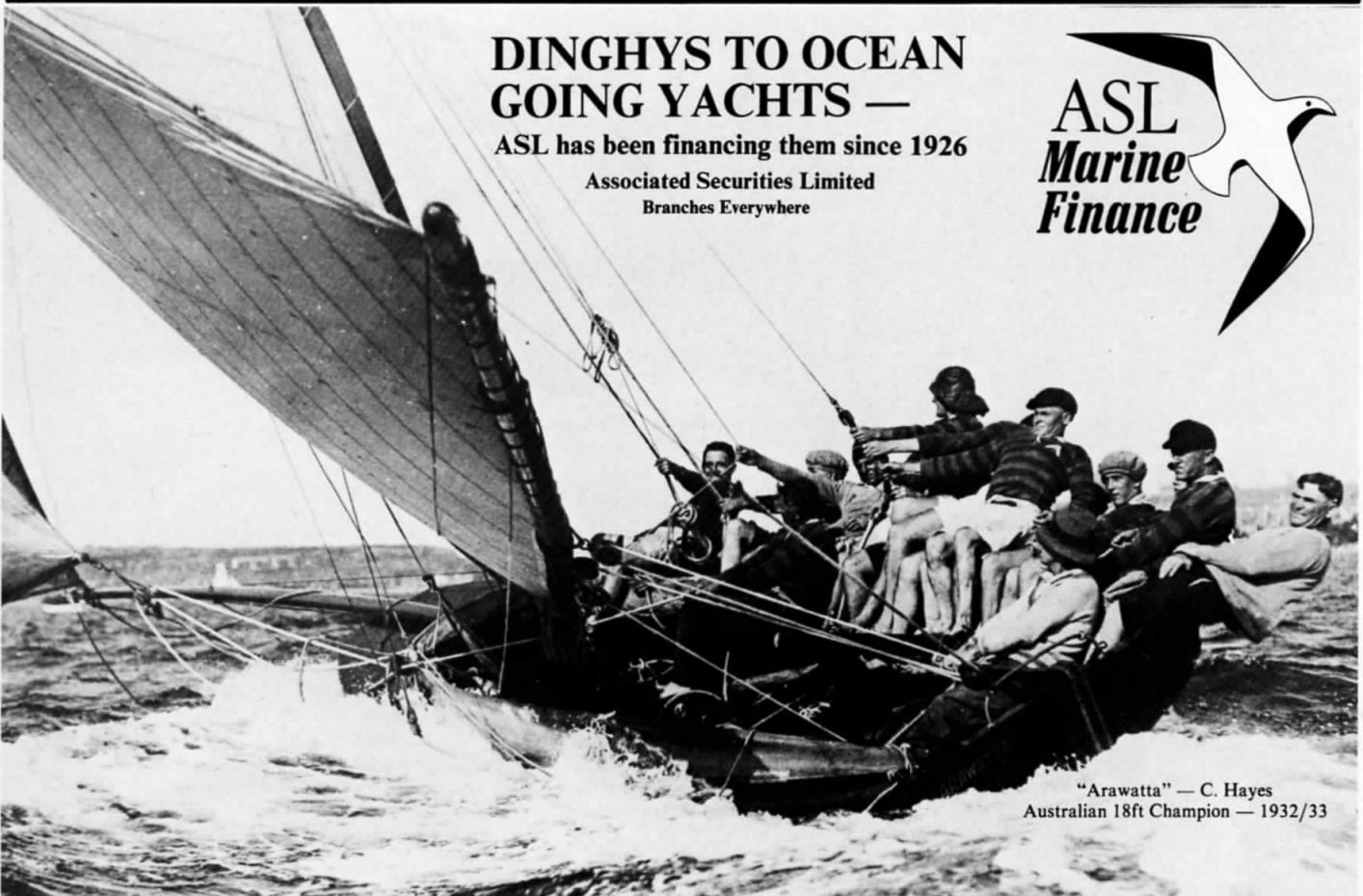
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# The ABC Relay Team, 24 Years On

## Gordon Bray reviews ABC involvement with the radio relay vessel

The Australian Broadcasting Commission has been sending a commentator on the Official Radio Relay Vessel of the Sydney-Hobart Yacht Race since 1955. Over the years ABC coverage from the radio ship has become an institution, going to more than 100 stations throughout Australia. Broadcast coverage is also beamed throughout Asia and the Pacific via the overseas network of Radio Australia.

Behind those ABC voices, there are some colourful personalities.

The ABC's senior news reader **James Dibble** has fond memories of his first and only trip on the radio relay vessel in 1957. The previous year he had become one of the first 'electronic' faces in Australia with the introduction of television. "They were exciting times. I owned an S&S 30 footer with my brother, John. We were mainly interested in cruising, but when the offer of the relay boat came along I jumped at the opportunity."

Long-serving colleague **Martin Royal** had performed the job the year before and was unfortunate enough to strike one of the roughest races on record, a hard southerly blow on the first night, a very strong sou'wester across the Strait and then a southerly gale off Storm Bay. Needless to say, Martin has since confined his nautical activities to wet soccer pitches. How did he gain the post? "Oh, it was due

to my navy service during the war." And what eventful times they were for the ABC's soccer aficionado. He was aboard the troop ship *S.S. Laconia*, one of the old Cunard Line, when it was sunk 800 miles off Freetown by a pack of German U-boats. He became a P.O.W. for four months at Casablanca – but that's another story!

The ABC first became associated with the relay ship in 1955. **Dick Healy**, who has since moved to a more celebrated posi-



Martin Royal

tion, conducted a meeting with the Livingstone Brothers, of *Kurrewa IV* fame, together with Sporting Director, **Bernard Kerr**. When not winning ocean races, the two brothers spent their time 'on the land', but on that day their most valuable seed was sewn. Dick Healy volunteered for the newly founded post of ABC reporter aboard *Lauriana*. He enthusiastically recalls that that first voyage was an outstanding success. Conditions were mainly light, but a northerly blow came in on the fourth day so, as they were ahead of the fleet, they pulled in behind Schouten Island, off the Tasmanian Coast. Immediately they were spotted by a fishing boat, whose owner enquired about the availability of bottled beer. Fortunately, seventeen dozen had been shipped for the trip, with plenty still on hand. Under moonlit sky, the high-level transaction took place. Two dozen bottles

for a large basket of crayfish. Delighted with their business acumen, *Lauriana's* crew stayed up all night fervently boiling the crays. On arrival at Constitution Dock, Hobart, at 8 a.m., members of the Royal Yacht Club of Tasmania, equipped with that famous Cascade ale, were welcomed on board. As rumour has it, crays and Cascade were devoured through three meals that day.

They say good sailors don't grow old, just slightly grey. Just ask **Bert Oliver**. This year he embarks on his nineteenth crossing. Since handing over the task of commentator to the author three years ago, 'Uncle' Bert has travelled down on his own time as C.Y.C. radio operator. "It wasn't that I was tired of being commentator", Bert said, "I just needed a new challenge. I now enjoy the increased responsibility as radio operator."

Bert's early sailing can be traced back to his home city of Perth, where he was raised on 16-footers. He covered his first race there from the nose of a Lancaster Bomber. In 1958 he took over from Jim Dibble. But what happened to Jim? "Oh, I wasn't asked again!" In fairness, though, Jim admits his father was seriously ill and this disrupted his plans.

So began Bert Oliver's reign of service which few broadcasters anywhere can match. Bert is a short, stocky man who



Bert Oliver



James Dibble

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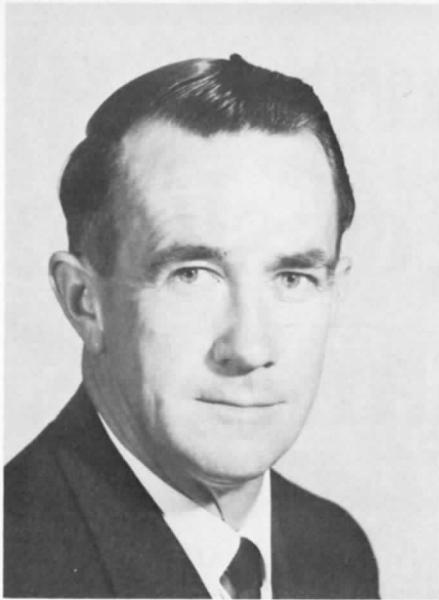
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 **HITACHI** 1978 Sydney-Hobart Yacht Race Program



Don Closs

suntans to a deep brown which accentuates a handsome display of white teeth when he smiles. As one comrade quipped, "He could be mistaken for an overgrown panda bear." Yes, I've told myself, that explains why every time I see him in a yacht club, someone or other has his or her arm around him!

When recalling his Hobart trips, the names came flooding back – *Lauriana*, *Coongoola*, *Tahuna*, *Nunniang*, *Mia Mia*, *Bali Hai*, *South Pacific* and *Mascarin II*. "In the early days we used to spend hours trying to get the reports through on the Club's old Air-Force set. Often you'd broadcast your ten minute report back to the ABC recorder only to hear from their end that the signal had dropped out half-way through and 'could you do it again please?' Reception was often so bad then that radio operator Johnny Amos had to send through position reports by Morse code."

In 1969 Bert journeyed as crew only on Captain **Bill Gibson's** 66ft cutter from New Guinea, *Even*. What Bert? You declined to hang off the weather rail? Oh, I see, you were escorted by a pack of killer whales for six hours.

Bert's religious devotion to the Hobart has opened other doors – three America's Cups, the Admiral's Cup and several Olympic Regattas. "I love sailing and going to sea and the camaraderie that goes with it," he has said.

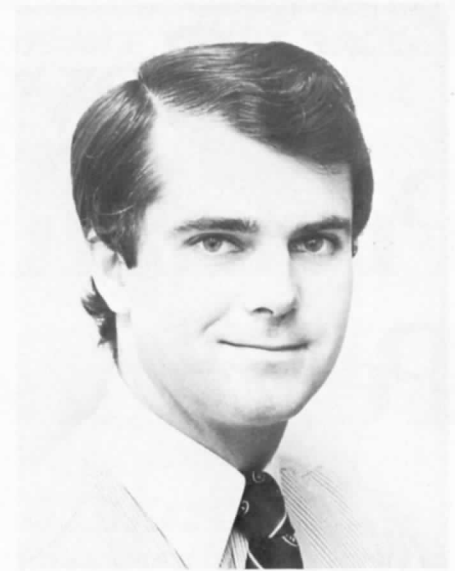
If you have any links with Tasmania, then you'll know the ABC's remaining commentator, **Don Closs**, currently Supervisor Sport, Tasmania. Don served with the Navy during the War, but his service was cut short when he was injured in the evacuation of Timor. After a long association with the Sydney-Hobart from the other end, his first trip was on *Mia Mia* in 1965. "We were off the Tasmanian Coast,

half-way through the morning radio sked. Suddenly the Italian yacht *Corsaro II* burst across the air waves 'Man overboard! Lieutenant Barbarolli has fallen overboard!' I vividly remember the shrill horror of the voice. We on *Mia Mia* knew that *Corsaro's* motor wasn't working and the victim wouldn't last long in the freezing water. Minutes later *Corroboree* came across the line to say they'd seen him and a crewmember had plucked him aboard by the hair."

Then, in 1966 there was the time when a collision between *Mia Mia* and a Manly Ferry was averted by a mere four feet. Or in '67 when it was almost AC for DC. *Enid* had blown out her sails off Tasman Island. It was dusk, and Don was holding portable lights for official cameraman **Howard Ruby**. From nowhere they were hit by a big wave which drenched both of them. Don grabbed a staunchion but to his 'shock' he became a live circuit.

Seasickness is always a problem in rough weather. Indeed it played a major part in the record number of retirements last year. As Bert Oliver recalls, "Foundation Secretary of the C.Y.C. Earl Le Brun, who did 18 trips on the relay ship as cook, used to watch what everyone brought up and kept down at the first meal and then cater for each individual accordingly." Dick Healy states that he wasn't a victim, but Martin Royal, who did most of the reports on his back, said he was too tossed about to remember. Jim Dibble had but one misadventure. "In a rolling swell just outside the Heads in '57, I went below decks only to be hit with an overwhelming odour of rich food and cooking oil. I immediately went upstairs and got it over with and was right for the rest of the trip. Incidentally, the cook wasn't sighted again before Hobart!" As for Bert Oliver, his only tummy concern is whether he'll miss out on his spot of whisky before retiring at night. Don Closs admits he does suffer but proudly states he has missed only one report in five trips. And what of the writer, you ask? Well, despite feeling 'spaced out' during last year's eventful race, he came through unscathed. You see, he used the same pills taken by the astronauts in orbit.

Many people ask if the relay ship is a well disguised pleasure cruise. When the going gets tough do you layover in some convenient haven? The answer very simply is 'no'. The relay vessel shares the prevailing weather with the competing yachts. Last year it was widely reported that *Mia Mia* pulled into Bermagui for overnight shelter from the heavy conditions. In truth she did pull into Bermagui, but only for 45 minutes to tighten two engine bolts which had been shaken loose in the pounding seas.



Gordon Bray

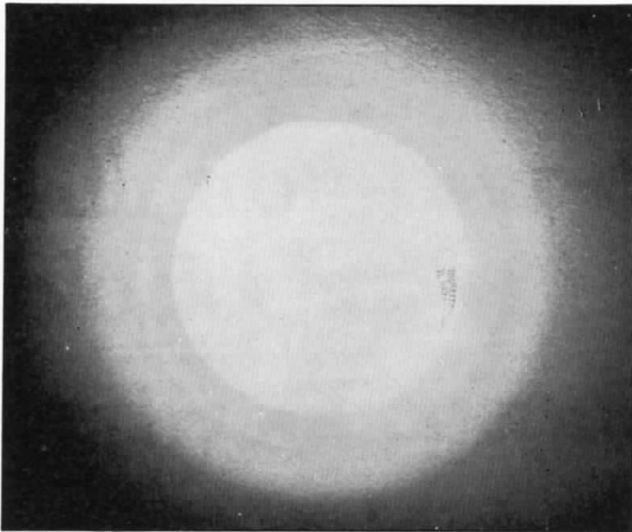
For the ABC commentator, the major ten minute reports heard late morning and late evening take more than two hours to write. There is a lot of information to disseminate, especially during a Southern Cross Cup year. And when you're in a seaway, writing legibly in a straight line is like trying to shave the whiskers off a barber's cat! As veteran Stan Darling stated after his trip, "That was too uncomfortable...I'll sail down any day."

Jim Dibble explains, "*Lauriana* rolled like a destroyer, every time she heeled over you'd write half a line. At night the only way I could sleep was to have one hand firmly clenching the companionway rail so that I wouldn't end up on the floor" (very interesting when you have the top bunk). For a broadcast, Martin Royal used to brace himself against the bulkhead and prop cushions on the other side. Some pleasure cruise!

And so as this year's race approaches, a tradition continues. The ABC relay team prepares for another baton change, 24 years on. ■

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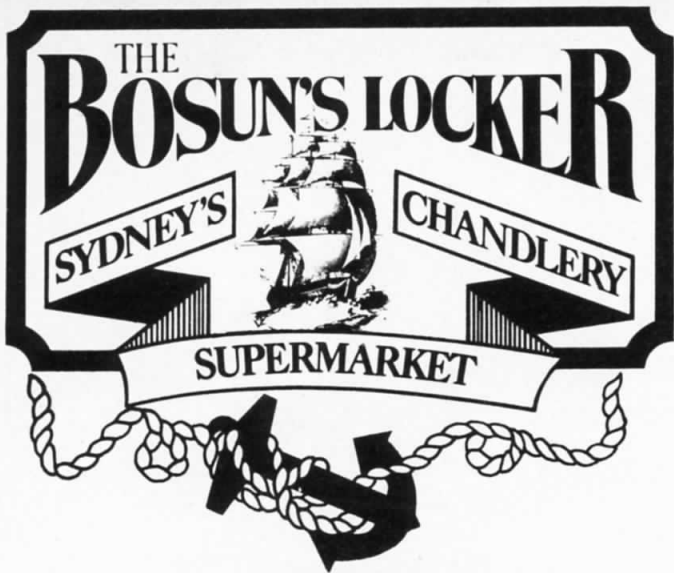


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# YACHTMEN'S WEATHER

Allan Humphries, of ABC Television, gives a few tips on the weather

Don't curse the weather - it probably doesn't like you any more than you like it.

#### Sydney-Hobart Race Retirements

Year	Retired	Finished
1946	8	11
1963	10	34
1968	13	54
1970	14	47
1976	15	69
1977	58	72

The record retirement of 58 yachts last year will probably never be broken. The intense storm system made up of three strong cold fronts was so well developed that it produced December snow on the Snowy Mountains. The chance of a similar storm system occurring so early in the race verges on odds of 1000 to 1. The heavy retirement rate was not merely due to the strong winds, but more to the forceful, short, sharp wave patterns.

Retirements commenced shortly after the first front hit the fleet off the N.S.W. south coast. With forecasts of two fronts to come during the exposed 300 miles of Bass Strait, the C.Y.C. was not surprised at the high retirement rate. Search and rescue in that area would be extremely dangerous, if not impossible, until the seas abated. The cause of the storm involves one of the basic principles of meteorology.

The earth's atmosphere is a constant swirling mass of converging and mixing pools of hot and cold air. Occasionally, those pools of cold polar air don't get mixed very well, and we experience the type of cold air outburst which affected last year's race. Fortunately, these extremes of weather don't occur too often, but they certainly remain in our memory.

Accurate, up-to-date weather forecasts are essential for all types of pleasure sailing, as weather is usually a very local event. An instinct soon develops in most yachtsmen to some likely changes in the immediate weather condition.

Forecasts are never issued for one particular location, but are phrased as a probability over a given time and usually over quite a large area. The forecast for Sydney's coastal waters - Broken Bay to Port Hacking and 100 kilometres to seawards - covers an area of 7,000 square kilometres. In that area a number of different weather conditions can be evident.

An astute yachtsman should periodically visually check the weather in a radius of five miles. This gives a fair warning of the onset of any storms or fronts. The key to success in harbour sailing is to find your own personal breeze. There are a number of tricks here, including watching the direction of smoke from fires and chimneys and analysing the surface condition of the water. The real 'old salts' learn to watch how the birds change their flight patterns.

Cloud formations don't necessarily help in predicting a cold front. Often the first indication of the arrival of a 'southerly buster' is the change in water conditions immediately ahead. Cold fronts are the most difficult weather change to predict. They quite often suddenly pick up speed or lose intensity entirely. How far they will extend up the coast is also difficult to predict.

The most dangerous fronts, with accompanying electrical disturbances, occur between 3 p.m. and 9 p.m., as this is the time when the approaching cold air will meet air of a much higher temperature. The greater the difference between temperature and humidity of the two masses of air, the greater will be the amount of cloud and thunderstorm development.

If the cold, undercutting air is as dry as the stationary warm air, then the change can arrive without any sign of cloud. These clear fronts can be a real trap for inexperienced yachtsmen.

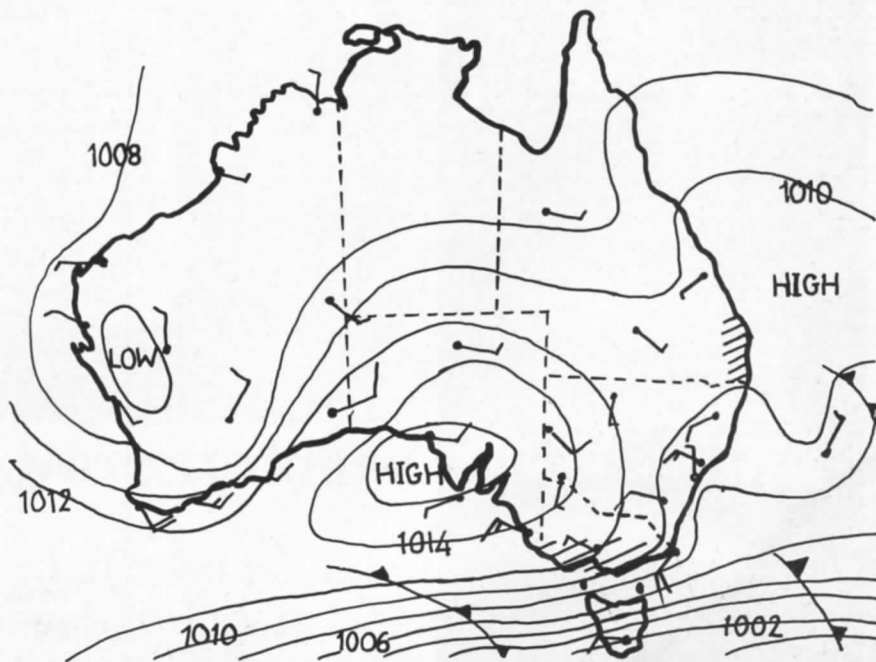
Thunderstorms are also a threat to heavily congested sailing waters. Developing summer storms have a rising white top like a cauliflower, whilst a decaying storm will have a dissolving wispy top. Thunderstorms have tremendous downdrafts preceding them, and depending on your eye judgement you can experience the full brunt of the downdraft or just a side breeze.

Most light-wind sailing depends on air currents set in motion by eddies and turbulence. Just as water forms eddies, flowing over rocks, so air forms eddies, flowing over the tall buildings, cliffs and ridges of Sydney Harbour. Flat terrain adjacent to a sailing area produces a more uniform pattern of air flow.



On hot days uneven heating of the earth's surface produces convective currents. For example, urban areas generate and radiate more heat than surrounding bushland. A large-scale version of the convection circulation is the afternoon sea breeze. These currents rarely exceed five hundred feet in height and they reach their peak during the hottest part of the day. On really hot days there is usually very little general horizontal movement of air in one direction. The sun's heat lifts it straight up, but something has to replace it and any cooler (denser) mass of air moves in.

I receive quite a few letters from yachtsmen on how to relate barometers to the weather. The simplest explanation I can give is this. Because of lesser density, a column of hot air weighs less than a column of cold air. As hot air expands, the



cooler and denser air pushes sideways, forcing the warmer air in the only direction it can go – up! If that warmer air contains sufficient moisture the increasing altitude will reduce the temperature and if the air reaches saturation point it will rain. That happens every day on a global as well as local scale.

