

Official Souvenir Program

\$2.\*



# SYDNEY-HOBART YACHT RACE 1979





# SYDNEY-HOBART YACHT RACE 1979

**35th year**

**26th December 1979**

**1200 hours ESST**  
(0100 hours GMT)

**Official Starter**

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

**Starter's Vessel**

HMAS *Snipe*

**Organised by**

The Cruising Yacht Club of Australia

**with the co-operation of**

The Royal Yacht Club of Tasmania

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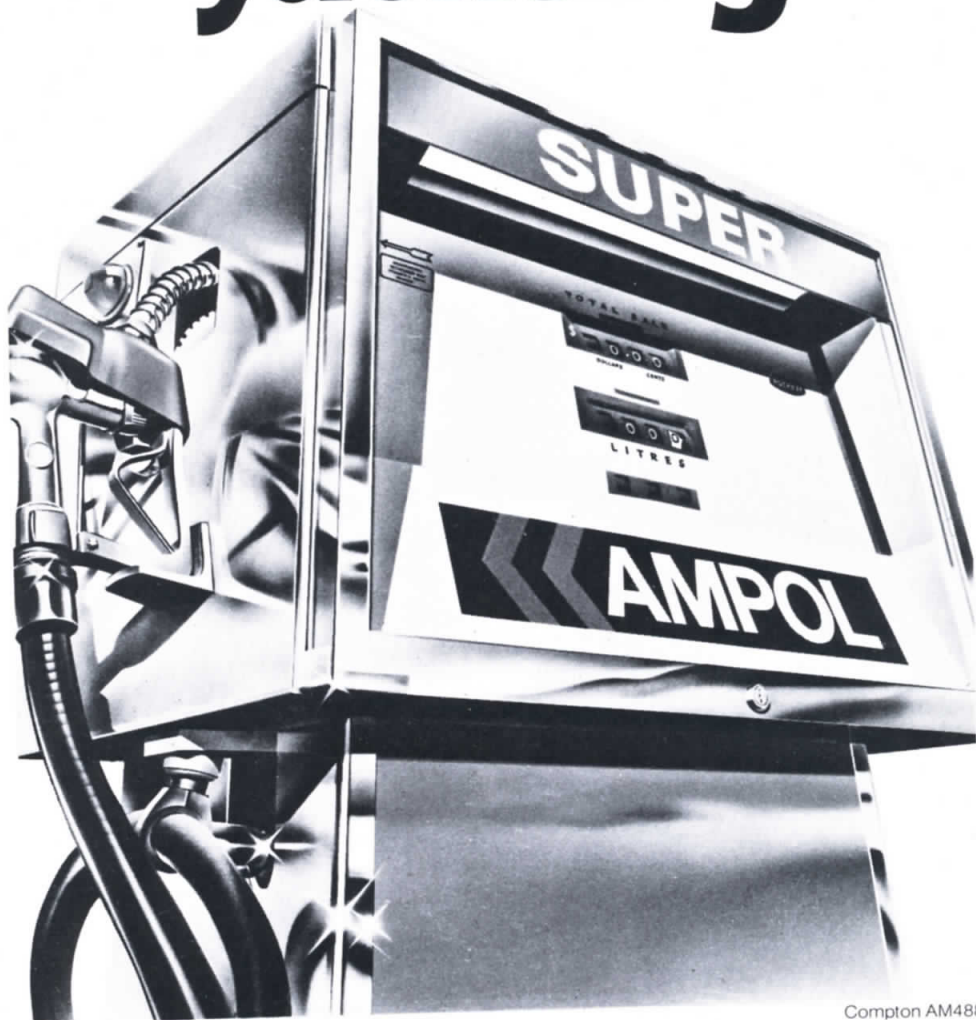
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## Making every drop count

Mercedes-Benz pioneered fuel injection for series production cars. In today's 280E, the principle ensures each cylinder gets precisely the quantity of fuel needed for every driving phase.

## Sure grip on any road

The 280E's taut handling qualities and independent, diagonal pivot swing rear axles allow the left wheel to ride potholes and bumps without affecting the right one, and vice versa.

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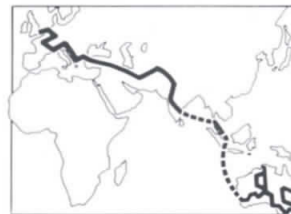
Subtle aerodynamics keep the 280E's panoramic vision clear in all weathers. The controls are grouped ergonomically. The power steering reduces effort, not your feel of the road. And a long list of standard luxury inclusions helps you stay relaxed and alert.

## The big difference

The sooner you drive a Mercedes-Benz 280E, the sooner you will appreciate the big difference between luxury saloons.

The longer you own it, the more you will appreciate the difference.

## It takes an exceptional rally to extend an exceptional car



In the last *London-Sydney Marathon*, fifty of the original sixty-nine starters dropped out. The 280E went on to take first and second places.

In the 29,000km *South American Rally* of 1978, the 280E was

beaten into third and fifth places — but only by the three much larger engined, and equally well engineered, Mercedes-Benz 450 SLC coupes.

Point made: a Mercedes-Benz can sustain over long periods performance levels which are achieved rarely if at all by other cars.



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**Commodore**  
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**Vice Commodore**  
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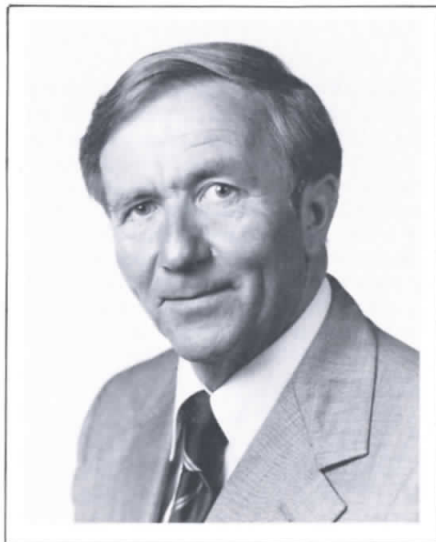
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## COMMODORES' MESSAGES

When the Prime Minister of Australia starts this 35th Sydney-Hobart Yacht Race, the largest fleet ever to enter this 630 mile event will break for Sydney Heads. The Hitachi Sydney-Hobart Yacht Race is the only race of its kind to start inside a major harbour, a marvellous spectacle for all of Sydney. Perhaps less in the public eye but even more important is the welcome of the Tasmanians at Constitution Dock and the great hospitality of the Royal Yacht Club of Tasmania.

It is most encouraging to see so many yachtsmen preparing for the 1979 event, as it makes the dedication of the Race Officials from both Clubs, the support of all our sponsors, particularly Hitachi Australia, the more worthwhile.

This year we have endeavoured to scrutinize the crewing of competitors as well as their vessels with the objective of ensuring that all starters are capable of finishing. This year's Fastnet Race proved again that the sea can be merciless, and I urge skippers and crew alike to keep one hand for the ship and one for yourself. Our safety record is unblemished to date, and we take very seriously the need to keep it that way.

Welcome to all our visitors from overseas and interstate, and I wish you good luck and good sailing.

A. Pearson  
Commodore

The Royal Yacht Club of Tasmania is proud to be associated with this, the most prestigious ocean race in the Southern Hemisphere, and we look forward to welcoming all competing yachtsmen on their arrival in Hobart.

The race continues to go from strength to strength, and this year will again break records for the number of entries. The associated Southern Cross Cup series and the maxi yacht series will include some of the finest yachts and yachtsmen in the world. The Cruising Yacht Club of Australia is to be congratulated on its promotion of these events.

I have no doubt the media will concentrate on what will be an exciting race for line honours by the maxi yachts, but it is well to remember that the best yacht in the race is the one that takes out the handicap honours.

The Royal Yacht Club of Tasmania wishes all competitors keen sailing and a safe arrival in the Derwent. We look forward to seeing you at the Club House during your stay in Hobart.

R. A. Johnston  
Commodore





## Appreciation

The Cruising Yacht Club of Australia wishes to record its appreciation of the co-operation of The Royal Yacht Club of Tasmania without which this race could not exist. Apart from organising the presentation of trophies 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 fourth 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 a great many 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 CYCA 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.

### Ampol Petroleum Ltd.

This Company has a wide rest in yachting sponsorships and will be providing Ampol fuels at the Radio Relay Vessel *Greshan*.

### 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.

### General Electric Information Services Pty. Ltd.

This Company has installed in the Communications Centres several computer terminals connected to General Electric's MARK III Service worldwide, which will compute and provide information on progressive handicap positions together with division and line honours reports.

This year, a Colour Graphics Terminal

loaned by Tektronix Australia Pty. Limited will be used to display actual yacht positions, and the computer program has been revised to forecast positions of yachts which fail to radio-in based on the proximity performance of selected similar division rated yachts. The MARK III Service computers will retain a data-base of all reported and forecast yacht positions of the entire fleet for the duration of the race to aid in any 'Search and Rescue' should this become necessary.

Other yacht clubs throughout the world will be able to follow progress of the race and assess result reports via General Electric's worldwide computer network, at no charge.

### 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.

### 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.; Qantas Airways; the Department of Civil Aviation; the Department of Transport; the Royal Volunteer Coastal Patrol; Mr. Malcolm Lamond, Regional Director, N.S.W. Bureau of Meteorology; the Royal Australian Navy; the Royal Australian Navy Hydrographic Office; the CYCA 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; CYCA office staff and house staff, who work long hours under great pressure in pre-Race activities; the CYCA Publications Committee, who prepare this program; all contribute towards making the Race a success.

### 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 CYCA 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.

## Radio

### ABC Progress Reports and Weather Reports

#### Frequencies

2BL 740kHz (Radio 1) Sydney  
VLI 6090kHz (short wave) Sydney  
7ZR 936kHz (Radio 1) Hobart  
7ZL 603kHz (Radio 2) Hobart  
7NT 711kHz (Radio 3) Launceston  
7QN 630kHz (West Coast - Queenstown)  
7FG 1161kHz (East Coast - Fingal)  
7SH 1584kHz (East Coast - St. Hellens)

### Race Progress Reports

#### 26th December (Wednesday)

1823-1826 2BL.

#### 27th December (Thursday)

1050-1100 2BL.

1830-1833 2BL.

2250-2300 2BL.

#### 28th December (Friday)

1050-1100 2BL.

1835-1838 2BL.

2250-2300 2BL.

#### 29th December (Saturday)

1045-1055 2BL.

1836-1839 2BL.

2250-2300 2BL.

#### 30th December (Sunday)

1045-1055 2BL.

1814-1817 2BL.

#### 31st December (Monday)

1045-1055 2BL.

### Radio equipment by AWA

For this year's race, AWA are again fitting all the communication equipment aboard the Radio Relay Ship as their contribution to ocean racing. This includes a Marconi TransOcean 400 watt pep HF SSB main transmitter, a Marconi Pacific X MF/HF main receiver, a Marconi Spector Error Correcting System for telex-over-radio operation in conjunction with a Creed 2300 teleprinter, a CAI CA-35MS MKII 150 watt HF SSB reserve transceiver, two Hull 922 HF SSB radio-telephones (to be used as watch-keeping receivers), an AWA Pilot-phone VI VHF transceiver, and a Tracor Satellite Navigator MKII.

The radio equipment will be installed aboard *Greshanne* at Eden and will be tested by AWA's John O'Toole during the voyage up to Sydney.

Ampol is again providing the fuel for the Radio Relay Ship.

As in past years, the Radio Relay Ship will remain at sea for five or six days until most of the competing yachts have finished or have entered the River Derwent.



## Weather Reports

### New South Wales

#### 26th December

1800-1802 2BL.

2300-2302 2BL.

#### 27th December

0730-0732 2BL/VLI.

1855-1857 2BL/VLI.

2300-2302 2BL/VLI.

### Tasmania

(local and Sydney-Hobart)

#### 27th December

0742-0745 7ZR, 7NT, 7QN, 7FG, 7SH.

1350-1355 7NT, 7QN, 7FG, 7SH.

1855-1900 7ZR, 7NT, 7QN, 7FG, 7SH.

2400 7ZR, 7NT, 7QN, 7FG, 7SH.

#### 28th December

0742-0745 7ZR, 7NT, 7QN, 7FG, 7SH.

1350-1355 7ZL, 7NT, 7QN, 7FG, 7SH.

1855-1900 7ZR, 7NT, 7QN, 7FG, 7SH.

2400 7ZR, 7NT, 7QN, 7FG, 7SH.

#### 29th December

0742-0745 7ZR, 7NT, 7QN, 7FG, 7SH.

1240-1245 7NT, 7QN, 7FG, 7SH.

1855-1900 7ZR, 7NT, 7QN, 7FG, 7SH.

2400 7ZR, 7NT, 7QN, 7FG, 7SH.

#### 30th December

0740-0745 7ZR.

0830-0836 7NT, 7QN, 7FG, 7SH.

1358-1402 7NT, 7QN, 7FG, 7SH.

1858-1900 7ZR, 7NT, 7QN, 7FG, 7SH.

2400 7ZR, 7NT, 7QN, 7FG, 7SH.

#### 31st December

0742-0745 7ZR, 7NT, 7QN, 7FG, 7SH.

1350-1355 7NT, 7QN, 7FG, 7SH.

1855-1900 7ZR, 7NT, 7QN, 7FG, 7SH.

2400 7ZR, 7NT, 7QN, 7FG, 7SH.

## Radio skeds

During the Race, the communications crew will conduct two main compulsory radio schedules daily with competing yachts, at 0730 and 1530 hours, with a safety schedule at 2330 hours. Each yacht must carry a serviceable two-way radio capable of transmitting and receiving on the following frequencies: 2182 kHz (AM or A3H), 2524 kHz (AM or SSB), 4125 kHz (SSB) and 4143.6 kHz (SSB). 6215.5 kHz (SSB) may be substituted for 4125 kHz. In addition, facilities for receiving weather bulletins on 2201 kHz (AM) or 4428.7 kHz (SSB) must be carried.

The working frequency for radio schedules will be 4143.6 mHz (SSB).

## The Radio Relay Ship

The Eden-based sea-going trawler *Greshanne* will be the Hitachi Radio Relay Ship for the 35th Sydney-Hobart Race, joining a prestigious list of craft which over the years have acted as the vital communication link with the fleet as they sail southwards. *Greshanne* is a former

Sydney-based tug of a net registered 225 tons; she is the largest vessel ever to be the Radio Relay Ship.

*Greshanne* is owned by Graeme White, governing director of Charter Craft and Marine Services Pty. Ltd., Eden, who has made the vessel and her crew available to the CYCA free of charge in the interests of ocean yacht racing.

Graeme White played a vital role for the Club and for yachtsmen when the gale of 1977 forced 34 Sydney-Hobart boats to take shelter in Eden. He organised berths and moorings for the yachtsmen in this busy NSW South Coast fishing and woodchip shipping port, helped them with repairs, arranged hot showers and meals at all times of the day and night and acted as a liaison with the Race Centre at the CYCA in Sydney.

"He was my right hand man in Eden two years ago," says Race Director Keith Storey. "He kept us fully informed of yacht movements in and out of Eden and he helped the yachtsmen immensely."

After operating as a tug out of Sydney, Port Kembla and Newcastle for some years, *Greshanne* was bought by Graeme White and converted to a sea-going trawler for otterboard trawling (bottom fishing) between Montagu Island and Tasmania. Graeme also operates shipping services



The *MT Greshanne* was built by the Adelaide Ship Constructions and launched in December 1964. The steel-hulled vessel was classified as Lloyds +100A1.

*Greshanne* has a LOA of 32.5 metres, a beam of 8.54 metres and draft of 3.83 metres. Her main engine is a Mirrlees marine diesel developing 1050 bhp at 600 rpm and driving a single open type screw of 3.35 metre diameter. Her operating speed is 11.5 knots, daily fuel consumption is 1.7 tons and the normal bunker capacity of 24 tons can be increased by 46 tons. Fresh water capacity is 127 tons.

for freighters loading woodchip in Twofold Bay; he owns the tug *E.B. Cane* which handles the shipping in Twofold Bay.

Graeme himself will command *Greshanne* during the Hitachi Sydney-Hobart Race and will have aboard a crew of four plus a communications team from the CYCA. The navigator will be Bob Willis, a naval hydrographer.

## Communications

Communications crew chief will be that stalwart of Sydney-Hobart race reporting, Bert Oliver, whose coverage of yacht rac-



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ing for the ABC dates back to the early postwar years in Western Australia where he covered a race from the nose of a Lancaster bomber. This year will be Bert's 20th trip to Hobart in the capacity of an ABC commentator or as the chief radio man at sea for the CYCA.

Also in the team will be: ABC commentator Gordon Bray; a broadcaster for radio station 2CH; two of AWA's technical staff, John O'Toole and Ray Dawson. O'Toole and Dawson will be responsible for the operation and maintenance of the highly sophisticated telex-over-radio system which has given the Hitachi Sydney-Hobart Race yet another first in international ocean racing communications. Introduced for last year's Race, the Club this year will have duplicated telex systems at the Race Centres in Sydney and Hobart to ensure optimum operational flexibility.

### On-ship telex facilities

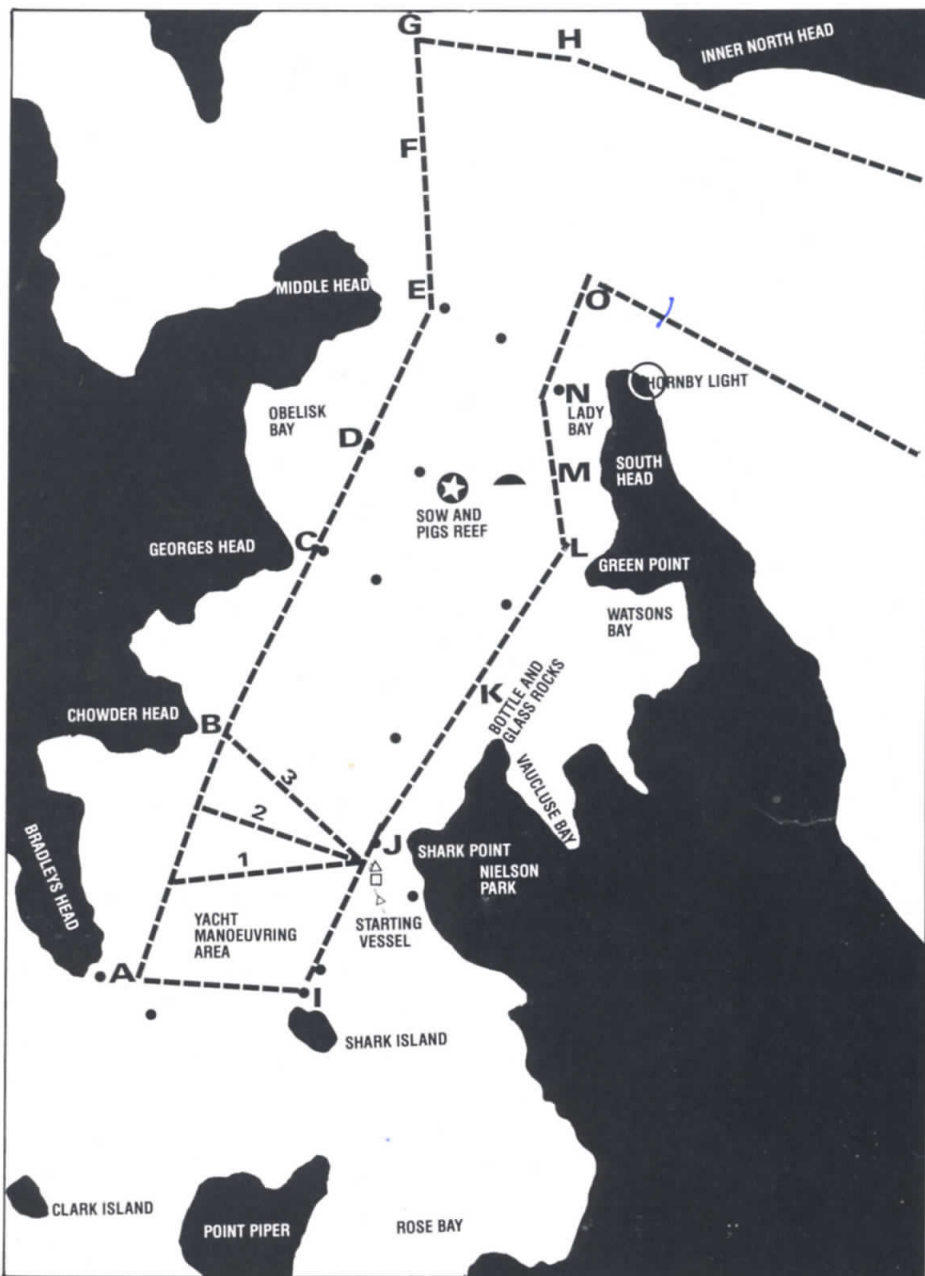
After each radio schedule, the Radio Relay Ship will transmit by telex-over-radio to the Race Centre at the CYCA in Sydney the position reports given by the yachts. At the Race Centre this information will be fed into the General Electric Mark III Service computer terminal from which it will then be transmitted via satellite to the specially programmed computer at Cleveland, Ohio.

The computer will then return to the Race Centre a print-out showing the line honors order of the yachts, their positions on corrected time, overall and in divisions, and a separate print-out showing the corrected time order of the yachts competing in the Hitachi Southern Cross Cup and their team positions.

The progress results will then be sent by telex back to the Radio Relay Ship and also the Race Centre at the Royal Yacht Club of Tasmania where telex facilities will also be available throughout the race.

From the 0730 radio sked, the computer print-out of progress positions will be available by 0930 and from the 1530 sked by 1730 hours. This information will also be telex available in Northern Hemisphere countries by dialling a special General Electric Mark III Service number. In Britain, for example, interested yacht clubs and members will be able to dial up for a print-out of position reports from the 0730 sked at 2300 GMT and from the 1530 sked at 0700 GMT.

This is the first time in the world that such a service has been offered on progressive reports on an international yacht race, yet another first in radio communications for the Cruising Yacht Club of Australia.



### The Start

To allow competing yachts to take advantage of the most favourable wind, the Maritime Services Board of New South Wales has given the CYCA approval to make the final decision on the starting line at 1045 hrs on Boxing Day.

Spectator limit lines will be marked with large orange buoys with a marker vessel showing an orange shape inshore of each buoy.

Positions G and I are fixed marks. The vessel stationed at position O is a race marker and will exhibit the international code flag 'M'.

From 1115 hrs. all spectator craft must pass inshore of the limits shown.

### 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 nominated by the winning yacht. A replica of the Derwent Light is presented to the owner of the winning yacht.

#### RORC 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.



**CYCA 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.

**CYCA Trophy.**

Presented by the Cruising Yacht Club of Australia.

**For the third yacht on corrected time.**

**RYCT 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).

**CYCA 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, 3/4-ton and 1/2-ton classes.

**Other trophies**

**J. H. Illingworth Cup.**

Presented by Captain John H. Illingworth, RN Rtd., for the first yacht to cross the finishing line (perpetual).

**CYCA 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 TCF of .85 or higher, which does not receive any other trophy for the race (perpetual).

**Samuel Pepys Trophy.**

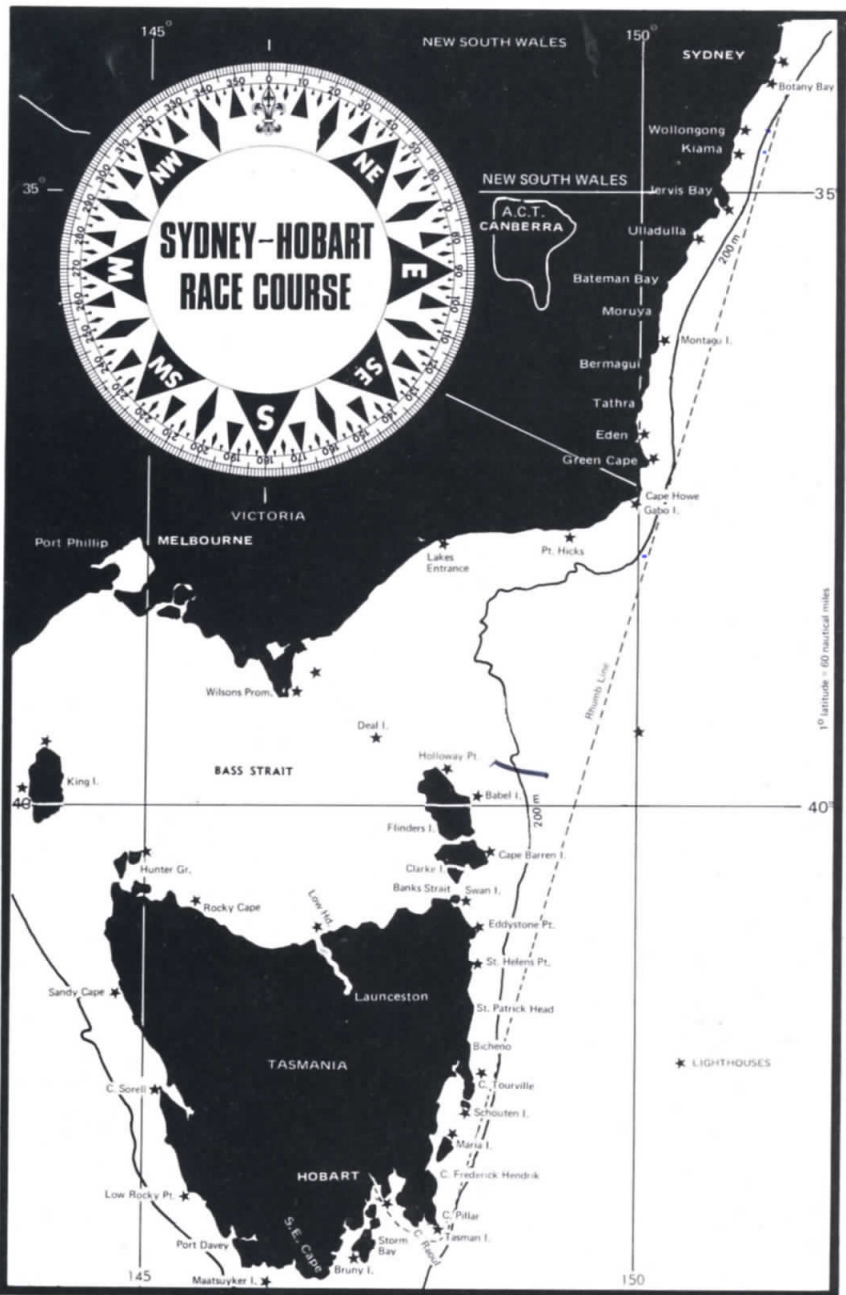
Presented by the RANSA for the first yacht on corrected time with a TCF of .78 or lower, which does not receive any other trophy for the race (perpetual).

**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).



The Official Starter's Vessel, the 489 tonne minehunter, HMAS Snipe, one of three Ton class mine countermeasures ships which comprise the First Australian Mine Countermeasures Squadron.







# HOW TO WIN THE HOBART

Many men would give their right arm to win the Hobart Race. Peter Kurts has won it twice. Here he tells how.

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*For those who aspire to win the Hobart Race there must be one paramount article of faith: Don't kid yourself that luck will have anything to do with the outcome!*

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## **1. Own a yacht capable of doing the job. These are a rare breed.**

The first, but not the foremost, item for Hobart victory is the vehicle. You can't possibly win the race with a boat that can't get there, and it cannot possibly get there without a mast, a rudder, and a keel. If you want to be on the winning boat it is important that these items are securely attached so that they arrive in Hobart at the same time as the hull. Some designers of late seem to have a tendency to disregard this obvious fact.

To earn a chance of success the boat must be able to handle a half gale, or possibly a full gale, without coming apart, because when crossing 'the paddock' you'll usually encounter a half gale or more. During that period the boat and you and your men have to get to windward satisfactorily. That will never be easy in a boat other than one designed to be capable of handling the drama. It's easy to be a sailor at the 'quiet little drink' after the event. In a gale to windward it's a different story, and the vehicle has to be capable of carrying you and your crew south, and fast.

In addition, your boat will need to have good off the breeze ability, because three quarters of the race will probably be off the breeze. So she must be able to carry a lot of canvas in

heavy downwind sailing; it is essential that she be capable of being steered in a reasonably straight line downwind, which is a matter of design.

The race-winning vehicle is a very complex machine that is being asked to do a very complex task. Every one of the thousands of components must do their job effectively, often in very hostile circumstances, and at the same time it must provide accommodation for, say, ten men in sufficient comfort to allow them to work efficiently for a four or five-day all-out race-winning effort. All this is no mean task, but if you want to be on the winning boat at the finish be sure you start with a vehicle capable of the task in hand.

## **2. Set your plans at least six months ahead and don't relax. If you've got a new boat, start 18 months ahead.**

If you plan to build a new boat with the prime objective of winning the *BIG ONE*, order the right size boat to suit your pocket and start very early. Eighteen months prior to Boxing Day is necessary if you mean business. You need six months for choosing and communicating with the designer; six for building; four to tune the boat and crew; and two for contingencies. If you try to do it in less time you'll probably be trying to get your brand new main-

sail to set properly on the morning of the start, and while you're cursing it you'll run into the Manly Ferry (which isn't running on Boxing Day morning in any case, so you'll even have your days mixed!).

If you are going to campaign an existing boat, you'll need all of six months with no room for relaxing. The whole basis of the timing effort should be concentrated on The Hobart. You've got to get every detail, fine and broad, all together and working like a silenced trip hammer on Boxing Day.

Organise the gear and the deck layout so that the crew can handle the boat and not the boat handle the crew, as so often happens. Records prove you can win with a small boat or a large boat, and they also indicate that a poorly equipped boat seldom, if ever, wins.

Use every race in the first part of the season to experiment for boat speed. Move ballast; try different sail combinations; move crew around; tune the mast; find out which genoas really add speed. Don't be shy to have your boat remeasured and reinclined for rating improvement, and whilst you are experimenting, race your boat alongside your potential competition. You won't learn much about your tuning performance if you're way off shore whilst they are on the coast.

During this working-up period advice will come from a thousand learned sources and will range from the brand of cotton wool for your medical kit to who's going to skipper the boat on Ladies Day, and depending on that decision, who is going to take the lady



home. There'll be advice on every conceivable subject and plenty of it, and it is imperative that the skipper sifts through it all with an open mind, throws out the junk, and retains what experience has shown to be useful. If you don't have a good clearing-house/automatic-mail-sorter-type mind, let someone else decide for you. Remember, one good-sized incorrect decision at this stage will cost you plenty at the Hobart end of the race when the computer gets to work on deciding the winner.

Remember also that it's no use having it all together for the Barbecue Races or the Queen's Birthday Cup if it comes apart when you need it firing on the 26th. Aim everything at the 26th.

### **3. Never forget that the sails are the motor power. You're going to need a powerful motor.**

Sails have to move you fast in all conditions, so have as many sails as the sail limitation rule allows and don't neglect to stow a spare mainsail.

To the vast majority of owners and most sailors, sails and sail power remain a mystery. Owners might like to think they understand them and certainly they'll say they do, just as they would if you asked them about their women or their company balance sheet, but in the main they'll never understand them.

So, amongst the crew have a sailmaker from the loft to which you have a private, insulated one-way money supply line. Implant clearly in his mind that if you win the race he and his mighty sails are to get all the credits. Be very positive that he takes the responsibility for the style and choice of your wardrobe and the maintenance of it. When he tells you what sails to purchase, test the decisions with a few mumbled queries and then go along quietly.

Put him in charge of sail trimming and set one or two men aside to apprentice themselves to him so efficient trimming continues when he is asleep.

The importance of sail power cannot be overstated. Despite the computer age, sail power is still accepted by science as a mystery, so don't wrestle with it yourself or let any crewman other than the Guru handle it.

### **4. Organise a well mixed all-round crew – a most formidable task.**

Still not the foremost item but absolutely imperative is the formation of a well balanced racing crew and a skipper with his feet firmly planted on the deck. He's got to lead a compatible crew, but most of all he's got to be compatible himself. People don't know they are not compatible, and owners are therefore often their own worst enemies.

Try to avoid your crew and yourself being distracted by issues other than those relating to victory. Some examples of sailor's misplaced concentration are: women, horses, money, wives, grog, stock markets, futures, arguments, work, friends, foes and women.



*Peter Kurts with the spoils of victory, Hobart 1978.*

The most essential crewman is the Party Whip. He needs to take on the responsibility of satisfactorily filling all the necessary positions on the boat so that each task has a crewman plus a back-up man to cover that specific job.

The Whip's responsibility is to have the crew right on his side. He assumes the role of General Manager of the enterprise. If there is laziness, seasickness or lack of skill, the Whip fixes it or replaces the man, and these decisions need to be made early in the season. But if they need to be made late, make 'em.

The task of the skipper is to astutely balance this bundle of monkeys in a way which will ensure that they and he are reaching peak performance as a team on Boxing Day, and when the starting gun goes he must know without doubt that they are quietly eager and ready for victory in the secret knowledge that they are better than other organisations setting out on the same task.

### **5. Choose a navigator who can navigate. There are a lot who can't.**

Unless your yacht is small, you should carry a full-time navigator whose sole duty it is to navigate and handle the radio schedules and weather reports and forecasts. It is necessary to instil in him a real dedication to the job in hand, which is to know the position of the yacht at *all* times and keep it highlighted on the overall chart of the course. He should also run a continuous plot of your potential enemies and from such a plot a lot of worthwhile deductions can be made.

Every weather report that can be obtained should be obtained and reported clearly to the watch keeper on duty.

Under no circumstances allow your navigator to volunteer for position-relaying to the radio ship. In fact, if your navigator or anyone else in the crew is inclined to be a radio crank (and there are a lot of them), then drop him with the best recommendation onto your closest potential rival. The same rule applies to cameramen and their cameras and prize winning logs and their keepers.

These days there are likely to be between 100 and 200 yachts in the race, and there are very few race winning navigators, so work at getting one of the few.

### **6. The race – just a few simple thoughts.**

Chances are you'll only have ten percent of the entries to contend with. The rest of the fleet are going down for the adventure and fun and they don't really mean business, so in fact it is not a big racing fleet you have to beat.

There's a school of thought that because it's a crowded starting line and a long race you need to be very careful at the start in case you break or infringe. Nothing could be more incorrect. You'll need to get out of the Heads early, right up with your size





*The victors, 1978: left to right (standing) Rex Forbes, John Anderson, Phil Eadie, Mike Hesse, Peter Kurts, Mike Taylor, Peter Shipway, Peter Clarke, John Harris; (squatting in front), Bret Hart.*

competitors, so don't be over-cautious. The records show that the winners of the Hobart clear the harbour right up front with their class. It does miracles for your own and your crew's morale. There's going to be no room for mistakes, and getting out early eliminates one of them.

Ninety percent of the course is one straight line south, Sydney to Tasman Island. Somehow that fact seems hard to grasp, and after a day or so one tends to forget it or loses focus on it. So keep telling yourself "get south" so that it is firmly impressed on your mind. It is important because you've got to keep as close as possible to that straight line.

Until you are nearing Tasman Island nothing should tempt you away from this line, and if you are tempted away you will regret it. On the wind you obviously have to leave it, but don't leave it for long. If it is a dead muzzler, keep coming back to it. If it's not a dead muzzler, work the making leg but don't let the long making leg draw you too far from the line. Get back to the track. The same goes for running downwind. If you can't sail the course keeping back to it.

Even as you are getting close to Tasman Island, still stick to the straight line unless from weather reports you are absolutely sure there is a definite change coming, in which event you'll be tempted to go toward the change. If you can't resist the temptation (and you probably should), don't divert far

from the line because the forecasts are notoriously wrong at these latitudes. After all, how could even the weather itself know what it's going to do on the 42nd parallel.

Nearing Tasman you should try to get yourself in a position so that if the wind comes from the SE you're not jammed against the coast too early, and if it comes from the SW you're not disastrously too far out.

*The winning crew, 1974: left to right (back row) Peter Shipway, Michael Hesse, John Harris, Dick Norman, David Forbes; (front row) John Anderson, Magnus Halvorsen, Peter Kurts, John Munson, John Carruthers.*



There is sometimes a tendency toward regarding Tasman Island as the end of the race. There's 50 miles to go, and it's often in that 50 miles that Hobarts are won or lost, so on rounding Tasman Island blanket from your thinking that the end is near. Everyone will want to stay on deck as in a Harbour Race. Insist on that not happening, particularly to yourself, because you and your crew will need all their waking wits about them for that last 50 miles, and it could be a long day or, worse, a long night.

### **7. The foremost item: The clear spirit of victory.**

Stop kidding yourself there is any luck in winning. There's never been a poor boat get a lucky Hobart win. Whether or not you believe it, start talking yourself into the fact that there is no such thing as luck. If you are convinced luck is going to play a part in the race, you've lost before you start because you are already giving yourself an escape hatch, and there's no escape hatch. You win or you lose.

Get your grey matter working toward the fact that there is only one prize and that you have to take all necessary steps to obtain it.

Post-mortems and trying to reconstruct a lost race using the splendid clarity of hindsight is Failure. The pre-conceived clear spirit of success is

## How to win the Hobart

Winning.

If you don't win, avoid telling people why you lost. Seek out the real truth and tell it to yourself, and start planning victory for the next Hobart Race.

### The victory.

After you've won, be sure to have a few dollars stowed away in a secret locker to enable you to throw a good sort of whirligig.

Because of the complications of the rating system, all outsiders see you as the winner of some handicap event. But sailors know what has been achieved, so invite them all to enjoy your victory with you.



Peter Campbell



David Collett



# THE OFFSHORE COMPANION TO AUSTRALIAN OCEAN RACING

Illustrations by Peter Harrigan

In any international event there are bound to be 'language barrier' problems. Ocean racing is no exception, having a vocabulary all its own which is rendered even more inscrutable by the overlay of Australianisms. So, for the benefit of overseas competitors in the 1979 Southern Cross Cup series and the Hitachi Sydney-Hobart Yacht Race (perhaps even for the benefit of

the occasional bewildered Australian), the Cruising Yacht Club of Australia's language experts have compiled the following dictionary of Australian ocean racing slang.

We hope the reading of this will help enrich the cultural experience of our overseas visitors, or perhaps just be of passing interest to unfamiliar locals.