A great part of the weather and its effect on sailing will always be a guess. My personal attitude to weather forecasting is that a calculated guess is better than no guess at all. Certainly yachting would be pretty dull if back at the clubhouse the forecasts were so accurate that you could no longer laugh at the guesses of that 'idiot' on the television weather. ■



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Sail No.	Name of Yacht	Hull Colour	L.O.A.	Provisional Rating	Year Launched	Hull Material	Country or State	Owner/Charterer	Designer
B1	Superstar	Blue	46'0"	35.9	1977	Alumin.	N.S.W.	S. Fischer	Peterson
KA1	Gretel	White	67'0"	56.3	1962	Timber	N.S.W.	B. Lewis	Payne
G3	Chaos	White & Green	36'3"	—	1976	G.R.P.	Vic.	R. T. Spence	Farr
A4	Tolten	White	37'6"	—	1970	Timber	Tas.	D. A. Job	Jennings
R4	Perie Banou	White	34'0"	24.9	1973	G.R.P.	W.A.	J. W. & C. C. Sanders	S & S
SP5	Castille	White	45'0"	—	1977	Timber	W.A.	E. J. Rodoreda	Ward
KP007	Vanessa	White	31'0"	21.5	1976	G.R.P.	N.S.W.	B. K. & K. A. Jaggar	Cole
H8	Sinnerman	Light Blue	33'6"	—	1976	G.R.P.	Vic.	G. D. Finchett	S & S
H8	Humbug	White/Purple/Blue	29'10"	22.4	1977	Timber	Tas.	R. L. Bugg	Bugg
M8	The Sting	Silver	37'0"	27.5	1976	Timber	Tas.	A. M. Rundle	Kaufman
A11	Huon Chief	Red	36'0"	27.3	1974	Timber	Tas.	H. D. Calvert	Jennings
H13	Bravura	White	29'6"	21.7	1974	Timber	Tas.	C. K. Charles	Wagstaff
B15	Merinda	Golden Yellow	29'5"	—	1974	G.R.P.	Vic.	A. G. Taylor	Swanson
A16	Blue Moon	Pale Blue	37'0"	27.7	1977	G.R.P.	N.S.W.	W. Anderson	Joubert
A16	Antagonist	White	39'9"	28.0	1974	Timber	Tas.	R. F. Hickman	Van der Stadt
SM16	Rimfire	White	42'0"	—	1978	G.R.P.	Vic.	E. W. Wall-Smith	Farr
A17	Utiekah IV	Royal Blue	37'2"	—	1969	Steel	Tas.	G. Henniecke	Van der Stadt
B23	Billabong	White	34'0"	24.9	1977	G.R.P.	Vic.	P. Joubert	Joubert
A23	Runaway	Red	35'6"	—	1978	G.R.P.	Tas.	K. E. Millen	Jennings
B28	Odin	White	39'0"	31.3	1965	Steel	Qld.	W. L. Gilbert	Halvorsen
SM32	Jisuma	White	36'0"	26.6	1968	G.R.P.	Vic.	W. Rockliff	Swanson
SM33	Vittoria	Orange/White	42'0"	31.5	1970	Timber	Vic.	L. J. Abrahams	S & S
TYC35	Cobweb	White	39'0"	—	1977	Ferro	Tas.	W. M. Griffiths	Hartley
H38	Lots Wife	White	31'0"	21.5	1976	G.R.P.	Tas.	R. S. Montgomery	Cole
46	Clicquot	White & Blue	35'4"	—	1975	Ferro	Tas.	N. D. Innes	Ibold
KA48	Anaconda II	White	83'0"	65.2	1975	G.R.P.	S.A.	J. Grubic	Buchanan
B51	Moonshadow	White	41'6"	—	1978	G.R.P.	Vic.	J. McL. Taylor	Holland
63	Onya of Gosford	Cream	43'3"	—	1978	G.R.P.	N.S.W.	P. Rysdyk	Cole
SM67	Bacardi	Green	44'0"	—	1978	G.R.P.	Vic.	J. Gould	Peterson
B68	Second Lady	White	34'3"	—	1977	G.R.P.	Vic.	G. Scherwinski	Cole
PC73	Freanda	White	52'11"	41.6	1976	Ferro	Qld.	J. A. Carr	Adams
N75	Ichthus	White	33'7"	24.9	1976	G.R.P.	Vic.	R. P. Delbridge	S & S
MH78	Toolka	White	37'0"	—	1976	G.R.P.	N.S.W.	C. F. Pitman	Joubert
R82	Morning Matilda	Blue	34'0"	—	1971	G.R.P.	Vic.	R. P. McIntyre	S & S
M88	Piccolo	White	38'0"	—	1977	Timber	N.S.W.	J. Pickles	Farr
89	Meltemi	Gold	44'8"	33.5	1971	G.R.P.	N.S.W.	B. C. Psaltis	S & S
M99	Polaris	White	43'3"	—	1971	G.R.P.	Japan	T. Goto	Cole
101	Summer Wind	White	78'0"	—	1978	Steel	U.S.A.	R. L. Rodman	Rhodes
SA104	Peacock	Green	31'7"	21.9	1977	G.R.P.	S.A.	K. W. & R. M. H. Adams	Cole
SM111	Apollo II	Orange/White	45'0"	35.9	1972	Alumin.	Vic.	R. K. & R. I. Thurston	Miller
B120	Rampage	Blue/White	40'0"	29.7	1973	Timber	Vic.	E. N. Fuller	Miller
M126	Spirit	White	32'9"	—	1977	G.R.P.	N.S.W.	P. D. Rundle	Adams
MH137	Touchwood	Green	42'6"	31.5	1978	Timber	N.S.W.	D. P. & V. A. Brooker	Brooker
SA150	Hornet	White/Blue	33'8"	24.5	1974	G.R.P.	Tas.	D. Flecker & A. Hurburgh	Blackburne
155	Solandra	White	33'0"	22.0	1977	Timber	Tas.	R. W. Escott	Buchanan
167	Sundance	Blue & White	30'0"	21.9	1972	G.R.P.	Qld.	P. W. Daniel	Tilley
SM181	Suraya	Varnished	37'6"	—	1967	Timber	Qld.	K. Spencer	S & S
M182	Satin Sheets	Blue	41'0"	32.6	1977	Alumin.	N.S.W.	A. A. Strachan	Peterson
SM198	Bang Bang	White	36'2"	—	1977	G.R.P.	Vic.	D. W. Baxter	Farr

Sail No.	Name of Yacht	Hull Colour	L.O.A.	Provisional Rating	Year Launched	Hull Material	Country or State	Owner/Charterer	Designer
R199	Apollo IV	Light Blue	45'8"	—	1977	Alumin.	W.A.	A. Bond	Peterson
M200	Deception	White	37'0"	28.7	1978	Timber	N.S.W.	D. Hankin	Peterson
E226	Pilgrim	Light Blue	38'7"	27.5	1971	G.R.P.	W.A.	J. H. Ratten	S & S
SM248	Breadfruit	Dark Red	35'0"	—	1976	G.R.P.	Vic.	R. Sill	Cole
262	Helsal	White	72'0"	69.6	1973	Ferro	N.S.W.	A. Fisher	Adams
294	Love & War	White	47'6"	—	1973	Timber	N.S.W.	P. Kurts	S & S
SM298	Western Morning	White	34'0"	—	1970	G.R.P.	Vic.	D. W. Blainey & P. R. Stockfeld	S & S
R311	Siska	Red	77'0"	—	1978	Alumin.	W.A.	R. Tasker	Tasker
SA313	Ricochet II	White	34'0"	—	1975	G.R.P.	S.A.	G. L. Finlay	S & S
355	Mystic Seven	White	36'0"	27.8	1974	G.R.P.	N.S.W.	N. D. Chidgey	Swanson
SA393	Silver Cloud	White	33'4"	—	1978	G.R.P.	S.A.	A. G. McComb	Yamaha
458	Mirrabooka	Light Blue	44'0"	—	1972	G.R.P.	Tas.	J. Bennetto	S & S
524	Matika II	White	35'0"	24.6	1974	Timber	N.S.W.	A. Pearson	Miller
528	Matika III	White	3y'0"	30.3	1976	Timber	N.S.W.	K. Roxburgh & D. Don	Lidgard
547	Cordon Bleu	Light Blue	35'0"	—	1973	G.R.P.	N.S.W.	K. Dorrell	Blackburne
560	Thunderbolt	White	35'5"	24.7	1968	Timber	N.S.W.	P. Harding	Shields
964	Warri	Blue	34'5"	28.2	1968	Timber	N.S.W.	J. H. Bleakley	Miller
1002	Joker	Green	30'0"	21.5	1971	Steel	New Heb.	W. P. Webb	Pickett
S1141	Lowana II	White	37'0"	27.4	1971	G.R.P.	Vic.	D. Millikan	Anderson
1296	Manu Kai	Scarlet	35'0"	27.6	1972	G.R.P.	N.S.W.	J. W. B. Barry	Blackburne
1308	Dynamite	Red/White/Blue	42'0"	33.4	1976	G.R.P.	N.S.W.	R. E. Walters	Farr
R1313	Mercedes IV	Grey & Red	41'10"	—	1974	Timber	Vic.	D. L. Braham	Ted Kaufman
1317	Zilvergeest III	White	33'1"	24.4	1973	G.R.P.	N.S.W.	A. J. Murray	S & S
1389	Hercules	White	29'10"	—	1973	G.R.P.	Vic.	M. H., C. M. & S. P. Will	S & S
1400	Apollo	Yellow	58'0"	53.5	1969	Timber	N.S.W.	J. Rooklyn	Miller
1493	Fuzzy Duck	Yellow	32'0"	21.7	1974	G.R.P.	N.S.W.	C. A. Troup	Lexcen
1614	Nimmitabel	White	31'5"	22.9	1960	Timber	N.S.W.	R. J. Thomas	Robb
1743	Rogue	Yellow & White	39'8"	27.5	1976	G.R.P.	N.S.W.	R. White	Miller
1792	Diamond Cutter	Turquoise	36'0"	27.0	1975	G.R.P.	N.S.W.	A. Sweeney	Peterson
1815	Kraken	White	32'0"	23.6	1976	G.R.P.	N.S.W.	G. Brown	Salthouse
1908	Chance	White	34'6"	24.5	1976	G.R.P.	N.S.W.	W. J. Rice	Blackburne
1910	Canon	White	31'0"	21.7	1975	G.R.P.	S.A.	J. Harry	Cole
1919	Brer Fox	Orange/White	40'9"	27.8	1974	Timber	Tas.	R. W. Jackman	Miller
1977	Hi-Jacque	Blue	36'0"	26.9	1976	G.R.P.	N.S.W.	J. H. Violet	Peterson
1991	Genghis Khan	Blue	52'0"	37.7	1978	Steel	N.S.W.	R. Huntley	Tilsed
2020	Streaker	White	36'0"	27.6	1974	G.R.P.	N.S.W.	B. C. Ryan	Peterson
2070	Klinger	Blue	27'0"	23.7	1974	Timber	Qld.	T. N. Cassidy	Farr
2140	Mercedes V	White	41'6"	31.6	1977	Alumin.	N.S.W.	H. Janes	Kaufman
2170	Margaret Rintoul II	White	49'0"	37.5	1968	Timber	N.S.W.	S. R. Edwards	S & S
2176	Casablanca	White	49'0"	53.1	1977	Timber	N.S.W.	J. Biddlecombe	Biddlecombe
2246	White Pointer	White	36'8"	27.7	1977	Timber	N.S.W.	K. R. Le Compte	Scott Kaufman
2304	Relentless	White	37'0"	29.0	1978	Timber	N.S.W.	P. Hankin	Peterson
2320	Callala	White	34'5"	—	1977	G.R.P.	N.S.W.	A. J. & R. K. Birtles	Blackburne
2343	Priority	Red/Yellow/White	36'6"	27.7	1978	Timber	N.S.W.	D. J. Pryor	Scott Kaufman
2422	Willi Willi	White	53'9"	42.2	1974	Timber	N.S.W.	J. Goddard	Miller
KZ2428	Acrux	Red	39'0"	28.0	1975	G.R.P.	N.Z.	T. E. A. Rogers	Salthouse
2464	Mary Blair	Red	41'5"	32.1	1970	Alumin.	N.S.W.	G. A. Blok	Hood
2480	Scorpion	White	42'3"	34.5	1978	G.R.P.	N.S.W.	R. W. Clemens	Farr
2552	Impetuous	White/Red/Green	41'0"	—	1978	Alumin.	N.S.W.	G. R. Lambert & M. T. Crisp	Holland
2555	Natelle Two	Red	41'0"	31.3	1975	G.R.P.	N.S.W.	A. G. Lee	Peterson
2701	Constellation	White	47'6"	—	1976	Alumin.	N.S.W.	J. W. Garner	Freyers
2802	Farr Out	White/Red	36'3"	29.8	1976	G.R.P.	N.S.W.	E. Vidor	Farr
2900	Rockie	White	36'0"	—	1976	G.R.P.	N.Z.	P. S. & R. N. Kingston	Farr
3444	Vanguard	White	38'0"	29.1	1977	Timber	N.S.W.	R. H. Cawse	Farr
3591	Arethusa	White	39'0"	—	1977	Timber	N.Z.	G. Knightly	Birdsal
21111	Sweet Caroline	White	41'0"	32.3	1976	Alumin.	N.S.W.	M. W. D. Phillips	Peterson

# 1978 ENTRIES

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**ACRUX — NZ 2428**  
L.O.A. 39'; L.W.L. 32';  
Beam 11' 6"; Draft 5' 6"

One of few New Zealanders in this race, this year ACRUX featured in the 1978 single-handed Trans-Tasman race with her owner/skipper, who will probably find the Sydney-Hobart a piece of cake after that gruelling effort. ACRUX is a G.R.P. production boat built by Cavalier yachts in New Zealand. She rates fairly well but will be looking for 'heavy going' if she is to pace it with the lightweights.



**APOLLO II — SM 111**  
L.O.A. 45'; L.W.L. 43';  
Beam 14'; Draft 7' 3"

All the APOLLO-named yachts have been famous in one way or another, and APOLLO II is no exception, having represented Australia at the Admiral's Cup in 1973. She has since been a consistently successful yacht in Victorian racing and remains as one of the older boats still with a chance in this race. Given the breaks in weather, this crew will finish well up in the results.



**ANACONDA II — 48**  
L.O.A. 83'; L.W.L. 66';  
Beam 20'; Draft 10'

An Allan Buchanan design, ANACONDA II (featured on this year's Program cover) has covered more sea miles than any other current racing yacht in Australia, having been an entrant in the final leg (Australia to England) of the Financial Times Clipper Race in 1976. She has had no success in previous Sydney-Hobart Races in her quest for line honours, but this could be her year.

**APOLLO IV — R 199**  
L.O.A. 45' 8"; L.W.L.  
Beam 13' 6"; Draft 8'

Newly acquired by Alan Bond from the U.S.A., 'APOLLO IV' went under the name of 'Williwaw' and was one of the most successful boats ever raced. She was overall winner of the S.O.R.C., with five first and one second amongst innumerable other successes. She enters this race with a top-flight crew and must start as one of the favourites to win overall.

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**ANTAGONIST — A 16**  
L.O.A. 39' 9"; L.W.L. 29';  
Beam 11' 9"; Draft 6' 9"

ANTAGONIST put up a great performance last year to finish 8th overall. A Van De Stadt design which rates very well, she is sailed by a top Tasmanian skipper and crew who will no doubt be out to emulate their result last year, or better it. A good looking boat, she is built of Huon pine over spruce frames, like so many Tassie yachts.

**ARETHUSA — 3591**  
L.O.A. 39'; L.W.L. 32';  
Beam 11' 7"; Draft 6'

A handsome New Zealand yacht built of Kauri in Auckland, ARETHUSA is raced by George Knightly of the Royal Akarana Yacht Club. This is her first visit for the Hobart Race, having been launched only late last year, but her owner has considerable racing experience in New Zealand. Nothing is known here of ARETHUSA's potential, but Kiwis are known to dearly love winning in Australian waters.



**APOLLO — 1400**  
L.O.A. 57' 8"; L.W.L. 51';  
Beam 13' 5"; Draft 8' 2"

One of the best known yachts in Sydney ocean racing, APOLLO will be sailing in owner Jack Rooklyn's sixth attempt to win the race on handicap. Although he has had line honours success with his previous yacht, 'Ballyhoo', the overall win has eluded him so far. He can be expected to drive APOLLO hard chasing this major prize and fields an experienced crew to help him do it.

**BACARDI — SM 67**  
L.O.A. 44'; L.W.L. 40';  
Beam 13' 10"; Draft 7' 6"

Bearing the illustrious name of John Gould's former Cole 43, the new BACARDI is an aluminium Peterson 44 only recently launched and is a striking yacht. A similar design to 'Apollo IV' and 'Sweet Caroline', BACARDI fields a top crew and one of Victoria's most experienced skippers. Must be in with a chance.





**BANG-BANG — SM 198**  
 L.O.A. 36'; L.W.L. 32'2";  
 Beam 11'10"; Draft 5'10"

One of the very popular Farr 1-ton production boats built by Compass Yachts, BANG-BANG races out of Sandringham Yacht Club in Victoria. Its recent form is not known; however, the design has won the Race before and continues to perform well in other racing, so BANG-BANG must be expected to do well in her division.

**BRER FOX — 1919**  
 L.O.A. 40'; L.W.L. 33';  
 Beam 11'8"; Draft 6'1"

BRER FOX has an excellent record of racing in Tasmania, where she was the point score winner two years running competing with the R.Y.C.T. She also has a very good Hobart Race record with a 6th overall in 1975, 6th overall again in 1977, when she was also 1st in division. A Miller (Lexcen) design, she was built of timber in New Zealand by John Lidgard.



**BILLABONG — B 23**  
 L.O.A. 34'; L.W.L. 26';  
 Beam 10.5'; Draft 6'2"

A Joubert-design, BILLABONG disappointed last year with a 42nd. However, she had barely been in the water for a month, so she can be expected to make a vast improvement this year. Owner/skipper/designer Professor Joubert and a crew from R.B.Y.C. should have this boat well up with the division leaders.

**CALLALA — 2320**  
 L.O.A. 34'5"; L.W.L. 29';  
 Beam 10'11"; Draft 5'9"

CALLALA is the first of the new Alan Blackburn-designed cruiser/racers to appear in the Sydney-Hobart Race. Primarily a cruising yacht, the design features very clean lines which should return a good hull speed on and off the wind. Yet to be measured, the I.O.R. rating will tell the tale on performance for this race.



PHOTO  
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PHOTO  
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**BLUE MOON — A 16**  
 L.O.A. 37'; L.W.L. 30';  
 Beam 12'6"; Draft 6'6"

A Joubert-designed cruising yacht, BLUE MOON has appeared in many long-distance races under the experienced racing hands of owner/skipper Warren Anderson, who had much success some years ago with the 1/2-tonner, 'Granny Smith'. Beautifully fitted out, BLUE MOON is of fibreglass construction featuring a centre cockpit and a unique gimbaling navigation table.

**CANON — 1910**  
 L.O.A. 31'; L.W.L. 27';  
 Beam 10'4"; Draft 5'9"

A Cole-designed East Coast 31, one of many in this race, CANON's home port is Adelaide, where she has consistently high placings in local races. An experienced skipper heads up a seasoned South Australian crew and should do well in this class despite the presence of other very hot Cole 31's from the eastern States.



**BRAVURA — H 13**  
 L.O.A. 30'; L.W.L. 26';  
 Beam 9'8"; Draft 5'3"

A New Zealand design, BRAVURA is of timber construction and was built in Tasmania in 1974. She has since seen much racing in that state and appeared in the Sydney-Hobart Race in 1975. A yacht of classic appearance, BRAVURA should fare well under the latest I.O.R. changes and could do well in the 1/2-ton class.

**CASABLANCA — 2176**  
 L.O.A. 49'5"; L.W.L. 44';  
 Beam 12'; Draft 9'3"

Designed primarily to an off-wind speed philosophy, CASABLANCA has not fared well in I.O.R. events such as the Sydney-Hobart race but, given her conditions of running and reaching, she can still give a fright to the boats in the larger classes, such as 'Apollo' and 'Anaconda II'. She is strongly crewed for this race and should be up with the leaders throughout.



**BREADFRUIT — SM 248**  
 L.O.A. 35'; L.W.L. 28';  
 Beam 11'3"; Draft 6'

A Cole 3/4-tonner of the 'Fair Dinkum' type, BREADFRUIT has a successful record of racing in her home state of Victoria and competed in the 1977 Hobart Race, where she had the misfortune to be over the line at the start and suffered a heavy penalty as a result. She will face at least two sister ships in this race and can be expected to show a big improvement over last year.

**CASTILLE — SP 5**  
 L.O.A. 45'; L.W.L. 38';  
 Beam 14'1"; Draft 6'7"

Designed and built by Steve Ward of Perth, who was also responsible for the construction of Alan Bond's 12 metre 'Australia', CASTILLE has a handy turn of speed and took line honours in many of her races in Western Australia. She also has an impressive list of handicap placings. Currently being remeasured, it will be interesting to see how she does on handicap in this race.





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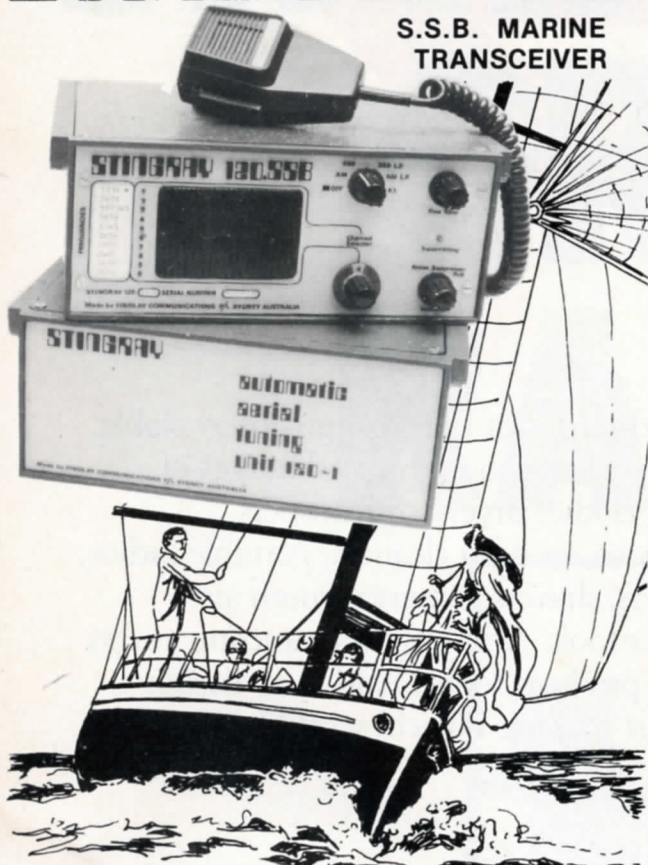
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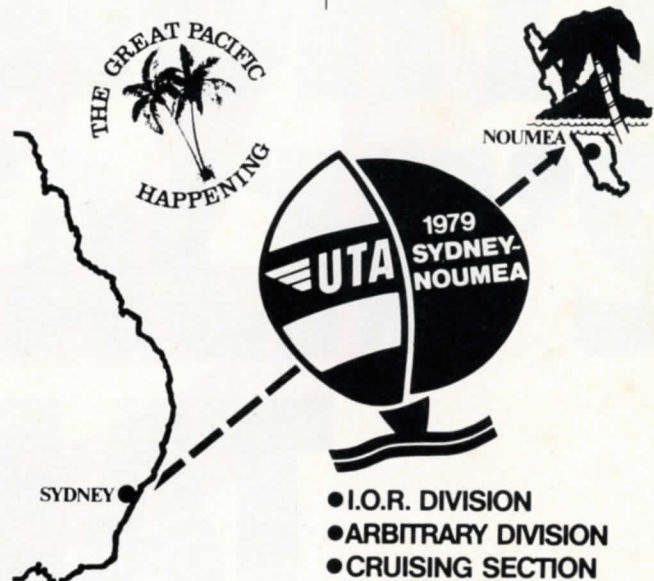
FIFTH

**UTA**

## SYDNEY-NOUMEA YACHT RACE

**SATURDAY**

**16TH JUNE '79**



- I.O.R. DIVISION
- ARBITRARY DIVISION
- CRUISING SECTION



**CRUISING YACHT CLUB OF AUSTRALIA**

IN CONJUNCTION WITH

**CERCLE NAUTIQUE CALEDONIEN**

ENTRY FORMS: C.Y.C.A., NEW BEACH ROAD, DARLING POINT, N.S.W. AUSTRALIA. 2027  
CERCLE NAUTIQUE CALEDONIEN, BP235, NOUMEA, NEW CALEDONIA.



**CHANCE — 1908**  
**L.O.A. 34'6"; L.W.L. 29'6";**  
**Beam 10'9"; Draft 5'11"**

CHANCE is a production 3/4-tonner designed by Alan Blackburn in 1974. Built in Adelaide in 1976 of G.R.P. CHANCE only recently began racing under the current owners but had early success with a 1st overall in the Janzoon Trophy and could do well in her division for the Hobart. A sistership, 'Quadrille', cleaned up her class in S.O.P.S. in 1975 and has since performed well in long races.

**CORDON BLEU — 547**  
**L.O.A. 35'; L.W.L. 29';**  
**Beam 10'3"; Draft 6'**

An Alan Blackburn design, CORDON BLEU is one of the popular Duncan-35 production fibreglass yachts formerly produced in Adelaide. She managed to get herself disqualified from last year's Sydney-Hobart Race but has raced with success in other offshore events with the L.M.Y.C.'s competitive first division, where she finished second in the 1977/78 point score.

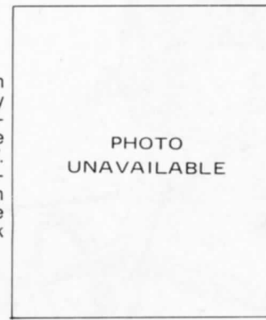


**CHAOS — G 3**  
**L.O.A. 36'3"; L.W.L.**  
**Beam 12'2"; Draft 6'2"**

A Farr design produced by Compass Yachts, CHAOS would be a 1-tonner but rates rather high for that at 29.3, which is probably due to an increase in sail area. She has been a very successful boat in Victorian racing although she finished well down in last year's Hobart Race. She can be expected to improve on that performance this year.

**DECEPTION — M 200**  
**L.O.A. 37'; L.W.L. 31';**  
**Beam 12'; Draft 8'**

DECEPTION is a recent Peterson 1-ton design with a fixed keel. Lavishly equipped, she has done very well racing with a very classy Lake Macquarie fleet and in offshore events in N.S.W. She will be, with her sistership, 'Relentless', one of the favourites to win this race overall. A top-class Lake Macquarie crew will be keen to knock off the Sydney-based sistership.



**CLICQUOT — 46**  
**L.O.A. 35'4"; L.W.L. 30';**  
**Beam 11'1"; Draft 5'10"**

A Peter Ibold design launched in 1975, CLICQUOT is a ferro-cement yacht, which until the advent of 'Helsal' in 1973, had never been seen in ocean races in Australia. A popular medium for home-built cruising yachts, ferro-cement hulls tend to be very heavy in comparison with modern light-weight racing hulls. This will be CLICQUOT's first ocean race, but her crew has some experience.

**DIAMOND CUTTER — 1792**  
**L.O.A. 36'; L.W.L. 30';**  
**Beam 11'8"; Draft 6'6"**

DIAMOND CUTTER is a production Peterson 1-tonner built in New Zealand in G.R.P. She has regularly performed well in long ocean races on the east coast and is in good form this year having won the Sydney-Brisbane race overall amongst other top performances. She was 3rd in division in the 1976 Hobart Race and could easily match or improve on that this year.

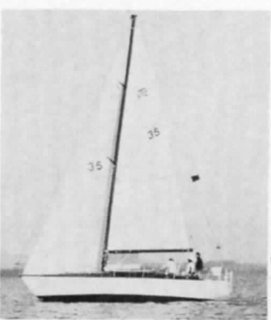


**CONSTELLATION — 2701**  
**L.O.A. 47'6"; L.W.L. 41'10";**  
**Beam 13'6"; Draft 8'**

CONSTELLATION was the third 'Ragamuffin' until she was sold this year. John Garner of M.H.Y.C. takes her over at the peak of her success, CONSTELLATION having been one of the top boats in the Clipper Cup series in Hawaii in August. She remains a potent force in N.S.W. racing and in this Sydney-Hobart Race. She was second last year and could do as well again given anything like her favoured conditions.

**DYNAMITE — 1308**  
**L.O.A. 42'; L.W.L. 35';**  
**Beam 13'9"; Draft 6'9"**

A Farr 2-tonner of great potential, DYNAMITE was launched in 1976 and has since displayed excellent hull speed while running and reaching in events off the N.S.W. coast. Given fresh conditions she could be well up with the handicap leaders in this race. She is currently in good form and won her division in the 1978 Sydney-Brisbane race.



**COBWEB — TYC 35**  
**L.O.A. 39'; L.W.L. 30';**  
**Beam 11'3"; Draft 6'2"**

A Hartley-designed cruising yacht, COBWEB has some ocean racing to her credit under experienced skipper Bill Griffiths of the Tamar Yacht Club. Relatively a rarity in Australian ocean racing, COBWEB is of ferro-cement construction, a medium usually considered too heavy for the smaller racing yacht. COBWEB will need heavy conditions all the way to stay on terms with her light-weight competitors.

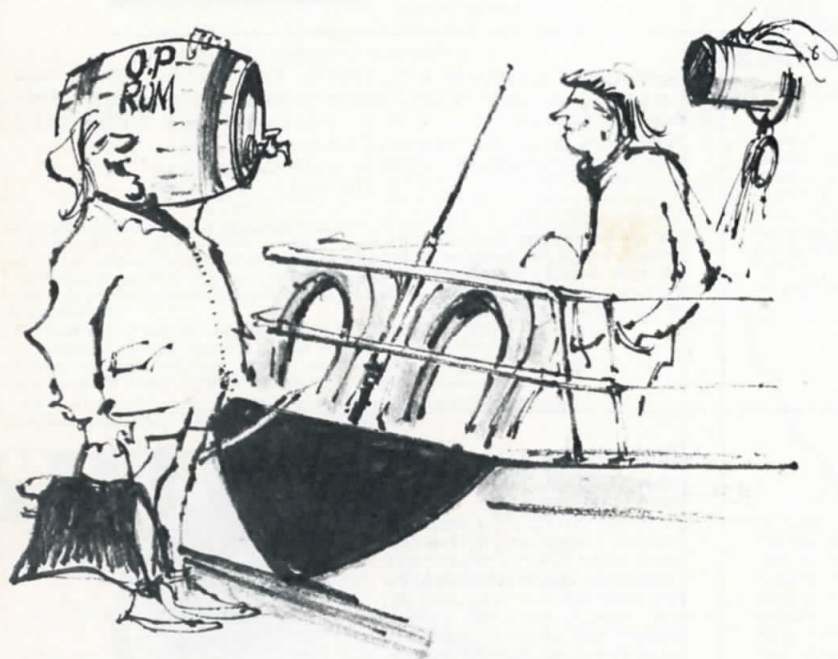
**FARR OUT — 2802**  
**L.O.A. 36'3"; L.W.L. 32';**  
**Beam 12'; Draft 6'2"**

A sistership to the 1976 Hobart Race winner, 'FARR OUT', is a production Farr 1-tonner which has performed consistently well in club events in N.S.W. but has disappointed in both of her Sydney-Hobart starts to date. Somewhat overshadowed by recent design advances, 'FARR OUT' remains a very fast boat and has the potential to do well in this event.



# In search of the rhumb line...

Cartoons by Harrigan



*They say the rhumb line is the shortest way to Hobart...heh heh.*

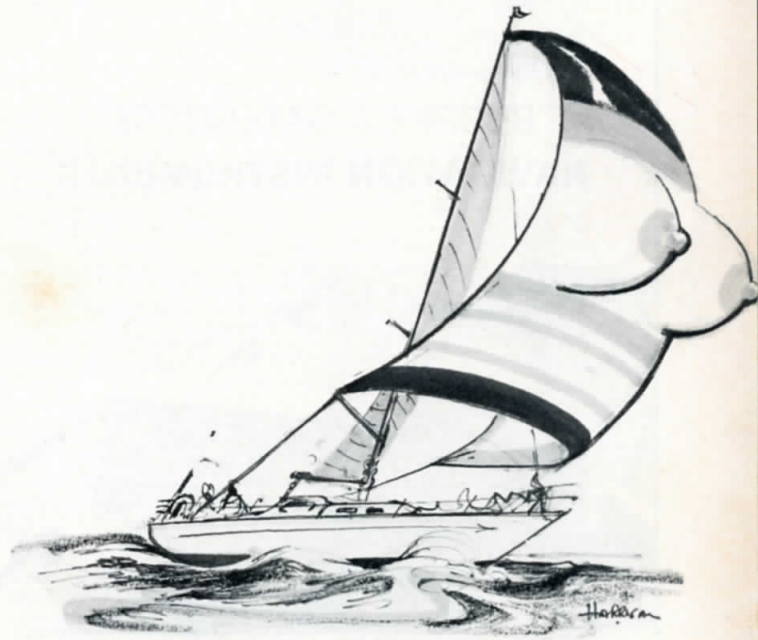
*It's just a fore'ard hand's opinion, but I reckon we'll have a decent sou'wester in the Strait.*



*He's a top nav...did Round The World in one leg.*

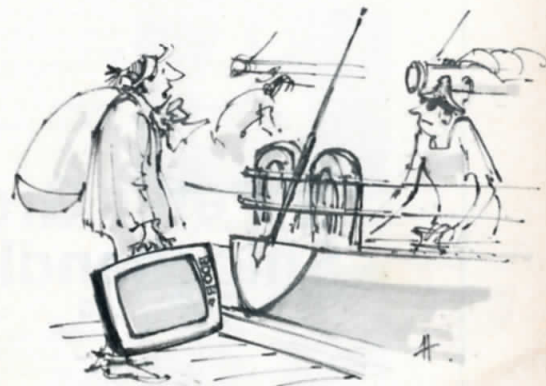


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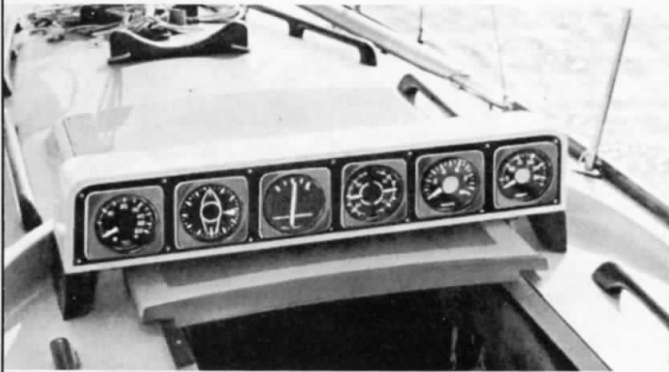
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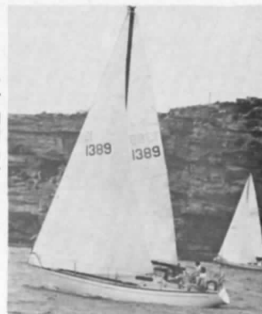
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**FREANDA — PC 73**  
**L.O.A. 52'11"; L.W.L. 41'7";**  
**Beam 13'6"; Draft 8'**  
 Launched two years ago FREANDA is an Adams-designed ferro-cement cruising yacht which rarely appear in ocean races. However, FREANDA finished in the tough 1977 Hobart Race when many others failed and has since raced successfully out of her home Port Curtis in Queensland. Whatever happens in this race her crew will have a comfortable ride to Hobart, a function for which she was designed.

**HERCULES — 1389**  
**L.O.A. 29'10"; L.W.L. 24'1";**  
**Beam 10'; Draft 5'5"**  
 A production S&S ½-tonner, HERCULES was a top performer in her class last year in both short and long ocean races, although she was forced out of the Sydney-Hobart Race with rigging damage. Little is known of her current form, but she has the potential to do well in class, properly handled.



**FUZZY DUCK — 1493**  
**L.O.A. 32'; L.W.L. 26';**  
**Beam 9'9"; Draft 5'3"**  
 FUZZY DUCK is a Miller (Lexcen) ½-tonner designed in 1974 and one of a series of production fibreglass boats built by Clem Masters. This boat has raced regularly with the C.Y.C.A. since launching, although this is her first Sydney-Hobart entry. Recently taken over by a new owner who has had plenty of experience racing in New Zealand.

**HI JACQUE — 1977**  
**L.O.A. 36'; L.W.L. 30';**  
**Beam 11'6"; Draft 6'3"**  
 A hull sister to 'Diamond Cutter', HI JACQUE races with the R.P.A.Y.C., where she has proved to be very competitive. One of many retirements from the 1977 storm-tossed Hobart Race, HI JACQUE will be striving to make up for that loss this year and should put in a strong performance. A good all-round Peterson 1-tonner.



**GENGHIS KHAN — 1991**  
**L.O.A. 51'11"; L.W.L. 43'6";**  
**Beam 14'11"; Draft 8'**  
 Designed as a cruising yacht by the well known R. Tilsed, GENGHIS KHAN's owner got the racing bug early on and started racing this handsome ketch shortly after she was launched early this year. Built in steel by Maas Bros in Sydney, she has appeared in several ocean races on the east coast, to date with no success. Would be one of the last ketch rigged yachts left in ocean racing.

**HORNET — SA 150**  
**L.O.A. 34'; L.W.L. 29';**  
**Beam 10'8"; Draft 5'11"**  
 HORNET was the prototype for the Duncanson ¾-ton class designed by Alan Blackburn. Of timber construction, HORNET competed in the 1975 Hobart Race when she finished a creditable 11th overall. Now racing out of the R.Y.C.T., she has little current form to go on but is a basically sound design and could do well particularly in heavy going.



**GRETEL — 12/KA 1**  
**L.O.A. 67'; L.W.L. 53'6";**  
**Beam 13'; Draft 9'6"**  
 The grand old lady of Australian 12 metre class yachts, GRETEL has found a new lease of life under her new owner, Bernard Lewis. Racing again with David Kellet at the helm, she has appeared regularly in C.Y.C.A. ocean racing events this season. Another 12 metre, 'American Eagle', rerigged for ocean racing, won the coveted double prize of first home and first on handicap for Ted Turner in the 1972 Hobart.

**HUMBUG — H 8**  
**L.O.A. 29'10"; L.W.L. 23'6";**  
**Beam 11'5"; Draft 4'8"**  
 Designed and built by her Hobart-based owner/skipper, HUMBUG has, in spite of her name, shown good results in her Tasmanian races to date, particularly in heavy going, a condition most Tasmanian boats and crews seem to handle better than most. Rating rather high at 22.4' she will face stiff competition from boats around half-ton rating if light weather prevails.



**HELSAL — 262**  
**L.O.A. 72'5"; L.W.L. 66'4";**  
**Beam 19'; Draft 10'**  
 Perhaps the yacht best known in Australia by the public, the 'Floating footpath' has had a colourful career in ocean racing, being for many years the only ferro-cement ocean racer on the books. She has won more than her share of line honours trophies, racing in virtually every race on the Australian calendar. Forced out at the start last year after a collision with a spectator ferry, she will again be chasing line honours with an enthusiastic crew.

**HUON CHIEF — A 11**  
**L.O.A. 36'; L.W.L. 30';**  
**Beam 11'9"; Draft 6'4"**  
 The 1975 Australian 1-ton champion, HUON CHIEF is a Jennings design built of timber and launched in 1974. Her best Sydney-Hobart performance was 27th in 1975, but she again sailed well in the level rating championships in 1976, finishing 2nd. Although little is known of HUON CHIEF's recent racing, she remains a very fast boat and has the potential to perform well in class.







**ICHTHUS — N 75**  
**L.O.A. 33'7"; L.W.L. 24'2";**  
**Beam 10'1"; Draft 5'8"**  
 A recently launched (1976) S&S 34, ICHTHUS appeared in her first Sydney-Hobart Race in 1976, finishing 53rd. She has since raced in a few Victorian ocean races, out of Newhaven Yacht Squadron, but little is known of her current form. The S&S 34 is the single most prevalent design in this race — eight at press time.

**KRAKEN — 1815**  
**L.O.A. 32'; L.W.L. 24';**  
**Beam 9'6"; Draft 5'6"**  
 KRAKEN is a Cavalier 32; these regularly perform up to their rating in long-distance events such as this. KRAKEN has little form to go on for this race so must be considered an outside chance at best, although she has been appearing regularly this year in C.Y.C.A. ocean races.



**IMPETUOUS — 2552**  
**L.O.A. 41'; L.W.L. 34';**  
**Beam 13'; Draft 7'2"**  
 A brand new Ron Holland-designed 2-tonner, IMPETUOUS is of aluminium construction, only recently launched and, of necessity, hurriedly prepared for this race. However, she represents the latest in design thinking from one of the world's top designers, and her owners are very experienced blue water men. Could be a dark horse winner.

**LOTS WIFE — M 38**  
**L.O.A. 31'; L.W.L. 25'6";**  
**Beam 10'4"; Draft 5'6"**  
 A production Cole 1/2-tonner, LOTS WIFE is one of many East Coast 31 designs in this race. Although she finished well down in last year's event, she scored 2nd in division in 1976 and regularly races with success in local Tasmanian events. She will be hoping for heavier going to counter the more modern lightweight design advantages.



**JISUMA — SM 36**  
**L.O.A. 36'; L.W.L. 32';**  
**Beam 11'; Draft 6'**  
 JISUMA is a fine example of the very popular Swanson 36 design, a number of which have been racing to Hobart regularly since they were introduced in 1967. JISUMA is raced by popular 'Rocky' Rockliff of the Sandringham Club in Victoria with a teetotal crew. Outclassed by modern designs, JISUMA nevertheless fares quite well under the I.O.R. and can be expected to make up for her retirement from last year's race.

**LOVE AND WAR — 294**  
**L.O.A. 47'6"; L.W.L. 35'6";**  
**Beam 10'4"; Draft 7'**  
 One of Australia's most successful yachts, LOVE AND WAR is a past Hobart winner (1974) and Admiral's Cup representative (1975). Ninth last year, she has held close to her former I.O.R. rating following the rule changes introduced this year. She is always a danger and will be up close to the handicap leaders whatever the weather. She is sailed by one of Australia's most experienced owners, Peter Kurts who is leading most of the original strong crew.



**JOKER — 1002**  
**L.O.A. 30'1"; L.W.L. 24';**  
**Beam 10'1"; Draft 5'6"**  
 One of the few overseas entries this year, JOKER hails from Port Vila in the New Hebrides, where the owner can proudly claim to be the winner of all offshore races organised against visiting and cruising yachts in the New Hebrides since 1976, three in all. He might find the competition a little tougher in this race, and this little steel sloop will be hoping for heavy going in order to stay with the light-weights.

**LOWANA II — S 1141**  
**L.O.A. 37'; L.W.L. 29';**  
**Beam 11'; Draft 6'3"**  
 Designed and built by Ken Anderson in 1971, LOWANA II has a fibreglass hull with a timber deck. A good-looking yacht, LOWANA did not live up to her early expectations as a competitive 1-tonner but has since put in many miles of hard ocean racing. She had the misfortune last year to develop a leak in her water tank and had to retire from the race after losing all her fresh water.



**KLINGER — 2070**  
**L.O.A. 26'3"; L.W.L.**  
**Beam 9'; Draft 5'10"**  
 A Farr 1/2-tonner built in New Zealand of cold-molded Kauri, KLINGER is an example of early Farr design thinking which quickly brought Bruce Farr to the forefront of modern ocean racing yacht designers. KLINGER has raced successfully in local races in Queensland for her current owner. She also won the 1976 Sydney-Brisbane race.

**MANU KAI — 1296**  
**L.O.A. 35'; L.W.L. 30';**  
**Beam 9'6"; Draft 6'6"**  
 One of the first of the popular Duncanson 35 yachts to be built in Adelaide by John Duncanson, MANU KAI was launched in March 1972. Duncanson 35's are fine sea boats and capable of good performance on rating although largely bypassed by design advances. They usually perform best in the heavier going and compare favourably with S&S 34's in these conditions.



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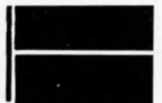
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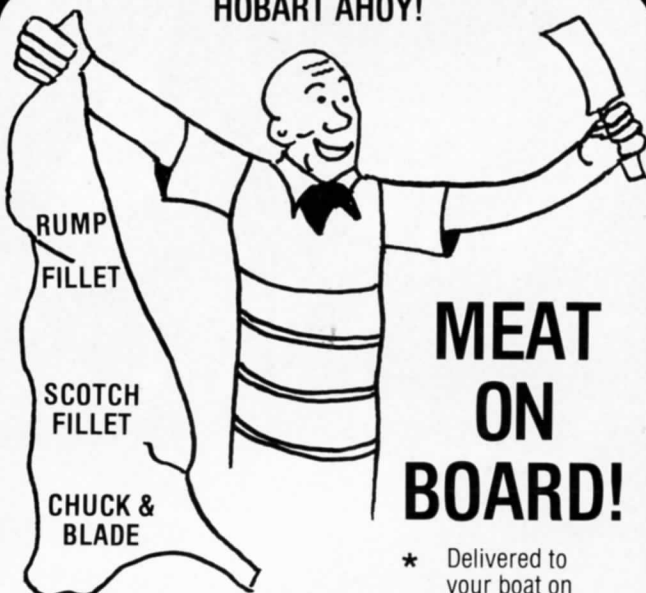
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**MARGARET RINTOUL II — 2170**  
**L.O.A. 49'; L.W.L. 37';**  
**Beam 13'; Draft 6' 9"**  
 MARGARET RINTOUL II continues to race successfully in Australian ocean racing despite being ten years old, and favoured by a large age allowance she could still do well in this race. Over the years she has been Australia's most famous yacht, locally and overseas, when she was well known as the first 'Ragamuffin'. She retired from last year's race but should do better this time up.

**MERCEDES IV — R 1313**  
**L.O.A. 41' 10"; L.W.L. 36' 6";**  
**Beam 12' 9"; Draft 7' 4"**  
 One of Ted Kaufman's great designs, MERCEDES IV has represented Australia at the Admiral's Cup (1975), N.S.W. in the Southern Cross Cup (1975) and has many ocean racing wins to her credit in two states. Her best Sydney-Hobart performance was a 4th in 1974 for her designer/skipper. She should fare well under the new I.O.R. ratings but will face a lot of hot machinery in this race.



**MARY BLAIR — 2464**  
**L.O.A. 41' 5"; L.W.L. 36.1';**  
**Beam 11' 6"; Draft 6' 10"**  
 One of the first ocean racing boats in Australia to be constructed of aluminium, MARY BLAIR was designed by Warwick Hood and launched in 1970. She has since raced all over the eastern States, and although out-classed from a rating point of view by more modern designs, she remains a fine ocean racer and should give her very enthusiastic owner and crew a happy ride to Hobart.

**MERCEDES V — 2140**  
**L.O.A. 41' 6"; L.W.L. 34';**  
**Beam 12' 6"; Draft 7' 2"**  
 A Kaufman design of great potential, MERCEDES V failed in a bid to make the 1977 Australian Admiral's Cup team and has since shown inconsistent results in N.S.W. events. Possessing good speed to windward, MERCEDES V is a very handsome yacht, is well equipped and could do well in her division if sailed to full capacity.



**MATIKA II — 524**  
**L.O.A. 35'; L.W.L. 28';**  
**Beam 10' 3"; Draft 6'**  
 C.Y.C.A. Commodore Tony Pearson's pride and joy, MATIKA II has been racing consistently well this year and will be seeking division honours in a race from which she was forced with damage last year. A 3/4-tonner, she has been modified with, amongst other things, a Peterson keel, which has improved her performance considerably. Has been the boat to beat in this class all year.

**MERINDA — B 15**  
**L.O.A. 29' 5"; L.W.L. 24';**  
**Beam 10' 1"; Draft 5' 6"**  
 A Swanson 1/2-tonner, MERINDA is a fibreglass production yacht built by Taylor Plastics in 1974. Sailing out of Royal Brighton Yacht Club, MERINDA competed in last year's Hobart Race finishing fourth in division and 35th overall. Her skipper is experienced in Victorian ocean racing and could improve on last year's performance, his first Hobart appearance.



**MATIKA III — 528**  
**L.O.A. 35' 9"; L.W.L.**  
**Beam 12' 6"; Draft 5' 11"**  
 A 1-tonner owing a lot to early Farr design thinking, MATIKA III was designed and built by John Lidgard in New Zealand in 1976 but has done all her racing in Australia, winning the 1976/77 C.Y.C.A. Division 2 point score. Now overtaken to some extent by design advances, she could still surprise given her conditions and should be well up in her division in any case.

**MIRRABOOKA — 458**  
**L.O.A. 44'; L.W.L. 36';**  
**Beam 12' 4"; Draft 7' 2"**  
 With three name changes in as many years, MIRRABOOKA (Nee 'Superstar of Hamble'; 'Superstar'; 'Pandora') is a superb example of the series production skills of Nautor of Finland. A fibreglass hull beautifully finished and well equipped, MIRRABOOKA has put in some great performances in the Hobart Race, her best being a 3rd in 1975.



**MELTEMI — 89**  
**L.O.A. 44' 3"; L.W.L. 34' 6";**  
**Beam 12' 7"; Draft 7'**  
 A seasoned campaigner in N.S.W. and in this Race, MELTEMI has been a strong competitor for seven years. An S&S design from the days when that design firm were undisputed world leaders, MELTEMI has been a model of consistency for owner Bill Psaltis, and the Sydney-Hobart Race is one of the few races that MELTEMI has not shared in the trophy hardware. Remains a contender.

**MOONSHADOW — B 51**  
**L.O.A. 41' 6"; L.W.L.**  
**Beam 13'; Draft 7' 6"**  
 One of Ron Holland's latest designs, MOONSHADOW is a development of the famous 'Imp' which did so well at the last Admiral's Cup and in the U.S.A. Slightly larger, MOONSHADOW will rate around the 2 ton mark, is constructed of G.R.P. balsa core with aluminium frames. She is skippered by top Victorian owner John Taylor with a very hot crew and should give this race a severe shake.

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 UNAVAILABLE

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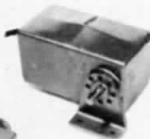
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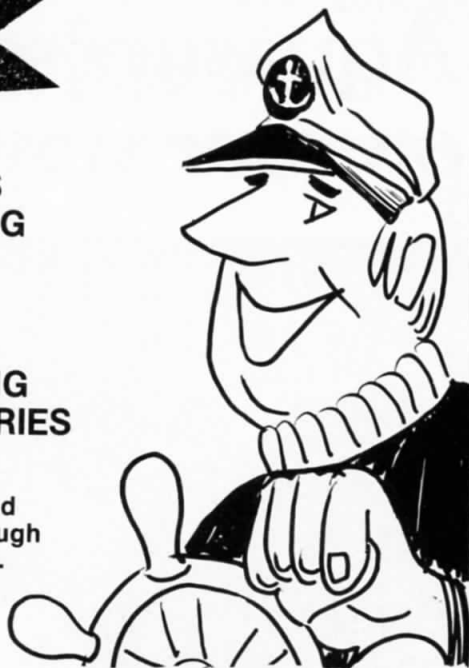
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**MORNING MATILDA — R 82**  
**L.O.A. 34'; L.W.L. 24';**  
**Beam 10'; Draft 6'**

An S&S 34 which could practically form a class of their own in this race, MORNING MATILDA was built by the Swarbrick's of Perth in 1971, one of the first of this famous class to be built in Australia. They are still winning races and still doing well in the Hobart Race, witness 'Zilvergeest's' performance last year. MORNING MATILDA has not been seen in this race for many years, but that will not slow her down at all. Welcome back.

**ONYA OF GOSFORD — 63**  
**L.O.A. 43'3"; L.W.L. 32';**  
**Beam 11'; Draft 7'2"**

One of the latest Cole 43 class production yachts to be launched, ONYA is owned by Gosford and C.Y.C.A. personality Peter Rysdyk, who has 8 Hobart Races to his credit and a host of other other long distance events. Cole 43 designs have a great record in the Sydney-Hobart Race, and with this experienced owner and crew, ONYA should perform well.

PHOTO  
UNAVAILABLE



**MYSTIC SEVEN — 355**  
**L.O.A. 36'; L.W.L. 28';**  
**Beam 10'6"; Draft 6'**

MYSTIC SEVEN is a Swanson 36 built by the Swanson Brothers in 1974. Designed by Ron Swanson in 1967, the 36 proved to be a very popular and seaworthy design and many have made their way to Hobart over the years. One of four in this race, MYSTIC SEVEN was forced out of last year's Hobart Race when her rudder became entangled with kelp just south of Green Cape.

**PEACOCK — SA 104**  
**L.O.A. 31'6"; L.W.L. 26'1";**  
**Beam 10'5"; Draft 5'6"**

PEACOCK is a Peter Cole design of the 'Bodega' 1/2-ton class, featuring a G.R.P. moulded hull and a 'Nantucket' type flush deck in cold moulded ply with laid teak. In her opening races this year she had early success sailing out of Adelaide with the R.S.A.Y.S., displaying a potential which, together with her experienced owners, should have her up amongst the class winners in this race.



**NATELLE II — 2555**  
**L.O.A. 41'; L.W.L. 33';**  
**Beam 12'6"; Draft 7'4"**

A Peterson 2-tonner of great potential, NATELLE II has had a chequered career in ocean racing, producing devastating performances on occasion, but has so far failed to nail down a major prize in the Sydney-Hobart Race. Under her new owner, experienced Geoff Lee, a top crew will be seeking to rectify that state of affairs and can be expected to perform well.