**altitude**, n. A yacht's height on top of wave crests in storm conditions.

**bags**, n.pl. Unit of wind velocity, e.g. blowing 40 *bags* (blowing 40 knots).

**bash**, n. Beat to windward in heavy conditions.

**beer garden**, n. Yacht's cockpit, occupied by less physically active members of the crew (the *brains trust*).

**blow**, n. More than 40 knots of wind. **good blow**: a bit fresh (more than 50 knots of wind). **plenty for everyone**: more than 60 knots of wind. **big blow**: plenty for everyone for a day or two.

**blunderbuss**, n. At the Cruising Yacht Club of Australia, means overproof rum and Coke.

**brace**, n. 1. Line running aft from spinnaker pole (known overseas as *guy* or *afterguy*). 2. See **shout**.

**bricks**, n. pl. Rocky foreshore along coastline. **brick**: nomenclature for ocean racer's stalwart wife/girlfriend, e.g. she's a *brick*. **brick hopper**: skipper who hugs the coastline (has no reference to how he may treat his wife/girlfriend).

**Bruce**, n. Common Australian first name (if unsure of a male crewmember's name, always call him *Bruce*).

**bugger all**, adj. *Bugger all* wind; the crew knows *bugger all*; a dry ship (*bugger all* grog).

**bullet**, n. Sharp gust of wind, always encountered when you've got too much *gear* up (see **gear**). **get the bullet**: to be fired from the crew.

**bulletproof**, adj. 1. Sails made of extra-heavy cloth, suitable for storm use. 2. A friend of the owner who cannot be fired from the crew.





a Bruce...ready for a pierhead jump.

**cascade throat**, n. Symptoms of hoarseness and inability to speak with ease which Sydney-Hobart yachtsmen rationalise as due to local Tasmanian brew but which is, in fact, the result of overindulgence, too much talking about big waves, too much singing of nautical ditties, etc.

**chunder**, v. Frequent occurrence among yachtsmen on Boxing Day, almost always attributed to (but rarely caused by) the Christmas dinner.

**clunker**, n. Yacht which is too heavy or poorly-designed for racing and which is likely to spend New Year's eve at sea.

**corner (the)**, n. Tasman Island, where the yachts turn into Storm Bay, where there is either *bugger all wind*, or *forty bags* and particularly big *greenies*.

**Crayfish Derby**, n. A 'fun' race held at Triabunna several days after the Sydney-Hobart, a 'compulsory' stop on the international offshore circuit due to the offering of crayfish as trophies.

**dog**, n. Yacht with woeful performance record.

**dog license**, n. Rating certificate for poor-performing yacht.



beer garden

**Dolan's**, n. The Customs House Hotel, Hobart, once owned by the late Bert Dolan, a great friend of visiting yachtsmen. Still the main meeting place for crews post-Hobart Race.

**fall off a wave**. Flying into clear air at the back of a wave.

**go-fast**, n. Sophisticated item of sail-trimming equipment which generally has no effect on the speed of the yacht.

**gorilla**, n. Specialist winch grinder, always big on brawn, often low on sailing ability.

**gear**, n. 1. **gear on**: pull sails in; **gear off**: let sails out; **gear up**: more sail on. 2. **gear on**: put on your clothes—wet gear/oilskins. 3. **gear off**: take your clothes (unspecified) off.

**good gear**, n. 1. Going ashore clothes. 2. Good tucker (food or munger).



**go-fast**...US maxi skipper with large economy line-squall size can of Hewey, a new go-fast to ensure 40 bags.

**granny**, n. 1. Tacking through 360 degrees to avoid gybing in heavy conditions. 2. Cocked-up reef knot.

**greenie**, n. Big wave, plenty of which comes aboard.

**Gregory's**, n. Principal reference map of some navigators, a well-known Sydney street directory.

**hard on**. 1. Sailing close-hauled into the wind. 2. Sailing close-hauled into the wind.

**heavy**, n. Crew member with weighty reputation not necessarily equal to his sailing ability.

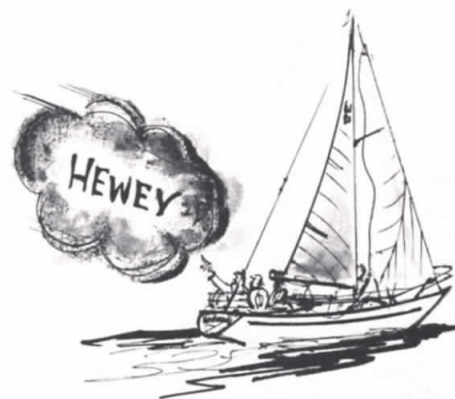
**Hewey**. The spirit which makes weather, held in deference by yachtsmen. Typical yachtsman's prayer: *Give us some more breeze, Hewey*.

**highball**, n. Twelve-ounce glass of beer served at the Cruising Yacht Club of Australia.

**hundred beers**. In Hobart, often this number is ordered in a *shout* (see *shout*); minimum *shout* at the *Q.L.D.* (see *Q.L.D.*).

**Iron Pot**, n. Lighthouse that marks the entrance to the River Derwent.

**iron topsail**, n. Yacht's engine; illegal go-fast equipment.



**Hewey**...*"Get the gear off...looks like Hewey's sending down plenty for everyone."*

**jockey pole**, n. Supporting strut for spinnaker brace in reaching conditions (known overseas as *reaching strut* or *whisker pole*).

**kicker**, n. Line running to the foredeck from the spinnaker pole (known overseas as the *fore-guy*, not to be confused with *fall guy*, a crewmember who does the work of four others).



**gorilla**...*unlike a straphanger, this one works for peanuts.*

**line squall**, n. Weather front, marked by ominous horizontal cloud formation, which usually approaches rapidly from the south and is accompanied by plenty of *bullets*.

## The Offshore Companion to Ocean Racing

**naviguesser**, n. Navigator, or person appointed to this role.

**on the nose**. 1. Breeze coming from ahead. 2. Descriptive of bad cooking, bad behaviour, etc.

**organ pipes**, n. Spectacular vertical-column rock formations that mark the cliffs of Tasman Island and Cape Raoul in Storm Bay.

**paddock (the)**, n. Bass Strait.

**pierhead jump**, n. Last-minute recruitment of crew member, usually from the yacht club marina.

**piker**, n. Lazy crewmember, often located in the *beer garden*.

**piss**, n. Beer.

**pissed**, adj. Intoxicated.

**piss-up**, n. Heavy beer-drinking session.

**pissing down**. Heavy rain.

**prawning**. Spinnaker in ocean, usually due to the speed of the drop exceeding the speed of the boat, occasionally due to broaching.

**Q.L.D.**, n. Quiet Little Drink, a post-Sydney-Hobart get-together of crews, which belies its name; not too be confused with the abbreviation for Queensland (Qld.).

**rock hopper**, n. Skipper who prefers to sail along the *bricks* to keep out of the *set*.

**set (the)**, n. Australian east coast current, generally noted running south at varying distance from the coastline.

**shout**, n. 1. The group you are drinking with. 2. Your turn to buy a round.

**shout**, v. You are expected to *shout* in your turn and not to leave before *shouting*.

**brace**: smallest possible *shout*. **100 beers**: you are advised to learn the meaning of *shout* before *shouting* this one.



**Gregory's...Gregory's street directory is available everywhere, some naviguessers prefer it, and it's cheaper for the P.B.O. than a complete set of Admiralty Charts.**

**Parramatta**, n. 1. Poorly disguised phony position report after the start of the Sydney-Hobart Race. 2. Genuine position report give by a poor naviguesser (it is a city 20 miles or so inland of Sydney).

**P.B.O.**, n. Poor Bloody Owner, an acronym coined by yacht owners to invoke sympathy for their expenditures.

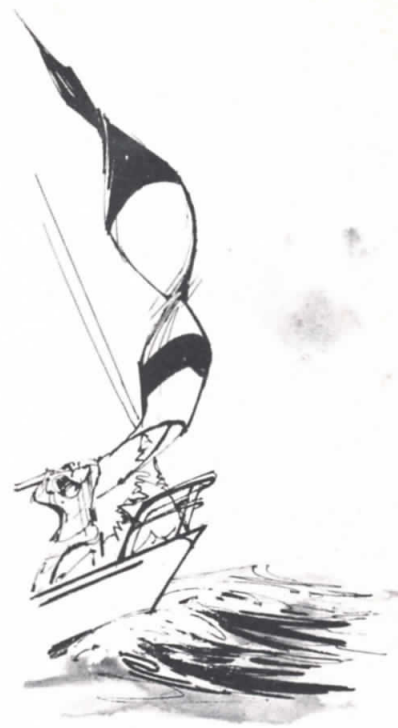


**the paddock...Bass Strait, where the weather's always a fair cow... acres of greenies, white horses, the world's largest sea horses, etc.**

**sked**, n. Regular radio position report, something in which the Cruising Yacht Club of Australia sees absolutely no humour, in spite of its inclusion in this lighthearted dictionary.

**slog**, n. Sustained and uncomfortable bash to windward, often into *greenies*.

**southerly buster**, n. Often comes in after hot northeasterly days, blowing 40 bags.



**Wineglass...an ocean racing Rep. for Orrefors in action...**

**Sow and Pigs**, n. Reef in Sydney harbour which is terribly obvious to everyone save the fellow who has just run upon it, as did *Bumblebee 3* at the start of the 1974 Hobart Race. Now known to some as *Boar and Pigs* due to new mark which adorns it.

**stinkboat**, n. How sail enthusiasts refer to motor vessels.

**straphanger**, n. International heavy who flies in at the last minute to join a crew for a major race, usually expenses paid.

**tapes**, n. All that is left for the P.B.O. after the spinnaker blows out.

**Taswegian**, n. Nickname for Tasmanian.

**track (the)**, n. Rhumb line course from Sydney to Hobart.

**wineglass**, n. Imperfectly set spinnaker (known in some parts overseas as a 'Mae West').

**y'all**, n. Yachtsman from the USA, particularly the southern part (not to be confused with yawl, a type of two-masted rig).

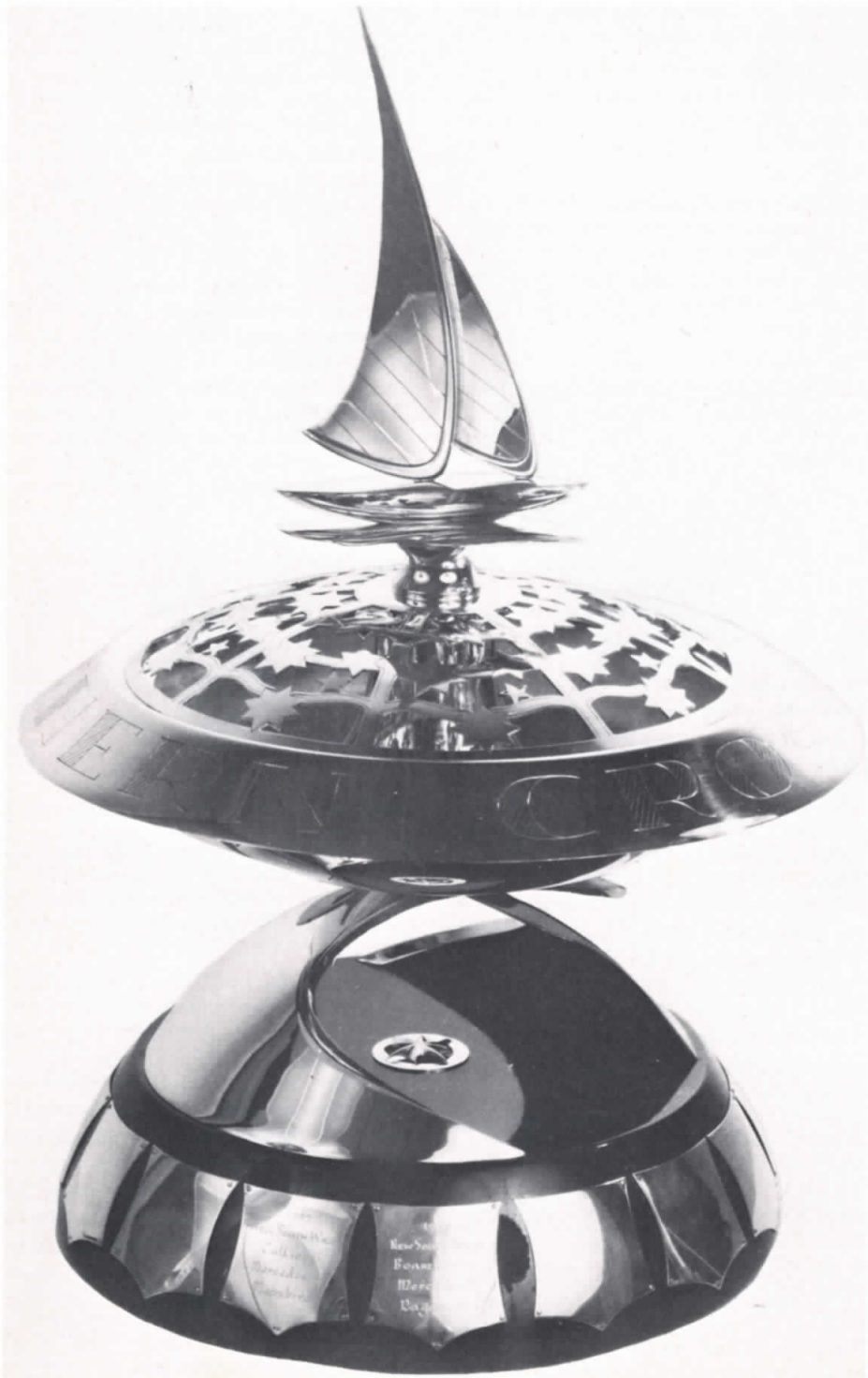
### HELP A P.B.O.

CREW AND 45ft SLOOP TO SUPPORT





# THE SOUTHERN CROSS CUP



by Lesley Brydon

Yachtsmen who competed in the 1977 Southern Cross Series will remember well that it ended with one of the toughest Sydney-Hobart Races in recent years. A southerly gale hammered away for days scarring the fleet with thousands of dollars worth of damage and stunning the more inexperienced crews with exhaustion and seasickness.

An inglorious number of yachts retired from the race that year; however, few Southern Cross entries were among them, and seasoned crews still insist that it was just another Hobart.

Like the Admiral's Cup, the Southern Cross series attracts the world's toughest yachtsmen. In fact, one of the features of the Hobart Race which makes it such a challenge to international aficionados is its reputation as a rugged and unpredictable event.

Neither the events of the previous series nor the tragedy of this year's Fastnet Race are likely, therefore, to deter another record number of international entries for the cup this year.

Since the first Southern Cross series was sailed from Sydney in 1967, the series has become a major event on the international racing calendar, attracting entries from the USA, Great Britain, Japan, Hong Kong, New Zealand, Papua New Guinea, the EEC and, for the first time this year, Ireland. The series is organised along similar lines to the Admiral's Cup with teams consisting of three yachts contesting three offshore races and, finally, the Hitachi Sydney-Hobart Race. This year

## Southern Cross Cup

is the sixth series that the CYCA has held.

The four races are:

### Royal Prince Alfred Yacht Club Centenary Bowl.

Tuesday, 18th December, 1200 hours, offshore triangular course, about 30 nautical miles.

### Royal Sydney Yacht Squadron Cup.

Wednesday, 19th December, 1200 hours, ocean race, about 180 nautical miles.

### Midland Harbour Yacht Club Cup.

Saturday, 22nd December, 1200 hours, offshore triangular course, about 30 nautical miles.

### Hitachi Sydney-Hobart Race.

Wednesday, 26th December, 1200 hours, ocean Race, about 630 nautical miles.

## 1967

The first Southern Cross Cup in 1967 attracted the strongest team of New Zealand yachts ever to sail an international event. The outstanding performer and the highest individual point scorer for the series was the Sparkman & Stephens designed 1-tonner *Rainbow II*, sailed by Chris Bouzaid. The two other New Zealand boats in that series were *Castanet* (L. Carmichael) and *Satanita* (R. Wilkie).

Although the New Zealand team was beaten in the end result, *Rainbow II* won the Sydney-Hobart Race which that year began in confusion when the buoy at South Reef broke away, sending the fleet on a mad chase towards Manly in pursuit of the drifting mark.

Following this success Chris Bouzaid took *Rainbow II* to Heligoland (Finland) for the One Ton Cup in 1969. His win in this series led to the build-up of a strong 1-ton team by New Zealand and inspired the first bid by that country for the Admiral's Cup in 1975.

Strong winds and tough sailing conditions were a feature of the 1967 event, and the final point score was New South Wales 312, New Zealand 268, Tasmania 183, ACT 174, Queensland 134 and Victoria 97.

## 1969

Great Britain entered the series in 1969, and the British team showed the competitive style and nautic passion which led them to victory in two subsequent Admiral's Cup Series. Star of the team was the British Conservative leader, Edward Heath, who later became Prime Minister.

A relatively inexperienced yachtsman having started his sailing career at age 49, Heath skippered his 34 ft. S & S designed *Morning Cloud* to a fine victory in the Sydney-Hobart Race. Another UK entry, *Prospect of Whitby*, sailed by stalwart yachtsman Arthur Slater (whose sporting feats were hindered by the loss of a leg during a Monte Carlo Rally) took second place.

The third British team was the immaculate navy-coloured ketch *Crusade*, sailed by newspaper millionaire Sir Max Aitkin with all the spit-and-polish of the British Navy.

The British team's success in the Sydney-Hobart Race, however, was not sufficient for them to beat the high powered New South Wales team that year.

Syd Fischer's *Ragamuffin* put in an outstanding performance, winning the first three races of the Southern Cross series in varying conditions and leading the field in the individual point score.

The two other New South Wales yachts, Ted Kaufman's *Mercedes III* and Vince Walsh's 1-tonner, *Boambillee*, scored the extra points which won the cup for New South Wales.

Final points:

New South Wales	419
Great Britain	387
New Zealand (Green)	316
New South Wales (No. 2 Team)	269
Western Australia	205
Victoria	184
New Zealand (Red)	173
South Australia	134

## 1971

Edward Heath became prime minister six months after his win in the Sydney-Hobart Race in 1969, and the responsibilities of leadership prevented him from sailing the new *Morning Cloud*, an S & S 41, in the 1971 Southern Cross series. A strong crew headed by Sammy Sampson sailed the boat in his absence.

Fresh from a triumphant win in the 1971 Admiral's Cup, the British team looked like a formidable challenge to the Australian, New Zealand the US entries. But conditions off the New South Wales coast did not favour the British yachts, and the New Zealand team scored a merciless victory in the overall series.

Their team of 1-tonners, *Pathfinder* (Brin Wilson), *Runaway* (John Lidgard) and *Wai-aniwa* (Chris Bouzaid) dominated the fleet with New Zealand boats winning three out of four races

and all the major placings in the final Sydney-Hobart event.

The New Zealand yachts were favoured by a well timed nor'easter which bore them to the heels of the larger British boats off the Tasmanian Coast and set the stage for an exhilarating tussle to the finish.

The New Zealand team stumbled only once when *Pathfinder* was disqualified in the 30 mile race. She was forced to use her engine when she grounded on the rocks off Bradleys Head.

The New South Wales team which included *Ragamuffin* and *Polaris* (Les Savage) managed only a couple of lesser placings that year, reflecting the keenness and strength of the international competition.

The US entries (73 footers *Ondine II* (Huey Long), *Kialoa II* (Jim Kilroy) and the twelve metre *American Eagle* (converted to ocean racing by Ted Turner) were glamorous additions to the fleet, but the burden of handicap on these maxi ocean racers thwarted any aspirations they had for beating the well-handled smaller contenders. Their particular contest was for line honours, and *Kialoa* was first over the line followed by the New Zealand maxi *Buccaneer*, *Ondine II*, then *American Eagle*.

Final Points:

New Zealand	376
Britain	353
New South Wales	314
Victoria	196
South Australia	162
USA	118
Tasmania	92

## 1973

A further dimension in international flavour was added to the series in 1973 by the entry and impressive performance of a team sailing for Hong Kong.

Although smarting from a sound defeat by the fastidiously trained German team in the Admiral's Cup, the British showed their colours again this year. Arthur Slater's *Prospect of Whitby*, *Quaillo III* and the Swan 44 *Superstar* scored a very convincing overall win in the series.

The New Zealanders sent a team of brand new S & S designs, *Inca* (Evan Julian), *Quicksilver* (Brin Wilson) and *Barnacle Bill* (Doug Johnstone) as a prelude to their second bid for the Admiral's Cup. The team began well, with *Quicksilver* winning the first race. However the Hong Kong contin-



gent were too good, and with merciless consistency that team took first placings in the next three events.

Jack Rooklyn's *Apollo* sailing for Hong Kong won the 180 miler from *Quicksilver* and led the fleet for the 30 miles in a listless southerly breeze which eventually died completely, stranding the tailenders who drifted home well after midnight.

In the first-ever episode of tragedy during a Hobart Race, the New Zealand boat *Inca* lost a crew member who collapsed and died on the first day of the race. It was a terrible blow to the crew, who put the body ashore and seven hours later gamely rejoined the race.

The Bob Miller designed 1-tonner, *Ciel III*, sailing for Hong Kong, won the Hobart Race, but the British entry, *Prospect of Whitby*, was close enough behind her to wrap up an overall Southern Cross Cup victory for the British Team.

The New South Wales teams lacked the lustre of previous years, although *Love and War* sailed by Peter Kurts managed to score the highest individual points behind *Ciel III*.

Final scores were:

Britain	424
New Zealand	394
Hong Kong	373
New South Wales	366
Western Australia	273
Victoria	269
USA	240
South Australia	196
Tasmania	59

## 1975

Japan and Papua New Guinea joined the increasing list of international representatives in 1975.

Light breezes characterised the early offshore events and nor'easters favoured the yachts for most of the run to Hobart.

The New Zealand yachts excelled in these conditions and, for the second time, the Kiwis took the cup home to New Zealand.

*Prospect of Ponsonby* was a consistently strong performer for the Kiwis, winning the first two races and following up with a second and third placing in the next two.

She was backed up by *Quicksilver* and *Tempo*.

A resounding win over the Germans in the Admiral's Cup this year had restored Great Britain's supremacy in

that event at least. However, they could not put together a similarly strong team for the Southern Cross Cup.

The Frers design, *Noryema*, handled the light conditions well and managed to score sufficiently well to be placed behind *Prospect of Ponsonby* in the individual points effort.

Australia's *Love and War* performed consistently, but could not match the stronger challenge from the visitors.

Final points were:

New Zealand	545
New South Wales	517
UK	464
Western Australia	415
USA	381
Victoria	334
Tasmania	312
South Australia	272
Japan	256
Queensland	228
Papua New Guinea	203

The Western Australian yacht *Rampage* (a Miller 1-tonner), sailed by the Packer Brothers from Perth, crowned an impressive sailing history with a win in the Hobart Race. This followed a third placing in the 1973 event.

The Japanese entry was scarcely a reconnaissance mission, with the Japanese only recently taking an interest in international ocean racing events. It included two S & S design aluminium boats built in Japan - *Miyakadori III* which had just sailed in the Transpac, and her sister ship, *Sunbird*. The Japanese show signs of fast-developing enthusiasm for ocean racing, and with increased experience, they are bound to become a force to be reckoned with on the international sailing circuit.

## 1977

The 1977 series will be remembered for two things - a startling performance by the New Zealand teams and for one of the most challenging Hobart Races to date.

The New Zealand teams showed formidable strength taking first and second placings in the three short events. *Jenny H*, a Farr designed 1-tonner, showed her superiority in the first two events, with another Farr design *Smirnoff-Agen* taking a close second place in both races.

The Hobart Race was a race for the big and the brave, with superior seamanship showing in those who made it to the finish. Winds up to 50 knots

were recorded, and the fleet suffered a terrible hammering. Retiring boats straggled into ports along the New South Wales coast with broken gear and exhausted crew members.

The bigger boats had gained sufficient ground earlier in the 1977 race and were able to increase their lead when the fleet felt the full blast of the southerly. It was their race. In a rare set of conditions they heaped scorn onto their heavy handicaps with *Kialoa* taking first place and her perennial rival, *Windward Passage*, coming in third behind *Ragamuffin*.

*Smir-Noff-Agen* won the third event from another Farr designed New Zealander, *Swuzzlebubble*.

The first team to compete from the EEC included the Ron Holland ½-tonner *Silver Shamrock*; the German entry, *Pinta*, a Peterson Design 2-tonner, and *Variag*, from France, (designed by Carter).

The USA and New Zealand both had two teams in what was the largest fleet ever in any Southern Cross event.

Despite a consistently strong performance by Victorian yachts including the radical Peterson design *B195* and *Superstar*, the New South Wales team gained enough overall points to take a second placing in the series.

Final scores were:

New Zealand	507
New South Wales	456
UK	433
EEC	408
Western Australia	402
New Zealand (2)	351
South Australia	322
Victoria	318
Tasmania	305
USA (1)	277
USA (2)	227
Queensland	221



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This year for the first time a Tektronix Colour Graphics Terminal will display the fleet and individual yacht positions relative to the coast as the race progresses. This terminal, connected to the MARK III network, will be located in the Press Room at the C.Y.C. – Sydney.

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# Safety in the Hobart Race

In the thirty four years that the Cruising Yacht Club of Australia has run the Sydney Hobart Race yachtsmen from all over the world in boats of virtually every shape and size have spent more than one and a quarter million man hours belting their way through some of the toughest seas in the world without loss of life or boat.

The Club is regarded as a leader in establishing safety standards for offshore racing. Every yacht going down to Hobart this year is required to carry over 80 separate items of safety equipment, representing an investment on the part of the owner of some \$4000.

But no amount of regulation or organisation can make up for experience. In ocean racing the safety of the yacht and her crew is the sole and inescapable responsibility of the owner/skipper. He is the one that has to know how to use the equipment he has on board, to make sure that his crew know where the safety gear is and how to use it and that as a team they and the yacht are fit to face whatever the sea throws up against them.

Required safety equipment for a long race like the Sydney Hobart caters for the stomach as well as the boat itself. Yachts have to have a stove capable of being operated in a seaway, and proper galley facilities including a sink. While

by John Connolly

many of the crews will be looking forward to a respite from the basic bangers and mash on arrival in Hobart, there have been reports of gourmet meals being served during the race.

While it is confidently expected that no one will attempt a heart transplant on the way to Hobart (although crew have been known to suggest they must need a different *brain* for having entered the race), all yachts carry a comprehensive medical kit. The kit is basically designed to fix minor injuries and ensure temporary relief for major ones. Medical advice is available over the radio for problems that go beyond those covered in the first aid book which is part of the kit.

The radio transmitter and receiver carried aboard is probably one of the most useful pieces of safety equipment. Not only are regular checks kept on the position of each boat, but the radio also enables a skipper to keep a check on the weather and send an emergency call to coast stations which monitor emergency frequencies 24 hours a day.

Communications in an emergency aren't just limited to a radio. Yachts carry a large number of distress signals - flares to attract attention or to reveal their position to searching aircraft. In addition, a signalling torch is carried as a further precaution.

The most frightening experience that can occur during a race is to lose a man overboard. While each crewman has a safety harness to keep him tied to the boat, light conditions, or just complacency, can lull even the most experienced sailor into a false sense of security. In survival conditions crew would be wearing approved lifejackets with whistles attached. Even without a lifejacket a man overboard may be given a second chance by the liferings carried at the stern of each boat. These have whistles and lights attached to them, too. A danbuoy, or tall flag-marker, can be thrown into the water at a moment's notice to help mark the position of the man in the water.

Emergency steering provisions are made in case a rudder breaks or the wheel steering mechanism fails. Every yacht has at least two compasses, and emergency set of navigation lights, a set of storm sails, a sail repair kit, tools and spare parts, at least two bilge pumps and fire extinguishers.

In an extreme emergency when the crew has to abandon the yacht, a life raft capable of carrying everybody is carried on deck. These inflatable life rafts are designed and used solely for saving life at sea. Each raft has two separate buoyancy compartments, both automatically inflatable and either one being capable of supporting the occupants of the raft by itself. A mini copy of the yacht's safety equipment is carried on the raft - a torch, knife, repair kit, six flares, a whistle, drinking water, emergency rations, sunburn cream and dye markers are just some of the items.

The Cruising Yacht Club of Australia is particularly fastidious about safety. In the entire history of the Hobart Race which goes through some of the world's roughest waters, there has been no loss of life due to mishap at sea, and that's a record that the CYCA jealously guards. But safety is really an attitude. A safety-minded skipper and crew is better than all the safety devices in the world.

*The CYCA conducted a life raft exercise a few years ago and learned a great deal that has contributed to greater safety and understanding of these final safety devices.*



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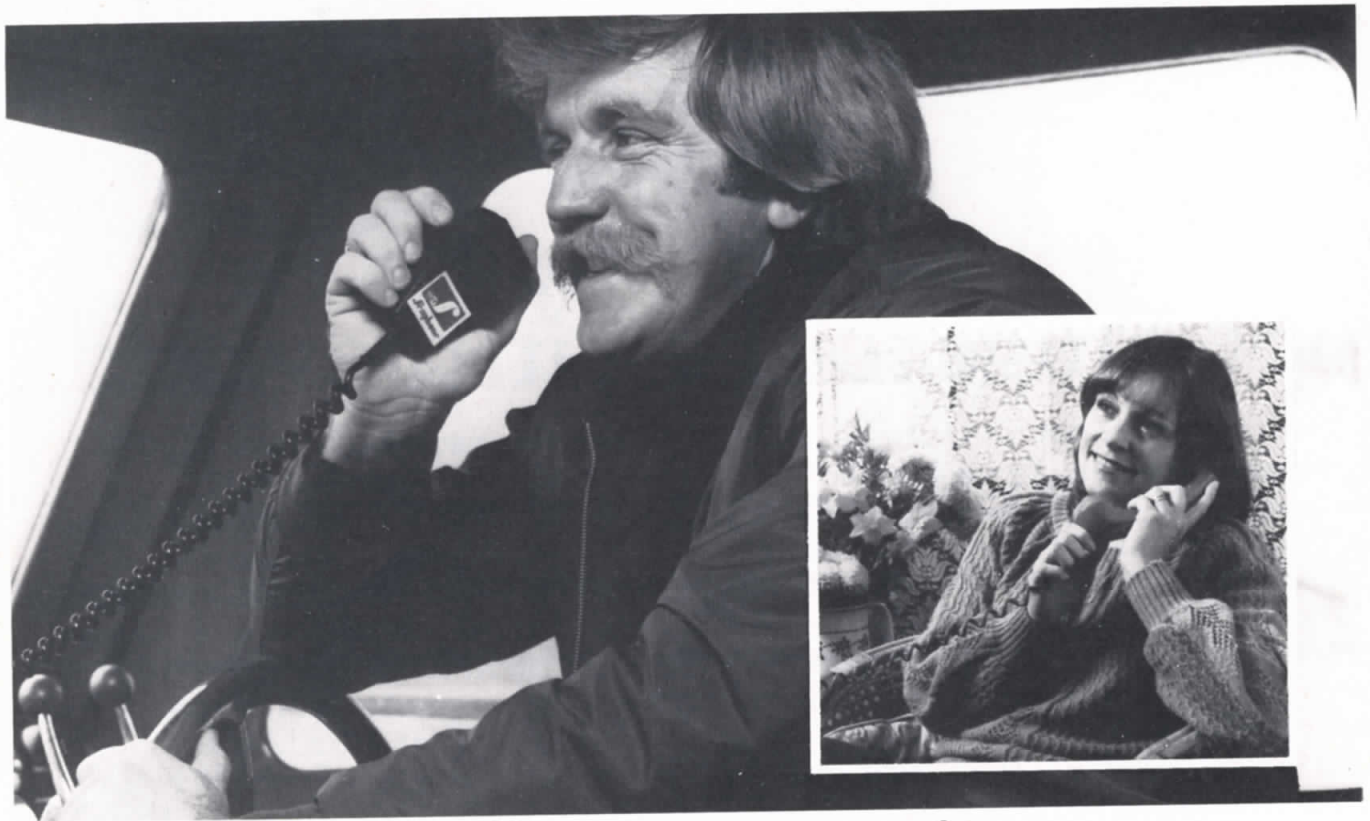
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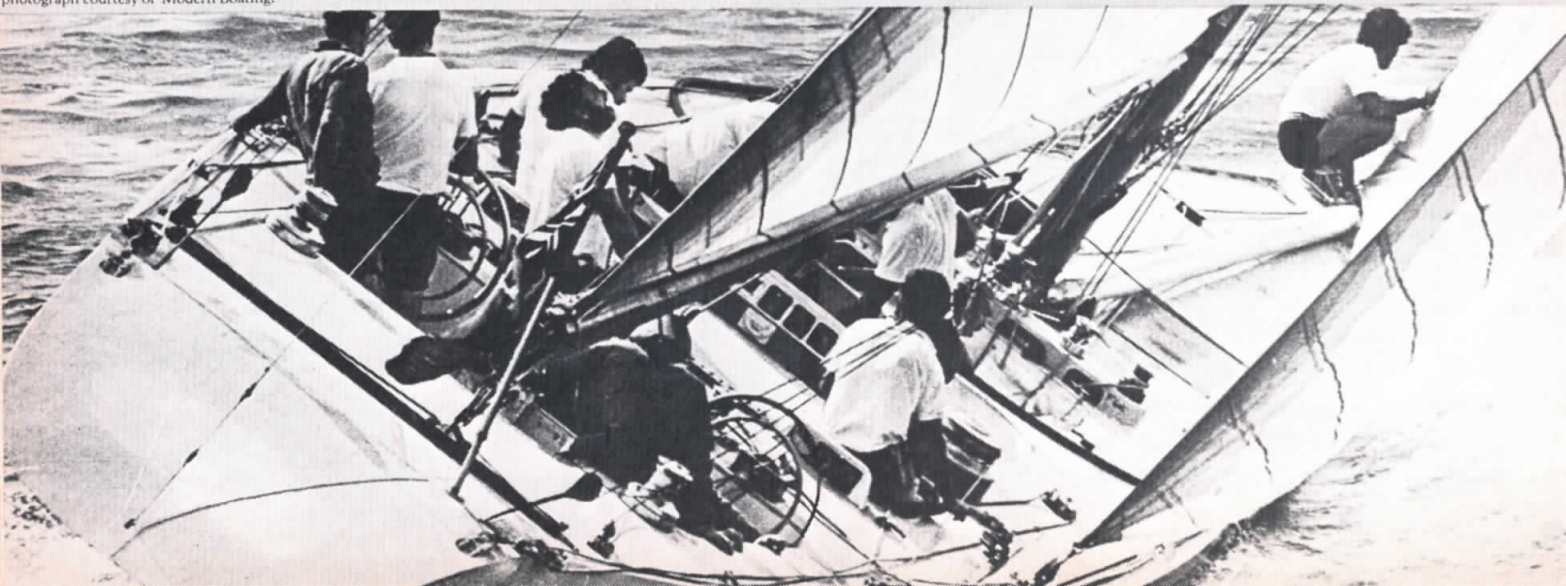
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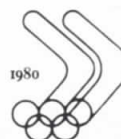
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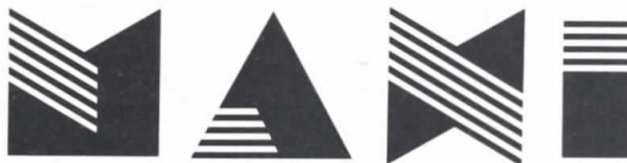
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## John Brooks discusses the maxi yacht, a special breed of large ocean racer, and the men who drive them

Maxi yachts are something of an enigma to the average yachtsman. Getting there fast and first is hardly the point; the *handicap* win is the whole ball of wax and is what makes yachting such a great leveller. The weekend racing sailor in his 30 footer has as much chance in the Sydney-Hobart Race on handicap as does the Admiral's Cup team 45 footer – in theory at any rate and, of course, setting aside the human element in winning.

The International Offshore Rule and its measurement handicap system is what makes this equal pegging. Without such a system the result of yacht races would be governed by a basic formula that maximum boat speed for a yacht or any displacement hull is more or less equal to 1.3 times the square root of its waterline length.

It must be admitted at the outset that, as far as the public is concerned, the yacht that crosses the finishing line first is the winner. Never mind that demented yachties rave-on that some boat which arrives a couple of days later is really the winner for some unfathomable reason. That is all a big yawn.

All right then, if the 30 footer has as much chance of winning as any other boat, why the devil would anyone go to the enormous expense of building a 75 foot monster? Well, apart from the undeniable aesthetic appeal that maxi yachts hold for the public and yachtsmen alike, I suspect that there is a lingering suspicion, even amongst the most dogmatic yachting fanatics, that maybe the boat which gets there first is really the winner after all. There is a little of the primitive and a bit of the front runner in all of us.

Maxi yachts represent an escape from the straitjacket of the handicap sys-

tem; they are essentially an unlimited class – albeit within the confines of upper limit of the IOR rating system, which decrees that the largest racing yacht allowed will *rate* no more than 70.0. This allows maxis to vary in actual size between about 65 and 85 feet in overall length, depending upon how the designer trades off other parameters such as waterline length, sail area, displacement; this, in turn, allows plenty of latitude for a crazed yacht owner to spend as much money as his Swiss bank account permits and his desire to get there first, or perhaps his ego, demands.

If it is an acceptable theory that maxi yachts are an expression of egotism, of a get-there-first, front-runner philosophy, what of the men who build and campaign them – the Tony Fishers, the John Kahlbetzers, the Jim Kilroys, the Jack Rooklyns and the Rolly Taskers? Ignoring the most obvious common denominator – namely the wherewithal to finance a hideously expensive project – they share other traits.

All are high achievers, often leaders in their chosen field, 'captains of industry' to use a hackneyed phrase. Often, too, they are self-made men in whom the will to win is a highly developed personality trait. Such men are not easy to sail with, but they inevitably attract the top yachtsmen to their crews because they too are driven by the same winning motivation.

The following anecdote has probably been done to death in the USA, but is not widely known here. It is attributed to one Vince Lombardi, who was the highly regarded coach of a gridiron football team in Wisconsin called the Green Bay Packers. The Packers had a win record something like that of St. George, the All Blacks, the West Indies

cricket team, Rod Laver and Juan Manuel Fangio all rolled into one. Lombardi summed up his sporting philosophy with the immortal words "Winning isn't everything. It's the only thing".