**PERIE BANOU — R 4**  
**L.O.A. 34'; L.W.L. 24'6";**  
**Beam 10'2"; Draft 5'10"**

One of half a dozen S&S 34's in the race, PERIE BANOU has done some interesting racing for an Australian yacht, a small one at that, having competed in the 1973 Cape to Rio race. She scored 7th out of a fleet of 128, then went on to become the first W.A. yacht to circumnavigate the world. She was 3rd in division in last year's Hobart Race.



**NIMMITABEL — 1614**  
**L.O.A. 31'5"; L.W.L. 24';**  
**Beam 9'; Draft 5'**

An Arthur Robb design built in 1960 by Griffin Bros. of Sydney, NIMMITABEL is a traditional style of yacht in timber. She is to be sailed by a youthful crew of musicians skippered by their music teacher and the boat's owner, Rory Thomas, who has racing experience in the U.S.A., notably in the Bermuda Race.

**PICCOLO — M 88**  
**L.O.A. 38'; L.W.L. 34';**  
**Beam 12'8"; Draft 8'**

The latest Farr 1-tonner in this country, PICCOLO has performed well in early races this season against such top boats as her immediate design forerunner, 'Vanguard', and the hot Peterson boats 'Deception' and 'Relentless'. It remains to be seen how the new I.O.R. regulations and self righting requirements will affect her performance, but her Lake Macquarie crew are confident they can overcome any handicap. One of the favourites for an outright win.



**ODIN — B 28**  
**L.O.A. 39'; L.W.L. 34';**  
**Beam 11'3"; Draft 6'3"**

ODIN last went to Hobart in 1969 with Lou Abrahams at the helm; throughout the seventies she has raced extensively in Victoria for her current owner. Designed and built by the Halvorsens, she is a steel 'Freya' type which had great success in this race throughout the early sixties and are revered around Australia as great sea boats.

**PILGRIM — E 226**  
**L.O.A. 38'7"; L.W.L. 32';**  
**Beam 11'10"; Draft 6'7"**

An S&S design, PILGRIM represented Australia in the 1972 World One Ton titles held off Sydney and finished a close second. Now sailing out of Esperance Bay Yacht Club in Western Australia, PILGRIM still performs well and in her last Hobart appearance for this owner in 1975 scored a creditable 12th.





# Good luck to all the blue water boys.



**Official Airline for the  
Sydney-Hobart Yacht Race, 1978**





**POLARIS — M 99**  
 L.O.A. 43' 3"; L.W.L. 33';  
 Beam 10' 7"; Draft 6' 6"

POLARIS is one of the top performing Cole 43 boats of recent years and in this race they have always shown up well. Chartered by Mr Toshihiro Goto of the Nippon Ocean Racing Club for this year, POLARIS will race with six crew members from Japan, a local navigator and the balance of the crew made up of Lake Macquarie heavies. Should do well, particularly in the heavier going.

**RIMFIRE — SM 16**  
 L.O.A. 42'; L.W.L. 36';  
 Beam 13' 6"; Draft 6'

Of similar lineage to 'Dynamite', RIMFIRE is a Farr 2-tonner produced in fibreglass by Kiwi Yachts in Adelaide. Launched late this year she is raced by a Sandringham Yacht Club crew, but at time of writing nothing was known of her race capabilities. The design, however, is quite fast, and she could do well in class if worked up in time.



**PRYORITY — 2343**  
 L.O.A. 36' 6"; L.W.L. 29' 6";  
 Beam 11' 9"; Draft 6' 10"

A recent Scott Kaufman 1-ton design, PRYORITY was built in timber and launched early this year. She performed creditably to be 3rd in Division 2 in the Sydney-Brisbane race and won division 2 of the Montagu Island race early in the season. Improving all the time, she is at her best going to weather against the Farr & Peterson competition ultra-light-displacement boats.

**ROCKIE — 2900**  
 L.O.A. 36'; L.W.L. 27';  
 Beam 11' 10"; Draft 6' 6"

A top performing New Zealand 1-tonner and a sister ship to the 1976 Hobart Race winner, ROCKIE is a G.R.P. Farr design raced by experienced Auckland skipper P. S. Kingston, who has appeared in five previous Sydney-Hobart Races dating back to 1967. Boosted by some I.O.R. design alterations, ROCKIE has been in top form in New Zealand and will be in with a chance in a division full of hot one ton contenders.



**RAMPAGE — B 120**  
 L.O.A. 40'; L.W.L. 34';  
 Beam 11' 7"; Draft 6' 3"

RAMPAGE was launched in 1973, a Miller (Lexcen) design built of timber. She immediately scored a 3rd in the Sydney-Hobart in a race that was won by her sistership, Ceil III. Two years later RAMPAGE also won the race overall just to prove it was no fluke. Now racing in Victoria out of R.B.Y.C., she continues to be successful in ocean races in that State.

**ROGUE — 1743**  
 L.O.A. 40'; L.W.L. 32' 11";  
 Beam 11' 5"; 11' 6"; Draft 6' 5"; 6' 6"

Under a new owner this year, ROGUE has plenty of potential for this race, being a production version of former Hobart race winner, 'Rampage'. A Miller (Lexcen) 1-tonner, she was built in 1976 of fibreglass and features a distinctive yellow band along white topsides. ROGUE has regularly performed well in N.S.W. ocean racing events for her former owner.



PHOTO  
 UNAVAILABLE

**RELENTLESS —**  
 L.O.A. L.W.L.  
 Beam Draft

A Peterson 1-tonner of the ultra-light-displacement type, RELENTLESS is a fixed-keel version of the successful Victorian yacht 'Magic Pudding'. RELENTLESS has had mixed success during her first season, regularly winning short ocean races but failing in the long ones, while her sistership, 'Deception', has done well in them. She is very strongly crewed, however, and can be expected to sort out any problems prior to the Hobart Race in which she will be one of the favourites for an outright win.

**RUNAWAY — A 23**  
 L.O.A. 35' 6"; L.W.L. 31';  
 Beam 10' 10"; Draft 6' 6"

An N. D. Jennings design, this Hobart-based sloop was launched in September this year and little is known of her potential at time of writing. She is constructed in fibreglass balsa-core with a timber deck, is not yet rated but appears to be around the 1-ton mark in dimensions. She is racing out of the Royal Yacht Club of Tasmania.



**RICOCHET II — SA 313**  
 L.O.A. 34'; L.W.L. 24' 2";  
 Beam 10' 1"; Draft 6'

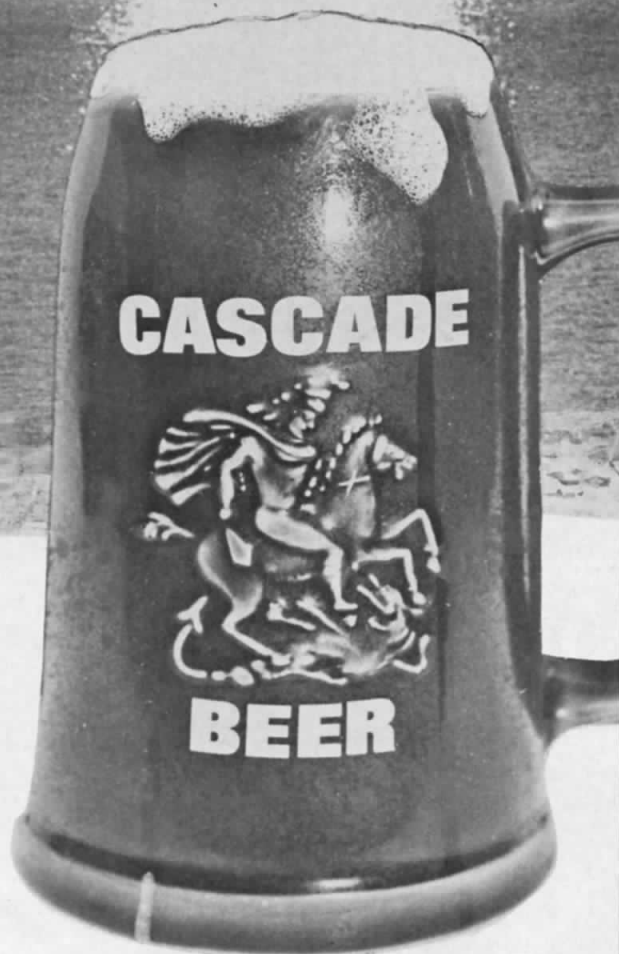
An S&S 34, a type which has been well represented in this race including an outright win in 1969, RICOCHET II is a fine example of the class, posting a Division C 3rd in the 1976 Sydney-Hobart and innumerable successes racing with her home club, R.S.A.Y.C. Boasting a very experienced owner and a top crew from South Australia, RICOCHET II should give a good account of herself, particularly in heavy going.

**SATIN SHEETS — M 182**  
 L.O.A. 41'; L.W.L. 34' 1";  
 Beam 12' 10"; Draft 6' 11"

SATIN SHEETS is the former 'Sunburst', a Peterson design of the highly successful 'Williwaw' type. Constructed of aluminium, she is a very fast boat that failed to realise her full potential during her first season, failing at the Australian Admiral's Cup trials although clearly superior in some conditions. Under new ownership, she is being campaigned by Andy Strachan of the Lake Macquarie Y.C. with a top crew from that Club.



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**SCORPION — 2480**  
**L.O.A. 42'4"; L.W.L. 32'6";**  
**Beam 13'1"; Draft 6'11"**  
 A fibreglass production Farr 2-tonner, SCORPION was built in N.Z. this year and has been racing regularly in C.Y.C.A. ocean races this season. Still in the process of working up, this boat has excellent potential and should be up with the handicap leaders throughout the race. Given her conditions, she could surprise.

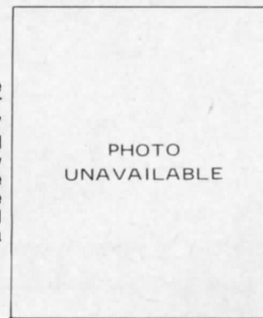


**SOLANDRA — 155**  
**L.O.A. 33'; L.W.L. 24';**  
**Beam 10'2"; Draft 5'8"**  
 A handsome sloop of traditional appearance, SOLANDRA is built in timber to an Alan Buchanan design dating back to 1970. Launched early this year, she has no known record of racing; however her owner crewed extensively with the R.Y.C.T. fleet several years ago.



**SECOND LADY — B 68**  
**L.O.A. 34'3"; L.W.L. 28'3";**  
**Beam 11'3"; Draft 6'**  
 A Peter Cole design 3/4-ton of the 'Fair Dinkum' type built in moulded G.R.P., she was launched early in 1977 and has been well placed in club races in her home state of Victoria. 'Fair Dinkum' notched up a 2nd place in the 1975 Hobart Race, so SECOND LADY has the potential to do well in this event despite being overtaken to some extent by I.O.R. design changes.

**SPIRIT — M 126**  
**L.O.A. 32'9"; L.W.L. 31'5";**  
**Beam 8'9"; Draft 5'9"**  
 Raced by a very experienced Lake Macquarie skipper and crew, SPIRIT is an Adams 10 metre 'one design' which, although it may be outclassed in the handicap ratings, will certainly give a fast ride down to Hobart. The owner's last boat to Hobart was the Mk II Carmen class yacht, 'Cardinal Puff', so, if nothing else, he is in for a change of pace.



**SILVER CLOUD — SM 393**  
**L.O.A. 33'4"; L.W.L. 26'11";**  
**Beam 11'; Draft 6'3"**  
 This is a stock, fully-imported Yamaha 33 which was placed 2nd in the 1978 National 3/4-ton titles held in Adelaide performing at her best in the heavier going. She is under charter for this race to a group of South Australian yachtsmen of whom the best known in N.S.W. would be Rick Halliday, who was also involved in the charter of 'Windward Passage' for the S.A. team a few years back.

**STREAKER — 2020**  
**L.O.A. 36'; L.W.L. 30';**  
**Beam 11'6"; Draft 6'**  
 Although this Peterson 1-tonner dates back to 1974, which these days is old in terms of ocean racers, STREAKER has continued to put in top performances for her new owner, Bart Ryan. An early example of Aerex core fibreglass sandwich construction, she was formerly owned and raced by Chris Bouzaid with great success. Will finish well up in the placings in this race.



**SINNERMAN — H 8**  
**L.O.A. 33'6"; L.W.L. 24';**  
**Beam 10'; Draft 6'**  
 An S&S 34 that is only two years old is unusual, but SINNERMAN was launched in December 1976, built, as usual, by Swarbrick Brothers. Raced only in Victoria, little is known of her capabilities, but these boats do very well in the heavy going. She did finish 1st in her division in the last West Coaster.

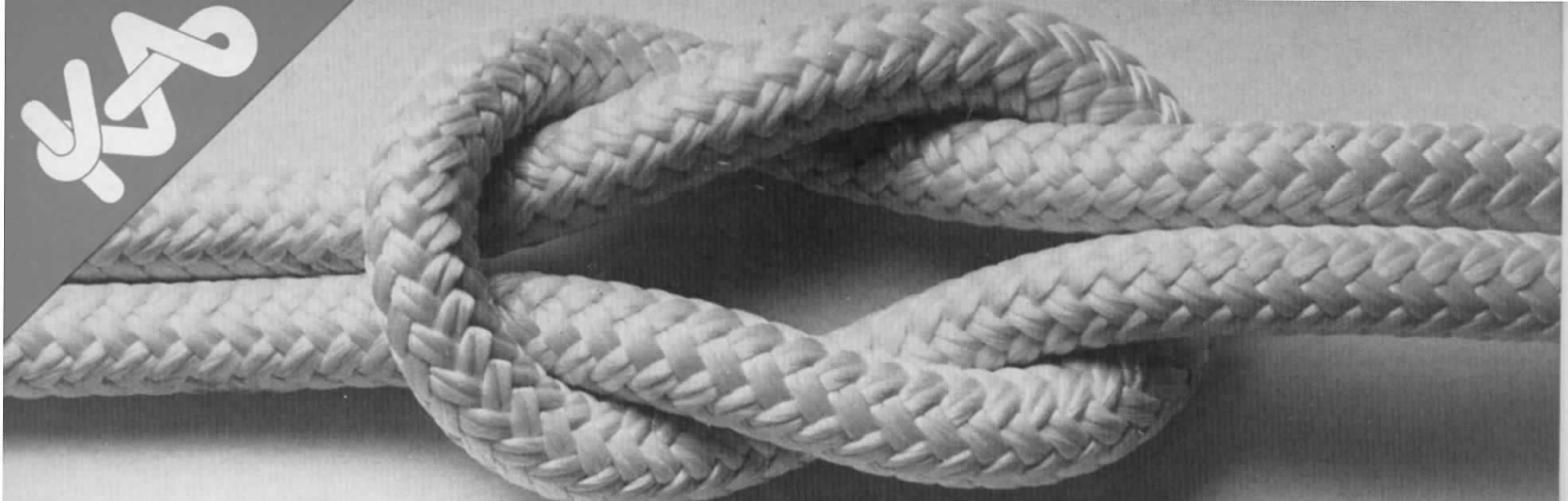
**SUMMER WIND — 101**  
**L.O.A. 78'; L.W.L. 61';**  
**Beam 20'6"; Draft 10'6"**  
 Built of steel by the experienced American firm of Palmer & Johnson, SUMMER WIND is a beautiful traditional-styled ketch from the board of Phillip Rhodes. She recently competed in the Trans-Pac race, Los Angeles to Tahiti and the Bali-Hai series on her swing through the Pacific to Australia. Little is known of her racing record out here; her competition for line honours will be the powerful new aluminium sloop, 'Siska'.



**SISKA — R 311**  
**L.O.A. 77'; L.W.L. 65';**  
**Beam 19'2"; Draft 11'**  
 One of the largest maxi yachts ever built, SISKA was designed and built by her owner/skipper, Perth sailmaker Rolly Tasker, taking owner involvement just about as far as it can go. Built of aluminium, she is designed primarily for the U.K. to W.A. Parmelia Race in 1979. If she can sort out her rating problems in time to start in this Hobart Race, she will be undisputed favourite for line honours.

**SUNDANCE — 167**  
**L.O.A. 30'5"; L.W.L. 24'5";**  
**Beam 10'; Draft 5'6"**  
 An Endeavour 30 fibreglass production yacht rating approximately 1/2-ton under the I.O.R. Her owner, Peter Daniel, races out of the North Queensland Cruising Yacht Club and has considerable experience in that area. In the 1976 Brisbane-Gladstone race, SUNDANCE lost her rudder and performed the notable feat of sailing the last 100 miles of the race without it.





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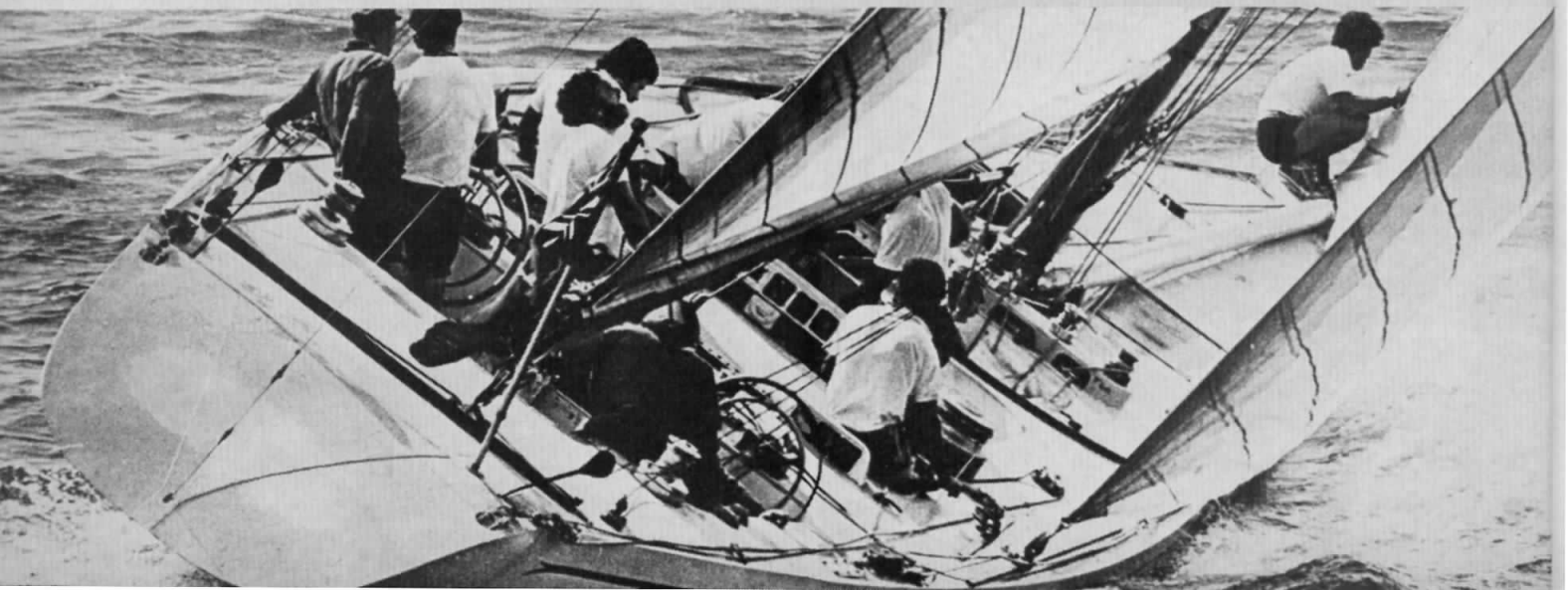
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**SUPERSTAR — B 1**

**L.O.A. 46'; L.W.L. 36';  
Beam 13'9"; Draft 8'**

A Peterson 46 built in Australia of aluminium, SUPERSTAR represented Australia at the 1977 Admiral's Cup and since returning home has raced extensively for Keith Farrants and recently under charter to Syd Fischer. She retired from last year's Hobart with broken rigging but is capable of winning the event with this strong experienced crew.

**TOLTEN — A 4**

**L.O.A. 37'6"; L.W.L. 27'6";  
Beam 10'2"; Draft 6'6"**

An N. D. Jennings design built in Tasmania, TOLTEN is constructed of Huon pine, a favoured material for Tasmanian boats being very light. Toltlen is an early Jennings design launched in 1970; this is her first Sydney-Hobart Race. She did appear in last year's Melbourne-Hobart Race, finishing fifth.

PHOTO  
UNAVAILABLE



**SURAYA — SM 181**

**L.O.A. 37'6"; L.W.L. 25';  
Beam 10'; Draft 6'6"**

SURAYA last appeared in the Sydney-Hobart race in 1973 when she was racing out of Sandringham Yacht Club. Now based in Queensland with R.Q.Y.S., her new owner will be participating in his first Hobart Race but has sailed this boat to third in the 1978 Brisbane-Gladstone and second in the N.O.R.C. A handsome S&S design with a varnished hull.

**TOOLKA — MH 78**

**L.O.A. 37'; L.W.L.  
Beam 12'6"; Draft 6'6"**

Launched early this year TOOLKA is a production Joubert design in G.R.P. built by Fibreglass Yachts. Her first long ocean race was the Sydney-Brisbane this year when she was forced out with engine and gear-box problems; she has since raced successfully with the M.H.Y.C., her best result being a third in a race to Broken Bay.

PHOTO  
UNAVAILABLE



**SWEET CAROLINE — 21111**

**L.O.A. 41'2"; L.W.L. 34';  
Beam 12'10"; Draft 7'**

SWEET CAROLINE is the new name for 'Big Schott', which represented Australia at the Clipper Cup series in Hawaii in August. A very successful Doug Peterson design of recent vintage, SWEET CAROLINE was constructed of aluminium by Sparcraft in California in 1976. She performed well for the winning Australian team and should show up well in this race.

**TOUCHWOOD — MH 137**

**L.O.A. 42'6"; L.W.L. 31'4";  
Beam 12'; Draft 6'2"**

A cruising design by Doug Brooker, TOUCHWOOD is the prototype hull for a new fibreglass production series produced in Sydney by Brooker. Launched in April 1978, this will be her first Hobart Race and something of a family affair with six Brookers in the crew. TOUCHWOOD's only race to date was the Montagu Island Race.



PHOTO  
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**THE STING — M 8**

**L.O.A. 37'; L.W.L. 29';  
Beam 11'8"; Draft 6'2"**

THE STING is a handsome 1976 vintage Kaufman 1-tonner with a good turn of speed to windward. She was a close second to 'Piccolo' in the One Ton Nationals in 1977 and has since performed well in local events in Tasmania. She retired from the 1977 Sydney-Hobart with hull damage but can be expected to make amends this year. Good class prospect.

**UTIEKAH IV — A 17**

**L.O.A. 37'2"; L.W.L. 31';  
Beam 10'4"; Draft 6'8"**

UTIEKAH IV is a steel Van De Stadt design launched in 1969 in Tasmania. She raced in the 1969 Hobart Race and had the misfortune to strike a whale and come off second best with severe structural damage. Competed again in 1970 and 1972, then faded from the scene for many years. Still based in Hobart at D.S.S., she gives away much in performance to the modern lightweights.



**THUNDERBOLT — 560**

**L.O.A. 35'5"; L.W.L. 29';  
Beam 10'; Draft 6'**

THUNDERBOLT was designed by Graham Shields of Alspar in 1967 when light displacement was a very new idea and its advantages almost unknown. She still does well in local races, especially in the light stuff, and is well handled by her current owner if not extensively raced. She retired from the 1977 Hobart Race but could still keep the smaller classes honest in this race.

**VANESSA — KP007**

**L.O.A. 31'; L.W.L. 24'9";  
Beam 10'2"; Draft 5'8"**

An East Coast 31 1/2-tonner, VANESSA performed well in the LOPS 1/2-ton section of the C.Y.C.A. last season and has continued to race regularly with the fleet this season. Her best performance in the Sydney-Hobart Race was a 5th in division D in 1976, when the boat was new. Could improve on this.





**VANGUARD — 3444**  
L.O.A. 37'5"; L.W.L. 32';  
Beam 12'5"; Draft 6'

VANGUARD, formerly 'Smirnoff-Agen', has been a top performer this season under new owner Dick Cawse, who very quickly got the boat firing. In head to head clashes with the top boats in this race, VANGUARD has beaten them all at some stage and must start as one of the favourites for an outright win. A top boat and a top crew make a pretty formidable combination in any race.

**WILLI WILLI — 2422**  
L.O.A. 53'9"; L.W.L. 43';  
Beam 13'; Draft 8'3"

Joe Goddard has raced this fine aluminium sloop extensively since acquiring her from Syd Fisher, when she was known as 'Ragamuffin' (the second). A Miller (Lexcen) design, WILLI WILLI retired from the 1977 Sydney-Hobart Race but has successfully completed most of the long ocean races on the Australian calendar, skippered by Joe Goddard, who will be striving in this race to atone for last year's retirement.



**VITTORIA — SM 33**  
L.O.A. 42'; L.W.L. 32';  
Beam 11'6"; Draft 6'10"

VITTORIA is probably the most raced Victorian yacht ever launched, now appearing in her 8th Sydney-Hobart Race amongst many other long distance offshore events. Her owner, Lou Abrahams, has far more experience than the boat, however, because, it is said, he is older. An S&S design, VITTORIA should, in theory, be outclassed by modern designs, but she still seems to figure high up in the Sydney-Hobart results every year.

**ZILVERGEEST III — 1317**  
L.O.A. 34'; L.W.L. 25';  
Beam 10'; Draft 6'10"

Raced by prominent C.Y.C.A. personality Alan Murray, ZILVERGEEST III had a great result in the 1977 Hobart Race with a 1st in Division and 12th overall, rewarding Alan Murray's persistence over four Hobart Races with this boat and a total of 13 himself. That result contributed towards a 3rd in the C.T.C.A.'s prestigious Blue Water Championship for 1977/78. Will be in with a chance again this year, particularly if the going is heavy.