Such a thought would doubtless have been frowned upon at Rugby School or Melbourne Grammar, but it does aptly describe an attitude to sport which is shared by Americans and Australians to a great extent. It is certainly part of the make up of the men who command the maxi yachts and, to them, getting there first is synonymous with winning.

When such men clash the result is likely to be fiery; no one who took part in, or watched, a classic race of maxis off Sydney in December 1975 or saw the maxis fighting it out during the Southern Cross Cup series of 1977, high-speed prangs and all, is likely to forget it. It was a clash of giants in more ways than one.

Australians have become accustomed to the sight of American maxi yachts leading the race fleet to Hobart almost every year over the past decade. They have captured line honours on no less than six occasions during that period and twice took the dual prize by simultaneously winning the race on handicap as well.

The names of these big American boats have become legend in Sydney-Hobart race lore; *Ondine* (three of them), *Kialoa* (two of them), *Windward Passage* and *American Eagle* have dominated the race for line

*Right: 'Anaconda II', one of the biggest racing hulls in the world, has often lost line honours to smaller yachts in Australian waters. Her record on the round-the-world track is better.*





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honours since the late sixties. What is unusual this year is that, of the five maxis entered in the race, four are Australian. The fifth, *Condor*, is Bermudian.

It was only in 1973 that an Australian yacht appeared which could be considered a maxi yacht under the IOR measurement system and not until 1976 when another was developed which could meet the American maxis on their own terms and beat them. The turnaround began with the launching of Tony Fisher's 'floating footpath', *Helsal*, designed by Joe Adams.

*Helsal* was of ferro-cement construction, massive, heavy and, alongside the likes of *Ondine* or *Kialoa*, painfully slow. She never won a race against another competitive maxi yacht, having only to contend with the much smaller *Apollo* for most of her line honours wins, and then she did not always beat *Apollo*. *Helsal* was nevertheless the first Australian maxi rater according to definition, earlier big boats, such as *Astor* and *Kurrewa IV*, notwithstanding.

Tony Fisher's cheerful approach to ocean racing and the enthusiasm of the *Helsal* crews became well known in Australia as *Helsal* ran up a string of line honours victories, so to Tony Fisher goes the credit for not only being the first but also for starting a trend to more big boats in Australia. After *Helsal* came *Anaconda*, now raced by the Australian Army.

*Anaconda*, a fibreglass 83 footer, is an Allan Buchanan design and one of the biggest racing hulls in the world although seemingly underpowered. She has made no impact on the Australian racing scene, often losing line honours to smaller yachts; however, she has done better in the ultra-long-distance, around-the-world-type event for which she was built.

Then *Ballyhoo* arrived on the scene. Even she underwent an embarrassingly long period of development as the first internationally successful Australian maxi. Initially, she suffered losses to *Ondine III* in the 1974 Sydney-Hobart, then to *Kialoa* and *Windward Passage* in the 1975 race. Throughout this frustrating period her owner, Jack Rooklyn, persevered with development, turning first to Doug Peterson for keel redesign and to the Los Angeles loft of Watts Sails for improvements to her sail plan.

In 1976 Rooklyn embarked on a worldwide campaign which took *Ballyhoo* to the top amongst maxi racers.

*Ballyhoo* left Australia to face the American maxis on their home ground on the west coast of the United States, registering a dual line honours/handicap win in the South China Sea Race and setting an elapsed time record in the Round Hawaii Race on the way.

In August, off Los Angeles, *Ballyhoo* defeated *Kialoa* two out of three races in the California Cup match racing series and later won three out of four races against *Kialoa* and *Windward Passage* in the St. Francis Perpetual

Trophy series on San Francisco Bay.

*Ballyhoo* could then fairly claim to be the best maxi in the world and returned to Australia to take a lonely line honours win in the 1976 Hobart Race with no one to seriously challenge her; the Yanks stayed at home that year. *Ballyhoo's* last appearance in the Rooklyn colours was in the 1977 Fastnet Race in which she took fastest time after an exciting duel with the Italian sloop *Il Moro de Venezia*.

*Ballyhoo* was the first successful maxi

*'Kialoa'* is one of only three yachts to have won both line honours and on handicap. She also holds the course speed record (2 days 14 hours 36 minutes 56 seconds).



David Collett



to carry a masthead sloop rig; all of the American maxis to that time had been ketches. *Ballyhoo* and *Il Moro* heralded the end of ketch rigs on maxi racers. *Ondine III* changed to masthead sloop rig in 1978 and handed a defeat to *Kialoa* in Hawaii, something she had not previously managed to do. That was enough for Jim Kilroy; *Kialoa* was converted to sloop rig as was *Windward Passage*. All of the latest racing maxis were designed as sloops from the beginning.

Which brings us to the new generation

of maxi yachts, of which we have in Australia three examples of widely differing design philosophy. First in the water was *Siska*, late in 1978. *Siska* is a maxi version of the beamy, light-displacement fashion started by New Zealander Bruce Farr. Like the Farr boats, *Siska* carries a fractional rig, and the entire boat is the brainchild of her owner Rolly Tasker. He designed it, built it and skippers it.

Like many maxis *Siska* had an inauspicious start. Amongst the daunting mass of detail involved in preparing

the yacht for a racing campaign, *Siska* failed to complete a valid IOR measurement in time and had a 1978 Sydney-Hobart Race entry refused by the Cruising Yacht Club of Australia. Starting 10 minutes ahead of the fleet, *Siska* raced to Hobart anyway and received the lion's share of some rather facile publicity, but it was the ageing 58 footer *Apollo* whose name went into the record books as line honours winner of 1978.

*Siska* departed for Europe to contest the 1979 Fastnet, and to take up her position for her primary target, the Parmelia Race from Plymouth, England to Perth. In the storm-tossed and tragic Fastnet Race *Siska* encountered her first real competition in the shape of *Condor* and *Kialoa*. She could hardly have faced a tougher test.

In the '79 Fastnet Race *Condor* set a new elapsed time record in a close battle with *Kialoa*, while *Siska*, hampered by a broken boom, finished four hours behind them just ahead of *Mistress Quickly*, the renamed *Ballyhoo*. In the Plymouth to Capetown leg of the Parmelia Race, *Siska* set a course record of her own to prove what had been obvious all along – she is a very fast boat, but not necessarily the fastest in all conditions.

Next in Australia, on the drawing board anyway, was *Helsal II*. Her construction start was delayed when major changes to the IOR squeezed her theoretical rating above the 70.0 limit, so some redesign took place. An ultra-light-displacement, narrow-beamed, 'mini-maxi', Joe Adams claims she will have a maximum speed downwind of over 20 knots. What her windward performance will be like remains to be seen, especially in light airs.

*Helsal II* has what has become an unmistakable Adams look about her; long waterline length, flat topsides, a chined shape to the bilge and a tiny fin keel. A low aspect ratio three-quarter rig sits on a very light fibreglass and Airex foam sandwich hull of modest dimensions for a maxi yacht. From some angles she looks a lot like the Adams 10 metre production yacht but the designer maintains that the 10 metre stemmed from his original design thinking for *Helsal II*.

The delayed start to her construction will deprive *Helsal II* of the opportunity for extensive race practice and tuning before the Sydney-Hobart Race, and at this time *Helsal II* is the subject of a high-powered effort on the part of Tony Fisher's team to finish and pre-

The first 'Helsal' was of ferro-cement; she was the first Australian maxi yacht and was slow by international standards.







'Ballyhoo' had a patchy early career. Jack Rooklyn persevered with her, and she ultimately covered them with glory.

pare her *in time* for the race.

On the drawing board later than *Helisal II* but in the water first, John Kahlbetzer's *Bumblebee 4*, designed by German Frers, is the most conventional of the new maxis in the IOR sense. The end result of a long string of successful medium-to-large ocean racers including *Bumblebee 3*, she has a distinctively handsome Frers look about her.

Owing a lot to the 51 footer *Acadia* in design, *Bumblebee 4* displays a smooth fair hull of long sweeping lines with flat, shallow vee sections forward typical of Frers boats. She should be an all-round performer, not just a flyer downwind, the main feature of all maxis until the advent of *Ballyhoo*.

Weight saving has been a constant feature of the project, and although the

*Bee* will be heavier than the much smaller *Helisal II*, she displaces under 70 000 lbs, which is low for a conventional 76' IOR boat; *Kialoa*, for instance, weights in at over 95 000 lbs. So with her massive sail area the *Bee* should handle herself reasonably well in light airs, a quality which other maxis are notably lacking, and of all the maxis she is the most likely candidate to win the race overall as well.

Despite first-class project management and one of the most experienced race crews in Australia, *Bumblebee 4* did not start her career on a high note. Her first race ended in disaster when she was leading the fleet in the opening race of the Sydney season. Sailing in fresh winds and a moderate sea the *Bee* had just taken a reef when her 96' rig went over the side. After a three hour battle, the crew cut loose the mast without further damage and she was towed back to port. At this time in spite of a lot of searching the mast has not been recovered, so the cause of the loss remains obscure.

*Bumblebee 4* should be back in action in time to complete some of the vital race practice and tuning necessary if she is to match *Siska* and the seasoned British maxi, *Condor*.

*Condor*, designed by John Sharp, first appeared in 1977 in Europe and was skippered by Robin Knox-Johnston and Leslie Williams in her early career. New and untuned, she did not fare well against the race-hardened *Ballyhoo*, then at the peak of her success. In the

Right: 'Windward Passage' has had many a tussle in Australian waters, especially with her arch rival, 'Kialoa'; she has usually come off second best.



Ted Hood, the colourful American 12 metre skipper, is among the few to have won both line honours and on handicap. He did it in American Eagle in 1972.



Whitbread Round-The-World Race which followed, she was dismantled in the first leg but took line honours in the second and fourth legs.

*Condor* was sold and now races out of Bermuda under the ownership of Bob Bell. Bob Derektor designed a new skeg and rubber combination and a new Hood masthead rig even taller than *Kialoa's* was fitted, all of which improved *Condor's* performance and led her to a new race record in the 1979 Fastnet in the toughest of conditions. *Condor* is tried and proven and is served by a crew of experienced, hard-driving Kiwis who have been with the boat for some time.

That, then, is the line-up for the Sydney-Hobart line honours and possibly, if weather conditions are improbably favourable, a new race elapsed time record. *Condor*, a seasoned campaigner probably sailing near her full potential, will be the boat to beat; *Siska*, very fast, with a year of hard racing behind her, has a defeat by *Condor* in a similar race to overcome; *Anaconda* is not fast enough in this company despite a recent refit; *Helsal II* needs long race practice and time to sort out her newness. If the whole race is off the wind, and that has happened before, *Helsal II* could be hard to beat; *Bumblebee 4* is probably the best all-round performer with a top crew, but she lacks long race practice for this, probably the toughest of the blue ribbon ocean races.

While this is being written *Condor* is making her way half-way around the world to Sydney, and that is no small undertaking in itself. *Siska* is in the midst of a very tough event in the Parmelia Race. She has to survive the southern Indian Ocean to Perth and still have time to reach Sydney to start in the Hobart Race. The same applies to *Anaconda*. *Helsal II* is not even launched with only nine weeks to go and *Bumblebee 4* awaits a new spar with only theories to explain how she lost the first one.

Ocean racing is an expensive and unpredictable sport at any time, but where the maxis are concerned the stakes can become mind boggling. Even so, the big boats can chew up crews and reputations faster than they chew up money. If I really had to put my money where my mouth is, it would be on *Bumblebee 4*, but if there is one thing that races like the Sydney-Hobart teaches, it is that in ocean racing there is no such thing as a certainty.





# Bob Holmes

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Cole 43' cruising racing sloop. Very complete sail inventory and instrumentation. Maintained to the highest standards. Launched 1972. \$68,000.

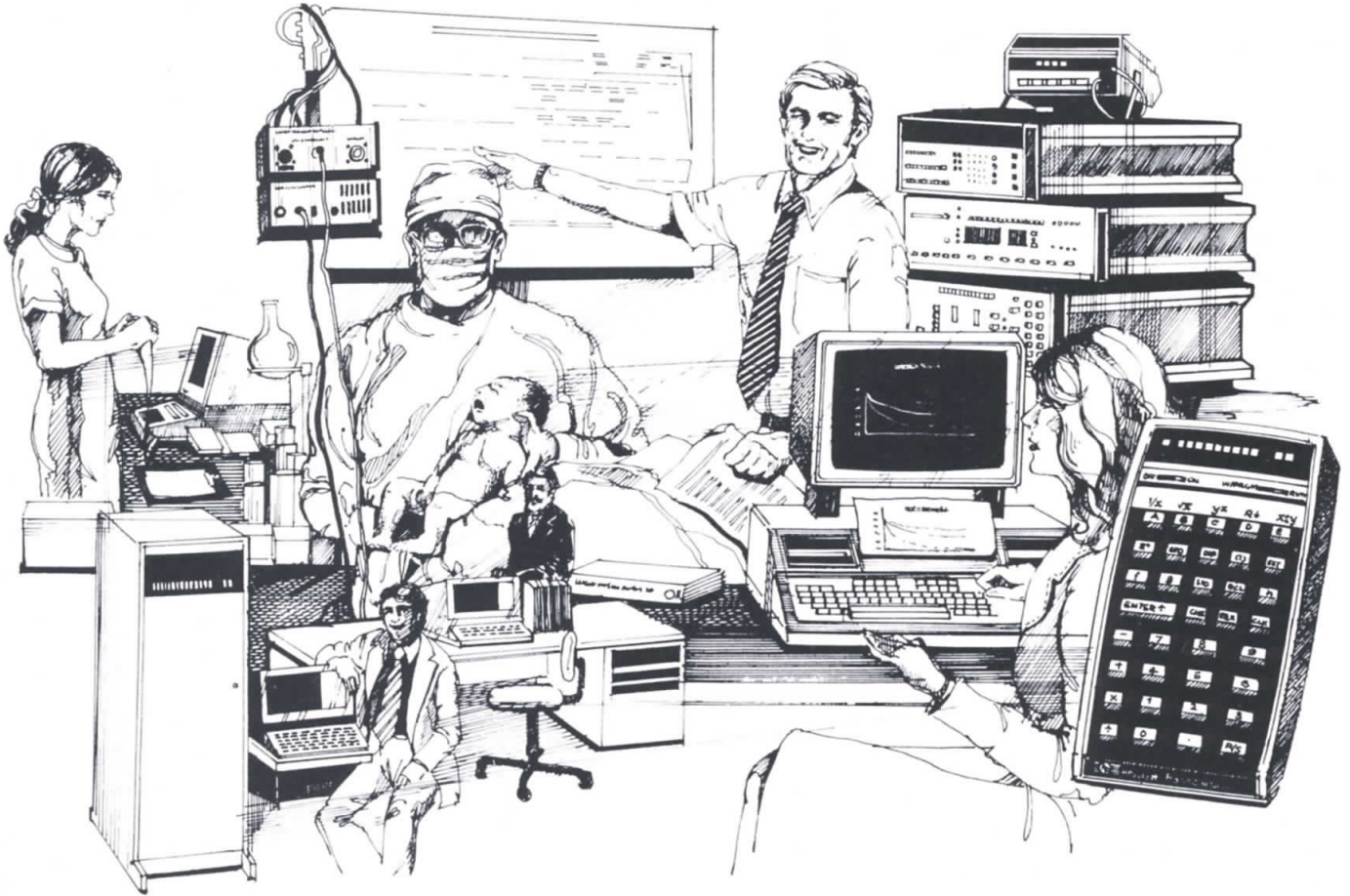


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Peter Cole designed 2 tonner. Launched Nov. '77. Good sail wardrobe, safety gear incl. liferaft. Excellent cruiser racer. \$60,000.



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# RACE HISTORY

The results of 34 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 results, you will see that, while the size of the fleets going to Hobart has changed dramatically - from eight in 1945 to a record 130 in 1977 (a record that will be broken again this year) - 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. The challenge of this 630 nautical mile race, through some of the world's wild waters, is however, as it ever was.

## How it all began

Although ocean racing in small yachts overseas goes back to the beginning of this century, very little interest was taken in deep-water racing here until the formation of the CYC.

Both in Australia and New Zealand, one or two attempts had been made to stage ocean races, but it was not until the year after the formation of the CYC that a definite step was taken.

At this stage the CYC was lucky enough to have Captain J. H. Illingworth, R.N., as an honorary member. Illingworth, an authority on every aspect of blue-water racing and a Committee Member of the Royal Ocean Racing Club of Great Britain, gave a lecture to the Club one night after their usual dinner.

At the end of his talk, Peter Luke said: "Walker, Earl and I are going to cruise down to Hobart. Why don't you come along?"

Illingworth replied: "Why don't we have a race?"

Said Luke: "OK, we'll make it a race."

And thus the Sydney-Hobart Race was born.

The Royal Yacht Club of Tasmania co-operated from the other end and selected the cutter *Winston Churchill*, designed and built by Percy Coverdale, for their entry in the first race.

Entries closed on 1st December, 1945, and the race was open to any yacht on the register of a recognised yacht club. Before being allowed to enter, each yacht had to pass an examination conducted under the rules of the R.O.R.C. Although a number of offshore and passage races had been sailed around the coast in the past, and a number of notable matches sailed over considerable distances between two vessels, no full-scale, long distance race had been run before the Sydney-Hobart Race of 1945.



"RANI"

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

## 1945

(Times are given in days, hours and minutes)

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

FASTEST TIME RANI

RETIRED ARCHINA (P. Goldstein).

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

Left: the morning watch checking gear on the foredeck, somewhere east of Tasman Island.

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

FASTEST TIME: MORNA

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

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

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

1948

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

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

FASTEST TIME: MORNA

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

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

1949

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

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

FASTEST TIME: WALTZING MATILDA.

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

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





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. Saathfield	6-16-16-10	.6676	4-10-59-45
9.	SEEVOGEL	W. Harris	6-06-00-26	.7597	4-17-57-39
10.	BENECIA	F. A. Harris	6-21-46-29	.7159	4-22-40-41



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), JANZOON (W. R. Slade).

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

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

1954

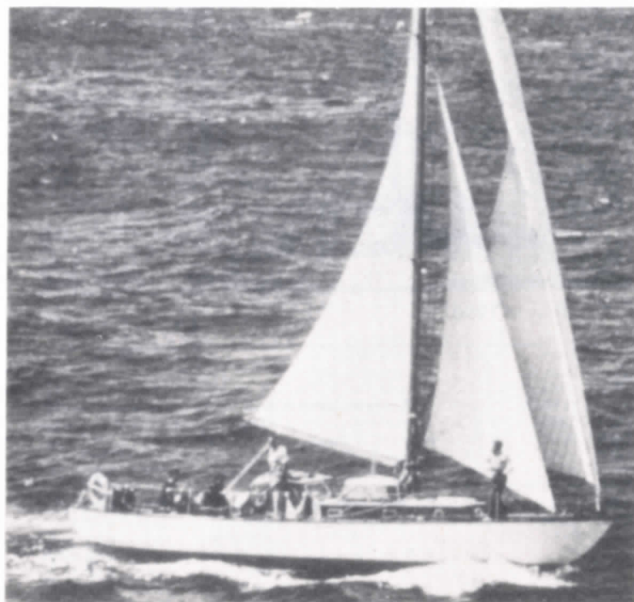
(Times are given in days, hours and minutes)

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SOLVEIG	T. & M. Halvorsen	5-07-38-56	.7048	3-17-58-01
2.	GIPSY QUEEN	A. C. Eden	5-09-26-33	.7006	3-18-41-15
3.	CAROL J	J. Halliday	5-07-37-37	.7112	3-18-46-06
4.	KINTAIL	D. Macrae	5-07-23-34	.7290	3-20-52-10
5.	SOUTHERN MYTH	N. Howard	5-07-47-53	.7363	3-22-05-52
6.	WHITE CLOUD	G. Brenac	5-07-42-29	.7689	4-02-11-41
7.	TAM O'SHANTER	R.A.N. College	6-00-16-07	.6861	4-02-58-58
8.	LAURIBADA	I. Holm	5-19-49-18	.7104	4-03-19-43
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.	JANZOON	W. R. Slade	4-21-53-06	.7148	3-12-14-40
5.	SIANDRA	G. P. Newland	5-07-38-09	.6638	3-12-43-29
6.	INGRID	J. S. Taylor	5-06-08-11	.6858	3-14-30-16
7.	SOUTHERN MYTH	N. C. Howard	5-00-28-46	.7252	3-15-22-18
8.	RIFFLE	R. C. Hobson	5-13-29-55	.6621	3-16-23-22
9.	CATRIONA	D. M. Brown	4-20-39-07	.7656	3-17-18-32
10.	KURREWA IV	J. & F. Livingston	4-04-31-14	.9114	3-19-36-52
11.	FANTASY	D. Burridge	5-17-47-05	.6701	3-20-19-46
12.	SAMUEL PEPYS	R.N.S.A.	5-17-17-41	.6779	3-21-04-20
13.	LAHARA	D. N. Ashton	6-04-55-48	.6556	4-01-37-24
14.	WINSTON CHURCHILL	Sir Arthur Warner	5-05-49-49	.7942	4-03-56-04
15.	ROMAVA	R. J. Mercer	6-16-01-06	.6616	4-09-53-01
16.	TARNI	G. Wignall	6-15-04-03	.6722	4-10-55-29
17.	KURURA	J. A. Clark	6-17-46-10	.6642	4-11-26-48
18.	LORRAINE	D. G. Nicholls	6-16-21-00	.6798	4-12-45-21
19.	TAM O'SHANTER	R.A.N. College	6-22-38-27	.6808	4-17-26-55
20.	NIRIPA	G. E. Peacock	6-21-04-24	.7048	4-20-19-37
21.	PHA' AR RE	R. 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.	JANZOON	W. R. Slade	5-02-41-21	.6939	3-13-08-02
4.	NELL GWYNN	R. Hickman	4-21-57-05	.7306	3-14-10-31
5.	FANTASY	D. 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 Halvoren	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



Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
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

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

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

FASTEST TIME: SOLO

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

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



SIANDRA, 1958 and 1960 victor.

## 1959

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

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

FASTEST TIME: SOLO

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

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



CHERANA, first in 1959.

## 1960

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	SIANDRA	G. P. Newland	5-00-59-03	.6596	3-07-48-04
2.	KALEENA	H. E. Godden	5-01-59-03	.6565	3-08-04-57
3.	MALOHI	N. H. McEnally	5-01-58-04	.6609	3-08-37-19
4.	RIVAL	A. Burgin & N. 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	3-14-17-53
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. S. 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	3-15-37-45
15.	ASTOR	P. R. Warner	4-04-42-11	8671	3-15-52-31
16.	WINSTON CHURCHILL	G. A. Warner	4-13-09-40	8132	3-16-46-21
17.	ILINA	R. Murdoch	4-18-18-11	7985	3-19-16-16
18.	CAROL J	J. Halliday	5-09-06-00	7077	3-19-21-51
19.	SOUTHERLY	D. Mickleborough	5-18-56-05	6608	3-19-48-29
20.	AILSA	J. Marion	6-06-03-28	6174	3-20-30-44
21.	SYLPH J	A. G. & G. D. Lawson	5-20-35-26	6653	3-21-32-06
22.	SIMBA	C. Dorman	6-01-26-33	6575	3-23-37-42
23.	ATHENA	J. Jarrett	6-02-33-07	6689	4-02-01-42
24.	SYLVENA	S. H. Moray	5-21-14-48	6981	4-02-36-15
25.	BOONGOWN	J. Molesworth	6-09-14-30	6475	4-03-13-26
26.	PHANTOM	W. K. Mooney	6-00-40-38	6863	4-03-17-31
27.	SIANDRA	D. M. Boyden	6-08-50-11	6596	4-04-48-39
28.	MISTRESS	W. Pettingell	6-06-41-07	6698	4-04-55-44
29.	SEA BEE	J. Ashton-Martin	6-02-06-15	7217	4-09-26-36
30.	GALETEA M	N. W. Kestel	7-09-23-41	6270	4-15-13-35
31.	JOLLY ROGER	A. J. Sutton	7-06-21-22	6767	4-21-59-12
32.	FORTUNA	J. B. Griffen	7-02-17-37	6951	4-22-22-16
33.	FOUR WINDS II	S. W. Gibson	7-20-11-16	6904	5-09-55-28

FASTEST TIME: ASTOR

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

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

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.	MALOH	S. Fischer	4-02-58-19	6555	2-16-52-34
6.	RONITA	R. A. Cottee	4-02-56-54	6563	2-16-56-23
8.	CARMEN	R. Swanson	4-06-28-26	6358	2-17-09-10
9.	CHERANA	W. R. S. MacRae	4-03-37-46	6567	2-17-25-36
10.	JOANNE BRODIE	R. C. Hobson	4-04-15-55	6530	2-17-28-24
11.	JANZOON II	W. R. Slade	3-23-05-19	6893	2-17-32-40
12.	RIVAL	A. G. Burgin & N. D. Rundle	4-02-51-18	6694	2-18-10-25
13.	PALANA	R. J. Shield	4-04-41-35	6604	2-18-29-52
14.	SYLPH	Lawson Bros.	4-04-27-24	6653	2-18-50-02
15.	ASTOR	P. R. Warner	3-03-47-16	8836	2-18-57-58
16.	BIRRAHLEE	C. V. Jones	4-06-18-14	6562	2-19-07-55
17.	CHRISTINA	A. Berns	4-05-36-06	6628	2-19-20-30
18.	SALACIA	R. F. Rusk	4-00-18-46	7046	2-19-51-43
19.	DU-MA-LEE	L. V. Reilly	4-04-27-32	6809	2-20-24-09
20.	ANITRA V	J. S. Samson	4-02-29-54	6999	2-20-53-20
21.	NORLA	J. S. Howie	4-02-34-49	7060	2-21-35-52
22.	SEAMAN	J. Leahy	4-07-16-00	6743	2-21-37-58
23.	MISTRAL III	M. C. Dowd	4-06-46-52	6779	2-21-40-31
24.	MOANA	R. H. G. Lamplough	4-09-30-05	6622	2-21-51-47
25.	MERCEDES II	H. T. Kaufman	4-02-32-38	7130	2-22-15-42
26.	CAPRICE	G. Ingate	4-01-06-39	7278	2-22-40-38
27.	WINSTON CHURCHILL	G. A. Warner	3-11-17-19	8498	2-22-46-43
28.	CAROL J	J. Halliday	4-04-07-08	7077	2-22-51-15
29.	SEA BEE	J. Ashton-Martin	4-02-57-53	7217	2-22-51-15
30.	TAHUNA	E. A. Hales	4-01-08-21	7368	2-23-34-20
31.	SOUTHERN MYTH	N. C. Howard	4-02-43-14	7260	2-23-40-16
32.	FOUR WINDS II	S. Gibson	4-08-12-42	6968	3-00-36-53
33.	SOUTHERN MAID	P. Deaton	3-20-00-14	7977	3-01-23-29
34.	MISTRESS MAY	W. W. Pettingell	4-15-13-08	6695	3-02-27-40
35.	METUNG	T. Beatty	4-07-38-09	7265	3-03-17-29
36.	LARNTARNI	W. Wakefield	4-01-45-59	7708	3-03-21-30
37.	AOTEA II	R. K. Hunt	4-20-09-57	6523	3-03-46-30
38.	RUTHEAN	A. V. & I. T. Toll	3-20-13-11	8339	3-04-54-07
39.	GOODEWIND	K. 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. Rydqe, 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. S. Bennett	5-03-25-22	7060	3-15-08-11
13.	CAROL J	J. Halliday	5-04-20-13	7065	3-15-50-39
14.	SALACIA	R. F. Rusk	5-05-08-58	7033	3-16-01-03
15.	TAHUNA	E. A. Hales	5-01-18-25	7363	3-17-19-06
16.	RONITA	R. Cottee	5-16-19-01	6563	3-17-27-53
17.	MALOH	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. J. 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.	NIRPA	J. W. White	6-02-31-30	7024	4-06-55-08
30.	TRIDENT	A. B. Wilson	6-13-59-07	6838	4-12-01-49
31.	SOUTHERN MYTH	N. C. Howard	6-06-51-11	7260	4-13-31-10
32.	NARANI	A. Williams	7-13-26-15	6587	4-23-30-46
33.	ZILVERGEEST	A. J. Murray & A. Hunter	7-21-27-07	6480	5-02-45-53
34.	SYLPH VI	Lawson Brothers	7-17-13-02	6653	5-03-13-30

FASTEST TIME: ASTOR

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

WEATHER: Light Northerly winds and calm patches for the first few days 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. Rydqe Jr	4-07-16-47	7852	3-09-05-43



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

FASTEST TIME ASTOR

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

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



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

1965

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

Pl.	Yacht	Owner	Elapsed Time	T.C.F.	Corrected Time
1.	FREYA	T. & M. Halvorsen	4 06 23 32	8014	3 10 03 26
2.	CAMELOT	J. G. Borrow	4 10 07 31	7943	3 12 17 43
3.	CADENCE	H. S. Mason	4 20 37 32	7372	3 13 58 34
4.	BALANDRA	R. Crichton-Brown	4 05 35 25	8524	3 14 35 43
5.	SEQUANA	H. J. Tilley	4 21 25 16	7475	3 15 46 20
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. Gillma	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 49 15
30.	FARE - THEE - 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. Brynzee	3 20 30 09	1 0645	4 02 28 28
42.	ALCHERINGA	J. N. Bridgland	5 01 48 13	8226	4 04 11 45
43.	INGRID	C. M. Earl	5 08 42 41	7840	4 04 54 35
44.	BARANNE	J. Wedd	5 13 25 00	7654	4 06 07 03
45.	ILINA	K. R. Murdoch	4 18 27 15	9097	4 08 07 06
46.	ENID	J. Cockle	4 12 48 05	9577	4 08 11 56
47.	CUTTY SARK	W. R. Bradley	4 23 39 29	9231	4 14 27 23
48.	CORSARO II	Italian Navy	4 20 53 45	9777	4 18 17 20
49.	ARUNTA PRINCESS	A. Mark	6 12 28 12	7696	5 00 25 10

FASTEST TIME STORMVOGEL.

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

WEATHER: Starting with a 10-15 knot South East breeze, this increased to 30 knots during the afternoon. Calms and variable sea breezes followed along the N.S.W. coast. A good 20 knot Northerly helped the yachts across Bass Strait and down to Tasmanian 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 47
10.	ASTELOT	A. G. Croft	5 11 31 32	7804	4 06 38 34
11.	CANOPUS	J. K. Williams	5 12 44 22	7737	4 06 42 02
12.	FIDELIS	J. V. Davern	4 08 39 43	9823	4 06 48 35
13.	JANZOON II	W. Russell-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.	TAONU	J. Lidgard	5 07 24 16	8226	4 08 48 10
23.	SALACIA	A. W. Byrne	5 10 40 40	8036	4 09 00 45
24.	POSEIDON	M. W. Miller	5 08 16 37	8195	4 09 07 22
25.	CATRIONA	D. M. Brown	5 12 04 43	7982	4 09 25 31
26.	FRANKLIN	R. A. N.	5 08 51 46	8189	4 09 31 32
27.	SATANITA	D. H. R. Wilkie	5 10 17 22	8163	4 10 21 19
28.	KARINGAL	A. Berns	5 13 32 07	7986	4 10 38 28
29.	SEAWIND	P. Wilde	5 10 35 04	8194	4 11 00 03
30.	WAITERE	D. D. Muir	5 21 26 55	7566	4 11 01 12
31.	ROPawe	R. K. Brown	5 17 01 32	7831	4 11 18 17
32.	BACCHUS D	P. E. Deaton	5 06 45 29	8469	4 11 21 05
33.	SHIMAAL	C. M. Earl	5 13 24 14	8102	4 12 06 00
34.	CARMEN	J. H. Edmunds	6 06 13 30	7331	4 14 07 47
35.	CAROUSEL T	L. E. Gabriel	6 01 49 36	7633	4 15 18 34
36.	SYLPHIDE	J. Beaumont & C. Sullivan	6 05 20 16	7557	4 16 20 17
37.	THEKLA	F. F. Varcoe	6 08 20 13	7619	4 20 03 56
38.	RIVOLI	E. Eggers	5 11 06 09	9070	4 22 54 36
39.	CAROUSEL	M. R. Brakell	6 10 47 54	7568	4 21 09 05
40.	CARINA	R. L. Holford	6 05 07 41	7981	4 23 01 09
41.	NAM SANG	J. Thompson	5 08 10 33	9568	5 02 38 19
42.	ALCHERINGA	J. N. Bridgland	6 06 33 19	8257	5 04 18 49
43.	SAGA	L. S. Little	7 02 28 41	7831	5 13 30 04
44.	ALTAIR	G. W. Moore	6 13 01 18	8635	5 15 35 18

FASTEST TIME FIDELIS.

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

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





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. Batterby	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. Stephenson), MARIA VAN DIEMEN (P. Hill), ODIN (L. Abrahams), ROPAWA (R. K. Brown), SOUTHERN STAR (E. R. Harold), THEKLA (E. Eggers).

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

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	H. D. Calvert	4-20-09-51	.7949	3-20-20-19
7	MISTER CHRISTIAN	P. Kurts	4-22-03-47	.7092	3-21-10-31
8	CASTANET	L. Carmichael	5-08-49-03	.7315	3-22-13-47
9	CORROBOREE	K. A. Gray	4-23-20-44	.7987	3-23-19-17
10	WATHARA II	B. Cameron	5-05-28-39	.7667	4-00-12-13
11	CALLIOPE	K. Middleton	5-11-53-08	.7323	4-00-34-47
12	MOONBRID	N. F. Brocker	5-06-32-38	.7682	4-01-12-38
13	SEAWIND	P. Wilde	4-23-01-33	.8194	4-01-31-47
14	CAVALIER	J. Roche	5-13-11-55	.7378	4-02-16-28
15	SATANITA	D. H. R. Wilkie	5-01-38-39	.8083	4-02-19-39
16	MALOHI	S. Fischer	5-10-36-26	.7550	4-02-36-31
17	LORITA MARIA	N. B. Rydge	5-06-16-58	.7820	4-02-45-11
18	FARE THEE-WELL	R. Williams	5-06-22-22	.7859	4-03-18-59
19	ADRIA	J. Grubic	4-23-04-31	.8360	4-03-32-50
20	SARINA	E. J. Jones	5-05-55-03	.7917	4-03-41-19
21	CATRIONA	D. M. Brown	5-05-04-57	.7982	4-03-50-28
22	FIDELIS	J. D. Davern	4-06-36-48	.9823	4-04-47-49
23	WEATHERLY	J. Gilliam	5-08-04-47	.7894	4-05-06-22
24	POITREL	J. Robson-Scott	5-13-55-46	.7564	4-05-18-16
25	NORLA	J. Bennetto	5-05-38-46	.8142	4-06-18-03
26	RONITA	R. A. Cottee	5-16-24-44	.7550	4-06-56-28
27	ASTELOT	A. G. Croft	5-12-24-09	.7789	4-07-07-43
28	MYTH OF ARRAN	D. Reid	4-22-00-33	.8769	4-07-28-56
29	LASS O'LUSS	P. C. Psaltis	5-08-12-33	.8072	4-07-29-18
30	NELL GWYN	R. S. Hickman	5-08-48-28	.8040	4-07-33-41
31	SOUTHERLY	D. Mickleborough	5-13-56-57	.7742	4-07-42-11
32	ANITRA	Sir Garfield Barwick	5-10-24-09	.7963	4-07-50-23
33	TAMBOO	R. J. Green	5-17-18-24	.7567	4-07-53-50
34	SHIMAAAL	C. M. Earl	5-08-22-29	.8102	4-08-00-32
35	CAMELOT	J. Borrow	5-13-28-59	.7889	4-09-18-17
36	PHANTOM OF BRIGHTON	G. Maxted	5-16-18-13	.7792	4-10-12-28
37	BACCHUS D	P. E. Deaton	5-05-37-12	.8473	4-10-26-17
38	JOY TOO	J. J. McLaren	5-21-56-45	.7549	4-11-09-17
39	ZILVERGEEST	A. J. Murray	6-01-12-21	.7406	4-11-32-22
40	FRANKLIN	R.A.N.C.S.C.	5-13-18-47	.8100	4-11-59-01
41	SARDA OF BURNHAM	G. L. Fox	5-23-31-57	.7560	4-12-30-38
42	CARINYA	V. J. Burnes	6-03-39-26	.7424	4-13-37-15
43	CARMEN	J. Edmunds	6-06-09-40	.7331	4-14-04-58
44	ENID	J. C. A. Cockle	4-19-00-17	1.0577	4-14-08-24
45	KAHURANGI	L. D. Nathan	4-17-32-41	.9711	4-14-15-48
46	SARACEN II	R. Crichton-Brown	5-22-09-42	.7757	4-14-16-29
47	MALVEENA	R. Masters	6-03-05-17	.7535	4-14-49-50
48	SEQUANA	M. J. Tilley	6-04-34-37	.7475	4-15-03-41
49	MOANA	J. R. Easdon	5-23-26-51	.7762	4-15-20-38
50	SEPTEMBER SONG	T. Palmer	6-00-55-19	.7690	4-15-26-43
51	MAID ROSALIND	B. C. Finch	6-02-48-29	.7598	4-15-32-42
52	RIVOLI	F. F. Varcoe	6-05-10-45	.7619	4-17-39-34
53	SYLPHIDE	J. Beaumont & C. Sullivan	6-06-43-06	.7557	4-17-53-53
54	ROVAMA	R. J. Mercer	6-03-29-38	.7808	4-19-09-48

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	5-23-32-57	.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. Godden	5-22-46-42	.7662	4-13-23-48
37.	ZILVERGEEST	A. Murray	6-05-28-38	.7375	4-14-14-22
38.	PORTIA	R. Robertson	6-06-54-48	.7339	4-14-45-19
39.	OPTIMIST	H. Beilken	5-23-44-43	.7722	4-15-00-00
40.	ALCHERINGA	J. Bridglaw	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





KOOMOOLOO, 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. Fincb	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. While	4-08-07-40	.8010	3-11-24-22
32.	DUET	P. Hopwood	4-12-29-03	.7690	3-11-25-27
33.	NELL GWYN	F. Hickman	4-09-30-03	.7913	3-11-28-58
34.	WATHARA II	R. Jackman	4-12-33-48	.7690	3-11-29-07
35.	OPHIR	D. Jones	4-12-39-05	.7690	3-11-33-10
36.	JISUMA	L. Scott	4-13-25-29	.7714	3-12-24-37
37.	CICILY JUNE	P. Dixon	4-16-24-33	.7541	3-12-46-03
38.	ROULETTE II	F. Andrews	4-07-58-26	.8171	3-12-57-24
39.	SALTY TIGER	J. Powell	4-01-11-27	.8794	3-13-28-10
40.	SALOME	K. Pix	4-17-39-40	.7559	3-13-54-29
41.	AKALA	J. Bleakley	4-15-27-57	.7736	3-14-13-47
42.	MYTH OF ARRAN	D. Reid	4-03-19-55	.8722	3-14-38-14
43.	CARINA	P. Daniel	4-21-35-47	.7420	3-15-15-23
44.	PATSY	F. Duffield	4-12-58-49	.8012	3-15-18-54
45.	ADRIA	J. Grubic	4-08-55-29	.8360	3-15-43-01
46.	CAMELOT	J. Borrow	4-14-29-21	.7940	3-15-43-41
47.	CAVALIER	J. Roche	4-23-29-59	.7378	3-16-10-01
48.	KARINGAL	A. Berns	4-13-47-04	.8063	3-16-31-08
49.	APOLLO	A. Bond	3-15-26-22	1.0134	3-16-36-40
50.	SEQUANA	M. Tilley	5-00-51-16	.7406	3-17-30-17
51.	DESTINY II	G. Chapman	4-07-58-46	.8655	3-17-59-38
52.	SANCHO	G. Evans	5-03-44-40	.7307	3-18-25-12
53.	SARNIA	R. Langman	4-23-53-45	.7548	3-18-29-50
54.	WINSTON CHURCHILL	G. Warner	4-08-24-33	.8801	3-19-53-26
55.	WEATHERLY	J. Gilliam	4-20-18-09	.7948	3-20-26-13
56.	PHANTOM OF BRIGHTON	J. Attwood, G. Maxted & K. Harry	4-23-51-08	.7719	3-20-30-50
57.	CAPUCINE	R. Brenac	5-03-43-33	.7487	3-20-38-01
58.	MONSUON	Sturrock & Mooney	4-23-03-40	.7795	3-20-48-29
59.	ZILVERGEEST	A. Murray	5-08-26-56	.7375	3-22-43-51
60.	SISKA	R. Tasker	4-01-59-18	.9745	3-23-29-22
61.	SHI BUI	A. Wallis	4-23-55-10	.7973	3-23-36-42
62.	ANITRA V	G. Barwick	5-01-29-57	.7883	3-23-46-40
63.	MISTRESS	W. Pettingell	5-07-27-54	.7690	4-00-28-57
64.	ENID	W. MacRae	4-08-07-12	.9577	4-03-42-56
65.	FOUR WINDS II	S. Gibson	5-07-40-24	.7908	4-04-57-50
66.	MAKARETU	N. Gosson	5-05-32-22	.8293	4-08-06-35
67.	TOREA	G. Stern	5-06-16-13	.8256	4-08-14-55
68.	FIDELIS	J. Davern	4-05-17-29	1.0431	4-09-39-25
69.	DORADO	J. Lake	5-23-57-11	.7366	4-10-02-08
70.	MYRA	A. Eklund	6-08-47-15	.7226	4-14-24-15
71.	SYLPHIDE	J. Beaumont & C. Sullivan	6-05-15-33	.7476	4-15-35-10
72.	FRANKLIN	R.A.N.	5-20-53-40	.8014	4-16-54-46
73.	WRAITH OF ODIN				
		B. & D. O'Brien	5-08-40-18	.8816	4-17-26-12
74.	EVEN	W. Gibson	5-06-51-20	.9507	5-00-36-05
75.	DIVA JANA	D. Kelly	6-08-02-16	.8154	5-03-58-18

FASTEST TIME: CRUSADE

RETIRED: BOOMERANG VII (P. Hill), CAMILLE (D. Ralph), JANZOOON 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.	TEMERAIRE	C. White	6-22-39-22	.7286	5-01-25-33
51.	ARAPAWA	B. Millar	6-03-48-21	.8283	5-02-25-39
52.	DORADO	J. Lake	6-23-28-12	.7443	5-04-38-54
53.	SAGA	L. Little	7-05-16-41	.7753	5-14-20-32
54.	METUNG	W. R. & B. Holmes	7-10-52-30	.8192	6-02-32-04

FASTEST TIME: ONDINE II.

RETIRED: ANITRA V (Sir Garfield Barwick), CAMELOT (J. Borrow), CAROUSEL IM (Brakell), CORROBOREE (J. While), FRANKLIN (RANSA), 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

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.	VENINDE II	G. E. Jorgensen	5-02-43-43	7815	3-23-54-44
20.	SARLENA	C. McGarry	5-05-39-43	7709	4-00-52-22
21.	MARIA	D. A. Cooper	5-02-42-45	7844	4-01-02-16
22.	MISTRESS	W. Pettingell	5-04-18-38	7844	4-01-30-33
23.	DUET	J. Diamond	5-04-09-48	7854	4-01-31-04
24.	TAMPIO II	A. McKenzie-Smith	5-13-24-56	7312	4-01-33-12
25.	CAMELOT	M. Clarke	5-02-32-27	8024	4-02-19-35
26.	FARE-THREE-WELL	J. Eason	5-05-07-30	7896	4-02-47-55
27.	PATSY OF ISLAND BAY	F. R. Duffield	5-00-31-37	8200	4-02-49-55
28.	CALYPSO	G. G. Wignall	5-12-59-19	7444	4-02-59-48
29.	ONYA II	P. Rysdyk	5-10-28-56	7590	4-03-02-10
30.	BALANDRA	Army Eastern Com.	4-20-46-28	8516	4-03-26-41
31.	WEATHERLY	J. Gilliam	5-04-09-00	8042	4-03-50-28
32.	DIDGERIDOO	T. Simmat	5-05-51-43	7961	4-04-11-55
33.	SOUTHERLY	D. Mickleborough	5-12-33-48	7564	4-04-16-15
34.	FOUR WINDS II	S. W. Gibson	5-07-07-21	7961	4-05-12-07
35.	PATRICE	R. Kirby	5-05-36-41	8068	4-05-20-35
36.	ANITRA V	Sir Garfield Barwick	5-07-50-35	7942	4-05-31-98
37.	ASTELOT	P. Zalai	5-15-31-53	7651	4-07-41-42
38.	UTIEKAH IV	P. C. Fowler	5-11-35-21	8068	4-10-09-57
39.	DESTINY II	G. Chapman	5-03-24-36	8617	4-10-20-32
40.	AKALA	J. Bleakley	5-19-41-17	7689	4-11-24-22
41.	BOOMERANG VII	P. Hill	5-04-07-37	8675	4-11-40-48
42.	FRANKLIN	Royal Aust. Navy	5-15-33-53	8060	4-13-15-54
43.	NATANI	O. Trewartha	6-04-23-35	7428	4-14-13-34
44.	ILINA	J. Court	5-04-21-54	8937	4-15-08-42
45.	ALCHERINGA	J. Bridgland	5-12-28-39	8481	4-16-21-15
46.	ANACONDA	J. Grubic	5-01-37-14	8805	4-20-46-20
47.	SOUTHERN MYTH	N. C. Howard	6-04-28-29	8255	5-02-33-57

FASTEST TIME: BUCCANEER

RETIRED: APOLLO (A. Bond), BOAMBILLEE (V. Walsh), CARINA (P. Daniel), CAVALIER (J. Roche), JISUMA (L. Scott), MAKARETU (N. Gosson), MERCEDES III (H. Kaufman), RIVAL (A. Burgin), RUM RUNNER (G. Nock), SPIRIT (G. Kiskaddon), STAFIRE 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. Stag	3-21-19-11	8813	3-10-14-33
22.	TINA OF MELBOURNE	B. R. Scott	4-10-51-13	7758	3-10-53-49
23.	ANACONDA	J. Grubic	3-23-50-48	8789	3-12-14-22
24.	MORNING HUSTLER	R. H. Fidock	4-15-03-25	7590	3-12-17-31
25.	MERCEDES III	K. Farlor	4-09-08-27	8077	3-12-55-19
26.	MORNING MISCHIEF	R. R. Cavill	4-16-46-27	7590	3-13-35-43
27.	BOOMAROO III	H. Findlay	4-16-40-55	7610	3-13-45-02
28.	BINDA	J. S. Vickery	4-14-14-01	7796	3-13-56-16
29.	THUNDERBOLT	G. Needham	4-16-37-29	7660	3-14-16-13
30.	MORNING MATILDA	R. P. McIntyre	4-17-35-37	7620	3-14-33-29
31.	PIMPERNEL	J. Beaumont & Partners	4-16-31-54	7709	3-14-45-02
32.	WILD GOOSE	I. D. Russell	4-15-10-00	8444	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	3-15-12-01
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	J. North & Partners	5-03-06-11	.7671	3-22-25-56
60.	ALCHERINGA	J. N. Bridgland	4-15-46-47	.8481	3-22-48-00
61.	MAKARETU	N. Gosson	4-17-13-39	.8406	3-23-10-44
62.	SKINFLINT	J. K. Henley	5-01-57-33	.7844	3-23-39-53
63.	ONDINE	S. A. Long	3-15-32-17	1,0931	3-23-41-15
64.	WINSTON CHURCHILL	G. Warner	4-12-06-46	.8851	3-23-41-25
65.	BUCCANEER	T. Clark	3-15-27-19	1,0967	3-23-54-44
66.	FRANKLIN	Royal Aust. Navy	4-23-20-03	.8060	4-00-10-59
67.	DORADO	J. I. Lake	5-08-22-24	.7534	4-00-42-59
68.	SKYLARK	J. L. Ward	5-14-03-37	.7248	4-01-10-00
69.	SARLENA	C. McGarry	5-10-40-19	.7767	4-05-29-34
70.	SONG OF SOLVEIG	I. Forsyth-Grant	5-12-38-52	.7699	4-06-07-31
71.	DIDGERIDOO	T. Simmat	5-17-59-26	.7905	4-13-04-53
72.	PATIENCE	N. J. Bowden	6-02-33-20	.7544	4-14-33-40
73.	CASSANDRA	E. H. Howe	6-07-29-48	.7434	4-16-37-20
74.	CAPUCINE	C. Durrrough	6-06-38-06	.7504	4-17-02-11
75.	JASNAR	P. Kinsella & Partners	13-13-58	.7249	4-17-58-40
76.	FOUR WINDS	S. W. Gibson	6-04-01-22	.7951	4-21-41-34

FASTEST TIME: KIALOA II

RETIRED: MARIA, MISTRESS, VAN DIEMEN.

**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 II	A. Bond	3 15 17 22	.8662	3 03 36 36
5	RAGAMUFFIN	S. Fischer	3 15 42 49	.8666	3 04 00 45
6	KOOMOOLLOO	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	QUEFOUEG	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	GRAYREARD	L. H. Killam	3 04 57 54	1.0512	3 08 54 20
15	MARK TWAIN	R. J. Langman	4 08 00 31	.7786	3 08 58 51
16	RUNAWAY	I. Gibbs	4 08 17 14	.7786	3 09 11 52
17	PACHA	R. Crichton Brown	3 18 38 52	.8980	3 09 24 05
18	KINGURRA	G. A. Warner	4 00 40 47	.8436	3 09 33 32
19	BALANDRA	Army Eastern Command	4 02 54 45	.8269	3 09 47 26
20	CALLIPYGE	A. Streichenberger	4 03 04 13	.8320	3 10 25 35
21	ESCAPADE	Mr. & Mrs. G. P. Hedges	4 09 59 03	.7786	3 10 31 09
22	CHANTAL	Marshall Bros.	4 10 40 29	.7752	3 10 41 39
23	MATIKA	A. Pearson	4 14 04 35	.7556	3 11 10 25
24	SUNBIRD II	T. Yamasaki	4 11 32 23	.7786	3 11 43 49
25	BOOMERANG VII	J. De Vere	4 01 14 52	.8628	3 11 54 19
26	WATHARA II	R. W. Jackman	4 14 54 39	.7636	3 12 41 29
27	PATRICE	R. J. Kirby	4 10 30 22	.7962	3 12 48 01
28	TREVASSA	F. R. Duffield	4 06 52 24	.8255	3 12 55 18
29	STARFIRE OF PERTH	N. McAllister	4 03 51 06	.8584	3 13 42 45
30	MERCEDES III	K. 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	MOIKOIA	J. M. Tattersall	5 04 38 03	.7034	3 15 40 03
35	ENDEAVOUR III	G. H. Gardner	5 05 10 21	.7034	3 16 02 46
36	ONYA OF GOSFORD	P. Rysdyk	4 13 20 45	.8072	3 16 15 50
37	SEQUANA	M. J. Tilley	5 06 32 57	.7003	3 16 37 20
38	SARACEN II	J. H. Morris	5 04 21 53	.7138	3 16 46 17
39	EVOLUTION	J. Diacopoulos	5 07 09 58	.7019	3 17 15 28
40	ZILVERGEEST II	A. J. Murray	5 04 28 15	.7270	3 18 29 24
41	LOLITA	N. G. Cassim	5 06 20 24	.7233	3 19 22 54
42	THUNDERBOLT	G. Needham	5 02 20 49	.7480	3 19 30 55
43	TINA OF MELBOURNE	B. R. Scott	5 01 51 24	.7516	3 19 35 14
44	DIAMOND CUTTER	A. J. Sweeney	5 02 11 43	.7502	3 19 40 14
45	MARIA	D. A. Cooper	5 00 07 05	.7662	3 20 02 05
46	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 14 35 50	.7477	3 21 09 41
52	SARLENA	C. McGarry	5 05 19 00	.7468	3 21 35 11
53	MOONBIRD	G. J. Semple	5 01 57 17	.7702	3 21 55 46
54	ANITRA V	Sir Garfield Barwick	5 04 58 10	.7551	3 22 21 52
55	PIMPERNEL	J. Beaumont	5 05 40 31	.7514	3 22 25 56
56	OSPREY	C. W. Johnson	5 05 54 34	.7502	3 22 27 25
57	JANZOON II	W. Cavill	5 06 24 03	.7500	3 22 48 02
58	SONG OF SOLVEIG I	Forsyth Grant	5 05 59 40	.7527	3 22 50 10
59	FRANKLIN	Royal Aust. Navy	5 04 34 36	.7702	3 23 56 56
60	SATYRICON	A. T. Cotton	5 04 32 36	.7706	3 23 58 22
61	WILD GOOSE	I. D. Russell	5 04 23 47	.7741	4 00 17 43
62	KINTAMA	R. George	5 04 25 19	.7765	4 00 36 40
63	QUANDO	J. O'Neill	5 06 24 02	.7658	4 00 47 51
64	SOLENT	P. J. & R. S. Robinson	5 21 30 55	.6938	4 02 11 00
65	TRILBY II	K. W. Hinrichsen	5 23 13 50	.6861	4 02 16 14
66	TAWARRI	J. D. Lewis	5 04 25 49	.8055	4 04 13 43
67	ALCHERINGA	J. N. Bridgland	5 04 29 23	.8166	4 05 39 30
68	MAKARETU	N. Gosson	5 04 50 31	.8171	4 06 00 29
69	UTIEKAH IV	Mr. & Mrs. P. C. Fowler	5 07 58 15	.8040	4 06 53 19
70	SKYLARK	J. L. Ward	6 08 56 01	.7034	4 11 34 24
71	HUSTLER	P. J. Bates	5 04 18 00	.7034	4 11 34 24
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 Jarvis 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 north 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	HELSAL	A. Fisher	3-01-32-09	1.0444	3-04-08-03
40	GUMBLOSSOM	P. Joubert	4-14-18-06	.7004	3-05-15-19
41	BOOMAROO III	H.W. Findlay	4-10-02-25	.7305	3-05-27-44
42	SURAYA	K. Steinman	4-07-00-14	.7526	3-05-31-14
43	KOOMOOLOO	R.K. Young	4-01-27-37	.7961	3-05-35-17
44	MAGGIE	J. Duncanson	4-06-49-29	.7600	3-06-08-47
45	ANACONDA	J. Grubic	3-19-06-19	.8611	3-06-27-03
46	RUFFIAN	J. Kinsella	4-00-13-51	.8184	3-06-45-19
47	MAKARETU	N. Gosson	4-01-20-05	.8097	3-06-48-42
48	MERCEDES III	K.R. Farfor	4-04-44-18	.7831	3-06-53-17
49	POITREL II	J. Robson-Scott	4-10-29-33	.7412	3-06-55-55
50	AQUILA	J. Park	4-13-23-27	.7318	3-08-03-07
51	KINGURRA	G.A. Warner	3-23-44-09	.8410	3-08-30-50
52	DUET	J.P. Diamond	4-11-22-47	.7538	3-08-56-33
53	HELLFIRE	K.L. Turner	4-14-04-19	.7357	3-09-10-40
54	AQUARIUS	R.E. Francis	4-09-20-33	.7752	3-09-39-41
55	ZILVERGEEST II	A. Murray	4-17-23-05	.7249	3-10-11-33
56	FRANKLIN	R.A.N.	4-11-21-28	.7682	3-10-28-19
57	SIROCCO	T. & P. Firmstone	4-11-01-13	.7710	3-10-30-45
58	ASSEGAAI	E.R. Rooms	4-19-16-20	.7189	3-10-52-09
59	CAROL J	J. Oliver	4-12-27-39	.7681	3-11-18-30
60	BINDA	A.M. Rundle	4-13-43-26	.7595	3-11-20-59
61	SUNDOWNER	B. Price	3-23-44-54	.8719	3-11-28-58
62	CARDINAL PUFF	P.D. Rundle	5-01-52-55	.6881	3-11-52-00
63	INCA	E. Julian	4-03-32-12	.8427	3-11-52-46
64	WILD GOOSE	J.D. Rusself	4-12-22-28	.7741	3-11-53-32
65	ALI BABA	B.P. Walpole	4-16-04-04	.7551	3-12-37-20
66	ASTROLABE	A.R. Gear	5-02-17-20	.7034	3-14-01-04
67	MORNING MIST	A. Neate	4-22-52-27	.7279	3-14-31-42
68	BALANDRA	Army	4-10-10-42	.8239	3-15-28-48
69	SEQUANA	M.J. Tilley	5-05-33-10	.6973	3-15-32-52
70	SOLENT	P.J. & R. Robinson	5-05-46-30	.6974	3-15-42-56
71	BANJO PATERSON	J. Jarrett	3-23-41-34	.9205	3-16-05-06
72	NIRIMBA	Navy	5-01-58-40	.7246	3-16-23-06
73	NUDUMSKY	L. Fallshaw	5-05-43-25	.7079	3-16-59-59
74	HUSTLER	P. Bates & B. Climo	4-05-50-36	.8742	3-17-01-53
75	OLYMPIA	C. & J. McDermid	5-02-59-00	.7331	3-18-09-32
76	ASTELOT	J.P. Walker	5-03-12-33	.7390	3-19-03-05
77	RENEGADE	D.G. Hogg	5-01-49-45	.7521	3-19-37-40
78	MILLUNA	T. Stokoe	4-23-29-25	.7706	3-20-04-45
79	SOU'WESTER	N. Holman	5-11-28-15	.7034	3-20-28-36
80	BOOMERANG VIII	A.M. Kelso	5-06-15-44	.7335	3-20-36-47
81	NIKE	C. Davies	5-03-59-50	.7489	3-20-51-41
82	DIAMOND CUTTER	A. Sweeney	5-05-45-09	.7387	3-20-53-35
83	JANZOON II	W. Cavill	5-05-11-40	.7437	3-21-06-25
84	PISCES	H. Lewis	4-19-45-51	.8230	3-23-16-26
85	TAWARRI	J. Lewis	4-22-53-15	.8025	3-23-24-26
86	MAKULU	H. Blug	5-22-42-33	.6874	4-02-05-53
87	WARANA	J. 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. Crichton-Brown	3-06-41-56	.8957	2-22-29-25
18	APOLLO	P. Jolly	3-02-12-06	.9541	2-22-47-44
19	SKYLARK	J.L. Ward	4-05-17-01	.7034	2-23-14-34
20	PAPILLON	J. Wrightson	3-17-01-24	.8025	2-23-26-28
21	TEQUILA	D'Arcy Whiting	3-11-09-02	.8613	2-23-37-03
22	SISKA II	Rolly Tasker	3-03-38-14	.9614	3-00-43-03
23	QUICKSILVER	B. Wilson	3-19-01-53	.7990	3-00-44-03
24	ONYA OF GOSFORD	P. Rysdyk	3-19-23-46	.7972	3-00-51-39
25	PILGRIM	G. Evans	3-21-34-57	.7786	3-00-51-47
26	MORNING HUSTLER	R. Fidock	4-04-14-30	.7305	3-01-13-35
27	VARIAG	M. 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	2-20-27-58
34	LOWANA II	K.R. & P. Anderson	3-23-46-55	.7775	3-02-28-13
35	LADY JANE	L.W. Grant	4-01-05-58	.7763	3-03-22-42
36	KISHMUL	J.C. Welson	4-02-13-09	.7741	3-04-01-52

1974

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

**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.



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. McNeill	5-11-14.40	8047	4-20-06.48
58	HONEYWIND	T. H. Bragg	6-01-42.00	8162	4-22-55.22

FASTEST TIME: Ondine III

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

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



Love & War, first in 1974



Rampage, the winner 1975

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. Amey	3-00-52.39	8529	2-14-09.26
8	POLARIS	L. H. Savage	3-05-30.58	8052	2-14-24.58
9	DUET	J. P. Diamond	3-11-46.20	7453	2-14-26.07
10	DRAGONFYRE	R. C. Genders	3-12-56.04	7355	2-14-28.10
11	HORNET	J. Duncanson	3-12-22.08	7442	2-14-47.14
12	PILGRIM	J. H. Ratten	3-10-23.16	7650	2-15-01.36
13	DANCING MOUSE	C. McGarry	3-12-59.04	7454	2-15-20.51
14	HUON LASS	M. Champion	3-11-38.37	7583	2-15-25.37
15	BLUE POLES	J. A. Harris	3-13-24.45	7431	2-15-28.12
16	LOVE AND WAR	P. Kurts	3-02-38.46	8503	2-15-28.18
17	WARRI	J. H. Bleakley	3-11-45.13	7587	2-15-32.38
18	CORINTHIAN	D. R. Hooper	3-01-35.03	8646	2-15-37.15
19	NIKE	C. E. Davies	3-13-29.24	7442	2-15-37.18
20	FANTASY RAG	J. Musgrove	3-02-00.42	8604	2-15-40.47
21	APOLLO II	R. & I. Thurston	3-03-12.07	8477	2-15-44.55
22	MELTEMI	B. C. Psaltis	3-05-33.18	8220	2-15-45.06
23	PATRICE III	R. Kirby	3-02-14.48	8596	2-15-49.21
24	KAILUA	J. B. Senior	3-02-37.49	8554	2-15-50.20
25	BRUTTA FACCIA	G. Fornaro	3-10-23.01	7752	2-15-51.50
26	MOONBIRD	S. G. Kuhn	3-12-14.50	7586	2-15-54.35
27	HUON CHIEF	H. D. Calvert	3-10-30.06	7763	2-16-02.46
28	NATTELLE TWO	K. Wright	3-06-18.07	8181	2-16-03.32
29	THE FOX	Anderson Bros.	3-10-23.44	7805	2-16-18.35
30	TEMPO	C. Johnson & N. Vitali	3-10-45.00	7774	2-16-19.47
31	DIAMOND CUTTER	A. Sweeney	3-11-39.30	7720	2-16-34.30
32	HUSTLER	B. Climo & P. Bates	3-03-00.33	8629	2-16-43.31
33	BEDOUIN	T. Michilis	3-15-12.05	7431	2-16-47.58
34	QUICK STEP	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	KOOMOOLOO	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	INDWARD 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	QUICK SILVER	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



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. Rundie	3-17-14.04	7515	2-19-03.35
64	REBEL	R. E. Francis	3-18-34.36	7419	2-19-11.56
65	TUPPENCE	T. Barrenger	3-18-41.01	7430	2-19-22.41
66	GIDGEE	D. Ingall	3-07-59.25	8446	2-19-33.35
67	TAURUS	A. M. 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	LLOLLOP	I. Millar & P. Kline	4-02-05.21	7016	2-20-49.10
75	BUCCANER	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	Gretel 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 *Helsa'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. Girdle	4-03-28.25	.8190	3-09-28.08
7	PATRICE III	R. J. Kirby	4-23-45.16	.8537	3-09-44.44
8	DYNAMITE	P. Smith	4-05-18.03	.8114	3-10-11.44
9	APOLLO II	R. I. Thurston	4-01-15.25	.8468	3-10-21.26
10	CHUFFIN	J. Kinsella	4-07.06.32	.8021	3-10-42.13
11	RAUVINIST	J. Wareham	4-23-12.07	.6975	3-11-08.36
12	QUEEQUEG	P. Beiliding	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			
		Moran & Co	4-13-01.20	.7763	3-12-38.02
19	LOTS WIFE	R. Montgomery	5-01-57.47	.6962	3-12-54.38
20	TAURUS	A. M. Kelso	4-10-48.57	.7966	3-13-05.22
21	RAMPAGE	E. N. Fuller	4-11-30.14	.7924	3-13-11.10
22	ANTAGONIST	R. G. Hickman	4-14-38.30	.7701	3-13-12.19
23	MATIKA III	A. Pearson	4-13-40.03	.7774	3-13-15.20
24	GERONIMO	A. G. Lee	4-03-58.40	.8529	3-13-16.16
25	WAINUNU IV	R. A. Lee	4-09-44.10	.8074	3-13-22.17
26	INVINCIBLE	R. H. Cawse	4-13-51.49	.7774	3-13-24.29
27	MERCEDES III	A. T. Clutton	4-14-02.25	.7763	3-13-25.27
28	KESTREL	R. H. Fidock	4-14-12.40	.7752	3-13-26.08
29	FARROUT	P. H. Winkless	4-14-05.01	.7774	3-13-34.44
30	HUON CHIEF	H. D. Calvert	4-14-40.20	.7752	3-13-47.35
31	BRER FOX	R. W. Jackman	4-14-14.18	.7795	3-13-55.51
32	RICHOCET II	G. L. Finlay	5-00-12.47	.7199	3-14-32.29
33	ZILVERGEEST III	A. J. Murray	5-00-21.38	.7234	3-15-04.08
34	MATIKA II	Roxburg P'nrs	4-20-59.54	.7442	3-15-04.13
35	BRUMBY	R. & R. Robinson	5-02-58.52	.7088	3-15-10.08
36	VICTORIA	L. J. Abrahams	4-12-32.57	.8064	3-15-32.03
37	SARACEN II	J. H. Jamieson	5-04-39.25	.7036	3-15-42.31
38	DANCING MOUSE	G. McGarry	4-22-32.34	.7442	3-16-13.10
39	LEDA	N. E. Gosson	3-23-40.29	.9232	3-16-19.37
40	RUTHLESS	P. Hill	4-17-29.03	.7784	3-16-20.10
41	CHAOS	R. T. Spence	4-17-41.02	.7774	3-16-22.40
42	BALANDRA	W. R. Carpenter	4-13-45.50	.8079	3-16-40.42
43	THUNDERBOLT	L. P. Harding	5-04-27.58	.7152	3-17-01.05
44	PINTADO	E. Wilson	5-04-36.27	.7154	3-17-08.39
45	VANESSA	B. K. Jaggar	5-08-18.42	.6962	3-17-19.50
46	MERCEDES IV	M. E. Braham	4-13-33.57	.8236	3-18-14.18
47	SUNDANCE	D. Smith	5-10-57.29	.6987	3-19-30.01
48	BANJO PATTERSON	J. Jarrett	4-05-42.25	.9064	3-20-11.14
49	BINDA	I. D. Ritchie	5-03-09.21	.7494	3-20-17.35
50	SARNIA	P. Rae	5-08-16.51	.7240	3-20-52.31
51	ARTEMIS	D. J. Millikan	5-12-23.15	.7075	3-21-39.51
52	LANDFALL	K. Elliott	5-02-44.50	.7699	3-22-30.11
53	HI-JACQUE	J. Violet	5-02-11.22	.7752	3-22-43.17
54	ICHTHUS	R. P. Delbridge	5-10-27.49	.7290	3-23-06.29
55	ANITRA MAY	R. Walters	4-23-54.25	.7955	3-23-23.10
56	WILD GOOSE	I. D. Russell	5-06-21.30	.7576	3-23-43.45
57	FREEDOM	C. T. Martin	5-08-21.21	.7461	3-23-45.59
58	QUASAR	B. J. Sutherland	4-13-38.54	.8908	4-01-40.29
59	ANACONDA II	J. Grubic	3-22-29.37	1.0421	4-02-28.18
60	OBSESSION	B. Tardrew	4-21-09.33	.8477	4-03-18.57
61	NIRIMBA	R. A. N. S. A.	5-18-45.03	.7176	4-03-34.03
62	CARMEN	K. Bourke	6-00-26.00	.6920	4-03-56.52
63	NAND II	R. O. Chapman	5-13-55.53	.7514	4-04-38.10
64	WILLI WILLI	J. Goodard	5-03-41.35	.8290	4-06-32.30
65	SCARLET	L. F. Job	5-21-51.49	.7236	4-06-39.05
66	ANNA DRIE	J. Krop	5-06-24.40	.8162	4-07-10.36
67	QUEST	R. Cruikshank	5-07-02.17	.8152	4-07-33.41
68	ADRIA AUSTRALIS	A. Harry	5-04-05.18	.8375	4-07-55.26
69	JINDIVIK	H. Bohill	6-00-25.26	.7308	4-09-32.42
	NIJUMI	R. B. Brenda	5-09-25.49	.7171	3-20-48.52

Retired: Aztec, Betula, Cordon Bleu, Kintama, Lollipop, Lyndal, Meltemi, Polaris, Providence, Rogue, Shenandoah, Smile, Storm Bay, Trevassa, Woffam 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. Illbruck	4-20-17 54	8218	3-23-34 27
12	ZILVERGEEST III	A.J. Murray	5-13-06 04	7193	3-23-44 23
13	DYNAMITE 2	P.S. Smith	4-20-32 05	8236	3-23-45 30
14	DAMEL	W.A. Currie	5-02-21 29	7846	4-00-00 08
15	RAMPAGE	E.N. Fuller	5-02-11 47	7860	4-00-02 47
16	WINSOME 77	D.D. May	4-20-54 25	8218	4-00-04 27
17	FARRAWA	B.G. Campbell	4-20-31 21	8246	4-00-05 04
18	AQUILA	B. Edmunds & J. Aitken	5-14-39 02	7136	4-00-05 12
19	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



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

PL	YACHT	OWNER/CHARTERER	ELAPSED TIME	T.C.F	CORRECTED TIME
1	LOVE & WAR	P. Kurts	4 04 45 72	8358	3 12 13 00
2	MARGARET RINTOUL II	S.R. Edwards	4 03 34 65	8499	3 12 37 85
3	CONSTELLATION	J.W. Garner	4 04 08 25	8613	3 14 14 90
4	STREAKER	B.C. Ryan	4 22 42 57	7660	3 18 55 88
5	MATIKA II	A. Pearson	5 06 32 00	7335	3 20 48 72
6	APOLLO	J. Rooklyn	4 02 23 40	9458	3 21 03 43
7	PEACOCK	K.W. & R.M.H. Adams	5 10 52 00	7127	3 21 16 12
8	DECEPTION	D. Hankin	4 22 39 57	7877	3 21 28 07
9	SINNERMAN	G.D. Finchett	5 10 33 00	7174	3 21 39 38
10	BILLAGONG	P.N. Joubert	5 07 49 00	7454	3 23 15 70
11	CASABLANCA	K. Page	4 04 26 87	9503	3 23 27 32
12	HUON CHIEF	H.D. Calvert	5 05 26 00	7628	3 23 40 82
13	DIAMOND CUTTER	A. Sweeney	5 06 04 00	7597	3 23 46 37
14	VITTORIA	L.J. Abrahams	5 01 23 22	7910	4 00 01 02
15	ANTAGONIST	R.F. Hickman	5 05 45 00	7638	4 00 02 87
16	CORDON BLEU	K. Dorrell	5 09 15 00	7449	4 00 16 68
17	VANGUARD	R.H. Cawse	5 01 26 67	7928	4 00 16 87
18	WESTERN MORNING	D.W. Blainey & P.R. Stockfield	5 14 56 00	7163	4 00 39 15
19	THUNDERBOLT	L.P. Harding	5 15 04 00	7167	4 00 48 13
20	BRER FOX	R.W. Jackman	5 06 38 00	7649	4 00 51 70
21	WHITE POINTER	K.R. Le Compte	5 05 09 00	7795	4 01 33 25
22	PILGRIM	J.H. Ratten	5 09 18 00	7556	4 01 41 93
23	SWEET CAROLINE	M.W.D. Phillips	4 22 55 90	8218	4 01 44 27
24	PRIORITY	D.J. Pryor	5 05 44 00	7795	4 02 00 53

Retired: Apatie, Aphrodite, Aries, Assegaal, 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-Nolf-Agen, Southern Comfort II, Spanker, Sunburst, Superstar, Swuzzlebubble, Taurus, The Hum, The Sting, Thunderbolt, Wainunu V, White pointer, Willi Willi, Wimaway, Winston Churchill, Xaviera.

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

Disqualified: Cordon Bleu, Vanessa.

FASTEST TIME: Kialoa.



26	RELENTLESS	E N Fuller	5:05:44.00	7838	4:02:32.98
27	ZILVERGEEST III	P Hankin	5:05:26.00	7887	4:02:55.75
28	CHAOS	A J Murray	5:18:14.00	7163	4:03:00.98
29	ROGUE	R T Spence	5:06:07.00	7863	4:03:09.92
30	ROCKIE	R M White	5:10:34.00	7649	4:03:52.22
31	BANG BANG	PS Kingston	5:07:24.00	7853	4:04:02.82
32	HERCULES	D W Baxter	5:06:37.00	7902	4:04:03.13
33	LOTS WIFE	M H, C M & S P Will	6:00:43.12	6931	4:04:18.27
34	ONYA OF GOSFORD	R S Montgomery	6:01:34.80	6905	4:04:31.37
35	NATELLE TWO	P Rysdyk	5:05:59.00	8000	4:04:47.18
36	MARY BLAIR	A G Lee	5:04:41.00	8092	4:04:53.62
37	CANON	G A Blok	5:06:51.00	7964	4:05:01.40
38	SOLANDRA	J Harry	6:01:47.75	6931	4:05:03.05
39	MERINDA	R W Escott	6:01:44.32	6939	4:05:07.67
40	MELTEMI	A G Taylor	6:01:37.30	6946	4:05:08.92
41	MIRRABOOKA	BC Psaltis	5:05:01.00	8121	4:05:31.55
42	POLARIS	J Benetto	5:04:47.00	8145	4:05:38.15
43	MATIKA III	T Goto	5:06:00.00	8070	4:05:40.92
44	MERCEDES IV	K C D Roxburgh & D L Don	5:06:55.00	8057	4:06:15.40
45	MERCEDES V	D L Braham	5:04:45.00	8238	4:06:46.13
46	MANU KAI	H Janes	5:05:47.00	8181	4:06:54.20
47	SATIN SHEETS	J W B Barry	5:15:28.00	7597	4:06:54.83
48	RUNAWAY	A A Strachan	5:04:47.00	8255	4:07:00.52
49	RICOCHET II	K E Millin	5:10:28.00	7905	4:07:08.03
50	HELSAL	G L Finlay	6:00:47.70	7141	4:07:23.88
51	ANACONDA II	H A Fisher	4:03:02.15	10468	4:07:40.23
52	DYNAMITE	J Grubic	4:05:01.35	10315	4:08:12.27
53	PERIE BANOU	R E Walters	5:05:39.00	8310	4:08:24.90
54	FUZZY DUCK	J W & C C Sanders	6:01:01.05	7219	4:08:41.28
55	HI JACQUE	C A Troup	6:05:56.92	6987	4:08:46.13
56	BRAVURA	J H Violet	5:18:21.00	7586	4:08:57.13
57	CHANCE	C K Charles	6:06:21.47	6987	4:09:03.28
58	VANESSA	W & J Rice	6:00:12.95	7323	4:09:36.55
59	BREADFRUIT	B K & K A Jaggar	6:08:57.07	6905	4:09:36.75
60	SCORPION	R Sill	5:23:54.35	7353	4:09:48.83
61	HORNET	R W Clemens	5:05:51.00	8443	4:10:15.30
62	SURAYA	D Flecker & A Hurburgh	6:01:32.05	7323	4:10:34.47
63	ARETHUSA	K Spencer	6:01:36.47	7330	4:10:43.82
64	QUADRILLE	G Knightly	5:04:47.00	8571	4:10:57.10
65	JISUMA	Army Sailing Club	6:02:15.07	7323	4:11:05.97
66	SECOND LADY	W Rockliff	6:01:27.85	7401	4:11:39.47
67	JOKER	G Scherwinski	6:01:51.42	7398	4:11:54.28
68	SPIRIT	W P Webb	6:13:34.12	6849	4:11:55.12
69	SILVER CLOUD	P D Rundle	5:05:04.00	8630	4:11:55.95
70	CALLALA	A G McComb	6:01:31.92	7442	4:12:18.28
71	MYSTIC SEVEN	A J & R K Birtles	5:22:35.12	7634	4:12:50.97
72	COBWEB	NG Chidgey	6:01:37.30	7493	4:13:06.85
73	LOWANA II	W M Griffiths	6:02:02.87	7515	4:13:45.28
74	BLUE MOON	D Millikan	6:01:32.60	7546	4:13:49.62
75	UTIEKAH IV	W Anderson	6:00:58.50	7576	4:13:49.98
76	MORNING MATILDA	G Hennicke	5:22:42.30	7730	4:14:18.65
		R P McIntyre	6:09:11.40	7208	4:14:25.15

1978

PL	YACHT	OWNER/CHARTERER	ELAPSED TIME	T C F	CORRECTED TIME
77	HUMBUG	R L Bugg	6 12 30 57	7075	4 14 43 82
78	TOLTEN	D A Job	6 01 33 37	7619	4 14 53 95
79	GENGHIS KHAN	R Huntley	5 07 20 00	8711	4 14 55 20
80	FREANDA	J A Carr	5 06 46 00	8834	4 15 59 13
81	WILLI WILLI	J Goddard	5 05 58 00	8914	4 16 17 20
82	ODIN	W L Gilbert	6 01 44 15	7728	4 16 37 47
83	SUNDANCE	P W Daniel	6 22 35 07	6956	4 19 52 57
84	GRETEL	B Lewis	5 04 45 00	9395	4 21 12 15
85	TOUCHWOOD	D P & V A Brooker	6 00 29 57	8171	4 22 03 90
86	KLINGER	T N Cassidy	8 04 48 70	7211	5 21 55 25
98*	RIMFIRE	E W Wall Smith	5 07 56 00	8372	4 11 06 33

\*Penalised 50% after protest

Retired Acrux, Apollo II, Apollo IV, Farr Out, Moonshadow, Piccolo, Superstar, Cicquot, Nimmtabel, Nirimba.