**WARRI — 964**  
L.O.A. 34'5"; L.W.L. 29';  
Beam 10'5"; Draft 6'

One of Bob Miller's (Lexcen's) early designs, this 1-tonner has been around since 1968 and used to race extensively with the C.Y.C.A. Appearing only occasionally in recent years, little is known of her current abilities against modern boats, but she should attract quite a low rating under the new rules. Her best ever Hobart performance was 12th, in 1969.



**WESTERN MORNING — SM 298**  
L.O.A. 34'; L.W.L. 27';  
Beam 10'; Draft 6'

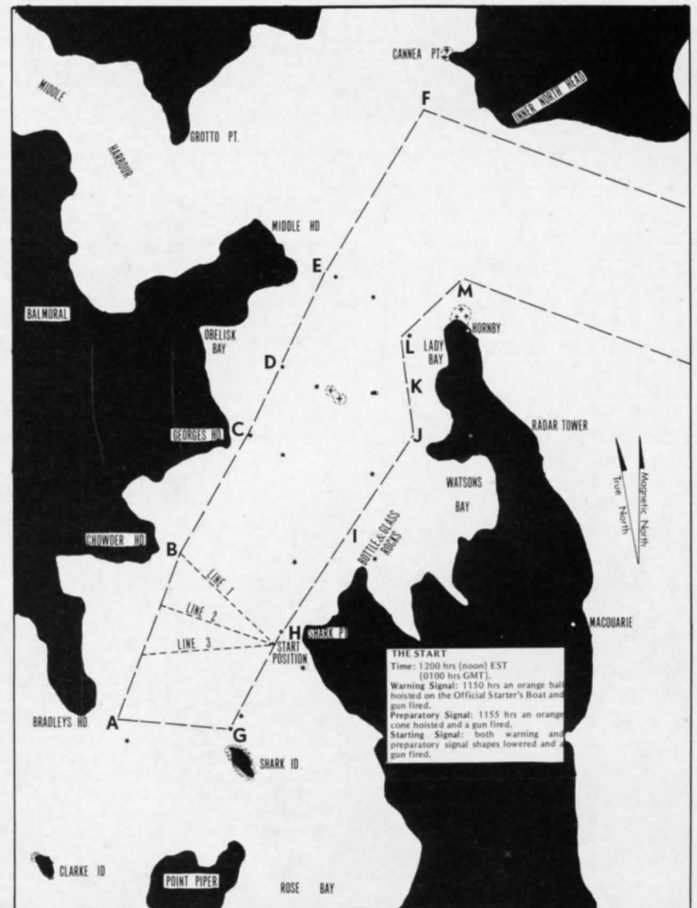
An early S&S 34 from Swarbrick of Western Australia, WESTERN MORNING is making her first appearance in a Sydney-Hobart Race following some good performances in Victorian ocean races. She was first overall in the 1977 Bass Strait circuit, including second overall in the Queenscliff-Devonport. Long considered a fine sea boat, this S&S 34 should go well for these experienced owners, particularly in heavy going.



**WHITE POINTER — 2246**  
L.O.A. 36'8"; L.W.L. 30';  
Beam 12'; Draft 6'6"

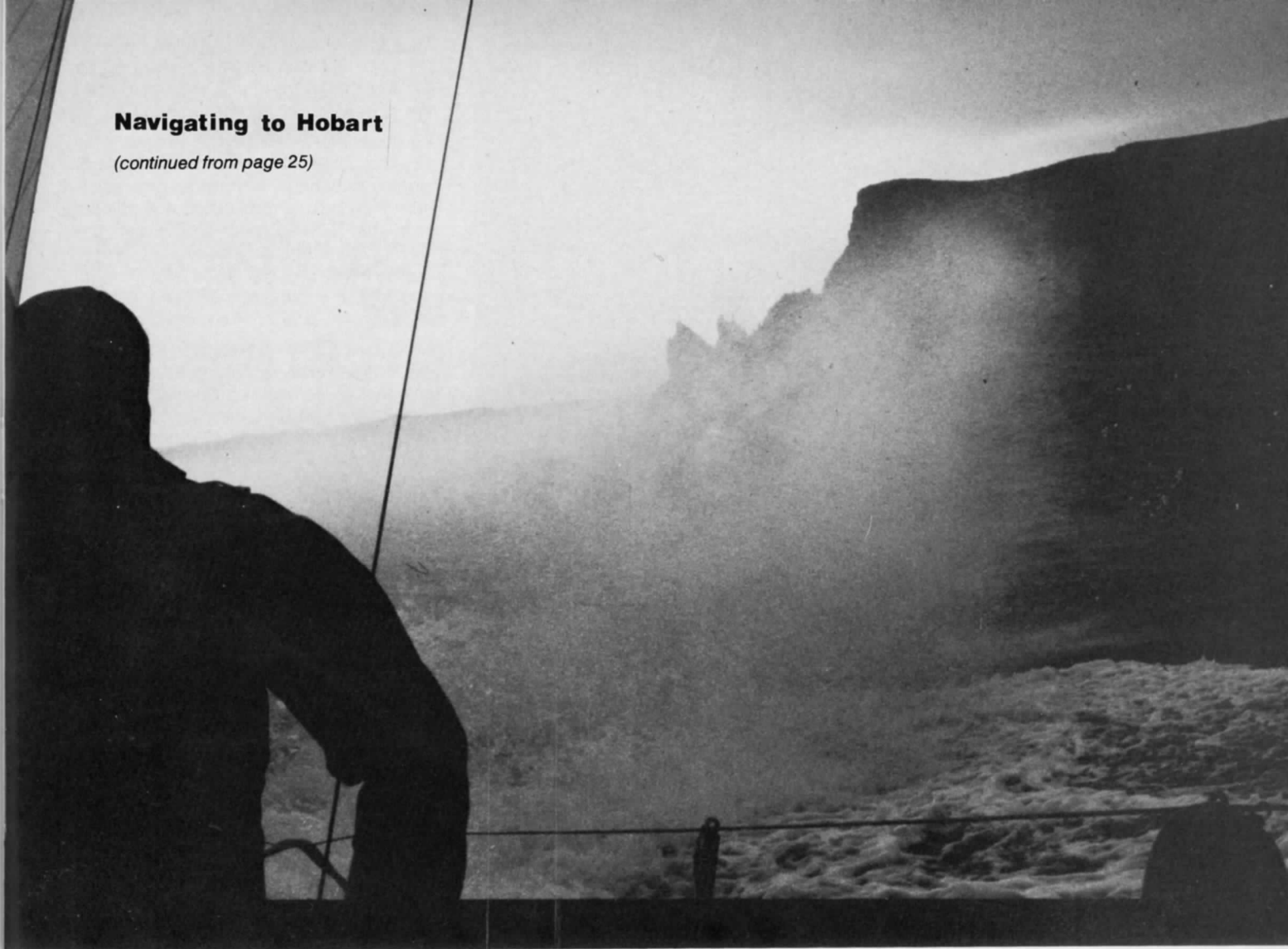
One of Scott Kaufman's more successful designs to be raced out here, WHITE POINTER did well in the 1977 One Ton Championships, and although it has not won any big events has been placed consistently against top competition in N.S.W. racing. She was forced out of the 1977 Sydney-Hobart with rudder damage but has been in good form in early races this season.

## THE START



## Navigating to Hobart

(continued from page 25)



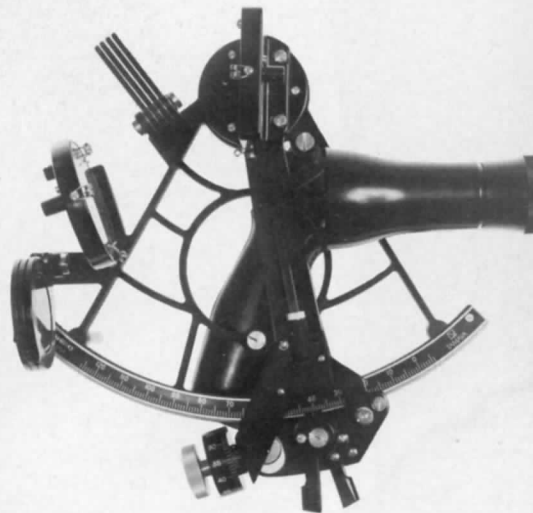
Approaching the land, of course, the depth sounder will be brought into play. The 200 metre (100 fathom) line lies about 10 miles off the east coast, and the water shallows up fairly rapidly after that. So an indication on the depth sounder of less than 100 fathoms will tell the navigator that he's closing the coast, even though it may be completely out of sight. In clear weather and in daylight, the mountains of Tasmania will obviously be clearly visible. Tasmania is the most completely mountainous island in the world, and there is hardly a flat spot on it!

From this point on there are 70 or 80 miles to go to Tasman Island, and it's back to the compass plotting and possibly tacking down the coast against the prevailing southerly weather. The most difficult part of the job from here on will be if the yacht is going up the Derwent after dark against light headwinds, when she will be tacking close on the shore to try to stay out of the tide, which nearly always runs out at Hobart. She will be doing this with very few lights to guide her. Here the navigator has to maintain a continuous plot of the

yacht's movement and advise the helmsman or the skipper when he's getting too close to the shoreline and also how far he's got to go to the finishing line. His final job will be to locate the finishing line, make sure the yacht makes a good course towards it without unnecessary tacking, and then to record the yacht's finishing time as she goes across the finishing line.

Naturally the yacht's time will also be taken by the shore officials, but each yacht is required to take its own time and then to note it on a declaration signed by the skipper saying that the yacht has obeyed all the rules of the race.

One of the trophies for this race is that for the navigator producing the best log book for the race. These log books are printed especially for the race, and if the navigator fills it in accurately and as neatly as possible considering the circumstances under which he is sometimes operating, then he stands a good chance of winning this trophy which is a coveted one among yacht navigators. It's usually a proud man who can say "I won the C.Y.C. Navigator's Trophy in the Hobart Race". ■







*The M.S.B. Tower controls movements of vessels in Port Jackson and has a view of virtually every corner of Sydney's indented harbour.*

For Captain Derek Heath and the men of the Maritime Services Board, Boxing Day and the start of the Hitachi Sydney-Hobart Yacht Race is yet another working day.

It's no ordinary working day though. This day has rated three months of planning, lengthy meetings with race organisers from the Cruising Yacht Club and officers from the N.S.W. Water Police and the Royal Volunteer Coastal Patrol – other bodies which, like the MSB, play a crucial role in the events which take place on race day.

No one who has ever watched the start of the Hobart Race will forget the spectacle of that day...the host of racing yachts ranging in size from tiny thirty footers to the glamorous maxi boats of recent events ...and no-one could fail to be overwhelmed by the sight of the unbelievable number of spectator craft which jostle and weave about the harbour at the start and then, in a mighty wave, join the rush of racing yachts out through the Heads.

In the early years of Sydney Hobart Races the fleet was more 'manageable', the number of yachts a modest 50 or 60, and the spectator craft not so fast, no so pushy.

It's been different in recent years. Enthusiasm for the Race has spread among yachtsmen and spectators alike. The fleet has swollen in size...boats are bigger and faster...competitors are keener\*...and last year's massive record of 130 or so entries were cheered and hindered by tens of thousands of spectators.

The confusion might be supreme if it weren't for the planning and control of the Maritime Services Board, the Water Police and the Royal Volunteer Coastal Patrol. Their efforts on the day ensure safety and discipline among both yachts and spectator craft.

The huge fleets of latter years have made it necessary for the Board to stake out a clearway of greater proportions than in previous years and to ensure that spectators remain outside the marker lines.

It's a demanding operation – but it works. Last year as the huge fleet milled at the start, you could have fired a volley of cannon shots down the harbour and never hit a straying spectator craft.

"The experience of many years has made present race day strategy a pretty streamlined exercise", says Captain Heath, Superintendent of the State Boating Service, whose responsibility it is to co-

\*Editor's Note: the author has used the word 'keener' here in the sense that, with today's modern sail materials, equipment and gear, yachtsmen are able to tune their boats to razor sharp; with modern digital readout logs, for example, they chase every tenth of a knot of boatspeed. In the other sense of the word, the 'keenness' of yachtsmen in Hobart Races has remained unchanged since the first Race in 1945.

# BEHIND THE RACE

## Lesley Brydon looks behind the scenes at the Maritime Services Board and the New South Wales Water Police

ordinate the programme. "Briefing is thorough and everyone involved knows the plan backwards - we can't have any hitches.

"This year the entire operation will be gazetted. This means that restrictions in the harbour on Boxing Day will all be stated in an order signed by the Governor of N.S.W.; it is then an offence for any vessel to cut across the marker lines and a penalty will be involved".

Other changes to the 1978 start include a variable starting line which can be adjusted to wind conditions. Otherwise the programme is similar to previous years. The schedule goes like this.

At 0930 hrs. Police personnel are briefed at Dawes Point by the Harbour Master; simultaneously, Captain Heath briefs the RVCP at their headquarters at the Spit.

At 1015 hrs. vessels depart from the police boatshed and preliminary spectator control commences at 1030.

Manly Ferry traffic must cease by 1100 hrs., and at 1115 the yacht manoeuvring area is cleared of spectator craft.

By 1130 hrs. all spectators are expected to be clear of the course and behind the designated patrol lines.

At 1150 there is a final patrol check by all vessels to ensure that all sections are clear.

At 1200, the gun. The yachts cross the line and patrol boats follow. With scarcely a few feet between them, a chaos of spectator craft pursues the fleet down the harbour.

Manoeuvres are directed from the Harbour Master's vessel, *Port Jackson*, which carries VHF radio and a police radio expert on board.

All activity on the harbour is co-ordinated and overseen from the Maritime Services Board tower, from where almost every inch of the harbour is visible.

Between 50 and 60 official boats are employed in the exercise. They range from the small scows of the water police to fast patrol boats up to 45 feet and the sturdy tugs of the Maritime Services Board.



The Hitachi Sydney-Hobart Yacht Race is probably the only race of its type which starts in a busy harbour. Comparable races, like the Fastnet, the Bermuda Race, all start in open water. It is to the great credit of the M.S.B., the Police and the VCP that the race is able to begin without confusion or accident.

"The unfortunate collision last year between the ferry *Lady Cutler* and the yacht *Helsal* is probably the worst thing that has happened at the start of a race, although I cannot say that other years have been without incident", says Captain Heath. "For the most part, any mishaps have been simply amusing, although at the time they may have caused a few cold sweats.

"On one or two occasions commercial ships have created problems. All commercial vessels are requested to be through the Heads by 10.30 a.m., but two years ago, just as the race was about to start, a vessel entering harbour broke its steering. This was an emergency - a disabled vessel - so we had to forego the rules. With only minutes to go to the start the ship was nudged down the harbour by two tugs and put safely to berth on the other side of the starting line".

"Last year again a tanker which had radioed its ETA as 1130 hrs. and was told it must wait to enter port...suddenly radioed again, advancing its ETA by 30 minutes. It was restricted by draft and needed to enter the harbour on the tide... That gave us a bit of a fright, and one can only guess the strain on her engines as she raced to meet the deadline. She entered the Heads to a royal welcome and streamed down a completely empty channel minutes before the start of the race".

### History

Port management in N.S.W. dates back to 1811 when the first harbour master was appointed to control Sydney Harbour. Neither the Harbour Master, nor the Pilotage and Marine Board of the nineteenth century, however, had any control over



the foreshores which afforded opportunities for private individuals to develop, (legally or otherwise) in a piecemeal fashion.

Towards the end of the nineteenth century Sydney had grown into an unplanned adolescence and harbour facilities had spread in a haphazard way.

In 1900 it became apparent – especially following a serious outbreak of bubonic plague caused by infected rats from foreign ships invading the derelict, unclean, privately-owned wharves on the waterfront – that strict controls were necessary. In 1901 the government constituted the Sydney Harbour Trust Commissioners with special powers to control and develop the harbour.

With the increasing demands of trade and shipping, administration has been reorganised, and on 1st February 1936 the Maritime Services Board of N.S.W. was constituted to co-ordinate, under one authority, the port and navigation services previously administered by the Sydney Harbour Trust and the Navigation Department, respectively.

The Board is a corporate body of seven commissioners appointed by the Governor of N.S.W. and responsible to the Minister for Public Works. It is a unique authority in that it administers not only Sydney Harbour but all the navigable waters in N.S.W.

Although only the three major coastal ports, Port Jackson, Port Kembla and Newcastle are vested in the Board (meaning that the Board owns all the land underwater), the extent of the areas which come under its authority might astound the uninformed.

The Board has regional offices in cities, such as Grafton and Tamworth, situated on the inland waterways of N.S.W., and even in Mildura in Victoria where it holds similar authority on the Murray River.

During the war period the whole character of trade and shipping in Sydney Harbour changed. Activities of the Maritime Services Board in these years revolved mainly around the requirements of the era. Sydney became an important naval and army base for allied operations in the Pacific and a major docking and repair



*Captain Derek Heath, Superintendent, State Boating Service of the Maritime Services Board.*

port for shipping.

Post-war development was rapid and centred around the new wharves at Pyrmont and Balmain.

Later development by the Maritime Services Board was influenced by modern trends in ship design and cargo handling. With containerisation a dominant part of the shipping scene, a major redevelopment scheme commenced in 1966. Projects completed in the programme included five container berths, three at White Bay and two at Glebe Island.

Over the years there has been a somewhat haphazard development in the non-commercial sections, but the attitude of the Board in recent times has been one of conservation of its waterside lands rather than facilitating development by private concerns.

A policy prevails to preserve natural landscape and to ensure that where development is essential it is unobtrusive and aesthetically pleasing as possible.

Apart from the development and maintenance of port facilities and the control of shipping movements, the role of the Board today includes the provision of navigation aids, pilotage and signal services and the allocation of berths as well as the enforcement of speed limits, of safety regulations and the conduct of enquiries into marine accidents.

The Board also supervises pleasure boat activities in the port. It issues licenses, controls the registration of power boats, provides licenses for aquatic events and is responsible for the disposition of moorings and ramps.

A scientific section performs hydrographic surveys and records tidal data for use in the calculation of tide predictions. Other expert sections advise on waterside zoning, dredging and the limiting of oil and noise pollution. An important section of the Board is involved in research and conservation and in the evaluation of the environmental impact of developments.

A major concern is for safety and good seamanship among all boat users. To develop this concept the Board has adopted as its theme the motto "Don't be a Crazy Sam...Cmanship means care courtesy and common sense".

Few boat users would not be familiar with the M.S.B.'s poster character, 'Crazy Sam', who is always in trouble for not following the basic rules of safe boating.

One person who does follow – and lives by – these rules is Ken Warby – the fastest man on water. Warby works to promote the rules on behalf of the Maritime Services Board. His jet powered hydro *Spirit of Australia* has twice set the world water speed record, on Blowering Dam, whose

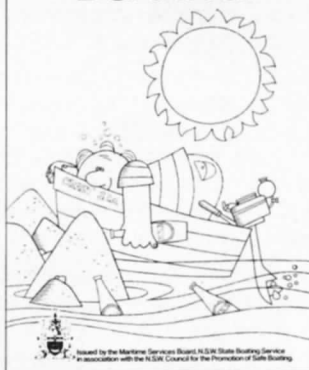
waters, of course, fall under the control of the MSB.

(continued next page)

*Ken Warby, the world's fastest man on water, broke the world speed record on Blowering Dam in 1977 – in spite of interference from some local boatmen. He broke his own record again this year, and like the starting area of the 1978 Hitachi Sydney-Hobart Yacht Race, Blowering Dam this time was 'gazetted' by the M.S.B. to prevent spectators from interfering.*



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BOATING**



**WATCH  
THE WEATHER**



*The M.S.B. campaigns for safe boating with the 'ten basic rules of safe boating'.*



The N.S.W. Water Police Flagship, 'Norman T. Allan'

## The N.S.W. Water Police

The New South Wales Water Police play a vital role in the organisation of the Sydney to Hobart Yacht Race, both during the start and throughout the race.

On Boxing Day, the officer in charge of each police vessel carries written authority to act in the full capacity of the Harbour Master of the Port of Sydney, to control movement of vessels in the Harbour.

Although the Water Police have a great deal of power under normal circumstances, on this day the officer in command is endowed with complete authority without reference to a higher order.

Eleven ocean-going patrol vessels are involved at the start of the race, including the flagship, the 65 ft. *Norman T. Allan*, which is equipped with radar and other sophisticated apparatus and powered by twin 500 h.p. diesel engines.

The Police diving squad, on a fast jet-powered diving barge, are at hand, equip-

ped to contend with special emergencies, such as a rope fouling a propellor, or to assist under water if necessary in a collision.

The radio-controlled vessel, the 40 ft. *Alert*, is manned by a highly skilled crew, including a radio operator from the Police Communications Branch.

A further seven fast, radio-controlled runabouts, designed to move quickly without creating too much wash, together with vessels from the Maritime Services Board, the Royal Volunteer Coastal Patrol, and the Volunteer Coastguard, patrol the harbour to control the crowd.

There are about 50 members of the Water Police force involved in these operations.

### The Police in search and rescue

Perhaps the most significant contribution

of the Water Police, however, is their authority in all search and rescue operations off the N.S.W. coast.

The history of the Sydney to Hobart Yacht Race is studded with episodes of bad weather. Vessels in distress can radio to the Water Police through the radio relay ship, and a rescue operation will be launched immediately.

When a rescue operation is beyond the immediate capabilities of the Water Police, the Australian Coastal Surveillance Centre, based in Canberra, is called to assist. This centre can call for aerial or naval assistance from Commonwealth Government sources, when required.

Worried relatives of crews at sea can always obtain information through the Sydney Water Police.

The history of the Water Police dates from 1840. Prior to this time, the harbour was

patrolled by the "row boat guard", established by Capt. Arthur Philip in 1789, to detect smuggling and other illegal activities in Sydney Cove.

Headquarters of the new force were established at Watsons Bay with a bird's eye view of shipping movements in and out of the harbour.

Within a year, a strength of 20 personnel manned Watsons Bay and other strategic points at Goats Island and Cockatoo Island.

In 1853, the Water Police became a division of the Sydney Metropolitan Police Force.

The age of steam power signified a new era for the Water Police. The first two steam launches, *Argus* and *Biloela*, were the fastest craft on Sydney Harbour, and remained in service for 35 years, before their replacement by motor launches.

Today the Police have a fleet valued at over \$6 million, stationed at various ports

throughout N.S.W. The force is headquartered at Dawes Point near the Southern Pylon of the Sydney Harbour Bridge.

Large ocean going vessels are stationed at Coffs Harbour, Port Stephens, Newcastle and Broken Bay. There are seven large fast vessels in Sydney Harbour, and two in Botany Bay. A total of 54 smaller vessels are scattered about the State in the harbours and inland water ways.

Water Policemen are all accomplished seamen, and each must acquire Coxswain's and Diver's certificates or a licence to navigate a vessel at speed.

Water Police are responsible for protection of life and property on the harbour, and the enforcement of maritime laws and port regulations.

They work closely with Customs and Immigration to prevent smuggling and the landing of prohibited immigrants, and with

quarantine officials, the M.S.B. and other authorities involved in marine activities. ■

*The Water Police are the authority for search and rescue in N.S.W. coastal waters.*



*The Police diving squad is available with special equipment for emergencies – such as removing a rope from a fouled propellor.*



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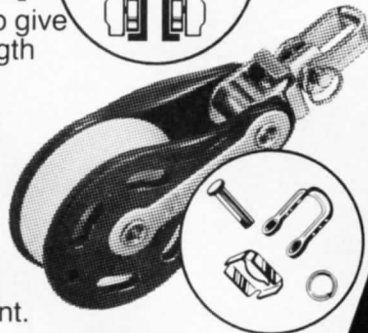
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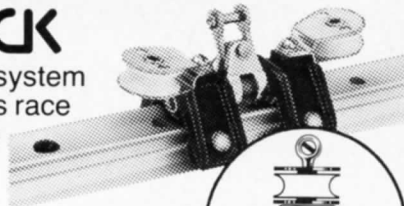
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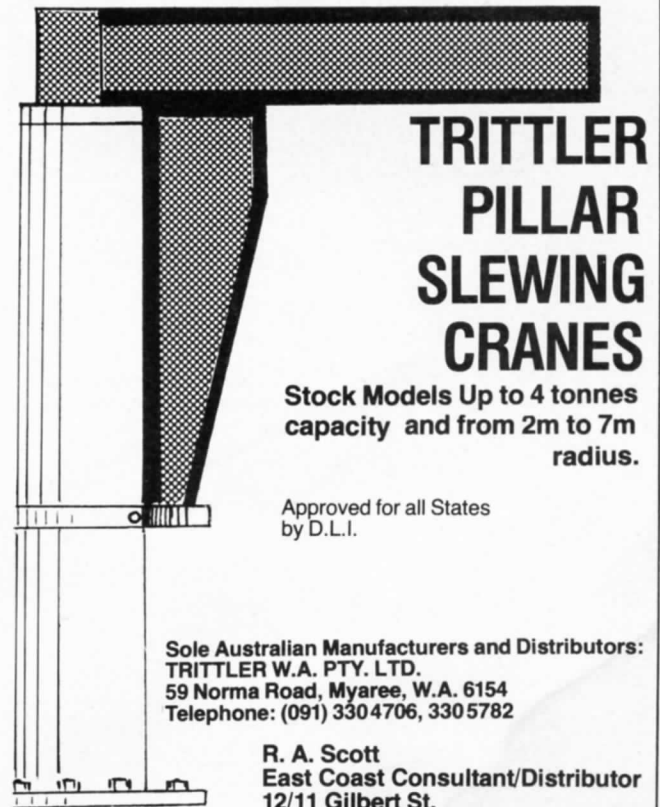


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# RACE HISTORY

*The results of 33 Sydney-Hobart Races are more than just placings and times; they are a history of ocean racing in Australia, tracing its development from almost 'informal' contests among a handful of basically cruising craft to highly organised competitive meets among the most up-to-date racing machines.*

*Reading through the following pages, which contain the complete history of every Race, you will see that, while the size of the fleets going to Hobart has changed dramatically (from eight in 1945 to 130 in 1977), the weather has remained capricious, as ever. The photographs of the winners clearly show the dramatic evolution of yacht style, change which has accelerated in recent years. But the challenge of this 630 nautical mile race, through some of the world's wild waters, is as it ever was.*

*The names on these pages may come and go. This proud and fascinating tradition, however, will go on, as long as there are sailing boats, and men with heart enough to challenge the sea between Sydney and Hobart.*

*Left: Kialoa holds the record for the fastest time to Hobart which she set in the fast 'downhill' race of 1975; in that year she made the distance in 2 days, 14 hours, 36 minutes, 56 seconds, and a total of nine other yachts beat the speed record previously held by Helsal. Kialoa also joined the select company of Rani (1945) and American Eagle (1972) being the third yacht in the history of the Race to be both first across the finish line and first on corrected time (her elapsed time last year was 3 days, 10 hours, 14 minutes, and a fraction).*



"RANI"

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

## 1945

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

FASTEST TIME RANI

RETIRED ARCHINA (P. Goldstein).