**WEATHER.** The race started in 12-15 knots NE with rain. The wind gradually freshened the first afternoon to 30 knots to give the yachts a fast passage past Jervis Bay. The hard running conditions were taking toll of spinnakers and gear, and two boats broke booms and retired. A light sou'westerly change passed over the fleet at 2400 hrs and turned SE 10-15 knots later in the day leaving the yachts close hauled towards Gabo Island. During the second day a leading group of seven yachts picked up a light westerly while the remainder of the fleet lay becalmed north of Gabo Island. Overnight the seven put more than 80 miles on the rest of the fleet. The light westerly (5-10 knots) then took the bulk of the fleet across Bass Strait with many calm patches. The leaders continued to extend their lead. A southerly change passed briefly through on the third night lasting only six hours. A freshening nor'easter of 15 knots took the yachts down the Tasmanian coast. It died during the night. In Storm Bay most yachts found light and variable conditions with the river producing fitful breezes. Once the leaders finished the remainder experienced frustrating calms down the Tasmanian coast and in Storm Bay.

**Love and War, winner for the second time in 1978.**





# Tasmanian Fiesta

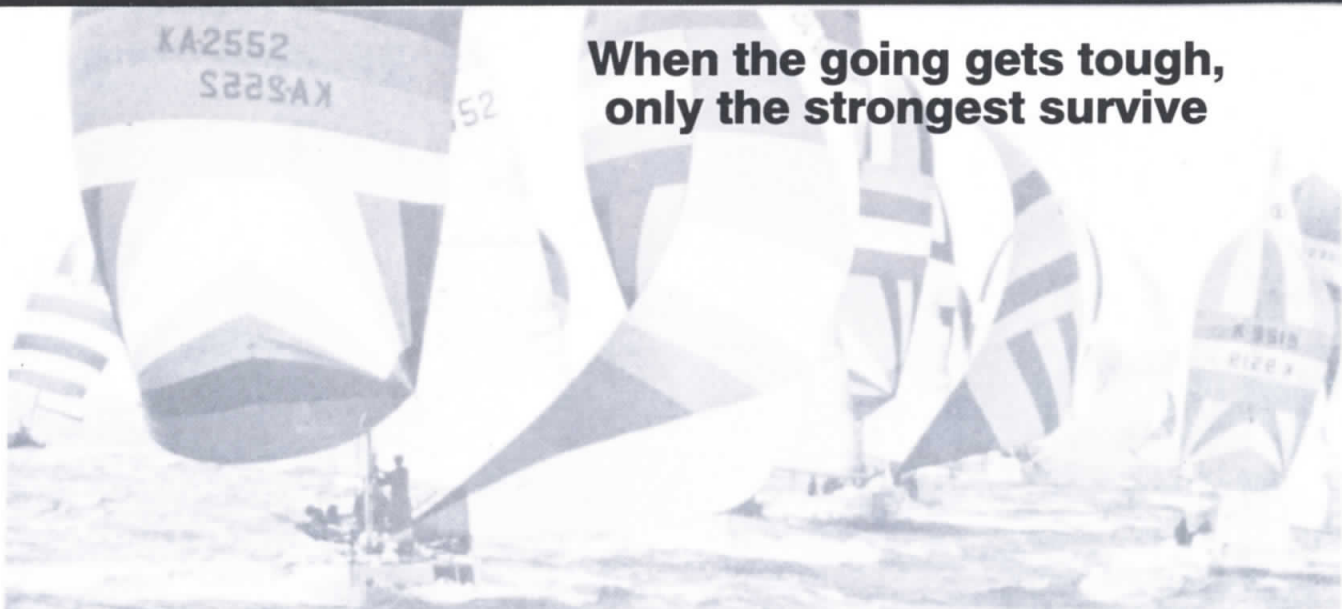
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- Get your bulk beer supplies from the refreshment marquee near Constitution Dock. Bottles and cans delivered to yachts free of charge.

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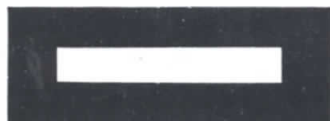
**Fiesta Club.** The Fiesta Club offers you and your friends an exclusive entertainment centre all Fiesta long at Hadley's Hotel open for food and drink 24 hours a day! For only \$12 membership you get these benefits: • 60% discount on selected performing arts events • 20% discount on the purchase price of a 6 oz. glass of beer • Fiesta souvenir bag • free admittance to the Hadley Disco • two free passes to admit friends to the Club entertainment centre on two separate occasions. Don't hassle with overcrowded entertainment venues this Fiesta - join the Fiesta Club! Membership cards will be sold at the Fiesta Office and Information Centres as well as the Fiesta Club hotel. The free souvenir bag and name badge will be handed to the Club Member on joining or, if it was by mail order, these items will be forwarded to the visitor's residential address in Tasmania.



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# VISITORS TO THE HOBART

*...a wander through the history of 'The Hobart', with special regard for those who have taken the trouble to come from afar to contest this famous yacht race...with lots of forgettable facts and useless information.*

by Tony Cable

In the 34 Hobarts sailed so far, a total of 173 entries (not including local boats on overseas charter) have represented 15 countries. Six of these have won the race, while 12 have taken line honours. This year's race (the 35th), being in a Southern Cross Cup year, promises to attract another large contingent from overseas, and the locals are sure to be under pressure to prevent the trophies going to other lands.

## 1946

The distinction of being the first overseas entry belongs to the New Zealand ketch, *Ilex*. In 1946, she had battled 13 days of gales and heavy seas to reach the start (from Wellington). This rough weather was to prove only a foretaste of that to come, for they got another 50 m.p.h.-plus gale in Bass Strait, and the skipper, N. Thomas, radioed the race-shadowing R.A.A.F. Liberator that they were having even worse weather than during their Tasman crossing! For her trouble *Ilex* ended up being one of the eight retirements out of 19 starters.

While looking back to *Ilex's* race, I came upon an interesting snippet that gives an idea of the very different conditions under which the boats of those years sailed. Back then, some crews were concerned that their butter and meat rations would not be sufficient for the trip, and they had consequently applied to the Rationing Commission for extra coupons, which



*The 66ft US cutter Nam Sang in 1966 took a day longer to finish the Race than did the line honours winner, the 61ft NZ sloop Fidelis.*

were refused. Mr Claude Plowman, of *Morna*, had applied in the belief that butter was not even obtainable in Hobart. The crew of *Merlin* did not apply, expressing their content to carry on with camp pie. That was for the benefit of you collectors of trivia.

## 1950

The next foreign entry was the 36' ketch *Bachelor's Wife*, from Hawaii. Byron Tanner and his wife had inter-

rupted a world cruise with the stated objective: "We want to be in the fun, but expect to finish last." They did better than that - second last, after an 8 day 14 hour passage (they were reported to have caught quite a few fish on the way down).

## 1951

In the 1951 race Des Ashton's *Lahara*, sailing under the Port Moresby Aquatic Club's burgee, came second. She had been in a winning position until getting becalmed in the Derwent, that near-and-yet-so-far last stretch of the trip that has been the undoing of so many Hobart racers. *Lahara* can still be seen down at the CYCA.

In 1951 we had the first UK entry, the 31 ft *Katwinchar* representing the Royal Naval Sailing Association. She was one of the oldest, if not the oldest, yachts to ever enter; she was built in 1904.

## 1953

In 1953 the Dutchman *Onrust*, from the Royal Netherlands Navy Yacht Club, came 14th. She was a 37' steel ketch designed by Baron Van Hoevel and built in Amsterdam in 1949. She had cruised to Australia. Also in this year, the second New Zealand entry (out of a total of 86 to date) was W. McCathly's *Flamingo*, a Taylor designed 31' sloop from the Royal Akarana Yacht Club. (Many of the early Kiwi boats were heavy cruising types, but their arrival to the fraternity of world-class racing yachts was set in bold type when



*Rainbow II* won in 1967, and again when New Zealand took all three of the places in the 1971 Hobart Race.)

### 1957

For several years thereafter there was a dearth of overseas visitors until 1957, when *Bintang Terang*, from the Royal Singapore Yacht Club, came down. She was a heavy, Thornycroft-designed 65' cruising ketch built in '52. She was last in that Hobart -18th place - taking 7 days 5 hours for the trip, something over 2 days behind the others.

### 1958

A starter in the 1958 event was the world-rated English yacht *Uomie* owned by Geoffrey Pattinson. She was the first yacht ever to compete in all three great ocean racing classics, the Bermuda Race, the Fastnet Race and the Hobart. This 38' Arthur Robb design came 5th among the 19 finishers.

### 1960

In 1960 Pattinson returned this time with the 38' designed *Zarabanda* but only to be rewarded with a 13th.

### 1962

By 1962, cruising design that had so far been predominant gave way to modern ocean racing design, and in this year the Hobart gained international interest with the entry of Huey Long's 57' U.S. yawl *Ondine*. Designed by William H. Tripp Jr, she was the first ocean racer built entirely of aluminium. Among her recent successes was the North American Ocean Racing Championship. In the '62 Hobart she came first over the line after overtaking the well known schooner *Astor*, but she was beaten into 2nd place on corrected time by the famous local yacht, *Solo*. *Ondine's* consolation was that she set a course speed record which stood for the next 11 years.

In that same year, overshadowed by the glamorous *Ondine* was the entry of K. Laws - the 50' ketch *Goodewind*; sailing under the Royal Ocean Racing Club of England's burgee, she came 39th. Notice how those fleets were starting to swell.

### 1965

The next foreign entries appeared in 1965. The race fleet that year was led by the internationally known 73' ketch *Stormvogel*, representing South Africa. Another interesting entry was the 68' yawl *Corsaro II*, an Italian Navy training yacht. During the race she lost a man overboard during a spinnaker set, he was picked up not long after by *Corroboree*, skippered by Kevin Gray.





This same year Geoffery Pattinson was back for a third time with his 45' sloop *Fanfare*. Again success eluded him; he only made 12th in a fleet of 52. Adding diversity to the international fleet were *Arunta Princess*, from Hong Kong (last to finish at 49th)\*, and three N.Z. boats *Carinya*, *Cutty Sark* and *Tairere*.

From 1965 onwards there have been so many overseas entrants, especially from New Zealand, that not all can be mentioned for fear that this will become even more boring than reading the yacht club register.

### 1966

In 1966 New Zealand took line honours for the first time. Jim Davern's big 61' sloop, *Fidelis*, came 12th on corrected time, the best result among six New Zealand boats in the event. Although five feet longer than *Fidelis*, the 66' U.S. cutter *Nam Sang* took a day longer to do the track and she only just managed to beat home her fellow U.S. competitor, the 31' *Waitere*, which came 30th.

### 1967

It was New Zealand's year in 1967; along with the overall winner, *Rainbow II*, came seven others, among which *Castanet* gained 8th place and *Satanita* 15th. Others to compete were *Carol Anne*, *Fidelis*, the 62' cutter *Kahurangi*, *Myth of Arran* and *Southern Star*.

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\*There were 52 starters in 1965; three retired, leaving 49 to cross the finishing line in the River Derwent.

Line honours in 1967 went to the first French entry in the Race, Eric Tabarly's 59' aluminium schooner *Pen Duick III*. This performance confirmed the formidable reputation she had established by winning the R.O.R.C. Class I Championship in 1967 with a record 100% score.

### 1968

Huey Long brought his *Ondine II* out for the '68 race and was rewarded with his second line honours. Other American yachts in the race were the 41' centreboard yawl *Kimwander*, skippered by Admiral G. Wauchope, USN, which came 8th; *Rapture* was 41st; and *Rage* retired with a broken mast in Bass Strait.

This year we had entries for the first time from Canada and West Germany. From Canada was *Gabrielle III*, a 53' sloop (she took 30th), and from Germany was *Optimist*, winner of the 1968 One Ton Cup. She was not to perform too well out here, with only a 39th. Five Kiwis were the allocation this time, with *Rebel* (12th) doing the best from *Arapawa*, *Jupiter*, *Sea-Witch* and *Renegade*.





## 1969

The second Southern Cross Cup series was held in 1969. It was the English who showed that they could perform well as a team in southern waters. Ted Heath won in the S & S 34 *Morning Cloud*, and runner-up was Arthur Slater's *Prospect of Whitby*. Eighth place that year was taken by Rodney Hill's *Morning After*, while Max Aitken underscored the U.K. dominance with his line honours win in the 62 ft cold-moulded *Crusade*. *Crusade* had taken second place in the Fastnet Race that year.

For New Zealand *Rebel*, *Renegade* and *Outrage* were in the top 14. Other foreign entries included the cruising 8 metre *Even* from Papua, a former Sydney boat that had won line honours in 1955. The 36 ft French boat *Cavalier Seul* came a creditable 11th. The U.S. fielded the 47' aluminium yawl, *Salty Tiger*, but at 39th she was not to show the form that had just won her the Southern Ocean Racing Circuit. A significant 'first' was the entry from Japan, *Vago*, which with her 21st was not disgraced among the 75 finishers.

## 1970

The '70 race saw only a few visitors, line honours being taken by Tom Clarke's plywood *Buccaneer*, a 73 footer from New Zealand, while her countryman *Prospector*, came 17th. The 33' *Spirit* from the U.S. was forced to retire, a disappointment for her after 10 years of racing in major races including the Transpacific, Bermuda and Fastnet.

## 1971

1971, another Southern Cross Cup year, saw *Pathfinder*, *Runaway* and *Wai-Aniwa* take a remarkable first,

*Variag* was the RORC Class III Champion when she came out for the 1977 Race; she came 42nd.



second and third for New Zealand. Close behind that excellent effort were the Brits, with the new 41' S & S *Morning Cloud* which came 4th (without her owner, Prime Minister Edward Heath, aboard), *Cervantes IV* (6th), the winner of the RORC Class II Championship, and Arthur Slater's 45' S & S aluminium *Prospect of Whitby* (7th). The Americans sent out *Kialoa II*, which was first over the line, while Ted Turner's 12 metre *American Eagle* made 37th and Huey Long's 70' *Ondine II* came 63rd.

H. Takeda came down from Japan with *Vago II* and gained 36th place, while C. Bruynzeel, who had brought out *Stormvogel* on his last visit, returned with the 53' plywood Van der Stadt *Stormy* to come 35th under the burgee of the Zaalandse Zeilvereniging,



*Prospect of Whitby*, a member of the British Southern Cross Cup Team, came second in 1973. She was a sistership of *Love and War*, which won in 1974 and again in 1978.

Netherlands. Among the Kiwis this time was the 45' *Satanita II*, which was a similar design to *Ragamuffin*; she came 15th, and other New Zealand entries were *Buccaneer* (65th), *Cassandra* (73rd), and *Savant* (50th).

## 1972

1972 was another big year for overseas entries. *American Eagle* this time entered the record books by taking the 'double' (line honours and handicap victory), while at the tail end of the fleet came another U.S. yacht *Sirrocco*, a 75' cutter distinguished by the fact that she was one time owned by Errol Flynn (although Flynn was seldom in last!).

The 73' Canadian fibreglass ketch *Greybeard* of the Royal Vancouver Yacht Club came 14th that year. *Even* was in again, as was *Vago II*, which was



One of Huey Long's several Ondines, this one took line honours in the 1969 Trans-Atlantic Race and broke the speed record in the Buenos Aires-Rio Race that year. Here for the '71 Hobart, she failed to beat her older sister's record set in the 1962.

joined by another Japanese entry *Sunbird II* (24th). There were six craft from New Zealand but it was not to be their year as the best of them, *Runaway*, managed only a 16th. In light of the previous year's performance by New Zealand this was no disgrace.

## 1973

The Southern Cross Cup series was held again in '73 and resulted in a win for the Australian designed and built *Ceil III*, owned by Bill Turnbull of Hong Kong. Over from England was Arthur Slater again in another *Prospect of Whitby*, sister ship to *Love and War*, and she came 2nd (his second 2nd place). Team mates *Superstar*, the Swan 44, came 7th, and the Nicholson 55 *Quailo III* made 10th. The U.S. took 6th place with the well known performer *Improbable*, a Gary Mull design that had taken third in that year's Transpac.

The Kiwis sent over eight yachts. The highest placing was gained by *Barnacle Bill* (13th), a member of the New Zealand Southern Cross team along with *Inca* (which came 63rd after losing seven hours in the Hobart Race due to a tragic death in the crew) and *Quicksilver* (23rd). From France came *Variag* (27th), a Carter design and the 1973 RORC Class III Champion.

## 1974

In 1974 *Ondine III* won line honours again for Huey Long; while she finished in 3 days 13 hours 51 minutes 56 seconds she was well outside the existing record set by *Helsal* in 1973 (3-01-32-09) and also that of her older sister, *Ondine*, which in 1962 made it in 3-03-46-16. Papua sent down the former Australian yacht, *Red Boomer*



*II* (57th), while the performance of the New Zealand yachts *Buccaneer*, *Savant* and *Volante* placed them well to the back of the fleet.

## 1975

The 79' S & S *Kialoa* was first home in '75 after the fastest-ever trip (2 days 14 hours 36 minutes 56 seconds) 11 hours shorter than *Helsal's* '75 time. This, after a close tussle with fellow U.S. maxi *Windward Passage*, only netted her 55th on corrected time. *Pied Piper*, sailed by Ted Turner, came 4th, while *Anduril*, a member of the U.S. Southern Cross Cup team, came in at 58th.

The Japanese fielded a full Southern Cross team consisting of *Vago* (54th), *Miyakadori III* (81st) and *Sunbird V* (38th), and along with them came an individual entry, *Shioji Too* (88th). They were very popular with local yachtmen, who admired their determination and good humour. It was memorable to hear the crew of *Miyakadori III* singing, with appropriate gestures, in Japanese, their 'Winchgrinder's Song', while their team mates brought the house down with "You are my Sunbird, my only Sunbird, you make me happy when skies are gley".

There were some 11 New Zealanders in the fleet with *Prospect of Ponsonby* and *Brer Fox* doing best at 5th and 6th respectively. *Prospect* was the top scoring boat of all the Southern Cross contenders. The third New Zealand team member, *Tempo*, came in at 30th. From the U.K. came *Noreyma*, Ron Amey's 46' sloop which had been in the winning U.K. Admiral's Cup Team; she did well at 7th.

## 1976

The '76 Race attracted few overseas entries. New Zealand sent only one boat, *Rockie*, and she was rewarded with a second. The only other country represented was Papua New Guinea, with the 30 ft *Carmen* (62nd); she was the first of a very successful class, one of which, *Cadence*, won the 1966 Race. B. Jaggars Cole 31 *Vanessa* managed 45th, and *Obsession*, a 45 ft cruising boat built in Taiwan, came in at 60th.

## 1977

The 1977 race is remembered as the event from which 58 yachts withdrew, several of them being overseas representatives. The race was a triumph for the mighty *Kialoa*, which stormed down the track to take line and handicap honours, while her deadly rival, *Windward Passage*, took third. Also in the U.S. Southern Cross team were the well-favoured *Bravura* from California

(she only made 45th), and the powerful 66' *Phantom* (retired with rigging failure). The next best overseas placing went to *Jenny H* from New Zealand (7th). She was the only one of the controversial centreboard designs to finish. Of the nine Kiwi boats to sail, *Barnacle Bill* (25th) and *Whispers of Wellington* (29th) were next best; three others did not finish.

Coming a creditable 11th in 1977 was the West German, Peterson-designed *Pinta*, winner of the Two Ton Cup in Keil. The first of the U.K. team was David May's *Winsome 77*, a Holland 2-Tonner (16th, while a near sister ship, Sir Max Aitken's *Knockout*, came 39th. The 32' *Xaviera* was meanwhile

knocked out of the race.

The French entrant *Variag* came 42nd; she was then the RORC Class III Champion. The Holland ½-tonner *Silver Shamrock*, representing Ireland but part of the EEC team, also fell victim to the fresh conditions.

It was not a successful year for Papua New Guinea; none of them made it; *Mekim Save* and *The Hum* withdrew, and *Vanessa* was disqualified.

## 1978

On to last year's race. It not being a Southern Cross Cup year, the number of entries were down again. We did have a first-ever entry, however, from Port Vila, New Hebrides the little steel 30' *Joker*, which came 67th out of the 98 finishers. The only other overseas boats were three Kiwi yachts - *Rockie*, which was over again to come 30th; *Arethusa* from the Royal Akarana Yacht Club (63rd); and *Acrux*, which retired.

So 1979 is another Southern Cross year with another batch of overseas entries. Over the years the Hobart has attracted some of the finest international yachts of the day, and with its long established reputation for being one of the world's top ocean races, we can only expect many more visitors in years to come.



## Entries from various countries

Canada	2
France	4
Holland	2
Hong Kong	4
Ireland	1
Italy	1
Japan	9
New Hebrides	1
New Zealand	86
Papua N.G.	12
Singapore	1
S. Africa	1
United Kingdom	18
United States	28
West Germany	3
<b>Total</b>	<b>173</b>

## Overseas yachts taking line honours

1962	<i>Ondine</i>	S. A. Long	United States
1965	<i>Stormvogel</i>	C. Bruynzeel	South Africa
1966	<i>Fidelis</i>	J. V. Davern	New Zealand
1967	<i>Pen Duick III</i>	E. Tabarly	France
1968	<i>Ondine II</i>	S. A. Long	United States
1969	<i>Crusade</i>	Sir Max Aitken	United States
1970	<i>Buccaneer</i>	T. E. Clark	New Zealand
1971	<i>Kialoa II</i>	J. B. Kilroy	United States
1972	<i>American Eagle</i>	R. E. Turner	United States
1974	<i>Ondine III</i>	S. A. Long	United States
1975	<i>Kialoa*</i>	J. B. Kilroy	United States
1977	<i>Kialoa</i>	J. B. Kilroy	United States

\* (Record fastest time 2-14-36-56)

## Overseas handicap winners

1967	<i>Rainbow II</i>	C. Bouzaid,	New Zealand
1969	<i>Morning Cloud</i>	Hon. Edward Heath,	United Kingdom
1971	<i>Pathfinder</i>	B. Wilson,	New Zealand
1972	<i>American Eagle</i>	R. E. Turner,	United States
1973	<i>Ceil III</i>	W. Turnbull,	Hong Kong
1977	<i>Kialoa</i>	J. B. Kilroy,	United States

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# HITACHI SYDNEY-HOBART YACHT RACE

## IDENTIFICATION CHART

Sail No.	Name of Yacht	Rig	Hull Colour	L.O.A.	Beam	Prov. Rating	Year Laun'd	Hull Material	Country or State	Owner/Charter	Designer
B1	Superstar	Sloop	Blue	45'0"	13'0"		1977	Alumin.	Victoria	K. Farfor	Peterson
G1	Jemima	Sloop	White	40'0"	12'2"		1979	GRP	Victoria	K.L. Bell	Adams
KA1	Gretel	Sloop	White	67'0"	13'0"	56.6	1962	Timber	N.S.W.	B. Lewis	Payne
TYC1	Tanglefoot	Sloop	White	33'0"	10'0"	25.1	1974	Timber	Tasmania	P.F. Williams	Gurney
A3	Charleston	Sloop	White	37'0"	11'8"		1979	Timber	Tasmania	C.E. Davies	Holland
H4	Nire Lowa	Sloop	White	31'0"	10'3"	21.7	1975	GRP	Tasmania	A.T. Floyd	Cole
MH4	Salamander II	Sloop	White/Yellow	36'2"	12'0"	30.4	1978	GRP	N.S.W.	K. White	Farr
A5	Puss 'n Boots	Sloop	Yellow	34'0"	11'0"	24.5	1977	GRP	Tasmania	H. Boot	Blackburne
A6	Kaiulani	Sloop	Red	30'0"	11'3"		1979	GRP	Tasmania	S.C. Lovell	M. Snook
M8	The Sting	Sloop	Silver	36'8"	11'8"	27.5	1976	Timber	Tasmania	A.M. Rundle	Kaufman
SA10	Adria	Sloop	White	48'0"	11'10"		1967	Steel	S.A.	A. Harry	Buchanan
11	Christina	Sloop	White	36'0"	10'0"	30.6	1965	Timber	Queensland	P.W.H. Woodruff	Swanson
A11	Huon Chief	Sloop	Red	36'0"	11'9"		1974	Timber	Tasmania	H.D. Calvert	Jennings
SM14	Shenandoah	Sloop	Blue	37'9"	11'0"	27.4	1973	GRP	Victoria	R.A. White	Smith
B15	Merinda	Sloop	Golden Yellow	29'5"	10'2"	21.6	1974	GRP	Victoria	A.G. Taslor	Swanson
SM15	Brumby	Sloop	White	30'10"	10'7"	21.5	1974	GRP	Victoria	P.&R. Robinson	Adams
A16	Antagonist	Sloop	White	39'9"	11'9"	28.0	1974	Timber	Tasmania	R.F. Hickman	Van der Stadt
SM16	Rimfire	Sloop	White/Red	42'0"	13'6"	33.6	1978	GRP	Victoria	E.W. Wall-Smith	Farr
A17	Utiekah IV	Sloop	Royal Blue	37'2"	10'4"		1969	Steel	Tasmania	G. Hennickes	Van der Stadt
SM19	Sunburst	Sloop	White	40'0"	12'10"	32.3	1978	Alumin.	Victoria	R.K. Young	Peterson
A20	Obsession	Sloop	White	41'6"	12'3"	31.9	1978	GRP	Tasmania	W.C.R. Bale & K.D. Monro	Jennings
A21	Wathara II	Sloop	White	36'0"	10'5"		1967	Timber	Tasmania	E.J.C.&R.E.C. Stopp	Swanson
R21	Pirra	Sloop	White	33'10"	10'10"		1979	GRP	Victoria	S. Shield	Holland
H21	Quintal	Sloop	White/Orange	30'3"	10'0"	21.5	1978	Timber	Tasmania	H.C. Knoop	Knoop
RF21	Farrawa	Sloop	White	42'0"	13'0"		1977	GRP	W.A.	B.G. Campbell	Farr
B23	Billabong	Sloop	White	34'0"	10'6"	24.6	1977	GRP	Victoria	P.N. Joubert	Joubert
A30	Thylacine	Sloop	Green	34'5"	10'9"		1976	GRP	Tasmania	J.W. Burton	Blackburne
B35	Fiona	Sloop	Red/White & Blue	42'0"	13'5"		1978	GRP	Victoria	J. Sturrock & E. Lawrence	Farr
A37	Shearwater	Cutter	Red	35'9"	10'10"		1977	GRP	Tasmania	J.M.&A.R. Cooper	Jennings
M40	Ali Baba	Sloop	White	38'0"	12'0"		1979	GRP	N.S.W.	J. & T. Michilis	Farr
S42	Binda	Sloop	White	36'0"	11'0"	27.6	1969	GRP	Victoria	I.D. Ritchie	Swanson
KA48	Anaconda II	Ketch	White	83'0"			1975	GRP	S.A.	J. Grubic	Buchanan
B51	Moonshadow	Sloop	White	41'6"	12'10"	31.6	1978	GRP	Victoria	J. McL. Taylor	Holland
SA52	Morning Hustler	Sloop	White	33'0"	10'0"		1971	GRP	S.A.	J.H. Cowell	S & S
55	Apalie	Sloop	Blue/White	29'8"	10'0"		1976	GRP	Tasmania	'Apalie' Syndicate	Knoop
R60	Sagitta	Sloop	White	33'6"	10'1"	25.3	1978	GRP	Victoria	B. & W. Hellenen	S & S
63	Onya of Gosford	Sloop	Cream	43'0"	11'0"	32.4	1978	GRP	N.S.W.	P. Rysdyk	Cole
SA66	Born Free	Cutter	White	43'0"	10'0"	31.5	1974	GRP	S.A.	J.H. & C.D. Howell	Cole
SM67	Bacardi	Sloop	Green	44'0"	13'7"	34.3	1978	GRP	Victoria	J. Gould	Peterson
B68	Second Lady	Sloop	White	35'0"	11'3"		1977	GRP	Victoria	G. Scherwinski	Cole
70	Ragamuffin	Sloop	White	45'0"	14'0"	35.2	1979	Alumin.	N.S.W.	S. Fischer	Peterson
R70	Revenge	Sloop	White	33'0"	11'0"	24.8	1977	GRP	Victoria	P.H.I. Green	Carter
R71	Lupus	Sloop	Yellow	35'0"	11'3"	25.0	1977	GRP	W.A.	W.A. Schifferly	Holman & Pye
74	Hecate	Sloop	White	34'0"	10'7"	24.3	1976	GRP	S.A.	W.J. Tedmanson	Blackburne
R77	Sgian Dubh	Sloop	White	33'0"	10'0"	24.6	1970	GRP	Victoria	R.W. Lean	Joubert
KB78	Condor of Bermuda	Sloop	Maroon						Bermuda	R. Bell	
S79	Jedaka	Sloop	Yellow/White	35'0"	10'0"	26.2	1975	GRP	Victoria	H. Kuhn	Duncanson
B81	Damel	Sloop	White	36'3"	12'0"	30.2	1977	GRP	Victoria	W.A.J. Currie	Farr
M88	Piccolo	Sloop	White	38'0"	12'7"	29.0	1977	Timber	N.S.W.	J. Pickles	Farr
89	Meltemi	Sloop	White	45'0"	14'0"	33.5	1971	GRP	A.C.T.	Canberra Y.C. Synd.	S & S
M99	Polaris	Sloop	White	43'0"	10'10"	33.0	1971	GRP	N.S.W.	L.H. Savage	Cole

Sail No.	Name of Yacht	Rig	Hull Colour	L.O.A.	Beam	Prov. Rating	Year Laun'd	Hull Material	Country or State	Owner/Charter	Designer
R101	Banjo Paterson	Sloop	White	60'0"	16'0"		1973	Steel	Victoria	J. Jarrett	Halvorsen & Jarrett
SM101	Mark Twain	Sloop	White	38'7"	11'5"	27.6	1971	GRP	Victoria	K. Jones	S & S
TYC101	New Beach Road	Sloop	Blue/White	39'11"	11'6"	28.9	1976	GRP	Tasmania	D.C. Booth	Miller
SM111	Apollo II	Sloop	White/Orange	45'0"	12'0"	37.1	1972	Alumin.	Victoria	R.&I. Thurston	Miller
A111	Chaos	Sloop	White/Green	36'3"	12'2"	29.3	1976	GRP	Tasmania	D. Leitch	Farr
117	Amon-Re	Sloop/Cutter	White	34'5"	11'0"	25.0	1978	GRP	Queensland	D. Smith	Holman & Pye
M121	Maria	Sloop	Red	36'4"	10'6"	27.5	1970	Timber	Victoria	M. Preston & D. Kelly	S & S
S124	Alphaena	Sloop	Blue/White	30'2"	9'7"		1971	Timber	Victoria	P.S. Clark	Griggs
G148	Tarquin	Sloop	White	33'0"	10'9"	25.1	1970	GRP	Victoria	J.A. Stanford	Joubert
H155	Solandra	Sloop	White	33'0"	10'2"	22.0	1977	Timber	Tasmania	R.W. Escott	Buchanan
A156	Cherry Cheer	Sloop	Red	31'0"	9'0"	22.8	1977	Timber	Tasmania	P. Attrill	Swanson
A173	Destiny	Cutter	White	45'0"	12'8"	34.8	1975	Steel	N.S.W.	T.A. Taylor	Adams
SM178	Blue Moves	Sloop	White/Blue	32'10"	11'0"	24.7	1978	GRP	Victoria	B.A. Moore	Carter
M182	Satin Sheets	Sloop	Blue	41'0"	12'0"	32.4	1977	Alumin.	N.S.W.	A.A. Strachan	Peterson
SP188	Breakaway	Sloop	White	40'0"	12'0"	32.0	1978	Alumin.	W.A.	K. McDonald	Cole
190	Salacia II	Sloop	White	48'7"	12'6"	39.5	1970	Timber	N.S.W.	A.W. Byrne	S & S
G194	Imogene	Sloop	White	44'0"	13'0"	38.9	1974	Timber	Victoria	L.L.&D.I. Haskett	Joubert
MH196	Quest	Cutter	White	42'0"	12'7"		1976	GRP	N.S.W.	R. Cruickshank	Swanson
202	Orani	Sloop	Light Blue	41'0"	10'0"	28.8	1964	Timber	Tasmania	W.G.P. Read	McGruer
SA208	Chautauqua	Sloop	Royal Blue	36'9"	10'6"		1979	GRP	S.A.	A.C. Rowett	Duncanson
MH233	Cav	Sloop	White	32'0"	9'6"	23.9	1975	GRP	N.S.W.	S. Parnell	Salthouse
262	Helsal II	Sloop	White	66'0"	14'6"		1979	GRP	N.S.W.	A. Fisher	Adams
K270	Marionette	Sloop	Red/White	45'6"	13'6"	36.3	1979	GRP	U.K.	C.A.F. Dunning	Holland
R311	Siska	Sloop	Red	76'0"	19'0"	67.2	1978	Alumin.	W.A.	R. Tasker	Tasker
327	Zeus II	Sloop	White	30'0"	9'8"	22.0	1979	GRP	N.S.W.	J.R. Dunstan	Joubert
SA303	Dynamite 2	Sloop	Red/White & Blue	42'0"	13'6"		1977	GRP	S.A.	P. Smith	Farr
330	Nyamba	Sloop	White	41'6"	12'8"	32.2	1977	Alumin.	N.S.W.	J.G. Hardy	Blackburne
R333	Police Car	Sloop	Blue	42'0"	13'0"		1979	Alumin.	W.A.	P.R. Cantwell	Dubois
M336	Screw Loose	Sloop	Blue/Yellow	30'0"	10'2"	21.5	1977	GRP	Tasmania	R.J. Cumming	Holland
SM336	Star Wars	Sloop	Green	43'0"	10'0"	31.5	1970	GRP	Victoria	B.R. Button	Cole
SM339	Challenge	Sloop	Burgundy	46'0"	14'3"		1979	Alumin.	Victoria	L.J. Abrahams	S & S
355	Mystic Seven	Sloop	White	36'0"	10'6"	27.8	1976	GRP	N.S.W.	N.D. Chidgey	Swanson
360	Patrice III	Sloop	White	47'0"	13'4"	35.9	1974	Alumin.	N.S.W.	R.J. Kirby	S & S
450	Mercedes III	Sloop	White	40'0"	11'0"	30.6	1966	Timber	N.S.W.	A.T. Clutton	Kaufman
458	Mirrabooka	Sloop	Light Blue	44'0"	12'5"		1972	GRP	Tasmania	J. Bennetto	S & S
527	Nirimba	Sloop	Blue	41'0"	10'10"	26.3	1966	Steel	N.S.W.	Royal Aust. Navy	Payne
560	Thunderbolt	Sloop	White	35'0"	10'0"	24.7	1968	Timber	N.S.W.	L.P. Harding	Shields
565	Lollipop	Sloop	Pink	30'0"	9'10"	21.7	1974	GRP	N.S.W.	I. Millar	Joubert
609	Quetzal	Sloop	White	31'0"	10'2"	22.0	1977	Timber	N.S.W.	P. North	Cole
K711	Yeoman XXI	Sloop	White	46'0"	14'0"	36.1	1978	Alumin.	U.K.	R.A. Aisher	Peterson
K733	Blizzard	Sloop	White	51'0"	14'0"	39.2	1979	Alumin.	U.K.	E. Juer	Frers
747	Flight	Sloop	White	34'0"	11'0"	24.5	1977	GRP	N.S.W.	G.B. Lamble	Holman & Pye
M818	Invincible	Sloop	Blue	36'0"	12'0"	29.2	1976	GRP	Tasmania	D. Bienefelt	Farr
880	Stormy Petrel	Sloop	White	36'6"	10'9"	27.5	1970	GRP	N.S.W.	G.L. Day	S & S
1002	Joker	Sloop	Green	30'0"	10'0"	21.5	1971	Steel	New Hebrides	W.P. Webb	Pickett
K1024	Bubblegum	Sloop	Blue	42'8"	12'5"		1978	GRP	U.K.	I. McGowan Fyfe	Peterson
1080	Savant	Sloop	Black	40'0"	10'6"	38.2	1970	Timber	N.Z.	K.L. Cox	Spencer
1083	Sequoiah II	Sloop	White	41'0"	10'0"	35.2	1969	Timber	N.Z.	J.M. Clark	Spencer
S1141	Lowana II	Sloop	White	37'0"	11'1"		1971	GRP	Victoria	D. Millikan	Anderson Br.
1214	Shenandoah	Sloop	Black	31'0"	10'3"	21.7	1972	GRP	N.S.W.	J.R. Charody	Cole
R1235	New Morning	Sloop	Light Blue	42'2"	12'10"		1975	GRP	Victoria	T. Hewison	Holman & Pye
1242	Rival	Sloop	White	37'0"	9'7"		1960	Timber	N.S.W.	T. Seccombe	Buchanan
K1244	Seltrust Endeavour	Schnr.	White	50'0"	9'0"		1979	Timber	U.K.	J.P. Callow & M.J. Dunham	Dunham
1296	Manu Kai	Sloop	Scarlet	35'3"	9'6"	27.6	1972	GRP	N.S.W.	J.W.B. Barry	Duncanson



Sail No.	Name of Yacht	Rig	Hull Colour	L.O.A.	Beam	Prov. Rating	Year Laun'd	Hull Material	Country or State	Owner/Charter	Designer
1308	Dynamite	Sloop	White	42'0"	13'6"		1976	GRP	N.S.W.	R.E. Walters	Farr
1317	Zilvergeest III	Sloop	White	33'0"	10'0"	24.4	1973	GRP	N.S.W.	A.J. Murray	S & S
1400	Apollo	Sloop	Blue/Red	57'9"	13'4"	53.5	1969	Timber	N.S.W.	J. Rooklyn	Miller
1441	Bumblebee 4	Sloop	White	76'0"	18'2"		1979	Alumin.	N.S.W.	J.D. Kahlbetzer	Frers
1447	Wimaway	Sloop	Blue	35'0"	10'9"	25.5	1973	GRP	N.S.W.	A. Barry	Blackburne
1510	Ruthless	Sloop	Burgundy	36'0"	11'4"	27.7	1975	Timber	N.S.W.	P. Hill	Peterson
1761	Quicksilver	Sloop	White	41'0"	12'0"	29.4	1973	Timber	N.Z.	B.D. Lamont	S & S
1908	Chance	Sloop	White/Blue	34'0"	10'9"	24.5	1976	GRP	N.S.W.	W. & J. Rice	Blackburne
1977	Hi-Jacque	Sloop	Blue	36'0"	11'6"	26.9	1976	GRP	N.S.W.	J.H. Violet	Peterson
1984	Chauvinist	Sloop	White	31'2"	9'3"	21.7	1976	GRP	N.S.W.	P. Winkler	Cole
2020	Hercules	Sloop	Black/White	36'0"	11'6"	27.6	1975	GRP	Victoria	Mi.H.,C.M.&S.P. Will	Peterson
2090	Koamaru	Sloop	Chartreuse	41'0"	12'1"		1974	Timber	N.Z.	B.A. Millar	S & S
2111	Big Schott	Sloop	White	40'0"	11'0"	32.0	1976	Alumin.	N.S.W.	A. Pearson	Peterson
2131	Miko	Sloop	Green	31'0"	10'3"	21.8	1977	GRP	N.S.W.	D. Burfitt	Cole
2140	Mercedes V	Sloop	White/Red	41'6"	12'7"	31.6	1977	Alumin.	N.S.W.	H. Janes	Kaufman
2176	Casablanca	Sloop	White	49'0"	11'6"	48.6	1977	Timber	N.S.W.	J. Goddard	Biddlecombe
2206	Woftam IV	Sloop	Yellow	40'0"	12'0"	27.9	1975	GRP	N.S.W.	B. Jemison	Miller
KZ2222	Anticipation	Sloop	White/Gold	49'8"	13'0"	40.7	1975	Alumin.	N.Z.	D. Brown	Miller
2222	Shogun	Sloop	Blue	41'0"	12'0"	31.9	1979	Alumin.	N.S.W.	B. Sutton	Holland
2246	White Pointer	Sloop	White	36'7"	12'0"	27.4	1977	Timber	N.S.W.	K. Le Compte	Kaufman
2304	Relentless	Sloop	White	37'0"	12'0"	28.2	1977	Timber	N.S.W.	P. Hankin	Peterson
J2317	Furaibo	Sloop	White	41'0"	13'0"	32.8	1978	GRP	Japan	Y. Sasamoto & T. Tomioka	Peterson
2320	Callala	Sloop	White	34'0"	11'0"		1978	GRP	N.S.W.	R.K. Birtles	Blackburne
2343	Pryority	Sloop	Red/Yellow	37'0"	12'0"	27.7	1978	Timber	N.S.W.	J. Pryor	Kaufman
2457	Vivacious	Sloop	White	31'0"	10'0"	21.5	1978	GRP	N.S.W.	J.A. Brown	Cole
2470	Spider	Sloop	White	34'4"	11'0"	25.1	1979	GRP	N.S.W.	D. Currie	Holman & Pye
2480	Scorpion	Sloop	White	42'3"	13'0"	33.1	1978	GRP	N.S.W.	R.W. Clemens	Farr
2501	Garlic Prawn	Sloop	White/Orange	33'0"	10'0"	24.5	1977	GRP	N.S.W.	P.E. Glynn & R.W. Steel	Carter
2552	Impetuous	Sloop	White/Red & Green Bands	41'0"	13'0"	31.5	1978	Alumin.	N.S.W.	G.R. Lambert & J. Crisp	Holland
2555	Natelle II	Sloop	Dark Blue	41'0"	12'6"	32.3	1975	GRP	N.S.W.	A.G. Lee	Peterson
2604	Ghost Too	Sloop	White	33'0"	11'0"	24.5	1979	GRP	N.S.W.	K. Roxburgh, C. Graham & W. Hoare	Carter
2618	Tina Two	Sloop	white	31'0"	10'4"	21.8	1979	GRP	N.S.W.	K.V. Dyer	Cole
2690	Pimpernel	Sloop	White	34'0"	10'0"	24.5	1975	GRP	N.S.W.	H.J. & P.I. Holland	S & S
2697	Wheel Barrow	Sloop	White	30'0"	10'0"	21.5	1979	GRP	N.S.W.	I.C. Tringham	Carter
2701	Mary Muffin	Sloop	White	47'0"	13'0"	36.5	1976	Alumin.	N.S.W.	G.A. Blok	Frers
2776	Diamond Cutter	Sloop	Turquoise	37'0"	12'0"		1979	Timber	N.S.W.	A. Sweeney	Davidson
2802	Farr Out	Sloop	White/Red	36'2"	12'0"	29.7	1976	GRP	N.S.W.	E. Vidor	Farr
2815	Auriga	Sloop	Yellow	31'8"	9'8"	24.8	1975	GRP	N.Z.	M.P. Stubbing	Mull
2913	Belita IV	Sloop	Yellow	37'0"	10'9"		1968	Steel	Victoria	D.R. Anderson	Carter
2929	Mardi Gras	Sloop	White	36'0"	11'0"	29.1	1975	GRP	N.Z.	Farmyard Synd.	Farr
3033	Chick Chack	Sloop	Dark Blue	36'0"	12'0"	28.8	1976	GRP	N.Z.	M.L. Dykes	Farr
3113	Rogis Too	Sloop	Ice Blue	33'0"	11'0"		1979	GRP	N.S.W.	R.J. Brown	Adams
3200	Deception	Sloop	White	37'0"	12'0"	28.2	1978	Timber	N.S.W.	J.H. Bleakley	Peterson
3444	Vanguard	Sloop	White	37'0"	12'6"	28.9	1977	Timber	N.S.W.	R.H. Cawse	Farr
3455	Smackwater Jack	Sloop	Silver	39'0"	12'7"	28.2	1977	Timber	N.Z.	P. Whiting & C.M. Ross	Whiting
3557	Sweet Caroline	Sloop	White	42'0"	12'0"		1979	Alumin.	N.S.W.	M.W.D. Phillips	Davidson
3806	Granny Apple	Sloop	Apple Green	37'2"	12'6"		1979	Timber	N.Z.	Whispers Synd.	Farr
4785	Sorcery	Sloop	White	61'0"	14'0"	57.4	1970	GRP	U.S.A.	J.D. Wood	C & C
F7777	Gauloises 3	Sloop	Blue	63'0"	16'0"		1979	Alumin.	France	Voile Transocean	Holland
US22011	Congere	Sloop	White	52'0"	15'0"	42.1	1974	Alumin.	U.S.A.	B.D. Koepfel	Frers
IR22746	Regardless	Sloop	Light Green	40'0"	12'0"		1979	GRP	Ireland	K. Rohan	Holland



# 1979 ENTRIES

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**ADRIA — SA 10**  
**L.O.A. 48'; L.W.L. 34';**  
**Beam 11'10"; Draft 7'6"**

This powerful S.A. steel sloop was designed by Alan Buchanan, built by Josko Grubic and launched in 1967. She has done four Hobarts, her best result being 19th in 1967. She is not one of the handicap prospects but if well handled should relish any heavy conditions. CREW: Skipper A. Harry (1), Navigator A. Harry (1), P. Balnaves (3), A. Seaford (3), D. Yardley (1), S. Mcleay, D. Postle, T. Simpson, G. Pagliaro, I. Godson.

**ANACONDA II — KA 48**  
**L.O.A. 82'; L.W.L. 66';**  
**Beam 20'; Draft 10'**

An Allan Buchanan design, this yacht is a veteran of long distance events, including the Financial Times Clipper Race and the recent Parmelia Race where she was sailed by a combined services crew. This year she will be starting in the Hobart Race for the fourth time.



**ALI BABA — M 40**  
**L.O.A. 38'; L.W.L. 35';**  
**Beam 12'; Draft 6'1"**

A brand new production Farr design from Lake Macquarie, ALI BABA will be pressed to complete its preparation in time for this race (hence the absence of sail number at this writing), and it is doubtful if hasty preparation will enable it to get on terms with some very hot boats in its class such as RELENTLESS, DECEPTION and PICCOLO. One for next year perhaps.

CREW: Skipper J. Michilis, Navigator T. Obre, R. Phillips, T. Phillips (1), R. Parker (3), G. Burt (2), G. Moses (1), P. Moore (1).

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

A regular entry in the Sydney-Hobart Race ANTAGONIST is a top-performing Van Der Stadt design from Hobart which is in good form this year with a well deserved overall win in the Noumea-Vila Race to its credit. ANTAGONIST's best result to date in this race is an 8th in 1977 in very competitive company, but she will find the competition even stronger this year.

CREW: Skipper R. F. Hickman (13), Navigator R. J. Hickman (3), L. Nibbs (11), J. Solomon (10), J. Griggs (5), I. Coward (11), A. Masters (2), D. Lockly (7).



**ALPHAENA — 5124**  
**L.O.A. 30'2"; L.W.L. 27'6";**  
**Beam 9'7"; Draft 5'7"**

Designed and built by Griggs, this tiny masthead sloop was launched in late 1971. She has an experienced skipper who has competed in most long races out of Melbourne, including the two-handed Apollo Bay Race in 1977 and two Queenscliffe-Devonport Races.

CREW: Skipper P. Clark, Navigator G. Harris, B. McGown, P. Rippingale, Two to be nominated.

**ANTICIPATION — KZ 2222**  
**L.O.A. 49'8"; L.W.L. 42';**  
**Beam 13'; Draft 8'3"**

A Bob Miller design based in New Zealand, ANTICIPATION has been very active in passage racing in the Tasman in recent years and she made a strong showing in Hawaii last year at the Clipper Cup when she raced for New Zealand 'B' Team. A powerful steel yacht in an older style, ANTICIPATION will find the competition a little tough for her this year.

CREW: Skipper D. St. C. Brown (2), Navigator W. Mitchinson (2), M. McCormick (6), M. Rogers, D. Kendall, D. Christie (1), G. Davidson, P. Stewart, G. Hendry, J. Vitali.



**AMON-RE — 117**  
**L.O.A. 34'6"; L.W.L. 26';**  
**Beam 11'; Draft 6'**

A production fibreglass design by Holman and Pye of the UK and built in Western Australia, AMON-RE was launched last year and has since had some success racing out of her home club, the Queensland Cruising Yacht Club. A smart-looking modern design, she is one of three in this race and could perform well in division.

CREW: Skipper D. Smith (2), Navigator T. Halton (2), S. Carter (6), R. Jones (3), J. Allen (2), Dr. K. Adams (1).

**APALIE — 55**  
**L.O.A. 29'8"; L.W.L. 24'6";**  
**Beam 10'; Draft 5'6"**

This is APALIE'S second start in the Sydney-Hobart Race, her first having ended in retirement in 1977 when she was forced out with an injured crewman. A syndicate-owned boat from Tasmania, APALIE is of G.R.P. construction and sails out of Bellerive Yacht Club.

CREW: Skipper N. Cook or J. Hansen (3), Navigator F. Chatterton (2), P. Moore (2), A. Masters (2), D. Walsh.





**APOLLO — 1400**  
L.O.A. 57'8"; L.W.L. 51';  
Beam 13'6"; Draft 8'2"

Last year's line honours winner and one of the grand old ladies of Australian ocean racing, APOLLO will have her work cut out for her this year with five maxi yachts to chase. A 12-month string of success was halted earlier this year when she was damaged during a passage to Noumea.

CREW: Skipper J. Rooklyn (9), Navigator D. Van Woerden (6), W. Rooklyn (5), S. Brown (11), T. Cable (13), M. Burke (8), J. Blake (1), M. Zap Bell (2), B. Vascencellos, D. Griffith. Three to be nominated.



**BELITA IV — 2913**  
L.O.A. 37'; L.W.L. 27'5";  
Beam 10'9"; Draft 6'

This 1968 Carter designed boat should go well in light weather and kind seas particularly running and reaching. Formerly BELTULA, we wish her new owner and crew well. CREW: Skipper D. Anderson, Navigator K. Radford, T. Walters, G. Baker.



**APOLLO II — SM 111**  
L.O.A. 45'; L.W.L. 43';  
Beam 12'; Draft 7'3"

APOLLO II was a member of the 1973 Admirals Cup Team. Owner Dick Thurston is a keen competitor and his results in Victorian waters have been very consistent. She was a close second to SISKA in the Last Great Circle Race.

CREW: Skipper C. Newman (4), Navigator J. Graham (4), A. Williams (4), N. Kelly (5), B. Collins (5), G. Griffiths (8), B. Kellerman (1), I. Thurston (4), R. Thurston (4), D. Bishop (4).



**BIG SCHOTT — 2111**  
L.O.A. 40'; L.W.L. 32'; Beam 11'; Draft 7'

A hot Peterson design, BIG SCHOTT was imported from the USA in 1978 after a successful SORC and was a member of the winning Australian team at the 1978 Clipper Cup. In top form again this year, she took dual honours in the tough Sydney-Noumea Race and is a boat to be reckoned with. She will be sailed by her new owner, CYCA Commodore Tony Pearson, whose success in his previous yacht, MAKITA II, is a matter of record.

CREW: Skipper A. Pearson (7), Navigator J. MacLurean (3), P. Edmonds (6), P. Heathwood, D. MacDonald (5), K. Gibson (1), A. Gibson (1), Mark Sears.



**AURIGA — 2815**  
L.O.A. 30'2"; L.W.L. 27';  
Beam 9'6"; Draft 5'

A Gary Mull design constructed of marine ply, AURIGA is a New Zealand based yacht sailing out of the Royal Akarana Yacht Club. Although she has taken part in a few passage races in recent years, her form remains something of a mystery in Australia. Being a Mull design, she is probably at her best running and reaching.

CREW: Skipper M. Stubbing, Navigator M. Stubbing, C. Rickett, F. Price, S. Brown, G. Scarborough, R. Degroot (10).



**BILLABONG — B 23**  
L.O.A. 34'; L.W.L. 26'8";  
Beam 10'6"; Draft 6'3"

This yacht is owned by Peter Joubert, a leading Australian yacht designer who is taking it to Hobart for the third time. Joubert's designs usually show their best in wild weather. If there is a blow, BILLABONG will relish it.

CREW: Skipper P. Joubert (8), Navigator K. Flockart (5), B. Fairlie (2), W. Anderson (8), K. Swarbrick (4), T. Gunnerson (1).



**BACARDI — SM 67**  
L.O.A. 44'; L.W.L. 34';  
Beam 13'; Draft 7'11"

BACARDI is a new Peterson design sailed by a well known ocean racer, Ron Gould, who has sailed his previous Cole 43, BACARDI, with great enthusiasm. BACARDI is the current points leader in Victorian ocean racing. CREW: Skipper J. Gould (10), Navigator J. Williams (2), H. Halliburton (3), G. Baguley (1), A. Arblaster (1), R. Murphy (1), I. Court (1), C. Davies (1), M. Dahlstrom, G. Ainsley.



**BINDA — S 42**  
L.O.A. 36'; L.W.L. 27';  
Beam 11'; Draft 6'

This Swanson 36 will be going to Hobart for the seventh time and was a competitor in this year's Sydney-Noumea Race, where she finished 18th in the I.O.R. Division. Although the design is traditional, these yachts have a useful age allowance and have a habit of turning in a good performance in brisk weather.

CREW: Skipper/Navigator I. Ritchie (2), S. Campbell, C. Morris (1), F. Zolnai (1), M. Buck (1), A. Leigh, D. McPherson (1).



**BANJO PATERSON — R 101**  
L.O.A. 60'; L.W.L. 48';  
Beam 16'6"; Draft 7'6"

Although absent from last year's race, this big Victorian double-ender has been a frequent contestant in previous Sydney-Hobarts. Built in steel by owner John Jarrett, who co-designed her with Trygve Halvorsen, she is one of the big power machines that relish heavy working conditions in a long race like the Hobart.

CREW: Skipper/Navigator John Jarrett (10), E. Fort (5), A. Nelson (12), A. Black (14), L. Norgate (3), D. Hutchen (9), G. Wolfe (3), S. Dawes, K. Caldecott (20), G. Milne, P. Hinsston, I. McCutcheon (6), J. McDonald (1), G. Cullen (3), J. Sheridan (7).



**BLIZZARD — K 733**  
L.O.A. 51'; L.W.L. 46';  
Beam 14'; Draft 8'9"

A member of the British Southern Cross Cup Team, BLIZZARD performed creditably at the Admiral's Cup this year for the U.K. Team although her point scoring was not high. Sydney-Hobart Race should suit this Frers design, which is a development of the very successful ACADIA. Built by Palmer Johnson in Sturgeon Bay, she was launched in April 1979 in a snow storm, hence the name.

CREW: Skipper E. Juer, Navigator P. Bruce, D. Carne, R. Deaver, B. Saffrey-Cooper, C. Freer (2), J. English, R. Wills, G. Simmons (4), J. Manser, L. Varney, G. Chew, I. Shaw.







**BLUE MOVES — SM 178**  
**L.O.A. 32'10"; L.W.L. 2'6";**  
**Beam 11'; Draft 6'**

A Carter design which is the current Three Quarter Ton Champion of Victoria, BLUE MOVES will be keenly sailed in her first Sydney-Hobart. She is, however, no stranger to Bass Strait, having already won her division in the Queenscliff-Devonport Race this year.

CREW: Skipper B. Moore, Navigator J. Ward, C. Carter (2), S. Carter, P. Aldridge, M. Franke.

**BUMBLEBEE 4 — 1441**  
**L.O.A. 76'; L.W.L. 68';**  
**Beam 18'; Draft 12'**

One of the most powerful yachts in Australia, John Kahlbetzer's new maxi yacht is an aluminium Frers design launched earlier this year. Served by one of the most able and experienced crews in the country, she will start favourite for line honours and could easily surprise on the handicap.

CREW: Skipper J. Kahlbetzer (1), Navigator P. Bowker (5), G. Freeman (8), P. Shipway (10), J. Harris (8), J. Munson (6), W. Edgerton (5), B. Davies (11), J. Carruthers (5), R. Antill (3), J. Corner (2), S. Easton (5), M. Edwards (2), P. Gardner (3), S. Bull (3), H. Von Kroetchmar (3), M. Taylor (2), G. Wiseman, R. Clifford (1).



**BORN FREE — SA 66**  
**L.O.A. 43'3"; L.W.L. 32'3";**  
**Beam 11'; Draft 6'**

One of several Cole 43's, whose elegance belies the age of the 1968 design. They are sea-kindly, comfortable yachts, and BORN FREE has travelled in the Solomons and in South Australia, and the owner is experienced at racing in Bass Strait.

CREW: Skipper J. Howell (6), Navigator J. Howell, C. Howell (2), M. Butterfield (1), T. Edmonds (2), P. Ewens, H. Davis (1), R. Francis (3), B. Weatherall, W. Preston.

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

A Jarkan production cruiser/racer designed by Allen Blackburne, CALLALA is a fibreglass, masthead sloop with a centre cockpit, a layout which generally ensures a dry ride for the crew. Although she had a disappointing Sydney-Hobart Race last year in her first attempt, CALLALA's owner/skipper has had plenty of offshore experience and should be able to improve things this year.

CREW: Skipper K. Birtles (3), Navigator K. Birtles (3), J. Lockeridge (1), J. Berg, K. Heynatz (4), A. Chalk (2); One to be nominated.



**BREAKAWAY — SP 188**  
**L.O.A. 40'; L.W.L. 35'6";**  
**Beam 12'; Draft 6'6"**

BREAKAWAY is a Cole 2-tonner which was launched one year ago and which has competed in all the ocean races in Perth with considerable success. Owned and sailed by her builder, this aluminium yacht could prove a challenge, for her potential in this race is not known.

CREW: Skipper K. J. McDonald, Navigator W. Hopkinson (1), D. Locke, J. Strickland, B. Black, G. Rodoreda, R. Boyle, C. Winfield (1).

**CASABLANCA — 2176**  
**L.O.A. 49'; L.W.L. 44';**  
**Beam 11'6"; Draft 9'3"**

This is the third Hobart Race for this very fast timber hulled yacht which was designed and built by John Biddlecombe. Now owned by Joe Goddard, CASABLANCA took line honours in this year's Lord Howe Island Race and will perform well if driven hard. She was one of the casualties in the 1977 race, being dismasted in Bass Strait and motoring to Cape Barren Island.

CREW: Skipper J. Goddard Jnr (4), Navigator Dr. W. Rowe (4), P. Goddard (4), R. Ramsey (3), J. Duncan, J. Kafka (2), C. Strauss (5), S. Lawson. Two to be nominated.



**BRUMBY — SM 15**  
**L.O.A. 30'10"; L.W.L. 25';**  
**Beam 10'7"; Draft 5'4"**

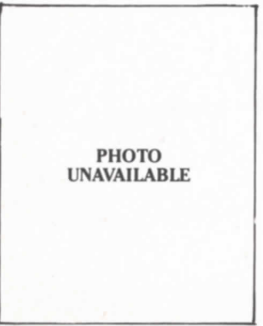
This yacht from Victoria was designed by Joe Adams in 1973 and has competed in four previous Sydney-Hobart Races, winning the Half Ton Division in 1974 and coming 3rd in the Half Ton Division the following year.

CREW: Skipper P. Robinson (6), Navigator R. S. Robinson (6), R. Moody (3), I. Exton (2), B. O'Flaherty (1).

**CAV — MH 233**  
**L.O.A. 32'; L.W.L. 24';**  
**Beam 9'6"; Draft 5'3"**

A Cavalier 32 designed by Bob Salthouse, this yacht hails from Middle Harbour Yacht Club. Her best results include a second in the 1976 Sydney-Brisbane Race. Of late she finished 3rd in the 1979 Pittwater-Swansea Race.

CREW: Skipper N. Parnell, Navigator A. Read (1), R. Porter (1), B. Hart (1), R. Lyell, L. Mullard, D. Hinings, J. Hunter (1).



**BUBBLEGUM — K 1024**  
**L.O.A. 42'9"; L.W.L. 34'4";**  
**Beam 12'6"; Draft 7'9"**

This is the first-ever entrant from Scotland representing the Royal Highland Yacht Club. She is a regular Contessa 43, designed by Doug Peterson and has just completed the Parmelia Race. The mast and rigging are heavier than the production boat and the skipper Ian Fyfe has modified slightly the below-deck layout.

CREW: To be nominated.

**CHALLENGE — SM 339**  
**L.O.A. 46'; L.W.L. 36'6";**  
**Beam 14'3"; Draft 8'**

At time of printing this yacht had not been launched. She is a development of the American yacht OBSESSION which performed well in the SORC Series last January. Skipper Abrahams is a very experienced yachtsman, having competed many Hobarts in his previous yacht VITTORIA.

CREW: Skipper L. Abrahams (15), Navigator D. Lang (18), R. Evans (20), R. Evans (4), R. Evans, B. Case (17), C. Anderson (3), M. Crafoord (23), G. Watt (11), B. Langan, R. Doyle, I. Davies (2).

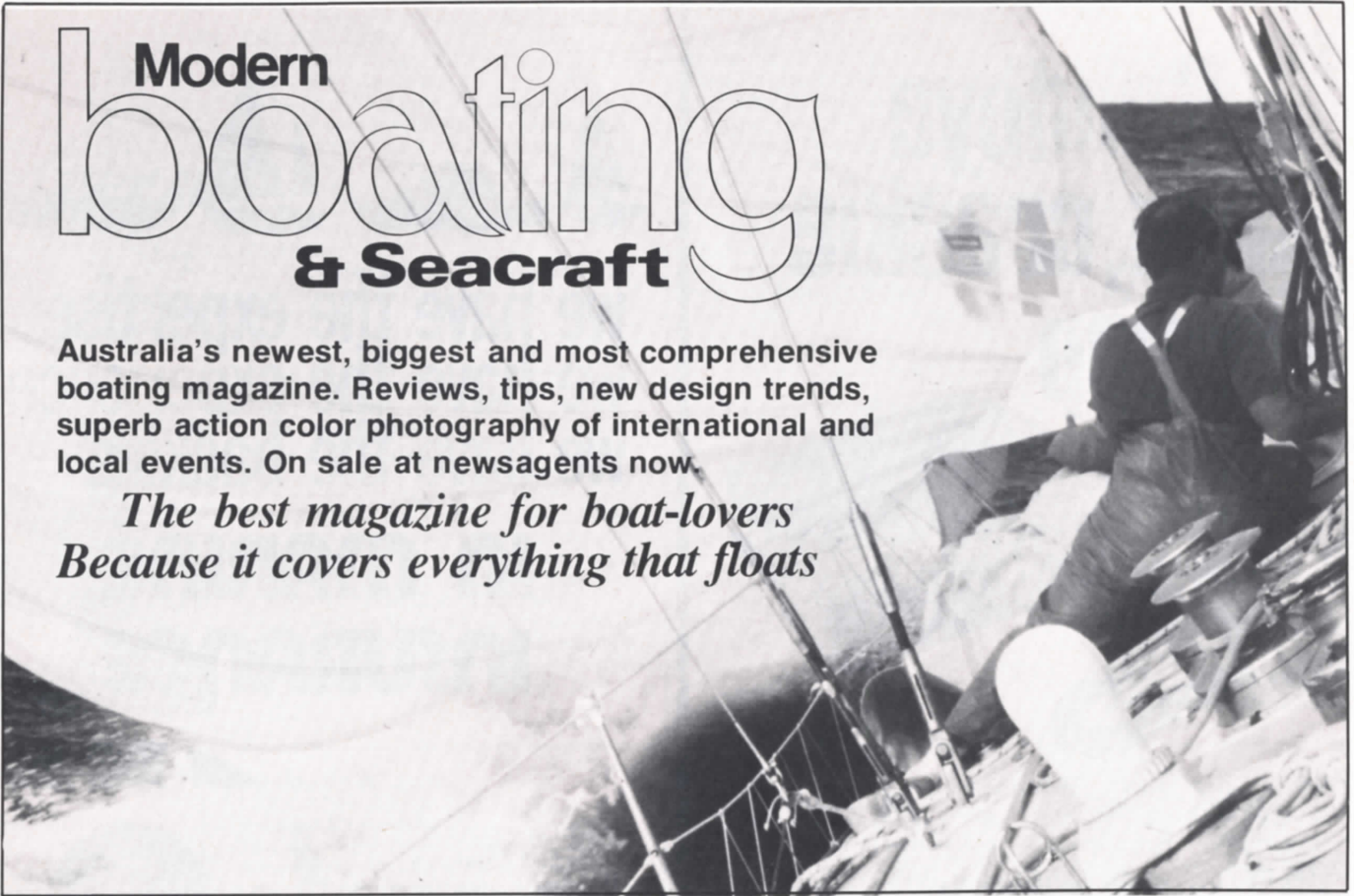




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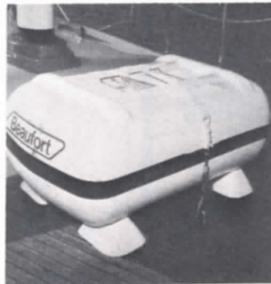
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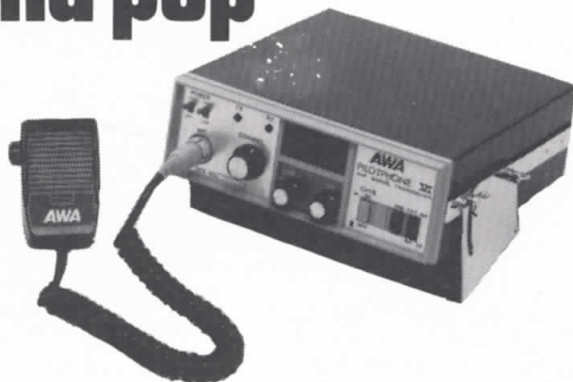
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**CHANCE — 1908**  
L.O.A. 34'6"; L.W.L. 29'6";  
Beam 10'9"; Draft 6'

Although a four-year-old design CHANCE continues to show up well in club racing off Sydney in her class, although she is now running into heavier competition than she has met previously. At her best in heavier weather, CHANCE is a production three-quarter tonner designed by Allen Blackburne.

CREW: Skipper J. Rice (2), Navigator J. Rice (2), M. Doherty (1), I. Uther (1), I. Foster (1), G. Lamond.

**CHERRY CHEER — A 156**  
L.O.A. 31'; L.W.L. 24';  
Beam 9'; Draft 5'6"

CHERRY CHEER is another tiny sloop from Tasmania, and the crew are making it a real family affair. Designed by Ron Swanson, she is a fine little sea boat that will be at her best in fresh windward conditions. The skipper has competed in three previous Sydney-Hobarts, the first way back in 1953.

CREW: Skipper P. Attrill (3), Navigator P. Attrill (3), S. Howie, Mandy Attrill, Michael Attrill, S. Attrill, D. Burdon.



**CHAOS — A 111**  
L.O.A. 36'3"; L.W.L. 32';  
Beam 12'2"; Draft 6'2"

A production Farr 1-tonner, CHAOS will be on her fourth Sydney-Hobart this year. Her best effort was last year when she finished 28th in conditions which did not really suit, a big improvement over her previous best. A change of owner now has CHAOS racing out of the Royal Yacht Club of Tasmania.

CREW: Skipper D. Leitch (2), Navigator D. Baan (1), T. Chamberlain (2), W. Chesterman (1), K. Spooner (1), C. Batchelor (1), H. Gibson (1), I. Beattie (2).

**CHICK CHACK — 3033**  
L.O.A. 33'; L.W.L. 28'6";  
Beam 12'; Draft 5'6"

This will be CHICK CHACK's first Hobart Race for skipper and crew. A Farr design, her long ocean racing potential in not known to us; she could have a real chance to show true speed and performance on handicap.

CREW: Skipper M. Dykes, Navigator S. Barter, C. Booth, M. Alison, D. Bullock, M. Wallis, M. Nieper.



PHOTO  
UNAVAILABLE

**CHARLESTON — A 3**  
L.O.A. 37'; L.W.L. 30';  
Beam 11'8"; Draft 6'

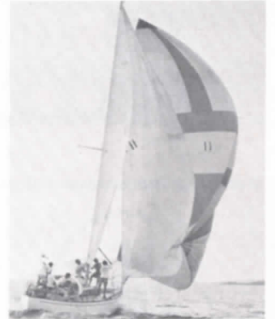
This is the latest Holland design 1-tonner for owner Charles Davies, who has competed in previous races with HECATE and NIKE. Only launched in October of this year, this 3/4 rig yacht will start one of the favourites for an outright win giving Tasmania its best chance for many a year. Her experienced owner and crew will get the best from this yacht.

CREW: Skipper C. Davies (3), Navigator G. Corkhill (2), I. Ross (1), C. Purtell (2), G. Wells (1), I. McIndoe, A. Edwards.

**CHRISTINA — 11**  
L.O.A. 36'8"; L.W.L. 30';  
Beam 9'9"; Draft 6'2"

A Swanson 36, but a custom built version launched in 1965, CHRISTINA has been a regular competitor in Queensland ocean races this year after a long lay-off. Although she is outclassed from a racing point of view in this company, this Swanson design has fine sea-keeping qualities.

CREW: Skipper P.W.H. Woodruff, Navigator H. Lang, R. McCart (2), N. Gray (1), D. Richards, R. Perrins (2), R. Cannon.



**CHAUTAUQUA — SA 208**  
L.O.A. 36'9"; L.W.L. 32'9";  
Beam 10'6"; Draft 6'4"

This is a brand new vessel designed by Duncanson and launched only in October this year. We wish any owner/skipper luck who has to travel so far to start (from Adelaide to Sydney). CHAUTAUQUA's skipper is an experienced yachtsman, having sailed extensively on the American scene, and with a good crew the boat should do well.

CREW: Skipper A. Rowett, Navigator M. Haselgrove, T. Timmermans, G. Love, M. Hall, J. Batson.

**CONDOR of BERMUDA — KB 78**  
L.O.A. ; L.W.L. ;  
Beam ; Draft

CONDOR is currently one of the fastest maxi yachts in the world, having proved herself against the newly re-rigged KIALOA at Coves this year. She set a record in the 1979 Fastnet Race and will be the boat to beat for line honors in this race. She has shown she can beat SSKA and the outcome of her clash with the newly-launched BUMBLEBEE 4 will be watched with great interest.

CREW: To be nominated.



**CHAUVINIST — 1984**  
L.O.A. 31'2"; L.W.L. 24';  
Beam 9'3"; Draft 4'6"

One of the best of the East Coast 31 design racing out of the CYCA. CHAUVINIST had a very good season last year in her class and again this year has been consistent in club racing. A retirement from the 1977 Sydney-Hobart Race, CHAUVINIST will be looking to make up for that lapse in this year's event.

CREW: Skipper P. Winkler (1), Navigator K. Boyle (2), K. Jagger (2), G. Cuthbertson (1), R. Boyd (1), E. Willis (1).

**CONGERE — US 22011**  
L.O.A. 52'9"; L.W.L. 44'4";  
Beam 14'10"; Draft 8'5"

Formerly BUMBLEBEE 3, CONGERE is now owned and raced out of Beach Point Yacht Club in the U.S. by Bevin Koepfel. She remains active in ocean racing overseas, although she has not been seen in Australia for some years. She will be opposed by her direct descendant, BLIZZARD, in this race, a boat which put in a powerful performance in Coves this year.

CREW: To be nominated.



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**DAMEL — B 81**  
**L.O.A. 36'3"; L.W.L. 30';**  
**Beam 12'; Draft 6'3"**

This yacht is one of many Farr 1104's entered in this year's race. DAMEL comes from Melbourne, and this is her second Hobart Race having finished a creditable 14th overall last year. She was line and handicap winner of the 1978 Melbourne-Devonport Race.

CREW: Skipper D. W. Currie (1), Navigator K. Harris (1), E. Barron (1), S. Lynch (1), G. Hamilton, F. Browne, A. Kinsman.

**DYNAMITE 2 — SA 303**

**L.O.A. 42'; L.W.L. 35';**  
**Beam 13'6"; Draft 6'10"**

DYNAMITE 2 finished a creditable 13th in her last appearance in 1977 when she was very new. She has since performed very well, racing with her home fleet out of Adelaide. Currently in top form, DYNAMITE 2 won the 1979 Premier Cup and the 1979 Winter Point Score Championship at R.S.A.Y.S. In this race she will meet the top east coast 2-tonners, and the result of that clash will be of interest.

CREW: Skipper P. Smith (3), Navigator D. Fidock (9), F. Neil (3), B. Swart (3), J. Bradley (1), R. Kambit, D. Rothsine (3), C. Wall-Smith (8), P. Strangways (3), B. Williams.

PHOTO  
UNAVAILABLE



**DECEPTION — 3200**  
**L.O.A. 37'; L.W.L. 31';**  
**Beam 12'; Draft 8'**

One of a pair of Peterson 1-tonners constructed in Newcastle, DECEPTION had a very successful 1978/79 season, and although she changed owners this year she has continued her winning ways. Now raced by John Bleakley, DECEPTION will be one of the favourites amongst the hotly contested 1-ton class.

CREW: Skipper J. H. Bleakley (9), Navigator L. May (6), G. Richardson (5), B. Fraser (1), S. Kulmar, R. Jacobs, M. Woods, A. Yehuda.

**FARRAWA — RF 21**

**L.O.A. 42'3"; L.W.L. 32'5";**  
**Beam 13'6"; Draft 6'11"**

A Bruce Farr 2-tonner launched in 1977 and a competitor in the Hobart Race that year, FARRAWA's sailing has been confined to races out of Fremantle, with many good placings.

CREW: Skipper B. G. Campbell, Navigator J. F. Walsh (1), A. R. Hood (2), I. G. Campbell, W. Seabrook (2), D. A. Millar, D. Lynn, G. Fornard (4).



**DESTINY — A 173**  
**L.O.A. 45'; L.W.L. 39';**  
**Beam 12'8"; Draft 6'6"**

A Joe Adams design with the emphasis on cruising, DESTINY has a good turn of speed in fresh winds so will be hoping for heavier conditions in this race. Built in steel by the owner, DESTINY was launched in 1975; this is her first race to Hobart.

CREW: Skipper T. Taylor, Navigator J. Mace (2), G. Atkinson, G. Collins, M. Collins, M. Palmer, C. Worsley, D. Kennedy, G. Henderson, P. Cobin, R. Kennett, I. Pollock, K. Wolard.

**FARR OUT — 2802**

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

One of many of the successful Farr 1-ton design produced by Compass Yachts, FARR OUT has lost some of her gloss this season having been forced to retire on more than one occasion. Sistership to the 1976 winner PICCOLO, a few seasons of hard racing has taken the fine edge from FARR OUT's performance and she has shown poor results so far this season.

CREW: Skipper E. Vidor (1), Navigator G. Bennett (2), M. Henderson (2), S. Colakides (5), B. Fawkes (1), M. Braden, A. Foster, A. Pointing.



**DIAMOND CUTTER — 2776**  
**L.O.A. 37'; L.W.L. 30';**  
**Beam 12'; Draft 7'**

The latest 1 tonner from the board of New Zealander Laurie Davidson, DIAMOND CUTTER was built in New Zealand and won her first race a few days after her arrival in Sydney, to establish herself as one of the top boats in second division. If conditions favour the smaller boats, this could be the boat to beat.

CREW: Skipper A. Sweeney (5), Navigator A. Shaw (3), I. Broad (2), C. Hay (4), G. Ditchburn (1), C. Rodgers (2).