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

1946

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHRISTINA	J.R. Bull	6-18-51-15	.6625	4 11-53-27
2.	SAGA	B. J. Halvorsen	6-09-52-00	.7161	4-14-11-02
3.	MORNA	C. Plowman	5-02-53-33	.9104	4-15-52-53
4.	DEFIANCE	F. A. Bullock	5-19-19-25	.8180	4-17-58-00
5.	MATTHEW FLINDERS	A. Palfreyman	5-22-05-20	.8071	4-18-40-48
6.	TRADE WINDS	M. E. Davey	7-01-00-45	.6960	4-21-37-58
7.	SOUTHERN MAID	C. 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				
11.	EOLO	P. Coverdale	5-22-02-55	.7791	4 14-40-12
12.	SOUTHERN MAID	T. A. Guffre	5-22-12-54	.7863	4-15-49-25
13.	BENECIA	C. Philp	5-22-31-50	.7910	4-16-44-30
14.	MATTHEW FLINDERS	F. A. Harris	6-13-21-12	.7211	4-17-28-03
15.	SIRIUS	A. Palfreyman	5-22-35-06	.8071	4-19-04-49
16.	JOSEPHINE	J. S. Booth	6-02-51-07	.7900	4-20-00-47
17.	KURREWA III	B. C. Penton	5-20-33-37	.8340	4-21-13-38
18.	HORIZON	F. Livingston	6-01-19-26	.8140	4-22-17-37
19.	MISTRAL	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. Godsall).

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

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

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

FASTEST TIME: WALTZING MATILDA.

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

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



TRADE WINDS, winner in 1949

11.	MISTRAL II	R. F. Evans	5-17-00-54	.8829	5-00-58-14
12.	WANDERER	E. Massey	7-02-08-35	.7505	5-07-41-33
13.	BACHELOR'S WIFE	B. Tanner	8-14-10-00	.6455	5-13-05-00
14.	SEAWARD	P. Benson	9-07-30-20	.6359	5-22-07-38

FASTEST TIME: MARGARET RINTOUL.

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

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



STRUEN MARIE, winner in 1951.

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.

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.



NERIDA, first in 1950.

1950

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	NERIDA	C. P. Haselgrove	5-06-15-49	.7597	3-20-17-13
2.	MARGARET RINTOUL	A. W. Edwards	5-05-28-35	.7606	3-23-26-14
3.	MISTRAL V	G. W. Rex	5-05-47-01	.7704	4-01-21-23
4.	FORTUNA	W. Fesq	6-02-50-26	.6923	4-05-39-28
5.	SOLVEIG	T. & M. Halvorsen	6-01-41-29	.7149	4-08-08-25
6.	KINTAIL	D. Macrae	6-04-02-23	.7048	4-08-20-35
7.	GIPSY QUEEN	A. C. Eden	6-06-52-20	.7056	4-10-28-02
8.	JASNAR	A. E. Safield	6-16-16-10	.6676	4-10-59-45
9.	SEEOGEL	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



INGRID, 1952 winner.



Ripple, first in '53

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	J. Holm	5-19-49-18	.7104	4-03-19-48
9.	WRAITH OF ODIN	Dr. B. O'Brien	5-09-36-36	.7744	4-04-22-12
10.	NIRIPA	G. Peacock	6-06-50-34	.7058	4-10-27-53
11.	DEFIANCE	N. D. Rundle	5-08-09-51	.8320	4-10-37-57
12.	BRILLIANT	M. Forster	6-07-38-48	.7130	4-12-07-27
13.	PATIENCE	A. B. Wilson	6-18-09-00	.6684	4-12-22-52
14.	KURREWA IV	F. & J. Livingston	5-06-09-47	.9187	4-19-54-22
15.	WANDERER	E. Massey	7-23-34-15	.7236	5-18-37-14

FASTEST TIME: KURREWA IV.

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

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



SOLVEIG, winner in 1954.



SOLO, first in 1956 and again in 1962.

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.

1956

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	4-05-03-33	.7927	3-08-33-52
2.	ANITRA	T. Halvorsen	4-16-43-34	.7164	3-08-45-25
3.	CAROL J	J. Halliday	4-20-31-58	.7069	3-10-22-37
4.	JANZOOM	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH	N. C. Howard	5-00-28-46	.7252	3-15-22-18
8.	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	4-12-26-55
20.	NIRIPA	G. E. Peacock	6-21-04-24	.7048	4-20-19-37
21.	PHA' AR RE	R. Cottee	7-09-03-10	.6753	4-23-33-48
22.	FOUR WINDS	R.A.N. College	8-10-18-00	.6359	5-08-37-20
23.	VAILIMA	J. McLaren	7-22-03-00	.6881	5-10-45-15
24.	NIRVANA	Dr. K. Laws	6-19-27-33	.8173	5-13-42-44
25.	SERENADE	L. Esdaille	7-18-27-40	.7291	5-15-58-00
26.	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.



MOONBI, 1955 winner.



ANITRA V, top in 1957.

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.	JANZOOM	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

1957

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	ANITRA V	T & M Halvorsen	4-06-38-30	.7105	3-00-55-37
2.	SOLO	V. Meyer	3-20-19-16	.7973	3-01-36-37
3.	CATRIONA	D. M. Brown	4-07-42-45	.7596	3-06-46-48

4.	KURREWA IV	F. & J. Livingston	3-18-30-39	.9114	3-10-29-31
5.	METUNG	Dr. T. Beatty	4-19-01-40	.7264	3-11-33-22
6.	KISMET	K. Gourlay	5-08-21-25	.6683	3-13-46-51
7.	FOUR WINDS	S. W. Gibson	5-14-18-43	.6389	3-13-48-43
8.	PATIENCE	A. B. Wilson	5-09-44-51	.6667	3-14-30-09
9.	LOLITA	J. Leahy	5-09-29-52	.6732	3-15-10-40
10.	SAMUEL PEPYS	R.N.S.A.	5-08-38-23	.6779	3-15-12-18
11.	EOS	T. Fowler	5-10-18-31	.6730	3-15-41-52
12.	SOUTHERN MYTH	N. C. Howard	5-02-58-10	.7250	3-17-09-10
13.	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. Rundie	4-20-24-13	.8273	4-00-18-08
17.	NIRVANA	Dr. K. Laws	4-22-54-56	.8500	4-05-04-40
18.	BINTANG-TERANG	M. Hill-Willis	7-05-13-12	.7800	5-15-06-41

FASTEST TIME: KURREWA IV

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

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

1958

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

FASTEST TIME: SOLO

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

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



SIANDRA, 1958 and 1960 victor.

1959

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CHERANA	R. T. Williams	5-02-13-53	.6590	3-08-33-02
2.	ANITRA V	T. & M. Halvorsen	4-18-01-47	.7094	3-08-53-34
3.	SOUTHERLY	D. E. Mickleborough	5-02-59-11	.6612	3-09-58-47
4.	MALOHI	N. H. McEnally	5-04-43-42	.6615	3-10-30-28
5.	KALEENA	H. E. Godden	5-06-06-39	.6565	3-10-47-30
6.	JANZOON	W. R. Slade	5-00-55-23	.6993	3-12-33-41
7.	PEGASUS	N. F. Brooker	5-06-35-15	.6697	3-12-46-32
8.	SOUTHERN MYTH	N. C. Howard	4-21-56-35	.7250	3-13-30-31
9.	AILSA	J. Marion	5-19-38-02	.6181	3-14-18-28
10.	LASS O' LUSS	J. Colquhoun	5-02-04-03	.7080	3-14-32-23
11.	SOLO	V. Meyer	4-13-33-12	.7973	3-15-20-49
12.	SYLVENA	S. H. Moray	5-05-47-11	.6981	3-15-48-41
13.	LOLITA	J. Leahy	5-10-42-33	.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	.7084	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

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. Rundie	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.



RIVAL, first in 1961.

1961

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

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

FASTEST TIME: ASTOR

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

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

1962

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLO	V. Meyer	3-04-29-15	.7943	2-12-45-14
2.	ONDINE	S. A. Long	3-03-46-16	.8105	2-13-24-45
3.	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. Cottie	4-02-56-54	.6563	2-16-56-23
8.	CARMEN	R. Swanson	4-06-28-26	.6358	2-17-09-10
9.	CHERANA	W. R. S. MacRae	4-03-37-46	.6567	2-17-25-36
10.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	.6530	2-17-28-24
11.	JANZOON II	W. R. Slade	3-23-05-19	.6893	2-17-32-40
12.	RIVAL	A. G. Burgin & N. D. Rundle	4-02-51-18	.6694	2-18-10-25
13.	PALANA	R. J. Shield	4-04-41-35	.6604	2-18-19-52
14.	SYLPH	Lawson Bros.	4-04-27-24	.6653	2-18-50-02
15.	ASTOR	P. R. Warner	3-03-47-16	.8836	2-18-57-56
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
20.	ANITRA V	L. V. Reilly	4-02-29-54	.6899	2-20-24-09
21.	NORLA	J. S. Samson	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	.7268	2-23-34-20
31.	SOUTHERN MYTH	N. C. Howard	4-02-43-14	.7368	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.	AOTEA II	R. K. Hunt	4-20-09-57	.6523	3-03-46-30
38.	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	.8339	3-04-54-07
39.	GOODEWIND	K. Laws	4-08-04-24	.7546	3-06-32-01
40.	ILINA	K. R. Murdoch	4-03-31-37	.7985	3-07-28-20

FASTEST TIME: ONDINE.

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

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

1963

(Times are given in days, minutes and seconds)

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

FASTEST TIME: ASTOR

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

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

1964

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-01-17-35	.8014	3-05-58-14
2.	CAMILLE	R. Swanson	4-04-09-22	.7901	3-07-08-00
3.	JANZOON II	W. Russel Slade	4-05-13-34	.7823	3-07-11-21
4.	CADENCE	H. S. Mason	4-11-58-09	.7371	3-07-35-03
5.	SALACIA	A. W. Byrne	4-04-08-38	.8035	3-08-27-56
6.	LORITA MARIA	N. B. Rydge Jr	4-07-16-47	.7852	3-09-05-43



7. CAVALIER	Dr. L. E. McDonnell	4-13-25-13	.7418	3-09-10-04
8. NORLA	J. Bennetto	4-05-07-34	.8051	3-09-25-00
9. KAREELAH	R. H. Fidock	4-09-00-44	.7781	3-09-42-36
10. SEAWIND	N. F. Brooker	4-04-16-50	.8194	3-10-10-12
11. YAMPL	I. A. R. Polson	4-14-06-32	.7513	3-10-43-29
12. STRUEN MARIE	A. J. Wildman	4-12-26-22	.7655	3-11-00-37
13. SARACEN II	R. Crichton-Brown	4-11-59-18	.7754	3-11-44-03
14. MERCEDES II	R. T. Kaufman	4-07-58-05	.8102	3-12-14-06
15. KALEENA	H. E. Godden	4-12-59-16	.7739	3-12-20-44
16. ILINA	K. R. Murdoch	3-22-33-51	.9097	3-14-01-30
17. RONITA	R. A. Cottee	4-18-19-14	.7563	3-14-27-38
18. TUI MANU	M. York	4-16-57-21	.7655	3-14-28-03
19. PHYLLIS GRAHAM	R. Roxburgh	4-04-51-40	.8617	3-14-54-43
20. POITREL	J. R. Robson-Scott	4-17-48-40	.7641	3-14-57-47
21. ASTOR	P. R. Warner	3-20-05-05	.9564	3-16-04-11
22. AKALA	J. Bleakley	4-17-35-00	.7792	3-15-30-14
23. AWAY	F. Armstrong	4-19-43-20	.7872	3-19-05-47
24. ATHENA	J. Jarrett	5-01-49-55	.7553	3-20-01-10
25. SYLPH VI	Lawson Brothers	5-02-22-07	.7653	3-21-39-41
26. SEAMAN	H. Vaughan	5-01-15-22	.7794	3-22-30-25
27. JOY TOO	J. J. McLaren	5-05-21-37	.7575	3-22-57-37
28. KERANA	W. R. S. MacRae	5-06-37-15	.7567	3-23-48-50
29. MARCO POLO	K York-Syme	5-08-07-00	.7542	4-00-37-32
30. ROVAMA	R. J. Mercer	5-06-43-08	.7808	4-02-56-31
31. METUNG	T. O. Beatty	5-06-13-15	.8292	4-08-38-44

FASTEST TIME ASTOR

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

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



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

1965

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4-06-23-32	.8014	3-10-03-26
2.	CAMELOT	J. G. Borrow	4-10-07-31	.7943	3-12-17-43
3.	CADENCE	H. S. Mason	4-20-37-32	.7372	3-13-58-34
4.	BALANDRA	R. Crichton-Brown	4-05-35-25	.8524	3-14-35-43
5.	SEQUANA	H. J. Tilley	4-21-25-16	.7475	3-15-46-20
6.	NARANDA	I. A. R. Polson	4-21-25-12	.7522	3-15-46-20
7.	ZILVERGEEST	A. Murray & A. Hunter	4-23-13-52	.7413	3-16-23-10
8.	NORLA	J. Bennetto	4-12-33-37	.8150	3-16-28-36
9.	RONITA	R. A. Cottee	4-21-01-08	.7563	3-16-30-06
10.	KURURA	N. F. Milne	4-21-00-08	.7582	3-16-42-40
11.	SARDA OF BURNHAM	D. L. Gilling	4-21-21-58	.7562	3-16-45-01

12. FANFARE	G. P. Patterson	4-08-05-23	.8536	3-16-51-03
13. TAMBOO	R. J. Green	4-21-30-53	.7566	3-16-54-52
14. POITREL	J. Robson-Scott	4-20-57-20	.7607	3-16-58-05
15. PALANA	R. J. Shield	4-20-54-27	.7613	3-17-00-06
16. BINDAREE	G. G. Blackwood	4-20-58-18	.7617	3-17-05-50
17. ODIN	L. Abrahams	4-16-17-52	.7940	3-17-09-51
18. ATHENA	J. Jarrett	4-22-05-04	.7553	3-17-11-21
19. TAM O' SHANTER	K. MacGregor	4-20-58-10	.7626	3-17-12-03
20. JANZOON II	W. Russell-Slade	4-18-09-09	.7823	3-17-18-05
21. CAROUSEL	L. E. Gabriel	4-21-27-28	.7639	3-17-43-33
22. RIVAL	A. G. Burgin	4-20-57-27	.7681	3-17-50-06
23. MISTER CHRISTIAN	P. Kurts	4-18-13-59	.7955	3-18-52-20
24. KARINGAL	A. Berns	4-18-11-25	.7966	3-18-57-50
25. SOUTHERLY	D. Mickleborough	4-22-04-06	.7710	3-19-01-51
26. VALHALLA	A. & P. Hankin	4-20-44-56	.7805	3-19-07-21
27. ASTELOT	A. G. Croft	4-20-45-55	.7804	3-19-07-25
28. AKALA	J. H. Bleakley	4-21-31-04	.7792	3-19-34-10
29. SEAWIND	N. F. Brooker	4-16-06-50	.8184	3-19-45-15
30. FARE-THÉE-WELL	R. T. Williams	4-20-46-51	.7874	3-19-57-11
31. THEME	K. Bridgestocke	5-00-45-10	.7625	3-20-04-26
32. TAIRERE	A. Adams	4-20-46-38	.7893	3-20-10-20
33. SALACIA	A. Byrne	4-19-57-46	.8035	3-20-22-21
34. BACCHUS D	P. E. Deaton	4-14-23-32	.8458	3-21-22-10
35. CORROBOREE	K. A. Gray	4-20-37-11	.8036	3-21-42-55
36. FRANKLIN	R. A. N.	4-19-01-42	.8189	3-22-11-48
37. CARINA	R. L. Holford	4-22-49-38	.7981	3-22-50-11
38. SOUTHERN MYTH	N. C. Howard	4-20-59-43	.8250	4-00-31-16
39. TAHUNA	E. A. Hales	4-20-36-52	.8134	4-00-57-12
40. SEA BEE	J. Ashton-Martin	4-22-43-52	.8248	4-01-55-45
41. STORMVOGEL	C. Brynzeel	3-20-30-09	1.0645	4-02-28-28
42. ALCHERINGA	J. N. Bridgeland	5-01-48-13	.8226	4-04-11-45
43. INGRID	C. M. Earl	5-08-42-41	.7840	4-04-54-35
44. BARANNE	J. Wedd	5-13-25-00	.7654	4-06-07-03
45. ILINA	K. R. Murdoch	4-18-27-15	.9097	4-08-07-06
46. ENID	J. Cockle	4-12-48-05	.9577	4-08-11-56
47. CUTTY SARK	W. R. Bradley	4-23-39-29	.9231	4-14-27-23
48. CORSARO II	Italian Navy	4-20-53-45	.9777	4-18-17-20
49. ARUNTA PRINCESS	A. Mark	6-12-28-12	.7696	5-00-25-10

FASTEST TIME: STORMVOGEL.

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

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

1966

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	CADENCE	H. S. Mason	5-13-25-24	.7403	4-02-46-24
2.	SALOME	R. Swanson	5-11-47-19	.7589	4-04-00-53
3.	TAMBOO	R. J. Green	5-12-16-22	.7566	4-04-04-40
4.	MISTER CHRISTIAN	P. Kurts	5-06-54-55	.7892	4-04-09-25
5.	MALOHI	S. Fischer	5-13-25-34	.7555	4-04-48-13
6.	SERIFA	B. J. Case	5-14-03-13	.7532	4-04-58-09
7.	MARIE VAN DIEMEN	P. Hill	5-13-42-03	.7573	4-05-15-07
8.	HUON LASS	H. D. Calvert	5-07-44-21	.7951	4-05-33-56
9.	VALHALLA	P. Hankin	5-11-21-50	.7805	4-06-31-16
10.	ASTELOT	A. G. Croft	5-11-31-32	.7804	4-06-38-34
11.	CANOPUS	J. K. Williams	5-12-44-22	.7737	4-06-42-02
12.	FIDELIS	J. V. Davern	4-08-39-43	.9823	4-06-48-35
13.	JANZOON II	W. Russell-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.	TAONUUI	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	.7892	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.	SHIMAAAL	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. Bridgeland	6-06-33-19	.8257	5-04-18-49
43.	SAGA	L. S. Little	7-02-28-41	.7831	5-13-30-04
44.	ALTAIR	G. W. Moore	6-13-01-18	.8635	5-15-35-18

FASTEST TIME: FIDELIS.

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

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



CADENCE, first in '66.



RAINBOW, One Tonner won for NZ in 1967.

55. SOUTHERN MYTH	N. C. Howard	5-20-51-02	.8250	4-20-12-06
56. SEA BEE	J. Ashton-Martin	5-22-02-11	.8248	4-21-09-05
57. CAROL ANNE	P. Battersby	6-03-23-25	.8016	4-22-08-52
58. SEA WITCH	C. R. Forbes	5-23-32-31	.8271	4-22-43-24
59. LOLITA	N. G. Cassin	6-18-40-45	.7684	5-05-00-09
60. ATAMAN	E. A. Brodie	7-08-01-45	.7451	5-11-09-33

FASTEST TIME: PEN DUICK III

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

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

1967

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1	RAINBOW II	C. Bouzaid	4-19-59-38	.7653	3-16-39-15
2	PEN DUICK III	E. Tabarly	4-04-10-31	.8946	3-17-37-00
3	MATIKA	N. Long	4-22-04-33	.7722	3-19-10-40
4	SALACIA	A. Byrne	4-18-21-24	.8025	3-20-02-19
5	MERCEDES III	H. Kaufman	4-18-41-05	.8035	3-20-08-56
6	HUON LASS	L. V. Calvert	4-20-09-51	.7949	3-20-20-19
7	MISTER CHRISTIAN	P. Kurts	4-22-03-47	.7692	3-21-10-31
8	CASTANET	L. Carmichael	5-08-49-03	.7315	3-22-13-47
9	CORROBOREE	K. A. Gray	4-23-20-44	.7987	3-23-19-17
10	WATHARA II	B. Cameron	5-05-28-39	.7667	4-00-12-13
11	CALLIOPE	K. Middleton	5-11-53-08	.7323	4-00-34-47
12	MOONBRID	N. F. Brocker	5-06-32-38	.7682	4-01-12-38
13	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14	CAVALIER	J. Roche	5-13-11-55	.7378	4-02-16-28
15	SATANITA	D. H. R. Wilkie	5-01-38-39	.8083	4-02-19-39
16	MALOHI	S. Fischer	5-10-36-26	.7650	4-02-36-31
17	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18	FARE-THREE-WELL	R. Williams	5-06-22-22	.7859	4-03-18-59
19	ADRIA	J. Grubic	4-23-04-31	.8360	4-03-32-50
20	SARINA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21	CATRIONA	D. M. Brown	5-05-04-57	.7982	4-03-50-28
22	FIDELIS	J. D. Davern	4-06-36-48	.9823	4-04-47-49
23	WEATHERLY	J. Gilliam	5-08-04-47	.7894	4-05-06-22
24	POITREL	J. Robson-Scott	5-13-55-46	.7654	4-05-18-16
25	NORLA	J. Bennetto	5-05-38-46	.8142	4-06-18-03
26	RONITA	R. A. Cottee	5-16-24-44	.7650	4-06-56-28
27	ASTELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28	MYTH OF ARRAN	A. D. Reid	4-22-00-33	.8769	4-07-28-56
29	LASS O'LUSS	P. C. Psaltis	5-08-12-33	.8072	4-07-29-18
30	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32	ANITA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33	TAMBOO	R. J. Green	5-17-18-24	.7667	4-07-53-50
34	SHIMAELO	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38	JOY TOO	J. J. McLaren	5-21-56-45	.7649	4-11-09-17
39	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7660	4-12-30-38
42	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-13-37-15
43	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58
44	ENID	J. C. A. Cockle	4-19-00-17	1.0577	4-14-08-24
45	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47	KAHVEENA	R. Masters	6-03-05-17	.7635	4-14-49-50
48	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49	MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38
50	SEPTEMBER SONG	T. Palmer	6-00-55-19	.7690	4-15-26-43
51	MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42
52	RIVOLI	F. F. Varcoe	6-05-10-45	.7619	4-17-39-34
53	SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54	ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48

1968

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	KOOMOOLOO	D. O'Neill	4-10-26-52	.8046	3-13-38-52
2.	BOOMERANG VII	J. Baker	4-07-34-58	.8375	3-14-45-02
3.	RAGAMUFFIN	S. Fischer	4-05-01-35	.8596	3-14-50-32
4.	BALANDRA	R. Crichton-Brown	4-08-57-33	.8419	3-16-21-54
5.	MOONBIRD	N. Brooker	4-19-04-34	.7682	3-16-24-05
6.	VENINDE II	G. Jorgensen	4-19-12-08	.7701	3-16-43-02
7.	MATIKA	N. Long	4-19-07-35	.7707	3-16-43-40
8.	KIMWANDA	D. Wauchope	4-14-50-35	.8222	3-19-08-07
9.	WATHARA II	B. Cameron	4-23-35-25	.7667	3-19-41-23
10.	SUNDOWNER	R. Swanson	4-14-10-45	.8330	3-19-46-45
11.	TINA OF MELBOURNE	E. Scott	5-01-56-36	.7661	3-21-25-14
12.	REBEL	B. Wilson	5-02-00-09	.7677	3-21-39-56
13.	NELL GWYN	F. Hickman	4-22-35-42	.7913	3-21-50-39
14.	SARACEN II	J. Morris	5-04-22-55	.7654	3-23-12-06
15.	OPHIR	D. Jones	5-02-56-46	.7691	3-23-19-37
16.	STARFIRE OF PERTH	D. McAllister	4-10-45-22	.9007	4-00-09-18
17.	HUON LASS	H. Calvert	5-02-08-49	.7954	4-01-09-20
18.	SALOME	K. Pix	5-08-51-36	.7568	4-01-31-16
19.	SALACIA	A. Byrne	5-01-57-10	.7945	4-01-53-29
20.	WEATHERLY	J. Gilliam	5-04-06-09	.7894	4-01-57-59
21.	CALLIOPE	C. Middleton	5-15-18-36	.7323	4-03-05-15
22.	JUPITER	P. Yates	5-02-04-20	.8120	4-03-07-21
23.	ADRIA	J. Grubic	4-23-32-57	.8360	4-03-56-35
24.	BOAMBILLEE	V. Walsh	5-11-07-07	.7650	4-04-18-20
25.	ODIN	L. Abrahams	5-07-13-30	.7959	4-05-15-30
26.	LORITA MARIA	N. Rydge	5-11-26-55	.7791	4-06-24-41
27.	RENEGADE	J. Lidgard	5-14-30-48	.7654	4-06-57-23
28.	SARNIA	R. Langman	5-20-11-02	.7548	4-09-48-38
29.	CAVALIER	J. Roche	5-23-42-55	.7378	4-10-01-59
30.	GABRIELLE III	P. Sandwell	5-01-53-55	.8708	4-10-08-57
31.	ONDINE II	S. Long	4-03-20-02	1.0761	4-10-53-35
32.	CEDALION	R. Fidock	5-23-40-45	.7474	4-11-23-08
33.	GILLAWA	A. Wildman	5-20-50-11	.7681	4-12-10-35
34.	RIVAL	A. Burgin	5-23-40-24	.7556	4-12-33-34
35.	SHU-BI-HIMMANY	L. Jenkyns	6-04-20-57	.7354	4-13-05-45
36.	KALEENA	H. Gordan	5-22-46-42	.7662	4-13-23-48
37.	ZILVERGEEST	A. Murray	6-05-28-38	.7375	4-14-14-22
38.	PORTIA	R. Robertson	6-06-54-48	.7339	4-14-45-19
39.	OPTIMIST	H. Beilken	5-23-44-43	.7722	4-15-00-00
40.	ALCHERINGA	J. Bridgland	5-11-57-37	.8448	4-15-28-48
41.	RAPTURE	F. Callaway	5-08-15-00	.8764	4-16-23-53
42.	FOUR WINDS II	S. Gibson	5-22-25-07	.7908	4-16-37-28
43.	CALYPSO	G. Wignall	6-08-38-08	.7462	4-17-53-47
44.	NATANI	O. Trewartha	6-08-34-11	.7496	4-18-21-58



KOOMOLOO, winner in '68.

26.	BALANDRA	R. Crichton-Brown	4-02-19-39	8414	3-10-43-50
27.	MELITE	I. Brodziak	4-11-44-23	7690	3-10-51-07
28.	MAID ROSALINDE	B. Finch	4-14-13-56	7545	3-11-10-12
29.	SARACEN II	J. Morris	4-13-08-15	7623	3-11-11-43
30.	CRUSADE	M. Aitken	3-15-07-40	9561	3-11-18-10
31.	CORROBOREE	J. White	4-08-07-40	8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-05	7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	7541	3-12-46-03
38.	ROULETTE II	F. Andrews	4-07-58-26	8171	3-12-57-24
39.	SALTY TIGER	J. Powell	4-01-11-27	8794	3-13-28-10
40.	SALOME	K. Pix	4-17-39-40	7659	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.	MOLSUON	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.	TOROA	G. Stern	5-06-16-13	8256	4-08-14-55
68.	FIDELIS	J. Davern	4-05-17-29	1,0431	4-09-39-25
69.	DORADO	J. Lake	5-23-57-11	7366	4-10-02-08
70.	MYRA	A. Eklund	6-08-47-15	7226	4-14-24-15
71.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-15-33	7476	4-15-35-10
72.	FRANKLIN	R.A.N.	5-20-53-40	8014	4-16-54-46
73.	WRAITH OF ODIN				
		B. & D. O'Brien	5-08-40-18	8816	4-17-26-12
74.	EVEN	W. Gibson	5-06-51-20	9507	5-00-36-05
75.	DIVA JANA	D. Kelly	6-08-02-16	8154	5-03-58-18

FASTEST TIME: CRUSADE

RETIRED: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZON 1 (R. George), UTEIKAH IV (P. Fowler).

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

45.	ATHENA	A. Friebe	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.	TEMPERAIRE	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 (IRANSA), KARAWA (L. Kloster), MARIA VAN DIEMEN (P. Hill), PATSY (F. Duffield), RAGE (H. Denius), ROIAATA (N. Gillard), RONITA (R. Cottee), SYLVENA (S. Moray), THUNDERBOLT (G. Shields).

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

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



MORNING CLOUD, Ted Heath's 1969 winner.



1970

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	PACHA	R. Crichton-Brown	3-17-41-18	.9157	3-10-07-39
2.	RAGAMUFFIN	S. Fischer	3-20-42-28	.8869	3-10-13-20
3.	SALACIA II	A. W. Byrne	3-22-09-23	.8893	3-11-43-59
4.	KOOMOOLOO	N. B. Rydge, Jr.	4-11-35-40	.8150	3-15-41-21
5.	VITTORIA	L. Abrahams	4-11-58-48	.8168	3-16-11-52
6.	TAURUS	A. G. Lee	4-10-29-31	.8301	3-16-29-40
7.	MATIKA	N. Long	4-19-31-17	.7844	3-18-36-53
8.	MORNING MISCHIEF	R. R. Cavill	4-23-46-08	.7590	3-18-54-16
9.	CADENCE	D. Jones	5-04-28-38	.7383	3-19-54-06
10.	BACARDI	P. Cole	4-14-59-31	.8292	3-20-02-04
11.	BUCCANEER	T. E. Clark	3-14-06-12	1.0730	3-20-23-19
12.	TAMBOO	R. Green	5-04-15-22	.7524	3-21-29-24
13.	TINA OF MELBOURNE	B. R. Scott	5-00-30-15	.7767	3-21-35-44
14.	BOOMERANG VIII	P. Joubert	5-03-25-27	.7620	3-22-02-56
15.	CAPUCINE	R. Brenac	5-05-53-05	.7504	3-22-27-50
16.	LOMA	W. Burrows	5-05-34-25	.7524	3-22-28-53
17.	PROSPECTOR	R. Lloyd	5-06-42-33	.7489	3-22-53-32
18.	CHERANA	J. Keelty	5-08-10-58	.7455	3-23-33-36
19.	VENINDA 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.	ATELOT	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), STAFFIRE 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.



PATHFINDER, another NZ One Tonner, in 1971.

1971

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

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



PACHA, first in 1970.

39.	KIALOA II	J. Kilroy	3-12-46-21	1.0413	3-16-16-24
40.	SALACIA	F. W. Thomas	4-15-24-55	.7924	3-16-17-07
41.	CAVALIER	J. Roche	4-23-54-42	.7374	3-16-25-22
42.	MARY BLAIR	P. Riddle	4-09-08-14	.8448	3-16-49-12
43.	PATSY OF ISLAND BAY	E. J. Muir	4-11-34-55	.8262	3-16-53-02
44.	KINTAMA	R. George	4-15-51-39	.7957	3-17-00-27
45.	BOOMERANG VII	P. M. Hill	4-06-39-31	.8675	3-17-03-23
46.	SISKA	R. Tasker	3-17-04-12	1.0043	3-17-27-10
47.	BARBARIAN	A. F. Alle	4-16-41-16	.7948	3-17-33-50
48.	ZILVERGEEST II	A. J. Murray	4-23-14-22	.7590	3-18-30-09
49.	ONYA OF GOSFORD	P. Rysdyk	4-15-23-46	.8132	3-18-35-14
50.	SAVANT	K. L. Cox	4-11-41-15	.8474	3-19-15-15
51.	CADENCE	D. M. Jones	5-03-34-11	.7393	3-19-21-18
52.	MORNING MIST	A. G. Neate	5-00-44-17	.7570	3-19-23-55
53.	RAGE	E. S. Lawrence	4-23-22-32	.7704	3-19-58-00
54.	CALLIPYGE	A. Streichenberger	5-07-09-31	.7258	3-20-17-29
55.	TAWARRI	J. D. Lewis	4-15-47-40	.8262	3-20-21-52
56.	CARINA	P. Daniel	5-02-32-50	.7560	3-20-38-44
57.	BALANDRA	Army Eastern Command	4-14-10-35	.8431	3-20-53-22
58.	LOWANA II	K. Anderson & Partners	4-23-49-26	.7806	3-21-32-04
59.	SYLPH VI	I. North & Partners	5-03-06-11	.7671	3-22-25-56
60.	ALCHERINGA	J. N. Bridgland	4-15-46-47	.8481	3-22-48-00
61.	MAKARETU	N. Gosson	4-17-13-39	.8406	3-23-10-44
62.	SKINFLINT	J. K. Henley	5-01-57-33	.7844	3-23-39-53
63.	ONDINE	S. A. Long	3-15-32-17	1.0931	3-23-41-15
64.	WINSTON CHURCHILL	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 south-west. Finally, as the bulk of the fleet approached the Tasmanian coast, the wind swung round to the north-west and freshened to 30 knots giving the middle-of-the-fleet boats a great spinnaker reach down the coast bringing them right onto the heels of the leaders. Over the final two days, almost all the fleet encountered frustrating calms but the middle-sized yachts held their own right to the finish.



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

1972

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	AMERICAN EAGLE	R. E. Turner	3 04 42 39	.9681	3 02 15 49
2.	CAPRICE OF HUON	G. Ingate	4 00 31 29	.7730	3 02 36 49
3.	GINKGO	G. Bogard	3 15 16 35	.8621	3 03 14 27
4.	APOLLO 11	A. Bond	3 15 17 22	.8662	3 03 36 36
5.	RAGAMUFFIN	S. Fischer	3 15 42 49	.8666	3 04 00 45
6.	KOOMOOLOO	J. A. W. Gilliam	3 23 13 01	.7991	3 04 05 16
7.	MINNA	D. J. Isles	3 20 48 45	.8237	3 04 26 59
8.	APOLLO	J. Rooklyn	3 08 06 00	.9564	3 04 36 27
9.	MELTEMI	B. C. Psaltis	3 20 19 11	.8392	3 05 28 29
10.	QUEEOUEG	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. Lanman	4 08 00 31	.7786	3 08 58 51
16.	RUNAWAY	I. Gibbs	4 08 17 14	.7786	3 09 11 52
17.	PACHA	R. Crichton Brown	3 18 38 52	.8980	3 09 24 05
18.	KINGURRA	G. A. Warner	4 00 46 47	.8436	3 09 33 32
19.	BALANDRA	Army Eastern Command	4 02 54 45	.8269	3 09 47 26
20.	CALLIPYGE	A. Streichenberger	4 03 04 13	.8320	3 10 25 35
21.	ESCAPADE	Mr. & Mrs. G. P. Hedgcs	4 09 59 03	.7786	3 10 31 09
22.	CHANTAL	Marshall Bros	4 10 40 29	.7752	3 10 41 39
23.	MATIKA	A. Pearson	4 14 04 35	.7556	3 11 10 25
24.	SUNBIRD 11	T. Yamasaki	4 11 32 23	.7786	3 11 43 49
25.	BOOMERANG VII	J. De Vere	4 01 14 52	.8628	3 11 54 19
26.	WATHARA 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.	TREYASSA	F. R. Duffield	4 06 52 24	.8255	3 12 55 18
29.	STARFIRE OF PERTH	N. McAllister	4 03 51 06	.8584	3 13 42 45
30.	MERCEDES III	K. Farlor	4 13 20 27	.7882	3 14 10 56
31.	SALACIA	F. W. Thomas	4 17 51 43	.7657	3 15 11 03
32.	UNICORN	R. G. Graham	5 04 34 50	.7004	3 15 15 22
33.	GRANNY SMITH	W. Anderson & C. Shaffran	5 04 35 44	.7034	3 15 38 25
34.	MOKOIA	J. M. Tattersall	5 04 38 03	.7034	3 15 40 03
35.	ENDEAVOUR III	G. H. Gardner	5 05 10 21	.7034	3 16 02 46
36.	ONYA OF GOSFORD	P. Rysdyk	4 13 20 45	.8072	3 16 15 50
37.	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.	ZILVERGEEST II	A. J. Murray	5 04 28 15	.7270	3 18 29 24
41.	LOLITA	N. G. Cassim	5 06 20 24	.7233	3 19 22 54
42.	THUNDERBOLT	G. Needham	5 02 20 49	.7480	3 19 30 55
43.	TINA OF MELBOURNE	B. R. Scott	5 01 51 24	.7516	3 19 35 14
44.	DIAMOND CUTTER	A. J. Sweeney	5 02 11 43	.7502	3 19 40 14
45.	MARIA	D. A. Cooper	5 00 07 05	.7662	3 20 02 05
46.	BOOMAROO III	H. W. Findlay	5 04 36 44	.7399	3 20 12 02
47.	CARINA	P. Daniel	5 06 25 25	.7309	3 20 24 10
48.	WARRI	J. H. Bleakley	5 00 37 50	.7673	3 20 33 35
49.	VAGO II	H. Takeda	4 14 55 29	.8356	3 20 41 19
50.	NELLIE ZANDER	J. J. Cumming	5 01 25 15	.7647	3 20 51 02
51.	DOROTHY II	E. W. Wall Smith	5 04 35 50	.7477	3 21 09 41
52.	SARLENA	C. McGarry	5 05 19 00	.7468	3 21 35 11
53.	MOONBIRD	G. J. Semple	5 01 57 17	.7702	3 21 55 46
54.	ANITRA V	Sir Garfield Barwick	5 04 58 10	.7551	3 22 21 52
55.	PIMPERNEL	J. Beaumont	5 05 40 31	.7514	3 22 25 56
56.	OSPREY	C. W. Johnson	5 05 54 34	.7502	3 22 27 25
57.	JANZOON II	W. Cavill	5 06 24 03	.7500	3 22 48 02
58.	SONG OF SOLVEIG I	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.

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

FASTEST TIME: Helsal  
DISQUALIFIED: Alcheringa, Ruthean.

1973

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

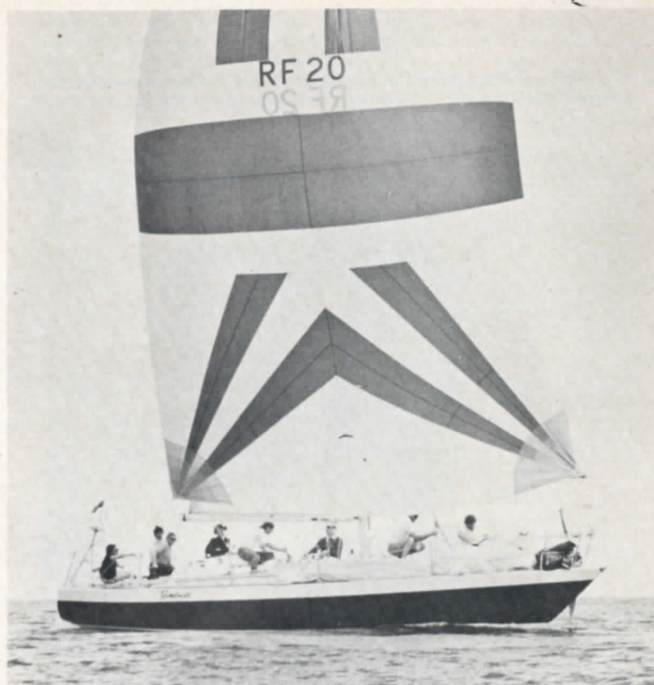
1	CEIL III	W. Turnbull	3-12-05-34	.7786	2-17-28-28
2	PROSPECT OF WHITBY	A. Slater	3-07-49-47	.8471	2-19-29-48
3	RAMPAGE	P. Packer	3-12-44-57	.8031	2-20-03-43
4	TAURUS	A.G. Lee	3-11-52-25	.8147	2-20-19-54
6	IMPROBABLE	D.W. Allen	3-07-09-56	.8666	2-20-36-17
7	SUPERSTAR	E.A. Graham	3-09-35-10	.8410	2-20-36-50
8	LOVE AND WAR	P. Kurts	3-08-27-31	.8547	2-20-46-05
9	RAGAMUFFIN	S. Fischer	3-07-47-16	.8674	2-21-02-54
10	QUAILO III	D. Parr	3-06-06-22	.8853	2-21-08-50
11	MARY BLAIR	P. Riddle	3-13-04-25	.8175	2-21-32-51
12	QUEEQUEG	M. Dowling	3-09-16-34	.8564	2-21-36-17
13	BARNACLE BILL	D. Johnstone	3-12-33-45	.8237	2-21-39-14
14	CALLIPYGE II	A. Streichenberger	3-11-57-35	.8311	2-21-46-44
15	POLARIS	L.H. Savage	3-13-19-25	.8205	2-22-00-29
16	MATIKA	A. Pearson	3-21-07-49	.7538	2-22-12-05
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. Henrior	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	3-02-27-58
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

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

1974

PLACE	YACHT	OWNER	ELAPSED TIME	TCF	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4-04-27-33	8503	3-13-25-04
2	BUMBLEBEE 3	J. D. Kahlbetzer	4-01-03-85	9044	3-15-47-09
3	GRANNY SMITH	W. Anderson	5-06-47-98	7016	3-16-57-76
4	MERCEDES IV	H.T. Kaufman	4-12-19-22	8236	3-17-12-76
5	FANTASY RAG	J. Musgrove	4-08-53-04	8604	3-18-14-53
6	APOLLO III	A. Bond	4-02-58-93	9125	3-18-19-27
7	VITTORIA	L. J. Abrahams	4-16-36-60	8064	3-18-48-52
8	PATRICE III	R. J. Kirby	4-09-30-37	8613	3-18-52-35
9	TAURUS	A. M. Kelso	4-16-34-98	8078	3-18-56-67
10	KOOMOOLOO	R. K. Young	4-18-42-32	7931	3-18-58-37
11	NUDUMSKY	L. Fallshaw	5-08-08-12	7101	3-18-59-33
12	ONDINE III	S. A. Long	3-13-51-93	1.0642	3-19-22-68
13	POLARIS	L. H. Savage	4-17-01-68	8087	3-19-24-34
14	POITREL II	J. Robson-Scott	5-04-58-95	7353	3-19-53-98
15	APOLLO	W. Rooklyn	4-00-52-80	9521	3-20-14-37
16	BALLYHOO	R. Rooklyn	3-16-52-35	1.0426	3-20-39-51
17	APPALOOSA	R. T. Spence	5-07-33-57	7265	3-20-40-32
18	BACARDI	R. J. Gould/W. H. Rockliff	4-18-37-55	8095	3-20-47-38
19	NIKE	C. E. Davies	5-04-52-32	7431	3-20-47-54
20	GUMBLOSSOM	P. N. Joubert	5-12-59-90	6990	3-20-57-95
21	ZILVERGEEST III	A. J. Murray	5-08-05-63	7263	3-21-02-07
22	MATIKA II	A. Pearson	5-04-55-12	7488	3-21-32-35
23	ALIBARA	B. P. Walpole	5-04-05-75	7556	3-21-46-01

24	SUPERSTAR	K Farfor	4-16-59.33	.8328	3-22-05.83
25	DUET	J. P. Diamond	5-05-50.47	.7484	3-22-10.77
26	DOROTHY II	E. W. Wall-Smith	5-09-13.48	.7308	3-22-26.24
27	BALANDRA	Dept of Army	4-19-56.23	.8147	3-22-27.24
28	BRUTTA FACCIA	G. Fornaro	5-02-16.25	.7742	3-22-39.72
29	HUON CHIEF	H. D. Calvert	5-02-04.40	.7763	3-22-45.93
30	MARK TWAIN	R. J. Langman	5-03-35.67	.7681	3-22-55.98
31	BINDA	A. M. Rundie	5-05-49.27	.7546	3-22-56.68
32	LOLLIPOP	P. W. Kline/I. T. Millar	5-15-30.18	.7016	3-23-04.13
33	PANDORA	H. James	5-01-01.48	.7866	3-23-11.88
34	WILD GOOSE	I. D. Russell	5-05-55.73	.7638	4-00-11.07
35	PINTADO	E. H. Wilson	5-13-31.20	.7224	4-00-27.29
36	BRUMBY	P. J. & R. S. Robinson	5-15-30.18	.7127	4-00-43.21
37	ANTAGONIST	R. F. Hickman	5-02-36.95	.7898	4-00-50.52
38	BUSHWACKER	F. Spencer	5-04-56.00	.7774	4-01-07.39
39	ONYA OF GOSFORD	P. Rysdyk	5-16-50.42	.7101	4-01-10.21
40	WILLI WILLI	J. Hawley	4-18-05.30	.8529	4-01-18.36
41	PEGASUS	G. R. W. Snow	5-06-43.82	.7688	4-01-25.82
42	RUFFIAN	J. Kinsella	5-01-03.83	.8085	4-01-52.81
43	CORROBOREE	G. Hutchinson	5-07-33.72	.7703	4-02-15.66
44	ANACONDA	G. R. Ellis	4-19-32.73	.8540	4-02-40.55
45	SAVANT	K. L. Cox	4-22-37.00	.8325	4-02-44.90
46	CAVELIER I	J. P. Partridge	5-21-35.58	.6987	4-02-55.86
47	HUSTLER	P. Bates/B. Climo	4-18-37.42	.8665	4-03-19.28
48	AVALON	E. J. Slight	5-06-28.97	.7969	4-04-47.64
49	BUCCANEER	T. E. Clarke	4-00-24.90	1.0477	4-05-00.84
50	CONQUISTA	J. P. Rochfort	5-22-23.12	.7101	4-05-06.47
51	CORDON BLEU	J. Violet	5-10-51.82	.7742	4-05-18.87
52	SARACEN II	J. H. Jamison	6-00-19.85	.7096	4-06-25.03
53	HELSAL	A. Fisher	4-00-50.72	1.0672	4-07-21.20
54	TREVASSA	F. R. Duffield	5-10-19.92	.8063	4-09-05.20
55	CATRIONA M	B. C. Folbigg	5-20-01.02	.7564	4-09-54.52
56	VOLANTE	N. H. Price	4-17-04.95	.9419	4-10-30.74
57	RED BOOMER II	W. T. McNeil	5-11-14.40	.8047	4-20-06.48
58	HONEYWIND	T. H. Bragg	6-01-42.00	.8162	4-22-55.22



Rampage, the winner 1975

FASTEST TIME: Ondine III

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

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

## 1975

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

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	RAMPAGE	P. Packer	3-04-43.03	.7988	2-13-16-56
2	FAIR DINKUM	J. Robson-Scott	3-10-35.23	.7442	2-13-27.47
3	SUPERSTAR	K. Farfor	3-03-13.00	.8228	2-13-53.18
4	PIED PIPER	B. F. Geissler	3-07-38.58	.7774	2-13-55.10
5	PROSPECT OF PONSONBY	N. R. Angus	3-07-59.06	.7752	2-14-00.16
6	BRER FOX	Marshall Bros.	3-07-41.40	.7784	2-14-02.03
7	NORYEMA	R. Arney	3-00-52.39	.8529	2-14-09.26
8	POLARIS	L. H. Savage	3-05-30.58	.8052	2-14-24.58
9	DUET	J. P. Diamond	3-11-46.20	.7453	2-14-26.07
10	DRAGONFYRE	R. C. Genders	3-12-56.04	.7355	2-14-28.10
11	HORNET	J. Duncanson	3-12-22.08	.7442	2-14-47.14
12	PILGRIM	J. H. Ratten	3-10-23.16	.7650	2-15-01.36
13	DANCING MOUSE	C. McGarry	3-12-59.04	.7454	2-15-20.51
14	HUON LASS	M. Champion	3-11-38.37	.7583	2-15-25.37
15	BLUE POLES	J. A. Harris	3-13-24.45	.7431	2-15-28.12
16	LOVE AND WAR	P. Kurts	3-02-38.46	.8503	2-15-28.18
17	WARRI	J. H. Bleakley	3-11-45.13	.7587	2-15-32.38
18	CORINTHIAN	D. R. Hooper	3-01-35.03	.8646	2-15-37.15
19	NIKE	C. E. Davies	3-13-29.24	.7442	2-15-37.18
20	FANTASY RAG	J. Musgrove	3-02-00.42	.8604	2-15-40.47
21	APOLLO II	R. & I. Thurston	3-03-12.07	.8477	2-15-44.55
22	MELTEMI	B. C. Psaltis	3-05-33.18	.8220	2-15-45.06
23	PATRICE III	R. Kirby	3-02-14.48	.8596	2-15-49.21
24	KAILUA	J. B. Senior	3-02-37.49	.8554	2-15-50.20
25	BRUTTA FACCIA	G. Fornaro	3-10-23.01	.7752	2-15-51.50
26	MOONBIRD	S. G. Kuhn	3-12-14.50	.7586	2-15-54.35
27	HUON CHIEF	H. D. Calvert	3-10-30.06	.7763	2-16-02.46
28	NATTELE TWO	K. Wright	3-06-18.07	.8181	2-16-03.32
29	THE FOX	Anderson Bros.	3-10-23.44	.7805	2-16-18.35
30	TEMPO	C. Johnson & N. Vitali	3-10-45.00	.7774	2-16-19.47
31	DIAMOND CUTTER	A. Sweeney	3-11-39.30	.7720	2-16-34.30
32	HUSTLER	B. Climo & P. Bates	3-03-00.33	.8629	2-16-43.31
33	BEDOUIN	T. Michilis	3-15-12.05	.7431	2-16-47.58
34	QUICKSTEP	H. L. Smith	3-11-26.22	.7774	2-16-51.57
35	APOLLO III	A. Bond	2-23-54.01	.9029	2-16-55.07
36	VITTORIA	L. J. Abrahams	3-08-34.17	.8064	2-16-58.22
37	MERCEDES III	A. T. Clutton	3-11-50.25	.7757	2-17-02.06
38	SUNBIRD V	T. Yamasaki	3-01-31.50	.8847	2-17-03.09
39	KOOMOLOO	R. K. Young	3-10-23.09	.7931	2-17-20.25
40	WHISPERS OF WELLINGTON	G. Stagg	3-08-28.06	.8124	2-17-22.21
41	THUNDERBOLT	L. P. Harding	3-19-01.27	.7182	2-17-22.25
42	PINTADO	E. H. Wilson	3-19-07.13	.7183	2-17-27.06
43	WINDWARD PASSAGE	R. M. Johnson	2-14-59.52	1.0401	2-17-31.26
44	GERONIMO	A. G. Lee	3-04-16.09	.8596	2-17-33.40
45	QUICKSILVER	R. Wilson	3-10-23.39	.7968	2-17-39.06
46	RUTHLESS	P. Hill	3-12-27.19	.7774	2-17-39.20
47	SISKA	R. L. Tasker	3-02-43.13	.8792	2-17-41.39
48	MARY BLAIR	J. Savage & F. Short	3-10-01.08	.8026	2-17-49.42
49	MERCEDES IV	H. T. Kaufman	3-08-01.25	.8236	2-17-54.27
50	THUNDERCLOUD	D. Hogg & A. Stewart	3-12-48.59	.7774	2-17-56.10
51	QUANDO	J. D. Edmonds	3-02-39.20	.8854	2-18-06.00