**FIONA — B 35**

**L.O.A. 42'4"; L.W.L. 36';**  
**Beam 13'5"; Draft 6'10"**

This Farr 2-tonner launched in 1978 will be one of the top Victorian hopes this year. She finished third overall in the inaugural Great Circle Race and won the IOR pointscore in the 1979 Melbourne winter series. Her skipper and co-owner is dual America's Cup helmsman, Jock Sturrock. Farr 2-tonners have not sailed to their expectations in Australia, but FIONA should place highly.

CREW: Skipper J. Sturrock (5), Navigator M. Chrimes (1), E. Lawrence (3), J. Attwood (5), C. Coulson (3), R. Sheppard (2), P. Shillabeer (2), P. Timms (1), W. Pechan (1), T. Hoppe (5), T. Rintoul (1).



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

A production version of an early Farr 2-ton design, DYNAMITE did very well in the 1976 Sydney-Hobart Race and is potentially a very fast design. DYNAMITE has little form so far this season and has yet to appear in an offshore race at the time of going to press. This would suggest that her crew will find some difficulty in last-minute tuning for the Hobart Race.

CREW: Skipper R. Walters (1), Navigator H. Vaughan (8), M. Delaney (7), A. Walters (1), G. Walters (1), A. Broad (2), T. Vaarzon-Morel (3), W. Rowell (4).

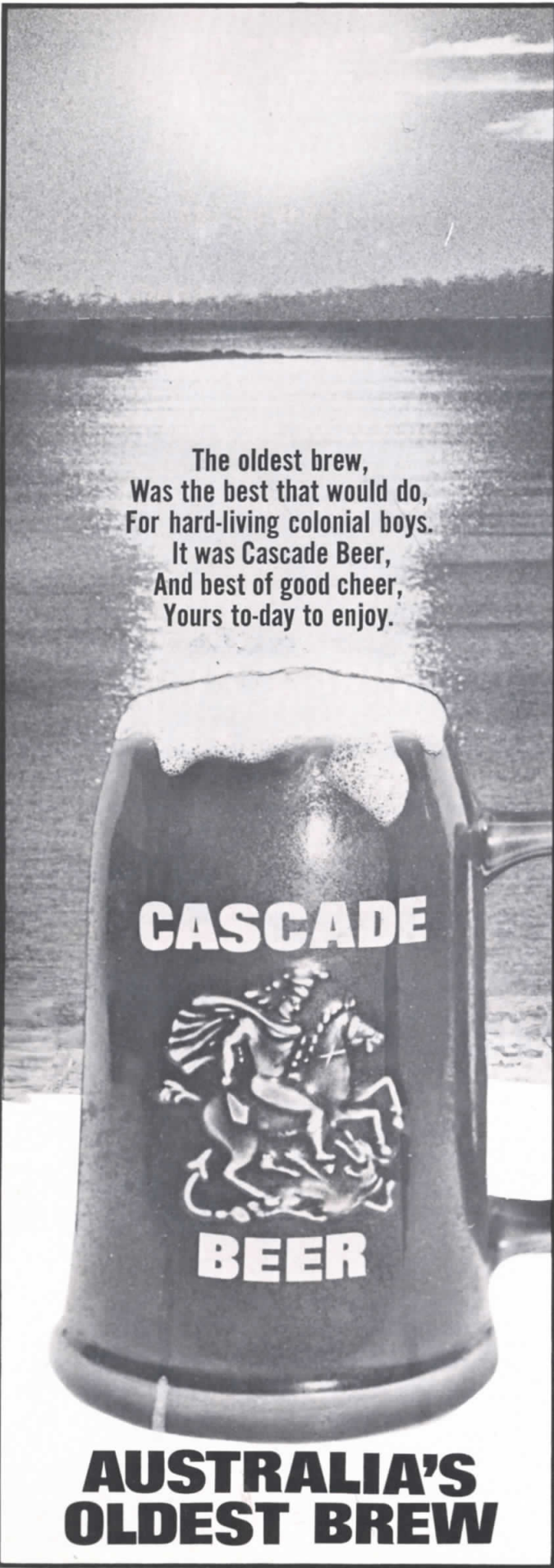
**FLIGHT — 747**

**L.O.A. 34'0"; L.W.L. 28';**  
**Beam 11'0"; Draft 6'5"**

This yacht is a production UFO 34 and she will be racing against a number of her sisterships. FLIGHT competed in the last Montagu Island Race achieving a second in division; she also finished third overall in the 1978 Ampol Series.

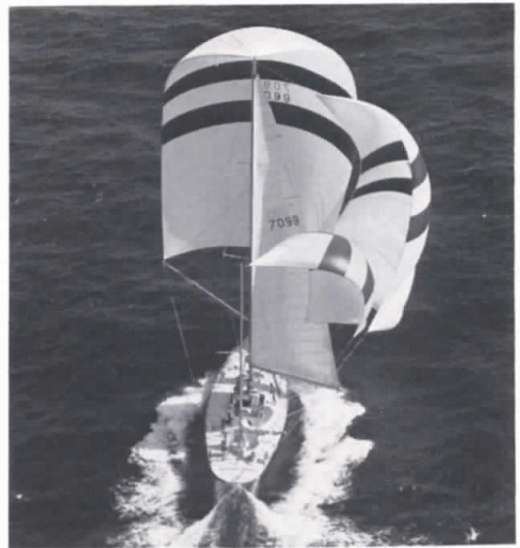
CREW: Skipper G. B. Lamble, Navigator R. Loxton, A. Phippin, P. Lamble, J. Varley, J. Loxton. One to be nominated.



A large, dark-colored mug filled with beer and a thick head of foam. The mug has the word "CASCADE" in large, white, bold letters across the middle, and "BEER" in smaller white letters below it. Below the text is a circular emblem featuring a heraldic lion passant guardant. The background of the mug is a black and white photograph of a wide river or lake with a forested shoreline under a cloudy sky.

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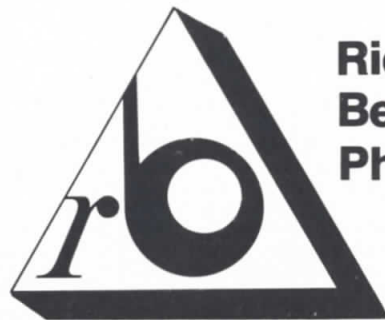
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**FURAIBO — J 2317**  
**L.O.A. 41'6"; L.W.L. 38'8";**  
**Beam 13'4"; Draft 7'2"**

The sole Japanese entry this year FURAIBO, which sails out of Ichimonji Yacht Club of Osaka. She is a Peterson design built in Japan and launched in September 1978. Her racing has been mostly in home waters and in the Okinawa-Tokyo Race, and little is known here of her performance. FURAIBO is making the 5,000 mile journey to Sydney under sail, which is an achievement in itself.  
 CREW: To be nominated.

**GRETEL — KA 1**  
**L.O.A. 67'; L.W.L. 53'6";**  
**Beam 13' Draft 9'6"**

This contender for the 1962 America's Cup was converted to ocean racing a few years ago. Now owned by Bernard Lewis and skippered by 'Twelves' Kellett, the old girl has found a new lease of life and has been performing quite creditably. GRETEL won the C.Y.C.A. winter points score last season, and she was first to finish in the '79 Montagu Island Race.

CREW: Skipper D. Kellett (7), Navigator B. Cramp (7), B. Thompson (19), J. Banks (1), J. Bisley (1), N. Brown (1), C. Copeland (1), M. Fulton (1), S. Hellmrich (1), P. Kearney (1), J. Mulderig (1), B. Row (1), R. Wait (1), M. Goodwin, P. Snowball, C. Tipney.



**GARLIC PRAWN — 2501**  
**L.O.A. 33'4"; L.W.L. 26'11";**  
**Beam 11'4"; Draft 6'3"**

A Yamaha production 3/4-tonner, this yacht has not participated in many ocean racing events, but she did win the Arbitrary Division in the 1978 Lord Howe Island Race. In this race she will be skippered by 'Gentle Giant' Chris Hatfield, who is well known in the Sydney racing scene for his success in his Hood 23.

CREW: Skipper C. Hatfield (6), Navigator C. Hatfield (6), J. Tickle (2), B. Steel, P. Glynn, T. Brookes, R. Connelly, W. Dewars.

**HECATE — 74**  
**L.O.A. 34'3"; L.W.L. 28';**  
**Beam 10'9"; Draft 6'**

A Blackburne designed 3/4-tonner and a sister to CHANCE and the better known QUADRILLE, HECATE shares their chances in this race including the ability to handle heavy weather with some panache. HECATE has not appeared in the Sydney-Hobart Race before, and although she is known to have raced in South Australia, we know little of her form on the east coast.

CREW: Skipper W. Tedmanson (2), Navigator I. McPhail, C. Vorbach (3), T. Deslandes (1), B. Scholz (1), H. Tedmanson.



**GAULOISES III — F 7777**  
**L.O.A. 64'; L.W.L. ;**  
**Beam 16'; Draft 9'**

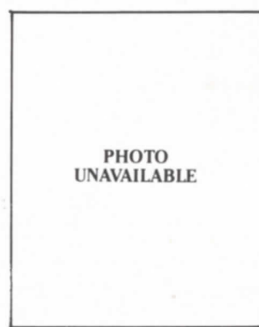
A Ron Holland design that competed in the Parmelia Race and was prepared for that race, her results are not known to us at the time of going to press. Her designer is well known in Admiral's Cup circles, even though a yacht of this size is new to his pencil. Her crew is experienced in extended ocean races.

CREW: To be nominated.

**HELSAL II — 262**  
**L.O.A. 66'; L.W.L. 60';**  
**Beam 14'6"; Draft 9'6"**

A Joe Adams design built in G.R.P. foam sandwich in Sydney late this year, the new HELSAL will be chasing line honours in a strong group of maxi yachts. An ultra-light-displacement boat with long lines and narrow beam, she will be looking for running conditions as much as possible.

CREW: Skipper/Navigator T. Fisher (4), R. Fisher (2), P. McNeil (1), L. Conaglen (4), K. Shepard (4), O. Karlsen (10), D. Woodgate (3), G. Pierce (1), J. Fortier (2), I. Moody (4), J. Adams (1), G. Radford (2).



**GHOST TOO — 2604**  
**L.O.A. 33'; L.W.L. 26'5";**  
**Beam 11'; Draft 6'**

GHOST TOO is a recently-launched G.R.P. production 3/4-tonner that is having simply a great year. Raced by a syndicate, she figures high in the C.Y.C.A. point scores both in her division and overall, and if conditions favour small boats in this race she will do well.

CREW: Skipper K. Roxburgh (5), Navigator C. Graham (7), W. Hoare (1), G. Fraser (6), A. Young (2), N. Wild.

**HERCULES — 2020**  
**L.O.A. 36'0"; L.W.L.**  
**Beam 11'6"; Draft**

This Peterson 1-tonner was built in New Zealand and sailed by Chris Bouzaid under the name 'Streaker'. She has been successful in Australian waters often beating modern 1-tonners, and her new owners are keen to continue this performance.

CREW: Skipper C. M. Will & S. P. Will (2), Navigator C. M. Will & S. P. Will, M. H. Will, M. Wilson (3), D. McLaren (3), G. Davidson (1), T. Campbell (1).



**GRANNY APPLE — 3806**  
**L.O.A. 37'2"; L.W.L. 29';**  
**Beam 12'6"; Draft 6'**

A member of the New Zealand (South) Southern Cross team, GRANNY APPLE won selection in the trials with three firsts and a third. She is a sistership to the most recent Bruce Farr centreboard 1-tonners but with a fixed keel. Her very experienced skipper and crew have competed in WHISPERS OF WELLINGTON before. She will be driven hard and is a good chance for a top placing.

CREW: Skipper G. Stagg (3), Navigator B. Jaspers (2), M. Spanhanke (4), R. O'Shea (1), A. Stewart (2), K. Rose (1), P. Spackman (1), G. Wagstaff.

**HI JACQUE — 1977**  
**L.O.A. 36'; L.W.L. 30';**  
**Beam 11'6"; Draft 6'3"**

A Peterson 1-tonner built in 1976, HI JACQUE sails from the Royal Prince Alfred Yacht Club at Pittwater. She finished 3rd overall in the last Sydney-Brisbane Race. She started in the 1977 Hobart but she finished in Eden.

CREW: Skipper J. H. Violet (6), Navigator R. Skinner, G. Smith (2), A. Barnes (3), J. Hornby (2), B. Soy, J. Martin (1).







**HUON CHIEF — A 11**  
**L.O.A. 36'; L.W.L. 30';**  
**Beam 11' 9"; Draft 6' 4"**

Long the pride and joy of popular Tasmanian yachtsman, Hedley Calvert, HUON CHIEF takes her name from the magnificent Huon Pine of which she and many other fine Tasmanian yachts are constructed. National One Ton Champion in 1975, she is outclassed to some extent by modern designs, but her age allowance partially compensates for this.

CREW: Skipper H. Calvert (8), Navigator R. Betts (4), S. Price (1), I. Smith (7), S. Shields (2), R. Jackman (4), E. Kittle.

**JEMIMA — G 1**  
**L.O.A. 40'; L.W.L. 34';**  
**Beam 12' 2"; Draft 7'**

JEMIMA is a Joe Adams design from 1975 which was launched only in September of this year. She has recently started racing and will be very hard-pressed to get her act together in time for the Sydney-Hobart Race.

CREW: Skipper K. Bell, Navigator R. Bews (5), P. Graham (4), I. Watson (6), K. Curtis (6), G. Carlton, D. Roydhouse, R. Wookey (1), N. Lockhart (1).



**IMOGENE — G 194**  
**L.O.A. 44'; L.W.L. 39';**  
**Beam 13'; Draft 6' 9"**

A Wombat design by Peter Joubert, IMOGENE entered the 1977 race but retired, along with many others, with rigging problems. Her best record was a second in the 1976 West Coaster under the previous owner.

CREW: Skipper D. K. Haskett, Navigator D. Robinson (2), A. Seiffert (2), W. Haskett, W. Bowen, R. Goakes, F. Lynch, D. Fleming.

**JOKER — 1002**  
**L.O.A. 30' 1"; L.W.L. 24';**  
**Beam 10' 1"; Draft 5' 6"**

Second only to the Japanese entry in miles sailed to compete in this Sydney-Hobart Race, JOKER will have sailed close to 5,000 miles by the time she returns to Port Vila. Sailed by the New Hebrides' leading ocean racer, Bill Webb, this little steel sloop is back for her second try at the Sydney-Hobart and, as usual, will look to heavy weather to keep up with the lightweights.

CREW: To be nominated.



**IMPETUOUS — KA 2552**  
**L.O.A. 41'; L.W.L. 34';**  
**Beam 13'; Draft 7' 2"**

IMPETUOUS was a member of the victorious 1979 Admiral's Cup Team. Whilst in England she also competed in the World Two Ton Cup at Poole, finished 6th overall. She should be one of the favourites for handicap honours.

CREW: Skipper G. Lambert (2), Navigator P. Eadie (7), D. Holloway (1), G. Cotis, P. Long, C. Herbert (6), M. Clapshaw (1), S. Peacock (4), P. Cowman, C. Hannan (1).

**KAIULANI — A 6**  
**L.O.A. 30'; L.W.L. 25';**  
**Beam 11' 3"; Draft 5' 6"**

A very small yacht from Tasmania, KAIULANI was built this year. We know little of her history other than that she was the outright winner of the Wedge Island Race and that at the time of going to press she is working a lonely 1/2-ton passage up the coast to Sydney.

CREW: Skipper S. Lovell, Navigator W. Gillie, R. Hart, S. Darby, R. Dehoem.



**INVINCIBLE — M 818**  
**L.O.A. 36' 2"; L.W.L. 30';**  
**Beam 12'; Draft 6' 1"**

INVINCIBLE is a Compass 1104 designed by Bruce Farr and a sistership to 1976 Hobart winner PICCOLO. This yacht came originally from Sydney and was sailed with panache by well known Sydney sailor Dick Cawse. Her Melbourne form is not known.

CREW: Skipper D. Bienefeld, Navigator D. Cameron, B. Bienefeld, W. Bienefeld, A. Bienefeld, N. Henderson, T. Barber, A. Roberts.

**KOAMARU — 2090**  
**L.O.A. 41'; L.W.L. 30' 3';**  
**Beam 12' 1"; Draft 6' 6"**

This will be a welcome return for skipper Brian Millar who competed in the 1965, 1966 and 1969 Hobart Races. He is back as a member of the New Zealand (South) Southern Cross team with a 1973 Sparkman & Stephens design. Like all boats of that era she is at best going to windward in tough conditions and should Bass Strait repeat its 1977 turmoil she will be nipping at the heels of more modern lightweight designs.

CREW: Skipper B. Millar (3), Navigator N. LePage, M. Muir (1), R. Herbison, K. Pearson, K. Weir, G. Goddard, B. Coleman (1).



**JEDAKA — S 79**  
**L.O.A. 35'; L.W.L. 28' 9";**  
**Beam 10'; Draft 5' 11"**

Last year JEDAKA took second place in her division in the West Coaster Race from Melbourne to Hobart. A production Duncanson 35 would not be expected to be amongst the winners, but she is coming from Melbourne for the fun.

CREW: Skipper H. Kuhn, Navigator N. Tait, P. Hickey, G. Wilson, K. Rabenault, T. Huggard, J. Holroyd, N. Subotsch.

**LOLLIPOP — 565**  
**L.O.A. 30'; L.W.L. 24';**  
**Beam 9' 10"; Draft 5' 6"**

LOLLIPOP is one of the well known 1/2-tonners on the board of Peter Joubert, partly because of her distinctive pink hull but largely for her habit of turning in a good result in Sydney-Hobart races. Her dentist owners took her to a superb 4th overall in 1977.

CREW: Skipper I. Millar (6), Navigator G. Field (3), J. Armour, M. Armour, A. Harrop, N. Millar (1).





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**LOWANA II — S 1141**  
**L.O.A. 37'; L.W.L. 29';**  
**Beam 11'1"; Draft 7'**

Designed and built by the Anderson Bros in 1971, LOWANA was a fairly successful 1-tonner when sailed by Ken Anderson. She is now based in Melbourne, and we don't know much of her present performance. CREW: Skipper D. Millikan (3), Navigator A. McKenzie, G. Ward (2), J. Gilbert (4), W. Drake, H. Rech. One to be nominated.

**MARIONETTE — K 270**  
**L.O.A. 45'6"; L.W.L. 36';**  
**Beam 13'6"; Draft 8'**

One of Ron Holland's latest designs, she just failed to make this year's British Admiral's Cup team against fierce competition. However, she put in a powerful performance during Cowes week and will start the Sydney-Hobart Race with a very strong crew, including her experienced owner, Chris Dunning, and twice-Hobart winner Peter Kurts, who was on board MARIONETTE in the '79 Fastnet.

CREW: Skipper C. Dunning (1), Navigator A. Higham (1), H. Cudmore (1), P. Wardrop (5), P. Kurts (15), K. Rowlings (1), J. Newnham, A. Melrose, B. Bradley, D. Budge, I. Sutherland, D. Black.



**LUPUS — R71**  
**L.O.A. 33'6"; L.W.L. 27';**  
**Beam 12'2"; Draft 6'6"**

A year ago this yacht won the Perth-Bunbury Race, but we know nothing further of her recent form. She is two years old and coming to Sydney with hopes of 'being in there'.

CREW: Skipper W. A. Schifferli, Navigator P. Byass (1), M. Gerrans, R. Louf, E. Morton, M. Bennett (1).

**MARK TWAIN — SM 101**  
**L.O.A. 38'7"; L.W.L. 29'6";**  
**Beam 11'5"; Draft 6'6"**

A Sparkman & Stevens 1-tonner built by Quilkey Bros in 1971, MARK TWAIN competed in the World One Ton Cup series, was winner of the 1977 Sydney-Noumea Race. With her age allowance, this very attractive yacht could finish well.

CREW: Skipper/Navigator K. Jones, C. Lovelock, R. Knight, R. Lloyd, A. Keep, P. Jones, G. Dawson.



**MANU KAI — 1296**  
**L.O.A. 35'; L.W.L. 30';**  
**Beam 9'6"; Draft 6'6"**

MANU KAI is an early production Duncanson 35 with an extensive record of racing in N.S.W. and national offshore events. She is a fine sea boat that relishes heavy going, a characteristic she shares with the S & S 34, a class with which the Duncanson 35 is most often compared.

CREW: Skipper J. Barry (3), Navigator R. Macarthur (3), E. Hastings (2), T. Hawley (2), D. Rye (2), Leut T. Wynn. One to be nominated.

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

MARY MUFFIN has a new lease on life this year under the ownership of Geoff Blok and has shown consistent performance in early races. Designed by Frers and originally the third RAGAMUFFIN, she is packed with experienced crew for this race; she should do well again this year following her third overall in 1978 when she was known as CON-STELLATION.

CREW: Skipper G. Blok (1), Navigator R. Copeland (1), G. Gilliam (11), R. Grimes (6), R. Scrivenor (3), A. White, M. Spies (3), J. Keeran, D. Patterson (1), I. Dodds (3).



**MARDI GRAS — 2929**  
**L.O.A. 36'; L.W.L. 30';**  
**Beam 11'; Draft 6'2"**

Another member of the New Zealand (South) Southern Cross team, MARDI GRAS finished second in her selection trials. Launched and designed by Bruce Farr 1975 she, like all Kiwis in the race, will be hard to beat. She has an experienced crew and owner who competed in 1973 in RENEGADE and in 1975 and 1977 in THUNDERCLOUD.

CREW: Skipper D. Hogg (3), Navigator I. Maskell (1), G. McKenzie (1), C. Crawford (1), R. Lysaght, B. Morris (2), P. McDonald (2), J. McDowell.

**MELTEMI — 89**  
**L.O.A. 44'3"; L.W.L. 34'6";**  
**Beam 12'7"; Draft 7'**

Now owned by a Canberra based syndicate, MELTEMI was one of the first fibreglass yachts over 40' to be built in this country and has raced with the CYCA for many years. Although she has never won a major race on the Australian calendar, she is always up with the leaders, and age allowance will now be of significance.

CREW: Skipper B. Psaltis (20), Navigator M. Wells (2), G. Robinson (2), S. Firth (2), M. Mathews, J. Bell, S. Bell, E. Psaltis, G. Tuisk.



**MARIA — M 121**  
**L.O.A. 36'4"; L.W.L. 26'11";**  
**Beam 10'6"; Draft 6'3"**

1970 was a tough year to start a Hobart, but MARIA finished 21st in a race from which 14 retired, a record until then. In that race Captain Des Cooper broke his arm, and the press were most impressed with his even finishing what many say was the roughest-ever Hobart. Graeme 'Frizzle' Freeman launched his ocean racing career on this boat; she is a thoroughbred S & S design which could again do well with her age allowance.

CREW: Skipper M. Preston, Navigator C. Treleven (3), D. Collings, D. Kelly, F. Trajer, J. Watson, one to be nominated.

**MERCEDES III — 450**  
**L.O.A. 40'; L.W.L. 32'6";**  
**Beam 11'5"; Draft 6'6"**

MERCEDES III is a Kaufman design launched in 1966. She was a member of the victorious Admiral's Cup Team of 1967. Beautifully built in timber by Quilkey Bros., she now has a good age allowance; she turns in a good performance in strong weather but tends to die in light air.

CREW: Skipper A. T. Clutton (3), Navigator N. Snell (2), B. Gayfer (2), N. Golding (2), A. J. Nicholls (2), D. N. C. Jenkins (1), R. Moran, K. Berry (2).







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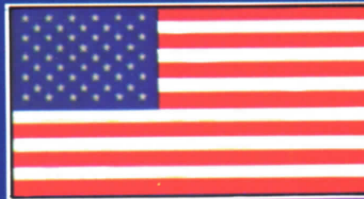
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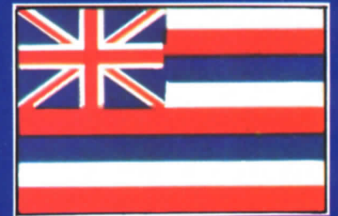
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**MERCEDES V — 2140**  
L.O.A. 41'6"; L.W.L. 34';  
Beam 12'7"; Draft 7'2"

This aluminium Scott Kaufman design, launched by his father Ted for the 1977 Admiral's Cup trials, is potentially one of the hottest 2-tonners in Australia but has been a consistent under-achiever. She is also one of the prettiest contemporary IOR designs in the country. If current owner Harry Janes and his crew can put her in the right place at the right time, she has the boatspeed to score well in the Hobart.

CREW: Skipper H. Janes (4), Navigator G. Smith (4), T. McLennan (5), L. Roberts (4), M. Beston (7), J. Duggan (1), R. Frey (1), L. Esdale (7), one to be nominated.



**MORNING HUSTLER — SA 52**  
L.O.A. 34'; L.W.L. 24';  
Beam 10'; Draft 6'

One of the original S & S 34 designs to be built in Australia by Swarbrick Brothers in Perth, MORNING HUSTLER has had an extensive racing record dating back many years in her home state of South Australia. Under her present owner her racing has been confined to S.A., but she appeared in previous Sydney-Hobart Races in 1971 and 1973. Her best result was in 1971 when she was 24th overall in a field of 79.

CREW: Skipper J. H. Cowell, Navigator J. H. Cowell, A. C. Cowell, S. H. Cowell, S. C. Everett, G. Ingram, D. Harris.



**MERINDA — B15**  
L.O.A. 29'5"; L.W.L. 24';  
Beam 10'2"; Draft 5'6"

MERINDA is a Ron Swanson GRP 1/2-tonner launched in May 1974. She has competed in two previous Hobart Races with mixed results. She is racing in a division that is very competitive, and her chances would depend upon the weather.

CREW: Skipper A. Taylor (2), Navigator C. Oldfield (2), S. Riddell (1), A. Seales (1), C. Bennett.



**MYSTIC SEVEN — 355**  
L.O.A. 36'; L.W.L. 30';  
Beam 10'6"; Draft 6'

A beautifully-finished Swanson 36 which competes in most of the long races, MYSTIC SEVEN won the 1977 Lord Howe Island Race on handicap and was sixth the following year. She is, however, unlikely to be driven with the same force as yachts which are competing every week in their pursuit of crew precision.

CREW: Skipper N. D. Chidgey (2), Navigator N. D. Chidgey, V. M. Chidgey (2), D. Bonallo (3), W. Hatfield, D. Barnard, G. Hunt.



**MIKO — 2131**  
L.O.A. 31'3"; L.W.L. 24'9";  
Beam 10'3"; Draft 5'3"

One of many East Coast 31s designed by Peter Cole, MIKO is a 1/2-tonner which sails regularly in the CYCA offshore series with some success. Placing 51st in the 'rough' Hobart of 1977, she completed the course when many retired.

CREW: To be nominated.



**NATELLE II — 2555**  
L.O.A. 41'; L.W.L. 35'6";  
Beam 12'6"; Draft 7'6"

A Peterson 41 footer which rates slightly under 2-ton, NATELLE II represented New Zealand in the 1975 Sydney-Hobart Race. Under the ownership of Geoff Lee, her red hull has now been repainted dark blue. She was winner of her division in both the Long and Short Ocean Point Score series last season, and the Montagu Island Race is a pelt she collected with Graham Freeman at the helm a few years back. She can be relied upon to sail to her rating in her 5th Hobart.

CREW: Skipper R. Mische (10), Navigator J. Hawley (7), J. Long (7), W. Riley (7), D. Graff (4).



**MIRRABOOKA — 458**  
L.O.A. 44'; L.W.L. 36';  
Beam 12'5"; Draft 7'2"

This Swan 44 has sailed to Hobart many times, the first time she sailed under the name of SUPERSTAR as a member of the 1973 British Southern Cross Cup. This is the second trip for J. Bennetto with this boat; last year he finished quite creditably.

CREW: Skipper J. Bennetto (20), Navigator V. Innes (4), J. Lucas (9), K. Ratcliffe (6), D. Monro (12), R. Gumley (1), D. Mickleborough (17), M. Jones, G. Harman (2), D. Burridge (19).



**NEW BEACH ROAD — TYC 101**  
L.O.A. 40'; L.W.L. 33';  
Beam 11'6"; Draft 6'5"

This yacht is a Miller 1-tonner built by Anderson Brothers of Balmain. The original owner, whilst waiting for his yacht to be built, had such a good time at the CYCA that he just had to name his yacht after our front street, New Beach Road. She is a sister to WOFTAMIV, and neither of these two is likely to be in the big money in this race, although in a good blow you never know.

CREW: Skipper C. Booth (1), Navigator R. Findlay (1), John Oakley (2), G. Ellis (2), I. Wells (2), James Oakley (1), P. Bowden (3), C. Wood (2).



**MOONSHADOW — B 51**  
L.O.A. 41'6"; L.W.L.  
Beam 13'; Draft 7'6"

A retirement from last year's Hobart Race when she was displaying promise, MOONSHADOW is a near sistership to IORANA, the current world 2-ton champion. A Ron Holland design in balsa-cored G.R.P., she was built in Melbourne late last year and only just made the start of the 1978 Hobart Race; has since displayed great boat speed on occasions under experienced owner/skipper John Taylor.

CREW: Skipper J. Taylor (7), Navigator R. Lange (7), J. Coates (4), L. Abbott (5), P. Graham (3), R. Anderson (3), J. McCready (2), L. Perrin (2).



**NEW MORNING — R 1235**  
L.O.A. 42'2"; L.W.L. 33';  
Beam 12'10"; Draft 6'9"

Built in England in 1975, NEW MORNING sailed in the Solent with some success. Since she came to Australia, she has sailed with the Royal Yacht Club of Victoria, but we know little of her results.

CREW: Skipper T. Hewison, Navigator P. Wade, L. Adamson (1), J. Henthorn, I. Moray, M. Hesp, J. Ould, P. Wheeler, N. McPhee, J. Hunt.







**NIRE LOWA — H 4**  
**L.O.A. 31'; L.W.L. 25';**  
**Beam 10'2"; Draft 5'10"**

An East Coast 31 designed by Peter Cole (one of several in this race), NIRE LOWA was launched late in 1975 and first raced to Hobart in 1977. One of many retirements that year, NIRE LOWA has had extensive competition in recent years in Hobart, although her current form is not known to us. CREW: Skipper A. Floyd (1), Navigator I. Wilson, A. Gear (4), L. Morrison, S. Laird, A. Floyd (1).

**ORANI — 202**  
**L.O.A. 41'; L.W.L. 33'5";**  
**Beam 9'10"; Draft 6'4"**

A veteran Tasmanian built in Huon pine by Cuthbertson in Hobart, ORANI is from the design board of McGruer. Launched in 1964, this grand lady of the Derwent won the season point score at the Royal Yacht Club of Tasmania a few years ago, and given fair reaching and running conditions, and with a lot of age allowance, 'Wobbler' Read and his seasoned crew could surprise. CREW: Skipper W. Read (1), Navigator R. Laing (5), G. Myer (2), C. Lamprill, J. Cole-Cook (2), B. Parker, A. Crisp (3).



**NIRIMBA — 527**  
**L.O.A. 41'; L.W.L. 27';**  
**Beam 11'; Draft 6'**

An Alan Payne design, NIRIMBA was built in steel by the R.A.N. apprentices as a training project in 1966 and has since remained in commission with the Navy's RANSA Club in Sydney, competing in five Sydney-Hobart Races with Navy crews in recent years. A broken forestay fitting forced her retirement from last year's event. CREW: Skipper J. Merton (1), Navigator J. Merton (1), H. Winkeler (2), C. Powell, H. Smith, K. King, J. Lamey, J. Howard, D. Mills, G. Davidson, B. Quinn.

**PATRICE III — 360**  
**L.O.A. 47'; L.W.L. 34'7";**  
**Beam 13'5"; Draft 7'7"**

PATRICE III makes a return to the racing scene after a break last year. She finished fourth in the last Sydney-Noumea Race and with a nucleus of her old crew headed by 'Grandad' Peter Green she should have a strong race. CREW: Skipper R. Kirby (8), Navigator G. Hooton (5), P. Green (27), F. Sticovich (2), J. Nelson (2), D. Johnson (4), D. Lawson (14), R. Zemanek, A. Black, W. Russell, D. McWilliams, D. Cummins.



**NYAMBA — 330**  
**L.O.A. 41'6"; L.W.L. 33'6";**  
**Beam 12'8"; Draft 7'10"**

This Alan Blackburne design will be skippered by Jim Hardy, one of Australia's best known helmsmen who has skippered America's Cup Challenges and who represented in the Admiral's Cup Team of 1977. NYAMBA has been modified to improve her speed. She sailed to Hawaii to represent her country in the Pan Am Series in 1978 and in the same year she was winner of the Sydney-Brisbane Race. CREW: Skipper J. Hardy (9), Navigator Lt. Cmdr. C. Pickering (2), C. Masters (2), T. Philipson (2), G. Cavill, D. Hardy, A. Crombie, J. Mews, B. Ross (4).

**PICCOLO III — M 88**  
**L.O.A. 38'; L.W.L.**  
**Beam 12'7"; Draft**

John Pickles won the 1976 Sydney-Hobart Race in his previous Farr 1-tonner of the same name. Changes in the IOR Rule have not impeded this yacht's performance and the close competition with near sister ship VANGUARD will be keenly watched. CREW: Skipper J. Pickles (7), Navigator B. Brenac (7), A. Mitchell (20), M. Barnett (1), T. Poole (2), M. Hamonet (1), P. Gracie (1), R. Baker (3).



**OBSESSION — A 20**  
**L.O.A. 41'6"; L.W.L. 33'6";**  
**Beam 12'3"; Draft 7'**

A Noel Jenning design launched twelve months ago, OBSESSION has not participated in any ocean races. This will be the skipper's first race, but her crew has some experience. Her designer comes from Tasmania, and one of his well known designs is the 1-tonner HUON CHIEF. CREW: Skipper W. Bale, Navigator P. Cosgrave (18), J. Muir (8), C. Cunningham (1), D. Monro, B. Lemfors, F. Dixon, D. Tracey, L. Cox.

**PIMPERNEL — 2690**  
**L.O.A. 34'; L.W.L. 25';**  
**Beam 10'; Draft 6'**

Built by Swarbrick of Perth in 1975, PIMPERNEL is yet another S&S 34, a design which takes well to heavy weather, but this one will need more than heavy weather if she is to steal the bacon in this event. A regular starter with the CYCA offshore fleet, she has failed to turn in any late convincing performances, having come 35th in the '79 Montagu Island Race and having retired from the Bird Island Race at Bradley's Head. CREW: Skipper H. Holland, Navigator G. May, J. Woods, T. Dodds, D. Bizant, M. Shipton.



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

A recent production Cole 43 and one of the most handsome boats of this marque for some time, ONYA OF GOSFORD survived a very tough Sydney-Noumea Race earlier this year without the guiding hand of her owner/skipper Peter Rysdyk and will certainly be improved by his return to the helm for this Sydney-Hobart. CREW: Skipper P. Rysdyk (10), Navigator F. Huber, S. Trevillion (2), P. Miller (1), N. Stewart (1), R. Stuart, R. Pursell, G. Ferguson, W. Mitchell.

**PIRRA — R 21**  
**L.O.A. 33'10"; L.W.L. 25';**  
**Beam 10'10"; Draft 6'**

A Ron Holland designed 7/8 rig which was only launched on October this year, PIRRA was built by the Plastic Boat Company in Melbourne. Her performance will be watched closely, and given a share of little boat weather, she could topple some of her more fancied rivals. CREW: Skipper S. Shield, Navigator R. Williams (2), D. McKenzie (1), M. Harris (2), B. Taylor, G. Lynch (1).

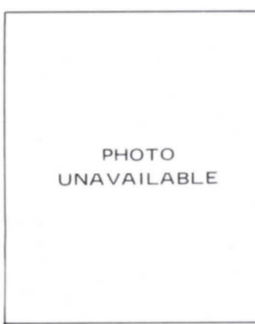


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**POLARIS — M 99**

**L.O.A. 43'; L.W.L. 33';  
Beam 10'10"; Draft 6'6"**

One of the renowned Cole 43's which, while outclassed these days, are still regarded as fine ocean racers. She has sailed every Hobart since 1971, achieving a consistent record of 10, 11, 15, 13, and 8th. Les Savage is a very experienced skipper, and his boat is guaranteed to do much better than many younger recently-designed yachts that will learn that an older thoroughbred can still be hard to toss.

CREW: Skipper L. Savage (7), Navigator A. Burgin (20), P. Rundle (13), G. Paterson (6), L. Hutchinson (3), H. Keegan (3), P. Young, B. Smith, J. Nicol.



**POLICE CAR — KA R333**

**L.O.A. 42'; L.W.L. 34';  
Beam 13'; Draft 7'3"**

One of the successful Admiral's Cup team this year, POLICE CAR is an Ed Dubois design and is having a very successful year. In addition to the Admiral's Cup, where she was Australia's top point scorer and a 'flyer' in heavy conditions, POLICE CAR competed in the World Two-Ton Championships in the U.K., finishing 4th. Will be one of the favourites for an overall win in this race.

CREW: Skipper P. Cantwell, Navigator J. Baxter (4), C. Packer (2), G. Jones (13), J. Mooney (9), J. Blackman (1), F. Warner (12), A. Crewe, E. Dubois (1).



**PRYORITY — 2343**

**L.O.A. 37'; L.W.L. 30';  
Beam 12'; Draft 6'10"**

If it is a 1-tonners' race this year, PRYORITY, another handsome Scott Kaufman design of the same vintage as THE STING, should figure well on corrected time. Her credits include a division win in the 1978 Montagu Island Race and third placings overall in the last two Sydney-Brisbane Races. Her striking yellow-and-red colour scheme will be one of the easiest to pick out in the traffic jam at the Hobart start.

CREW: Skipper J. Pryor (1), Navigator H. Fraser, D. Gandy (1), G. Pryor (1), G. Riding (1), A. Moncrieff (6), P. Kavanah, M. Dowling.



**PUSS 'N BOOTS — A 5**

**L.O.A. 33'8"; L.W.L. 28';  
Beam 10'9"; Draft 3'10"**

This yacht is a Blackburne-designed ¾-tonner built by Duncason yachts in 1977. She competed in the Three Quarter Ton series in Adelaide 1978. Her racing has been confined to home waters in South Australia. The ¾-ton fleet in this year's race is large, and her performance will be watched.

CREW: Skipper/Navigator H. Boot, M. Wohlgemuth, D. Wood, K. Smith, S. Muir, A. Morales.