Love & War, first in 1974

52	BACARDI	R. Gould & W. Rockliffe	3-10-22.47	8026	2-18-07.05
53	LEDA	N. E. Gosson	3-00-01.13	9189	2-18-10.46
54	VAGO	H. Takeda	3-06-19.02	8452	2-18-11.37
55	KIALOA	J. B. Kilroy	2-14-36.56	1,0573	2-18-12.12
56	ANTICIPATION	S. Brown Synd.	3-01-58.06	8954	2-18-13.52
57	TAWARRI	J. D. Lewis	3-10-35.12	8038	2-18-22.59
58	ANDURIL	R. E. Carter	3-11-23.43	7978	2-18-31.58
59	WESTWIND	K. & R. Findlay	3-14-17.58	7710	2-18-32.13
60	PEGASUS	G. Snow	3-15-45.36	7595	2-18-39.13
61	APOLLO	S. Barrett	2-22-12.19	9482	2-18-34.07
62	BALANDRA	Army Sailing Club	3-10-23.50	8113	2-18-50.56
63	BINDA	A. M. Rundle	3-17-14.04	7515	2-19-03.35
64	REBEL	R. E. Francis	3-18-34.36	7419	2-19-11.56
65	TUPPENCE	T. Barrenger	3-18-41.01	7430	2-19-22.41
66	GIDGEE	D. Ingall	3-07-59.25	8446	2-19-33.35
67	TAURUS	A. M. Kelso	3-12-23.12	7999	2-19-30.03
68	BRUMBY	R. & R. Robinson	3-23-30.30	7088	2-19-41.47
69	BALLYHOO	J. Rooklyn	2-16-41.05	1,0493	2-19-52.25
70	PLUM CRAZY	M. Bowen & G. Thomas	4-01-18.16	6987	2-19-59.12
71	MORNING STAR	Swarbrick Bros.	3-21-40.25	7263	2-20-02.07
72	PACHA	Sir Robert Crichton-Brown	3-05-08.51	8856	2-20-19.19
73	WILLI WILLI	J. Goddard	3-10-25.04	8324	2-20-36.17
74	LOLLIPOP	I. Millar & P. Kline	4-02-05.21	7016	2-20-49.10
75	BUCCANEER	T. E. Clark	2-18-28.06	1,0434	2-21-21.11
76	TINA OF MELBOURNE	A. Tsakamakis	3-21-41.25	7400	2-21-20.07
77	APPALOOSA	R. T. Spence	4-01-11.10	7135	2-21-20.32
78	ANACONDA	G. R. Ellis	3-09-50.10	8505	2-21-36.14
79	SKYLARK	J. L. Ward	4-03-40.04	6987	2-21-38.16
80	SIR HENRY MERKIN	T. S. Martin	3-04-35.33	9095	2-21-39.39
81	MIYAKADORI III	H. Okazaki	3-05-36.13	8992	2-21-46.52
82	PANDORA	H. Janes	3-17-15.35	7834	2-21-55.34
83	AQUILA	M. E. Braham	4-01-17.11	7195	2-21-59.51
84	IMOGENE	B. Bowden	3-10-23.19	8646	2-23-13.59
85	SARACEN II	J. H. Jamison	4-05-37.31	7067	2-23-49.07
86	ALI BABA	J. E. Crisp	4-00-18.17	7465	2-23-53.29
87	GRETEL	Gretal Synd.	3-02-31.42	9651	2-23-55.38
88	SHIOJI TOO	Y. Ikeda	3-21-19.20	7805	3-00-50.17
89	ROUGH RED	K. Le Compte	4-04-05.30	7320	3-01-16.02
90	MARSUDE	P. H. Menere	4-01-15.15	7617	3-02-04.43
91	TANGLEFOOT	D. R. Hart	4-01-01.35	7355	3-03-46.33
92	BARBARIAN	V. Wilman, Chtr.	4-03-54.19	7669	3-04-37.02
93	BRAVURA	R. Myler	4-14-17.29	6962	3-04-47.05
94	SEA JADE	L. W. Grant	4-16-02.05	7075	3-07-15.52
95	EXCALIBUR	R. T. MacDonald	4-12-33.43	7407	3-08-24.43
96	MYUNA II	E. N. Kindred	4-10-20.29	7567	3-08-28.07
97	SILHOUETTE	J. K. Rae	5-03-03.45	7956	3-21-28.42
98	ANTAGONIST	R. F. Hickman	3-16-54.11	7826	2-21-34.32
99	BOOMERANG OF BELMONT	A. G. Burgin	3-08-26.20	8533	2-20-38.19

FASTEST TIME: Kialoa

Retired: Matika II, Savant, Zilvergeest III.

**WEATHER:** The fleet started on the last day of a SE. pattern with winds ranging from 10-20 knots. A good clip was maintained in reaching conditions. On the first night the breeze swung NE., moving to the NNE. at 15-20 knots on the 27th. This remained until the evening of the 28th, when for a few hours it shifted to WNW. 15-25 knots. On the 29th it was N. 20-30 knots, which held through the 30th when the tail ends experienced moderate SE. conditions. Thus, conditions were virtually ideal for a fast run. No less than nine yachts lifted their skirts and beat *Helsal's* previous record.



PICCOLO, First in 1976.

1976

PLACE	YACHT	OWNER	ELAPSED TIME	T.C.F.	CORRECTED TIME
1	PICCOLO	J. Pickles	4-05-30.15	7857	3-07-45.07
2	ROCKIE	P. & R. Kingston	4-07-30.12	7774	3-08-27.49
3	RAGAMUFFIN	S. Fischer	3-21-49.58	8638	3-09-03.10
4	LOVE & WAR	P. Kurts	3-23-54.39	8469	3-09-13.37
5	BACARDI	R. Gould & W. Rockliffe	4-06-10.44	7966	3-09-23.45
6	NATELLE TWO	N. S. Girdie	4-03-28.25	8190	3-09-28.08
7	PATRICE III	R. J. Kirby	3-23-45.16	8537	3-09-44.44
8	DYNAMITE	P. Smith	4-05-18.03	8114	3-10-11.44
9	APOLLO II	R. J. Thurston	4-01-15.25	8468	3-10-21.26
10	RUFFIAN	J. Kinsella	4-07-06.32	8021	3-10-42.13
11	CHAUVINIST	J. Wareham	4-23-12.07	6975	3-11-08.36
12	QUEEQUEG	P. Beilideding	4-03-31.31	8401	3-11-36.40
13	GHOST	K. & R. Barry-Cotter	4-16-35.40	7442	3-11-47.34
14	MULLOKA	C. J. WILKINSON	4-20-40.39	7223	3-12-16.34
15	APOLLO	W. Rooklyn	3-17-16.40	9468	3-12-31.42
16	BALLYHOO	J. Rooklyn	3-07-59.26	1,0573	3-12-34.26
17	DIAMOND CUTTER	A. Sweeney	4-13-42.48	7710	3-12-35.20
18	HOT PROSPECT II	Heuchmer Everitt			
19	LOTS WIFE	Moran & Co	4-13-01.20	7763	3-12-38.02
20	TAURUS	R. Montgomery	5-01-57.47	6962	3-12-54.38
21	RAMPAGE	A. M. Kelso	4-10-48.57	7966	3-13-05.22
22	ANTAGONIST	E. N. Fuller	4-11-30.14	7924	3-13-11.10
23	MATIKA III	R. G. Hickman	4-14-38.30	7701	3-13-12.19
24	GERONIMO	A. Pearson	4-13-40.03	7774	3-13-15.20
25	WAINUNU IV	A. G. Lee	4-03-58.40	8529	3-13-16.16
26	INVINCIBLE	R. A. Lee	4-09-44.10	8074	3-13-22.17
27	MERCEDES III	R. H. Cawse	4-13-51.49	7774	3-13-24.29
28	KESTREL	A. T. Clutton	4-14-02.25	7763	3-13-25.27
29	FARROUT	R. H. Fidock	4-14-12.40	7752	3-13-26.08
30	HUON CHIEF	P. H. Winkless	4-14-05.01	7774	3-13-34.44
31	BRER FOX	H. D. Calvert	4-14-40.20	7752	3-13-47.35
32	RICHOCET II	R. W. Jackman	4-14-14.18	7795	3-13-55.51
33	ZILVERGEEST III	G. L. Finlay	5-00-12.47	7199	3-14-32.29
34	MATIKA II	A. J. Murray	5-00-21.38	7234	3-15-04.08
35	BRUMBY	Roxburg P'ns	4-20-59.54	7442	3-15-04.13
36	VITTORIA	R. & R. Robinson	5-02-58.52	7088	3-15-10.08
37	SARACEN II	L. J. Abrahams	4-12-32.57	8064	3-15-32.03
38	DANCING MOUSE	J. H. Jamieson	5-04-39.25	7036	3-15-42.31
39	LEDA	G. McGarry	4-22-32.34	7442	3-16-13.10
40	RUTHLESS	N. E. Gosson	3-23-40.29	9232	3-16-19.37
41	CHAOS	P. Hill	4-17-29.03	7784	3-16-20.10
42	BALANDRA	R. T. Spence	4-17-41.02	7774	3-16-22.40
43	THUNDERBOLT	W. R. Carpenter	4-13-45.50	8079	3-16-40.42
44	PINTADO	L. P. Harding	5-04-27.58	7152	3-17-01.05
45	VANESSA	E. Wilson	5-04-36.27	7154	3-17-08.39
46	MERCEDES IV	B. K. Jaggard	5-08-18.42	6962	3-17-19.50
47	SUNDANCE	M. E. Braham	4-13-33.57	8236	3-18-14.18
48	BANJO PATTERSON	D. Smith	5-10-57.29	6987	3-19-30.01
49	BINDA	J. Jarrett	4-05-42.25	9064	3-20-11.14
50	SARNIA	I. D. Ritchie	5-03-09.21	7494	3-20-17.35
51	ARTEMIS	P. Rae	5-08-16.51	7240	3-20-52.31
52	LANDFALL	D. J. Millikan	5-12-23.15	7075	3-21-39.51
53	HI-JACQUE	K. Elliott	5-02-44.50	7699	3-22-30.11
54	ICTHUS	J. Violet	5-02-11.22	7752	3-22-43.17
55	ANITRA MAY	R. P. Delbridge	5-10-27.49	7290	3-23-06.29
56	WILD GOOSE	R. Walters	4-23-54.25	7955	3-23-23.10
57	FREEDOM	I. D. Russell	5-06-21.30	7576	3-23-43.45
58	QUASAR	C. T. Martin	5-08-21.21	7461	3-23-45.59
59	ANACONDA II	B. J. Sutherland	4-13-38.54	8908	4-01-40.29
60	OBSSESSION	J. Grubic	3-22-29.37	1,0421	4-02-28.18
61	NIRIMBA	B. Tardrew	4-21-09.33	8477	4-03-18.57
62	CARMEN	R. A. N. S. A.	5-18-45.03	7176	4-03-34.03
63	NAND II	K. Bourke	6-00-26.00	6920	4-03-56.52
64	WILLI WILLI	R. O. Chapman	5-13-55.53	7514	4-04-38.10
65	SCARLET	J. Goodard	5-03-41.35	8290	4-06-32.30
66	ANNA DRIE	L. F. Job	5-21-51.49	7236	4-06-39.05
67	QUEST	J. Krop	5-06-24.40	8162	4-07-10.36
68	ADRIA AUSTRALIS	R. Cruikshank	5-07-02.17	8152	4-07-33.41
69	JINDIVIK	A. Harry	5-04-05.18	8375	4-07-55.26
	NIJUMI	H. Bohill	6-00-25.26	7308	4-09-32.42
		R. B. Grenda	5-09-25.49	7171	3-20-48.52

Retired: Aztec, Betula, Cordon Bleu, Kintama, Lollipop, Lyndal, Meltemi, Polaris, Providence, Rogue, Shenandoah, Smilie, Storm Bay, Trevassa, Wolfam IV.

**WEATHER:** The start was in light NE winds of about 8 knots which freshened in the afternoon. By early evening it had turned to a 25 knot southerly which reached 40 knots during the night. On the 27th it was NE again with 5-10 knots most of the day, turning to SW 5-10 knots during the night. The next morning it was blowing 35 knots, and later W 30 knots gusting to 40 knots. By the morning of the 29th 8 boats had retired and the breeze was still W at 30 knots. Later in the day some boats finished while the wind shifted to the south at 25 knots. Early on the 30th the breeze had moderated to 10 knots W while in the afternoon it moved to the SE at 15 knots. By the morning of the 31st there were 37 yachts in with the others experiencing light and variable winds. In all, a record 15 boats retired in this toughest race since 1970.



1977

PLACE	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F	CORRECTED TIME
1	KIALOA	J.B. Kilroy	3-10-14.09	1.0454	3-13-58.10
2	RAGAMUFFIN	S. Fischer	4-06-29.42	.8596	3-16-06.17
3	WINDWARD PASSAGE	F. Johnson	3-12-39.00	1.0435	3-16-19.56
4	LOLLIPOP	P. Kline & I. Miller	5-15-39.10	.6931	3-22-01.15
5	NATELLE II	N.S. Girdis	4-19-26.52	.8162	3-22-13.43
6	BRER FOX	R.W. Jackman	5-02-35.06	.7711	3-22-31.31
7	JENNY H	Jenny H Syndicate	5-01-48.48	.7774	3-22-41.52
8	ANTAGONIST	R.F. Hickman	5-02-40.47	.7732	3-22-51.21
9	PICCOLO	J. Pickles	5-02-06.18	.7774	3-22-55.28
10	APOLLO	J. Rooklyn	4-05-33.04	.9391	3-23-22.00
11	PINTA	W. Ilbruck	4-20-17.54	.8218	3-23-34.27
12	ZILVERGEEST III	A.J. Murray	5-13-06.04	.7193	3-23-44.23
13	DYNAMITE 2	P.S. Smith	4-20-32.05	.8236	3-23-45.30
14	DAMEL	W.A. Currie	5-02-21.29	.7846	4-00-00.08
15	RAMPAGE	E.N. Fuller	5-02-11.47	.7860	4-00-02.47
16	WINSOME 77	D.D. May	4-20-54.25	.8218	4-00-04.27
17	FARRAWA	B.G. Campbell	4-20-31.21	.8246	4-00-05.04
18	AQUILA	B. Edmunds & J. Aitken	5-14-39.02	.7136	4-00-05.12
19	SWEENEY TODD	D.W. Blainey	5-16-58.58	.7016	4-00-06.26
20	NYAMBA	J.G. Hardy	4-21-35.45	.8181	4-00-12.19
21	NITRO	G. & R. Edgerton	4-21-04.12	.8236	4-00-25.08
22	LOVE AND WAR	P. Kurts	4-20-02.10	.8333	4-00-41.34
23	VITTORIA	L.J. Abrahams	5-02-22.23	.7933	4-01-04.43
24	HUMDINGER	W.B. Northam	5-20-06.31	.6933	4-01-08.14
25	BARNACLE BILL	J. & D. Dirksen	5-01-05.52	.8045	4-01-25.23
26	APOLLO II	R. & I. Thurston	4-20-29.29	.8375	4-01-33.42
27	DYNAMITE	R.E. Walters	5-00-29.16	.8114	4-01-45.50
28	PERIE BANOU	J. & C. Sanders	5-14-43.33	.7281	4-02-05.38
29	WHISPERS OF WELLINGTON	G.R. Stagg	5-02-13.19	.8027	4-02-06.27
30	DANCING MOUSE	C. McGarry	5-13-19.37	.7353	4-02-07.09
31	BACARDI	J. Gould	5-03-55.21	.7933	4-02-18.28
32	GOLDEN EAGLE	J.W. Granger	5-06-28.35	.7774	4-02-19.22
33	KESTRAL	R.H. Fidock	5-07-03.27	.7752	4-02-29.42
34	CONCUBINE	J. Mc. Taylor	5-12-31.30	.7442	4-02-37.30
35	MERINDA	A.G. Taylor	5-21-47.23	.6962	4-02-42.50
36	MERCEDES III	A.T. Clutton	5-07-57.27	.7730	4-02-54.40
37	MARTINE	P.K. Gourlay	5-23-49.55	.6877	4-02-54.47
38	FARR OUT	E. Vidor	5-07-30.51	.7763	4-02-59.21
39	KNOCKOUT	Sir Max Aitken	5-01-19.04	.8181	4-03-15.00
40	BRUMBY	P. & R. Robinson	5-22-48.43	.6990	4-03-49.31
41	PANDORA II	M.W.D. Phillips	5-02-19.01	.8179	4-04-02.35
42	VARIAG	M. Herion	5-16-24.18	.7380	4-04-40.01
43	BILLAGONG	P.N. Joubert	5-14-55.21	.7465	4-04-43.10
44	BLUE MOON	W. Anderson	5-12-32.47	.7628	4-05-06.23
45	BRAVURA	I. Loube	4-19-20.03	.8768	4-05-07.30
46	*PATRICE III	R.J. Kirby	4-16-22.29	.8554	4-00-07.31
47	MULBERRY	M. Lovett	6-04-53.02	.6987	4-05-40.22
48	STREAKER	R. H. Cawse	5-12-23.45	.7681	4-05-41.36
49	WAINUNU IV	J. Garner & D. Strong	5-07-00.13	.8041	4-06-07.25
50	POLARIS	L.H. Savage	5-06-27.55	.8086	4-06-15.35
51	MIKO	D. Burfitt	6-03-14.59	.6959	4-06-28.16
52	THUNDER CLOUD	D. Hogg & A. Stewart	5-13-10.32	.7731	4-06-57.29
53	CHAOS	R.T. Spence	5-12-27.55	.7774	4-06-58.43
54	SHENANDOAH	J.R. Charody	6-05-10.30	.6959	4-07-48.39
55	BANG BANG	D.W. Baxter	5-13-09.51	.7815	4-08-04.04
56	APOLLO III	A. Bond	4-20-26.58	.8965	4-08-23.49
57	LOTS WIFE	R.S. Montgomery	6-08-45.15	.6933	4-09-54.16
58	LEDA	N. Gosson	4-20-59.00	.9121	4-10-42.02
59	MANU KAT	J.W.B. Barry	5-20-08.32	.7628	4-10-54.02
60	ROGUE	V. D'Emilio	5-20-24.15	.7681	4-11-50.40
61	ANNA DRIE	H.J. Kropp	5-15-37.01	.8031	4-12-54.50
62	ANACONDA II	Aust. Army Sailing Assoc.	4-10-03.27	1.0291	4-13-08.38
63	MELTEMI	B.C. Psaltis	5-17-46.55	.8154	4-16-20.51
64	THYLACINE	J.W. Burton	6-08-36.00	.7364	4-16-22.29
65	SECOND LADY	G. Scherwinski	6-08-44.25	.7477	4-18-12.14
66	FIREBALL II	M. Bayliss	5-17-43.35	.8537	4-21-34.37
67	FREANDA	J.A. Carr	5-15-13.57	.9051	5-02-23.56
68	*BREADFRUIT	R. Sill	5-14-42.38	.7442	4-04-15.06
69	NIRIMBA	Royal Aust. Navy	7-23-05.09	.7186	5-17-18.51
70	*QUEEQUEG	G.R. Young	5-01-19.04	.8375	4-05-27.51

Retired: Apalie, Aphrodite, Aries, Assegaai, Avalon, Aztec, B-One-Nine-Five, Bellman, Betula, Binda, Casablanca, Chauvinist, Dorado, FairDinkum, Farr Fetched, Geronimo, Gidgee, Gumblossom, Hecate, Helsal, Hercules, Hi-Jaque, Imogene, Jisuma, Lowana II, Margaret Rintoul II, Matika II, Mekim Save, Mercedes V, Meriki, Moonbird, Mulloka, Mystic Seven, Ndumsky, Nire Lowa, Pandora Two, Penando, Phantom, Quest, Rhythm, Rum Runner, Ruthless, Silver Shamrock III, Smir-Noff-Agen, Southern Comfort II, Spanker, Sunburat, Superstar, Swuzzlebubble, Taurus, The Hum, The Sting, Thunderbolt, Wainunu V, White pointer, Willi Willi, Wimaway, Winston Churchill, Xaviera.

\*Patrice III, Breadfruit and Queequeg penalised 26 places for failing to answer recall at the start.

Disqualified: Cordon Bleu, Vanessa.

FASTEST TIME: Kialoa.



KIALOA, won both line honours and overall in 1977.

**WEATHER** The race started in light E at 5 knots, turning later to NE 10 knots fading to very light SSE overnight. On the second morning the fleet had W 20 knots with some yachts experiencing NE. It turned in the afternoon to SE 30-40 knots gusting with a short high cross sea. Some yachts experienced winds of up to 50 knots for varying periods. By evening 18 boats had retired. By early on 28th, a further 15 were out. The wind was SE 20 knots later going back to 30-40 knots, seas rough. At night it swung to SW 25-35 knots. On the 29th the wind eased to S 12 knots and stayed at this for the day. Retirements had reached 55. The 30th brought 5-10 knot SE turning to light NE. Calm-to-light conditions plagued the tailenders although some struck a short 85 knot squall on Jan 1.

1978  
Hitachi Sydney-Hobart  
Yacht Race Results  
Ring 326 1999



## The Mercedes-Benz 450SE: The world has never seen a production saloon like it

Mercedes-Benz has always engineered motor cars that are ahead of their time. With the 450SE saloon, Mercedes-Benz has moved even further ahead. It has developed the fundamental systems of the motor car to greater heights than any other saloon in Mercedes-Benz history.

### Aircraft-like construction

The Mercedes-Benz 450SE has no separate body or chassis structure; it has panels fused into a unit with over 6,000 individual welds. This construction principle is similar to that which allows modern jet aircraft to have enormous strength and light weight.

### A unique engine

The heart of the 450SE is a trim, understressed, overhead camshaft, V8 engine. It is equipped with a transistorized ignition system without contact-breaker points and an all new mechanically operated fuel injection system.

### A remarkably smooth automatic transmission

The three speed Mercedes-Benz transmission with torque converter provides gear changing without interrupting the power flow and allows you to over-ride the automatic change manually when desired. According to English MOTOR

magazine (May 1976), this particular transmission 'is so good as to serve as a model for other manufacturers'.

### A truly unique suspension system

Gives the 450SE the handling qualities acclaimed round the world. Authoritative American ROAD & TRACK magazine described the 450SE as 'the best handling sedan ever'. The four wheel independent suspension has both an anti-dive geometry, which keeps the car's nose up under severe braking, and an anti-squat rear end to eliminate the dip and fishtailing effect quite often found in cars with similar acceleration capabilities. Zero offset steering provides the 450SE with directional stability that remains unaffected when one wheel encounters a loose or slippery surface and even a front wheel blow out has little or no effect on the car's directional stability.

### The Tempomat

Relieving the driver of avoidable physical and psychological burdens is part of the concept of a Mercedes-Benz, and the inclusion of the Tempomat in the 450SE is an example of this.

The Tempomat is a manually controlled device that allows the driver to choose and maintain any speed between 40 km/h and the car's

maximum. When the vehicle encounters either an uphill or downhill gradient the Tempomat automatically compensates for any resulting increase or decrease in the car's speed.

The Tempomat may be manually over-ridden by the driver at any time.

### Safety

The Mercedes-Benz 450SE saloon combines over fifty separate and significant Active and Passive safety elements, all engineered to complement one another.

No other manufacturer makes safety a more important element in car design. And no other manufacturer has held so long a commitment to better motor car safety as Mercedes-Benz. The results of this commitment are to be found in every model Mercedes-Benz builds.

If you would like more information regarding the 450SE write or call in to your authorized Mercedes-Benz Distributor or your nearest Mercedes-Benz dealer.



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