**QUEST — MH 196**

**L.O.A. 42'; L.W.L. 34';  
Beam 12'7"; Draft 5'10"**

A Swanson 42 with a cutter rig, QUEST is one of many examples of this excellent cruising design now sailing and she is one of three such yachts in this race. Not known for speed in light airs, QUEST will have a comfortable trip but will be looking for heavier conditions to keep up with the racing machinery.

CREW: Skipper R. Cruickshank (3), Navigator E. Cooke (2), M. Cruickshank (2), P. Chapman (2), D. Mills (1), R. Burgess (1), G. Graham, A. Huxedurf (2).

**QUETZAL — 609**

**L.O.A. 31'; L.W.L. 25';  
Beam 10'2"; Draft 5'6"**

A Peter Cole designed ½-tonner, QUETZAL had a very successful season of club racing in her class last year and in early races this season has shown she has lost none of her edge. Although ½-tonners only rarely figure high in the overall results of the Sydney-Hobart Race, QUETZAL will be one of her division's leaders.

CREW: Skipper P. North, Navigator, J. Woodford, J. Connolly, I. Rajaloo, N. Kolosov (8).



**QUICKSILVER — 1761**

**L.O.A. 41'; L.W.L. ;  
Beam 12'; Draft 7'6"**

QUICKSILVER is a previous representative for New Zealand in the Southern Cross Cup series of 1973 at which time she was owned by the late Brin Wilson, who had great success in Australian Waters. Her current form is not known to us, but the Kiwis have always shown a competitive spirit and they get good results even from their older-designed boats.

CREW: Skipper P.D. Lamont (1), Navigator A. Franklin, D. J. Lamont, J. Everett, G. Larner, R. Burgess, W. Burnby, R. Dent.



**QUINTAL — H 21**

**L.O.A. 30'3"; L.W.L. 24'6";  
Beam 10'; Draft 5'6"**

This ½-tonner comes from the Bellerive Yacht Club in Hobart. Her racing has been confined to local waters where she has obtained some good placings. The ½-ton fleet is again very strong this year, and her performance will be watched, particularly by the Bellerive fraternity.

CREW: Skipper H. Knoop, Navigator J. Bridgland, M. Geeves (1), P. Grafton, R. Lauchlin, R. Lilley.



**RAGAMUFFIN — 70**

**L.O.A. 45'; L.W.L. 35';  
Beam 14'; Draft 8'**

One of this year's victorious Admiral's Cup team RAGAMUFFIN is an aluminium Peterson 45 of the highly successful WILLIWAW type. The Sydney-Hobart Race is about the only major race in Australia that Syd Fischer has not won, although he has gone very close on more than one occasion. Will be one of the boats to beat.

CREW: Skipper S. Fischer (14), Navigator R. Hammond (22), R. Horman (20), G. Coote (2), C. Betts (19), P. Epstein (1), R. Magrath (2), A. Ellis (14). More to be nominated.



**REGARDLESS — IR 22746**

**L.O.A. 40'4"; L.W.L. 30';  
Beam 12'3"; Draft 7'**

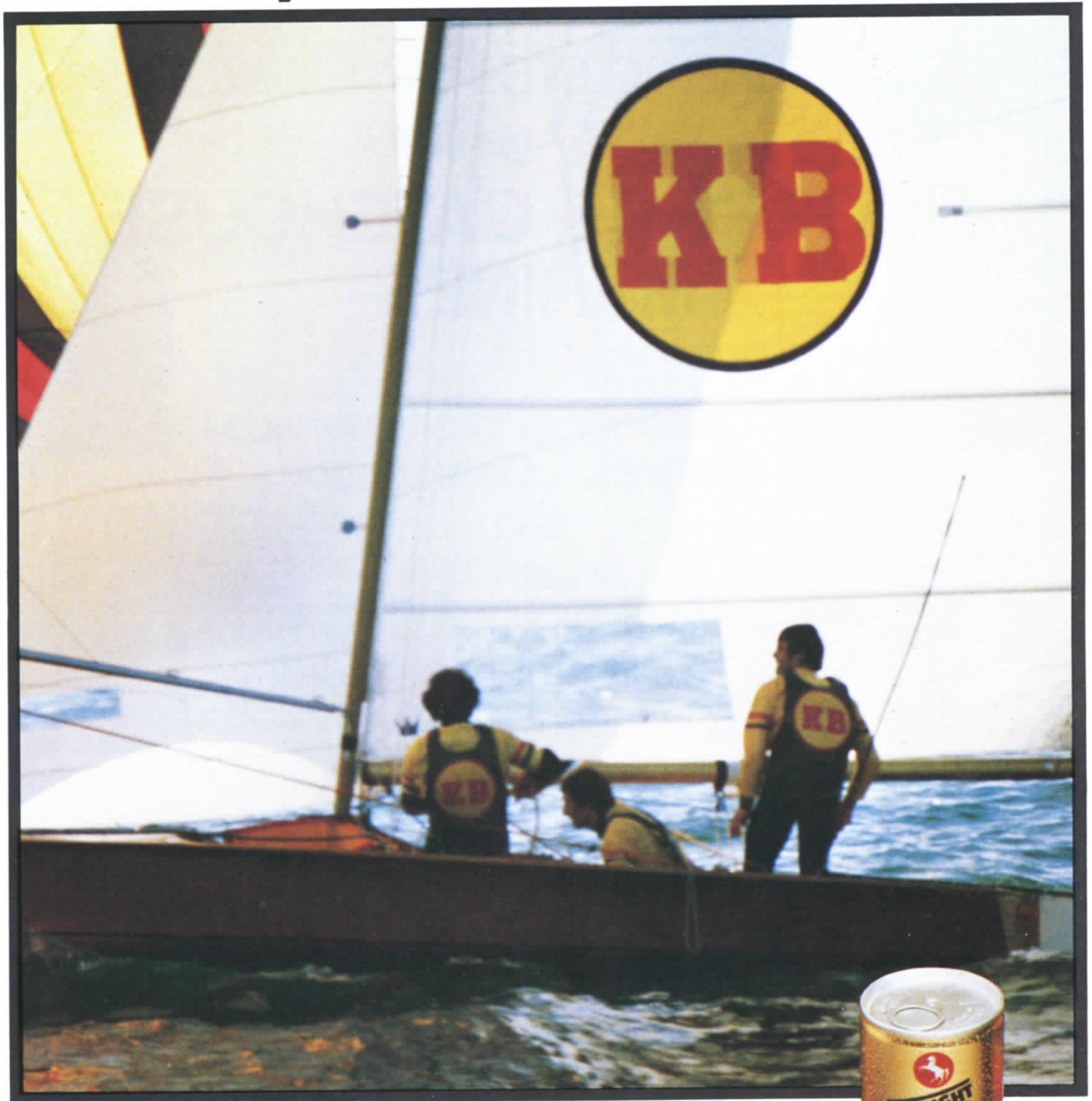
REGARDLESS is a Holland designed 2-tonner built by Kiwi Yachts of the USA in April this year. She was the top-scoring yacht in the Irish Admiral's Cup trials and the top-scoring yacht in the Cup series before she withdrew in the Fastnet Race with rudder damage. She must be considered one of the favourites for this race.

CREW: Skipper K. Rohan, Navigator W. Smith (3), R. Pattison (1), P. Holland (2), M. Maeder (1), P. Mullins, P. Rothschild, K. Bushe, N. Clayton (5).





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**RELENTLESS — 2304****L.O.A. 37'; L.W.L. 29';  
Beam 12'; Draft 6'6"**

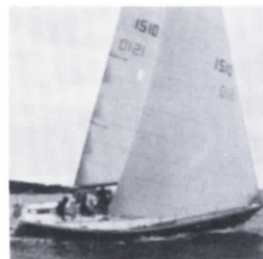
RELENTLESS is one of a pair of hot Peterson 1-tonners launched last year, and although showing flashes of brilliance she did not do as well as her sister ship, DECEPTION, last season. However, under the guidance of former Olympic Coach Mike Fletcher, RELENTLESS has emerged as the boat to beat in CYCA's competitive Division and could easily take out this race if conditions favour the smaller boats.

CREW: Skipper P. Hankin (7), Navigator G. Halls (8), J. Hearne, M. Fletcher (6), P. Messenger, F. Arrowsmith (8), L. Minehan, F. Johnston (12).

**RUTHLESS — 1510****L.O.A. 35'9"; L.W.L. 27'6";  
Beam 11'; Draft 6'7"**

One of the first Peterson designs to be built in this country, RUTHLESS showed great promise when she first appeared in 1975 and won the Montagu Island Race of that year in which the fleet was decimated by a strong southerly within 12 hours of the start. Since overtaken by design advance, the rating age allowance for this race will help her.

CREW: Charterer Navigator J. Pforr (2), B. Robinson (6), P. Hill (12), H. Hicklen (1), B. Griffiths, G. Andrews.

**REVENGE — R 70****L.O.A. 32'8"; L.W.L. 28';  
Beam 11'1"; Draft 6'1"**

This GRP Dick Carter design from Victoria is entered for her first Hobart. She did the West Coaster last year, coming 16th. Her owner went to Hobart in '76 and will know that he is facing some intense competition in his class.

CREW: Skipper P. Green (1), Navigator B. Griffiths, S. Cosgrove, C. Mulhall, R. Lockwood, K. Morrison.

**SAGITTA — R 60****L.O.A. 33'6"; L.W.L. 24'2";  
Beam 10'1"; Draft 5'1"**

A Sparkman & Stevens 34 from the Royal Victoria Yacht Club going in her first Hobart Race, SAGITTA is a regular competitor in Port Phillip and Bass Strait where she has had some success.

CREW: Skipper B. Hellenen, Navigator B. Hellenen, W. Hellenen, M. Vanderwarker (2), T. Bold (1), P. Dunne (1), S. Portell (1).

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

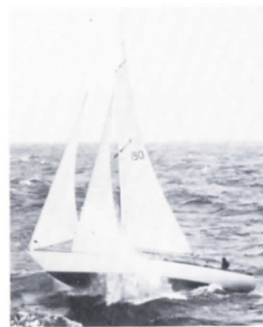
Last on handicap last year after a protest cost her 50% of her placing, RIMFIRE will no doubt improve on that result this year. A Farr 2-tonner from Kiwi Yachts, rimfire has not shown any recent form to place her alongside her sistership, DYNAMITE 2, which is currently a go boat in Adelaide.

CREW: Skipper E. Wall-Smith (3), Navigator R. G. Chapman (2), I. Adams (1), J. Bennett (6), I. Christianson, R. Christianson, R. Keys (2), A. Ross (1), D. Vickers, T. Waglen.

**SALACIA II — 190****L.O.A. 48'7"; L.W.L. 36';  
Beam 12'6"; Draft 8'2"**

A welcome return to ocean racing this season, Arthur Byrne's magnificent SALACIA II was one of the top yachts in Australia and, for that matter, the world, during the early seventies. Tempted back into racing by handicap age allowance SALACIA II has the potential to do as well as MARGARET RINTOUL II, to which she bears a close resemblance.

CREW: Skipper A. Byrne (7), Navigator J. Christofferson (15), P. Hemery (10), B. Gould (14), G. Ewing (6), P. Turner (3), C. Tumpance (10), C. O'Connor (1), G. Player.

**RIVAL — 1242****L.O.A. 37'6"; L.W.L. 30';  
Beam 9'7"; Draft 6'2"**

Just one of the long list of race credits compiled by this classic 1960 sloop is her win in the 1961 Sydney-Hobart. In later years, under Vicki William's famous all-girl crew she sailed through the storm that knocked out two-thirds of the 1975 Montagu Island Race fleet and retired six days later, becalmed off the rocks at Kiama. She now sails from Coffs Harbour under owner Tom Seccombe and it's good to see her back in the Hobart again.

CREW: Skipper T. Seccombe, Navigator T. Gilpin, J. Bertram, R. Singleton, J. Johnson. One to be nominated.

**SALAMANDER II — MH 4****L.O.A. 36'2"; L.W.L. 33';  
Beam 12'; Draft 6'2"**

A Farr design built by Compass Yachts, SALAMANDER II has a taller rig and has been performing well in offshore races this year. She has the potential to be well placed, especially if reaching conditions predominate.

CREW: Skipper K. White, Navigator K. Mascord (1), S. White (1), G. White (3), P. Brownbill (2), I. Pemberton, J. Dibble.

**ROGIS TOO — 3113****L.O.A. 31'10"; L.W.L. 30'3";  
Beam 10'9"; Draft 5'3"**

Adams 10 metre yachts have a very high rating for their size, but they have a habit of travelling in the company of much larger yachts. It is however, unlikely that she will be highly placed on corrected time. She represents Botany Bay Yacht Club where she usually races, and her skipper is an experienced ocean racer, including a Cowes-Dinard Race.

CREW: Skipper R. Brown, Navigator J. Durrington (1), R. Shoebridge, A. Cameron, K. Bridges, R. Gardner, R. Overton (1).

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

A Peterson design built in aluminium, SATIN SHEETS has been campaigned extensively by Andrew Strachan of Lake Macquarie Yacht Club. She is a top-performing yacht in most conditions and has scored a noteworthy second on IOR in this year's Sydney-Noumea Race, a tough event. Although she finished well down in last year's Hobart having missed the cut-off at Gabo Island like so many others, she should improve sharply.

CREW: Skipper A. Strachan (1), Navigator I. Potter (4), P. Duffield (12), J. Stanton (7), Goluzd (1), P. Milburn (4), D. Ross (3), B. Harrison, D. Sherwood (1).





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**SAVANT — 1080**  
**L.O.A. 40'; L.W.L. 34';**  
**Beam 10'6"; Draft 6'9"**

A Spencer design from New Zealand, SAVANT has a long record of long ocean races and performs well in heavy weather. Her poor IOR rating will be compensated by a 10-year age allowance, and one may be sure that her owner has not brought her over a thousand miles without some hope.  
**CREW:** Skipper/Navigator K. Cox (3), R. Smith (3), P. Prendeville (3), C. Jackson, P. Hewinson, K. Burt, T. Griffiths.

**SEQUIOAH II — 1083**  
**L.O.A. 41'10"; L.W.L. 38';**  
**Beam 10'; Draft 6'6"**

A Spencer designed timber yacht built by John Lidgard in New Zealand and launched November 1969, this will be SEQUIOAH II's first appearance in an Australian race. Nor has she raced extensively elsewhere, according to the entry form. The other Spencer designs of this vintage were known primarily for speed off the wind.  
**CREW:** To be nominated.



**SCREW LOOSE — M 336**  
**L.O.A. 30'; L.W.L. 24'6";**  
**Beam 10'2"; Draft 5'9"**

A Holland 1/2-tonner from Tasmania, SCREW LOOSE is a very small boat for a long ocean race. She has a crew, however, who are accustomed to the rigours of Bass Strait and could produce a surprise.  
**CREW:** Skipper R. Cumming, Navigator G. Behrens, A. Hill, G. Marshall, T. Oakeley, B. Baker.

**SGIAN DUBH — R 77**  
**L.O.A. 33'3"; L.W.L. 24';**  
**Beam 10'1"; Draft 6'6"**

A Peter Joubert designed Broilga, SGIAN DUBH gained a 14th place in the 1970 Hobart Race when sailed by the designer. Recently she has been sailed in Port Phillip with moderate success and has been a regular competitor in the Melbourne-Devonport Race.  
**CREW:** Skipper/Navigator R. Lean, D. Lean, J. Horton, M. Hurley, D. McLean, A. Davis, Capt. J. Noble.

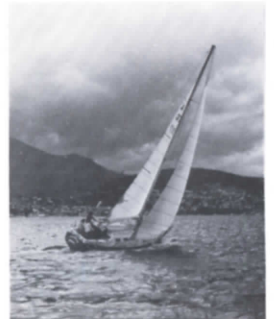


**SCORPION — 2480**  
**L.O.A. 42'4"; L.W.L. 32'6";**  
**Beam 13'1"; Draft 6'11"**

A Farr designed 2-tonner built in Adelaide, SCORPION has raced regularly in CYCA events in recent years with mixed results. Her best performance at time of going to press was second in division in the 1979 Sydney-Brisbane Race in fairly strong company. Although potentially a good chance she faces strong competition and will have to improve her performance to figure in the place getters.  
**CREW:** Skipper R. Clemens (2), Navigator M. Cameron (6), A. Carpenter (5), R. Job (2), P. Kline (8), G. Maver (2), P. Molony (4), P. Thompson, A. Williams (2).

**SHEARWATER — A 37**  
**L.O.A. 35'9"; L.W.L. 30'5";**  
**Beam 10'10"; Draft 6'6"**

A big wholesome design from Noel Jennings in Hobart, SHEARWATER has competed with some success in Slopen Island and Wedge Island Races, being fifth across the line in both. Her crew will be driving her to the limit, and she should finish in the top half of the fleet.  
**CREW:** Skipper Jack Cooper (1), Navigator Jack Cooper (1), D. Colbourne (5), V. Cooper, B. Cooper, P. Cooper, John Cooper, C. Jacobs, A. Short.



**SECOND LADY — B 68**  
**L.O.A. 35'; L.W.L. 28'3";**  
**Beam 11'3"; Draft 6'**

This Peter Cole designed Bounty 35 has competed in the previous two Sydney-Hobart Races. A solid little performer, she was winner of the summer aggregate in 1978-1979 at Royal Brighton and finished second in the winter aggregate. Plenty of moderate windward work will suit this boat.  
**CREW:** To be nominated.

**SHENANDOAH — SM 14**  
**L.O.A. 37'9"; L.W.L. 28';**  
**Beam 11'; Draft 6'**

A smart-looking Compass 37 from Melbourne, it will be veteran skipper Ron White's first tilt at the Hobart classic although he has competed in ten Melbourne-Sydney races. Although designed in 1972, her performances continue to impress with a fifth in the 1977 West Coaster and third in her division in the 1979 Great Circle Race. She will beat many more modern designs.  
**CREW:** Skipper Ron White, Co-Navigator/Navigator K. MacIntyre, A. White, Ralph White, A. Michael, S. O'Sullivan, E. Allica.



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**SELTRUST ENDEAVOUR — K 1244**  
**L.O.A. 55'10"; L.W.L. 50'6";**  
**Beam 9'7"; Draft 10'6"**

Built specifically for long-distance races like the Parmelia Race, this yacht is a two-masted headsail schooner designed by her skipper, Captain Mike Durham, a well known long-distance British yachtsman. A narrow-beamed, light-displacement type, she will be at her best in reaching and running conditions.  
**CREW:** To be nominated.

**SHENANDOAH — 1214**  
**L.O.A. 31'; L.W.L. 25'3";**  
**Beam 10'3"; Draft 5'4"**

Yes, this chunky little black-hulled 1/2-tonner is the original East Coast 31...the forerunner of the most prolific IOR class in Australian waters. SHENANDOAH was launched by her designer, Peter Cole, in 1972 and raced successfully by him in level rating events for several years. Since she was sold her record includes an overall win and a division win in the Montagu. With her age allowance, owner Julius Charody could easily toss the newer 1/2-tonners this year.  
**CREW:** Skipper J. Charody (2), Navigator P. Sarlos (5), P. O'Malley, T. Gill, J. Andrews, P. Hart, S. Bush.







**SHOGUN — 2222**  
L.O.A. 41'; L.W.L. 32' 6";  
Beam 12' 6"; Draft 7'

A sistership to Australian Admiral's Cup Team member IMPETUOUS, SHOGUN is a Ron Holland design executed in aluminium at Paul Kelly's yard in Sydney. Featuring a spectacular topsides colour scheme, SHOGUN represents the latest in overseas design and equipment and her owner/skipper Bruce Sutton has had both experience and success in 1/2-ton racing in recent years.  
CREW: Skipper B. Sutton, Navigator L. Carter (4), M. Sharpe (3), R. Johnston (4), R. Ogilvie (2), N. Underhill (2), B. Ratcliff (15), J. Robson-Scott (4), M. Downman (2), K. Downs (1).

**SPIDER — 2470**  
L.O.A. 34'; L.W.L. 28';  
Beam 10'; Draft 6' 5"

One of the growing class of U.F.O. 34 production 3/4-tonners SPIDER is now a seasoned campaigner having opened her career in a tough Sydney-Noumea Race earlier this year. Ably crewed, she should be amongst the leaders of her division and could do very well overall.  
CREW: Skipper D. Currie (1), Navigator D. Currie, P. Dyball (1), C. Bloomfield, J. McGuire, J. Roberts, K. Yates, R. McConnel.



**SISKA — R 311**  
L.O.A. 75' 4"; L.W.L. 65';  
Beam 19' 1"; Draft 11'

Rolly Tasker's spectacular red sloop has raced extensively overseas since launching late last year when she failed to measure in time for the Sydney-Hobart Race. Now a seasoned campaigner she comes fresh from the Parmelia Race where she set a speed record in the Plymouth to Cape Town leg. She will find the Hobart Race merely a short sprint.  
CREW: Skipper R. Tasker (4), Navigator S. Tasker (3), M. Balinski (1), P. Hay (7), R. Lynn (2), H. Clayton (3), R. Kyle (1), G. McGary (1), J. Taylor (3), G. Cassidey (1), L. Davidson, I. Liggins (1), W. Watson.

**STAR WARS — SM 336**  
L.O.A. 43' 5"; L.W.L. 32';  
Beam 10' 9"; Draft 6' 6"

Formerly known as BACARDI, STAR WARS was one of the first of the famous Cole 43 designs to be launched back in 1970. Originally the designer's own boat, BACARDI had an enviable racing record through the early seventies before being sold to Victoria, where she continued to be very consistent. Now somewhat outclassed, she is still a fine sea boat.  
CREW: Skipper B. Button, Navigator D. Goulay (3), W. Hornsey (5), R. Betts, R. Howard, P. Krause, M. Pearce, M. Allnut, J. Howard.



**SMACKWATER JACK — 3455**  
L.O.A. 37'; L.W.L. 30';  
Beam 12'; Draft 6' 6"

Designed, owned and sailed by Paul Whiting, SMACKWATER JACK was winner of the New Zealand One Ton Cup trials in 1977 and will be aggressively sailed in this race. She will be one of the yachts to be watched for victory on corrected time.  
CREW: Skipper P. Whiting (1), Navigator M. Farrand, J. Sugden, G. Davis, M. Quilter, M. Ensley, S. Trevurza.

**STORMY PETREL — 880**  
L.O.A. 36' 6"; L.W.L. 30' 5";  
Beam 10' 9"; Draft 6' 4"

The 1970 S&S design with which Syd Fischer won the 1971 One Ton Cup is still scoring good results in the Sydney fleet with the benefit of her substantial age allowance. Current owner Graham Day will be racing in his first Sydney-Hobart this year and for STORMY PETREL it will be the third. Like all the classic S&S boats she enjoys a blow, and if the conditions suit her she could worry the hot new 1-tonners in Division III.  
CREW: Skipper G. Day, Navigator M. Wesslink, C. Brown, D. Buckley, B. Kemp, K. O'Shea, J. Day.



**SOLANDRA — H 155**  
L.O.A. 33'; L.W.L. 24';  
Beam 10' 2"; Draft 5' 8"

Although she was launched only last year, SOLANDRA is a traditionally-styled design from Alan Buchanan, who also designed ANACONDA, one of the maxi-yachts in this race. SOLANDRA left some well-known IOR boats behind her in the overall results last year, and there is no reason why she will not do it again this year.  
CREW: Skipper R. W. Escott (1) Navigator W. Cooper (1), M. Escott (1) C. Escott (1), P. Read (1), R. Hamilton.

**SUNBURST — SM 19**  
L.O.A. 40'; L.W.L. 32';  
Beam 12' 10"; Draft 7' 3"

This Doug Peterson designed 2-tonner was built as an Admiral's Cup contender for this year's series but was narrowly defeated in the selection trials. We have no details of her performance in this season's racing in Melbourne, but her design and equipment should make her a very serious contender for high placing if hard driven by an experienced crew.  
CREW: Skipper R. K. Young, Navigator G. Marshall (13), E. Silbereisen (2), R. Whiteside (4), R. Simpson (3), R. Sill (4), P. Taylor (3), A. Sharp (2), J. Augustine (2), D. Carlyon.



**SORCERY — 4785**  
L.O.A. 61'; L.W.L. 47';  
Beam 14'; Draft 8'

One of the best known names in ocean racing, it would take two pages of this programme to record SORCERY's incredible record in every major ocean race in the world, including line honours in a Fastnet, Onion Patch, S.O.R.C. and Hawaiian Series. She can be counted upon to be pushed every inch of the way by her boisterous owner, Jake Wood.  
CREW: To be nominated.

**SUPERSTAR — B 1**  
L.O.A. 45' 10"; L.W.L. 36';  
Beam 13' 4"; Draft 7' 10"

A former Australian Admiral's Cup team member (1977), SUPERSTAR has suffered misfortune in her previous Sydney-Hobart Races having retired damaged both times (1977 and 1978). However, her potential is undisputed and she could well figure high in the results of this year's event. She continues to race successfully in her home waters of Port Phillip Bay under original owner/skipper Keith Farfor.  
CREW: Skipper K. Farfor (5), Navigator M. Spence, G. Hosie, T. Cooke (2), P. Ross, R. Jepson (4), I. Elliott (3), T. Bond (2), W. Dixon (2), P. Kane (2), B. Kibby (3), A. Sheers.





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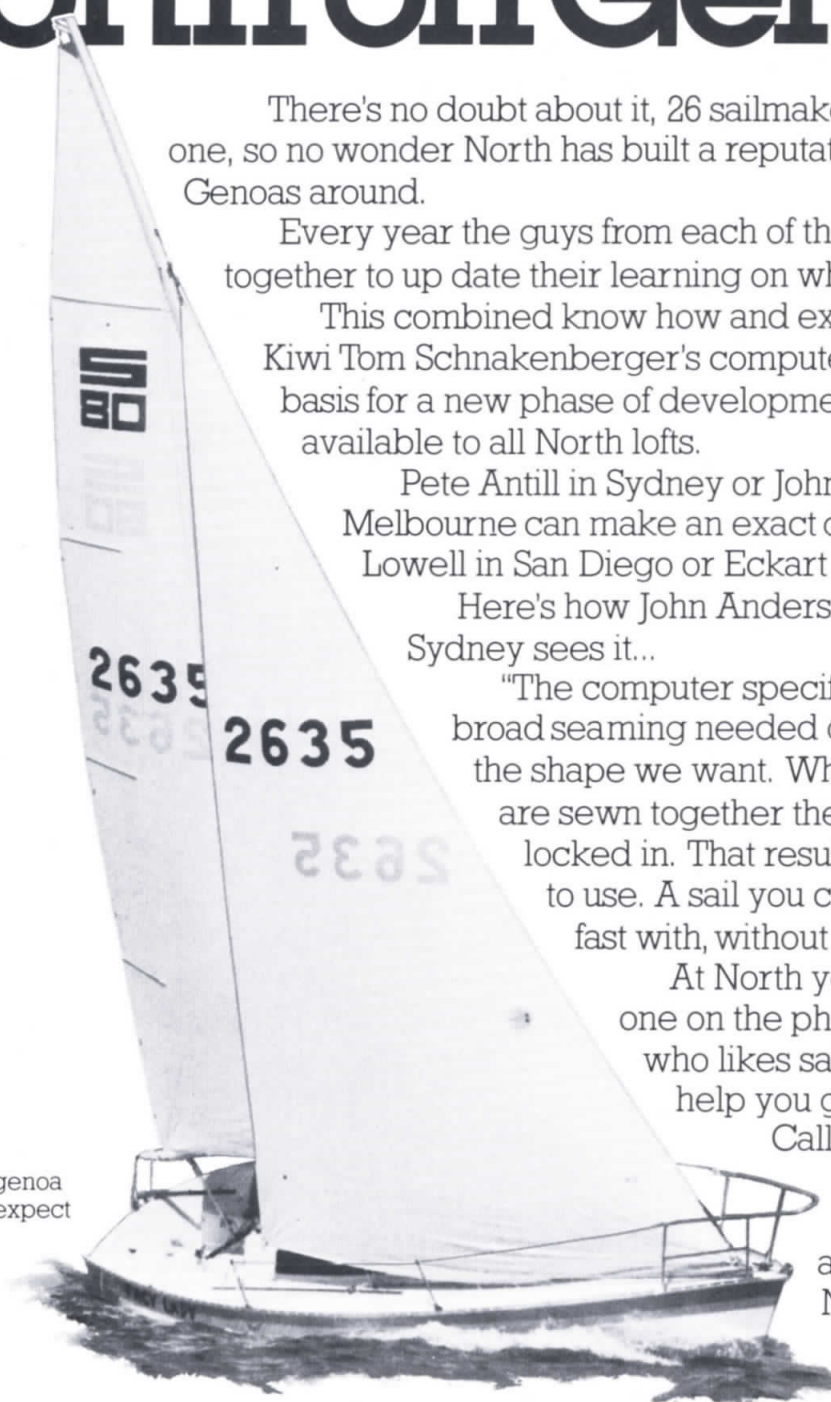
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**SWEET CAROLINE — 2557**

**L.O.A. 42'; L.W.L. 36';  
Beam 12'; Draft 7'**

The latest design from the board of New Zealander Laurie Davidson, SWEET CAROLINE is an aluminium 2-tonner launched late this year for Marshall Phillips. Potentially a very fast boat, she will be served by an extremely able crew ramrodded by Norman 'The Foreman' Hyett. One of the favourites.

CREW: Skipper M. Phillips (2), Navigator D. Hocking (13), N. Hyett (7), H. Treharne (10), T. Richardson (4), J. Stanley (7), J. Hallett (2), P. Morgan, J. Burke (9).

**THYLACINE — A 30**

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

This Duncanson 35' from Hobart making its second appearance in this race. In 1977 she weathered the big blow to finish 64th on handicap. Earlier this year she took second place in the Gladstone-Cairns Race.

CREW: Skipper A. Carr (2), Navigator A. Carr (2), P. Moran (2), N. Moran (2), G. Butcher (1), G. Collins, J. Mawer.



**TANGLEFOOT — TYC 1**

**L.O.A. 33'; L.W.L. 26';  
Beam 10'; Draft 5'**

An early Gurney design with a definite S & S look about her, TANGLEFOOT last raced to Hobart in 1975, which was a big year with a lot of off-wind sailing. The conditions did not suit TANGLEFOOT at all, and she finished well down the list. She should do better with more close-hauled sailing, if that is on the cards.

CREW: Skipper P. Williams, Navigator C. Williams, P. Good, P. Hesketh (1), Vandedberg, P. Thompson.



**TINA TWO — 2618**

**L.O.A. 31'3"; L.W.L. 24'9";  
Beam 10'4"; Draft 5'7"**

A new East Coast 31½-tonner making its first trip to Hobart, TINA TWO is well equipped but may not yet be ready for an arduous race in heavy company. She was launched only in late August of this year.

CREW: Skipper K. V. Dyer, Navigator P. Richardson, P. Thompson (2), B. Crossman, P. Burke (2), M. Davies (1).



**TARQUIN — G 148**

**L.O.A. 33'; L.W.L. 27';  
Beam 10'9"; Draft 6'6"**

This will be a first appearance in a Sydney-Hobart for this well known Brologa from Melbourne. A solid production yacht with a good age allowance, she would handle heavy weather with ease. She has raced regularly in Melbourne and Bass Strait without significant victories and she does not show form which would make her a serious contender for high placing.

CREW: Skipper J. A. Stanford, Navigators J. A. Stanford & W. Kibby, R. Fredericks, Rex Fredericks, R. Anderson, G. Onions.



**UTIEKAN IV — A 17**

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

UTIEKAN IV will be starting in her fifth Sydney-Hobart Race and the second with her current owner. A steel Van Der Stadt design, she was launched in 1969 and is typical of Van Der Stadt philosophy of that time, which means she probably needs a lot of wind to get moving.

CREW: Skipper G. Hennicke (1), Navigator K. Goodsell (5), G. Bills (1), D. Bills, J. Urquhart, M. Granger (2), R. Moss, C. Mizure.



**THE STING — M 8**

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

This Kaufman designed 1-tonner was launched late in 1976 and was raced by Chris Bouzaid in the 1977 National One Ton Championships where she finished second. She has not figured highly in Sydney-Hobart Races for various reasons but has plenty of potential. Little is known of her current form, but her near sister, PRYORITY, has a good record.

CREW: Skipper A. Rundle (4), Navigator A. Gifford (2), D. Turnbull (1), R. Mathews (2), B. Polson (1), T. White, M. Davies (1).



**VANGUARD — 3444**

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

VANGUARD had a disappointing race to Hobart last year having missed the cut-off point at Gabo Island like so many others; however, she still has the potential to do very well and has been racing very consistently in N.S.W. events already this year. A 1-tonner to watch closely.

CREW: Skipper R. Cawse (6), Navigator C. Oxenbold (6), G. Rouvray (12), G. Downes (4), I. Baird (6), T. Messinger, W. Gibson (7), I. Short.



**THUNDERBOLT — 560**

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

THUNDERBOLT has probably started more Sydney-Hobart Races than any other yacht currently competing. Dismasted in 1970 and again in 1977, her best effort was for Graeme Shields in 1969 when she was 4th overall. Still a sound design, she performs well in light conditions.

CREW: Skipper P. Harding (4), Navigator J. Holdaway (4), G. Swift (2), B. Mills (2), I. Marden, C. Mactavish (1).



**VIVACIOUS — 2457**

**L.O.A. 31'3"; L.W.L. 24'9";  
Beam 10'3"; Draft 5'8"**

This East Coast yacht has been a regular starter in CYC races in the past two seasons, and she scored a third in the division Winter Series. In the Hobart she will be pressed to do well amongst others in her class.

CREW: Skipper J. Brown, Navigator A. Hodge (1), G. Butler, R. Johnson, B. Clayton, R. Griebel.





**WATHARA II — A21**  
**L.O.A. 36'; L.W.L. 28';**  
**Beam 10'5"; Draft 6'**  
 WATHARA II is a Swanson 36 which has sailed to Hobart since 1969. Swanson boats are very popular Australian designs which have had some good results in races over the last 12 years. Although now outdesigned in her field, she could surprise in a good blow.  
 CREW: Skipper R. Stopp, Navigator J. Cannon (2), E. Stopp, J. Lowe (3), J. Sthill (1), S. Brehney.

**WOFTAM IV — 2206**  
**L.O.A. 40'; L.W.L. 36';**  
**Beam 12'; Draft 6'**  
 WOFTAM IV is a Bob Miller designed 1-tonner built by Anderson Brothers and a sistership to NEW BEACH ROAD. She started in the 1976 Hobart Race but withdrew because of rudder problems. Her design does not make her competitive with today's classy fleet, but she should go with a good breeze.  
 CREW: Skipper/Navigator R. Jemison (2), R. Campbell (2), B. Taylor, I. Taylor, M. Friend (2), J. Crowhurst, R. Johnson.



**WHEEL BARROW — 2697**  
**L.O.A. 30'; L.W.L.**  
**Beam 10'; Draft**  
 WHEEL BARROW is a Carter designed production 1/2-tonner which is popular overseas although only recently introduced in Australian waters. With the name of WHEEL BARROW one can be sure that the crew will be really pushing this boat.  
 CREW: Skipper I. Tringham (3), Navigator R. Young (2), T. Tringham (2), T. Black (2), R. Parkin, M. Lewis.

**YEOMAN XXI — K 711**  
**L.O.A. 46'; L.W.L. 36';**  
**Beam 14'4"; Draft 8'**  
 This is the latest in a long line of boats of her owner, Robin Aisher, who, unfortunately, will not be travelling with the boat to Australia. To be skippered, instead, by John Wooderson, YEOMAN XXI is a Peterson design rating 36' that narrowly missed selection in the U.K. Admiral's Cup Team. She has a powerful crew, and her chances are very good in this race.  
 CREW: Skipper J. Wooderson, Navigator Lord Greenway (2), M. Relling (1), A. Stag (3), C. Blundell, R. Walker, M. Newton, G. Watchorn (2), J. Hollamby, J. Brumwell (1), H. Agnew (1).



**WHITE POINTER — 2246**  
**L.O.A. 36'7"; L.W.L. 30';**  
**Beam 12'; Draft 6'6"**  
 WHITE POINTER is a Kaufman 1-tonner which is consistently well sailed and which was the winner of her division in the Middle Harbour Yacht Club point score last year. Second in the Sydney-Brisbane Race last year, she will be driven hard to beat her sister ship PRYORITY, which is performing well at present.  
 CREW: Skipper K. Le Compte (4), Navigator A. Hutton (2), R. Peterson (2), R. Ferris (2), R. Howlett (9), P. Kende, J. Whillie (9).

**ZEUS II — 327**  
**L.O.A. 30'; L.W.L. 24';**  
**Beam 9'8"; Draft 5'6"**  
 A Currawong 30 designed by Peter Joubert and launched in May 1979, this yacht has had some outstanding results this season including first overall in the recent Janzoon Trophy Race. Her skipper and crew are very experienced, which is a plus in this very competitive division.  
 CREW: Skipper J. Dunstan (6), Navigator D. Owen (3), T. Valaire, H. Govers, G. McKellar, R. Warren.



**WIMAWAY — 1447**  
**L.O.A. 35'; L.W.L. 30';**  
**Beam 10'9"; Draft 6'**  
 One of the many Duncanson 35s competing in this race, this will be her 5th Sydney-Hobart. WIMAWAY has always competed well in long ocean races - to Noumea, Lord Howe Island, Sydney-Brisbane. She was originally named ALI BABA, and got her new name in 1977.  
 CREW: Skipper A. Barry, Navigator R. McVeagh, A. Bowen, M. Maher, K. Pearson, M. Austin, J. Burley.

**ZILVERGEEST III — 1317**  
**L.O.A. 33'1"; L.W.L. 25'0";**  
**Beam 10'; Draft 6'2"**  
 ZILVERGEEST III is an S & S 34 which is a regular visitor to Hobart, having competed first in 1973 and sailed five times under its present owner, who himself has raced there 14 times. A well-proven vessel with a mature crew will show well in adverse conditions. Whether such a solid sea-boat with good age allowance can compete with modern design is the question, but two years ago she was first in her division and finished a creditable 12th overall.  
 CREW: Skipper A. Murray (14), Navigator R. Hunt (8), N. Wagener (5), B. Johnson (10), J. Thomas (3), D. Marks (3), C. Poolman.



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